



Thanet Local Plan 2006

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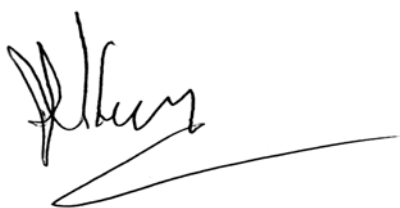
Foreword

It has taken some five years of hard work and a great deal of consultation and debate to arrive at this adopted Local Plan. I believe that effort has been worthwhile as we now have a Plan that provides a comprehensive set of planning policies to guide development in Thanet over the next few years.

We have a vision of a more prosperous District with a better quality of life for our residents and this Plan puts in place a strategy that seeks to achieve that vision. It also ensures that our wonderful built and natural environment is properly protected from unacceptable development.

This Plan has already influenced the pattern of development in this area. The allocation of land at Westwood for a new town centre was a radical and innovative move to provide better quality facilities for our residents that previously they had to travel for many miles outside the district to obtain. The Westwood Town Centre is now a reality and will soon be joined by a new residential community of 1,000 homes.

This will be the last Local Plan produced for Thanet and we now have to look forward to 2021 and beyond as work begins on a Local Development Framework for the area. The name of the Plan is not important. What is important is that we continue to encourage prosperity and seek a better future for ourselves and our children, while conserving our great history and natural heritage.



Councillor John Kirby
Cabinet Member for Development Services

June 2006



Introduction and Policy Content

The Isle of Thanet

The Isle of Thanet is an attractive and pleasant coastal District situated at the eastern end of Kent in the south-east of England and in close proximity to the Continent. The area contains the attractive and historic seaside towns of Margate, Ramsgate and Broadstairs, each with their own identity and character and with a wealth of history and historic buildings. Thanet has a number of interesting and agreeable coastal and rural villages and possesses a long coastline lined with cliffs and containing many sandy bays and beaches. The area benefits from a mild and dry climate.

The District has a population of just over 127,000 people, mainly resident in the towns, which spread around the coast. The Island is connected to the rest of Kent by three main roads and rail routes leading to Canterbury, Dover and along the north coast direct to London. Communication with London in particular has improved significantly over the last few years with the dualling of the A299, the Thanet Way. The recently privatised Kent International Airport (Manston) and the international ferry port at Ramsgate add to the facilities and appeal of the area and represent significant opportunities for investment.

Despite its location in the south-east of England and its attractive environment, Thanet has suffered from long-term economic and social problems. Unemployment has, for many years, been well above the Kent average and social deprivation exists in many parts of the District. The decline of the tourist industry, the concentrations of cheap property and the relative remoteness of the area, along with other factors, have all contributed to these persistent and difficult problems. There is also a preponderance of small, low-skill based companies in Thanet offering relatively low wages.

In itself this Local Plan cannot resolve the economic and social problems being experienced. What it can do, however, is, in land use terms, provide the policies and guidance that will facilitate the investment necessary to reduce these problems while protecting the fine natural and built environment which the Island enjoys.

Background to and Purpose of the Plan

The first District-wide Local Plan for Thanet was adopted in April 1998 and was designed to run until 2001, although many of the policies will remain fully relevant beyond that date. This first review Plan will replace and supersede that Plan and is designed to give guidance to 2011.

One of the purposes of a Local Plan is to identify the issues and opportunities that are arising in an area and then to set out the Council's views on how they would like to see the area develop over a period of time. A Local Plan should provide the following:

- **Guidance** for local people, developers and other interested parties in relation to the District Council's land use policies and proposals.
- **Encouragement** to inward investors by providing a degree of certainty on which they can make informed decisions.
- **Control** over the location and impact of new development on the local environment.

Format of the Plan

A Local Plan comprises the following:

- **Written Statement:** This sets out the text of the District Council's policies and proposals for future development. In this plan these policies and proposals are distinguished by the use of capitals and bold text. The text around the policies and proposals gives a reasoned justification for the policy or proposal.
- **Proposals Map:** This map identifies, on an Ordnance Survey base, the areas to which particular policies and proposals apply. It consists of a District-wide map at a scale of 1:15,000 and inset maps, which are shown on the reverse of the Main Map and give a more detailed and clearer picture, at a scale of 1:5000, of certain parts of the District.

The plan also incorporates a number of maps within the text designed to give a clearer picture of the application of certain policies and proposals.

This Plan, together with the Structure Plan, Minerals Local Plan and Waste Local Plan forms the Development Plan for the area.

Policy Context

The Plan must also take account of National, Regional and County planning policies and guidance and of the resources likely to be available for implementation.

Government guidance and the Structure Plan recognise the economic problems that Thanet has experienced over the years, and encourage greater levels of economic activity and the creation of new jobs. They also recognise the environmental quality of the area – the coast, good air quality, high quality agricultural land, important nature conservation areas, rich historical heritage, and so on – and seek to ensure the continued protection of these environmental and social assets.

Regional Planning Guidance

Regional Planning Guidance seeks to promote the sharing of the region's prosperity, improving access to jobs, housing, transport, education, health and leisure, and public participation and decision making.

Within this framework, Thanet is identified as a Priority Area for Economic Regeneration. This reflects the fact that Thanet has had Tier 2 and Tier 3 Assisted Area status under the Regional Selective Assistance programme and Objective 2 status under European Structural Funds. In such areas, the draft Strategy seeks to reduce unemployment year-on-year towards the regional average. This approach would take into account the "environmental wealth" of these areas, and, in particular, development would be constrained by national and international environmental designations.

The Guidance also recognises that there are areas of wildlife habitat resource of national and international importance. It states that development plans must take these into account and give priority to their protection. It also states that development plans should ensure that the best and most versatile agricultural land is given an appropriate level of protection from development.

The SEERA Strategy

In June 2001 the South East England Regional Assembly published its strategy, entitled "A Better Quality of Life in the South-East", with a vision of a prosperous region delivering a high quality of life and environment for everyone, now and in the future.

The strategy contains 25 objectives to achieve this vision and those most directly related to land-use planning amongst these are the following:

- To ensure that everyone has the opportunity of a decent and affordable home
- To stimulate economic revival in priority regeneration areas
- To improve efficiency in land use through the re use of previously developed land and existing buildings and encourage urban renaissance
- To conserve and enhance the Region's biodiversity
- To ensure high and stable levels of employment so everyone can benefit from the economic growth of the Region
- To sustain economic growth and competitiveness and ensure a better distribution of economic activity across the Region

The Kent Structure Plan

The Kent Structure Plan, adopted in 1996, takes a very similar approach to the approach of this Local Plan. Policy EK2 identifies the need to address the long term economic problems of the area through the development of business parks and infrastructure. This is balanced by the need to protect the separate

identities of the Thanet towns, the high quality agricultural land and the areas of national or international importance for nature conservation.

The Kent Structure Plan encourages local planning authorities to “seek to achieve a sustainable pattern and form of development which will reduce the need to travel, facilitate the conservation of energy and other natural and environmental resources, and minimise pollution”.

The Kent Structure Plan is soon to be replaced by the Kent and Medway Structure Plan (KMSP). It is anticipated that the KMSP will continue the general strategic approach to Thanet, and recognise the need to cater for development that will reduce the District's reliance on other centres for employment, retail and other economic and social needs.

The Council's Corporate Plan

The Corporate Plan sets out a number of specific objectives, which relate to different aspects of the Council's activities. This Local Plan reflects the Corporate Plan's vision for Thanet as an economically successful, visually attractive, safe and stimulating place in which to live and work, and aims to help deliver certain of its objectives.

Sustainable Development in the Local Context

The Council has given a commitment to look at sustainable development issues in more detail in this Review. The most widely accepted definition of sustainable development is:

“...development which meets the needs of the present without compromising the ability of future generations to meet their own needs”.

The Government sets out four aims for sustainable development:

- (1) Effective protection of the environment (not just minimising the impact of development)
- (2) Maintenance of high and stable levels of economic growth and employment
- (3) Prudent use of natural resources and
- (4) Social progress, which recognises the needs of all

Government advice is that local plans should contribute to sustainable development. It states that a sustainable planning strategy should:

- provide for the nation's needs for commercial and industrial development, food production, minerals extraction, new homes and other buildings, while respecting environmental objectives
- use already developed areas in the most efficient way, while making them more attractive places in which to live and work

- conserve both the cultural heritage and natural resources, taking particular care to safeguard designations of national and international importance and
- shape new development patterns in a way which minimises the need to travel.

The Council believes that, in drawing up its Plan Strategy to develop a “self-contained” community in Thanet, it has taken an innovative, but balanced approach to implementing the Government’s guidance on sustainable development.

The Plan has also been subject to strategic environmental appraisal, in which sustainable development has been a key component, across a range of issues.

Monitoring and Review

The current Local Plan review comes at a critical time when the key strands, ingredients and opportunities underpinning sustainable regeneration need to be drawn together. The Plan covers a wide range of land-use planning issues and will significantly influence public and private sector investment programmes and land-use decisions. Land-use needs and considerations can only be projected ahead for a short time as a result of changing social and economic circumstances. It is therefore essential that matters which may affect the development and planning of the District are kept under review and that the relevance and effectiveness of policies are monitored to ensure that the Local Plan continues to provide an up to date, responsive and effective local planning strategy.

Under the new planning system introduced by Government in 2004, the Council proposes to undertake and publish annual reviews of policy performance against Plan objectives through an Annual Monitoring Report. In preparing such reviews the Council will involve a range of stakeholders to ensure that the process is transparent and based on appropriate evidence, and to strengthen commitment to delivery of objectives.

The Council will review the development needs and pressures, availability of resources and investment programmes in all sectors, implications of prevailing government advice and strategic policy, and the Council’s and community’s aspirations, as an essentially continuous process. This will involve collection and analysis of information and intelligence from a wide range of sources.

This Plan is intended to cover the period to the year 2011. It thus only identifies land use provisions related to development needs envisaged within that period. The Council aims to review the Plan in its entirety at least every five years, and a comprehensive review will commence almost immediately on adoption of this Plan. Changes in circumstances e.g. evolving strategic policy, new development opportunities that need to be accommodated, circumstances affecting investment programmes by all sectors and the need to conform to changes in strategic policy, may trigger the need for more frequent review and alteration of certain aspects of the Plan. The Council will therefore pursue

review/alteration of all or parts of the Plan at any time, as may be necessary. It will carry out public consultation in line with appropriate legislative procedures in advance of any proposals for policy changes.

The critical aims of the Plan are to accommodate needs for sustainable economic and other essential development while safeguarding and enhancing the built and natural environment. Thus, fundamental aspects requiring regular review include the adequacy of land provision in respect of projected development needs for employment and housing land (which are monitored on an annual basis), and any impact on a range of environmental assets e.g. wildlife habitats lost to development. Environmental Appraisal of the Plan will, in itself, inform monitoring and review of the environmental aspects of local plan policies.

Monitoring will indicate whether the Local Plan is achieving its stated objectives, and help to identify where policies and proposals need to be strengthened, maintained or changed. It will also inform decisions on which aspects of the Plan may need to be reviewed and when. The Plan therefore contains a range of *targets* against which progress in implementation and the effectiveness and continued relevance of specific policies can be monitored. These *targets* aim to provide meaningful yardsticks for monitoring, and are related to specific areas of policy.

Each target includes an *indicator* stating the factors against which the achievements can be measured, together with a *monitoring* source from which the indicator will be obtained. The inclusion of targets will also help the Council in fulfilling its commitment to the principles of Best Value.

It has not been possible to establish measurable and meaningful targets for all aspects of the Plan. In certain instances indicators and monitoring sources are still included to provide helpful indication on plan implementation and trends. These may enable additional targets to be established in the future. Existing targets can be augmented or refined as appropriate on reviewing the Plan.

1. Plan Strategy

1. Plan Strategy

Background Situation

1.1 Thanet is an area of high unemployment and is also an area with high levels of social and economic deprivation. In March 2002 the unemployment rate in Thanet was 7.0% compared with the average for Kent of 2.6% and a national figure of 3.1%. The DETR indices of deprivation for 2000 show that Thanet was ranked as easily the most deprived District in Kent and as the 60th most deprived District in the whole of England (out of 354 Districts). Pier Ward in Margate is ranked as the 77th most deprived ward in England (out of 8,414 wards), with Ethelbert Ward, also in Margate coming 194th. For income levels Pier Ward is the 16th most deprived ward in England and for employment is 12th.

1.2 Against this background, the Council sees the Local Plan as a key component in the regeneration of the economy of Thanet.

1.3 It is the Council's view that, essentially, Thanet is an area capable of sustained regeneration through development of its inherent advantages. An outstanding environment, attractive historic towns and seafronts, a coastline of exceptional quality, proximity to European markets and improving access to London - all make for the components of what should be an attractive and desirable location both to live and to invest.

1.4 If this view is correct, then one has to ask why has the regeneration of the economy not already taken place? The answer is principally that the market does not yet appreciate what is available. Despite major efforts by the Council and its regeneration partners to break down the perception of a peripheral location, the area is still regarded by the London-based development industry as somewhat isolated from the main area of economic activity in London and the M25/M4 corridor. However, it is the Council's view that Thanet is an opportunity waiting to be discovered.

1.5 The strategic thinking behind the development of this Local Plan will provide the basis and the opportunity for that discovery to take place and for the sustained economic regeneration of the area. It will not happen overnight. The Plan period is 10 years and whilst every effort will be made to achieve a sustainable economic recovery in a shorter period, experience shows that progress towards matching the economic success of other areas will take time. However, it is the Council's view that, with support from Central Government, the Regional Development Agency, Kent County Council, and other locally-based private and public sector partnerships, which the Council has developed, the time is right.

The Strategy

Thanet as a Single Development Opportunity

1.6 Successive Local Plans have tended to err on the cautious side - caught between a desire to see new development opportunities occur while trying to protect all aspects of the environment. This dilemma has previously resulted in an unwillingness to take risks or to provide the necessary bold steps towards recovery. Competition for resources between the component towns in the District has resulted in efforts to take a single bold development step forward being thwarted by misguided even-handedness. The result has been a rather bland and unexciting strategy together with a set of plan proposals, which have failed to ignite the interest of national developers and investors.

1.7 This Plan proposes a new and radical approach in that, whilst it recognises and encourages the essential differences between the component towns and villages, it does not attempt to treat the component areas even-handedly. Thanet is principally a relatively compact single urban area and the development opportunities, to be sufficiently attractive, must be considered in a Thanet-wide context. Development sites are, therefore, identified where they will best serve the entire community and where achieving those development opportunities will also achieve the maximum economic and social benefits for the whole of the community.

1.8 To that extent the Local Plan looks at Thanet as a single opportunity and not as a collection of individual towns and villages – much as those towns and villages will continue to be nurtured for their contribution to the quality and diversity of the social and environmental mix that is Thanet. One of the objectives of the Local Plan is to manage the change being promoted in a confident but sensitive manner to ensure the necessary development is promoted and achieved while conserving that which is best of the natural and man-made qualities of the area.

A Comprehensive Approach to Regeneration

1.9 Experience has told us that potential inward investors have aspirations not unlike those of the local population. In seeking to direct the location of new investments, the availability of grant aid and proximity to similar investment opportunities, are important. But so too are the issues of quality of life – the availability of an attractive environment, opportunities for good quality housing, quality retailing and leisure opportunities and a wide range of training and education facilities. These are all part of the fabric of a society that makes for an attractive place to live, work and to invest.

1.10 To that end this Local Plan takes an approach to regeneration that seeks to address all of these issues simultaneously and strives to create the opportunities to improve the quality of life of all of its citizens. It endeavours to address these matters in a bold, open, and upfront way, that perhaps has not been reflected in past approaches. It will, if successful, upset the status quo and in doing so will undoubtedly upset some of those who wish to see slow or

no change to this area. No apology is made for this approach. It is the Council's view that it owes it to future generations to provide the quality of life that the majority of its citizens wish to enjoy - to firmly focus on achieving an equal footing with other areas in the South-East such that we can tap the latent attractiveness and opportunities that have not, as yet, been realised.

A Self-Contained Community

1.11 The strategy approach is to provide for a self-contained community where all of the opportunities associated with the quality of life issues referred to above, are available locally. The people of Thanet have the right to expect to be able to find the quality and quantity of services they seek within their own locality, without the necessity to travel elsewhere to obtain them. At present, Thanet is a net exporter of employees to other areas with 11,000 people living within the Thanet area travelling every day to seek employment elsewhere, whilst only 2,000 come to Thanet to seek employment.

1.12 In addition, every week, thousands of people travel to centres outside the District to avail themselves of the leisure and retail experiences that those higher quality centres provide. Those other centres are no bigger than Thanet in population, but offer a wider range of retail and leisure opportunities which attract large numbers of the Thanet population. In the year 2000 some £99 million of retail expenditure went outside the District to Canterbury and other centres. This is not only damaging to the Thanet economy but also contrary to the aims of Government policy. This Plan sets out clear policies to address and correct these issues and to offer the people of Thanet the opportunity to find their employment, retailing, education, training, housing and environmental needs locally, if they so choose.

1.13 A self-contained community, more self-sufficient, but without being isolationist, is what we wish to foster through the policies set out in the following chapters. A self-contained community, less reliant on the services offered at more distant locations, but still wishing to participate in all that is good in the wider Kent area, will result in a community that is more economically buoyant and self-confident and is less dependent on having to travel out of the area to find the facilities to support the quality of life its citizens desire and deserve.

1.14 A key element in achieving this strategy will be reconciling the implementation of development proposals set out below and the maintenance of a quality environment that will ensure the area remains attractive to visitors, residents and inward investors alike. This plan contains a significant number of policies designed to safeguard and protect the most important aspects of the environment and these are an integral part of the approach to securing a better quality of life for all within Thanet.

Summary of Local Plan Approach

1.15 The Council believes that the “self-containment” approach to new development opportunities, together with a comprehensive approach to the regeneration of the area, is reflected in the Policies contained in the Local Plan. There are four main development proposals in the Local Plan, which underscore this approach:

- 1** The **continued emphasis on employment development**, particularly the development of the **Central Island Initiative** – the airport and the adjacent business parks. More rapid development will help strengthen and broaden the area’s economic base, making it less vulnerable to economic change in the future, and reduce the level of commuting from the District to other centres.
- 2** The development of **a new town centre at Westwood**, with expanded retail and leisure facilities to serve the District. This will not only strengthen the local retail base, improving services and facilities for local people, and retain a greater proportion of retail expenditure within the District, but will also help to reduce the need to travel to other centres to fulfil these demands.
- 3** The development of **additional housing in the Westwood area** to cater for the housing needs generated by the enhanced employment opportunities in East Kent during the Plan Period. The additional housing, to be located adjacent to the new town centre, will help to reinforce a mixed town centre approach at Westwood, and provide a more sustainable location for new housing in the District, in pursuance of the Government’s sustainable development objectives.
- 4** The **promotion of mixed-use developments** with an emphasis on leisure and tourism at Ramsgate, Margate and other areas.

Targets

A measure of the success of the Local Plan Strategy (and other corporate activities) will be:

- A reduction in unemployment in Thanet to that of the corresponding Kent average, during the Plan Period
- An increase in average wages in Thanet to that of the Kent average by 2011
- An increase in GDP in Thanet to match the Kent average GDP, during the Plan Period
- A reduction in the percentage of retail expenditure by Thanet residents outside the District to 25% of the gross retail expenditure by 2011

2. Economic Development & Regeneration

2. Economic Development & Regeneration

Introduction

2.1 Thanet has historically experienced severe economic problems, associated with a restricted manufacturing base and a declining tourism sector. This position is demonstrated by a range of economic indicators, in particular, an unemployment rate persistently and significantly above the Kent and national average. At the time of the preparation of the Isle of Thanet Local Plan (March 1993), the local unemployment rate stood at 16.4%, compared with the South-East average of 9.4% and a Kent average of 11.1%. In March 2002, Thanet's unemployment rate was 7.0%, as against a South-East average of 2.6%, a Kent average of 2.6%, and a National average of 3.1%. In April 2006 Thanet's unemployment rate was 3.9% against a Kent average of 2.3%, a South-East average of 2.5% and a national average of 2.5%.

2.2 Although the fall in unemployment is welcome, the rate remains significantly higher than the South-East and Kent averages. The difference between the unemployment rate in this district and the South-East is also widening. It is also predicted that Thanet's economically active population will grow by 3% during this Plan period, increasing the total labour supply by some 1200 people.

2.3 The Council's vision for the Plan period is to see the business parks and the airport being developed at a much more substantial rate than previously, with a wide range of companies and economic activity. As a consequence of an upturn in economic activity, average earnings, per capita GDP and unemployment levels in Thanet should reduce significantly towards the Kent averages.

2.4 The development of Kent International Airport as an important regional hub and business location, and its proximity to the business parks ensures a key role for the airport in the economic regeneration of the area. The development of the business parks will also assist in, and be assisted by, the development and expansion of Ramsgate New Port.

Objectives

- 1 TO ALLOCATE AND MAINTAIN SUFFICIENT LAND RESOURCES TO FACILITATE SUSTAINABLE GROWTH AND DIVERSIFICATION IN ECONOMIC ACTIVITY;**
- 2 TO PROVIDE A STRATEGY FOR THE ENCOURAGEMENT OF EMPLOYMENT GENERATION IN ORDER TO REDRESS THE PERSISTENTLY HIGH LEVELS OF UNEMPLOYMENT, TO TAKE ADVANTAGE OF THE LOCATIONAL OPPORTUNITIES THAT THE DISTRICT HAS IN COMMUNICATION LINKS WITH EUROPE, WHILST CONTINUING TO MEET THE CHALLENGE OF THE CHANNEL TUNNEL AND SINGLE EUROPEAN MARKET; AND**

3 TO HELP CREATE THE CONDITIONS NECESSARY TO BRING ABOUT A SIGNIFICANT REDUCTION IN UNEMPLOYMENT LEVELS TOWARDS THE KENT AVERAGE, AND TO RAISE LOCAL GDP SIGNIFICANTLY TOWARDS THE KENT AVERAGE BY THE END OF THE PLAN PERIOD.

2.5 In seeking to realise the vision, Thanet has a number of factors in its favour. Thanet's proximity and excellent transport links to mainland Europe are major locational advantages. The area has an excellent physical environment and climate, the facilities of an international airport, an active seaport and attractive and available land for development which are all very positive factors in encouraging inward investment and job creation. The availability of relatively low-cost labour and land together with the initiatives that have already been put in place in respect of environmental improvements to the Thanet towns also add to the above physical attributes.

2.6 The next few years will be a challenging time for Thanet. However, the Council considers that, with funding programmes in place, improving communications, a proactive approach to developing the business parks and the development of a holistic approach to the regeneration of the area, Thanet is well placed to significantly improve its economic performance and position.

2.7 Regional Planning Guidance advises that development plans should take a long-term and holistic approach to economic development. It is now also generally recognised that economic development programmes need to be part of a wide-ranging regeneration strategy.

2.8 Encouraging growth and diversification of the economy and fostering employment generation are central issues in formulating Thanet's planning policies. While land-use policies alone are unlikely to produce a regeneration of the area's economy, it is essential, if Thanet is to take advantage of its strengths and opportunities and of the initiatives that have been made available to aid recovery, that sufficient land, in the right locations and with adequate infrastructure, is made available to provide opportunities for a range of market sectors.

2.9 This strategy needs to address wider issues within the local economy – the quality and provision of education and training facilities and opportunities; Community Economic Development; the range, quality and location of housing; as well as the availability of shopping, leisure and recreational facilities. The Local Plan seeks to address all these issues in a comprehensive way.

2.10 In terms of training, for example, the Thanet Lifelong Learning Partnership has developed a local strategy for training, which includes the delivery of training services, Basic Skills provision, widening participation in education and training; and workforce development training. Where appropriate, this needs to be reflected in the Local Plan in terms of land and buildings likely to be needed for such provision (see Policy CF3).

2.11 The Community Economic Development programme includes the development of sustainable social enterprises; support for the training priorities mentioned above; the promotion of social inclusion through the arts, sports and other activities; establishment of an equal opportunities network; and the development of safe transport networks to encourage participation. Once again, the Local Plan needs to address any land-use implications associated with these issues.

2.12 In order to achieve the Local Plan objectives, so far as is possible through planning policy, the District Council will:

- (a) identify sufficient and suitable land, both quantitatively and qualitatively, for the growth of industry/business during the period of the Plan;
- (b) support, through its planning regulatory powers, the retention of existing key industrial and serviced land and premises, where appropriate;
- (c) act positively and speedily in association with other agencies to remove physical constraints that are impeding the use of land identified for employment-creating development (e.g. by establishing the policy framework for a rolling programme of development infrastructure provision on economic development sites);
- (d) continue with efforts to promote Thanet and to take action to enhance the built environment in order to improve the image of the District to visitors and investors; and
- (e) support the development of appropriate sites for educational and training purposes in relation to the skills of school leavers and needs of employers and the proposed training and educational programmes.

Government & European Funding

2.13 Thanet has benefited from various Government and European funding initiatives including:

- Development Area Status
- Objective 2 Status
- Regional Selective Assistance Grants
- Assisted Area Status
- Single Regeneration Budget (SRB) funding

2.14 The Council received £25 million through the ERDF and SRB funding programmes, which has significantly contributed to the consolidation of the regeneration programme in the area. However, the SRB funding closed at the end of March 2006, and whilst there are still dedicated specific areas of additional funding and investment in the District (e.g. the Cliftonville renewal area project), it is unlikely that further significant funding will be available in the near future.

Policy Background

Government Guidance

2.15 PPG12 states that "...in preparing development plans, local authorities should take account of the need to revitalise and broaden the local economy, the need to stimulate employment opportunities, and the importance of encouraging industrial and commercial development".

2.16 PPG4 states that "economic growth and a high quality environment have to be pursued together". This is particularly true in Thanet, where the climate, the coast and other environmental advantages of the area provide the context for new economic development.

2.17 The Regional Planning Guidance for the South-East identified Thanet as a Priority Area for Economic Regeneration (PAER). The Guidance encouraged local authorities to promote economic diversity in their areas, and to make provision for high value-added business activity and the development of business clusters through various mechanisms. Each PAER has its own distinctive set of problems and will need individually tailored strategies.

2.18 In respect of the RPG guidance on business clusters, the Council considers that the land north of Sandwich, at Pfizers, at Kent International Airport and in the business parks at Manston and central Thanet can be identified as a developing cluster of manufacturing and research, and high-technology enterprise.

The SEEDA Strategy

2.19 In 1999 the South-East England Development Agency (SEEDA) published the Regional Economic Strategy (RES). This Strategy stated that the south-east had the potential to be a world-class region and certainly one of the top 10 regions in Europe. This ambition has been carried through as part of the review of the RES, which was published in 2002.

2.20 The Strategy believes that growth should be driven by productivity gains, not by resource intensive and low-added activity, applying as much to manufacturing and the rural economy as it does to IT and financial services. The initiatives in the RES incorporates global best practice to increase start-up survival and growth rate of young companies and include the completion of a network of 'Enterprise Gateways' and 'Enterprise Hubs'.

2.21 Enterprise Gateways are new to the RES and provide business incubation networks for entrepreneurs and young companies, focusing on rural areas and areas of the Region where skills are low. Enterprise Hubs provide focal points for the development of small businesses; networking; supply chain development and the co-ordinated delivery of business support services, innovation centres, technology transfer, skills development, training and lifelong learning. -

2.22 The Council believes that it is vital for Thanet to share in the benefits that the Regional Economic Strategy identifies. With the advent of the Thanet Campus of Canterbury Christ Church University College and the Innovation Centre and managed incubator workspace at Thanet Reach, there is the foundation for the development of an Enterprise Gateway linking with other new business development in Thanet.

The Kent and Medway Structure Plan

2.23 The Kent and Medway Structure Plan also adopts a positive attitude to new investment and economic development in the light of Thanet's persistent economic problems and the future prospects for the area, and this is reflected in Structure Plan Policy TH1.

Employment Land Supply

2.24 Government guidance, in Planning Policy Guidance Note 4, states that local planning authorities should allocate sufficient land to meet the economic development needs of their areas.

2.25 Encouraging growth and diversification of the economy and fostering employment generation is a central issue in formulating Thanet's planning policies. While land use policies alone are unlikely to produce a regeneration of the area's economy, it is essential, if Thanet is to take advantage of its strengths and opportunities and of the initiatives that have been made available to aid recovery, that sufficient land, in the right locations and with adequate infrastructure, is made available to provide opportunities for a range of market sectors.

2.26 Policy EP2 of the Kent and Medway Structure Plan sets guidelines as to the level of floorspace provision to be made for economic development purposes in each district. For the period 2001-2021 these guidelines indicate that 304,000 sqm should be provided for a full range of industrial and warehousing uses (Use Classes B2-B8), business development and financial and professional services (Use Classes A2/B1).

2.27 The previous Local Plan allocated about 135 hectares (333.5 acres) for economic development at various business sites around the District, approximately 19.24 ha (14%) of which have been developed (2001). The joint Employment Land Study 2001 indicates that the outstanding Local Plan allocations help to provide a surplus of 52% over the existing Structure Plan guidelines for the Local Plan period to 2011. This position will need to be reviewed once the Structure Plan guidelines for the period to 2021 have become more definite, and this may require a partial review of the Local Plan.

2.28 The land allocated for new development or identified for retention in the Plan is intended to meet the needs of businesses either starting up or developing locally, or seeking to locate in the area, and to reflect the Council's Economic Development Strategy. Given the amount, location and type of land already allocated and the take-up rates experienced over the last few years, the

Council considers that no further economic development land needs to be provided during the Plan period. This position is recognised in the Regional Planning Guidance for the South-East. However it is important to ensure that the business parks are well designed and landscaped, and have all the necessary environmental controls so that even when they have been completed they remain an attractive location for reinvestment.

2.29 This Plan therefore continues the allocation of the balance of the Business Park sites that have not yet been developed, as follows:

Employment Allocation	Outstanding Local Plan commitment at June 2001
Manston Park, Manston	121,789 sqm
EuroKent Business Park, Ramsgate	101,519 sqm
Thanet Reach Business Park, Broadstairs	30,022 sqm
Hedgend Industrial Estate, Thanet Way	4,000 sqm
Manston Road, Ramsgate	6,000 sqm
Total	263,330 sqm

2.30 These allocations comprise the majority of the current land supply, the balance being made up by the development of smaller sites, such as land at existing industrial estates and on individual development sites.

2.31 Manston Park, EuroKent Business Park and Thanet Reach also form part of the Central Island Initiative, which is addressed in more detail below.

The Central Island Initiative

2.32 The aim of the Central Island Initiative (CII) is to help diversify and enhance the economy of Thanet. The Initiative is identified as one of the four main elements of the Council's 'self-containment approach' for the regeneration of Thanet. The CII focuses on the unique economic strands between the airport and the three business parks. These business parks are considered below. In August 1998, the Council adopted Supplementary Planning Guidance in relation to the CII. This guidance has now been incorporated into this Local Plan and forms the basis of Policies EC2 to EC6. It is anticipated that the various elements of the CII will generate considerable travel demand. This issue is considered in more detail in the Transport Chapter of this Plan.

Manston Park, EuroKent and Thanet Reach Business Parks

2.33 The three business parks have been identified as key components of the CII as they provide realistic economic development opportunities linked to the expanding Kent International Airport. As can be seen from the chart above, Manston Park, EuroKent and Thanet Reach Business Parks are the three largest employment sites in Thanet.

Manston Business Park

2.34 Manston Business Park was allocated for development in the Isle of Thanet Local Plan, and this is carried forward in this Plan. Manston Park is strategically located at the centre of Thanet, with easy accessibility from the centres of population, the airport, the port at Ramsgate and generally improved road links to the rest of Kent and the UK via the A299 and M2. This site is the primary inward investment site for the district.

2.35 Manston Park has a unique relationship with the airport, is less than 5 miles from Ramsgate New Port, and within easy reach of the main population centres of Thanet. The development of employment opportunities at the site will also provide a new focus for retaining skills within Thanet and could well intercept longer distance commuters who presently have to travel to Canterbury, Dover or further afield to find suitable employment.

EuroKent Business Park

2.36 The EuroKent Business Park was allocated for development in the Isle of Thanet Local Plan (1998). It comprises approximately 40ha, and is situated roughly equidistant between the three main Thanet towns. The site is located directly adjacent to Newington, a large housing estate suffering high unemployment. While it is intended that this site should be developed at a higher density than Manston Park, an attractive, landscaped site is nevertheless envisaged.

2.37 In allocating this site for employment uses, it is acknowledged that there are significant highway constraints, which will need to be overcome before it can be fully developed. As the EuroKent Business Park development proceeds, the main spine road will eventually form the major through route, thus relieving Haine Road.

2.38 The Council will require, through the mechanism of the building agreement with the developer, that the whole new road should be implemented at an appropriate point in the development of the site as determined by the requirements of the Highway Authority.

Thanet Reach Business Park, Broadstairs

2.39 Thanet Reach was identified in the Isle of Thanet Local Plan for a mix of business uses. It has since been partly developed for the Thanet Campus of Canterbury Christ Church University College, the Innovation Centre and for a variety of business and telecommunications uses. However, a substantial part of the site remains undeveloped, of which 6 hectares must be for business uses, and this allocation is carried forward into this Plan.

Hedgend & Manston Road

2.40 The business parks at Hedgend and Manston Road are more modestly sized than the three identified in the CII but they are still considered important

for the regeneration of Thanet as they provide additional choices for economic development. Due to the amount of land available at the sites, the Council believes that these sites should be allocated solely for B1, B2 and B8 uses. Policy EC1 will therefore apply.

Hedgend Industrial Estate, St Nicholas

2.41 In order to facilitate development of employment opportunities in the rural area, the Isle of Thanet Local Plan identified an extension of 1.8 hectares to the existing small Hedgend Industrial Estate, to the west of the site. The site is well-related to the Thanet Way, and provides an opportunity for the development and growth of small firms in the rural areas of Thanet.

2.42 It is extremely important that the development of the site is carried out with careful consideration as to the integration of development into the landscape. To that end the Council will expect substantial landscaped boundaries to be provided as part of any development proposal, particularly on the frontage of the improved Thanet Way to accord with Policy CC4 in the Countryside & Coast Chapter.

Manston Road, Ramsgate

2.43 Following the development of the new Tesco superstore at Manston Road, this former car storage site now comprises some 1.72ha (4.25acres) of vacant land. This site is fully serviced and has good access to the principal road network.

2.44 The site is located on the very edge of the built-up area of Ramsgate and abuts the open countryside. Any development proposed for this former storage site would therefore need to be designed in sympathy with the sensitivity of the location. It is possible that significant archaeological remains exist on this site and accordingly a field evaluation may be required in order to enable particular proposals to be considered.

POLICY EC1 - LAND ALLOCATED FOR ECONOMIC DEVELOPMENT

AT THE FOLLOWING SITES, AS SHOWN ON THE PROPOSALS MAP, LAND IS ALLOCATED FOR BUSINESS PURPOSES:

- 1. MANSTON PARK, MANSTON**
- 2. EUROKENT BUSINESS PARK, RAMSGATE**
- 3. THANET REACH BUSINESS PARK, BROADSTAIRS**
- 4. HEDGEND INDUSTRIAL ESTATE, ST NICHOLAS**
- 5. MANSTON ROAD, RAMSGATE**

USE WILL BE RESTRICTED TO CLASSES B1 (BUSINESS), B2 (GENERAL INDUSTRY) AND B8 (STORAGE AND DISTRIBUTION). ON ALL SITES A LANDSCAPING SCHEME APPROPRIATE TO THE SCALE, LOCATION AND CHARACTER OF THE SITE WILL BE REQUIRED TO PROVIDE AN ATTRACTIVE ENVIRONMENT.

ON THESE SITES PLANNING APPLICATIONS SHOULD BE ACCOMPANIED BY TRAFFIC IMPACT STUDIES AND GREEN TRAVEL PLANS, UNLESS THE DEVELOPMENT IS CONSIDERED TOO SMALL TO HAVE A SIGNIFICANT TRAVEL IMPACT.

Kent International Airport, Manston

2.45 The Airfield at Manston has been in existence since 1918. From about 1962 a part of the airfield has been given over to specific use for civilian purposes (the remainder being retained in military use). The area known as the 'civil enclave' permitted a wide range of civilian operations ranging from heavy transport freight, including humanitarian relief flights, general aviation and flying school activities. In addition, a number of civilian passenger carriers operated from the airport, including such names as Silvercity, Invicta Airways, Cosmos and Yugotours. Passenger-carrying charter aircraft operated to many destinations across Europe, such that in the late 1960s and early 1970s, up to 200,000 passengers per year used the airport.

2.46 During the late 1980s and early 1990s, the Ministry of Defence began the slow reduction in their operations, culminating in the entire airport being sold in 1998 to the Wiggins Group, who sought and obtained a Civil Aviation Authority Licence to operate Manston as an entirely civilian airport. In the interim period a substantial investment has been made in improving the infrastructure of the airport (new runway surfaces, instrument landing systems, new air traffic control tower, etc) and the airport is now capable of accommodating continued growth to meet market opportunities.

2.47 During 2004/05 Plane Station (formerly known as the Wiggins Group) operated international flights to a number of destinations using the low-cost airline EU Jet. In July 2005 the airport was taken over by Infratil. It is likely that flight activity will largely be freight in the near future.

2.48 Air-traffic forecasts for the UK and indeed for the whole of Western Europe indicate a very substantial growth in demand for passenger travel in the period to 2030. Given the considerable uncertainty with such projections, the ODPM has provided a high/low range which would see the 1998 figure of 160 million passengers per annum increase to between 350-460 million passengers per annum – a growth of approximately 250%, the equivalent to 4.3% growth per annum. Faced with such forecasts, the ODPM commissioned a national review of air traffic policy.

2.49 Much will depend on the level of constraint which the Government wishes to apply to the major London airports and, therefore, on the market perception of regional airports such as Kent International Airport. The higher the level of constraint at the key London airports, the higher the potential that exists for regional airports, including Kent International Airport.

2.50 Equally, the higher the level of investment by the owners of the airport in providing improved handling facilities, better passenger facilities, new or

improved passenger terminals, etc, the more likely the airport is to attract substantial growth by attracting aircraft operators.

2.51 Kent International Airport possesses one of the longest runways in the country (effectively the sixth longest runway at present), together with the substantial areas of land available for employment purposes adjacent to the runway (in excess of 100 hectares of land with planning permission for a range of business uses). In the Council's view, this means that the airport should play an important part in the economic regeneration not just of Thanet, but of the whole of East Kent. The Council, therefore, supports fully the development of Kent International Airport and seeks to exploit the opportunities afforded by the development of the airport to encourage further development in the adjoining business parks, thus creating a major catalyst for the regeneration of the Thanet economy.

2.52 The Council is, however, conscious of the genuinely-held environmental concerns of those living under the flight paths and, therefore, whilst the Council wishes to be supportive of the development of the airport for the job creation potential, it is at the same time mindful of the environmental consequences that arise from having a successful airport within the community.

2.53 The Council will be working closely with the airport owners and expects operators to adopt best practice to ensure that the operational requirements of the airport are balanced against the genuinely-held environmental concerns of those most affected.

2.54 Legal agreements had been formed with previous airport operators. It is anticipated, that following early discussions with the new owners, similar agreements will be implemented.

2.55 In accordance with the legal agreement, the previous owners produced a green transport strategy and this will need to be updated to set strategies and targets for development to ensure that a sustainable approach is taken to maximise access to the airport by means other than the private car.

2.56 It is the Council's view that there should be a series of s106 Agreements between the owner and the Council, which will adjust the terms of the agreement with the changes in circumstances that occur with the development of the airport.

2.57 When planning consent for development at the airport is sought by the owner, the Council will judge the proposals against the airport operator's success in meeting the requirements of the relevant Section 106 Agreement and against the following criteria:

1. The level and quality of job creation resulting from the proposed development;
2. The implications of the development in respect of its likely impact on the road network and in particular in respect of how the development

complies with the Green Transport Strategy agreed between the Council and the owners; and

3. The potential impact of the development on the surrounding environment in terms of noise, air quality, ground-water protection etc.

2.58 The continued development of the airport will need to be considered in the light of the quality of the surface access to the airport and the impact of further development on existing means of transport. In particular the Council will wish to establish that a significant proportion of traffic to and from the airport is carried by public transport. In submitting development proposals, the owners will need to demonstrate that they have taken the necessary opportunities to incorporate adequate proposals for public transport, in accordance with the Green Transport Strategy.

2.59 Within this period of uncertainty regarding the level of market share, and given the absence of Government policy, the Council has to devise its policies not just for the airport, but also for the land-use implications of other consequential development. The Local Plan policy framework should neither hold back the growth of the airport, nor inhibit inward investment. Neither should it result in allocating land unnecessarily to the extent that planned development is not achieved, or investment in infrastructure to support development being made prematurely.

2.60 The Council, therefore, wishes to set out its view of how Manston will develop in the Plan period, to provide some certainty in terms of support to other development without at the same time being unrealistic about the opportunities that undoubtedly exist.

2.61 In the Council's view, there is undoubtedly a market opportunity given the forecast in growth in air travel. Even if the lower levels of forecasted growth are achieved, and past performance has certainly indicated that higher levels are achievable, there is undoubtedly a market for Kent International Airport to strive to capture. The success of Kent International Airport in capturing market share will depend upon a wide range of factors such as Government Policy, fuel prices, future airfares and a continuing growth in airfreight, etc. In addition, factors such as the level of investment in passenger and freight handling facilities, the perception of Kent International Airport as a desirable location for aircraft operators, the establishment of point to point air routes and links to international hub airports will also have a major impact on development opportunities.

2.62 The Council, in its Vision Statement (2020 Vision) published in January 2000, suggested that by 2020 the airport could be handling approximately 10 million passengers per annum. Given the right investment conditions and market opportunities, the Council considers that levels of passenger movement of that order are achievable. However, this Local Plan only sets policy until 2011. Kent County Council, as the Strategic Planning Authority for Kent, will need to make its own assessment of the implications of growth in that longer period, as the Revised Structure Plan will have a time horizon of 2021. The longer term consequences of the appropriate level of airport development and

its implications for the economy of Kent as a whole, and East Kent in particular, together with the transportation, housing and environmental consequences of such levels of development, will need to be addressed by the Strategic Planning Authority in the foreseeable future.

2.63 The District Council has a more immediate task of identifying the likely level of development within the Plan period (2011) and of identifying the appropriate level of land-use resources to meet the consequences of development in that period.

2.64 The Council has every confidence that the airport will be successful in attracting substantial numbers of passengers and substantial tonnage of airfreight. The real issue relates to the timescale for the achievement of the substantial numbers that are put forward by various parties. Estimates for passenger throughput at Kent International Airport vary between 500,000 passengers and 5 million passengers per annum by 2011. Estimates of the throughput of airfreight are less variable and depend more on the investment made by the owners in freight handling facilities, but they too vary from 65,000 tons per annum, to in excess of 300,000 tons per annum.

2.65 Given these variations, the Council has decided to adopt a cautious approach to planning for the consequences of airport development during the Plan period. Given the level of investment required to handle substantial numbers of passengers and freight, and the past history and length of time it has taken other UK airports to develop their throughput, the Council takes the position that it should plan for 1 million passengers, and 250,000 tonnes of freight per annum by the end of the Plan period. However, given the fluidity of the market and the enormous potential that exists at Kent International Airport, the Council proposes to formally review the situation during the years 2005-2006 with a view to taking a revised position in respect of the development of the airport and, therefore, if necessary also to adjust the consequential decisions in respect of other land uses in a review of the Local Plan at the appropriate time.

2.66 The planned-for development levels referred to above are in no way intended to place a ceiling on the development of the airport. The following Policies are not limited to a particular level of traffic. Thus, should national policy or market forces result in a more rapid development of the airport than currently envisaged, these Policies will remain applicable. However, the development associated with higher levels of growth may require the submission of further Environmental Statements and their analysis.

POLICY EC2 - KENT INTERNATIONAL AIRPORT

PROPOSALS THAT WOULD SUPPORT THE DEVELOPMENT, EXPANSION AND DIVERSIFICATION OF KENT INTERNATIONAL AIRPORT WILL ONLY BE PERMITTED SUBJECT TO THE FOLLOWING REQUIREMENTS:

- 1. DEMONSTRABLE COMPLIANCE WITH THE TERMS OF THE CURRENT AGREEMENT UNDER SECTION 106 OF THE TOWN AND**

COUNTRY PLANNING ACT 1990 OR SUBSEQUENT EQUIVALENT LEGISLATION;

- 2. 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 AND TO MINIMISING THE MASS OF THE BUILDINGS AT THE SKYLINE WHEN VIEWED FROM THE SOUTH;**
- 3. APPROPRIATE LANDSCAPING SCHEMES, TO BE DESIGNED AND IMPLEMENTED AS AN INTEGRAL PART OF THE DEVELOPMENT*:**
- 4. ANY APPLICATION FOR DEVELOPMENT FOR THE PURPOSE OF INCREASING AIRCRAFT MOVEMENTS IN THE AIR OR ON THE GROUND, AUXILIARY POWER OR ENGINE TESTING, MUST BE SUPPORTED BY AN ASSESSMENT OF THE 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. AN AIR QUALITY ASSESSMENT IN COMPLIANCE WITH POLICY EP5, 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. DEVELOPMENT WILL NOT BE PERMITTED WITHIN THE AIRPORT COMPLEX TO THE SOUTH OF THE AIRSIDE DEVELOPMENT SITE IDENTIFIED IN POLICY EC4, UNLESS IT HAS BEEN DEMONSTRATED THAT THE DEVELOPMENT IS NECESSARY FOR THE PURPOSE OF AIR TRAFFIC MANAGEMENT;**
- 7. ANY NEW DEVELOPMENT WHICH WOULD GENERATE SIGNIFICANT SURFACE TRAFFIC MUST MEET REQUIREMENTS FOR SURFACE TRAVEL DEMAND IN COMPLIANCE WITH POLICY EC3.**
- 8. IT MUST BE DEMONSTRATED THAT NEW DEVELOPMENT CANNOT CONTAMINATE GROUNDWATER SOURCES OR THAT APPROPRIATE MITIGATION MEASURES WILL BE INCORPORATED IN THE DEVELOPMENT TO PREVENT CONTAMINATION.**

* Given the prime role of Kent International Airport in the strategy of this Plan, the District Council will carefully consider the potential adverse impacts of landscaping and nature conservation enhancements in the vicinity of the airport, given, for example, the potential to increase the risk of bird strike.

Kent International Airport - Surface Transport Issues

2.67 The development of Kent International Airport is likely to have significant implications in terms of surface transport both within the district and in the wider area of East Kent.

2.68 The Council sees potential for a rail connection to the Ramsgate-Ashford line. The Council, together with Kent County Council and other East Kent Councils, is pressing the government and the Strategic Rail Authority to deliver the benefits of a faster, better quality rail service to London, through Ashford and linked to the Channel Tunnel Rail Link. Significantly reduced journey times would address the perceived isolation of Thanet and East Kent and generate further confidence for economic investment in the District. The Council strongly supports the objective of a dedicated rail link to the airport with a station near the terminal and a possible freight interchange serving Kent International Airport and the Central Island Area. In the short term, the Council aims to promote sustainable passenger and freight movements by means of the Green Transport Strategy agreed with the developers.

2.69 This strategy was published in June 2002 and aims to minimise the potential ground transport impact and to provide a clear policy framework within which Kent International Airport can develop its transport infrastructure and services. It identifies a set of measures to help ensure the use of sustainable methods of transport, such as public transport or cycling, and to minimise any adverse traffic impacts on local communities as Kent International Airport develops.

2.70 An objective of the Strategy is that at least 10% of passenger and employee journeys should, by 2005, be by means other than the private car, with substantial increases in that percentage beyond that period. However, the setting of any deliverable targets beyond that date will only be possible in light of experience. The Strategy considers how development proposals would encourage means of travel other than the private car, including rail/bus connections between local railway stations and the airport, and development of dedicated airport coaches with direct access to the airport terminal for passengers travelling from greater distances. Green Travel Plans and Traffic Impact Studies, identifying reasonable mitigation measures will accompany, when appropriate, Kent International Airport planning proposals. The Green Travel Plans shall be prepared in consultation with this Council.

2.71 The Council estimates that by the end of the Plan period, the airport and adjacent land and business parks could generate approximately 3660 jobs. The majority of employees are likely to need to travel to work from the Thanet towns. Existing road links between urban Thanet and Kent International Airport are little more than country lanes, pass through or near villages and hamlets, and would be unable to accommodate significant commuter traffic flows without substantial investment. The Strategy states that the developer will co-operate with the local authorities and public transport providers in discouraging carborne commuter traffic in favour of alternative means of transport.

2.72 This Strategy also complements the East Kent Access Study (see Transport Chapter) and addresses traffic management measures as described in the Thanet District Transport Plan. These traffic management measures would include protecting the environment and lifestyle of adjoining villages and hamlets, and provision of facilities to encourage use of public transport, walking and cycling and discourage private car use.

2.73 The development of Kent International will at some time necessitate improvements to the B2190 and B2050, which provide access between Kent International and the strategic route network. The closure of the B2050 may be a desirable operational objective in the long term. Whilst from a planning point of view this may be desirable, any such closure would have to be subject to consultation and legislative requirements outside the Local Plan process and would be tied to other airport development proposals. Phased improvements to these roads will be required in association with growth in traffic. Similarly, other improvements to accommodate or ameliorate the impact of carborne commuter traffic flows may be required. This may involve local improvement to existing roads or provision of a new road linking central urban Thanet with Kent International Airport. The Green Travel Strategy identifies objectives relating the road network, ranging from the closure of the B2050 as a public through route to working with the Highway Authority to identify and sign airport road access routes. An important aspect for the EKA transport study will be to address the issue of traffic flows which would trigger the need to effect such improvements.

POLICY EC3 - KENT INTERNATIONAL AIRPORT, SURFACE TRANSPORT ISSUES

PROPOSALS FOR DEVELOPMENT AT KENT INTERNATIONAL AIRPORT WILL BE ASSESSED IN TERMS OF THE SURFACE TRAVEL DEMAND THEY WILL GENERATE. PROPOSALS WILL BE REQUIRED TO:

- 1. DEMONSTRATE, THROUGH INDIVIDUAL GREEN TRAVEL PLANS, THAT MEASURES WILL BE TAKEN TO REDUCE CAR-BASED TRAVEL IN FAVOUR OF SUSTAINABLE ALTERNATIVES, AND EFFECTIVELY IMPLEMENT THE GREEN TRANSPORT STRATEGY FOR THE AIRPORT, INCLUDING THROUGH THE PROVISION OF PUBLIC TRANSPORT CONNECTIONS BETWEEN OTHER TRANSPORT NODES AND THE AIRPORT; AND**
- 2. PROVIDE FOR SUCH HIGHWAY IMPROVEMENTS/MANAGEMENT WHICH ARE IDENTIFIED THROUGH THE PREPARATION OF TRAFFIC IMPACT STUDIES AS BEING REQUIRED TO ACCOMMODATE PARTICULAR THRESHOLDS OF DEVELOPMENT AT KENT INTERNATIONAL AIRPORT.**

Airside Development Area

2.74 In order to provide for the operational development of the airport, land north of the runway, and including the land north of the B2050, is reserved for airside development purposes. In this context, airside development is defined as uses with an operational requirement for direct access to aircraft and therefore dependent on a location immediately adjacent to the runway or capable of direct access to it via taxiways. This includes uses based on:

1. Operation of passenger handling services
2. Air cargo operations related to the site
3. Operation of aircraft maintenance and manufacturing
4. Services ancillary to the maintenance and operation of the airport

2.75 Consequently, the Local Planning Authority will oppose any development or use of land in the defined area which does not specifically require an airside location.

POLICY EC4 - AIRSIDE DEVELOPMENT AREA

LAND AT THE AIRPORT, AS IDENTIFIED ON THE PROPOSALS MAP, IS RESERVED FOR AIRSIDE DEVELOPMENT. DEVELOPMENT PROPOSALS WILL REQUIRE SPECIFIC JUSTIFICATION TO DEMONSTRATE THAT AN AIRSIDE LOCATION IS ESSENTIAL TO THE DEVELOPMENT PROPOSED. DEVELOPMENT WILL BE REQUIRED TO RETAIN SUFFICIENT LAND TO PERMIT ACCESS BY AIRCRAFT OF UP TO 65M (217FT) WINGSPAN TO ALL PARTS OF THE SITE.

Land at, and east of, Kent International Airport Terminal

2.76 Some airport terminal-related activities need to be located adjacent to the existing terminal building. This could include, for example, car parking or the physical expansion of the terminal. In order to cater for such uses, a site is identified on the Proposals Map including the existing airport terminal facilities and land immediately to the east of the terminal.

2.77 This land is identified for airport terminal-related uses and retains a reasonable gap between the expanding airport terminal area and the nearby Manston Village, which is protected by Policy CC6.

2.78 In the event that the airport develops at a quicker rate than that envisaged in this Plan, the future location of airport terminal facilities will need to be considered in the context of the airport Master Plan and the other relevant policies in this Plan.

POLICY EC5 - LAND AT, AND EAST OF, THE AIRPORT TERMINAL

UNTIL SUCH TIME AS A NEW AIRPORT TERMINAL IS BUILT, LAND AT, AND EAST OF, THE EXISTING AIRPORT TERMINAL IS IDENTIFIED ON THE PROPOSALS MAP FOR AIRPORT TERMINAL-RELATED PURPOSES. USES WILL BE RESTRICTED TO THOSE WHICH DIRECTLY SUPPORT OR COMPLEMENT THE OPERATIONAL REQUIREMENTS OF THE EXISTING AIRPORT TERMINAL. SHOULD A NEW TERMINAL BE BUILT, OTHER AIRPORT-RELATED DEVELOPMENT WILL BE PERMITTED ON THIS ALLOCATED SITE. PLANNING CONDITIONS OR PLANNING AGREEMENTS WILL BE APPLIED TO LIMIT ANY DEVELOPMENT GRANTED PLANNING CONSENT TO USES CONFORMING TO THIS POLICY.

The MoD Fire Training School

2.79 The future of Fire Training School facilities around the country is currently under joint review by the Home Office and the MoD. It is conceivable that one option will be to close the Fire Training School at Kent International Airport, and concentrate such facilities at another centre elsewhere.

2.80 In the event that the MoD's use of the site ceases, the Local Planning Authority would welcome its continued use for fire training in a different, perhaps commercial, form. Alternatively, the use of the site for a business hotel or another educational or similar institutional use related to the airport would be acceptable, as would other non-airside uses.

POLICY EC6 - FIRE TRAINING SCHOOL/MOD COMPLEX

IF THE CURRENT USE OF THE FIRE TRAINING SCHOOL OR ADJOINING LAND CEASES, THE LOCAL PLANNING AUTHORITY WILL SUPPORT THE DEVELOPMENT OF AIRPORT OR AIRPORT-RELATED USES, WHICH WOULD ASSIST IN THE EXPANSION OF THE AIRPORT. THESE COULD INCLUDE:

- 1. EDUCATIONAL/TRAINING USES (SUCH AS FIRE TRAINING);**
- 2. HOTELS;**
- 3. CAR PARKING; OR**
- 4. USES FALLING WITHIN USE CLASSES A2 AND B1, WITH AN AIRPORT ORIENTATION.**

Airport Safeguarding

2.81 The Council is acutely aware of the need to prevent development that might prejudice the future operation and expansion of the airport, or be adversely affected by Airport operations. The Local Plan contains policies relating to the expansion of the airport (Policies EC2-EC6 above), aircraft noise (Policies EP7 and EP8) and air quality monitoring (Policy EP5), which should help to ensure that this does not happen.

2.82 Furthermore, 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.

2.83 The LPA will take account of concerns expressed by the airport operators in relation to such development, in addition to its own assessment about development which might prejudice the development of the airport.

Sandwich Corridor

2.84 The Sandwich Corridor area, including Pfizer, is mainly located just beyond the administrative boundary of Thanet in Dover District. This area has historically provided employment opportunities for Thanet residents, and this will continue to be the case. This area is the subject of a major study.

2.85 Thanet Council is working with Dover District Council, Kent County Council, Pfizer, Canterbury City Council and others to undertake development and landscaping initiatives for the area as part of work being undertaken by the Area Strategic Partnership. This has three linked strands:

1. To secure job creation on existing and expanded employment sites, using principally brownfield and underused or vacant land;
2. To improve environmental quality as a whole through co-ordinated landscaping, design and re-development; and
3. To improve the communications infrastructure, in particular the A256.

Area Investment Framework

2.86 An Action Plan for the Area Investment Framework (AIF) has been produced for the East Kent Triangle, the area contained by the Districts of Thanet, Dover and Canterbury. The AIF is intended as a tool for integrated resource planning, mapping out existing and identifying gaps in investment to bring about the area's regeneration and meet its development needs.

2.87 The Action Plan aims to influence investment and funding decisions of Government, South East England Development Agency (SEEDA) and other funding agencies in support of the specific actions identified. Proposals elsewhere in this Plan cover the land use issues associated with the Action Plan.

Economic Development - Infrastructure Provision

2.88 As mentioned above, there is sufficient economic development land identified to meet the Structure Plan guidelines during the Plan period. The priority now is to make sure that the existing business parks and development land are fully serviced and available for companies to move onto.

2.89 Some of the land is already serviced (20ha/50ac at Manston Park; 8ha/20ac at EuroKent in 2000). However, the Council, in partnership with Kent County Council, Dover District Council and SEEDA, has recently developed an infrastructure strategy to provide services to the rest of the business park sites and in the Sandwich Corridor. This programme will provide infrastructure and utility connections to likely development sites within the Objective 2 areas of Thanet and the Sandwich Corridor.

2.90 Implementation will be undertaken by the Spatial Development Company, a specially created public sector delivery company set up to deliver infrastructure to these sites. It will benefit from partial European Union funding and funding from the Single Regeneration Budget. This will attract appropriate levels of additional funding from other public/private sources to deliver the critical development infrastructure during the Plan period on a rolling programme of improvements, to release land on the business parks and bring forward economic development and job creation.

2.91 As the sites made available for development through this process are taken up, payment for connections to the appropriate utilities will be required, equivalent to the full market cost of the infrastructure provided. This approach stems from European Union policy, which requires that state aid should not distort or threaten to distort competition within the European Community.

2.92 This payment will then be reinvested in further infrastructure improvements within the target area on a rolling programme of investment to achieve the world-class business environment envisaged in the South East Regional Economic Strategy. This mechanism will require the use of legal agreements in the granting of planning permission to secure payments for infrastructure provision.

POLICY EC7 - ECONOMIC DEVELOPMENT INFRASTRUCTURE

TO ENSURE THAT DEVELOPMENT OPPORTUNITIES ARE CONTINUED, WHERE INFRASTRUCTURE AND UTILITIES HAVE BEEN PROVIDED TO APPROPRIATE SITES BY THE SPATIAL DEVELOPMENT COMPANY, PLANNING PERMISSION FOR NEW DEVELOPMENT LIKELY TO DIRECTLY BENEFIT FROM THE PROVISION OF INFRASTRUCTURE WILL BE PERMITTED SUBJECT TO A LEGAL AGREEMENT (IN ACCORDANCE WITH SECTION 106 OF THE TOWN & COUNTRY PLANNING ACT; SECTION 111 OF THE LOCAL GOVERNMENT ACT; OR ANY OTHER APPROPRIATE PROVISION) SUCH THAT AN APPROPRIATE LEVEL OF PAYMENT IS MADE TO COVER THE COST OF THE PROVISION OF OR IMPROVEMENT TO SERVICE TO THE SITE.

Ramsgate Waterfront

2.93 The Seafront, Port and Royal Harbour areas are recognised as having great potential to contribute to the economic and tourism regeneration of Ramsgate. Thanet District Council in conjunction with the South East England Development Agency (SEEDA), Kent County Council and English Partnerships

have appointed a team of consultants, led by CB Hillier Parker. Together with co-consultants EDAW Ltd, Campbell Reith Hill and MDS Transmodal, CB Hillier Parker have prepared a comprehensive development framework and implementation strategy for this area.

2.94 The development framework proposes the development of a world-class marina complex based on the Royal Harbour. The Comprehensive Development Framework retains the commercial port activities (policy EC9) while providing for new mixed tourism, leisure, retail and residential uses on land to the west of the Royal Harbour and along the Eastern Seafront together with the refurbishment of the military arches to facilitate their use primarily as cafes and restaurants. Some improvements have already been completed such as Royal Harbour Approach, a new promenade, extension of the marina and improvements around the York Street area. Other aspects of the development framework include enhancement of the Motor Museum, enhancement of the Maritime Museum, improvement of vertical circulation (i.e. lifts), a camera obscura and improved linkages along the seafront and with the town centres.

2.95 The Royal Harbour is a Grade II* listed structure and is the focus of the Conservation Area. New development in this area will need to take full account of the character of the harbour and seafront as a listed structure within the Ramsgate Conservation Area. All new development will be required to meet the demanding standards of such a location in terms of design, enhancement and use of materials.

POLICY EC8 - RAMSGATE WATERFRONT

LAND AT AND ADJACENT TO RAMSGATE HARBOUR, AS INDICATED ON THE PROPOSALS MAP, IS IDENTIFIED FOR DEVELOPMENT FOR A MIXTURE OF LEISURE, TOURISM, RETAIL AND RESIDENTIAL PURPOSES.

ANY SUCH PROPOSALS SHOULD HAVE REGARD TO SUPPLEMENTARY PLANNING GUIDANCE FOR RAMSGATE RENAISSANCE, INCLUDING THE FOLLOWING ELEMENTS:

- 1. LAND WEST OF THE ROYAL HARBOUR - NEW RESIDENTIAL AND LEISURE DEVELOPMENT; AND**
- 2. RAMSGATE ROYAL HARBOUR - CONTINUED DEVELOPMENT OF MIXED LEISURE AND MARINA FACILITIES, IN PARTICULAR AT THE MILITARY ROAD ARCHES; AND**
- 3. EASTERN UNDERCLIFF - MIXED LEISURE, TOURISM AND RESIDENTIAL USES.**

ALL DEVELOPMENT 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.

ALL PROPOSALS MUST ENSURE THE INTEGRITY OF NATURE CONSERVATION INTERESTS WITHIN THE ADJACENT SSSI-SPA-SAC-RAMSAR SITE IS MAINTAINED.

Ramsgate New Port

2.96 The development of ferry services through the Port of Ramsgate continues to be an important factor in the area's attractiveness in terms of inward investment, and this position was greatly strengthened by the completion of the Royal Harbour Approach in July 2000. The Council considers that the area of land designated for port activities is sufficient, but could be changed according to demand. Policy EC8 promotes regeneration at Ramsgate Waterfront through a mix of uses within a concept of Supplementary Planning Guidance for Ramsgate Renaissance.

2.97 In addition, the Council is conscious of the balance to be achieved between port development and the potential environmental damage to the Sandwich Bay-Thamet Coast SSSI/SPA/Ramsar Site/Candidate Marine SAC, and to the Westcliff Beach area. As a consequence, the Council, whilst wishing to give policy support to port development, wishes to do so in a way which is sensitive to the nature conservation and landscape issues which may result from the unrestricted development of port-related activities. Any development at the Port will be subject to the Habitat Regulations.

POLICY EC9 - RAMSGATE NEW PORT

FURTHER DEVELOPMENT WILL BE PERMITTED AT THE RAMSGATE NEW PORT, AS SHOWN ON THE PROPOSALS MAP, IF IT FACILITATES THE IMPROVEMENT OF RAMSGATE AS A PORT FOR SHIPPING, TRAFFIC THROUGH THE PORT, NEW ROUTES AND COMPLEMENTARY LAND-BASED FACILITIES, SUBJECT TO THE FOLLOWING CRITERIA:

- 1. A DEMONSTRABLE PORT-RELATED NEED FOR ANY PROPOSED LAND-BASED FACILITIES TO BE LOCATED IN THE AREA OF THE NEW PORT, AND ALSO A DEMONSTRABLE LACK OF SUITABLE ALTERNATIVE INLAND LOCATIONS; AND**
- 2. COMPATIBILITY WITH THE CHARACTER AND FUNCTION OF RAMSGATE SEAFRONT AND THE ROYAL HARBOUR AS A COMMERCIAL AND LEISURE FACILITY; AND**
- 3. 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.

Margate Old Town & Harbour

2.98 The Old Town of Margate is located north of the main centre of the town, near to the historic harbour. The area was once the original town centre during the early stages of Margate's development and this historic connection is reflected in the many Listed Buildings in this location, and with the inclusion of the Old Town within the Margate Conservation Area. However, despite the obvious historic charm, it has been perceived as isolated and has rarely been visited by tourists. Due to the lack of interest and investment, buildings have become run down and left empty, which perpetuates the cycle of decline.

2.99 The Council recognises that the rejuvenation of this area has a vital part to play in the revitalisation of the whole town both in terms of tourism and economic revival. A major initiative has been the formulation of the 'Margate Master Plan'. Studies have been carried out and a partnership of different organisations, including Thanet Council, Kent County Council, South-East England Development Agency (SEEDA), English Partnerships, and the South-East England Tourist Board has been established. The first public consultation period for this document was held in Spring 2004.

2.100 The aim of this new initiative is to take advantage of the special character of Margate's Old Town to attract businesses, create links to the newer parts of the town and to re-establish the area as one of cultural importance. The mix of design and range of buildings that can be found in the Old Town area also offers an ideal framework and background to encourage cultural and artistic quarters, together with offering a central location for small 'high-tech' industries, such as for information technology. The initiative also includes other aspects such as improved street lighting, sports facilities, public spaces, as well as a 'Heritage Trail', public art and organised special events.

2.101 An exciting component of the Action Plan is the establishment of the 'Turner Centre', a new contemporary art gallery, named in recognition of JMW Turner's links with Margate. This centre is planned to exhibit international, national and local works of art and be a focus for training, as well as enhancing the cultural quarters of the Old Town. The new building will be constructed adjacent to Margate Harbour and will be highly visible from the across the bay, thus drawing visitors from the railway station and beach over to the Old Town area. The availability of the site adjacent to the Droit House should enable further opportunities, such as the creation of a public space or the establishment of restaurants and cafes.

2.102 Other sites around the Old Town also provide opportunities for other tourist-related uses, including hotel development. Most notably the area

adjacent to the Harbour known as The Rendezvous is a potential site that would be appropriate for such a use or leisure use.

2.103 The Margate Old Town Action Plan will, therefore, seek to find new uses for the area's empty and under utilised buildings, to provide a range of activities all year long to ensure that the town regains its status as a major leisure destination. Proposals that are within a Listed Building will be considered in relation to their impact on the siting, character and fabric of the building. All proposals will also be considered in relation to their impact on the character of the Conservation Area. Policy H10 complements the objectives of Policy EC10 by permitting appropriate redevelopment and refurbishment of property together with environmental improvements.

POLICY EC10 - MARGATE OLD TOWN AND HARBOUR

WITHIN THE MARGATE OLD TOWN AND HARBOUR AREA, AS DEFINED ON THE PROPOSALS MAP, THE FOLLOWING USES WILL BE PERMITTED:

- **CULTURAL INDUSTRIES;**
- **RETAILING AND DISPLAY OF ANTIQUES, ARTS AND CRAFTS;**
- **ARTIST FACILITIES;**
- **MEDIA CENTRES;**
- **SMALLER STARTER OFFICE SITES FOR HIGH-TECH INFORMATION TECHNOLOGY INDUSTRIES;**
- **USES FALLING WITHIN USE CLASS A3 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1988;**
- **RESIDENTIAL USE;**
- **HOTELS**
- **CASINOS.**

Business Hotels

2.104 The Council recognises that part of the regeneration strategy should be to make provision for facilities for business people visiting the area and using the airport. In recent years, the development of new, quality hotels in Thanet has been very limited, and the provision of new hotel facilities is highly desirable for both business and tourism purposes. Policy EC11 seeks to encourage business hotels in the Central Island area near to the airport.

2.105 Three planning consents currently exist for new hotels in the vicinity of the airport – at The Prospect and at Garden Cottage, both at Minster, and at World's Wonder at Manston. The three current consents comprise a total of 192 bedspaces.

POLICY EC11 - BUSINESS HOTELS

THE COUNCIL WILL PERMIT THE DEVELOPMENT OF BUSINESS HOTELS AT APPROPRIATE LOCATIONS IN THE DISTRICT:

1. WELL RELATED TO THE PRIMARY ROUTE NETWORK;
2. WELL RELATED TO EXISTING BUILT DEVELOPMENT, INCLUDING THE MAIN TOURIST AREAS, AND OUTSIDE THOSE AREAS RECOGNISED FOR THEIR LANDSCAPE OR NATURE CONSERVATION VALUE; AND
3. IF ON AGRICULTURAL LAND, LOCATED ON LAND OF LOWER QUALITY.

Retention of Employment Land and Buildings

2.106 Government guidance in PPG4 is that local planning authorities should seek to ensure that there is a range of premises available to meet the needs of local businesses. Development plans should contain positive policies to provide for the needs of small businesses, with a variety of sites to meet differing needs.

2.107 The SERPLAN Regional Strategy for the South-East recognises that the economic development aspirations of the South-East cannot all be met by inward investment into the region. It advises that, particularly in depressed areas of the region, a twin-track approach be adopted – to continue to encourage inward investment into the areas, but also to encourage the birth and growth of local small companies, which are often the most prolific creators of new employment opportunities.

2.108 The Regional Planning Guidance for the South-East states that local planning authorities should encourage economic diversity, and provide for a range of sites for small and medium-sized businesses.

2.109 The Kent Structure Plan contains policies relating to small businesses and states that sites and buildings to meet the specific needs of small firms should be provided by a variety of means.

2.110 In Thanet, some such facilities have been provided on the larger industrial estates and on smaller separate sites. However, it is a feature of the Thanet economy that many local firms in the area are unable to afford to lease or buy even these units, and are looking for older, cheaper premises in which to start up or expand.

2.111 The Council therefore considers that it is essential that premises of this type in appropriate locations are retained in this use in the longer term. In the previous Local Plan, this situation was reflected in Policy BC5, to retain all land and buildings which were suitable for continued employment use, and which would have little local environmental impact. In this Plan, a survey of the District has taken place to identify such sites. Each site has been assessed in the light of economic development, environmental and highway requirements, and a number of the sites have been identified as being appropriate for long term retention.

2.112 The demand for business premises fluctuates with general economic conditions. Business premises or land should not be lost to uses less beneficial to the community in general due to any temporary slackness in demand. A longer-term perspective is needed in the Thanet context. In order to conserve the stock and in the interests of facilitating the establishment and expansion of small businesses, the following Policy will apply.

POLICY EC12 - RETENTION OF EMPLOYMENT SITES

THE FOLLOWING SITES, AS IDENTIFIED ON THE PROPOSALS MAP, WILL BE RETAINED FOR EMPLOYMENT USES FALLING WITHIN USE CLASSES B1 AND B8 IN LOCATIONS CLOSE TO RESIDENTIAL AREAS, WITH ADDITIONAL B2 USE AWAY FROM RESIDENTIAL AREAS:

- 1. ALL SITES SPECIFICALLY IDENTIFIED UNDER POLICY EC1; AND**
- 2. EXISTING BUSINESS SITES AND PREMISES IDENTIFIED ON THE PROPOSALS MAP AND SET OUT IN THE TABLE BELOW:**

SITE	LOCATION
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
JENTEX SITE	CLIFFSEND
MANSTON BUSINESS PARK (part)	MANSTON
MANSTON GREEN	MANSTON
ALL SAINTS INDUSTRIAL ESTATE	MARGATE
MANSTON ROAD DEPOT	MARGATE
WESTWOOD INDUSTRIAL ESTATE	MARGATE
TIVOLI ROAD INDUSTRIAL ESTATE	MARGATE
FULLERS YARD, VICTORIA ROAD	MARGATE
LAUNDRY ROAD INDUSTRIAL ESTATE	MINSTER
EUROKENT BUSINESS PARK (part)	RAMSGATE
HAINE ROAD INDUSTRIAL ESTATE	RAMSGATE
MANSTON ROAD INDUSTRIAL ESTATE	RAMSGATE
ST.LAWRENCE INDUSTRIAL ESTATE	RAMSGATE
140-144, NEWINGTON ROAD	RAMSGATE
MAGNET & SOUTHERN, NEWINGTON ROAD	RAMSGATE
PRINCES ROAD DEPOT/PIONEER BUSINESS PARK	RAMSGATE
WHITEHALL ROAD INDUSTRIAL ESTATE	RAMSGATE
HEDGEND INDUSTRIAL ESTATE, THANET WAY	ST.NICHOLAS-AT-WADE
FACTORIES, SUFFOLK AVENUE	WESTGATE

Office Development

2.113 The office market in Thanet has, in general, lacked the demand to result in speculative development. Demand for small offices for professional and financial services has been stronger, but has been met by the re use of premises in commercial locations.

2.114 The provision of office accommodation for those services which are not geared principally to visiting members of the public, has been assisted by the flexibility introduced by the Use Classes Order 1987. This allows industrial/storage premises (B2 to B8) to be converted, subject to size, to office use (Class B1 Business) without the need for planning permission.

2.115 The existing employment sites allocated in the Plan make provision for B1 uses, and this argues against significant additional office provision in the Local Plan.

2.116 On the other hand, it is strategic policy to stimulate and strengthen the expansion of economic activity. Provision is made, therefore, for office uses (A2) at the Thanet Reach site, in a central position equidistant from the Thanet towns (Policy EC1 refers) and at the proposed new Westwood Town Centre. Office proposals will also generally be considered acceptable in commercial areas and town centre locations. Such proposals will be judged in relation to policies in the Town Centres & Retailing Chapter.

POLICY EC13 - OFFICE ACCOMMODATION

IN ADDITION TO THE EXISTING EMPLOYMENT LAND ALLOCATIONS, THE PROVISION OF NEW OFFICE ACCOMMODATION WILL BE PERMITTED IN THE TOWN CENTRES, SUBJECT TO:

- 1. AT WESTWOOD, IN ACCORDANCE WITH POLICIES TC2, TC3 AND TC4;**
- 2. AN APPROPRIATE STANDARD OF DESIGN IN LINE WITH POLICY D1;**
- 3. NO LOSS OF LAND SPECIFICALLY IDENTIFIED FOR OTHER USES IN THIS PLAN;**
- 4. PROPOSALS MEETING POLICY REQUIREMENTS IN RELATION TO LISTED BUILDINGS AND CONSERVATION AREAS.**

Working from Home

2.117 PPG4 recognises that many small businesses are started by people working in their own homes, and suggests that technological innovations are likely to increase the incidence of home working. Certain forms of home

working do not require planning consent, where the proposed use is clearly ancillary to the residential use of the property.

2.118 The close juxtaposition of home and work can reduce car use, and is therefore environmentally sustainable, particularly bearing in mind the growth of tele working. Government guidance in draft PPG13 states that local authorities should take a flexible approach to the use of residential properties for home-working, consistent with the need to protect the residential environment. With this in mind, the Council considers that home working should not be seen as a long-term option where the intention is to expand the business.

POLICY EC14 - WORKING FROM HOME

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 THAT WOULD BE HARMFUL TO RESIDENTIAL AMENITY OR HIGHWAY SAFETY; OR**
- 3. THE EROSION OF THE RESIDENTIAL CHARACTER OF THE AREA.**

TARGETS

LP Implementation Target	
Policy Area	Employment Land Allocations
Relevant Policies	EC1 and EC2
Indicator	Proportion of allocated employment land taken up during Local Plan Period
Target	75% take up during the Plan period
Monitoring	Through joint Annual Employment Land Study
LP Implementation Target	
Policy Area	Kent International Airport
Relevant Policies	EC2 and EC5
Indicator	Number of jobs created, throughput volume of passengers and freight
Target	3660 jobs, 1 million passengers and 250,000 tonnes
Monitoring	In conjunction with Economical Development.
LP Implementation Target	
Policy Area	Retention of Employment Sites
Relevant Policies	EC12
Indicator	The amount (expressed in hectares) and percentage of land area lost)
Target	100% retention
Monitoring	Through joint Annual Employment Land Study

3. Housing

3. Housing

Introduction

3.1 Housing is an ingredient of fundamental importance in adopting a holistic approach to sustainable regeneration. This Chapter sets out the District Council's proposed approach in accommodating housing needs and requirements in the local plan period. A key objective will be to ensure sufficient quality housing of appropriate range and affordability can be provided to meet the aspirations of high-profile investors, management and key employees together with essential workers such as nurses and teachers necessary to sustainable economic regeneration. Thanet has a significant advantage in that flood risk does not present a constraint in identifying sufficient housing site opportunities.

3.2 Sustainable development is promoted by optimising use of previously developed ("brownfield") sites and locating housing where best use can be made of public transport, walking and cycling. The Chapter addresses housing requirements in support of economic regeneration, and deals with housing land supply, constraints and opportunities in new housing provision, safeguarding the existing stock and multiple occupation. It also addresses special housing needs including those of small households, low-income groups, and people in need of care.

3.3 The Council's vision is that by 2011 Thanet will have a wider range of housing opportunities than exists today and will be able to provide housing to meet the needs of both local people and those attracted to the area by the growing number of quality jobs that have been provided on our Business Parks and at Kent International Airport.

3.4 As the image of our towns improves so those currently vacant brownfield sites in and on the edge of the town centres will be developed with quality accommodation to meet the needs of people who want to live near to these hubs of activity.

3.5 A new community with a thousand new homes, a school and other facilities will be established and be well advanced towards completion at Westwood close to the new town centre shopping area. Here there is a mix of houses to suit all pockets and within walking or cycling distance of jobs, shops, schools and leisure activities.

Objectives

- 1. TO IDENTIFY A SUFFICIENT LAND SUPPLY AND PROVIDE A CHOICE IN TYPE AND LOCATION OF HOUSING OPPORTUNITIES TO MEET BOTH COMMUNITY NEEDS AND SUPPORT THE SUSTAINABLE ECONOMIC REGENERATION OF THE AREA**

- 2. TO LOCATE NEW HOUSING DEVELOPMENT ON SITES WITH GOOD ACCESS TO JOBS AND SERVICES BY PUBLIC TRANSPORT, WALKING AND CYCLING**
- 3. TO OPTIMISE USE OF PREVIOUSLY DEVELOPED SITES FOR NEW HOUSING DEVELOPMENT**
- 4. TO PROMOTE EFFICIENT USE OF LAND AND QUALITY LIVING ENVIRONMENTS**
- 5. TO WIDEN ACCESS TO ACCOMMODATION SUITED TO MEET THE NEEDS OF THANET'S COMMUNITY INCLUDING LOW INCOME GROUPS, KEY WORKERS, SMALL HOUSEHOLDS AND MORE SPACIOUS ACCOMMODATION IN SUPPORT OF ECONOMIC REGENERATION**

Policy Background

National And Strategic Policy Background

3.6 Policy guidance on housing (PPG3) states that the planning system should provide a choice of sites suitable and available for house building. The aim is to ensure that everyone has the opportunity of a decent home and to maintain the momentum of economic growth. The Guidance promotes greater choice of housing and recognition of community housing needs including affordable and special housing. It stresses that economic growth should not be frustrated by a lack of homes for those looking to take up new employment opportunities. It also promotes sustainable patterns of development and making better use of previously developed land, (sometimes called "brownfield land"), re use and conversion of existing buildings, and locating housing where occupiers will be less dependent on cars to reach jobs, shops and services. A national target is that by 2008, 60% of additional housing should be on previously developed land.

Regional Planning Guidance

3.7 The general thrust of Regional Planning Guidance is towards a concentrated pattern of development making maximum use of opportunities for new dwelling provision in the urban areas in ways which enhance the quality of urban living. Housing distribution in the Guidance implies an average annual rate of provision for Kent of 5,700 units in the period up to 2006, with subsequent provisions for the region to be reviewed. It notes that a substantial element of affordable housing is required in the region, and that local plans should make provision to meet locally assessed needs.

3.8 The Guidance acknowledges the significant disparities in prosperity and areas of deprivation across the Region, and identifies Thanet as part of an East Kent Priority Area for Economic Regeneration (PAER). The Guidance recognises the existence of an adequate supply of employment land in East

Kent PAER and that the development of infrastructure and port diversification are the springboard for its economic regeneration. It states: "It is clear therefore that generally the provision of new employment land in the coastal area is less important than other factors in attracting investment. The quality of infrastructure and the availability of trained labour are two important factors, but of equal importance are those aspects which contribute to the quality of life; attributes such as the quality and type of available housing, the quality of the environment, range and quality of shopping and leisure facilities in towns, and the quality of schools in the area." This Chapter of the Local Plan aims to provide for an appropriate quantity and mix of housing as key infrastructure supporting Thanet's regeneration agenda. The emerging Regional Spatial Strategy ("the South-East Plan") will update and roll forward existing Regional Guidance.

Structure Plan Policy

3.9 The level of housing provision, and its distribution between the Kent districts, is set by the Structure Plan. Kent and Medway Structure Plan is at an advanced stage of preparation and when adopted will supersede the 1996 Structure Plan. This Local Plan considers the housing requirements in both Structure Plans. In due course the emerging South-East Plan will set housing provisions over the longer term, and these will supersede the Structure Plan provisions. The exact nature and location of Thanet's provisions is a matter for this Local Plan.

3.10 In-migration has been a significant driver of housing requirements in Thanet District. Growth in one-person households is likely to form a significant element of projected household growth in Thanet and Kent as a whole. Although there was a substantial increase in Thanet's housing stock in the 1990's, and reductions in unemployment, this growth was accompanied by poor economic and employment performance.

3.11 Subject to safeguarding policies to avoid "town cramming", Structure Plan policy gives priority to maximising the use of the building stock and land within existing urban areas.

Local Plan

3.12 It remains a fundamental aim of the Local Plan to safeguard and enhance the character and amenity of the district. This includes protection of the limited separation between the urban areas, and of the separate character of the Thanet towns, provided by the designated Green Wedges. The Local Plan contains specific policies to safeguard areas of environmental character and quality, areas of open space providing important physical separation, passive or other recreational value, sites of nature conservation value, and areas and buildings of historic significance. All housing proposals will be judged in relation to these policies, and where there is overriding conflict with these policies then such proposals will be resisted.

3.13 The Plan encourages full use of opportunities arising from conversion, improvement and redevelopment of redundant land and buildings. Development of this kind can make useful additions to the dwelling stock and assist in urban regeneration. In aiming to maximise the use of the existing built-up areas to meet housing requirements there is, however, an important balance to be drawn with the need to protect the amenity and functioning of the District as a place to live, work and visit. The Local Plan addresses the need to safeguard against "town cramming", and contains policies to safeguard urban environmental quality and valuable open spaces. Individual proposals for development or redevelopment including housing will be judged in relation to these policies.

3.14 This Local Plan considers housing needs throughout the plan period and the period beyond it to 2016. The Plan promotes a mix of types of housing within quality residential environments. The aim is to provide for a variety of local needs ranging from single person/small household homes to selected opportunities for more spacious dwellings attractive to higher income family occupation and as a means of attracting quality investment in support of Thanet's economic regeneration. Key principles in identifying housing land are optimising use of previously developed urban sites and maximising housing quantities in locations where services and jobs can be conveniently accessed by public transport, on foot and by cycle. As stressed in the Design chapter, quality design is fundamental to achieve successful schemes, and will be a requirement in promoting optimum site development potential. Assessment of the capacity of previously developed urban land in Thanet has shown that greenfield land release is required in order to maintain an adequate supply of house building land.

Providing A Sufficient And Suitable Housing Land Supply

3.15 Housing is an essential ingredient in securing sustainable economic and social regeneration in the District. The housing requirements expected to be generated by prospective economic development potential identified and promoted in this Local Plan are fundamental in establishing the level of housing provision to be made in the Local Plan period. Four main sources of employment growth are identified below.

1. Expansion of activity at Kent International Airport with potential capacity for handling 1 million passengers and 250,000 tonnes of freight per annum within the plan period, together with warehousing, aircraft maintenance/repair and other airport operational activities
2. Economic development at allocated Business Parks (Manston Park, EuroKent and Thanet Reach)
3. Economic development at employment land located adjacent to the District within the Sandwich Corridor, which is expected to become available as serviced employment land within the Local Plan period

4. Expansion proposals at Pfizer Ltd., located in the Sandwich Corridor, which are expected to generate demand for additional homes in the local plan period

3.16 These employment sources may impact on Thanet's prospects for achieving sustainable economic regeneration by attracting employees (including middle-income groups) to live in the District. The Council is therefore concerned to provide a sufficient quantity and range of homes as a means of accelerating sustainable economic regeneration. In addition to quantity limitations, the current land supply consists predominantly of small sites in an urban setting, and in some instances in locations where current market value makes site development economically unviable and unattractive to providing a range of homes.

3.17 Development of the above employment sites will be dependent on provision of utilities and market take-up. Strategies to gear utilities infrastructure provision with development of employment land suggest that approximately 75% of Thanet's allocated Business Parks and an element of employment land in the Sandwich Corridor could be taken up by the end of the Local Plan period. Application of jobs to floorspace ratios suggests that sources 2 & 3 could generate some 6000 new jobs by 2011. The airport may be expected to generate a further 3,660 additional new jobs by 2011. Resultant need for new homes has been assessed on the basis that a proportion of these jobs will be taken by unemployed people, employees currently commuting outside the District for work, and by people choosing to live outside Thanet. In addition the Council believes that it should provide additional housing opportunities to attract 50% of employees associated with planned expansion at Pfizer Ltd. In total these prospective jobs are expected to generate a housing requirement of some 4,200 homes in the period to 2011.

3.18 Reflecting government guidance, this Local Plan adopts a managed approach to housing land provision. With potential reduction in projected average household size, the total level of provision may be conservative.

Housing Land Requirements in 1996 Structure Plan

3.19 The (1996) Kent Structure Plan sets the following provisions for housing (all forms of housing units) in the Thanet District. Provisions beyond 2011 and the effect of the emerging Structure Plan are referred to later in this chapter.

Table 1 - 1996 Structure Plan Provisions

MID 1991 - 2001	MID 2001 - 2006	MID 2006 - 2011
3,500	1,700	1,300

Housing Land Availability Study

3.20 Land availability has been monitored regularly, often in conjunction with the House Builders' Federation. At the time of drafting this Local Plan, the 2001 Housing Land Study provided the latest information on housing land supply compared to requirement as illustrated in Table 2 below.

Table 2

Period	Outstanding Structure Plan Requirement *	Estimated Supply	Supply Shortfall	% Shortfall
2001 - 2006	1,689	1,612	77	5%
2006 - 2011	2,989	2,240	749	25%

* Outstanding units reflects units constructed since the start of the Structure Plan period.

Table 2 shows that over the local plan period to 2011 there was a shortfall of some 750 units in relation to the 2006 Structure Plan requirement. There was also a shortfall of 77 units to 2006. The following text explains how this Local Plan addresses that shortfall. Updated information on housing land supply is featured in Table 6 below.

Housing Land Provisions In Local Plan

3.21 The 1996 Structure Plan did not anticipate the level of new job creation associated with the impact of Kent International Airport on committed employment land, nor that relating to land at the Sandwich Corridor and Pfizer's planned expansion, now envisaged in the Local Plan.

3.22 In order that current opportunities for sustainable economic development are not frustrated by lack of housing opportunities, this Local Plan identifies sufficient land to accommodate 4,200 homes in the period to 2011. Housing land provisions and take-up will be reviewed in the Plan period. Housing land release will be managed by placing allocated sites into two phasing periods (2001-2006 and 2006-2011) which dovetail with the phasing periods applied in the structure plan.

3.23 Reflecting the fact that a significant part of the housing provisions in the Plan consist of brownfield sites with existing planning commitments, it is considered reasonable to adopt a split of approximately 60%: 40% between the two phasing periods. Policy H2 apportions appropriate quantities to the two periods.

Approach To Identification of Housing Land Supply

3.24 The location of new housing presents a major opportunity for promoting a sustainable development pattern. Site identification has followed a sequential search process, considering first previously developed land and buildings in

urban areas, urban extensions and finally new development around nodes in good public transport corridors.

3.25 The Council has aimed to optimise the use of previously developed land and sites particularly where jobs, shops and services will be accessible without car reliance. Thanet is a relatively compact District and few locations in its urban belt are “remote” in these terms. Existing commitments provide a significant contribution to previously developed land opportunities.

3.26 In 2001 an Urban Housing Capacity Study was undertaken to assess the potential contribution that can be expected from these commitments and other opportunity sites, including an allowance for bonus “windfall” sites coming forward, on previously developed land. Many of the identified opportunities are from small sites, including residential conversions. However, cumulatively these contribute quite significantly to total housing provision.

3.27 The Council’s Urban Housing Capacity Study has assessed the potential capacity of the urban area and anticipates that this could, theoretically, yield some 3,000 homes in the period to 2011. This includes allowance for unidentified “windfall” sites that may come forward in the period. Table 3 summarises the Study’s conclusions on potential capacity in the plan period and for the two phasing periods to be applied in managing land release. The individual sites are listed at Appendix A1. The total capacity indicated in the Urban Capacity Study includes a small quantity of urban land that was not previously developed (57 units). On this basis the Study suggests a capacity of 2,943 units from previously developed land. This represents 70% of total provision in the Plan period. On this basis the Council has adopted a target of achieving 70% of housing provision on previously developed land in the Plan period.

Table 3

Period	Identified Sites Capacity	Windfall Capacity	Total Capacity	Total Local Plan Provision	Balance Needed
2001 - 2011	1,916	1,084	3,000	4,200	1,200
2001 - 2006	1,397	625	2,022	2,500	478
2006 - 2011	519	459	978	1,700	722

3.28 Table 3 indicates the balance of greenfield land needed to meet the total provisions. This Local Plan identifies sufficient greenfield land to accommodate this balance. (See heading Greenfield Land Allocations below). Sites contributing to total provision in the Plan are those identified in the Urban Capacity Study together with these additional greenfield allocations. These (excluding windfall sites) are listed Appendix A1.

3.29 The following table features the sources contributing to the total estimated dwelling capacity found in the Urban Housing Capacity Study. It also shows the possible contribution from each source within the total capacity estimate.

Table 4

2001 - 2011

Source	Identified Sites	Windfall Sites	Total	% of Total	Urban Capacity Study Category References
Subdivision of existing housing	43	155	198	7	3.2 & 4.5
Flats over shops	0	102	102	3	4.7
Empty homes	0	102	102	3	4.8
Previously developed vacant & derelict land and buildings (non-housing)	1,383	98	1,481	49	1.3, 1.4, 1.6, 1.7 & 4.3
Intensification of existing areas	96	132	228	8	2.1 & 4.4
Redevelopment of existing housing	110	4	114	4	1.2 & 4.2
Redevelopment of car parks	53	0	53	2	1.5
Conversion of commercial buildings	183	438	621	21	3.1 & 4.6
Vacant land not previously developed	48	54	102	3	1.1 & 4.1
Total Dwelling Units	1,916	1,084	3,000	100	

The above sources include review of non-housing allocations and review of capacity of existing housing allocations.

Regulating Release of New Housing Land

3.30 PPG3 has introduced a Plan Monitor Manage approach to new housing development. An essential feature of this is managed release of housing sites. The objectives of the Council's phasing policy are to regulate and gear the rate of housing provision in line with anticipated employment growth through the Plan period, to control the rate at which the greenfield site component comes forward, and to meet the Council's land recycling target.

3.31 Suitability and phasing of identified housing sites were tested using a sequential approach reflecting PPG3 and based on the criteria set out in Policy H4 below. Release of identified sites will be regulated through Policy H3, after making allowance for windfall sites coming forward over the Plan period.

3.32 Applications for windfall sites will be assessed against Policy H4 (the same criteria applied to identified sites). In order to support the Plan's housing strategy, the Council will aim to ensure that a rolling three-year supply of house building land exists across the plan period. This will be used as a general benchmark when periodically monitoring the take-up of allocated sites and incidences of windfalls against total housing provisions.

3.33 Committed and new housing sites making up total provision in this Local Plan are allocated for such purposes on the Proposals Map and listed in Appendix A1. (See note 2 to Policy H1).

Greenfield Land Allocations

Strategic Housing Site

3.34 Housing sites within the District are generally of limited size and scattered throughout the Urban Belt. This Plan identifies and allocates a greenfield site of 28.5 hectares at Westwood for housing development (Policy H6). This site provides the opportunity to create an integrated community with a mixture of dwelling types, sizes and affordability, including housing to meet the expectations of investors and employees needed to secure sustainable regeneration in the District. In its central and mixed-use location, Westwood is also considered highly sustainable. This site is recognised as a Strategic Site, essential to the strategic objective of sustainable regeneration, and one which should be developed alongside, rather than after, previously developed land. Its release is phased to reflect lead-in times for delivery of supporting infrastructure and construction.

Greenfield allocations

3.35 In allocating land to meet provisions to 2011, this plan identifies, on the Proposals Map, greenfield housing land to meet the balance identified in Table 3. Identification of greenfield housing provisions has been guided by the need to identify sustainable locations, where infrastructure provision is adequate/economically feasible, where sites are of sufficient size to accommodate a mix of housing sizes and types to support balanced communities, to provide locational choice in support of economic regeneration, and avoid any conflict with operational considerations relating to Kent International Airport. Land at Westwood is allocated as a sustainable greenfield site of sufficient size to accommodate 1,000 dwellings. Smaller greenfield sites, providing additional potential capacity of 200 dwellings, are identified at Minster to provide a degree of locational choice together with land on the east side of Manston Road, Ramsgate. A small number of sites which are not previously developed was identified in the Urban Housing Capacity Study. Some of these sites already have consent and some were already under

construction at the Study base date. These sites are expected to accommodate some 57 dwelling units in total. Being located within the urban area they are considered sufficiently sustainable and are allocated as greenfield housing sites. All greenfield sites are listed at Appendix A2. This Appendix also lists previously developed housing sites where allocation is through a different Policy to H1. A summary of total housing provisions from all sources is provided in Appendix A3.

Housing provision in the Period 2011-2016

3.36 This Plan makes provision for housing land over the period 2001 to 2011. However, a Ministerial statement issued after the Plan reached its Revised Deposit Stage has indicated that housing-land provisions should be made for a 10 year period beyond the anticipated date of the Plan's adoption. This would imply that the Plan should make provision up to 2016 and phased as shown below.

3.37 Proposed modifications to the emerging Kent & Medway Structure Plan suggest that total provision for Thanet in the period 2001 - 2016 should be 6,000 new dwellings at the rates implied within the 5-year periods shown below.

Table 5

2001 - 2006	2006 - 2011	2011 - 2016	2001 - 2016
1,700	2,100	2,200	6,000

3.38 The emerging regional Spatial Strategy ("The South-East Plan") will set housing requirements for each District over a longer-term period and will, when adopted, supersede the Structure Plan. In the interim, the Council believes the emerging structure plan provides the appropriate basis for housing land requirements to 2016.

3.39 Accordingly, this Plan anticipates the need to provide for a total of 6,000 new dwellings over the period 2001 – 2016. The 2004/5 housing land study suggests that this quantity can be met from existing and predicted (previously developed windfall) sites. In these circumstances there is no need to consider additional greenfield land release in the Plan period. The following table sets out the conclusions from the 2005 Housing Land Study against the 1996 Structure Plan requirement for the period to 2011, and against the emerging Kent & Medway Structure Plan for the period to 2016. This Study takes account of potential contributions from sites allocated in this Local Plan, together with windfall sites where planning consent has since been granted. Some of the sites included in the 2005 Study's total supply figure were only identified (through granting of planning permission) after the Urban Capacity Study exercise was completed. Such sites are not specifically allocated in this Plan and are not featured in the Appendices.

Table 6 - Dwelling Requirement: Supply

	Period 2005-2011 (Based on 1996 Kent Structure Plan requirement)	Period 2005-2016 (based on requirement of Kent & Medway Structure Plan as proposed to be modified)
Requirement of Structure Plan	6,500 (1991-2011)	6,000 (2001-2016)
Dwelling completions from start of structure plan period to 2004/5	5,069 (1991-2004/5)	1,558 (2001-2004/5)
Residual Requirement	1,431 (2005/2011)	4,442 (2005-2016)
Estimated Supply	3,912 (2005/2011)	4,634 (2005-2016)
Surplus	+2,481 (2005/2011)	+192 (2005-2016)

3.40 Although planning positively for an increase in the rate of dwelling completion alongside economic regeneration in the period to 2011 and beyond, the Council believes that it is important to review actual completion rates and economic growth well before that date over what will be a critical period. In the event that supply is not taken up as rapidly as anticipated then such provisions may be rolled forward to contribute to requirements post 2011.

3.41 In circumstances where longer term housing provisions have yet to be fully established, where potential capacity beyond 2011 has not yet been assessed through an appropriate study and where an anticipated increase in the local rate of dwelling completions remain to be proven the Council believes it is inappropriate to consider the need for further specific provision by way of site allocations in this Local Plan. The emerging Local Development Framework (LDF) will provide the appropriate opportunity to review housing land provisions in the longer term, taking account of housing requirements once resolved through the Structure Plan and Regional Spatial Strategy. A Housing Development Plan Document will be one of the first LDF documents to be prepared. It is expected that this will be adopted in 2008 and supersede the housing chapter of this Local Plan. The new document will look ahead to 2021 and make appropriate housing land provision.

Efficient Use of Land

3.42 The Council wishes to see efficient use of housing land. It envisages that densities of 50 or more dwellings per hectare net may be achieved through quality residential and mixed-use developments especially in accessible locations such as the town centres and adjoining quality transport corridors. Developments of less than 30 dwellings per hectare net on any site will usually require special justification. No specific densities are prescribed in this Plan as compatibility with the character of the locality, securing a mix of housing types to meet local demand, achieving attractive living environments through quality design and optimising use of land will influence design and layout. However,

this plan places emphasis on making best use of land, and optimum densities will be expected on all sites through good design.

3.43 The level of car parking provided in new residential developments can have a major impact on the quantity of dwellings which can be provided on any site. The Council intends to impose less demanding residential parking requirements based on maximum standards, and to encourage nil provision in specific locations where a range of services are accessible on foot, by bicycle or public transport. Policy TR16 refers. Planning consent will not be renewed for previous schemes where the number of units to be provided is considered to be wasteful of land.

3.44 Policy H1 reflects the District Council's intention to resist housing proposals where there are planning objections or constraints to development, and protects the identified housing land supply for such use.

POLICY H1 - RESIDENTIAL DEVELOPMENT SITES

PERMISSION FOR NEW RESIDENTIAL DEVELOPMENT WILL BE GRANTED ONLY ON SITES ALLOCATED FOR SUCH PURPOSES ON THE PROPOSALS MAP OR ON OTHER SITES WHERE THERE IS NO CONFLICT WITH STRUCTURE PLAN OR OTHER LOCAL PLAN POLICIES.

RESIDENTIAL DEVELOPMENT ON NON-ALLOCATED SITES WILL BE PERMITTED ONLY ON PREVIOUSLY DEVELOPED LAND WITHIN EXISTING BUILT-UP CONFINES, (AS DEFINED ON THE PROPOSALS MAP – POLICIES CC1 & R1), UNLESS SPECIFICALLY PERMITTED BY OTHER LOCAL PLAN POLICIES. ALL PROPOSALS FOR RESIDENTIAL DEVELOPMENT WILL BE REQUIRED TO MEET THE CRITERIA IN POLICIES H2 – H5.

ALTERNATIVE DEVELOPMENT ON SITES ALLOCATED FOR RESIDENTIAL PURPOSES WILL NOT BE PERMITTED UNLESS THERE IS AN OVERRIDING LOCAL NEED WHICH CANNOT BE MET ON AN ALTERNATIVE SITE.

THE COUNCIL WILL SEEK TO MAKE EFFICIENT USE OF HOUSING LAND. DEVELOPMENTS OF LESS THAN 30 DWELLINGS PER HECTARE NET ON ANY SITE WILL REQUIRE SPECIAL JUSTIFICATION. IN TOWN AND DISTRICT CENTRES AND OTHER LOCATIONS WITH GOOD PUBLIC TRANSPORT ACCESSIBILITY, SPECIAL JUSTIFICATION WOULD BE REQUIRED FOR DENSITIES OF LESS THAN 50 UNITS NET PER HECTARE.

PERMISSION FOR NEW RESIDENTIAL DEVELOPMENT WILL BE GRANTED OR RENEWED ONLY WHERE:

- **IT IS DEMONSTRATED THAT ADEQUATE INFRASTRUCTURE AND ACCESS WILL BE IN PLACE TO SERVE EACH UNIT READY FOR OCCUPATION, AND**

- **SATISFACTORY DETAILS ARE PROVIDED SHOWING HOW ANY PHYSICAL CONDITIONS AFFECTING THE SITE, INCLUDING LAND INSTABILITY AND CONTAMINATION, WILL BE OVERCOME**

Notes to Policy H1

1. Accessible locations referred to in the 4th paragraph of Policy H1 are defined as:
 - a) Within 800 metres convenient walking distance of the town centres or local centres providing a range of shops and services, and/or
 - b) Within both:
 - 800 metres convenient walking distance of a railway station and
 - 400 metres convenient walking distance of bus routes with frequent services or public transport interchanges.
2. H1 Sites are featured on the Proposals Map and in schedules in the Appendices (See note to Policies H2 & H3). These include only large sites (5+ units net), most of which were identified within the Urban Housing Capacity Study (which has a base date of 31 March 2001). It is only practical to feature such new build sites on the Proposals Map, and for conversions the Appendices should be consulted. In order to facilitate the bringing forward of committed housing land for development, the District Council maintains a separate register, which is reviewed annually, and updated quarterly to include any newly identified sites. This is available for public inspection. As it is impractical to feature small sites of less than five units net on the Proposals Map and in the appendices, the register of housing land is the appropriate source of reference.
3. In expressing density in dwellings per hectare, the term 'net' refers to inclusion within the site area of access roads, private garden space, car parking areas, incidental open space and landscaping, and children's play areas.
4. Applications to renew consent for lapsed permissions need to be assessed afresh against sustainability issues and potential densities explored in the Urban Capacity Study, and will specifically be considered in relation to Policy H1.

POLICY H2 – DWELLING SUPPLY

PROVISION IS MADE FOR A TOTAL OF 4,200 ADDITIONAL DWELLINGS WITHIN THE LOCAL PLAN PERIOD. TOTAL PROVISION WOULD BE ACCOMMODATED AS BELOW:

- **69% FROM IDENTIFIED NEW-BUILD SITES ALLOCATED ON THE PROPOSALS MAP AND LISTED IN APPENDIX A1**
- **5% FROM IDENTIFIED SITES INVOLVING CONVERSION OF EXISTING BUILDINGS, LISTED IN APPENDIX A1**
- **26% FROM WINDFALL (PREVIOUSLY DEVELOPED) SITES COMING FORWARD IN THE PLAN PERIOD**

WITHIN THE PLAN PERIOD, PROVISION IS MADE FOR 2472 UNITS IN THE PERIOD TO 2006, WITH THE BALANCE (1728 UNITS) IN THE PERIOD 2006 – 2011. RELEASE OF SITES IDENTIFIED ON THE PROPOSALS MAP, AND IN THE APPENDIX, WILL BE REGULATED THROUGH POLICY H3.

POLICY H3 - PHASING

TO MEET AND MANAGE THE HOUSING PROVISIONS SET OUT IN POLICY H2, THE COUNCIL WILL SEEK TO REGULATE THE RELEASE OF IDENTIFIED HOUSING SITES IN ACCORDANCE WITH THE EXPECTED ORDER OF DEVELOPMENT INDICATED BELOW.

SITES TO BE RELEASED FOR HOUSING DEVELOPMENT IN THE PERIOD 2001 – 2006

(Sites in List 1 of Appendix A1)

SITES TO BE RELEASED FOR HOUSING DEVELOPMENT IN THE PERIOD 2006 – 2011

(Sites in list 2 of Appendix A1)

RELEASE OF SITES EARLIER THAN INDICATED ABOVE WILL NOT BE PERMITTED WHERE THIS WOULD UNDERMINE THE OBJECTIVES OF THE COUNCIL'S PHASING POLICY.

Note to Policies H2 & H3. The sites referred to in Policy H3 making up the housing land provision (Policy H2) were identified and allocated in draft versions of the Plan and reflect the Urban Housing Capacity Study snapshot at 31 March 2001. Housing development has since been started and even completed on some such sites, and those completions correspondingly reduce the outstanding housing requirement to meet total provision in Policy H2.

For simplicity of reference all allocated sites and their notional dwelling capacity (even where completed in whole or part since 31 March 2001) have been retained in appendices A1 & A2 and on the Proposals Map. The opportunity has been taken, in updating the Plan to update the anticipated phasing of the allocated housing land at Westwood (Policy H6 & TC4).

This is reflected in Appendix A1. One or two sites allocated in previous drafts of the Plan have since been deleted during the process of adopting it. Such deleted sites are no longer featured on the Proposal Map or in these

appendices, and this has a minor impact on the total allocated housing units featured in Policy H2 and in Appendix A3. Nonetheless, as indicated in paragraphs 3.36-3.41 inclusive, the 2005 Housing Land Study shows that, including allocated sites remaining, the land supply is sufficient to meet requirements to 2016.

POLICY H4 – WINDFALL SITES

PROPOSALS FOR RESIDENTIAL DEVELOPMENT AT WINDFALL SITES COMING FORWARD WILL BE ASSESSED AGAINST POLICY H1 AND THE FOLLOWING CRITERIA:

- **LOCATION AND ACCESSIBILITY IN RELATION TO JOBS, SHOPS AND SERVICES BY MODES OTHER THAN CAR, AND POTENTIAL FOR IMPROVING SUCH ACCESSIBILITY**
- **CAPACITY OF EXISTING AND POTENTIAL INFRASTRUCTURE, INCLUDING TRANSPORT, UTILITIES AND SOCIAL FACILITIES**
- **ABILITY TO BUILD NEW COMMUNITIES TO SUPPORT NEW PHYSICAL AND SOCIAL INFRASTRUCTURE AND WITH SUFFICIENT DEMAND TO SUSTAIN APPROPRIATE LOCAL SERVICES AND FACILITIES**
- **PHYSICAL AND ENVIRONMENTAL CONSTRAINTS ON DEVELOPMENT INCLUDING CONTAMINATION AND FLOOD RISK**

Monitoring Of Supply

3.45 The District Council will continue to monitor the adequacy of the available supply of land for house building. The results of the annual monitoring process will be published, and the Council will consult on the results in assessing whether sites are coming forward in the appropriate order and rate implied in policy. The District as a whole is the appropriate policy planning area for the purposes of assessing the adequacy of supply. Maintaining a supply throughout the Plan period will be a matter to be addressed having regard to expected contributions from previously developed windfall sites.

POLICY H5 - MONITORING

THE RATE AT WHICH IDENTIFIED SITES ARE GRANTED CONSENT AND WINDFALL SITES COME FORWARD WILL BE MONITORED ANNUALLY. WHERE NECESSARY SITES MAY, FOLLOWING APPROPRIATE PUBLIC CONSULTATION, BE REASSIGNED TO THE SECOND OR FIRST PHASE WITHIN POLICY H3, EITHER TO PREVENT ANY EXCESSIVE BUILD-UP OF COMMITMENTS IN THE EARLY PART OF THE PLAN PERIOD OR TO ENSURE AVAILABILITY OF A THREE-YEAR SUPPLY OF HOUSE BUILDING LAND THROUGHOUT THE PLAN PERIOD.

Development of Greenfield Housing Land

Westwood

3.46 This Plan identifies Westwood as a Town Centre, and promotes its development as such, with associated reinforcement of its accessibility by public transport as a central District location. This role, the development of the EuroKent Business Park, establishment of Christ Church College University campus, together with existing business and industry will mean that a substantial range of employment, retail, education and leisure opportunities will be accessible at Westwood. Identification of housing land at Westwood optimises potential for concentrating new dwelling provision at a single sustainable central location. It also provides the opportunity to create an integrated community, with a mixture of dwelling types, sizes, and affordability including housing to meet the expectations of prospective employees at Kent International Airport, the Sandwich Corridor, and Pfizer. Westwood was thus identified as having a distinctive and definitive advantage in sustainability terms over other urban extension site alternatives. The secondary town centre area (Policy TC4) is expected to provide for up to 200 new homes. In addition, the adjacent greenfield site of 28.5 hectares is identified for a further 800 dwelling units and associated community facilities over the Local Plan period to 2011 in Policy H6. It is anticipated that the development programme for these 1,000 new homes (on the sites allocated under this policy and TC4) would see the first units being completed in 2008, with 470 units completed by 2011 and total completion in 2016. However, Policy H3 does allow for up to 1,000 new homes in the period to 2011, in order not to act as a brake on development of this strategic site.

3.47 Residential development at Westwood will generate the need to provide appropriate transport infrastructure. A major Traffic Assessment will be required in order to inform how a sustainable transport network and infrastructure can be provided as part of a Westwood Master Plan covering the sites subject of policies H6 and TC4. This Assessment and Master Plan will need to address safe and convenient movement for pedestrians between the residential and town centre areas, and how traffic using the A256 can be diverted around the town centre in favour of pedestrian movement, and reflecting long-term capacity at Westwood Roundabout. It is intended that a Development Brief reflecting the Master Plan will elaborate on the implications of this requirement as set out in Policy H6 below. As indicated in the Transportation Chapter, phases of residential development will be required to make provision pro-rata to provide for appropriate highway improvements both before and after completion of the 300th dwelling on sites H6/TC4. Appropriate highway improvements are expected to incorporate an A256 relief road and improvements to Star Lane. As indicated in the following policy, such works are clearly a pre requisite for development, and must be delivered before the 300th housing unit is completed. Accordingly, construction of such works would be expected to commence at the same time as, if not ahead of, the development of the first housing unit. Essential tasks of the Westwood Master Plan will be to demonstrate how residential development at sites subject of

Policies TC4 and H6 will be co-ordinated alongside the Westwood Town Centre Area (Policy TC2). Specifically the Master Plan shall provide details of:

- Layout and logical phasing programme for development on sites TC4 and H6 (including all uses included in those policies respectively)
- Pedestrian and cycle links with the primary town centre, and public transport links and facilities
- Associated highway improvements including any realignment of the A256

3.48 Development will be expected to accommodate and provide for a new two-form entry primary school of two hectares, within the site allocated under Policy H6 in accordance with terms to be agreed within the planning brief referred to in paragraph 3.47. Individual phases of residential development will also be expected to make cumulative proportionate contributions, pro rata, towards the cost of providing such a school, in order to enable construction to one-form entry capacity at such time as 350 dwellings have been completed, (either on the site subject of Policy H6 or TC4 or both) and two-form entry on completion of 600 dwellings. Development will be expected to incorporate usable amenity space together with local play area provision, and provide a community assembly facility and land for a medical care centre. The Master Plan will also assess the capability of existing/programmed sports facilities to accommodate the additional demand generated by the housing development. Where appropriate, additional provision shall be incorporated in the Development Brief, and the Council will seek developer contributions under the terms of policy CF2 as appropriate.

3.49 The Environmental Protection Chapter indicates the Council's intention to monitor air quality in line with the requirements of the Environment Act 1995. Development of the new housing at Westwood will introduce a significant new exposure group, and therefore the development will be expected to include and provide for the appropriate air-quality monitoring equipment.

POLICY H6 - RESIDENTIAL DEVELOPMENT SITE AT WESTWOOD

LAND IS IDENTIFIED FOR NEW HOUSING DEVELOPMENT AT WESTWOOD. THE PROVISIONS OF POLICY H1 SHALL APPLY EXCEPT WHERE SPECIFICALLY MODIFIED IN THE FOLLOWING POLICY.

THE FOLLOWING DEVELOPMENT WILL BE PERMITTED ONLY IN ACCORDANCE WITH AN AGREED MASTER PLAN AND DEVELOPMENT BRIEF COVERING THE SITES SUBJECT OF THIS POLICY AND TC4.

SUBJECT TO POLICY H3 DEVELOPMENT WILL BE PERMITTED WHICH PROVIDES FOR UP TO 800 NEW HOMES AT A MINIMUM AVERAGE NET DENSITY OF 40 DWELLINGS PER HECTARE WITH CAR PARKING PROVISION AT A TOTAL SITE AVERAGE NOT EXCEEDING 1.5 SPACES PER DWELLING.

SUBMITTED SCHEMES WILL BE REQUIRED TO DEMONSTRATE THAT A MIX OF HOUSE TYPES, SIZES, STYLES AND AFFORDABILITY WILL BE INTEGRATED WITHIN SPECIFIC PHASES INCLUDING 34% - 50% OF TOTAL DWELLINGS BEING A MIXTURE OF THREE- AND FOUR-BEDROOM HOMES INCORPORATING GENEROUS ROOM SIZES AND OFF STREET PARKING SPACE. AFFORDABLE HOUSING WILL BE REQUIRED AS PART OF THE DEVELOPMENT IN ACCORDANCE WITH THE REQUIREMENTS OF POLICY H14.

SUCCESSIVE PHASES OF DEVELOPMENT WILL BE REQUIRED TO MAKE PROVISION, PRO RATA, ENABLING CONSTRUCTION, IN TWO PHASES, OF A NEW TWO-FORM ENTRY PRIMARY SCHOOL ON SITE. PROVISIONS SHOULD ENABLE CONSTRUCTION TO SINGLE-FORM ENTRY CAPACITY ON COMPLETION OF 350 DWELLINGS AT WESTWOOD, AND SUBSEQUENTLY TWO-FORM ENTRY CAPACITY ON COMPLETION OF 600 DWELLINGS. A FULLY SERVICED AREA OF TWO HECTARES SHOULD BE PROVIDED FOR THE NEW TWO-FORM ENTRY SCHOOL AS AN INTEGRAL PART OF THE DEVELOPMENT AT THE COST OF THE DEVELOPER.

DEVELOPMENT WILL ALSO BE REQUIRED TO:

PROVIDE FOR ANY HIGHWAY IMPROVEMENTS IDENTIFIED AS NECESSARY IN A TRAFFIC ASSESSMENT AND DEVELOPMENT MASTER PLAN. INDIVIDUAL PHASES OF DEVELOPMENT WILL BE REQUIRED TO MAKE PROVISION PRO RATA TOWARDS SUCH IMPROVEMENTS. THE A256 RELIEF ROAD AND ITS KEY ROUNDABOUT JUNCTIONS SHALL BE DELIVERED AS A MATTER OF URGENCY, PHASED IN ACCORDANCE WITH THE MASTER PLAN, AND COMPLETED BEFORE THE 300TH DWELLING IS BUILT.

INCORPORATE AND PROVIDE FOR CONNECTIONS AND IMPROVEMENTS TO FOOTPATH AND CYCLE NETWORKS FACILITATING WALKING, CYCLING AND USE OF PUBLIC TRANSPORT (POLICIES TR11 - TR14) TO, FROM AND WITHIN THE SITE, INCLUDING A MOTORISED-VEHICLE FREE CONNECTION TO WESTWOOD TOWN CENTRE, AND PROVIDE OR CONTRIBUTE TO IMPROVEMENTS TO PUBLIC TRANSPORT SERVICES.

RESERVE A MINIMUM OF TWO HECTARES TO ENABLE PROVISION OF A MEDICAL CARE CENTRE AND PROVIDE A COMMUNITY ASSEMBLY FACILITY.

PROVIDE AND MAINTAIN APPROPRIATE EQUIPMENT FOR CONTINUOUS AUTOMATED MONITORING OF LOCAL AIR QUALITY TO INFORM THE COUNCIL'S ONGOING AIR-QUALITY REVIEW AND ASSESSMENT PROGRAMME.

INCORPORATE LANDSCAPED BUFFER ZONES ADJACENT TO ANY NEW ROAD INFRASTRUCTURE AND ALONG THE BOUNDARIES ADJACENT TO OPEN FARM LAND.

AND

RESERVE AND PROVIDE A MINIMUM OF 1.75 HECTARES AS LOCAL PLAY SPACE, (INCLUDING AN EQUIPPED PLAY AREA AND CASUAL/INFORMAL PLAYSPACE) AS REQUIRED IN POLICY SR5 TOGETHER WITH AN AREA OF USABLE AMENITY SPACE (POLICY SR6) AS AN INTEGRAL PART OF THE DESIGN OF THE DEVELOPMENT.

Note to Policy H6.

Policy H6 indicates that individual phases of development will be required to make provision pro rata towards appropriate highway improvements and that the relief road and its key junctions are to be delivered as a matter of urgency, phased in accordance with the Master Plan and completed before the 300th dwelling is built. For the avoidance of doubt, this requirement applies to dwellings provided both on land allocated under this policy and under policy TC4, and the 300th dwelling threshold will be based upon combined (cumulative total) dwelling completions from both sites.

Minster

3.50 Policy R1 indicates that new residential development at rural settlements will be restricted to minor development unless specifically permitted by policies in this Local Plan. Growing emphasis on sustainable development and the need to promote a choice in housing location, has caused the Council to re-assess Thanet's rural settlements in terms of this Policy. Minster Village, which has a population of over 3,000, a railway station, and a good range of local shops is identified as a rural settlement where more than minor residential development can be provided.

3.51 A further greenfield housing site of some 2.4 hectares is identified and allocated near Monkton Road, Minster in order to provide additional choice in location. In order to make efficient use of the site, average density shall be at a minimum of 40 dwellings per hectare net. This Plan provides for up to 50 units at the site in the period to 2006, with release of the remainder in the period 2006-2011. This quantity of housing and phased release is considered consistent with the scale of the settlement and its ability to absorb a growing community. Landscaping will specifically be required along the southern and western site boundaries in order to soften the impact of built development upon the adjacent open countryside and protect the setting of the Wantsum Channel and adjacent marshes. A financial contribution, (Policy CF2 refers) is likely to be needed to provide additional primary school places arising as a direct result of the housing development.

3.52 Principal vehicle access to the housing site would need to be provided from Monkton Road. Arrangements for adoptable access, junction layout and

sight lines would be a matter for detailed consideration following a traffic assessment. However, in order to achieve arrangements acceptable in planning and highway terms sight lines of 4.5m x 70m may be required.

3.53 In December 2001 a Housing Needs Survey for the Parish of Minster was undertaken by Kent Rural Community Council with the support of Minster Parish Council and Thanet District Council. This concluded that there is a need for up to 18-26 affordable homes, to meet current and expected local needs arising within the Parish. The Survey indicates that this should comprise a mix of two- and three-bedroom houses and a lesser number of bungalows, with a higher proportion of properties for rent than shared ownership. Based on this evidence of such need, the following policy requires that an appropriate element of affordable housing be included as part of the development of the allocated site. Such affordable housing will be expected to meet local needs specific to Minster Parish as identified in the Housing Need Survey for the Parish as priority. Occupation to meet local needs originating within the wider District will be considered after such priority has been afforded to needs associated with the Parish. The affordable housing is expected to remain available for occupation on such basis by subsequent as well as initial occupiers.

3.54 Flooding has been reported at southern Minster, apparently resulting from storm-water capacity limitations in sewerage. Any development at the site would be dependent on investigation of drainage capacity and any identified deficiencies being effectively remedied. In addition, the site lies in proximity to an area at risk of flooding, and development would only be permitted at such time as it is demonstrated that any flood risk issues can be dealt with.

3.55 Development of the site will result in additional demands upon recreational and amenity space in the village. The site's location offers the opportunity to rationalise open space provision, which is currently shared with the primary school. Proposals for residential development under this policy will be expected to include provision of additional recreational and amenity space, including grassing, landscaping, provision of fixed play equipment, and maintenance and management as set out in Policies SR5 & SR6.

3.56 There is anecdotal evidence of need in Minster for a nursing home and sheltered housing principally for Minster residents. In the event that such a need can be substantiated and cannot be addressed through existing housing allocations, then provision through means of Policy H15 may be appropriate subject to the criteria set out in that policy. The capability of existing/programmed sports facilities to accommodate the additional demand generated by the housing development will be assessed. Where appropriate, developer contributions will be sought to secure such provision under the terms of Policy CF2.

POLICY H7 - RESIDENTIAL DEVELOPMENT/AMENITY SITE AT MINSTER

LAND IS IDENTIFIED FOR NEW HOUSING DEVELOPMENT AT MINSTER AS DEFINED ON THE PROPOSALS MAP. THE PROVISIONS OF POLICY H1 SHALL APPLY EXCEPT WHERE SPECIFICALLY MODIFIED IN THE FOLLOWING POLICY. HOUSING DEVELOPMENT SHALL BE CONFINED TO THE NORTHERN PART OF THE SITE (APPROXIMATELY 2.4 HECTARES) NORTH OF THE EXISTING FOOTPATH TRAVERSING THE SITE.

HOUSING DEVELOPMENT WILL BE PERMITTED WHICH PROVIDES FOR UP TO 50 DWELLINGS IN THE PERIOD TO 2006 (WITH DEVELOPMENT OF THE REMAINDER OF THE RESIDENTIAL SITE IN THE PERIOD 2006-2011) IN ACCORDANCE WITH AN APPROVED SCHEME INDICATING PHASED DEVELOPMENT OF THE ENTIRE SITE. NET RESIDENTIAL DENSITY SHALL BE NOT LESS THAN 40 UNITS PER HECTARE. CAR PARKING PROVISION SHALL NOT EXCEED AN AVERAGE OF 1.5 SPACES PER DWELLING.

THE DEVELOPMENT WILL BE EXPECTED TO PROVIDE FOR ADDITIONAL OPEN AMENITY SPACE, INCLUDING LANDSCAPING AND AN EQUIPPED CHILDREN'S PLAY AREA, ON THE SOUTHERN PART OF THE SITE. THIS AREA SHALL BE PROVIDED, GRASSED AND EQUIPPED ON OR BEFORE COMPLETION OF THE 25TH DWELLING.

ANY DEVELOPMENT WILL BE PERMITTED ONLY AT SUCH TIME AS IT CAN BE DEMONSTRATED THAT ADEQUATE DRAINAGE CAPACITY WILL BE AVAILABLE TO ACCOMMODATE IT, AND THAT ANY FLOOD RISK ISSUES CAN BE DEALT WITH SATISFACTORILY.

DEVELOPMENT OF EACH PHASE WILL INCORPORATE A RANGE OF HOUSING TYPES INCLUDING 34% - 50% OF DWELLINGS BEING A MIXTURE OF THREE- AND FOUR-BEDROOM HOMES INCORPORATING GENEROUS ROOM SIZES AND OFF-STREET PARKING.

A FINANCIAL CONTRIBUTION WILL BE REQUIRED TOWARDS THE COST OF PROVIDING ANY ADDITIONAL EDUCATIONAL FACILITIES ARISING AS A DIRECT RESULT OF THE DEVELOPMENT.

DEVELOPMENT OF EACH PHASE WILL INCORPORATE AN ELEMENT OF AFFORDABLE HOUSING AMOUNTING TO 30% OF TOTAL UNITS TO MEET NEEDS LOCAL TO MINSTER PARISH AS PRIORITY. ENJOYMENT OF THE AFFORDABLE HOUSING AS SUCH SHOULD BE GUARANTEED FOR SUCCESSIVE AS WELL AS INITIAL OCCUPIERS FOR THE FORESEEABLE FUTURE AND THE COUNCIL MAY SEEK TO SECURE THIS BY MEANS OF A LEGAL AGREEMENT.

Manston Road, Ramsgate

3.57 As a result of underuse, the Council has resolved to rationalize its allotment holdings. This includes disposal of part of the Manston Road allotments. Such disposal will provide specific funding for much needed improvements to security and other enhancements to encourage full use of remaining allotment holdings. The 2.8 hectare site at Manston Road is allocated for residential purposes (H1) in this Local Plan, is located adjoining an existing roundabout and with a supermarket opposite. The District Council has decided that 25% of the site will be developed with affordable housing.

Size and Type of Housing

3.58 In line with Government Policy Guidance, the Council wishes to meet the housing requirements of the whole community. A Housing Needs Study of Thanet, carried out in 1997, indicated that the existing stock by type and size is over represented by smaller units, but that this may be beneficial in meeting future needs and the scale of small households in the current population. There was also under representation in three-bedroom accommodation. Compared with national levels, Thanet had a higher proportion of households with no children. Conclusions from a 2002 Housing Needs Survey indicate a shortfall against expected demand for one- and two-bedroom homes in the owner-occupied sector.

3.59 Government projections suggest that much of the projected national household growth results from changes in composition of households, in particular growth in the number of one-person households. The 1991 census indicates that Thanet had the highest percentage (30.5%) of single person households in the County. Average household size in Thanet is projected to decline (from 2.3 in 1991) to 2.14 in 2011. While consumer choice may not result in close correspondence between family size and consumption of household space, there are nonetheless planning benefits in increasing the proportion of smaller units in the housing stock to provide for choice and special needs, and to extend accessibility by expanding the stock of lower cost housing.

3.60 By contrast, perceptions of local property agents suggests that in relation to demand there are supply shortfalls in two-, three- & four-bedroom houses, with particular demand for new build three- and four-bedroom houses with garden and parking space. There is also evidence that a shortfall in spacious property of modern construction is restricting Thanet's ability to attract higher paid employees and investment by quality employers. This argues that the Plan should provide for a mixture of housing sizes and types including specifically housing suited to the needs of small households and an element of spacious property capable of underpinning sustainable regeneration, and freeing up movement through the housing stock. The Council will aim to secure a mix of housing sizes, types and affordability on individual sites, compatible with the character of the locality, in order to promote establishment of mixed and balanced communities. Policy H8 amplifies Structure Plan Policy in this context, and policies H6 & H7 provide specific guidance in relation to housing

land at Westwood and Minster. Opportunities for mixed housing may be limited on smaller sites, and the provision of small dwelling units will continue to be encouraged through conversion, change of use and redevelopment in line with policy H9. Policies H14 & H15 relate to provision of affordable housing.

3.61 New homes that are designed to standards to meet, or to be readily adaptable to meet, the needs of people with disabilities or mobility impairments can often provide a home for many residents throughout their lives. The percentage of Lifetime Homes and Wheelchair Housing set out in the Policy reflect the broad proportion of people with disabilities in the population who would benefit from these forms of housing. They are intended as targets, to be sought by negotiation with developers. The precise level of provision appropriate on any particular site will depend on a number of factors including the size of the site and its suitability for specialised housing; the nature of the proposed development; access and proximity of services and facilities; the level of provision of similar housing in the surrounding area; and the likely viability of the proposed development taking into account any exceptional development costs. The Council will consider the desirability of preparing guidance on appropriate standards for Lifetime Homes and Wheelchair Housing in the form of a supplementary planning document, subject to priorities for preparation of the LDF.

POLICY H8 - SIZE AND TYPE OF HOUSING

ON SITES WHERE 10 OR MORE RESIDENTIAL UNITS ARE PROPOSED, THE COUNCIL WILL REQUIRE A MIX OF DWELLING SIZES AND TYPES TO MEET A RANGE OF COMMUNITY NEEDS, COMPATIBLE, THROUGH QUALITY DESIGN, WITH THE CHARACTER OF THE SITE'S LOCALITY. 15% OF UNITS WILL BE EXPECTED TO BE DESIGNED AS LIFETIME HOMES AND WHEELCHAIR HOUSING.

Promoting Better Use of Land by Design

3.62 In aiming to optimise the use of previously developed land within built-up areas, the objective will be to create compact and high-quality neighbourhoods, mixed communities and to reinvigorate Thanet's urban centres as attractive areas to live and vibrant places of mixed activity. Accordingly, the Plan contains specific policies requiring quality designs to provide attractive living environments and safeguarding valuable open space. Subject to compliance with these policies, the District Council intends to encourage optimum use/rehabilitation and conversion of the existing building stock, use of suitable vacant or under-used accommodation, and maximisation of the housing contribution that can satisfactorily be made on previously developed sites, through Policy H9. Vacant sites and premises formerly in employment use may provide additional brownfield housing site opportunities, where such sites are not specifically earmarked for retention in employment related use (policy EC12).

Better use of existing stock

3.63 Because of the era and nature of its development, Thanet contains many residential buildings of substantial proportions. Conversion of such large buildings no longer suited to modern living styles or to their original purpose will continue to be regarded as a wholly appropriate way of meeting dwelling requirements. There is a need for a range of dwelling sizes to suit all pockets in the District. In encouraging such conversion through Policy H9(i) the Council will seek to secure a range of sizes of accommodation to complement Policy H8, and to help meet local needs for affordable housing. In general, proposals under H9(i) will be expected to reflect their locational context and occupier preferences so that, for example, smaller units will be provided in and around town centre core areas, and modern, family-sized units with gardens, accommodated in the wider urban areas.

Housing in town centres

3.64 The District Council wishes generally to encourage provision of new housing close to the employment, amenity, shopping and transport facilities of the town centres and commercial local centres.

3.65 Thanet's traditional shopping areas have experienced varying degrees of decline and contraction. This decline has tended to manifest itself in notable and sometimes long-standing vacancies in shop premises in secondary locations, e.g. King Street, Ramsgate. The District Council will give favourable consideration to applications for residential use in secondary commercial locations, except where there is conflict with other Local Plan policies (see note 1 to Policy H9). An appropriately designed house front or adaptation of the shopfront will usually be required in order to present a satisfactory appearance in the street scene (see reference to supplementary planning guidance in note 2 to Policy H9).

3.66 A considerable amount of accommodation attached to shops and other commercial premises in the Thanet towns is underused or vacant. The District Council wishes to encourage bringing accommodation above shops and other commercial premises into residential use. Where proposed residential accommodation is unrelated to the shop use, it is considered essential that there should be separate self-contained access.

3.67 Accommodation in commercial areas, including above shops, can provide useful additions to the housing stock, including smaller and low-cost accommodation. It can also provide a source of ready trade for local shops and services, and easy access to them for the residential occupiers who may typically have a low level of car ownership. Potential additional benefits include income and security for owners and the area generally, life outside normal business hours and stimulation of further investment in the building stock.

3.68 Supplementary guidance on conversion to flats (Conversion to Flats Guidelines) has been adopted by the District Council. These Guidelines set out comprehensive standards relating to design and layout of accommodation,

amenities, and parking requirements, which the District Council would expect to be achieved. It is important to note that buildings which have an overall floor area of less than 110 square metres (1184 square feet) are considered unsuitable for conversion to smaller units. The standards and criteria set out in the Guidelines are taken into account when determining applications for conversion of buildings to flats. Where it is not possible to meet in full the standards relating to room sizes, exceptional consideration may be given to proposals to provide residential accommodation in long-standing vacant commercial premises or as over the shop accommodation. Such exceptions may be made where a small shortfall is considered to be offset by the benefits of bringing the accommodation into residential use, and provided that all other criteria in the Guidelines can be met.

POLICY H9 - BETTER USE OF LAND FOR HOUSING

PROPOSALS TO PROVIDE RESIDENTIAL ACCOMMODATION THROUGH:

- **CONVERSION OR ADAPTATION OF NON-RESIDENTIAL BUILDINGS OR LARGER RESIDENTIAL PROPERTIES TO PROVIDE SMALLER RESIDENTIAL ACCOMMODATION**
- **USE OF EXISTING ACCOMMODATION ABOVE SHOPS**
- **CONVERSIONS AND AS AN INTEGRAL PART OF NEW SHOPPING AND OFFICE DEVELOPMENTS IN THANET'S COMMERCIAL CENTRES**
- **CHANGE OF USE/CONVERSION OF SHOP PREMISES IN AREAS NOT CONSIDERED OF IMPORTANCE TO THE COMMERCIAL VIABILITY, FUNCTIONING AND ATTRACTIVENESS OF THE ADJOINING SHOPPING AREA.**

WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:

1. **THE STANDARD OF ACCOMMODATION, RESIDENTIAL ENVIRONMENT AND CAR-PARKING ARRANGEMENTS PROVIDED/AVAILABLE ARE JUDGED TO BE SATISFACTORY (POLICIES D1 & TR16 APPLY)**
2. **THE PROPOSAL WOULD NOT RESULT IN DEMOLITION OR OTHER ALTERATIONS INAPPROPRIATE TO THE CHARACTER OF A LISTED BUILDING OR ITS SETTING OR A BUILDING SITUATED IN OR ADJOINING A CONSERVATION AREA**
3. **THE PROPOSAL WOULD NOT CONFLICT WITH LOCAL PLAN POLICIES FOR RETENTION OF EXISTING PREMISES OR LAND FOR EMPLOYMENT GENERATING USES (POLICY EC12)**
4. **EXISTING USES OR USES FOR WHICH CONSENT HAS BEEN GRANTED WITHIN OTHER PARTS OF THE BUILDING OR AT**

ADJOINING PREMISES ARE CONSIDERED COMPATIBLE WITH RESIDENTIAL USE

AND

5 THE PRIMARY COMMERCIAL FUNCTION OF THE CENTRE WOULD NOT BE PREJUDICED

PROPOSALS INVOLVING RESIDENTIAL CONVERSION OF GROUND FLOOR PREMISES IN COMMERCIAL USE IN TOWN CENTRE CORE LOCATIONS WILL NOT BE PERMITTED UNLESS THE LOCATION AND/OR SIZE OF PREMISES IS SUCH THAT CHANGE OF USE IS NOT CONSIDERED OF MATERIAL SIGNIFICANCE TO THE COMMERCIAL FUNCTION OF THE CENTRE. (See note 1)

PROPOSALS INVOLVING CHANGE OF USE/CONVERSION OF SHOP PREMISES AT GROUND FLOOR LEVEL WILL BE EXPECTED TO INCLUDE DETAILS OF A SUITABLY DESIGNED HOUSEFRONT AS PART OF THE APPLICATION. WHERE RETENTION OF AN EXISTING SHOPFRONT IS CONSIDERED APPROPRIATE, MEASURES TO PROVIDE A SATISFACTORY RESIDENTIAL APPEARANCE MUST BE INCLUDED AS PART OF THE APPLICATION. (See Note 2)

Notes

1. Town centre core locations include those areas referred to in Policies TC2 and TC7.
2. Where granted, consent will normally be subject to a condition that any agreed alterations to present a satisfactory residential appearance shall be fully implemented before residential occupation commences. General guidance on alterations/measures to present a satisfactory residential appearance, to which the Council will have regard in determining planning applications, is contained in supplementary guidance available from the District Council.

Areas In Need Of Special Action

3.69 This Local Plan identifies (on the Proposals Map) four areas meriting special attention.

1. Margate Old Town Area
2. King Street, Ramsgate
3. Upper High Street, Ramsgate
4. Cliftonville West

The objective is to achieve their revitalisation in parallel with Thanet's wider regeneration programme. In all four areas, housing and community development have a potentially significant role in overcoming their stagnation, urban decay and stimulating confidence and investment. Cliftonville West was

declared a Renewal Area in 2005 in recognition of its combination of social and environmental problems combined with poor housing. Margate Old Town, King Street and upper High Street, Ramsgate are the subject of current action programmes as part of the Council's Town Centre Regeneration and Empty Property Programme, supported by various sources of funding. Margate Old Town Action Plan encourages mixed uses including a cultural quarter, capitalising on the area's built heritage and waterfront. Policy EC10 permits certain mixed uses including housing, "living over the shop" and live-work space in support of this.

3.70 The regeneration programme for King Street, Ramsgate promotes selective redevelopment, investment and refurbishment at the concentrations of rundown and vacant property beyond the commercial core of the town centre. Programme proposals, in partnership with the private and voluntary sector, focus on residential refurbishment including "living over the shop" together with environmental improvements. The programme has been extended to include the upper High Street area.

3.71 Cliftonville West is characterised by concentrations of former hotel buildings. Decline in the long-stay holiday trade has led to concentrations of accommodation being given over to private renting and multiple occupation. This, in turn, has given rise to a polarised and deprived community and a disincentive to property investment. There is anecdotal evidence that perceptions relating to crime risk and other problems associated with deprived areas are falsely tainting Thanet's overall image as a place to live, visit and invest. The Council continues to apply its enforcement powers to curtail unauthorised uses and bring accommodation up to appropriate standards. However, a specific action programme is warranted to reinstate a balanced and confident community and stimulate property investment.

3.72 The overriding aim of the declaration of the Cliftonville West Renewal Area is to improve the condition of the area's private housing stock and general amenities. A renewal area strategy and programme is being drawn up in consultation with the community and partner organisations. Guiding objectives include the need to break the deprivation cycle associated with poor quality housing, build a more confident community and bring about a change in perception by investors. Quality housing is expected to play a major role in achieving these objectives. It is expected that the rolling strategy programme will include land purchase where necessary and be funded by a range of sources including the Council, the private sector, a housing association and SEEDA. It is anticipated that this programme will promote diversification of the tenure and ownership types in the area. Further Renewal Areas are expected to be declared in Margate under the Council's Renewal Area Programme.

3.73 In support of such area-specific programmes the following policy promotes refurbishment for housing and other appropriate uses together with environmental improvements in the areas identified (H10) on the Proposals Map. All or parts of these areas lie within or adjoin Conservation Areas. Selective redevelopment is also encouraged where compatible with

conservation policies. Such support for Margate Old Town area is expressed in Policy EC10.

3.74 Property and land that are under used, semi-derelict, vacant or in poor repair also exist outside the areas specifically identified above as being in need of special action. Such property and land are wasteful of resources and detract from local quality of life. Therefore, in addition to area-specific policies and revitalisation programmes, the Council is also developing proposals for a rolling programme of action to bring land and property back into beneficial use and to secure appropriate repairs and improvement. Action will be tailored to tackle individual circumstances by applying a mix of powers available to the Council. This initiative is expected to make a valuable contribution to the Council's regeneration objectives by providing additional homes (including an element of affordable housing) on previously developed land, recycling the use of such land and buildings, and improving the image of the District.

POLICY H10 - AREAS IN NEED OF SPECIAL ACTION

IN SUPPORT OF THE REGENERATION OF THE FOLLOWING AREAS (AS SHOWN ON THE PROPOSALS MAP), THE COUNCIL WILL PERMIT APPROPRIATE REDEVELOPMENT TO ACCOMMODATE RESIDENTIAL AND OTHER APPROPRIATE USES AND SUPPORT REFURBISHMENT OF PROPERTY TOGETHER WITH ENVIRONMENTAL IMPROVEMENTS.

- 1. MARGATE OLD TOWN & HARBOUR**
- 2. KING STREET, RAMSGATE**
- 3. HIGH STREET, RAMSGATE**
- 4. CLIFTONVILLE WEST**

Non-Self Contained Residential Accommodation

3.75 Accommodation within a building can be regarded as non-self contained where unrelated households share one or more facilities, e.g. bathroom, kitchen. Houses in Multiple Occupation (HMOs) are an example where a high degree of sharing of facilities is typical, and where living arrangements, being more intense than single family occupation, can give rise to noise, nuisance*, more callers, a higher parking requirement and visual deterioration of buildings and gardens. While the District Council does not wish to encourage proliferation of HMOs as a permanent measure, it does recognise that such sharing arrangements can provide a source of cheap rented accommodation, and are typically suited to the needs of small households. Accordingly, it wishes only to resist the establishment or continuation of those which would have an unacceptable impact on their locality. (* See operational note to Policy H11).

3.76 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.

3.77 Control is exercised under both Planning and Environmental Health powers, which involve different considerations. Proposals for premises in use as multiple occupation will not only be required to meet the District Council's adopted standards for HMOs, but will also be subject to the need to obtain planning consent and listed building consent, for instance relating to alterations to the building (e.g. to meet the Fire Prevention Officer's requirements). Where there are no other planning objections (Policy H11), the District Council as planning authority will be as sympathetic as possible to fire-safety requirements, and will endeavour to negotiate an arrangement which minimises impact, in planning terms, to an acceptable level.

3.78 In exceptional circumstances, e.g. where it is not possible to render accommodation fit for habitation and/or there are planning objections to the use, enforcement action may be taken under planning and/or housing legislation. In such cases, the Council, as planning authority would normally wish to encourage conversion to self-contained flats provided that a satisfactory standard of accommodation could be provided.

3.79 In considering the level of parking requirement likely to be generated by individual proposals in relation to the standards set out in the County Council's Adopted Vehicle Parking Standards, account will be taken of vehicle parking requirements generated by the authorised use and the intensity and type of non-self contained occupation proposed. Regard will also be had to the visual impact of any on-site parking arrangements. Advice on landscaping of parking areas is contained in the Conversion to Flats Guidelines (referred to in text supporting Policy H9).

3.80 A dustbin storage area should be accessible to all occupiers, and will be expected to be provided in the rear garden space. Exceptionally, alternative siting, but not in the front garden area, may be acceptable provided it is not in public view. The District Council's expectations in relation to dustbin storage are amplified in Section 6 of the Conversion to Flats Guidelines.

POLICY H11 – 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 RESULT 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 RUBBISH COLLECTION**

WHERE IT IS PROPOSED TO GRANT CONSENT/NOT PURSUE ENFORCEMENT ACTION, A LEGAL AGREEMENT MAY BE SOUGHT TO RESTRICT THE NUMBER OF PERSONS ACCOMMODATED WITHIN THE PREMISES AND TO SECURE ARRANGEMENTS FOR MAINTAINING THE BUILDING AND GARDENS TO AN ACCEPTABLE VISUAL CONDITION.

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 District 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.

Retention of Existing Housing Stock

3.81 To avoid unnecessary use of greenfield housing land, in line with national planning guidance it is valid to generally encourage retention of the existing housing stock.

POLICY H12 - RETENTION OF EXISTING HOUSING STOCK

PROPOSALS WHICH WOULD LEAD TO THE LOSS OF EXISTING RESIDENTIAL ACCOMMODATION WILL BE PERMITTED ONLY WHERE IT CAN BE DEMONSTRATED THAT:

- 1. THE CONTINUATION OF RESIDENTIAL USE OF THE PREMISES IS UNDESIRABLE FOR REASONS OF INCOMPATIBILITY WITH ADJACENT USES, STRUCTURAL INCONVENIENCE, OBSOLESCENCE OR LAYOUT**
- 2. A CHANGE OF USE WOULD PROVIDE THE BEST REASONABLE MEANS OF PRESERVING A BUILDING OF ARCHITECTURAL OR HISTORIC IMPORTANCE (POLICY HE2 REFERS)**
- 3. IT RELATES TO THE PROVISION OF COMMUNITY FACILITIES WHICH NEED TO BE SO LOCATED TO BENEFIT THE CLIENT**

COMMUNITY AND ARE COMPATIBLE WITH THE RESIDENTIAL AMENITY OF THE LOCALITY

OR

4. IT RELATES TO A PROPOSAL IN THIS LOCAL PLAN

POLICY H13 – RESIDENTIAL AMENITIES

IN PREDOMINANTLY RESIDENTIAL AREAS, THE MAINTENANCE OF RESIDENTIAL AMENITIES WILL TAKE PRECEDENCE OVER OTHER PLANNING CONSIDERATIONS. WITH THE EXCEPTION OF SPECIFIC PROPOSALS IN THIS PLAN, NON-RESIDENTIAL DEVELOPMENT WITH POTENTIAL TO ADVERSELY AFFECT LOCAL AMENITIES WILL ONLY BE PERMITTED WHERE MEASURES TO MITIGATE ANY DETRIMENTAL IMPACT ARE CAPABLE OF EFFECTIVE IMPLEMENTATION.

Explanation: This policy is intended to safeguard the stock of residential accommodation in such use, and complements the objectives of Policy H12.

Local Needs For Affordable Housing

3.82 Thanet has suffered persistently high levels of unemployment, which impacts on ability to access decent housing. A 1997 Housing Needs and Empty Property survey of Thanet found that there is a clear affordability problem in the District for low-income households. In 2002 Consultants were commissioned to undertake an updated Local Housing Needs Survey for Thanet. In quantifying need, a household was considered unable to afford private sector housing (and therefore in need of affordable housing) if its gross income is less than 1/3rd of its mortgage requirement and renting privately would take up more than 30% of its net household income. Conclusions from this study show a very substantial level of unmet affordable housing need. The Study indicates that if all housing needs for affordable dwellings are to be met in the next 5 years then an additional 4,510 dwellings would be needed over that period. The Study notes that negotiating elements of affordable housing through planning powers is a significant source in addressing such need. It indicates that given the substantial level of need found in Thanet any target for negotiating elements of affordable housing would be perfectly justified. In the circumstances it recommends that negotiations should be triggered on the basis of a site threshold of 15+ dwellings/0.5 Hectares.

3.83 Within the scope of Policy H1 the District Council will encourage proposals consisting of or including new, converted or rehabilitated housing that would demonstrably meet some local needs for affordable housing, for example through involvement of registered social landlords. The District Council also intends, through Policies H14 and H15, to enable provision of a wider range and improved standards of affordable accommodation to meet the needs of lower income groups. The term affordable housing embraces both low-cost market housing and subsidised housing. However, low-cost market housing is

unlikely to be genuinely affordable to those in housing need, as identified in the Housing Needs Survey 2002, unless it is subsidised in some way such as through provision of land at no cost, grant or discounted price, to ensure a price below that of dwellings on the open market. Whilst shared ownership might be able to help a small fraction of households in need (around 9%), for the remainder only social rented affordable housing will be of any use. Thus the vast majority of need to be met is for social rented affordable housing. In addition to Policy H14, Policy H15 also applies to the rural settlements.

3.84 In respect of Policy H14, the District Council will normally seek to ensure that where affordable housing is provided it is made and kept available for those in need (normally households eligible for inclusion on the Council's housing needs register). Involvement of registered social landlords or other bona fide charitable bodies, whose continuing interest will secure this objective, will therefore be encouraged. While tenure will be a matter for negotiation, overriding local need is currently for rented housing, at affordable (non-market) rents (that is housing accessible to households whose income is insufficient to enable them to afford adequate housing locally on the open market). Arrangements to meet these needs will be particularly encouraged.

3.85 The Housing Needs Survey indicates that there is an estimated annual shortfall of 902 affordable dwellings to address the full need for affordable housing over the next 5 years. This exceeds the total amount of housing of all types planned to be built over that period and so it would clearly be impractical to seek to meet it in full. Taking into account the size and nature of housing sites likely to come forward and the need to build balanced communities, as well as experience in other districts, Policy H14 establishes 30% as a starting point for negotiation of an element of affordable housing on eligible housing sites. What is appropriate and reasonable for any particular site will be negotiated on an individual basis. (A specific exception is land allocated under Policy H1 at Manston Road allotments, Ramsgate, where 25% of the allocated site will be reserved for social housing.) However, in assessing local need for additional affordable housing, the District Council will have regard to the current Housing Strategy and Investment Programme, the size and nature of the current housing needs register, and the number and proportion of affordable housing units available to accommodate local needs. Attention will be given to local market house prices and rents, local incomes, existing affordable housing supply, size and type of local households and the type of housing best suited to meet local needs.

3.86 Bearing in mind the 30% target for the District as a whole, the precise level of provision appropriate on any particular site will depend on a number of factors including the suitability of the site for affordable housing; the nature of the proposed development; access and proximity of services and facilities; the level of provision of similar housing in the surrounding area; and the likely viability of the proposed development, taking into account any exceptional development costs. The Council will periodically review the 30% element referred to in Policy H14 at such time as new housing survey data is available to inform whether this percentage remains appropriate.

3.87 Policies in this Plan relating to design quality and achieving attractive residential environments apply equally to affordable and market housing.

3.88 Regeneration of the town centres of Margate and Ramsgate is being promoted through a Town Centre and Empty Property Programme. This programme, supported by Single Regeneration Budget and European (ERDF) funding, English Heritage, Heritage Lottery Fund, Kent County Council and Thanet District Council and in co-ordination and partnership with a wide variety of investors, is delivering regeneration solutions. It aims to eradicate the urban decay impeding investment and regeneration in these centres. Quality affordable housing is a major driver of the programme, and land is being brought back into beneficial use for housing through close working with registered social landlords and private landlords. Quality affordable housing is also expected to be integrated within the proposed neighbourhood renewal programme for western Cliftonville (see paragraphs 3.69-3.74 above).

3.89 The 1997 Housing Needs and Empty Property Survey identified strong demand for town centre housing. Within identified priority areas there is major scope for the provision of affordable housing as part of the overall regeneration strategy. This includes conversion of buildings back to their original use in a secondary commercial/mixed use area. Such locations are generally accessible on foot to a range of services. The programme forms an integral part of the Council's Housing Strategy. The Council will, through its planning powers, encourage integration of affordable housing in all new housing developments. However, it may also consider commuted payments in lieu of on-site provision, where this will facilitate provision of affordable housing contributing to the Town Centre & Empty Property Programme regeneration strategy or to other objectives of the Housing Strategy.

POLICY H14 - AFFORDABLE HOUSING NEGOTIATIONS ON HOUSING SITES

- 1. WHERE DEVELOPMENT IS PROPOSED WHICH, IN ITS COMPLETED FORM, WOULD AMOUNT TO FIFTEEN OR MORE RESIDENTIAL UNITS, OR WILL/MIGHT REASONABLY FORM PART OF AN ON-GOING/FUTURE DEVELOPMENT, CUMULATIVELY TOTALLING FIFTEEN OR MORE SUCH UNITS, THE DISTRICT COUNCIL WILL NEGOTIATE WITH THE DEVELOPER FOR THE INCLUSION OF AN ELEMENT OF AFFORDABLE HOUSING. SUCH NEGOTIATIONS WILL ALSO BE APPLIED TO ANY SITE OF 0.5 HECTARE OR MORE IRRESPECTIVE OF THE NUMBER OF DWELLINGS PROPOSED.**
- 2. THE WILLINGNESS OF THE DEVELOPER TO PROVIDE AN ELEMENT OF AFFORDABLE HOUSING WILL BE A MATERIAL CONSIDERATION IN CONSIDERING THE APPLICATION.**
- 3. THE SCALE OF AFFORDABLE HOUSING WHICH IS REASONABLE AND APPROPRIATE ON ANY PARTICULAR SITE WILL BE A MATTER FOR NEGOTIATION BETWEEN THE DEVELOPER AND THE DISTRICT COUNCIL. HOWEVER, AN ELEMENT OF 30% WILL**

REPRESENT THE STARTING POINT AND NEGOTIATIONS WILL BE BASED ON THE INDIVIDUAL CIRCUMSTANCES OF THE CASE, THE CHARACTER OF THE AREA AND LOCAL NEEDS, AND BE SUBJECT TO A LEGAL AGREEMENT BETWEEN THE TWO PARTIES.

4. BEFORE GRANTING CONSENT, THE DISTRICT COUNCIL WILL REQUIRE THE DEVELOPER TO DEMONSTRATE HOW ANY AFFORDABLE HOUSING WILL BE MADE AVAILABLE TO HOUSEHOLDS UNABLE TO OBTAIN ADEQUATE HOUSING THROUGH THE PRIVATE MARKET, AND THE COUNCIL MAY SEEK TO SECURE THIS BY ENTERING INTO A PLANNING AGREEMENT AND WILL REQUIRE THE DEVELOPER TO DEMONSTRATE THAT ENJOYMENT OF THE AFFORDABLE HOUSING AS SUCH CAN BE GUARANTEED FOR SUCCESSIVE AS WELL AS INITIAL OCCUPIERS FOR THE FORESEEABLE FUTURE.
5. IN THE EVENT THAT THE DEVELOPER WISHES TO LOCATE THE AFFORDABLE ELEMENT ON AN ALTERNATIVE SITE WITHIN HIS OWNERSHIP AND CONTROL, THIS WILL BE ACCEPTED PROVIDED THAT SUCH DEVELOPMENT OF THE ALTERNATIVE SITE IS JUDGED ACCEPTABLE IN RELATION TO POLICY H1, AND SUBJECT TO A LEGAL AGREEMENT. ALTERNATIVELY, WHERE AN ALTERNATIVE SITE IS NOT AVAILABLE, THE COUNCIL MAY EXCEPTIONALLY CONSIDER A COMMUTED SUM IN LIEU OF DIRECT PROVISION WHERE THIS WILL FACILITATE PROVISION OF AFFORDABLE HOUSING CONTRIBUTING TO THE OBJECTIVES OF THE HOUSING STRATEGY.

Operational Notes H14

1. For the purposes of Policy H14, the definition of affordable housing is that contained in Circular 6/98 and includes both low-cost market and subsidised housing.
2. The size of site (15 units +) at which the District Council may negotiate for affordable housing, reflects the magnitude of local need in comparison to the total housing provisions in this Local Plan.
3. An alternative site or commuted sum, as referred to in clause 5 of Policy H14, will not be an acceptable alternative in relation to the site allocated in Policy H6, in order to provide for a mixed community at Westwood.

3.90 Elements of affordable housing negotiated under the above Policy or otherwise provided will make a valuable contribution to meeting outstanding needs. However, in view of the substantial amount of unmet need, this impact will be limited, and the Council wishes to pursue all reasonable courses of action to offset it.

Rural Local Needs Housing

3.91 The Village Appraisals carried out by the Parish Councils have shown that there is a modest shortage of affordable and suitable housing in the rural settlements to meet locally generated needs. This shortfall is most notable in respect of first-time buyers, young families and elderly residents within those settlements. A specific Housing Needs Survey for Minster Parish has provided evidence of existing need within that Parish, and this is addressed within Policy H7.

3.92 The problem is not simply one of housing. The lack of housing to meet locally generated needs can have an adverse effect on the character, amenity and functioning of rural settlements. This tends to be most graphically illustrated when first-time buyers are effectively forced out of the villages because of the relatively high prices created within a restricted housing market.

3.93 This has far wider economic and social consequences than might initially be realised. Such outward movement often deprives villages of young families with children, putting village schools (an important point of social contact) at risk. In the long term, this has further implications for the provision of village services, and public transport and employment opportunities.

3.94 The Department of the Environment has recognised that such needs exist in rural areas in Planning Policy Guidance Note 3 (Housing), and the Structure Plan contains a policy enabling exceptional release of land for affordable housing at rural settlements where justified by a proven local need.

3.95 In November 1989, the Kent Planning and Housing Officers Groups issued an Advisory Note on affordable local needs housing in rural areas, for use in the preparation of Local Plan policies. Its purpose was to establish a consistent countywide policy in respect of local needs housing. This Policy is based substantially on the model policy contained in the Advisory Note, with some adaptation to meet local conditions and circumstances.

3.96 The Policy reflects the District Council's commitment to the provision of local-needs housing, which is also demonstrated by the District Council's continuing involvement in the DoE's Rural Housing Special Programme.

POLICY H15 - RURAL LOCAL- NEEDS HOUSING

EXCEPTIONALLY, PROPOSALS FOR HOUSING DEVELOPMENT TO MEET LOCAL NEEDS IN RURAL AREAS ON SITES OUTSIDE THE CONFINES OF THE RURAL SETTLEMENTS WILL BE PERMITTED, PROVIDED THAT ALL THE FOLLOWING CONDITIONS CAN BE MET:

- 1. A DETAILED PARISH SURVEY, SUBMITTED WITH THE PLANNING APPLICATION, CLEARLY IDENTIFIES SUCH A NEED TO THE SATISFACTION OF THE DISTRICT PLANNING AUTHORITY, WHO WILL, IF NECESSARY, SEEK AN INDEPENDENT ASSESSMENT.**

2. THE LOCATION AND FORM OF DEVELOPMENT IS ACCEPTABLE IN TERMS OF ACCESS, PROXIMITY TO LOCAL SERVICES, ITS RELATIONSHIP TO THE RURAL SETTLEMENT, INFRASTRUCTURE PROVISION AND IMPACT ON ITS BUILT ENVIRONMENT AND ON THE ADJOINING COUNTRYSIDE, AND OTHER DEVELOPMENT CONTROL CONSIDERATIONS.
3. THE SUBMITTED PROPOSALS CONTAIN HOUSING OF A TYPE, MIX AND SCALE WHICH DIRECTLY MEET THE IDENTIFIED NEED.
4. THE FIRST AND ALL SUBSEQUENT OCCUPIERS ARE RESTRICTED TO THE GROUPS SET OUT IN THE EXPLANATION BELOW.
5. THE APPROPRIATE FINANCIAL AND TENURE ARRANGEMENTS, DETAILED IN THE PLANNING APPLICATION, HAVE BEEN MADE TO COMPLY WITH THE REQUIREMENTS OF PARTS 3 AND 4 OF THIS POLICY, TO BE INCORPORATED IN A LEGAL AGREEMENT WITH THE COUNCIL.
6. THE DISTRICT COUNCIL IS SATISFIED THAT THE REQUIREMENTS OF PARTS 3, 4, AND 5 ARE BOTH ATTAINABLE, AND ENFORCEABLE IN THE LONG TERM (i.e. FOR BOTH INITIAL AND ALL SUBSEQUENT OCCUPIERS).
7. THE PROPOSAL HAS THE SUPPORT OF THE RELEVANT PARISH COUNCIL.
8. THERE IS NO REASONABLE ALTERNATIVE MEANS OF MEETING THE IDENTIFIED NEED.

THE DISTRICT COUNCIL WILL NOT SUPPORT PROPOSALS WHICH INCLUDE:

- a. **MARKET HOUSING AS PART OF A CROSS-SUBSIDY SCHEME OR**
- b. **LOW-COST HOUSING WHICH ONLY GIVES AN INITIAL ONE-TIME PURCHASE SUBSIDY**

Explanation:

3.97 For the purposes of this policy, local-needs groups for whom such housing is considered appropriate are:

- a. First-time buyers who are already village residents or children of village residents
- b. Village residents living in unsuitable accommodation
- c. Dependants of village residents
- d. People whose work is based in the village

- e. 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

3.98 For these purposes, a residential qualification is interpreted as 3 years continuous residence in the parish, or alternatively any 5 years out of the last 10. A household with local connections is defined as one having immediate family resident within the parish for a minimum of 10 years.

3.99 It is important that the client group and their particular design, financial and management requirements are clearly identified, since the District Council will expect the proposals to reflect these requirements.

3.100 The measures contained in this policy constitute a "control package" designed to ensure local-needs housing is available to meet local needs in the long term. It is therefore essential that all the requirements set out in the Policy are met and detailed in the planning application, and that the applicant is willing to enter into a legal agreement to ensure these controls are established on a permanent basis.

New Agricultural Dwellings

3.101 Annexe I of PPS7 sets out the criteria by which proposals for new agricultural dwellings should be appraised. All such proposals should be subject to a "functional" test (whether an operational need for the dwelling exists). A "financial" test may also be applied in appropriate situations (whether the farmholding is sustainable in the long term as a productive agricultural unit).

3.102 Structure Plan Policies aim to minimise the rate of new residential development in the countryside, relating it to locally generated needs, be they agricultural, forestry or social housing needs.

3.103 Planning permission will therefore 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.

3.104 The District Council takes the view that, in Thanet, agricultural need is directly related to the security of certain types of livestock, and horticultural produce. Thanet's agricultural land is almost exclusively in arable production which, by its nature, is not as susceptible to damage as other forms of agriculture.

3.105 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.

POLICY H16 - 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 WHERE 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 DEPENDANTS, OR PERSONS LAST EMPLOYED IN AGRICULTURE.

Residential Care Homes

3.106 There is growing recognition that each area should seek to cater for its own elderly and handicapped and that such persons are best accommodated in the community. This is reflected in the Government policy document "Caring For People"(1989).

3.107 The 1991 Census indicates that at 3%, Thanet had the highest percentage of residents in communal establishments in Kent, the County total being 1.7%.

3.108 For many years the Council operated a policy of total restriction on new residential care homes which proved unacceptable and unworkable. This was replaced by a long and complicated policy relating largely to concentration, parking and amenity. Market forces and non-land use considerations have lowered demand for new homes and it is considered that given the experience of the past and this current situation there is no necessity to address the situation with a specific policy and each application will be treated on its own merits. This situation will be monitored and kept under review with the intention of seeking a change of policy to prevent specific adverse consequences that would flow from an increase in the number of new residential homes proposed.

3.109 The social exclusion and deprivation suffered in the District is of significant concern to, and an important element to be tackled as part of, the District's regeneration efforts. Adding to the problem is the impact of children's homes in Thanet, attracted by low-cost substantial properties and fuelled by high levels of fees for difficult children. Whilst sympathetic to the needs of such young people, the Council is concerned that large concentrations (almost 39%

of East Kent Area's "looked after children" were located in Thanet in 1999/2000) of such socially excluded young people will simply add to the problems of the area. There is also evidence that once imported into Thanet a large proportion of "looked after children" tend to remain in the District into adulthood, thereby compounding a dependency culture.

3.110 The Council is currently investigating, in conjunction with Kent Social Services and Kent Police, the significance and level of impact arising from such use. Following such investigations, the District Council will consider whether it is appropriate to formulate a specific policy for regulating the quantity or location of children's homes within the District through available planning powers.

3.111 The Council will consider the need to introduce policies regulating children's homes in the light of available evidence regarding impact on local services, crime and disorder in the District, and the powers and resources of other relevant agencies to regulate and accommodate them.

Accommodation for Gypsies and Travelling Showpeople.

3.112 There is only occasional camping by gypsies in Thanet District. This can probably be attributed to lack of suitable employment opportunities and the fact that Thanet is not an "en route" stopping place. There is also anecdotal evidence that such visits are for leisure purposes. For these reasons, the District Council does not envisage a need to consider specific provision for accommodation for gypsies in the District. Any such applications in Thanet will be determined on their merits. The District Council is not aware of any local need for "winter quarters" or permanent bases for travelling showpeople.

Aircraft Noise

3.113 The District Council wishes to ensure that as far as possible, the impact of aircraft noise on noise-sensitive development including housing is limited to an acceptable level. The District Council's policies relating to aircraft noise in relation to all forms of noise sensitive development are contained in the Environmental Protection Chapter, (Policies EP7 and EP8). These Policies will be applicable in respect of applications for new residential development including residential conversion of existing buildings.

Extensions to Dwellings

3.114 Policy D3 of the Design chapter applies specifically to extensions to dwellings. Supplementary guidance "A Guide to Extending Your Home" is available separately from the District Council.

TARGETS

LP Implementation Target	
Policy Area	Location of New Housing Development
Relevant Policies	H1
Indicator	Percentage of new dwellings completed on previously developed land. (including conversion/re-use of existing buildings).
Target	70% of new dwellings should be provided on previously developed land.
Monitoring	Annual housing land study.
LP Implementation Target	
Policy Area	Efficient Use Of Housing Land.
Relevant Policies	H1
Indicator	Net densities achieved on completed housing sites over 10 units.
Target	A minimum average density of 35 dwellings per hectare net in any one year.
Monitoring	Data derived from annual housing land survey.
LP Implementation Target	
Policy Area	Efficient Use of Housing Land
Relevant Policies	H1 and H6
Indicator	Net density achieved on allocated housing site at Westwood (Policy H6).
Target	A minimum net density of 40 dwellings per hectare net.
Monitoring	Number of dwellings completed on allocated sites.
LP Implementation Target	
Policy Area	Affordable Housing
Relevant Policies	H14
Indicator	% New housing sites over 15 units net or 0.5 hectares where provision is made for an element of affordable housing.
Target	To secure provision for an element of affordable housing to meet outstanding local needs from all new housing sites of 15 or more dwellings or 0.5 hectares plus.
Monitoring	Planning consents for new residential development of 15 or more units or on sites of 0.5 hectares plus, which are subject to condition/agreement securing an element of affordable housing.

LP Implementation Target	
Policy Area	Affordable Housing
Relevant Policies	H14 & H15
Indicator	The number of affordable dwellings provided in Plan period.
Target	To report annually on actual number of affordable homes delivered.
Monitoring	Affordable homes completed to standard ready for occupation and meeting local needs identified in Housing Need Study.

4. Town Centres & Retailing

4. Town Centres & Retailing

Introduction

4.1 The approach adopted in this Local Plan is to consider the economic regeneration of the area as a holistic exercise where, in the opinion of the Local Planning Authority, the issues of quality of life and the provision of choice to local residents is an important component of the regeneration programme. In that respect, the quality and quantity of the retail offer within the District is an important consideration not just for local residents but also for potential inward investors.

4.2 Unfortunately, Thanet's existing individual town centres are considered unattractive by major retail developers because of their relative isolation, limited catchment areas and relatively small size in comparison with the local population within the District. This lack of interest in the existing centres has led to the major high street retailers concentrating their efforts on larger centres, most notably Canterbury, from whence they continue to provide quality retail facilities.

4.3 This continuous trend to concentrate at Canterbury is unsustainable in terms of the Thanet economy and unsustainable in terms of the Local Plan strategy of providing choice and quality of opportunity within the District. It is also contrary to PPG13.

Council's Objectives

4.4 The following are the District Council's objectives in developing the policies within this Chapter.

Objectives

- 1. TO IMPROVE THE QUALITY OF LIFE OF RESIDENTS IN THANET THROUGH A HOLISTIC APPROACH TO REGENERATION OF WHICH RETAILING IS A MAJOR PART**
- 2. TO CREATE A RETAIL OPPORTUNITY THAT WILL RESULT IN A STEP CHANGE IN THE QUALITY OF RETAILING AND LEISURE FACILITIES IN THANET, THROUGH THE DEVELOPMENT OF A NEW TOWN CENTRE AT WESTWOOD**
- 3. THAT THE RETAIL OPPORTUNITY IDENTIFIED UNDER OBJECTIVE 2 ABOVE SHOULD BE A SUSTAINABLE DEVELOPMENT WHERE ADEQUATE CONSIDERATION IS GIVEN TO TRANSPORT ACCESS ON A SINGLE LOCATION SITE**
- 4. THAT THE ROLES OF THE TOWN CENTRES OF MARGATE, RAMSGATE AND BROADSTAIRS CHANGE TO ADOPT A STRONGER ROLE IN THE LEISURE, CULTURAL, HERITAGE AND TOURISM MARKETS WITH THE INTENTION TO ESTABLISH AN EVENING ECONOMY RELATED TO TOURISM WITHIN THESE CENTRES**

Existing Pattern of Retailing within Thanet

4.5 Located on a peninsula on the north-eastern tip of Kent and bounded by the sea on three sides (approximately 61% of the total District boundary), Thanet has a smaller catchment area than districts located inland. However, we have the second largest urban area in Kent, with a population of some 128,000 people and a catchment of some 150,000 people. Our town centres are relatively small and constrained by the historic pattern of development and the street pattern is one of narrow streets with buildings relatively close together, making access and servicing arrangements difficult for many shops.

4.6 Shopping facilities in Thanet are spread throughout the urban area in town, district and local centres and at the edge of these centres. These shops are supported by many 'neighbourhood' shops, either individually or in a group, which serve a mainly local need and traffic passing through. Unlike the majority of other areas in the country, there is no central town in Thanet, where retail facilities can be concentrated. Instead, the three town centres are spread around the edge of the District, on the coast.

4.7 The spread of shops across the District has led to a large number of mainly small shops with only a limited number of well known 'high street' names. This pattern of small centres and local shops offers no obvious single centre which is attractive to retailers and the diverse pattern of current shopping prevents potential retailers recognising a legible hierarchy.

4.8 The large number of small shops in Thanet sell only a limited range of goods, and do not provide the quality and range of products necessary to compete with other shopping locations such as Canterbury and Bluewater. This distinct lack of quality national multiple shops within Thanet forces those with the ability to travel to other centres, in particular Canterbury, to obtain quality goods, especially with regard to clothing and footwear items. This, combined with substantial growth in the variety of retailers in Canterbury over recent years, much of it out of town, has led to continuing decline of our retail centres. The redevelopment of "Whitefriars", although not out of town, will further undermine Thanet's shopping centres.

A Wider View of Retailing

4.9 According to the Kent Household Retail Expenditure Survey carried out in 2000, Thanet District was losing in the region of £100million in retail expenditure to areas outside the District, especially Canterbury, and this situation has not changed. The survey suggests that Canterbury increased its draw from Thanet residents significantly between 1998 and 2000 and this trend is likely to continue with the proposed retail development at Whitefriars.

4.10 The lack of choice of quality shopping facilities in Thanet means that residents have to travel to centres outside the District to meet their shopping needs. Thanet has relatively low car ownership levels and the Council

considers that those that cannot travel should have greater choice closer to home and those that currently travel should not need to.

What This Means for Thanet's Economy

4.11 Losing in the region of £100 million of retail expenditure has a significant effect on the District. Thanet is recognised as an 'Assisted Area' in view of high unemployment and high levels of deprivation. Significant regeneration efforts in recent years to attract new employment and training opportunities and other facilities to raise the quality of life for Thanet residents are beginning to reap rewards, with the attraction of new businesses and employment opportunities and with the recent development of 'Thanet College' University. With this significant and continuing regeneration effort by the District Council and its many partners, the continuing loss of such a large and increasing sum of available expenditure from the District is no longer acceptable if the District is to achieve a sustainable economic recovery.

4.12 Should this expenditure be regained within the District, this would create a significant number of direct job opportunities. In turn, this increased income for Thanet residents would result in a significant amount of recycled income being spent in the local economy to meet retail and leisure needs. The Council fully accepts it will not be able to regain all the lost expenditure but the continued loss of such significant levels of both direct and recycled income from the District is hampering the regeneration efforts within Thanet.

4.13 In addition, the quality of retail and leisure facilities is one of the factors considered by inward investors when deciding whether to locate their businesses in Thanet. (Inward investors assess whether their employees and their families would be happy to locate in the area and the retail provision is an important consideration.)

A Sustainable Approach to Retailing

4.14 The District Council wishes to significantly improve the quality of retailing facilities within the Thanet area to address two issues central to the successful regeneration of Thanet.

1. To improve the quality of life for Thanet residents by:
 - reducing the need for people to travel to centres outside the District to meet their shopping needs;
 - enabling residents to access a range of quality retail and leisure facilities within the District creating a more self-contained economy within Thanet;
 - providing residents with increased job opportunities and associated increases in their spending power.
2. To reduce the leakage of expenditure from Thanet because the District has been losing a great deal of comparison goods spending to other centres (the greater part of which is made up of sales of 'High Street' goods, principally fashion goods). If a significant part of the leaking

expenditure is recovered and spent within the District, the recycled income and spending power will provide a much needed boost to the general and retail economy of the area, associated with job opportunities.

4.15 The District has the lowest car ownership rate in Kent (61.1% of households compared to the county average of 73.3%) and with a high number of low-income residents within the district, it is not sustainable, or acceptable to the District Council to continue to expect these residents to do a round trip in the region of 35 miles to meet their retailing needs or to have to accept an inferior product. Thanet residents should be given the choice and opportunity to shop for high quality goods within the District and should not be forced to travel long distances to purchase their chosen goods. With an unemployment rate of 7.9%, (as compared with the Kent average of 3% and the national average of 3.5%) the local community cannot afford in sustainability terms to lose the jobs, the associated increased income or to continue travelling to areas outside the District.

4.16 Reducing the need for people to travel to areas outside the District for employment, education, training, retail and leisure needs will improve people's confidence and their quality of life, encourage a sustainable economy and help to achieve a sustainable community within Thanet.

4.17 The attraction of high quality retail stores in Thanet will create a variety of new jobs for Thanet residents, which will in turn increase the spending power within the District. As the spending power of residents increases within the District, having attractive quality stores where this income can be spent in the local area will retain retail expenditure within the District, improving the local economy and helping to improve people's quality of life.

4.18 New retail development brings with it other associated development, such as restaurants and leisure facilities. These developments increase the variety of employment available within the District and help to bolster the economy. They also provide a choice of leisure activities to residents whose increased spending power will demand more choice and opportunity for leisure activity. Without the retail investment, these other development opportunities are not created or are catered for elsewhere and result therefore in a non-mixed economy.

4.19 Potential inward investors considering locating in Thanet take into account the quality of life that would be available to their employees as an important factor in their decision. Through discussions with potential inward investors, it has become apparent that (the lack of) retail and leisure facilities, along with other factors of a more direct economic impact, are seen as areas of concern to inward investors, who believe their future employees may have a lower quality of life without these facilities and therefore choose to locate in areas where such facilities are available.

Leakage of Expenditure from Thanet

4.20 The Council is very concerned that the leakage of retail expenditure continues at an unacceptably high level and that local retailers face increasing competition from Canterbury's strengthening retail facilities.

4.21 New food and bulky goods stores developed at Westwood in the 1990s have helped to redress the balance in these sectors. The Kent Household Retail Expenditure Survey showed that these retail sectors in Thanet retained a significant percentage of expenditure. However, our traditional High Street centres do not offer a modern environment that is attractive to large national multiple retailers. Due to repetition of representation within each centre, they continually compete with one another for available expenditure. This has led to a shopping environment characterised by small shops offering a limited range of items that is repeated in each of the other centres where the same store name is represented.

Current Retail Trends

4.22 Current retail trends are for greater amalgamations between stores, leading to fewer shop groups. These changes to retailers at the national level affect our town-centre representation through closure of business over a number of years due to mergers and takeovers. Units within our town centres have been vacated, with some units remaining vacant or becoming charity shops.

4.23 Both the Thanet Urban Local Plan 1984 and the Isle of Thanet Local Plan 1998 supported the continued vitality and viability of our town centres. The District Council, in conjunction with other funding sources including English Heritage, the Heritage Lottery Fund and European Funding, has made significant investment in the built fabric of our towns. However, with continued streamlining of town-centre businesses at the national level, the outflow of businesses from Thanet has continued and despite the District Council's policy approach of continuing to support our traditional town centres, there has been a failure over a significant number of years to make any significant inroads into the situation. They have continued to decline relative to other centres.

4.24 In recognition that previous policy approaches have singularly failed to develop a change in the retailing pattern, the District Council considers a radical approach is now required in order to prevent further decline.

Unsuitability of Existing Centres for Modern Major Multiple Retailers

4.25 Our traditional town centres are unsuitable for the location of the major multiple retailers of today because:

- the limited size of the individual catchment areas of each town, the attractiveness of these centres to inward retail investors is poor;
- they are located in a difficult location, in terms of ease of accessibility, around the periphery of the District and on the coast;

- there is a large number of listed buildings and buildings within conservation areas;
- servicing of shops is difficult due to the narrow streets;
- the predominance of small shop units in separate ownership makes large site acquisition difficult and financially unattractive to potential developers; and
- public transport access to our town centres is difficult.

4.26 These factors make it unattractive for major multiple retailers to locate within our town centres. This became apparent during the 1980s, when several applications were received for retail proposals at Westwood and were approved by the Secretary of State either on appeal or following a call-in. These decisions have created a situation where at Westwood the creation of a retail centre is already well established but in an unplanned way following a series of unconnected disparate decisions.

Why locate the new Retail and Leisure Development at Westwood?

4.27 Westwood lies geographically at the centre of the urban confines, equidistant from, and located on the main vehicular and bus route between, the three towns, which contain over 95% of the District total population of 126,745 (mid 1998).

4.28 Due to the spread of urban development around the coast of Thanet, Westwood has and will continue to be a central area through which residents and tourists travel to reach other parts of the District. A considerable number of retail warehouse operators are represented at Westwood, as a result of Secretary of State call-in or appeal decisions (10). Westwood has therefore been recognised by the retail trade as the preferred location for new retail development in Thanet since the mid-1980s.

4.29 Westwood has provided a sustainable location for the siting of large retail stores that have been unable to find suitable sites within town and district centres or edge-of-centre locations. The acknowledged benefits offered by Westwood as a central location for 'major travel-generating uses' (11) have led to the establishment of two business parks, 'Thanet Reach' on Northwood and Westwood Roads and 'Eurokent' on Haine Road, both with new developments which have led to the creation of new job opportunities for Thanet residents. The new 'Thanet Campus' of Christ Church University College on Northwood Road, which opened in September 2000, will offer a variety of courses in business and tourism fields, to meet the specific needs of employers within Thanet, enabling students to train, qualify in their chosen fields and then gain employment on the adjacent business parks.

4.30 The mix of residential development in the vicinity, combined with the proposal to identify new housing facilities to the north of Westwood, on Haine Road, add to the viability of Westwood as a location for concentration of mixed uses.

4.31 The mix of uses that has already established at Westwood has changed the concept of Westwood; it is no longer perceived as a typical out-of-centre retail area, where only the retailing of bulky goods is established. It is recognised as being the central urban location, accessible by a range of transport methods. The establishment of new cycle ways within the area, together with the location of residential, employment and training facilities, all encourage the possibility of greater linked trips between uses, especially walking and cycling linkages.

4.32 The District Council is of the view that an opportunity now exists to create a planned and comprehensive mixed use development at Westwood, linking together existing and future uses in a sustainable manner. The wide range of commercial activities, combined with residential, employment and training facilities that have and are continuing to be developed could be comprehensively linked to encourage more linked trips between uses and less car use around Westwood.

4.33 The District Council is therefore recognising the current development of mixed uses at Westwood and moving forward by allocating land at Westwood for the development of a new town centre, where a mix of retail, restaurants/pubs, office and leisure uses can be provided in an accessible central urban location well served by public transport. It is envisaged that this development will be phased in stages, with a central town centre (Policy TC2); an area for town-centre expansion (Policy TC3); mixed use area of residential and commercial uses providing a link between the town centre and a residential site (Policy TC4) and areas specifically for retail warehouses (Policy TC5).

Why the Haine Site?

4.34 The Council's preferred location for new retail development at Westwood is land to the south of Haine Road and comprises the former Haine Hospital site together with the horticultural nursery, the ambulance station and residential properties fronting Haine Road and Margate Road (defined on the Proposals Map). The majority of this site was identified as an allocated site for bulky retail development within the Isle of Thanet Local Plan, adopted April 1998, with the remainder of the site identified within the 'area of search' (Policy S2).

4.35 Part of this site has an extant outline planning permission for 9290 square metres (100,000 square feet) of bulky goods retailing, given in December 1997. Permission was granted in June 2000 for a variation of condition on this consent, permitting the submission of reserved matters no later than five years from the date of outline approval.

4.36 The site was identified in the Lawson Price Report (8), 'Retail Study of the Isle of Thanet', February 1997, as one of three sites that were considered most suitable in planning terms out of those available at Westwood, for retail development, when considered in relation to potential for linked trips with existing retail development. Of the other two sites, the Sericol site on

Westwood Road was developed in 1998 for bulky goods retailing and the Co-op Hypermarket site has recently been redeveloped and is currently trading as a Tesco Extra food store, which opened in November 2001.

4.37 An appeal into the refusal of consent for retail development on the Pearce Signs (12) site (at the corner of Haine Road and Ramsgate Road) recognised that the Haine Road site was chosen by the Council after having “taken account of advice in the studies that their location adjoining existing retail development would enable them to be integrated into the existing retail framework” (Pearce Signs Appeal Decision Letter, 7th July 1988, paragraph 22).

4.38 The site at Haine Road comprises a large area of underused land, which lends itself to redevelopment. With Sainsbury’s located at the south-eastern corner of the site, an existing anchor for development is provided. The site adjoins Sainsbury’s, Wickes and Wigston Warehouse (clothing and shoes) and the opportunity exists to facilitate linked trips within the Westwood area to these and other retail, employment and training sites. The development of Eurokent Business Park to the south-west for employment purposes will increase the numbers of pedestrians within the area and increase opportunity to maximise linked trips to the Haine Road site. With an area of open land to the north, the site is in a location where future expansion of a successful town centre would be a realistic option.

What do we expect from Development of the site?

4.39 The Council envisages that Westwood Cross will be a modest-sized development with a distinctive High Street atmosphere as opposed to a large indoor shopping mall of lacklustre design which can be found almost everywhere. Building design and form should reflect its town-centre character with the predominant use of 2/3 storey buildings reflecting a variety of styles of architecture, materials and roof heights, to provide the mixed character and appearance associated with traditional town centres. A mix of uses including retail shops selling a range of high-street goods, and restaurant, office and leisure uses, centred on one or more larger quality stores, for example, a department store, can be integrated to create a true town-centre environment. The Westwood Town Centre will be the prime focus for higher order core comparison retailing in Thanet. It is anticipated that the configuration of the site will be shop fronts located on an open air High Street. Featuring notably in this mixed use development will be community facilities, public squares and open spaces for meeting, sitting etc., a transport hub/bus interchange and a range of leisure uses which operate outside a traditional ‘9am – 5pm day’.

4.40 The District Council wishes to see an intermediate site that complements both the housing site Policy H6 and the town centre Policy TC2. Uses might include a mix of offices, hotels, residential flats and recreation uses. It is unlikely that additional significant retail development within Policy TC4 will be undertaken during the plan period and any that might be proposed will be subject to the tests of policy TC6.

4.41 The Westwood Town Centre area will be highly accessible because, as well as being central in the urban area of Thanet, the A254 Margate/Ramsgate Road running past the Westwood developments has been identified as a “Quality Bus Corridor”, which means that measures will be sought to improve public transport reliability and passenger information, including approach time displays at stops. The District Council together with KCC and Local Plan Bus Operators have entered a partnership scheme to promote an attractive, reliable and convenient service.

4.42 Any new development at Westwood must be capable of demonstrating that it provides significant sustainable transport advantages. The District Council would expect a green transport approach to be adopted and any new proposal must include specific measures to encourage at least 20% of customers to travel to the site by means other than by private car. Policy TR18 in the Transportation Chapter applies. Whilst the District Council accepts that the development of a town centre on the allocated site would only require minor alterations to the existing road network, the District Council would require to be satisfied about the effects of resultant traffic flows from other new developments in the mixed use intermediate area and housing area on the capacity of the road network, and applicants will be expected to submit an appropriate Traffic Impact Study indicating the anticipated impact of the scheme and how best to create an improved traffic flow as a result of the proposed development. Negotiations with the Highway Authority will be necessary with regard to the implementation of new transport proposals to reduce the level of congestion.

4.43 The District Council recognises that part of the site identified for the core Town Centre at Westwood has an existing consent for 10,000 square metres of bulky goods retailing. Allocations to replace this bulky goods floorspace have been made (as identified on the proposals map) as policies TC3 and TC5.

4.44 Outline Planning Permission was granted for Westwood Cross, a town centre development with a gross floorspace of 350,000 sq. ft, in November 2001. The reserved matters for this application were submitted in September 2002. Also received in September 2002 was an application for the development of a small retail site to the south of Westwood Cross to eventually be integrated with the main scheme as development proceeds.

Linkages between Westwood Sites

4.45 To achieve the Council’s aims of a unique development which can play a fundamental role in achieving the regeneration of Thanet, this is a development proposal which requires careful consideration of land uses and their relationships within the Westwood area, to ensure that pedestrian and cycle links in and around the area will work satisfactorily, that existing and proposed uses complement one another and that vehicular traffic is diverted away from the core area, with priority given to public transport. In view of this, all applications for development within the areas identified under Policies TC2 to TC5 inclusive will be required to clearly indicate how they link with existing developments and proposed development areas.

4.46 Applications for development of the area identified under Policy TC4 (Mixed Use Area) will be required to indicate green transport, pedestrian, cycle and vehicle routes into and around the chosen town centre site and indicate how the site can link with existing and future employment and housing development (see Policy H6) through the development of a 'Master Plan'. This 'Master Plan' will need to reflect a full Traffic Assessment of the town centre and residential elements and shall specifically provide details of:

- layout and logical phasing programme for development on sites allocated under policies TC4 and H6 (including uses included in those policies respectively), together with pedestrian and cycle links with the primary town centre;
- any realignment of the A256

Impact of Development and a New Focus for Existing Town Centres

4.47 The District Council acknowledges that supporting the development of a new town centre at the heart of Thanet will have an impact on the existing town centres. However, it also recognises that the town centres have exhibited signs of weakness for some time in terms of vitality following the loss of some of the retail stores from our town centres and long-term continued vacancy of secondary areas. The decline is unlikely to be reversible due to changes in retailer requirements and their choice is to serve smaller towns from one central location. Therefore a "do nothing" option would not secure Thanet's long-term future. The traditional even-handed approach between centres will not generate the quality of retail development to provide the level of choice appropriate for local residents.

4.48 Promoting a radical change in development in Thanet will help retain a significant proportion of the expenditure that is currently spent in Canterbury by Thanet residents and attract it back to Thanet. This in turn will create more jobs in retail and associated developments, enabling a higher level of earning and subsequent spending within the district by Thanet residents. This will be supported by additional spending power created by new employment facilities currently being developed in Thanet's business parks. It is this additional earning and spending power that will stimulate an economy based on leisure within the town centres creating a more continental café atmosphere. With attractive harbours and waterfront areas and a variety of interesting buildings and spaces, together with supporting regeneration projects, the District Council believes that the economy of our towns can be successful, creating a vibrant town-centre mixed-use economy.

4.49 Our traditional town centres are important for tourism and the establishment of speciality shopping facilities within them to complement traditional high-street retailers would provide a niche market where specialist goods can be promoted, both to local residents and to visitors alike. Such facilities might include shops retailing items such as wine, cheese, speciality foods, antiques, gifts and specialist retailers retailing goods reflecting local character. These centres form the traditional hub of civic life and with the

emergence of people taking more interest in their environment, should remain hubs of transport communications.

4.50 Adopting a more leisure and tourism-based role would improve Margate and Ramsgate from the emphasis on lower quality retail with struggling economies into high quality interesting and attractive destinations. The towns were once traditional attractive holiday resorts and the District Council considers that encouragement should be given to return to the focus of these towns centred on their harbour and waterfront areas and initiatives and policies are being put in place to achieve this. It is proposed to support the replacement of vacant shop units through the encouragement of more restaurant, café, bar and leisure uses and speciality facilities within the town centres, whilst maintaining a core shopping function. It is essential that the vitality of these areas is promoted by planning policies which permit a wide range of uses including offices and housing (i.e. living over the shop).

4.51 At the very heart of the regeneration of these town centres are the innovative development proposals that build upon the traditional character and history of our town centres. Partnership schemes such as Margate Old Town (including the impressive Turner Centre) and Ramsgate Renaissance identify future development proposals for our towns that will build upon the unique character and history of these towns and promote and encourage a tourism-based economy.

A Strategy for the Existing Town Centres

4.52 The Council's reaction to the problem is to encourage exciting alternative uses in these locations where the draw is tired, in order to remove the run-down appearance and facilitate regeneration of the viability and vitality of the town centre as a whole. This will be achieved through regeneration strategies such as the Town Centre Regeneration and Empty Property Programme.

4.53 The Council is continuing its existing regeneration programme with welcome funding assistance from a variety of partners including English Heritage, the Heritage Lottery Fund, Kent County Council and European Funding. In particular Townscape Heritage Initiatives and Heritage Economic Regeneration Schemes are being targeted to achieve the objectives of Urban Renaissance. One notable initiative is the rehabilitation of peripheral areas around the town centres to encourage conversion to residential accommodation and the concentration of commercial activities in the core area.

Broadstairs

4.54 The Council does not consider that a new focus is necessary for Broadstairs as it has marketed itself well, achieving a good mixed economy with a significant level of leisure and varied, speciality shopping. This alternative shopping complements traditional High Street retailers and includes items such as wine, cheese, speciality foods, antiques and gifts all reflecting the local character. Many activities and festivals have become regular events in Broadstairs and with its Dickensian roots it has established a very separate

identity as a unique family holiday resort. The District Council believe that Margate and Ramsgate can become as successful as Broadstairs in achieving a thriving economy with a variety of uses and it is considered that Broadstairs could act as a model for them to follow, allowing them to strengthen their economies.

Margate

4.55 Thanet District Council in conjunction with a number of partners, and most importantly local traders and residents, is developing a radical innovative scheme based around the Old Town and harbour area of Margate. An Old Town Action Plan has been produced which identifies future development proposals for the Old Town area, much of which lies within Margate Conservation Area and where many listed buildings are located. The scheme encourages mixed use into the Old Town to create an attractive cultural quarter.

4.56 Work to restore Margate to its former glory has already captured the imagination of local people. Margate was once one of the main gateways to Europe but with the decline of the holiday trade, the town has struggled to fulfil its potential. In particular, the historic Old Town area is isolated and, despite featuring many fine buildings, is rarely visited. The new initiative aims to build on the character of Margate's Old Town to attract businesses, create new links to the new parts of the town and re-establish the area as one of cultural importance.

4.57 The project will revitalise a run-down part of the town, transforming it into a vibrant area with cultural and creative industries to complement the High Street. As a centre for small businesses, especially with arts and media connections, it will also have new residential and educational facilities and will broaden the local economic base for more year-round employment. Links to the modern town centre through Cecil Square will be re-established to recreate traditional links. The historic environment will be tastefully restored, and the project will be the catalyst for improving a wider area of Margate.

4.58 The forward-thinking proposals to rejuvenate Margate have been developed jointly by the public and private sectors with a major input from local Margate residents and dedicated Action Groups, the Creative Artists' Forum, Kent Institute of Art and Design, Margate Town Partnership and Thanet Regeneration Board. The successful achievement of the plan to rejuvenate Margate is dependent upon a committed and continuing partnership between local, county and regional development agencies since it is envisaged that investment in the regeneration of Margate will total several million pounds. The District Council will be seeking funds by bidding to the European Union and UK regeneration programmes.

4.59 Building on Margate's cultural heritage and robust artistic tradition, a key proposal for the Old Town is the International Turner Centre, a contemporary arts gallery, celebrating Margate's links with the artist, JMW Turner. It is envisaged that such a centre would exhibit national and local works of art and

be a focus for training, as well as enhancing the culture and economy of the town. It is proposed that the centre will be built close to where Turner used to live, adjacent to the harbour, alongside the pier close to an area that provides future opportunities to develop restaurants and cafes, as well as creating new enhanced public open space. It is expected the Turner Centre will be a dramatic focal point that will significantly raise the profile of Margate. Other features include artists' workshops, a heritage trail, public art programme, a media centre, museums and children's quarter with the associated development of markets and related cultural special events.

4.60 The long-term initiative will see a revitalised Margate with new educational and job opportunities, a change from the 'kiss me quick image' to a more culturally oriented destination with leisure activities for local people and visitors and investment potential for cultural and media studies.

Ramsgate

4.61 The District Council in conjunction with SEEDA, KCC and English Partnerships appointed a team of consultants to prepare a comprehensive development framework and implementation strategy to co-ordinate a programme of exciting initiatives, investments and projects demonstrating commitment and confidence in the town. The Implementation Strategy, known as "Ramsgate Renaissance" will continue to build on existing and new opportunities and is focused on the Royal Harbour, seafront and adjacent urban areas, including the town centre. The vision involves establishing Ramsgate as a flagship resort on the Kent Coast. It is being promoted and progressed in partnership with leading community organisations, and private investors.

4.62 One element of the proposals is the provision of an all-weather tourist attraction of national significance, which will provide a high quality, exciting visitor destination on Ramsgate seafront. With increased ease of access from the motorway network and the opportunities offered by the port, such an attraction would attract large visitor numbers and bolster Thanet's image and economy.

4.63 Several projects relating to improvements to access to, in and around the town centre and harbour area are improving the visual appearance and attraction of the town to residents and visitors alike. The improvements to York Street, a road linking the town centre with the harbour area, are complete and provide new and interesting mixed use office, retail and residential facilities for the town centre. This street was for several years in a poor state of dereliction and decline, with many vacant and dilapidated buildings, detracting from the appearance of both the town centre and harbour areas. The redevelopment scheme was facilitated by the District Council with the help of funding from private sector partners, including North British Housing Association, SEEDA and English Heritage. Once completed, the development will bring back to life a central commercial area of the town and create a new public square.

4.64 A large section of the promenade and beachfront area at the eastern end of the harbour area has been the subject of specific improvement works,

including new public toilet and changing facilities linked to the beach, new walkways and restoration of the lift between the cliff top and the promenade. These enhancement schemes have greatly improved circulation along the beachfront area.

4.65 Smart new signing, lighting and displays of public art have all added to the interesting nature of the harbour and marina areas. The completion of the Harbour Approach Road has provided easy, direct access between the port and the country's dual carriageway and motorway networks.

4.66 Ramsgate Renaissance focuses on building on a world-class marina and expansion of the port together with the regeneration of the whole area around the Royal Harbour and the seafront. The scheme contains all the elements to create a successful major tourism destination to take advantage of its fine buildings and majestic Royal Harbour. The Council is committed to these proposals and is optimistic of success.

Other Initiatives

4.67 The District Council recognises that the current decline in the shopping function of the secondary areas beyond the town centre cores is unlikely to be reversible in the foreseeable future. Accordingly, its approach is to encourage suitable alternative uses in such locations, in order to remove any run-down appearance and facilitate regeneration of the viability and vitality of the town centre as a whole. This will be achieved through regeneration strategies such as the Town Centre Regeneration and Empty Building Initiative, as part of the Council's regeneration agenda, and will draw upon resources from all sectors including external sources of funding. This scheme is a six-year programme, which aims to redevelop properties throughout Thanet and find a new use for town centre buildings that are not being fully utilised. The scheme has been fundamental in achieving the recent removal of vacant, dilapidated properties in King Street, Ramsgate and their replacement with new homes encouraging greater residential use of the peripheral areas of our traditional town centres.

4.68 Available resources for town centre improvements will be focused upon defined core commercial areas of the town centres, and in particular locations adjacent to the core areas to help to facilitate adaptation and change where property owners are considering alternative uses for their properties. These core areas (defined on the Proposals Map), will be subject to review, having regard to vacancy rates, pedestrian flow, investment in buildings and any other factors which may be considered relevant. The extent of the core town-centre areas will be reviewed periodically as considered appropriate.

4.69 The District Council will, in consultation with the local community, and within the general vision of a revitalisation strategy, seek to maintain and implement a rolling programme of environmental and highway improvement schemes including traffic management, enhancement of street works and car parking in the town centres.

4.70 The Council understands the importance of and wishes to encourage locally owned shops as they serve to retain local character and expenditure.

Strategic Guidance

4.71 Planning Policy Statement 6 (Planning for Town Centres, published in 2005) states that the key government objective is to promote the vitality and viability of town centres. Other objectives include enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice; supporting efficient, competitive and innovative retail, leisure, tourism and other sectors and improving accessibility by ensuring development is well served by a choice of means of transport.

4.72 PPS6 requires a "Plan Led" approach and advises that local planning authorities should plan for growth and manage change by selecting appropriate centres to accommodate the identified need for growth, by managing the role and function of centres and by planning for new centres where there are deficiencies in the existing network. Priority for new centres should be given to deprived areas.

4.73 In selecting sites for development local planning authorities are advised to:

- a. assess the need for development;
- b. identify the appropriate scale of development;
- c. apply the sequential test to site selection;
- d. assess the impact of development on existing centres;
- e. ensure that locations are accessible and well served by a choice of means of transport.

4.74 Key considerations in preparing development plans and deciding applications are to enable the community to benefit from effective competition between retailers, to properly weigh the effect of new developments on the vitality and viability of existing town centres and the rural economy, and to ensure access and location enable choice of transport mode and do not add to polluting emissions. The guidance indicates that local convenience shops (including village shops) offer an important service for elderly, less mobile, disabled people and families with children, and that planning can help provide the environment in which such outlets can thrive.

4.75 Regional Planning Guidance (RPG9) and Planning Policy Guidance on Transport (PPG13) indicate:

1. Shopping should be promoted in existing centres, which are more likely to offer multi-purpose trips and a choice of access, particularly for those without use of a private car.
2. Where suitable central locations are not available for larger retail development, then edge of town centre sites accessible by foot from the centre and which can be served by a variety of means of transport, should be sought.

3. Local convenience shopping accessible by foot or bicycle should be encouraged in local and rural centres.

4.76 The Kent Structure Plan, adopted in December 1996, encouraged the best possible balance of shopping facilities, with emphasis on maintaining and enhancing the viability and vitality of the town centres, and on environmental sustainability in terms of accessibility to retail centres, particularly by means other than the private car.

4.77 It is noted from the Kent Structure Plan that 'In East Kent the potential for new floorspace in the short term will be influenced by wider economic and employment performance, notably at the coastal towns. There is a case on economic development grounds for encouraging new retail projects at the coastal towns which currently have an outflow of expenditure (notably to Canterbury) while adopting a selective approach to development proposals at Ashford and Canterbury', (5, page 213).

4.78 The Kent Structure Plan recognised 'The particular focus of attention for employment-creating activity and associated infrastructure should, within the context of regional guidance, be at East Kent to mitigate the immediate and persistent economic problems there', (5, page 19, para 3.17). It 'recognised that East Kent should have the highest priority in tackling persistent economic development problems' that 'have been caused by continuing structural economic change' (5, page 30, para 3.46).

4.79 Policy S8 set out the strategic context for the future development of town centres.

4.80 Policy EK2 recognises Thanet's long-term economic problems and the need to provide a choice of sites for industrial, business and distribution activities, new tourist accommodation and attractions.

4.81 Policy R1 sets out the strategic criteria for the evaluation of retail proposals. Policies R2-R4 relating to convenience, comparison and retail warehousing reflect this emphasis and the scale of current commitments to new development. Policy R3 indicates that comparison retail developments will be accommodated in town centres, and that new free-standing shopping centres will not normally be permitted. Policy R4 indicates that new retail warehouses should be directed to locations adjacent to other out of centre retail developments or on edge of town centres.

Retail Policies

4.82 The District Council has chosen to adopt a policy approach that will encourage and enable major national multiple retailers to invest and be represented in Thanet, whilst promoting expansion of tourism and leisure uses within the town centres of Margate, Ramsgate and Broadstairs to ensure their future vitality and viability. Since the second draft of the Local Plan was published in 2003 and subsequent to the Public Inquiry into the plan, the Westwood Cross Shopping Centre opened in June 2005. The benefits and impacts of that development remain to be quantified but the following policies continue to be relevant until revised through the Local Development Framework process.

POLICY TC1 - NEW RETAIL DEVELOPMENT

- 1. THE FIRST SEQUENTIAL PREFERENCE FOR THE LOCATION OF NEW RETAIL DEVELOPMENT IN THANET SHOULD BE IN THE CORE COMMERCIAL CENTRES OF MARGATE, RAMSGATE, BROADSTAIRS AS DEFINED ON THE PROPOSALS MAP AND IN ACCORDANCE WITH POLICY TC7;**

AND ALSO AT THE CORE TOWN CENTRE OF WESTWOOD CROSS AS DEFINED ON THE PROPOSALS MAP AND IN ACCORDANCE WITH POLICY TC2.

- 2 OUTSIDE THESE DEFINED CORE AREAS AND EXTENDING OVER LAND AT WESTWOOD DESIGNATED IN ACCORDANCE WITH POLICIES TC3, TC4 AND TC5, ALL APPLICATIONS FOR RETAIL DEVELOPMENT WILL BE REQUIRED TO DEMONSTRATE THE NEED FOR THE PROPOSED DEVELOPMENT, AND**
 - a. THAT THERE IS NO SEQUENTIALLY PREFERABLE LOCATION,**
 - b. THAT THE DEVELOPMENT IS OF AN APPROPRIATE SCALE,**
 - c. THERE IS NO UNACCEPTABLE IMPACT ON THE VITALITY AND VIABILITY OF EXISTING CENTRES, AND**
 - d. THE LOCATION IS ACCESSIBLE.**

NEED WILL BE ASSESSED ACCORDING TO EVIDENCE OF EXISTING COMMITMENTS, RESIDUAL DEMAND AND AVAILABLE EXPENDITURE WITHIN AN APPROPRIATE CATCHMENT AREA.

POLICY TC2 - WESTWOOD CROSS TOWN CENTRE

- a. **WITHIN THE CORE TOWN CENTRE AT WESTWOOD CROSS (AS DEFINED ON THE PROPOSALS MAP UNDER TC2), THE FOLLOWING USES WILL BE ACCEPTABLE:**

USES FALLING WITHIN THE FOLLOWING USE CLASSES OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER –

**CLASS A1 (SHOPS)
CLASS A2 (FINANCIAL AND PROFESSIONAL SERVICES)
CLASS A3 (RESTAURANTS AND CAFES)
CLASS A4 (DRINKING ESTABLISHMENTS)
CLASS A5 (HOT FOOD TAKEAWAYS)
CLASS D2 (ASSEMBLY AND LEISURE)
CLASS B1 (A) (USE AS AN OFFICE) ABOVE GROUND FLOOR LEVEL ONLY
CLASS C3 (RESIDENTIAL) ABOVE GROUND FLOOR LEVEL ONLY.**

- b. **THE FOLLOWING DEVELOPMENT WILL NOT BE PERMITTED WITHIN THE WESTWOOD CROSS TOWN CENTRE:**

**BULKY COMPARISON GOODS RETAIL WAREHOUSE STORES (1)
ANY CONVENIENCE STORE WITH A GROSS RETAIL FLOORSPACE LARGER THAN 350 SQUARE METRES.**

- c. **ALL APPLICATIONS FOR DEVELOPMENT IN THIS AREA MUST COMPLY WITH CLAUSES II – IV OF POLICY TC6.**

4.83 There is a case for pursuing town-centre expansion at the Pearce Signs Site (TC3 on the proposals map). The main occupiers of the site have expressed a desire to relocate to a more appropriate site such as one of the business parks in Thanet, which makes the site ideal for allocation as it is immediately available.

4.84 Although currently divided into separate uses, any development proposals on the TC3 site must be considered as a comprehensive development of the island site within the context of a Master Plan that takes into account traffic movements both on and off the site. This is important to secure the long-term development potential of the site and avoid fragmentation.

POLICY TC3 - TOWN CENTRE EXPANSION

- a. **THE AREA DEFINED ON THE PROPOSALS MAP AS POLICY TC3, OUTSIDE THE CORE TOWN CENTRE AT WESTWOOD, IS DESIGNATED AS AN AREA FOR TOWN CENTRE EXPANSION.**
- b. **THE FOLLOWING USES ARE ACCEPTABLE FOR IMMEDIATE DEVELOPMENT ON THIS SITE:**

- **USES FALLING WITHIN USE CLASSES B1 (A) AND B1 (B) OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987;**
 - **RETAIL WAREHOUSE STORES (1) WITH A GROSS FLOORSPACE NOT LESS THAN 1,000 SQUARE METRES;**
 - **HOTEL.**
- c. SUBSEQUENTLY, BUT NOT BEFORE THE DEVELOPMENT OF WESTWOOD CROSS HAS BEEN SUBSTANTIALLY COMPLETED (2) IN ACCORDANCE WITH POLICY TC2, THE FOLLOWING USES WILL BE ACCEPTABLE ON THIS SITE:**
- **USES FALLING WITHIN USE CLASSES A1, A2, A3, A4, A5 AND D2 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987;**
 - **RESIDENTIAL DEVELOPMENT ABOVE GROUND FLOOR LEVEL.**
- d. ALL APPLICATIONS FOR DEVELOPMENT MUST COMPLY WITH POLICY TC6.**

Operational notes:

⁽¹⁾ Planning permission for retail warehouse stores will include a condition restricting the types of goods to be sold. The following items shall be excluded from retail sale or display for retail sale;

- Food for human consumption (other than confectionery)
- Alcoholic drinks
- Tobacco
- Fashion clothing and footwear
- Chemist/Pharmaceutical goods
- Jewellery, fancy goods and luggage
- Books, newspapers and magazines (except where this is ancillary to the sale of other types of goods sold from the units)
- Crockery, glassware, china and kitchenware (except where this is ancillary to the sale of other types of goods sold from the units)
- Perfume and toiletries
- Sports goods and equipment
- Audio and visual recordings (except where this is ancillary to the sale of other types of goods sold from the units)

⁽²⁾ Substantial completion of a development will be taken as being 85% of units within that development being let.

POLICY TC4 - MIXED USE AREA

- 1. AN AREA OUTSIDE THE CORE TOWN CENTRE AREA AT WESTWOOD (AS DEFINED ON THE PROPOSALS MAP UNDER TC4)**

IS ALLOCATED FOR A MIX OF USES, TO ACT AS AN INTERMEDIATE ZONE BETWEEN THE CORE TOWN CENTRE AND THE RESIDENTIAL AREA FURTHER TO THE NORTH.

- 2. THE FOLLOWING DEVELOPMENT WILL BE PERMITTED, ONLY IN ACCORDANCE WITH AN AGREED MASTER PLAN AND DEVELOPMENT BRIEF COVERING THE SITES SUBJECT TO THIS POLICY TOGETHER WITH POLICY H6. THE MASTER PLAN SHALL SHOW HOW DEVELOPMENT IS TO BE PHASED IN CONJUNCTION WITH THE DEVELOPMENT OF WESTWOOD CROSS.**
- 3. SUBJECT TO POLICY H6, RESIDENTIAL DEVELOPMENT WILL BE PERMITTED TO A MAXIMUM OF 200 UNITS.**
- 4. WITHIN THIS INTERMEDIATE ZONE THE FOLLOWING USES ARE ACCEPTABLE: LARGER OFFICES AND COMMERCIAL USES WITHIN USE CLASS B1 WHICH WOULD BE INAPPROPRIATE IN THE CORE TOWN CENTRE; HOTEL; PUBLIC HOUSE; COMMUNITY FACILITIES SUCH AS LIBRARY, PLACE OF WORSHIP, COMMUNITY HALL, HEALTH CENTRE AND CRECHE.**
- 5. RETAIL DEVELOPMENT IS NOT PERMITTED EXCEPT IN A PARADE OF SMALL UNITS, NOT EXCEEDING 1,200 SQUARE METRES GROSS FLOORSPACE IN AGGREGATE, TO SERVE THE DAY-TO-DAY NEEDS OF THE HOUSING DEVELOPMENT.**
- 6. ALL DEVELOPMENT MUST COMPLY WITH POLICY TC6.**

POLICY TC5- RETAIL WAREHOUSE STORES

A SITE OUTSIDE THE CORE TOWN CENTRE AREA AT WESTWOOD, (AS DEFINED ON THE PROPOSALS MAP UNDER POLICY TC5), IS ALLOCATED FOR RETAIL WAREHOUSE STORES ⁽¹⁾ WITH A GROSS FLOORSPACE IN EXCESS OF 1000 SQUARE METRES.

Operational notes:

- 1. See operational note (1) attached to Policy TC3.**
- 2. All applications for development of sites within this area must comply with Policy TC6.**

4.85 Within the Westwood area there are a number of sites containing existing uses to which no specific Policy is applied. However, these sites either detract from or complement the concept and vision for the Westwood area depending on their particular circumstances. In examining the detailed design issues for the town centre development at Westwood the council has taken particular care to ensure that the most prominent elevations are treated in an attractive and well-thought out manner. It is therefore important that should other sites come forward, either for complete redevelopment or for extension, that their resultant

layout, design and appearance are attractive and appropriate and that they complement the scale, form and architecture of a new town centre at Westwood. The principles of good design set out in the Design chapter and in Kent Design will be applied. The principle is particularly important for those sites lying on the immediate approaches to and surrounding the Westwood roundabout. Proposals for alternative uses on these sites will be considered in the light of their relationship with the pattern of development proposed in the Plan and against all other relevant policies.

POLICY TC6 - ASSESSMENT OF APPLICATIONS

ALL APPLICATIONS FOR DEVELOPMENT PROPOSALS SUBMITTED UNDER POLICIES TC3, TC4 AND TC5 WILL BE REQUIRED TO:

- 1. DEMONSTRATE THE NEED FOR ANY PROPOSED RETAIL AND LEISURE DEVELOPMENT; AND**
 - a. THAT THE PROPOSED DEVELOPMENT IS OF AN APPROPRIATE SCALE; AND**
 - b. THERE IS NO UNACCEPTABLE IMPACT ON THE VITALITY AND VIABILITY OF MARGATE, RAMSGATE OR BROADSTAIRS (AS DEFINED UNDER POLICY TC1), OR WESTWOOD CROSS; AND**
 - c. THE LOCATION IS ACCESSIBLE.**

RETAIL NEED WILL BE ASSESSED ACCORDING TO EVIDENCE OF EXISTING COMMITMENTS, RESIDUAL DEMAND AND AVAILABLE EXPENDITURE WITHIN AN APPROPRIATE CATCHMENT AREA.

2. SUBMIT A TRAFFIC STUDY TO DEMONSTRATE WHETHER THE CAPACITY OF THE ROAD NETWORK WILL MATCH THE CUMULATIVE TRAFFIC GENERATION ASSOCIATED WITH DEVELOPMENT IN THE VICINITY; AND HOW AND BY WHOM THE EXISTING NETWORK IS TO BE IMPROVED, IF AND WHEN IT IS NECESSARY TO DO SO.

3. SUBMIT A HIGHWAYS SCHEME TO DEMONSTRATE THE ABILITY OF THE PROPOSED DEVELOPMENT TO MANAGE TRAFFIC GENERATED BY EXISTING AND PROPOSED CUMULATIVE DEVELOPMENT AT WESTWOOD; AND THE MEANS TO FACILITATE ACCESS BY PUBLIC TRANSPORT.

4. PROVIDE SUITABLE VEHICULAR, PEDESTRIAN AND CYCLE LINKS BETWEEN EXISTING AND PROPOSED DEVELOPMENT.

IN APPROPRIATE CASES, CONDITIONS WILL BE IMPOSED ON PLANNING PERMISSION FOR RETAIL USES, TO RESTRICT THE TYPE OF GOODS TO BE SOLD (1), LIMIT THE FLOORSPACE AND TO PREVENT THE SUBDIVISION OF LARGE STORES.

NB (1) relates to the operational note attached to Policy TC3 concerning Classes of goods sold.

Margate, Ramsgate and Broadstairs Town Centres

POLICY TC7 - MARGATE, RAMSGATE AND BROADSTAIRS CORE CENTRES

THE COUNCIL'S AIM IS TO ADOPT A STRONGER ROLE IN LEISURE, CULTURE, HERITAGE AND TOURISM, AS PART OF A HOLISTIC APPROACH TO REGENERATION.

NEW DEVELOPMENT OR CHANGE OF USE THAT SUPPORTS THIS AIM WILL BE PERMITTED SUBJECT TO SATISFACTORY DESIGN, ACCESS AND WHERE APPROPRIATE, PARKING AND SERVICING ARRANGEMENTS.

THE MANAGEMENT OF PUBLIC SPACES AND LAND-USE ASPECTS OF THE TOWN-CENTRE MANAGEMENT WILL BE SUPPORTED TO CREATE AN ATTRACTIVE AND VITAL TOWN-CENTRE ENVIRONMENT.

District & Local Centres

4.86 On the basis of the scale of retail floorspace, range of shops and the definition of retail centres as set out in Annexe A of PPS6, four district centres can be identified in Thanet. These are Birchington, Cliftonville, Minster and Westgate. These centres fulfil an important convenience-shopping role and attract much walk-in trade. Cliftonville's range of shopping is boosted by staying-visitor expenditure. Birchington and Westgate are located amongst large, middle-class neighbourhoods and appear to be in a state of retail equilibrium. New housing in Birchington in recent years may have contributed to this. Minster is an important centre serving mainly the rural parishes of the district.

4.87 Cliftonville, a linear district shopping centre whose vitality is bolstered by considerable walk-in trade, kerb side parking and the tourist trade, has scope for the contraction of shopping floorspace without affecting consumer choice. The district centres of Westgate, Birchington and Minster all offer a wide range of shopping facilities to meet the needs of local people, the tourist trade and passing trade in pleasant and vibrant surroundings. It is important that the vitality of these centres is maintained. Thanet is also well served by local centres of varying sizes such as St Peter's and Westbrook.

4.88 The District Council envisages that any new retail shops within these centres should be local shops, to serve the local catchment of the particular centre. However, it is recognised that there may be a need for local food stores that may be larger than other local shops, but these should have a maximum floorspace of 1000 square metres.

POLICY TC8- 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, WIDEN THE CHOICE, QUALITY OR RANGE OF SHOPPING FACILITIES AND ARE OF A SCALE APPROPRIATE TO THE PARTICULAR CENTRE*.

*** Operational note:**

In the Council's view the appropriate scale of new retail development in existing traditional district and local centres is for stores of less than 1,000 square metres gross.

Specific Town Centre Issues

Car Parking in Town and District Centres

4.89 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 and grass verges.

4.90 The District Council (as set out in the Thanet District Transport Plan 2001-2006) does not propose to develop or create additional off-street public car parking spaces, within the town centres of Margate, Ramsgate and Broadstairs. The Council wishes to promote better use of the existing facilities and to encourage greater use of public transport for short journeys and it is considered that providing additional off-street parking facilities would be counterproductive.

4.91 The Thanet District Transport Plan identifies the aims of the District Council to convert existing free on-street car-parking facilities within the town centres to charged parking, to encourage more efficient use of parking spaces. The level of charges will reflect the Council's aims to encourage greater use of public transport facilities and the cycling and walking network.

4.92 In view of this, all new development within the core commercial areas of the town centres will be discouraged from providing dedicated car parking spaces, over and above those necessary to service the business use, through the use of planning controls. This approach aims to retain the existing level of car parking facilities within these core areas. Policy TR17 in the Transportation Chapter applies.

Hot Food Takeaways

4.93 The District Council recognises that hot food takeaways form an important element of the mix of uses within core town, district and local centres and other locations, which attract high use including seafront areas and considers that they help to support the Council's aims of 'an evening economy'.

4.94 However, the Council is aware that conflict, relating to additional noise generation, sometimes arises between takeaway uses and other uses, especially in predominantly residential areas. The location of such uses demands careful consideration in respect of the sensitivity of neighbouring uses, including uses above takeaway premises, noise, disturbance from street level activities, smells, opening hours and quick turnover of on-street car parking.

4.95 In addition to the above, hot food takeaways generate significant amounts of litter, and spillages frequently creating unsightly staining of paving, often not in the immediate vicinity of the premises. The Council therefore considers it reasonable that such uses should contribute towards the cost of general cleaning and will therefore require applicants for new takeaways or for extensions to existing uses to make an annual financial contribution towards additional street cleaning.

4.96 The annual payment will reflect the additional cost of extended or additional street cleaning as may be required to maintain a satisfactory clean street environment. This will be a standard annual payment, irrespective of size of property.

4.97 The District Council therefore proposes the following policy to guide the development of takeaways.

POLICY TC9- HOT FOOD TAKEAWAYS

NEW APPLICATIONS FOR HOT FOOD TAKEAWAY FACILITIES WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:

- 1. THE CHARACTER OF THE AREA;**
- 2. THE SENSITIVITY OF NEIGHBOURING USES; AND**
- 3. THE LIKELIHOOD OF QUICK TURNOVER OF KERBSIDE PARKING BEING GENERATED BY THE PROPOSAL AND ITS EFFECTS ON THE FREE FLOW OF TRAFFIC, HIGHWAY SAFETY AND ITS POTENTIAL TO CREATE NOISE AND DISTURBANCE.**

ALL APPLICATIONS SHOULD INCLUDE DETAILS OF THE SITING OF ANY FLUE EXTRACTION EQUIPMENT THAT MAY BE CONSIDERED NECESSARY IN ASSOCIATION WITH THE PROPOSED USE, TOGETHER WITH SUPPORTING TECHNICAL INFORMATION DEMONSTRATING HOW THEY CAN BE LOCATED TO MINIMISE VISUAL IMPACT AND PREVENT ODOUR AND NOISE SPREAD TO NEARBY OCCUPIERS.

ALL APPLICANTS WILL BE REQUIRED TO ENTER INTO A LEGAL AGREEMENT WITH THE COUNCIL TO PROVIDE FOR A FINANCIAL PAYMENT TO BE MADE TO MEET THE ADDITIONAL COST OF MAINTAINING A CLEANER STREET ENVIRONMENT.

IN PREDOMINANTLY RESIDENTIAL AREAS, CONDITIONS WILL BE IMPOSED TO LIMIT OPENING TO 11.30PM.

TARGETS

LP Implementation Target	
Policy Area	Town Centres and Retailing
Relevant Policies	TC1, TC2, TC7
Indicator	No. of vacant shops within core commercial area of each town centre
Target	Not more than 5% vacancy in any single year period
Monitoring	Through survey of Prime Shopping Frontages
LP Implementation Target	
Policy Area	Town Centres and Retailing
Relevant Policies	TC2, TC3, TC4, TC5
Indicator	Reduce the leakage of expenditure from Thanet on non-bulky goods
Target	Reduce leakage of expenditure to 25%
Monitoring	In conjunction with KCC Household Expenditure Surveys
LP Implementation Target	
Policy Area	Town Centres and Retailing
Relevant Policies	TC2, TC3, TC4, TC5
Indicator	Increase the share of spend on clothing and footwear items retained within Thanet
Target	Increase share of spend on clothing and footwear items to 75%
Monitoring	In conjunction with KCC Household Expenditure Surveys

1. Extract from Management Horizons 'Ranking of Retail Centres' 2000/01, supplied by Nathaniel Lichfield & Partners, 14 Regent's Wharf, All Saints Street, London.
2. Table supplied by Kent County Council Strategic Planning Intelligence Group, 'Thanet household spend by destination', based on Kent Household Survey 2000.
3. Kent Household Retail Expenditure Survey 2000.
4. Thanet Travel Survey 1998, Thanet District Council.
5. Kent County Council Strategic Planning, 'Unemployment Change in Kent', Travel-to-Work Areas, September 2000, Page 2.
6. Pfizer Ltd, Sandwich, 'Housing Impact Study', February 2000.
7. Kent Structure Plan 1996, page 213, Kent County Council.
8. Lawson Price, 'Retail Study', February 1997.
9. Colliers Conrad Riblat Erdman, 'Kent Household Retail Expenditure Survey', July 2000.
10. Background Paper, 'Town Centres and Retailing', Table 3, Thanet District Council, August 2000.
11. Inspector's Report into the Local Plan Inquiry held between December 1996 and February 1997, para 5.18, page 74.
12. Town and Country Planning Act 1990, Section 78 and Schedule 6 Appeal by Pearce Signs Group, Application OL/TH/97/0563, The Planning Inspectorate Decision Letter Dated 7th July 1998, Appeal Reference No. T/APP/Z2260/A/97/286178/P7.
13. Planning Policy Guidance Note 6 (PPG6), 'Town Centres and Retail Development', Department of the Environment, June 1996.

5. Transportation

5. Transportation

Introduction

5.1 Transport is a critical factor in the District's aspirations for sustainable economic regeneration. Thanet's citizens need to go to work, school, shops and access other services as part of their daily lives. Goods and information 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. The District 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 through reducing car-parking provision, improving access to public transport and controlling the location of new development, so as to reduce both the need to travel and reliance on cars for local journeys.

5.2 Thanet's long-standing and deep-seated social and economic deprivation has provided access to a range of external funding assistance. This funding together with the efforts of the District Council and its partners have put in place many of the ingredients needed for the District to reverse these misfortunes. In addition proposals for the development of Kent International Airport as an airport of regional significance together with the opportunity for growth in short shipping routes and cross-Channel access associated with the Port of Ramsgate represent very substantial incentives for further economic growth and investment. However, achieving sustainable regeneration and the rate at which it takes place will require further investment to provide fast and reliable transport links from Thanet to London, the M25 corridor and to the region's arterial transport links in order that Thanet can become a competitive location for investment. In this respect the primary issue is the currently slow and overcrowded rail services between London and Thanet.

5.3 The Channel Tunnel, whilst benefiting the UK as a whole, has had a major economic impact on East Kent through substantial job losses in the cross-channel ferry industry, a position from which East Kent is still recovering. As mitigation, the Government of the time promised that one of the benefits of the Channel Tunnel, and subsequently of the Channel Tunnel Rail Link (CTRL) would be faster, better quality rail services from the towns of the East Kent Coast to London. Fast rail services between Thanet and London using the CTRL are scheduled to commence in 2009. The Council and its partners are continuing to press the Government to deliver these benefits including upgrading the Thanet-Ashford line in terms of speed, signalling and power availability to enable fast service operation.

5.4 Thanet was previously regarded as an isolated and unattractive place for new business. This view is beginning to change following recent improvements to the main road network. The A299 linking with London via the M2 has been improved to dual-carriageway standard, providing a direct fast road link with Manston Business Park and Kent International Airport. The Royal Harbour

Approach Road links the Port of Ramsgate to the A299. However, road links to the south and the Channel Tunnel are inadequate at present. The Council is pressing for improvements to the A299 (formerly A253) between Mount Pleasant, Minster and Lord of the Manor, and for a programme of improvements along the A256 corridor linking Thanet with Pfizer, the Channel Tunnel and Dover Port.

5.5 Securing improved and faster rail services from Thanet to London (through Ashford) and through the Channel Tunnel Rail Link are of paramount importance to reversing perception by investors of Thanet and East Kent as isolated, uncompetitive locations and in generating confidence for further investment by existing local employers. Such rail improvements would also assist Thanet in benefiting from new/improved cross-London public transport services such as the Thameslink 2000 and cross rail proposals. A fast rail service to London is the most important strategic transport issue for Thanet and East Kent Councils. The Council is confident of continuing support from its neighbouring Councils in the sub-region and the County Council in pursuing such improvements and lobbying at national and regional level for these to be put in place as priority. The County Council also supports improvements to provide faster rail links for Thanet via Ashford, and this is expressed in Policy DM6 of the Local Transport Plan 2006-2011.

5.6 The Council considers the potential for expansion and diversification of activities at the Port of Ramsgate is a very important factor for employment generation, tourism and attracting additional investment to the District. Now that a dedicated approach road is in place, and the expanding freight operation supplemented with a car ferry service, the Council is renewing its energies to secure a second operator at the Port.

5.7 In the Council's vision for the future, Thanet remains an attractive place, and quality employment, housing and leisure opportunities are accessible to all. Kent International Airport balances economic success with environmental concerns, and has stimulated development of the Business Parks and a successful ferry service from the Port of Ramsgate. Improved road and rail connections have improved Thanet's accessibility in the region and stimulated new employment opportunities in the Sandwich Corridor. Local journeys are predominantly carried out using reliable, affordable public transport services, walking and cycling.

5.8 In 1998, Government published a White Paper called "A New Deal for Transport – Better For Everyone" which was subsequently incorporated in the Transport Act 2000. This sets out a vision of improved accessibility for all, with freedom from congestion and pollution. Government wants to reduce reliance on cars and to encourage more environmentally friendly means of transport such as walking, cycling and public transport. It requires County Councils to prepare Local Transport Plans to help promote this through wide-ranging proposals and partnerships to achieve integrated transport systems.

5.9 Regional Planning Guidance (RPG) which forms the framework for Strategic Policy focuses on sustainable development principles as a key means

of encouraging economic success and ensuring a high quality environment and opportunity and equity for the region's population. It promotes integration of transport and land use, and greater reliance on walking, cycling and public transport. SEERA's Regional Transport Strategy states that the transport system in the Region will be developed to support delivery of the RPG's Spatial Strategy. This includes developing a framework of strategic transport corridors to assist movement, reduce the present concentration of movement in the London area and assist the regeneration of sub-regional priority areas. Thanet is identified as a Priority Area for Economic Regeneration in the RPG. The District Council is seeking fullest recognition in the Regional Transport Strategy of the growth potential opportunities arising from Kent International Airport and the Port of Ramsgate. The Strategy recognises the need to connect Thanet with programmed and existing fast links to London, the M25/M4 corridors and beyond, in order to redress perceptions of the District as peripheral to the economic powerhouse of the region and UK. In this respect, securing fast and reliable rail access from Thanet to London is a key priority.

Objectives

- 1. TO PROMOTE SAFE AND EFFICIENT TRANSPORT SYSTEMS SUPPORTING SUSTAINABLE ECONOMIC REGENERATION AND ENABLING THANET'S CITIZENS TO CONVENIENTLY ACCESS SERVICES AND FACILITIES**
- 2. TO INTRODUCE EFFECTIVE TRAFFIC MANAGEMENT TO SAFEGUARD THANET'S ENVIRONMENT AND QUALITY OF LIFE**
- 3. TO GUIDE LOCATION OF NEW DEVELOPMENT AND INFRASTRUCTURE IN ORDER TO REDUCE THE NEED TO TRAVEL, PROMOTE USE OF ENVIRONMENT-FRIENDLY MEANS OF TRAVEL AND REDUCE RELIANCE ON PRIVATE CARS ESPECIALLY FOR LOCAL JOURNEYS**
- 4. TO SUPPORT DEVELOPMENT PROMOTING SUSTAINABLE TRAVEL**
- 5. TO SECURE THE PROVISION OF SATISFACTORY TRANSPORT INFRASTRUCTURE TO MEET EXISTING AND FUTURE PATTERNS OF MOVEMENT**
- 6. TO PROMOTE HIGH STANDARDS OF ROAD SAFETY, ACCIDENT REDUCTION AND SAFE, CONVENIENT MOVEMENT OF PEDESTRIANS AND CYCLISTS**

5.10 The level and range of development envisaged in this Local Plan will impact on travel demand and destinations. As an alternative to the private car, buses have the flexibility to cope with the demands generated by such development, particularly where provision of other public transport infrastructure such as new rail links may not be feasible in the short term. Accordingly the Council wishes to promote greater use of buses and development of appropriate service routes. In liaison with bus operators and the County Council, the Council has formulated a Bus Strategy and entered a Quality Bus Partnership to respond to planned new developments as Thanet's economy continues to develop and expand.

5.11 Kent County Council has submitted its second Local Transport Plan (LTP) for the period 2006-2011, setting out a strategy for promoting sustainable patterns of movement and communication in the County. This aims to contribute to improvement of social, economic and environmental considerations in Kent through implementation of effective and sustainable patterns of movement and communication. It recognises, as a priority, the need to provide appropriate transport infrastructure to support the regeneration of East Kent, reflecting regional planning guidance and SEEDA's emerging regional economic plan.

5.12 A 2nd District Transport Plan (2005-2011) has also been prepared to inform the LTP. This amplifies the LTP and sets a local strategy for Thanet and specific measures supporting efficient movement to facilitate sustainable economic regeneration, convenient and safe access to services for Thanet's citizens, reliable, convenient and affordable alternatives to car-based travel, and safeguarding Thanet's environment.

5.13 Integrated transport policy is key in reducing the need to travel and in supporting more sustainable travel choices. A key task for this Local Plan is to promote integration of land use with appropriate transport networks. Policies in this Local Plan underpin the land-use issues arising from the Local and District Transport Plan Strategies. They aim to safeguard the environment while promoting efficient travel movement for Thanet's citizens and in support of sustainable economic regeneration. These policies also have a key role in promoting the Government's objectives for sustainable development, which include promotion of sustainable economic growth, social progress, effective protection of the environment and prudent use of natural resources.

5.14 The District Transport Plan (DTP) promotes convenient and safe access to services needed by Thanet's citizens in going about their daily lives, efficient movement of goods, information and people in support of sustainable economic regeneration, a reduction in the number of car journeys through provision of affordable and convenient alternative means of travel, especially for local journeys, and safeguarding environmental quality. It aims to progressively develop a network of transport routes conveniently located for development generating travel movements. In support of sustainable economic development, a network of strategic routes is proposed, linking the Central Island area with the primary route network outside Thanet. A local network of routes facilitating movement by public transport, cycling and walking is also proposed in order to

improve accessibility and safeguard Thanet's attractive environment. Policies in this Chapter aim to guide location of development and infrastructure investment in order to facilitate implementation and use of these routes.

Location of Development

5.15 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.

5.16 Thanet is a small District, and about 95% of its population reside within the coastal urban area. The urban population is highly concentrated around the three main town centres, which therefore provide a location accessible to a high population catchment. This Plan promotes Westwood and the established coastal town centres as key locations for development generating significant travel demand and mixed-use development including housing. Public transport routes and interchanges in the urban area also provide suitable locations for development generating major travel demand. Day-to-day facilities should be located in local centres where they can be accessed by walking and cycling.

5.17 A special case is made in this Local Plan for location of specific kinds of travel intensive development at key allocated sites in the Central Island Area, including Kent International Airport, the Business Parks and Westwood. These allocations will reduce the current levels of commuting outside Thanet for employment and comparison-shopping and underpin sustainable economic regeneration.

5.18 The following policy applies in all other circumstances and aims to direct development generating significant travel demand to appropriate locations. Other chapters in this plan provide specific guidance on location and density in relation to particular types of development including housing, employment, retail, and development in rural areas. Guidance on working from home, which can reduce the need to travel, is contained in the Economic Development chapter.

POLICY TR1 - LOCATION OF DEVELOPMENT

UNLESS JUSTIFIED BY OTHER POLICIES,

- **PROPOSALS FOR DEVELOPMENT GENERATING TRAVEL DEMAND WILL NOT BE PERMITTED OUTSIDE THANET'S URBAN AREAS AND VILLAGE CONFINES**
- **DEVELOPMENT GENERATING HIGH LEVELS OF TRAVEL DEMAND WILL BE PERMITTED ONLY WITHIN THE URBAN AREA IN LOCATIONS WHICH ARE OR WILL BE MADE HIGHLY ACCESSIBLE ON FOOT, BY BICYCLE OR BY PUBLIC TRANSPORT. PRIORITY WILL BE GIVEN TO LOCATIONS AT WESTWOOD AND IN THE**

ESTABLISHED TOWN CENTRES OF MARGATE, RAMSGATE AND BROADSTAIRS, IN CASES WHERE THE SCALE AND NATURE OF DEVELOPMENT WOULD BE COMPATIBLE WITH THEIR ROLE AS HIGH DENSITY CENTRES OF MIXED-USE ACTIVITY

Operational Note:

Accessibility of locations will be assessed in response to particular proposals and take account of topography and existing and prospective transport route networks. Sites will generally be regarded as highly accessible if:

- a. within 800 metres' convenient walking distance of the town centres or local centres providing a range of shops and services,

and/or

- b. within both

- 800 metres' convenient walking distance of a railway station and
- 400 metres' convenient walking distance of bus routes with frequent services or public transport interchanges

5.19 Explanation: This policy aims to promote development patterns which will reduce the need to travel and increase use of walking, cycling and public transport as an alternative to car use. In some instances certain travel generating uses may not be capable of a Westwood or town-centre location, for example where incompatible with their function or where sites of sufficient size are not available. In such instances development will be directed to alternative locations within the built-up area where conveniently accessible on foot, by bicycle and public transport. Departures from the provisions of the policy will be monitored in order to assess whether additional or amended criteria are appropriate to the policy objective.

The Road Network

5.20 Roads are classified according to their function. Outside the Thanet towns, transport links are described as primary, secondary or local routes. Within the urban areas, roads are referred to as primary, secondary and local distributors. This classification is shown on the Road Hierarchy Map (see Appendix D). In brief, primary distributors cater for long distance and cross-town traffic. Secondary distributors form the link between the primary road network and residential, industrial and commercial areas. Local distributors cater for traffic within commercial, industrial and residential areas.

POLICY TR2 - APPROPRIATE USE OF ROAD HIERARCHY

THE DISTRICT COUNCIL, IN CONJUNCTION WITH THE HIGHWAY AUTHORITY, WILL INVESTIGATE WAYS IN WHICH TRAFFIC CAN BE CHANNELLED ONTO THE MOST APPROPRIATE ROUTES OF THE ROAD HIERARCHY THROUGH ROAD IMPROVEMENTS, JUNCTION

IMPROVEMENTS AND APPROPRIATE TRAFFIC MANAGEMENT SCHEMES, AND WILL SEEK TO ENSURE THAT SUCH ROUTES ARE MAINTAINED TO AN APPROPRIATE LEVEL.

Development and Transportation

5.21 Changes in land use usually affect travel patterns and flows. Structure Plan Policy is that development likely to generate significant increases in traffic, especially heavy good vehicle movements should be well related to the major transport networks (primary and secondary routes).

5.22 This Plan aims to promote walking, cycling and use of public transport. However, some development proposals will only be allowed to proceed if improvements are carried out to the local highways as part of the development (for example at local bottlenecks used both by cars and public transport vehicles). Where the need for such road improvements arises wholly or largely from the proposed development (which is acceptable in all other respects) the Council will ensure that the developer pays for or contributes towards the required improvement.

5.23 Where the Council considers that development proposals are likely to impact on the adjacent highway network, it will expect the developer to submit a Traffic Assessment to help assess the application and provide a basis for negotiation on scheme details such as level of parking and measures to improve access to the site. Such Assessments will be expected to include consideration of the likely impact of the development on capacity, safety and congestion levels on adjacent highways in terms of traffic generation and public transport facilities. They should illustrate the likely modal split of journeys to and from the site, together with details of measures to improve access by public transport, walking and cycling and reduce the number and impact of motorised journeys.

POLICY TR3 - PROVISION OF TRANSPORT INFRASTRUCTURE

THE DISTRICT AND COUNTY COUNCILS WILL ENSURE, BY MEANS OF A LEGAL AGREEMENT, THAT PROPER PROVISION IS MADE FOR TRANSPORT INFRASTRUCTURE THAT IS NECESSARY AND RELEVANT TO THE DEVELOPMENT TO BE PERMITTED. PROPOSALS FOR TRANSPORT INFRASTRUCTURE WILL BE ASSESSED IN TERMS OF THEIR IMPACT ON CAPACITY AND SAFETY OF THE TRANSPORT NETWORK TOGETHER WITH THEIR SOCIAL AND ECONOMIC IMPACTS.

Highway Improvements in the Plan Period

Major Improvements

5.24 The dualling of the A299 up to Mount Pleasant Roundabout has resulted in significant improvements to Thanet's actual and perceived accessibility. However, Thanet's growing ability to attract new economic activity, the prospect

of significant new employment arising from development of Kent International Airport, the Sandwich Corridor and prospective expansion at Pfizer Ltd, highlight remaining strategic deficiencies in relation to poor road links between Thanet and Dover/Channel Tunnel (A256), and the single carriageway section of the A299 between Mount Pleasant and Lord Of The Manor (former A253). The Council is pressing for development and implementation of a comprehensive strategy to address these deficiencies. The County Council has consulted on schemes for infrastructure improvements to the A256 and A299 as Phases 2 & 3 of the overall plan for East Kent Access. It has since resolved that highway improvements to remedy these remaining road link deficiencies in Thanet will be carried out to dual carriageway standard. The route for these improvements has also been approved and is known as "Phase 2". They will link Mount Pleasant, Lord of the Manor and the A256 near the old Richborough Power Station site. The route alignment is identified and safeguarded under Policy TR4. The District Council strongly supports the proposed improvements to the A256 and A299, and will seek their implementation at the earliest opportunity. The Strategy and East Kent Access are considered below under the heading "Transport Strategy for Key Business Sites".

5.25 The A299 is the main approach road to Ramsgate from the A28 and the motorway network. The section from Mount Pleasant to Lord of the Manor is single carriageway and has forward visibility problems and poor alignment with bends not compatible with its national speed limit (60mph). Following public consultation on alternative route options, an on-line improvement (known as "Section 7b") south of the runway was chosen. However, this route has formally been abandoned, and alternative route improvements (referred to in the previous paragraph) approved as part of the comprehensive programme of improvements as part of the strategy for East Kent Access.

5.26 The County Council has approved a programme of improvements ("Phase 1") to the A256 including dualling between the Pfizer Roundabout and Richborough Power Station. This will include a new roundabout in the vicinity of the Power Station and improvement of the Ebbsfleet Lane junction by introduction of traffic signals. The more recently approved improvements known as Phase 2 extend south of, and effectively bypass, the Ebbsfleet Lane junction, and minor amendments have been approved to Phase 2 to tie in with the approved alignment of Phase 1. Introduction of traffic signals at Ebbsfleet Lane would depend on how soon Phase 2 can be implemented after Phase 1.

5.27 Planning consent has been granted for realignment of the A256 at Haine to accommodate improvements and to provide access to the adjacent EuroKent Business Park. Further improvements affecting the A256 are expected as part of Westwood housing development (see Policy H6).

PROPOSAL TR4 - NEW ROAD AND HIGHWAY IMPROVEMENTS

DURING THE PLAN PERIOD TO 2011 THE DISTRICT COUNCIL WILL SEEK THE IMPLEMENTATION OF THE FOLLOWING HIGHWAY IMPROVEMENTS AND WILL, WHERE APPROPRIATE, SAFEGUARD ANY LAND REQUIRED

FOR THEIR CONSTRUCTION. EACH IMPROVEMENT SHALL BE SENSITIVELY DESIGNED AND LANDSCAPED SO AS TO MINIMISE ENVIRONMENTAL IMPACT.

- **IMPROVEMENTS TO DUAL CARRIAGEWAY STANDARD TO THE A256 AND A299 BETWEEN RICHBOROUGH, LORD OF THE MANOR AND MOUNT PLEASANT, MINSTER (KNOWN AS PHASES 1 & 2 OF EAST KENT ACCESS)**
- **REALIGNMENT OF THE A256 ADJACENT TO EUROKENT BUSINESS PARK**

The A28 Corridor

5.28 The A28, primary route, runs from Thanet through the centre of Canterbury and on to Ashford and the rail route from Thanet to Ashford also generally follows the line of the road. During 2001 a multi-modal study of the route was carried out by Babbie on behalf of Kent County, Ashford Borough, Canterbury City and Thanet District Councils. In respect of the road links, the study did not recommend any major highway improvements to the A28 within Thanet, and recommended that effort should be concentrated on minor on-line safety improvements and on achieving greater use of public transport to reduce reliance on the car. This approach ties in with this Council's view that any improvements should be made selectively. In particular, the section between Sarre and Upstreet is important in reinforcing perception of Thanet as an island. It follows an historic route, pleasantly lined by mature trees, and which would be sensitive to intrusion by modern street lighting, crash barriers, and so on. In relation to the rail corridor, the study acknowledges the great need to speed up and upgrade the quality of the rail service on the Stour Valley line. Thanet Council is committed to achieving a significant improvement to journey times between Thanet and Ashford to enable faster links to London by use of the CTRL from Ashford to London. This improvement in journey time is considered one of the keys to the economic regeneration of the area.

Transport Strategy for Key Business Sites

5.29 There are still major strategic deficiencies to be addressed in relation to poor road links between Thanet, and Dover/Channel Tunnel (A256) and the missing link in the Thanet Way between Mount Pleasant and Lord of the Manor (A299). These deficiencies are highlighted by the major employment potential arising from development of civilian operations at Kent International Airport, the Sandwich Corridor, prospective expansion at Pfizer and other sources. Improved rail services are essential to support Thanet's economic regeneration. Line speeds and rolling stock have been improved on the north Kent line. Nevertheless, the Council sees the Thanet/Canterbury and Ashford route (already designated by the EU as a Trans-European route) as having greatest potential for fast links to London, the rest of the UK and Europe. The Council regards upgrading of infrastructure required to reduce journey times along this route as priority. There is currently minimal use of rail for freight traffic in Thanet. The Council would wish to encourage a greater proportion of freight

transport by rail. However, it is recognised that specific improvements may need to be implemented to promote this objective alongside the priority attached to improvements to passenger service line speeds.

5.30 The Central Island Area, Pfizer, the Sandwich Corridor and business parks in Dover District and their transport connections have been identified as a connected area of major development opportunity for East Kent. This area is known as East Kent Access (EKA). Transport improvements to and between these key locations are recognised as essential to successful and sustainable regeneration in East Kent. The County Council is promoting, as a major scheme, the improvement of transport infrastructure along the EKA's 3 main corridors. This will provide a strategic plan for investment in transport improvements to support sustainable economic development of EKA. It will address the following:

- Improved access to Pfizer, the Sandwich Corridor and the Channel Tunnel via the A256
- Bus priority and cycle facilities on the A256 and from urban Thanet to Kent International Airport and the Central Island Business Parks
- Improved and faster rail connections from Ramsgate to London via Canterbury and Ashford
- Medium and long term proposals for rail access to Kent International Airport
- Other road proposals to facilitate access within and beyond East Kent's key development area
- Green Travel Plans

5.31 The District Council will participate in the formulation and implementation of a comprehensive transport strategy for the East Kent Access area. It will seek to expedite comprehensive transport improvements to support development of the economic potential of the East Kent Access area.

Kent International Airport

5.32 Thanet Council and adjoining District Councils wish to see Kent International develop as a regional airport. The new owner of this former RAF airport has aspirations to develop both freight and passenger services. In addition, land is earmarked for "airside" development at the airport. The scale of development is considered in the Economic Development chapter of this Local Plan. The airport offers very significant economic and employment benefits for Thanet and East Kent. Its development will also have significant transport implications arising from passengers, freight and employees, which will need to be addressed. These issues are considered in the Economic Development Chapter and Policy EC3.

Port of Ramsgate

5.33 The Council wishes to support development of new short passenger and freight routes between the Port of Ramsgate and other European Channel ports. The Royal Harbour Approach Road directly links the Port to the strategic road network and Kent International Airport. This and the Ramsgate Renaissance proposal (see Policy EC8) will significantly improve the Port's potential to develop new freight and passenger ferry services. Provision of a direct rail connection to the Port is unlikely to be feasible within this Plan period due to environmental concerns and cost/benefit considerations. The Council intends to investigate a suitable coach connection route between the Port and Ramsgate Railway Station.

5.34 Now that Ramsgate's Royal Harbour Approach Road has been completed, it will be possible to reconsider the future of Military Road. This may become relatively traffic-free, except when occasionally required while Royal Harbour Approach is being repaired, maintained or when exceptional loads are involved. The Ramsgate Renaissance Strategy envisages re use of the Military Road arches for leisure/tourism, which would benefit from pedestrian freedom. The Council will require a specific study against which to assess development options and an appropriate traffic management plan for Military Road. After a period of operation of the Royal Harbour Approach Road, and following a period of assessment of the implications, the Council will consider the need for traffic management measures in relation to any consequential/residual movements of heavy goods vehicles in the Ramsgate Conservation Area.

Westwood

5.35 This Local Plan promotes development of Westwood as a new town centre, together with provision for 1,000 new homes. Westwood occupies a central location at the intersection of two primary distributor roads and adjoins a quality bus corridor (see section headed "buses" below). A key objective will be to facilitate green travel to and within the centre through provision of a public transport interchange, pedestrian priority routes and other measures to encourage non-car travel to the centre. Such measures are expected to include realignment of the A256 to divert vehicular traffic from the town centre to facilitate non-car movement within the centre and from the allocated housing site.

5.36 Facilities to provide for public transport and encourage walking and cycling have been provided for as part of the town centre development. Reasonable highway improvements including financial contributions necessary to enable the housing and other development to proceed, without adverse impact on the wider transport network, will be provided for as part of those developments. Policies TR3, 14 and H6 apply to such improvements. Car parking provision in new developments at Westwood will be regulated through policy TR18.

5.37 A comprehensive Traffic Assessment for Westwood will be required in order to inform a development Master Plan covering the sites subject of

Policies H6 and TC4 and indicating logical phasing of their development and infrastructure.

Westwood Access Strategy

5.38 An overarching access strategy for Westwood will be needed to plan and coordinate the implementation of appropriate travel routes and infrastructure to accommodate its development. The content of this strategy would reflect the conclusions of the Traffic Assessment referred to above. However, it is already clear that a primary consideration for the Westwood Access Strategy will be to facilitate visits to Westwood without the need for vehicles to pass through its centre, thus relieving the volume of traffic using the Westwood Roundabout. Therefore a key principle of the Access Strategy will be to facilitate vehicular access to and egress from Westwood's four quadrants between the A254, Westwood and Haine Road without the need to enter onto the Westwood Roundabout.

5.39 Housing and other development at Westwood beyond that already committed on site policy TC2 will cumulatively impact on the capacity of the Westwood Roundabout and the local road network. All such development will be required to make appropriate contributions (financial and/or land) towards improvements to relieve the roundabout and local road network. Negotiations in respect of individual proposals will be based on their location, assessment of the traffic they are likely to generate and the achievement of significant improvements in the future situation (policy TR3 refers). Specifically, the relief road and its key roundabout junctions associated with allocated residential development at Westwood (H6 and TC4) will need to be in place before completion of the 300th dwelling (Policy H6 refers). Individual phases of housing development would be expected to make provision pro rata to enable appropriate highway improvements to be made.

Freight and Service Delivery

5.40 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. Kent International 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. The Council intends to facilitate town-centre servicing by identifying on-street loading/unloading facilities in all "high street" locations, encouraging appropriate delivery times, and enforcement of no-parking restrictions. Where feasible, off-street loading areas, enabling goods to be delivered to shops in smaller loads will be encouraged in new development.

POLICY TR5- OFF-STREET SERVICING IN TOWN CENTRES

NEW DEVELOPMENT PROPOSALS IN TOWN CENTRES WILL BE EXPECTED TO DEMONSTRATE ADEQUATE OFF-STREET SERVICING (POLICY TR 16 REFERS)

5.41 The District Transport Plan identifies strategic road freight routes serving focal points within Thanet and town-centre routes. The Plan proposes that heavy lorries be discouraged from using unsuitable routes through introduction and enforcement of traffic regulation orders. Structure Plan policy supports measures to discourage such use of minor roads. Policy TR7 of this Local Plan promotes provision of overnight lorry parking facilities and driver services.

5.42 Road user charging for freight is not considered a viable option in view of the need to support regeneration of Thanet's town centres, and the current absence of attractive alternative means of freight movement. The Council intends to consult freight transport professional bodies in determining how best to serve the area and any future development. In particular the Council will seek to promote the introduction of rail freight facilities serving Kent International Airport and the Central Island Area, support freight movements through the Port of Ramsgate and provision of interchange facilities. There is currently little or no use of rail for freight in Thanet. With recent trends towards use of rail for trunk movements by supermarkets, an opportunity exists to identify a site for a local road/rail freight exchange facility in Thanet. Any proposal would have to be in the light of developments at the Port of Ramsgate and the possible provision of a rail link to Kent International Airport. In the meantime, the Council will resist any development which could affect the remaining goods yard at Ramsgate Station until such time as firm proposals are established.

POLICY TR6 - RAMSGATE STATION GOODS YARD

UNTIL SUCH TIME AS FIRM PROPOSALS ARE ESTABLISHED FOR ANY RAIL/ROAD INTERCHANGE FACILITY SERVING THANET, LAND AT RAMSGATE STATION GOODS YARD WILL BE SAFEGUARDED FROM DEVELOPMENT WHICH WOULD RESULT IN ITS SEVERANCE, FRAGMENTATION OR OTHERWISE PRECLUDE ITS POTENTIAL USE FOR GOODS YARD AND/OR RAIL/ PASSENGER RELATED PURPOSES.

Roadside Services

5.43 Structure Plan policy permits facilities and services for road users on primary routes and motorways where a need is established and where there is no overriding conflict with other planning and environmental considerations. The Council endorses this general approach but considers that this Local Plan is the appropriate place to provide more detailed guidance having regard to the nature of the area.

5.44 Thanet is one of the smaller districts in Kent in terms of area. The distances by road between the edges of the Thanet towns and the District's boundary with Canterbury are short. From the western edge of Margate (Birchington) the distance is 4.1 miles; from the edge of Ramsgate (Nethercourt) it is 8.2 miles to the boundary along the A299. There are petrol stations along both routes. The nearby Thanet towns provide the full range of services for road users.

5.45 There has been pressure to establish a comprehensive roadside service area in Thanet. Local authorities are required to take into account the developer's assessment of demand. This pressure is continuing and brings with it the risk that a proposal may be successful at appeal on a site which may be in a particularly sensitive location.

5.46 Thanet District Council, the County Council and other District Councils in East Kent have produced a Planning Strategy For Roadside Services. This provides an overview on the need for and adequacy of current roadside service provision along primary routes. It acknowledges the importance of 24-hour facilities for long distance and HGV drivers on the approaches to East Kent's ports. The Strategy concludes that there is no shortfall in provision of facilities sufficient to cause serious safety concerns or inconvenience to vehicle drivers/passengers. It notes that additional commitments to improve provision exist. This includes the local plan commitment referred to below (Policy TR7) where consent has been granted for a service area including petrol station, restaurant, travel lodge, lorry, coach and car parking and picnic area. Taking these commitments into account, the Strategy concludes that, in relation to Government guidance on spacing, it would be unnecessary to seek previously undeveloped sites to provide new facilities. The District Council has adopted the Strategy as Supplementary Planning Guidance.

5.47 The District Council accepts justification for a facility with accommodation for lorries along the A299 (former A253) to serve the port, airport and business park. It is appreciated that the provision of such a facility would not be financially viable without those other elements normally found in comprehensive roadside service areas. In order to minimise the impact of any development, and avoid serious conflict with planning policy, the council will refuse any proposals at or near the improved Lord of the Manor junction (A299/A256). In addition, the existing petrol filling station at Mount Pleasant, Minster, could not be satisfactorily expanded.

5.48 The Council has identified a site on the south-east side of the A299 at Mount Pleasant for the development of a range of facilities for motorists and lorry drivers. A lorry park and service station have now been constructed. The site can serve traffic in both directions along the A299. Access will be from Tothill Street. Because the site is in open countryside, it will be seen to some extent from the west against the Laundry Road development, while from the east it will be seen against other developments at the roundabout. Special attention to landscaping will be needed to minimise the impact of the development.

PROPOSAL TR7 - ROADSIDE SERVICES

LAND IS SHOWN ON THE PROPOSALS MAP ON THE SOUTH SIDE OF THE A299 AT MINSTER FOR THE DEVELOPMENT OF A COMPREHENSIVE RANGE OF ROADSIDE FACILITIES FOR MOTORISTS.

Safeguarding Land for Channel Tunnel Rail Link Route Corridor

5.49 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.)

POLICY TR8 - RAIL LINK SAFEGUARDING DIRECTION

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 DISTRICT COUNCIL WILL CONSULT UNION RAILWAYS (SOUTH) LIMITED BEFORE GRANTING PLANNING PERMISSION OR RESOLVING TO CARRY OUT/AUTHORISE DEVELOPMENT WITHIN THE LIMIT OF LAND SUBJECT TO CONSULTATION, FEATURED ON THE PROPOSALS MAP.

Ramsgate Renaissance

5.50 Ramsgate Renaissance (Policy EC8) envisages development of Ramsgate Waterfront as a major visitor destination, within a potential two-hour drive time of 15 million people. A comprehensive transportation study and parking strategy will be required to assess the overall impact of such development and achieve comprehensive solutions to balance successful development while minimising the environmental impact of vehicles on the Waterfront and wider town area. Proposals will be expected to incorporate visitor coach parking facilities and consider rail/bus as an acceptable alternative to car use.

POLICY TR9 - RAMSGATE RENAISSANCE

PROPOSALS FOR DEVELOPMENT OF RAMSGATE WATERFRONT AS A MAJOR VISITOR DESTINATION WILL BE ASSESSED THROUGH A COMPREHENSIVE TRANSPORTATION STUDY AND PARKING STRATEGY DEMONSTRATING MEASURES TO MINIMISE ENVIRONMENTAL IMPACT ARISING FROM VEHICLE MOVEMENT. INDIVIDUAL PROPOSALS WILL BE REQUIRED TO INCLUDE GREEN TRAVEL PLANS (POLICY TR15) AND SPECIFIC MEASURES REFLECTING SOLUTIONS PROPOSED IN THE

COMPREHENSIVE TRANSPORTATION STUDY AND PARKING STRATEGY.

Coach Parking

5.51 The tourist trade in Thanet depends to a large extent on coach business. Secure sites to park coaches are, therefore, required. Coach park sites at Palm Bay and The Rendezvous, Margate, and Vere Road in Broadstairs are currently used for such purposes. The Rendezvous site provides a location convenient for day visitors to Margate, but may be affected by future leisure proposals. The Council will consider the provision of coach parking in Ramsgate as part of the District Transport Plan review. In addition, proposals for development at Ramsgate Waterfront as a major visitor destination will be expected to incorporate coach-parking facilities.

5.52 Coach travel is to be encouraged as an acceptable alternative to car based visitor travel. The Council will seek to identify specific on-street coach “set down/pick up” points near major destinations to promote convenience of coach travel.

POLICY TR10 - COACH PARKING

THE DISTRICT COUNCIL WILL RETAIN SITES SPECIFICALLY FOR COACH PARKING TO SERVE THE TOURIST TRADE AT THE FOLLOWING LOCATIONS:

- 1. VERE ROAD, BROADSTAIRS**
- 2. PALM BAY CAR PARK**

THE RENDEZVOUS CAR PARK, MARGATE WILL ALSO BE RETAINED FOR THIS PURPOSE UNTIL SUCH TIME AS ALTERNATIVE COACH PARKING PROVISION HAS BEEN ADDRESSED THROUGH MARGATE OLD TOWN ACTION PLAN.

Promoting Sustainable Travel Choices.

5.53 The District Transport Plan and this Local Plan aim to reduce reliance on private cars, especially for local journeys. While the Plans’ approaches are not anti-car they aim to reduce the need to travel and promote walking, cycling and public transport as environmentally-friendly alternatives. Reducing reliance on cars in favour of more environment-friendly modes is fundamentally dependent on improvements to their reliability, convenience, and personal security. The following policies promote such improvements and the establishment of a network of suitable routes. Specific guidance on designing for personal security and disabled people is set out in the Design Chapter. Policy CC7 safeguards the historic and landscape interest of certain rural lanes. The identification and protection of such lanes may help promote the health and recreational benefits of walking and cycling.

Walking

5.54 Walking is pollution-free and has no age or income barriers. The Council intends to give priority to walking as a healthy and enjoyable means of travel. The locational policies in this Plan will enable more journeys to be undertaken on foot. However, it is also essential that pedestrians are safely and conveniently able to move between destinations. Thanet contains a reasonable network of statutory public footpaths. Policy SR17 seeks to safeguard statutory rights of way and promote their usage. However, non-pedestrianised areas of the town centres and rural roads without footpaths present a hostile and car-dominated environment for the pedestrian. Special attention is required in improving the safety and convenience along common desire lines, in particular for Thanet's vulnerable citizens including school children, women, parents with perambulators, the elderly and other people with limited mobility.

5.55 The Council will investigate provision and signposting of convenient, attractive pedestrian areas and links along desire lines in and between the town centres, car parks, railway stations, public transport stops, taxi ranks, safe routes to schools and other public buildings. Such improvements will be considered when formulating Conservation Area enhancement schemes referred to in paragraphs 7.38 & 7.39.

5.56 During the Local Plan period it is anticipated that schemes for pedestrian improvements will be prepared and implemented as follows:

Enhancement of pedestrian links between Margate Station, Seafront and Old Town / Town Centre.

Pedestrianisation of:

- Lower High Street, Margate
- Part of Turner Street, Ramsgate to improve link from car park to town centre.

Enhancement of pedestrian facilities and revised traffic management system in Broadstairs town centre.

Widening of footways and enhancement of pedestrian crossing facilities around Station Road, Birchington.

5.57 (See also paragraph relating to Military Road, Ramsgate under above heading "Port of Ramsgate"). The Council will seek to promote development of a network of pedestrian links from housing areas to out of town work locations. These areas and links would include pedestrian priority at road crossing points, incorporate seating and other features to assist pedestrians with limited mobility, and be designed to maximise personal security. New development will be expected to promote walking as a prime means of access.

POLICY TR11 - PEDESTRIAN MOVEMENT

NEW DEVELOPMENT WILL BE EXPECTED TO PROVIDE FOR SAFE, CONVENIENT ACCESS AND MOVEMENT BY PEDESTRIANS. PROPOSALS WILL BE EXPECTED TO DEMONSTRATE REGARD FOR THE NEEDS OF VULNERABLE GROUPS INCLUDING PEOPLE WITH LIMITED MOBILITY, THE ELDERLY AND PEOPLE WITH YOUNG CHILDREN.

THE DISTRICT AND COUNTY COUNCILS WILL TAKE INTO ACCOUNT THE NEEDS OF PEDESTRIANS, AND VULNERABLE GROUPS IN THE DESIGN OF NEW ROADS, AND JUNCTIONS, ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT SCHEMES.

THE COUNCIL WILL SEEK TO PERMIT PROPOSALS TO PROVIDE NEW PEDESTRIAN ROUTES/NETWORKS OR IMPROVE THE CONVENIENCE, ACCESSIBILITY AND SAFETY OF EXISTING PEDESTRIAN LINKS/DESIRE LINES INCLUDING BETWEEN PUBLIC TRANSPORT STOPS, TOWN CENTRES, RESIDENTIAL AREAS, SAFE ROUTES TO SCHOOLS AND OTHER PUBLIC BUILDINGS.

Cycling

5.58 Cycling can provide an alternative to the car for short trips and form part of longer journeys by public transport. It is the Council's policy to encourage greater use of cycling as a healthy, enjoyable, efficient, pollution-free and cheap means of transport. Thanet has the highest recorded cycle usage (as a percentage of movements) in the County, and exceeds the national level. Greater use of cycling in Thanet will require safe, continuous, direct and attractive cycleways, together with facilities for secure cycle storage at interchange points and destinations. 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 is taking every opportunity to introduce cycle routes in accordance with Thanet Cycling Plan (now incorporated in the District Transport Plan) as and where possible, as funding permits. This may include by direct provision/contributions associated with development proposals (Policy TR 14 refers).

5.59 Other measures to improve cyclist safety, including advance stop lines and controlled crossing facilities, will be promoted. Specific improvements which will be pursued in the local plan period include encouraging access improvements and long term cycle parking at Ramsgate and Margate Stations, introduction of advisory cycle lanes along the A254 Ramsgate Road, Margate to Westwood Industrial Estate.

5.60 Thanet Cycling Plan aims to establish a comprehensive safe network of cycle routes catering for all journey purposes, and features existing and

proposed routes. In order to facilitate provision of an appropriate route network, Policy TR12a of this Plan safeguards proposed cycle routes from development that could prejudice their implementation. The Cycling Plan is updated periodically to reflect the evolving network. It is not therefore practical or helpful to feature proposed cycle routes on the Local Plan proposals map, and for the purposes of Policy TR12a, the Thanet Cycling Plan is the appropriate source of reference.

5.61 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.) The Council will judge cycle parking provision against the standards set out in the Appendices.

POLICY TR12 - CYCLING

IN ORDER TO PROMOTE INCREASED USE OF CYCLING:

- a) THE COUNCIL WILL SEEK THE PROVISION AT THE EARLIEST OPPORTUNITY, OF A NETWORK OF CYCLE ROUTES. PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENT, WHICH WOULD PREJUDICE THE IMPLEMENTATION OF PROPOSED CYCLE ROUTES.**
- b) THE COUNCIL WILL SEEK THE INCORPORATION OF FACILITIES FOR CYCLISTS INTO THE DESIGN OF NEW AND IMPROVED ROADS, JUNCTION IMPROVEMENTS AND TRAFFIC MANAGEMENT PROPOSALS.**
- c) SUBSTANTIAL DEVELOPMENT GENERATING TRAVEL DEMAND WILL BE REQUIRED TO PROVIDE CONVENIENT AND SECURE CYCLE-PARKING AND CHANGING FACILITIES. PROPOSALS TO PROVIDE SUCH FACILITIES AS PART OF DEVELOPMENT PROPOSALS IN TOWN CENTRES AND AT TRANSPORT INTERCHANGES, SCHOOLS AND PLACES OF EMPLOYMENT WILL BE PERMITTED.**

AND

- d) IN NEW RESIDENTIAL DEVELOPMENT FACILITIES FOR THE SECURE PARKING AND STORAGE OF CYCLES SHOULD BE PROVIDED OR, IN EXCEPTIONAL CIRCUMSTANCES WHERE NOT PROVIDED, THE DESIGN SHOULD FACILITATE THE PROVISION IN FUTURE.**

Public Transport

5.62 Public transport has a major part to play in the realisation of a sustainable lifestyle by reducing car usage and thus pollution. Thanet has the lowest 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.

5.63 The District 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. The Council works in partnership with public transport operators and Kent County Council through a Quality Bus Partnership to establish a network of efficient routes with good interchanges well related to the locational policies of this Local Plan. Developer contributions will be used to facilitate implementation of such improvements. (Policy TR14 refers.) In addition the District 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 signposting and bus shelters.

Buses

5.64 The Council recognises that buses have an important role to play in providing a flexible alternative to the private car. The Council's Bus Strategy considers a range of measures, many of which are outside the scope of planning control, intended to facilitate more reliable services, improved service information, easier interchange between rail and local buses, introduction of buses accessible to passengers with limited mobility and provision of community buses for passengers whose needs cannot currently be met by commercially operating services. This Local Plan supports development that will facilitate greater use of and improvement to bus services. New development will be expected to provide or contribute towards appropriate improvements.

5.65 The District together with Kent County Council has entered a Quality Bus Partnership with the major local commercial bus operator in order to promote reliable, attractive and convenient service networks. The District Council has already embarked on a programme of general improvements including shelter renewal/modernisation and installation of "bus boarders". The Councils have identified three "Quality Bus Corridors" (featured in the Appendices) where investment will be targeted in promoting phased improvements to reliability and passenger information, including approach-time information display at passenger stops. In preparing traffic management schemes, the Council will give sympathetic consideration to the needs of buses including the provision of bus priority measures where appropriate.

Rail

5.66 Capacity exists for increased use of rail for local journeys. Thanet has seven railway stations serving the main centres of the District. Not all stations are conveniently located in relation to popular destinations and centres of population gravity. The Council intends to work with the local rail operator to promote greater use of rail in preference to cars for journeys within the District and East Kent. Rail/bus interchange facilities have been implemented at Ramsgate, and are planned for Minster Railway Station within the plan period.

POLICY TR13 - PUBLIC TRANSPORT FACILITIES

THE COUNCIL WILL SEEK TO APPROVE PROPOSALS TO FACILTATE USE OF PUBLIC TRANSPORT, INCLUDING: -

- **PROVISION/IMPROVEMENT OF PASSENGER INFORMATION AND WAITING FACILITIES**
- **DEVELOPMENT REQUIRED TO IMPROVE PERSONAL SECURITY AND ACCESSIBILITY FOR PEOPLE WITH LIMITED MOBILITY**
- **BUS/RAIL INTERCHANGE FACILITIES**
- **SECURE CYCLE STORAGE AT RAIL STATIONS**

ALL NEW DEVELOPMENT SHOULD TAKE INTO ACCOUNT THE NEEDS OF PUBLIC TRANSPORT, AND WHERE OPPORTUNITIES ARISE, IMPROVED FACILITIES FOR WAITING PASSENGERS.

Providing Sustainable Transport Facilities for New Development

5.67 The District Transport Plan sets out a six-year programme of action to develop and improve sustainable transport facilities and networks well related to development patterns envisaged in this Local Plan. Development of certain types and size may bring forward the need for these programmed or additional improvements. For example, housing or other travel generating development located within 400 metres of the cycle network, proposed pedestrian links or/and quality bus corridors (featured in Appendices) would normally be expected to contribute to their provision/improvement (Policy TR14). This Local Plan sets out the nature of any improvements expected to be provided in connection with specific site allocations. However, the Council will assess all development proposals to establish the travel demands they will generate. The emphasis of such assessments will be to promote sustainable travel, and the impact development will have in terms of capacity of networks and facilities in the vicinity of the site. Where assessments indicate a need to bring forward or provide additional transport improvements, the Council will require the developer to provide or contribute to the cost of achieving the appropriate improvements. It will seek to do this by means of a planning obligation. (Policy TR3 refers). In particular, proposals for travel-generating development in the vicinity of Westwood Cross will be required to provide/contribute towards such improvements, including specific improvements along the quality bus corridors that link Westwood to the rest of the plan area. Appendix F identifies some relevant quality bus corridors. Subsequent assessment may identify other quality bus corridors.

POLICY TR14 - PROVISION OF FACILITIES FOR SUSTAINABLE TRANSPORT

PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED IN TERMS OF THE TYPE AND LEVEL OF TRAVEL DEMAND LIKELY TO BE GENERATED. PROPOSALS EXPECTED TO RESULT IN A NEED TO IMPROVE OR BRING FORWARD PROGRAMMED IMPROVEMENTS TO PUBLIC TRANSPORT, WALKING OR CYCLING FACILITIES OR INFRASTRUCTURE WILL BE REQUIRED TO INCORPORATE OR CONTRIBUTE TO THE COST OF THEIR PROVISION.

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 OF PUBLIC TRANSPORT SERVICES**

Green Travel Plans

5.68 The effectiveness of policies promoting sustainable travel fundamentally depends on the preferences and behaviour of individuals, businesses and organisations. The Council intends to use its planning powers to encourage reduction in work place parking in favour of alternatives such as walking, cycling and public transport. The Council is keen to promote the use of Green Travel Plans as a means of influencing travel decisions by individuals and businesses in support of sustainable travel objectives. It will encourage preparation of Green Travel Plans by local businesses and other organisations, and proposes to prepare supplementary advice setting out model provisions which may be helpful. Examples of measures in Green Travel Plans include specific initiatives to travel on foot, by cycle or public transport, make shared use of cars and secure reduced traffic speeds.

5.69 The Council will expect Green Travel Plans to accompany planning applications for development likely to generate significant travel demand in locations where car reduction and non-car travel is promoted in the Local Plan, or where specific transport problems may otherwise arise. In particular, Green Travel Plans will be required in respect of major development including jobs, leisure, and services and for development at allocated business parks, Kent International Airport, the Westwood retail area and Ramsgate Waterfront. The

content of Green Travel Plans will be expected to be drawn up in consultation with the Council and local transport providers, and applications should include or provide any facilities needed to enable their implementation. The Council will aim to secure implementation of Green Travel Plans through use of planning conditions or obligations.

School Travel Plans

5.70 The Council wishes to develop working partnerships with schools and the education authorities to promote safe and environmentally friendly travel to and from schools. Encouraging walking and cycling to schools will also promote health and independence. The objective will be to identify suitable measures for inclusion in School Travel Plans to improve pupil safety, reduce the need to use cars for the daily school run and hence reduce the effects of congestion and vehicle emissions arising.

POLICY TR15 - GREEN TRAVEL PLANS

DEVELOPMENT PROPOSALS LIKELY TO GENERATE SIGNIFICANT TRAVEL DEMAND AND/OR TRAFFIC MOVEMENT WILL BE REQUIRED TO DEMONSTRATE, THROUGH GREEN TRAVEL PLANS, SPECIFIC MEASURES TO ENCOURAGE AND FACILITATE USE OF WALKING, CYCLING AND PUBLIC TRANSPORT IN PREFERENCE TO PRIVATE CAR TRAVEL.

THE COUNCIL WILL SEEK TO APPROVE MEASURES, WHICH WILL ASSIST IMPLEMENTATION OF GREEN TRAVEL PLANS AND SCHOOL TRAVEL PLANS.

Car Parking

5.71 The availability of car parking is a major influence on choice of means of travel. This Plan recognises the need to maintain some car parking provision, for example, to provide choice of travel to urban centres, while restricting provision in new development in order to optimise site development potential, and promote sustainable transport choice. The District Council is preparing a comprehensive parking strategy to inform detailed parking policy. Important objectives will be to encourage greater use of public transport, walking and cycling for local journeys in preference to private cars, and secure effective enforcement to facilitate safe and efficient traffic movement.

5.72 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, for example, incorporating, where feasible, underground or multi-storey car parking.

5.73 In determining proposals for development including residential, the Council intends to apply maximum levels of parking provision to be permitted. These maximum levels are set out in Appendix G. The Council will expect lower or nil

provision to be considered where sites are well located in relation to public transport and a range of services. Significant reductions to maximum standards will also be expected in residential development where conversion is involved and where off-street parking may be difficult to design in, or where the size or nature of the accommodation can be expected to generate lower car parking demand than family housing. Special justification would be needed for residential schemes involving average parking provision exceeding 1.5 spaces per dwelling, in order to promote sustainable residential environments.

5.74 The Regional Transport Strategy points to the need to restrict parking provisions below the levels set in Planning Policy Guidance Note 13 (PPG13) in view of the need to promote non-car travel in the Region. A maximum of 70% of the parking levels contained in PPG13 is considered appropriate to the areas covered by the following policy, and this is reflected in the standards set out in Appendix G. The levels set out in PPG13 do not cover all land uses, for example residential. In such circumstances where particular land uses are not covered in the Appendix then a maximum car parking level will be calculated as 70% of the Kent County Council Vehicle Parking Standards.

5.75 Where appropriate parking provision for service vehicles will also be required in accordance with the County Council's vehicle parking standards.

Town Centres

5.76 In towns 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. Structure Plan policy aims to resist A2/B1 uses in larger town centres where these would lead to additional non-operational parking, in order to reduce long-stay parking provision.

5.77 With the exception of Ramsgate Renaissance (see Policy TR9) the Council does not propose to create any additional off-street public car parks. New development will be expected to rely on existing public car parks and non-car transport to accommodate customer and employee needs and will be discouraged from providing dedicated car parking. In some instances a limited amount of parking provision for disabled people may be appropriate. Adequate off-highway servicing of business uses will continue to be required.

Secondary Shopping Areas

5.78 In Secondary Shopping areas 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.

5.79 Outside the areas referred to above, the Council will monitor the situation, and consider appropriate measures and mechanisms to address any problems identified.

POLICY TR16 - CAR PARKING PROVISION

- A) PROPOSALS FOR DEVELOPMENT WILL BE REQUIRED TO MAKE SATISFACTORY PROVISION FOR THE PARKING OF VEHICLES (INCLUDING, WHERE APPROPRIATE, SERVICE VEHICLES).**

PROPOSALS SEEKING CAR PARKING PROVISION ABOVE THE STANDARDS SET OUT IN APPENDIX G WILL NOT BE PERMITTED.

IN CONSERVATION AREAS WHERE PROVISION OF PARKING IN LINE WITH THIS POLICY WOULD BE DETRIMENTAL TO THE CHARACTER OF THE CONSERVATION AREA OR HAVE AN ADVERSE EFFECT ON THE SETTING OF A LISTED BUILDING OR ANCIENT MONUMENT THEN EXCEPTIONS MAY BE MADE.

- B) WITHIN THE TOWN CENTRE AREAS OF RAMSGATE, MARGATE AND BROADSTAIRS (AS DEFINED ON THE PROPOSALS MAP), NEW DEVELOPMENT PROPOSALS WILL NOT BE REQUIRED OR EXPECTED TO PROVIDE ON-SITE CAR PARKING SPACES. ON SITE NON-OPERATIONAL PARKING FOR A2/B1 USE WILL BE RESISTED.**

Retention of Existing Car Parking

5.80 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 and grass verges.

POLICY TR17 RETENTION OF EXISTING CAR PARKING

IN TOWN CENTRES AND IN THE CLIFTONVILLE SHOPPING AREA THE EXISTING LEVEL OF OFF-STREET PUBLIC CAR PARKING WILL BE RETAINED. DEVELOPMENT WILL BE REFUSED WHERE THIS RESULTS IN THE LOSS OF PUBLICLY AVAILABLE OFF-STREET CAR PARKING IN THESE CENTRES UNLESS:

- (1) A PROPOSAL MAKES SATISFACTORY REPLACEMENT AS PART OF THE DEVELOPMENT OR ON A SUITABLE SITE**

OR

- (2) THE LOSS OF PARKING SPACE IS A DIRECT RESULT OF PHYSICAL IMPROVEMENT MEASURES**

Westwood and Out-Of-Centre Locations

5.81 At Westwood many individual stores already have large, free car parks, and collectively Westwood is over provided with car parking. This situation also applies at out-of-centre locations, including specifically Asda at Westwood Road, Broadstairs, B&Q and Halfords at Ramsgate Road, Margate, Focus Do-It-All, Pyson's Road, and Tesco at Manston Road, Ramsgate. The Council will seek to encourage non-car travel to Westwood and the above out-of centre locations. 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. It will seek to achieve this through cooperation with developers and use of its planning powers in relation to any proposals to extend existing or build new commercial development including retail and leisure.

POLICY TR18 - CAR PARKING AT WESTWOOD AND OUT OF CENTRE LOCATIONS

AT WESTWOOD AND THE OUT-OF CENTRE LOCATIONS SHOWN ON THE PROPOSALS MAP, 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.

- **CAR PARKING PROVISION IN NEW DEVELOPMENT SHALL NOT EXCEED THE MAXIMUM LEVELS OF PROVISION SET OUT IN APPENDIX G.**
- **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 FLOORSPACE OF EXISTING AND NEW DEVELOPMENT, SHALL NOT EXCEED THE MAXIMUM LEVELS OF PROVISION SET OUT IN APPENDIX G.**

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.

Traffic Management

5.82 The District Transport Plan contains a package of traffic management proposals. These aim to improve priority for people over traffic in town centres, improve air quality, enhance the street environment and improve road safety in

sensitive locations such as residential areas, rural locations lacking footways, shopping streets and near schools. Specific measures include: -

- Application of zone-based charging for on- and off-street parking and enforcement of parking restrictions.
- Consultation and introduction of traffic calming measures including education, enforcement and physical measures such as narrowings and speed tables/cushions.
- Identification of further locations (for example, in town centres, residential areas and near schools) where 20 mph speed limits, traffic calming and traffic restrictions could be tested.

5.83 Many of these measures are outside the scope of land use planning. Support for introduction of new traffic calming measures in the Thanet Villages is expressed in Policy R6.

POLICY TR19 - TRAFFIC MANAGEMENT MEASURES

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.

Telecommunications

5.84 The District Council recognises that the development of telecommunications is essential to quality of life and to the economy at all levels, can facilitate local economic growth, and safeguard the environment through reducing the need to travel. Electronic communication links are potentially of great significance for Thanet's growing potential as a competitive business location. In particular, the development of Broadband communication services, enabling rapid electronic interchange, will potentially attract hi-tech business investment as well as benefiting domestic users. Accordingly the Council will aim to facilitate, and benefit from direct connection to, these developing high-speed services.

5.85 The District Council will seek to accommodate development required to facilitate the growth of telecommunications in general and the evolving requirements and growth of telecommunications operators. In recognising the wider benefits of telecommunication facilities the District Council remains committed to safeguarding Thanet's environmental quality. Location of telecommunication facilities may be constrained by technical considerations, and the District Council will seek to accommodate such developments in a way which minimises environmental impact. Mast sharing may be beneficial in reducing visual impact depending on location, and the resultant size and appearance of any structure. Applicants seeking erection of new masts will be expected to show evidence that they have explored the possibility of erecting antennae on an existing building, mast or other structure.

5.86 Telecommunications technology has raised certain concerns. The Independent Expert Group on Mobile Phones (IEGMP), under the chairmanship of Sir William Stewart FRS FRSE, considered concerns regarding possible health effects from electromagnetic fields associated with mobile phone technology. While this found no evidence to suggest that base (transmission) stations put the health of the general population at risk, the Government has adopted the Group's recommendation to adopt a "precautionary approach" (comprising a series of scientific measures) until more robust and detailed information on health effects is available. Specific recommendations accepted by Government include independent audit of base station emissions against approved guidelines, exclusion zones around base stations antennae to prevent public exposure to radio frequency radiation above approved guidelines and a substantial research programme.

5.87 Government has accepted the recommendation that base stations should, as a precautionary measure meet the guidelines of the International Commission on Non-Ionizing Radiation protection (ICNIRP) for limiting public exposure. Government planning guidance (PPG8) states that all new base stations are expected to meet ICNIRP guidelines, and that applications for apparatus should include a statement that, when operational, it will meet the guidelines.

5.88 In seeking to operate within the precautionary principle the District Council will have regard to the Stewart Group's report and relevant Government Planning Policy Guidance. Where the Council is satisfied that development will not exceed ICNIRP guidelines it will, in general, regard such development acceptable in terms of impact on health.

5.89 The County Council as county planning authority proposes to develop a strategy for development of telecommunication facilities of national, regional and countywide importance. This will enable the local plan to consider the optimum siting for any such facilities, which may require to be located in the District. In the absence of any known locational requirements, the following policy sets out the general considerations, which will be applied to telecommunications development.

POLICY TR20 - TELECOMMUNICATIONS

IN EXERCISING ITS PLANNING POWERS, THE DISTRICT COUNCIL WILL SEEK TO ACCOMMODATE THE DEVELOPMENT NEEDS OF TELECOMMUNICATIONS OPERATORS WHILE SAFEGUARDING ENVIRONMENTAL QUALITY IN THE DISTRICT.

PROPOSALS WILL BE REQUIRED TO DEMONSTRATE THAT VISUAL IMPACT HAS BEEN MINIMISED THROUGH CAREFUL SITING, DESIGN, AND, WHERE APPROPRIATE, LANDSCAPING.

5.90 Occupiers of new housing, offices and other development will require to be connected to telecommunications networks. The impact of associated cables

etc can be effectively reduced if adequate underground ducting etc can be designed in, at the outset. The District Council will expect developers to consider the telecommunications needs of the future occupiers in designing new development. A specific policy relating to satellite television dish antennae is set out in the Design Chapter.

TARGETS

LP Implementation Target	
Policy Area	Sustainable Travel (Cycling)
Relevant Policies	TR 12
Indicator	% total trips which are undertaken by cycle
Target	At least 6% of all trips to be made by cycle by end of Local Plan period
Monitoring	Available information on proportion of trips (e.g. Thanet Travel Survey)
LP Implementation Target	
Policy Area	Car Parking Provision
Relevant Policies	TR 16
Indicator	Level of car parking provision compared to the policy
Target	100% new development should not exceed car parking provision set out in the policy
Monitoring	Car parking provision shown in planning approvals
LP Implementation Target	
Policy Area	Car Parking
Relevant Policies	TR 17
Indicator	Development permitted which would result in net loss of existing level of off-street public car parking in coastal town centres
Target	Retention of 100% of existing off-street car parking provision in town centres excluding Westwood
Monitoring	Planning approvals resulting in loss of car parking provision in coastal town centres

ANNEX 1

List of Key Projects to Be Addressed In Local Plan Period

- Public Transport Interchange at Westwood
- Comprehensive network of cycle routes including around coast, schools and other major traffic generators.
- School Travel Plans in place for 50% of Thanet Schools.
- Traffic management/improvements to highways to facilitate development of Kent International Airport and movement of work force by reduced dependence on private cars.
- Improvements to the A256 and A299 to facilitate area regeneration

6. Design

6. Design

Introduction

6.1 Urban design is one of the fundamental elements for our quality of life and in the realisation of a sustainable lifestyle. Design will effect the way in which we live, the way in which we work and in the way we perceive the District as a whole.

6.2 The Government's promotion of higher density developments on brownfield sites in urban areas means that the achievement of high quality design solutions is even more essential. Good design will also be an essential element in the regeneration of Thanet. To provide real opportunities for people to want to live and work in urban areas, it is crucial that new developments correspond with the principles of good design so that our towns and villages are not only safe and attractive but also provide environments that people will respect and be proud of.

6.3 By 2020 the Council's vision is that the commitment to quality and creativity in the way new buildings are designed will have had a significant beneficial impact on the Thanet's built environment. Following Government Guidance and guidance in Kent Design, better urban design will have been achieved through positive management, meaningful collaboration and the right skills.

6.4 Designs of new buildings will have set new standards not seen in Thanet for many years. Quality is the key word to describe new building over the last twenty years. Whether it is the materials used or the inspiring detailing on the finished building, people will notice and approve of the new developments that, whilst modern, are sympathetic to their surroundings. All new buildings will be more 'sustainable' in both the way they are built and in their designs.

6.5 Diversity and choice will have been promoted in the towns through a mix of compatible developments and uses to create viable places that respond to local needs. The improvement of public squares and areas will also have benefited town life in Broadstairs, Margate and Ramsgate.

6.6 However, grand, modern designs are not the only reason for future civic pride in Thanet. Locally distinctive patterns and the best examples of past styles will have been safeguarded and enhanced. This is especially true in the towns where their old charm will still be evident and just as popular.

6.7 Where possible, new residential developments would have been focused in the urban areas, along main transport routes and are of a higher density than in the last 20 years of the 20th century. However, higher density has not meant a lower quality of life. Designs will have incorporated innovative detailing, open spaces, 'green roofs' and other techniques that have increased the interest of the buildings for everyday life.

6.8 This chapter sets out this Council's policies for achieving and maintaining the principles of good urban and rural design so that the vision can be realised. The main objectives of the Plan are as follows:

OBJECTIVES

- 1. TO ENSURE THAT NEW DEVELOPMENT IS OF A HIGH STANDARD OF QUALITY AND DESIGN;**
- 2. TO ENHANCE ENVIRONMENTAL QUALITY AND SUSTAINABILITY THROUGH INNOVATIVE DESIGN SOLUTIONS;**
- 3. TO ENSURE THAT NEW DEVELOPMENT CREATES PLACES THAT HAVE THEIR OWN IDENTITY AND ARE SAFE AND ATTRACTIVE ;**
- 4. TO ENSURE THAT NEW DEVELOPMENTS RESPECT AND ENHANCE THE LOCAL CHARACTER OF EXISTING AREAS AND BUILDINGS, ESPECIALLY CONSERVATION AREAS AND LISTED BUILDINGS;**
- 5. TO ENSURE THAT THE NEEDS OF PEDESTRIANS AND CYCLISTS ARE GIVEN PRIORITY OVER VEHICLES IN NEW DEVELOPMENT;**
- 6. TO SAFEGUARD AREAS AND FEATURES, INCLUDING OPEN SPACE AND VEGETATION, WHICH CONTRIBUTE TO THE QUALITY OF THE LOCAL ENVIRONMENT;**
- 7. TO ENSURE THAT THE NEEDS OF PEOPLE WITH MOBILITY OR SIGHT DIFFICULTIES ARE TAKEN INTO ACCOUNT IN DESIGN.**

The Importance of Design, Environmental Quality and the Architectural and Historic Heritage

6.9 The importance of good design has recently been given greater emphasis in Government Planning Policy Guidance Notes (PPGs) and in the Regional Guidance for the South-East (RPG9). Design is seen as a vital element in the pursuit of sustainability, in maximising the opportunities for renewal and in striving for a greater mix of building types, land uses and tenures, and in seeking to optimise density. The Government also identifies the need to embrace innovation whilst at the same time protecting the best of the Region's cultural and natural heritage.

6.10 Good design is a major element of the final report of the Urban Task Force, chaired by Lord Rogers of Riverside, 'Towards an Urban Renaissance'. This report considers urban regeneration founded on the principles of design excellence, social well-being and environmental responsibility within a viable and legislative framework.

6.11 The Kent and Medway Structure Plan gives recognition at strategic level to the importance of conserving and enhancing the quality of the built and natural

environment both for its effect on the quality of life and for the support it gives in stimulating new investment. The Structure Plan points out the quality of the built environment is of growing importance not only for the concentrations of people who live there but also for the cultural, leisure and retailing functions in such locations, which underpin their economic well-being.

Thanet Context

6.12 There is an extensive and rich variety of building forms and character within the built-up area of Thanet. The urban areas range from the "urban villages", such as Pegwell and St Peter's, to the 1970s town centre and bright lights of Margate, the 'leafy' residential areas and special atmosphere of Broadstairs to the historic harbour, lively marina and cross-Channel port of Ramsgate. There is also a diversity of pleasant character and built form throughout Thanet's villages.

6.13 The District Council is committed to safeguarding and enhancing the quality of the built environment so as to maintain and improve quality of life and the attractiveness of the District to residents, visitors and investors. It will therefore seek to promote the highest standards of design in exercising its development control function.

6.14 There are four broad areas in this chapter. The first considers the general 'Design Principles' that will apply to all new developments in the District. The second considers 'Enhancement & Special Character Areas' such as 'Areas of High Townscape Value' and 'seafront architecture'. The third and fourth deal with more specific issues of considerations for the elderly and agricultural buildings respectively.

Design Principles

6.15 In amplification of Government guidance and of the relevant Structure Plan policies, the following principles are considered to be important in developing design concepts that will safeguard and enhance environmental quality. The District Council has, as a partner in the process, adopted 'Kent Design', produced by the Kent Association of Local Authorities, as Supplementary Planning Guidance. This guide promotes sustainability and good design through various principles and objectives and is a material consideration in the determination of planning applications. It also complements and expands upon the principles and on Policy D1 set out below and should be referred to during the preparation of any planning application. In 2006 a new 'Kent Design Guide' was published. This replaces 'Kent Design' and will be adopted in due course.

6.16 The District Council has also adopted Supplementary Planning Guidance with regard to 'Shopfront Design', 'Shopfront Security Shutters', 'Conservation Areas' and 'Conversion of Shops to Residential Accommodation'.

6.17 The principles set out below will not be treated as prescriptive requirements but will be applied flexibly and appropriately to safeguard and enhance environmental quality.

The need to create and safeguard attractive and distinctive places

6.18 The design, scale and grouping of existing buildings, the spaces between them, the texture, type and colour of materials, uses, enclosure, vegetation, land contours and views all contribute to the character and identity of a place. Where a satisfactory sense of place exists, new development should respect, complement and preferably enhance it.

6.19 Where development is proposed in an essentially undeveloped location, retention of existing characteristics including land contours, vegetation, footpaths and attractive or open views beyond the site can help to retain or create an attractive sense of place. When these are not present or are not in themselves strong features the design should endeavour to 'create' a sense of place through design reflecting the scale and proportions of local 'place'.

Innovation in Design

6.20 Proposals that incorporate innovative design in the pursuit of sustainability will be encouraged. This can include the way in which the development is constructed, the materials used or the methods used to reduce consumption from non-renewable energy sources. For example the use of 'green roofs' (the use of flora on the roof) will not only add to the visual appeal to a building, but also reduce surface run off, improve insulation and increase biodiversity. Another example of how design can help the environment is that of water conservation. Larger recycling systems, such as those that recycle rainwater, as well as innovative small scale measures, such as water-efficient toilets, can make a significant contribution. Good modern design where sensitive to its surroundings, even in Conservation Areas, should be promoted. It is recommended that the advice given in the Kent Design Guide should be considered.

Mixed Uses

6.21 Mixed-use developments will be encouraged. The diversity of activity provided for by mixed use will not only make an area more attractive through the diversity of activity but will also reduce the need to travel by car as more people could live within walking distance to the main services. Single-use developments can produce areas with little or no social interaction and thus create desolate areas with unfriendly and unsafe environments. Mixed-use developments can apply to towns, neighbourhoods, streets and to large developments with the relevant mix of uses for those areas. Careful planning, design and siting should be used to resolve any conflicting interests.

Density

6.22 Whether for residential or for commercial use, when density levels are increased, the land take for new development reduces. Higher densities can also contribute to social interaction, be more viable for public transport and provide opportunities for energy efficiency. However, designs need to be properly considered so that the development does not fail through, for example, the loss of privacy or increases in noise. Higher density developments, that have carefully considered other aspects of design, will therefore be encouraged by the Council, especially within town centres or areas accessible to good public transport routes.

6.23 The impact of high density development on the surrounding townscape will be an important material consideration, but PPG3 explains that the overriding objective is to ensure the more efficient use of land. In other areas carefully considered variety in design and density can enhance identity and character. PPG3 clearly expects that poor design should be rejected.

6.24 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. However, the Council envisages that densities of up to 50 dwellings, or more, per hectare net may be achieved with careful design. A mixture of dwelling type and size can provide variety in a development. Developments of less than 30 dwellings per hectare net on any site will usually require special justification. Policy H1 will also apply.

6.25 In respect of proposals for conversion to flats, Policy H9 will apply. Supplementary guidance is provided in the adopted Conversion to Flats Guidelines, which sets out comprehensive standards relating to design and layout of accommodation, amenities, and parking requirements, which the District Council would expect to be achieved. It is important to note that buildings that have an overall floor area of less than 110 square metres (1184 square feet) are considered unsuitable for conversion to smaller units. These guidelines are taken into account when determining applications for conversion of buildings to flats. The guidance relating to refuse storage/collection and clothes drying is also applicable in respect of new build flat developments.

Natural Light

6.26 Sufficiency of natural light is an important factor to amenity, health and energy efficiency, and has significant design implications. The District Council generally commends the guidance contained in the Building Research Establishment Report "Site Layout Planning For Daylight And Sunlight - A Guide To Good Practice" in relation to sufficiency of daylight and sunlight to buildings, gardens and amenity areas etc.

Form

6.27 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.

6.28 Shopfronts have an impact on the form of a building. They are a dominant visual feature in shopping locations and, if designed poorly, will have a detrimental affect on the perceptions on the area. The District Council intends to use its planning powers to safeguard well-designed and traditional existing shopfronts in sensitive locations and to promote new shopfront design that is appropriate to its location. The District Council have adopted Supplementary Planning Guidance Notes (No.1 Shopfront Design & No.2 Shopfront Shutters) amplifying the design principles it seeks to promote. Another Supplementary Planning Guidance leaflet is also available with regard to the 'Conversion of Shops to Residential Accommodation, external design alterations' (leaflet No.4). Policy H9 will also apply.

Scale

6.29 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 present 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.

Detail

6.30 Materials should normally be of a local type and harmonise with those of adjoining development (where these present a satisfactory appearance). Architectural style should respect, but not copy or mimic, that of other development in the locality. Innovation in decoration can, if sensitively considered, enhance the identity and character of a building and place.

6.31 While listed buildings, and, to some extent, buildings in conservation areas represent the most important assets in the District's built-environment heritage, the wider townscape and built environment of the urban areas and villages have an important role to play as far as perception of the District is concerned. The District Council is anxious to avoid cumulative erosion of pleasant and unspoilt character that can be caused by certain alterations. Property owners should be also made aware that insensitive home "improvements" could actually reduce property values both on an individual and area basis.

6.32 A guidance leaflet in respect of repairs and alterations to buildings has been prepared by the District Council. Another Guidance leaflet, No.3, is also available for advice on repairs to dwellings in Conservation Areas. In exercising its planning powers, the District Council will aim to ensure that extensions to

dwellings do not adversely affect the amenity enjoyed by neighbouring property occupiers nor have an adverse visual impact on the wider environment.

Functional Requirements

6.33 The functional requirements (e.g. car parking, service areas and access) of a development should form an integral part of the initial design concept. In line with government guidance, the needs of the pedestrian and cyclist should be given priority over the car. This will not only encourage the use of cycling and walking, but also reduce the potential for accidents and promote social interaction between neighbours. The report, *Towards an Urban Renaissance* encourages the use of 'Home Zones' where "...pedestrians have absolute priority over cars..." and the Council will seek to implement such schemes where viable, and in agreement with the local community.

6.34 New developments will be required to provide adequate provision for dustbin storage and refuse collection. The Council will require that a carry distance for refuse collection should not exceed 25 metres. Residential developments should also make appropriate provision for adequate clothes drying facilities.

6.35 Increases in car ownership and intensification of use of buildings are two factors that can result in the use of front garden areas for parking. This often gives rise to a run-down and sterile appearance resulting from partial demolition of walls, large expanses of bland hard surface, removal of vegetation, and the presence of parked vehicles themselves. Where several front gardens in close proximity are used for parking, the effect can be even more detrimental, even having a negative effect on property values as well as environmental quality. Guidance on softening the impact of front-area parking (including use of planting and surface materials) is contained in the *Conversion to Flats Guidelines* (supplementary guidance available from the District Council). With regard to 'tandem development' (see above) extra consideration should be given to a satisfactory separate means of pedestrian and vehicle access.

Safety & Security

6.36 Safety and security are also important considerations that will have design (including landscaping) and spatial implications and should be taken into account in the design process. The District Council has a duty under Section 17 of the Crime and Disorder Act to exercise its various functions with regard to the likely effect of those functions on crime and disorder in its area. Such functions include planning decisions as these can have significant implications for crime and disorder. Crime can be reduced through careful design; for example, footpaths can be improved through good lines of visibility or good lighting. The careful combination of security fences and appropriate landscaping cannot only enhance security but do so in ways that are not visually damaging.

Accessibility

6.37 The Council commissioned David Couttie Associates to examine housing needs in Thanet. They produced a document, 'Thanet Housing Needs and Empty Property Survey', which suggested that 18.6% of households contained a disabled person. Therefore, the District Council wishes to ensure that as far as possible, disabled or mobility limited people have the same opportunities as other members of the public.

6.38 An important consideration for access that will effect the planning process is the Disability Discrimination Act 1995. This Act is the first legislation in the UK to address discrimination against disabled people and has implications for the design of access to and within buildings. The Act is being brought into force in stages. Employers are now already responsible for access in the workplace for their employees and service providers are responsible for making the service accessible by '...other means...'. However, from 2004 service providers are responsible for making physical, and therefore permanent, changes to their premises to make their services more accessible. The Code of Practice on Access to Goods, Services and Facilities is available from HMSO.

6.39 The 1995 Act also affects access provision into and within Listed Buildings that are open for public use. The Council would advise consultation with the Conservation Department at the earliest possible time in the proceedings to give the best possible consideration on this matter.

6.40 Developers also have a responsibility to comply with the regulations set out in Part M (1999 edition) of the Building Regulations 1991. These Regulations now cover access considerations for dwellings as well as for other buildings. In addition, developers have an obligation under the Chronically Sick and Disabled Act 1970 to make provision for the needs of disabled people in respect of premises to which the public are to be admitted.

6.41 The District Council is required to draw to the attention of developers the relevant provisions of the above Act and to the British Standards Institution Code Of Practice for Access for the Disabled to Buildings (BS 5810: 1979) and, in respect of educational buildings, to the Department of Education and Science Design Note 18 "Access for the Physically Disabled to Educational Buildings".

6.42 Clearly access arrangements can have amenity implications relevant to determination of planning applications. The District Council wishes to ensure that where buildings and areas are proposed to be accessible to the general public, full account is taken of the needs of people with mobility or sight difficulties at the design stage.

6.43 Whilst the Acts are generally non-prescriptive in methods of access, it would be preferable to aim for 'Inclusive Design'. This is an approach to design that sets out to include as many people as possible rather than to look for the lowest common denominator or to reconcile all the needs of every possible minority group in society. By considering inclusive design for access, perceived barriers and exclusion can be broken down.

6.44 Even where there may be no statutory obligation to provide for the needs of disabled people, the District Council may consider the desirability in planning terms of attaching conditions requiring such provision to be made, e.g. before a change of use is implemented. In such circumstances, impact upon listed buildings and conservation areas will be an important consideration in determining whether to attach such conditions.

Public Art

6.45 Public art can enrich our lives by enhancing our awareness and enjoyment of our built and natural environment. It can bring interest and a sense of place to new and old developments by creating a local distinctiveness that in turn can engender civic pride and enhance tourism. Commissions can also provide opportunities for local artists in the flourishing artistic community in the Thanet District.

6.46 The Council will encourage the inclusion of public art in new developments and/or improvement projects. Public art commissioned should be of a high quality and specific to their site. It can encompass a wide variety of elements including individual artworks, street furniture, signing, lighting, entrance features and working with developers on the design of the actual buildings. Different media may also be considered such as sound, projection and lighting, though this will depend upon surrounding uses.

6.47 The commissioning of public art is best integrated by involving artists as early as possible within the design and development process. Thanet District Council has an agreed methodology of selecting, appointing and commissioning artists and public art. The Council itself has produced 'A Public Art Strategy for Thanet' and will pursue a programme of public art linked to regeneration initiatives.

Landscaping & Trees

6.48 Landscaping can soften the impact of new buildings, lend a sense of maturity to new development, and help to establish a sense of place. It also has a crucial role in terms of wildlife habitat creation and improving the biodiversity of urban areas. However, landscaping should always form an integral part of the design. It should not consist of 'offcuts' of leftover land, or be used simply to camouflage poor design. The future maintenance of landscaping is also an important issue. 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, thus reducing the burden on the 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. It is, however, accepted that buildings of particular merit deserve an uninterrupted view.

6.49 The District 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: 2005 (Guide for Trees in Relation to Construction) gives guidance regarding the best approach to new site development in relation to existing trees. The Council will also seek 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 safeguard/enhance habitat.

6.50 The District Council, when considering new developments, especially for residential, will seek to resist the loss of trees and hedges, and will encourage new planting. New landscaping proposals in new developments will also be judged in relation to Policy D2 below.

6.51 Further requirements for landscaping are required on sites adjoining farmland. Agricultural land is farmed right up to the edges of Thanet's urban areas. The intensive nature of agricultural production has precluded the introduction of buffer zones to prevent casual access onto farmland. This has resulted in a measure of trespass and vandalism to crops. New landscaping, to prevent such access and to soften the edge of the urban area, would form an integral part of this requirement.

Habitat Creation

6.52 The District Council considers that any potential advantages to nature conservation, which may arise in connection with development proposals, should be explored fully when dealing with such applications. The Council will therefore, support initiatives or development designs that incorporate the creation of suitably sited new habitats and/or corridors. However, relocation or re-creation of existing habitats will not normally validate a proposal, which would result in a loss of habitat where that loss itself constitutes an objection to the development.

6.53 Long-term management is a consideration, but this may actually mean less maintenance or management than if, for example, land was given over to open space. The District Council may seek the advice of Kent Wildlife Trust in respect of particular proposals or opportunities.

6.54 The District Council will therefore encourage the use of legal agreements, such as Section 106 of the Town and Country planning Act, or Section 39 of the Wildlife and Countryside Act, to safeguard habitats and wildlife, and improve the management of landholdings for nature conservation purposes.

6.55 In its pursuit of good design in all new developments, the Council will not grant permission to proposals deemed to be of a poor standard, based on the provisions above or in 'Kent Design' and on the following policies.

POLICY D1 - DESIGN PRINCIPLES

- (1) ALL NEW DEVELOPMENT IS REQUIRED TO PROVIDE HIGH QUALITY AND INCLUSIVE DESIGN, SUSTAINABILITY, LAYOUT AND MATERIALS.**
- (2) A NEW DEVELOPMENT PROPOSAL WILL ONLY BE PERMITTED IF IT:**
 - A) RESPECTS OR ENHANCES THE CHARACTER OR APPEARANCE OF THE SURROUNDING AREA, PARTICULARLY IN SCALE, MASSING, RHYTHM, AND USE OF MATERIALS APPROPRIATE TO THE LOCALITY;**
 - B) IS COMPATIBLE WITH NEIGHBOURING BUILDINGS AND SPACES AND DOES NOT LEAD TO UNACCEPTABLE LOSS OF AMENITY THROUGH OVERLOOKING, NOISE OR VIBRATION, LIGHT POLLUTION, OVERSHADOWING, LOSS OF NATURAL LIGHT, OR SENSE OF ENCLOSURE;**
 - C) INCORPORATES WHERE PRACTICABLE A HIGH DEGREE OF PERMEABILITY FOR PEDESTRIANS AND CYCLISTS AND ALSO CONSIDERS ACCESS FOR PUBLIC TRANSPORT;**
 - D) INCORPORATES PROVISION FOR DISABLED ACCESS;**
 - E) RETAINS OPEN SPACES, GAPS IN DEVELOPMENT, MATURE TREES, OTHER VEGETATION AND ANY OTHER FEATURES THAT CONTRIBUTE TO BIODIVERSITY AND THE QUALITY OF THE LOCAL ENVIRONMENT;**
 - F) INCORPORATES NEW LANDSCAPING AS AN INTEGRAL PART (AS SET OUT IN POLICY D2);**
 - G) INCORPORATES, WHERE APPROPRIATE, WILDLIFE HABITATS, WILDLIFE CORRIDORS AND INITIATIVES FOR THEIR LONG TERM MANAGEMENT;**
 - H) INCORPORATES MEASURES TO PREVENT CRIME AND DISORDER, PROMOTES PUBLIC SAFETY AND SECURITY AND THE PERCEPTION OF PUBLIC SAFETY AND SECURITY;**
 - I) INCORPORATES, WHERE PRACTICAL AND APPROPRIATE, HIGH QUALITY INTEGRATED PUBLIC ART WHICH IS RELEVANT TO THE SITE AND LOCALITY;**
 - J) PROVIDES SAFE AND SATISFACTORY MEANS OF PEDESTRIAN AND, WHERE PROVIDED, VEHICLE ACCESS;**
 - K) PROVIDES FOR CLOTHES DRYING FACILITIES AND REFUSE DISPOSAL¹ OR DUSTBIN STORAGE; AND**

L) INCORPORATES SUSTAINABLE DRAINAGE SYSTEMS.

¹ Satisfactory provision for refuse disposal means a carry distance for refuse not to exceed 25 metres.

POLICY D2 - LANDSCAPING

THE FOLLOWING ELEMENTS WILL BE REQUIRED AS PART OF LANDSCAPING PROPOSALS FOR ANY NEW DEVELOPMENT:

- (1) THE ENHANCEMENT OF THE DEVELOPMENT SITE IN ITS SETTING;**
- (2) THE RETENTION (AND PROTECTION DURING SITE WORKS) OF AS MANY OF THE EXISTING TREES, HEDGES AND OTHER HABITAT FEATURES ON SITE AS POSSIBLE;**
- (3) ON SITES OF ONE HECTARE OR MORE, THE SETTING ASIDE OF 10% OF THE DEVELOPMENT SITE FOR THE PLANTING OF NATIVE TREE SPECIES, EITHER WITHIN OR AT THE BOUNDARY OF THE DEVELOPMENT SITE;**
- (4) THE MAXIMISING OF NATURE CONSERVATION OPPORTUNITIES WHERE DEVELOPMENT IS PROPOSED IN PROXIMITY TO EXISTING OPEN SPACE OR WILDLIFE HABITATS, AND**
- (5) WHERE BOTH APPROPRIATE AND POSSIBLE, THE PROVISION OF LANDSCAPING IN ADVANCE OF NEW DEVELOPMENT TO FACILITATE THE ASSIMILATION OF NEW DEVELOPMENT INTO THE LANDSCAPE.**

THE DISTRICT 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.

Explanations:

6.56 The District Council will make Tree Preservation Orders to protect trees which have amenity value, or which the Council considers to be under threat.

6.57 The District Council also wishes to persuade landowners (primarily farmers, but also commercial and private landowners) not only to conserve as many existing trees as possible, but also to include new tree planting as part of the management of their land.

6.58 In considering new development, the District Council will wish as many trees as possible to be retained on the site, as part of the Council's wider strategy to restore trees in large numbers to the Thanet landscape. Thus proposals which include the retention of existing trees and the planting of additional landscaping will be given more favourable consideration. British

Standard BS5837: 2005 (Guide for Trees in Relation to Construction) gives guidance regarding the best approach to new site development in relation to existing trees.

6.59 As a result of their size at maturity, the planting of additional native trees within the developed part of the site could have undesirable consequences. There is likely to be pressure for their removal in the medium term for a number of reasons: physical presence, loss of light to residential properties, and possible damage to building services and infrastructure. The District Council therefore believes that, in the interests of the long-term survival of landscaping, a different approach is required. Thus, on development sites of 1ha or more, the District Council will usually require the setting aside of one-tenth of the site solely for native-tree planting. This may be at the boundary of the site (as at the urban fringe) or elsewhere within the site.

6.60 The retention of trees referred to in the Policy not only relates to short-term retention during construction work, but also to longer-term protection from pressure for removal of trees once buildings are occupied.

Extensions to Dwelling Houses

6.61 In exercising its planning powers, the District Council will aim to ensure that extensions to dwellings neither adversely affect the amenity enjoyed by neighbouring property occupiers nor have an adverse visual impact on the wider environment. Supplementary guidance 'A Guide to Extending your Home' is available separately from the District Council. This contains the relevant considerations to which the Council will have regard in assessing the impact of individual proposals.

POLICY D3 - EXTENSIONS TO DWELLING HOUSES

IN CONSIDERING PLANNING APPLICATIONS FOR EXTENSIONS TO DWELLING HOUSES, THE DISTRICT COUNCIL WILL:

- (1) AIM TO ENSURE THE PROPOSALS WOULD NOT ADVERSELY AFFECT THE AMENITY ENJOYED BY NEIGHBOURING PROPERTY OCCUPIERS; AND**
- (2) HAVE REGARD TO THE DESIGN OF THE EXTENSION IN RELATION TO THAT OF THE MAIN PROPERTY, AND ITS WIDER VISUAL IMPACT**

Design Statements

6.62 For large, complex or sensitive sites (such as in Conservation Areas) the Council will expect a design statement to be submitted with any planning application. A design statement will help the District Council in the assessment of the application and to ensure that the applicant has fully considered the submitted design solution, reflecting the specific features, which control the development of the site in an analytical and positive way. For further advice please see the DTLR document, 'By Design' as well as PPS1.

POLICY D4 - DESIGN STATEMENTS

FOR LARGE, COMPLEX OR SENSITIVE SITES, A WRITTEN DESIGN STATEMENT, INCLUDING ILLUSTRATIVE MATERIAL, WILL BE REQUIRED PRIOR TO DETERMINATION OF THE APPLICATION. THE STATEMENT SHOULD SHOW THE APPROACH OF HOW, WHAT AND WHY THE DEVELOPMENT HAS BEEN DESIGNED IN RELATION TO ALL ISSUES AFFECTING THE SITE. THIS SHOULD ENCOMPASS:

- 1) AN APPRAISAL OF THE NATURAL AND BUILT FORM OF THE SITE AND ITS CONTEXT;**
- 2) IDENTIFICATION OF CONSTRAINTS AND OPPORTUNITIES OF THE SITE;**
- 3) IDENTIFICATION OF THE DESIGN FACTORS THAT HAVE BEEN TAKEN INTO CONSIDERATION, INCLUDING JUSTIFICATION;**
- 4) DESIGN OBJECTIVES;**
- 5) CONSIDERATION OF DESIGN OPTIONS THAT REFLECT LOCAL CHARACTER;**
- 6) THE RATIONALE BEHIND SITING AND MASSING;**
- 7) AN EXPLANATION OF PROPOSED ELEVATIONAL AND SPATIAL TREATMENTS.**

Advertisements

6.63 Local planning authorities' regulatory powers to control advertisements can be exercised only in the interests of amenity and public safety. These two interests, and the extent, to which they necessitate restraints upon advertising, are difficult to define in general terms because so much depends on particular circumstances. In some surroundings, advertisements form an integral part of the street scene to which they lend gaiety and colour, in other situations advertisements can be alien, obtrusive and discordant.

6.64 It is not possible to lay down specific rules in the form of a policy statement about what sort of advertisements may receive consent. Individual circumstances will be the deciding factor. However, the District Council has adopted a set of Advertisement Control Guidelines that it will seek to implement through development control and Listed Building Consent procedures. These guidelines, which are intended as supplementary planning guidance, are available separately from the District Council. In exercising its powers to control advertisements, the District Council will be guided by the general principles set out in these adopted Advertisement Control Guidelines.

6.65 Certain advertisements can ordinarily be displayed without the need for express consent but which, in some circumstances, may prove harmful to amenity or public safety. The District Council has powers to seek discontinuance of the display of certain advertisements not normally subject to planning control. It will use these powers to seek discontinuance of display of advertisements where considered expedient to safeguard the amenity of a locality or to remove a public danger.

6.66 The District Council also has a duty to consider whether to seek designation of Areas of Special Control For Advertisements (ASCAs) in the district. Such designation increases the level of control that can be exercised over certain types of advertisements. The District Council will consider designation of ASCAs in any part of the district where such special control is considered expedient in the interests of amenity.

POLICY D5 - 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.

IN AND ADJOINING CONSERVATION AREAS THE DISTRICT 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.

Satellite Antennae (Dishes)

6.67 There are certain technical requirements regarding the siting and orientation of satellite antennae (dishes). However, insensitive and prominent siting can result in the antenna actually dominating the building and presenting an obtrusive appearance in the street scene. Such impact can be compounded so as to adversely transform and dominate the character of an area particularly where a number of antennae are installed in close proximity. The degree of harm will depend upon the visual sensitivity of the area.

6.68 With the exception of Listed Buildings (where control exists through the need for Listed Building Consent), the erection of a satellite antenna can in some instances be carried out without the need for planning consent. However, this is still conditional upon the antenna being sited in a way which minimises its impact upon the external appearance of the building, and upon the antenna being removed when no longer needed. Most commonly, visual impact can be minimised by siting behind the existing building where an antenna may be totally obscured from general view. However, optimum siting will vary according to individual circumstances.

6.69 The General Permitted Development Order for development within the curtilage of a dwelling house (Class H Part 2 (a)) permits the installation of antennae. However, this is subject to the siting which should "...minimise its effect on the external appearance of the building...". Therefore, where the

District Council considers that a dish, for which planning consent is not needed, has been poorly sited, it may ask the owner to resite it at their own expense.

6.70 The need for consent should always be ascertained with the District Council before any commitment is made to rental, purchase or installation. It is also strongly advisable to discuss selection of type of dish and its siting and appearance with the District Council, whether or not planning and/or listed building consent is needed. The District Council also commends the (free) planning guide "A Householder's Planning Guide For The Installation Of Satellite Television Dishes" to anyone contemplating installation of a satellite dish.

6.71 The District Council will use its planning powers to resist installations that would be harmful to visual amenity. In instances where consent is not necessary for erection of satellite antennae, the District Council may consider the use of Article 4 Directions, where for example the presence or proliferation of antennae could threaten the character or appearance of a Conservation Area.

POLICY D6 - SATELLITE ANTENNAE (DISHES)

PROPOSALS FOR SATELLITE DISHES AND SUPPORTING STRUCTURES THAT REQUIRE PLANNING PERMISSION WILL ONLY BE PERMITTED WHERE THE SITING, DESIGN, SIZE AND COLOUR DO NOT RESULT IN AN INTRUSIVE OR DISCORDANT IMPACT ON THE APPEARANCE OR CHARACTER OF THE AREA.

Enhancement & Special Character Areas

Enhancement

6.72 Enhancement of environmental quality is now widely recognised as an equal partner to other initiatives that aim to stimulate investment and foster economic health. Most of Thanet's built environment heritage, although often "tarnished", remains largely intact and is capable of restoration and reinstatement. However, this can only be effectively achieved through positive schemes of enhancement.

6.73 The District Council has a duty to formulate and publish proposals for the preservation and enhancement of its conservation areas and is keen to embrace this duty. However, in the case of many areas, effective enhancement and positive action to bring about improvement of environmental quality will not be realised without a significant input of resources as a catalyst for further investment from other sources. The IMPACT initiative (formerly operating in Ramsgate), and Thanet 2000 have illustrated effective targeting of resources to direct improvement action to upgrade the local environment and stimulate further investment from other sources.

6.74 The District Council has carried out and intends to carry out further enhancement schemes and initiatives. Examples are the award winning

gardens at Marine Gardens Margate, the Ramsgate seafront improvements and the construction of a new seafront lift in Broadstairs. Future schemes are planned in Margate's Old Town and at Ramsgate Harbour/Seafront as part of the Ramsgate Renaissance initiative. Future schemes will be considered in partnership with the Ramsgate Town and Margate Image Partnerships, the Council's Regeneration and Development Operation as well as the private sector and with the local community

Areas and Sites of High Townscape Value

6.75 There are parts of Thanet which are considered to possess certain characteristics meriting special recognition. These Areas of High Townscape Value are defined on the Proposals Map. The character and features of these areas vary, but the separation between buildings, the open form of development and the contribution made by landscaping, will often be the essential characteristics. It is planning policy to ensure that any development respects and enhances the special local character in such areas.

6.76 The areas identified in Policy D7 may be seen as areas conferring a high degree of amenity. This protection is in accord with the plan's aim to safeguard the built-up areas from "town cramming" and loss of established character. However, other parts of the district, not strictly applicable to this policy, may also possess sensitive, established or otherwise valuable character, (e.g. areas of attractive unspoilt Victorian housing), or provide stability or breathing space which it is desirable to protect from harmful development in the interests of the functioning and amenity of the area.

6.77 The existence of Policy D7 should not be taken to imply any weakening of the importance of environmental considerations in other locations including the provisions of Policy D1. The District Council will also seek to protect any other areas of valuable character and amenity from harmful development through its planning powers, even though they may not fall within the criteria for Policy D7.

POLICY D7 - AREAS OF HIGH TOWNSCAPE VALUE

THE FOLLOWING AREAS AS DEFINED ON THE PROPOSALS MAP ARE DESIGNATED AS AREAS OF HIGH TOWNSCAPE VALUE:

- (1) CALLIS COURT ROAD, BROADSTAIRS;**
- (2) HOLLY LANE, NORTHDOWN;**
- (3) CANTERBURY ROAD, WESTGATE;**
- (4) PALM BAY AVENUE, CLIFTONVILLE;**
- (5) NORTH FORELAND, BROADSTAIRS;**
- (6) ROYAL ESPLANADE/PRINCE EDWARD'S PROMENADE, RAMSGATE;**
- (7) SOUTH CLIFF PARADE AND WESTERN ESPLANADE, BROADSTAIRS;**
- (8) KINGSGATE AVENUE, BROADSTAIRS;**
- (9) PARK AVENUE, BROADSTAIRS ;**
- (10)SEA ROAD, WESTGATE;**

- (11) AREA INCLUDING SHAKESPEARE ROAD, CONSTABLE ROAD, WILKIE ROAD, NASMYTH ROAD, COLMAN'S STAIRS ROAD & SPENCER ROAD, BIRCHINGTON; AND**
(12) CLIFF ROAD & THE PARADE (PART), BIRCHINGTON.

WITHIN SUCH AREAS, AND SITES IMMEDIATELY ADJOINING, THE CONSERVATION OR ENHANCEMENT OF THE LOCAL CHARACTER WILL BE THE PRIMARY PLANNING AIM. IN FURTHERANCE OF THIS AIM, DEVELOPMENT WILL BE ALLOWED ONLY WHERE THE DESIGN, SCALE OF DEVELOPMENT, SEPARATION BETWEEN BUILDINGS, USE OF MATERIALS AND LANDSCAPING ARE COMPLEMENTARY TO THE SPECIAL CHARACTER OF THE AREA.

Seafront Architecture

6.78 The historical development of the Thanet towns as seaside holiday resorts is reflected in much of the District's architectural heritage. While that traditional style holiday industry has contracted markedly, "purpose-built" seaside architecture is increasingly appreciated. A well-preserved resort with its own historical identity can attract visitors and enhance regeneration on a wider economic base. In addition to purpose-built seaside architecture, many of the established dwellings and hotel buildings that occupy clifftop/promenade locations also have design characteristics reflecting Thanet's seaside location and resort role. For example, such buildings are typically of substantial proportions and often possess ornate detail, belvederes, balconies and other window arrangements designed to maximise sea views. The District Council wishes to ensure that the "lively" and evocative seaside image projected by such design characteristics is respected, and where possible reinforced.

POLICY D8 - SEAFRONT ARCHITECTURE

IN EXERCISING ITS PLANNING POWERS, THE DISTRICT COUNCIL WILL SEEK TO SAFEGUARD, REINSTATE AND ENHANCE SEAFRONT ARCHITECTURE REFLECTING THE INDIVIDUALITY AND HISTORIC DEVELOPMENT OF THE THANET TOWNS AS SEASIDE HOLIDAY RESORTS. THE COUNCIL WILL EXPECT PROPOSALS FOR NEW DEVELOPMENT TO RESPECT AND PREFERABLY ENHANCE SUCH ARCHITECTURE.

IN AREAS CHARACTERISED BY DOMESTIC/HOTEL BUILDINGS OF A SCALE/DESIGN REFLECTING THANET'S SEASIDE LOCATION/RESORT FUNCTION, NEW DEVELOPMENT WILL BE EXPECTED TO BE DESIGNED SO AS TO RESPECT SUCH CHARACTERISTICS. DESIGNS THAT INCLUDE DETAILING AND USE OF MATERIALS THAT WOULD REINFORCE THESE QUALITIES WILL BE PERMITTED.

Accommodation for Elderly Relatives

6.79 Where it is intended that an elderly relative is to reside with the family household, self-contained/part-self contained accommodation may be proposed through internal rearrangement or extension to the dwelling. Normal planning considerations will apply in relation to such proposals*. Such arrangements are, however, rarely suited for occupation as separate living accommodation unrelated to the household occupying the main dwelling unit for a variety of reasons, including lack of self-containment, inadequate separate access and amenity space, and lack of privacy.

6.80 Therefore, where the alteration/extension or other works are permitted to enable accommodation for an elderly relative to be provided, planning permission will normally be subject to a condition that the host property remains as a single dwelling notwithstanding that the accommodation provided may, in effect, be occupied as separate accommodation by that relative. The District Council will normally expect such proposals to demonstrate that the accommodation proposed for independent occupation is easily capable of assimilation into the dwelling (e.g. lockable door) when no longer needed. In order to safeguard such use as a single dwelling, occupation of the accommodation independent from the host dwelling will usually be limited by condition to a named person.

6.81 Provision of such accommodation in freestanding buildings within the curtilage of a dwelling will almost inevitably cause problems of loss of privacy and open character. When no longer required for that purpose, additional planning objections relating to access and amenity space arrangements would arise if proposed for use as separate residential accommodation. Such accommodation would not lend itself to use as living accommodation as part of the host dwelling by reason of physical separation. Such freestanding accommodation will not normally, therefore, be acceptable. The conversion of existing outbuildings, able to revert to their original purpose when no longer required may, however, be acceptable in some instances.

POLICY D9 – ACCOMMODATION FOR ELDERLY RELATIVES

PROPOSALS TO PROVIDE ACCOMMODATION FOR AN ELDERLY RELATIVE AT AN EXISTING DWELLING WILL ONLY BE PERMITTED WHERE SUCH ACCOMMODATION IS PHYSICALLY LINKED TO THE EXISTING DWELLING UNIT AND WHERE THERE IS NO CONFLICT WITH OTHER LOCAL PLAN POLICIES.

Operational Note:

6.82 * Policy D3 applies in respect of extensions to dwellings. Supplementary advice in respect of design of extensions to dwellings is contained in the House Extension Guide, which will be available shortly from the District Council.

Agricultural Buildings

6.83 New agricultural buildings are now subject to a prior notification procedure, which requires the farmer to notify the District Council of the intention to erect new agricultural buildings. The District Council then needs to respond to that notification within 28 days if it wishes to comment on the siting, design or external appearance of the proposed building.

6.84 The General Development Order establishes the principle of generally allowing such development. However, as stated in the Countryside and Coast Chapter, local landscape character issues also need to be given full weight in the consideration of development proposals. It is often the details of a proposal, location and siting, materials, colours and so on, that can make a proposal acceptable or not.

POLICY D10 - AGRICULTURAL BUILDINGS

PROPOSALS FOR NEW AGRICULTURAL BUILDINGS WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

- (1) THE SITING, SCALE, MATERIALS, AND COLOUR OF NEW BUILDINGS SHOULD BE DESIGNED SO AS TO MINIMISE THEIR VISUAL IMPACT IN THE LANDSCAPE, AND, WHERE POSSIBLE, THE NEW BUILDING SHOULD BE LOCATED SO AS TO TAKE ADVANTAGE OF NATURAL SCREENING OR LOCAL TOPOGRAPHY;**
- (2) WHERE NECESSARY NEW LANDSCAPING SHOULD BE PROVIDED TO FURTHER REDUCE THE VISUAL IMPACT OF THE NEW BUILDING; AND**
- (3) WHERE MORE THAN ONE PREFABRICATED BUILDING IS INVOLVED, THE RESULTING GROUP OF BUILDINGS SHOULD POSSESS A COMPLEMENTARY APPEARANCE AND CHARACTER IN KEEPING WITH THEIR SURROUNDINGS AND THE LANDSCAPE.**

Explanation:

6.85 The Thanet landscape is gently undulating, with relatively little natural vegetation cover. New large farm buildings are therefore likely to have a significant impact on the rural landscape.

6.86 The District Council believes it is necessary to exercise careful control over the scale, location, materials, colour, relationship to other buildings, landscaping and other aspects of the development, to reduce its impact in the rural landscape. However, the size of a proposal will not in itself prevent sympathetic consideration of it.

6.87 The Council considers that this is in the interests of both the farm environment itself, and the wider landscape considerations of this Plan.

7. Heritage

7. Heritage

Introduction

7.1 This Chapter emphasises the importance and attractiveness of our heritage, both the visible built environment which surrounds us and the hidden archaeology beneath us. All that we see and find around us today has developed from the past heritage of Thanet residents and it is this abundant historical past that creates the perceptions of the District as a place to live, visit, work and invest in today. The preservation of our heritage is considered to be an economic asset to the District, and its maintenance and protection plays an important role in the District's economy.

7.2 This Chapter sets out the Council's policies and proposals for maintaining and improving the environmental quality and attractiveness of our heritage through:

- (1) use of its development control powers;
- (2) safeguarding and enhancing certain buildings and areas which contribute significantly to the character and identity of the District;
- (3) promoting, funding and undertaking enhancement initiatives, and
- (4) taking a positive role, where appropriate, in ensuring important buildings and structures are maintained to avoid dereliction. The Council may action some sites, encourage property owners to carry out works to other properties in poor condition, or issue compulsory purchase orders where necessary.

OBJECTIVES

- (1) TO SAFEGUARD LISTED BUILDINGS FROM DEVELOPMENT LIKELY TO ADVERSELY AFFECT THEIR SPECIAL CHARACTER OR SETTING**
- (2) TO SAFEGUARD AND ENHANCE THE CHARACTER AND APPEARANCE OF DESIGNATED CONSERVATION AREAS AND TO PROMOTE THE IMPROVEMENT OF THEIR ENVIRONMENTAL QUALITY THROUGH A PROGRAMME OF ENHANCEMENT SCHEMES**
- (3) TO SAFEGUARD SITES OF ARCHAEOLOGICAL IMPORTANCE FROM DAMAGE OR DESTRUCTION**
- (4) TO SAFEGUARD AND ENHANCE THE CHARACTER AND APPEARANCE OF EXISTING SEAFRONT ARCHITECTURE, MARGATE OLD TOWN AND OTHER QUALITIES WHICH CONTRIBUTE TO THE CHARACTER OF THE DISTRICT**

- (5) TO ENSURE SATISFACTORY INVESTIGATION AND RECORDING OF ARCHAEOLOGICAL REMAINS IN CASES WHERE PERMANENT PRESERVATION OF ARCHAEOLOGICAL INTEREST IS NOT WARRANTED**
- (6) TO EXPRESS THE DISTRICT COUNCIL'S COMMITMENT TO PROMOTING THE EDUCATIONAL AND RECREATIONAL POTENTIAL OF THANET'S HERITAGE AND ARCHAEOLOGICAL RESOURCE**
- (7) TO SAFEGUARD AREAS AND FEATURES, INCLUDING OPEN SPACE AND VEGETATION, WHICH CONTRIBUTE TO THE QUALITY OF THE LOCAL ENVIRONMENT AND**
- (8) TO PROVIDE EDUCATION IN THANET'S HERITAGE**

The Importance of Environmental Quality and the Architectural and Historic Heritage

7.3 The Structure Plan gives recognition at the strategic level to the importance of conserving and enhancing the quality of the built and natural environment both for its effect on the quality of life and for the support it gives in stimulating new investment.

7.4 The Structure Plan points out the quality of the built environment is of growing importance not only for the concentrations of people who live there but also for the cultural, leisure and retailing functions in such locations, which underpin their economic well-being.

7.5 Structure Plan policy indicates that the character, quality and functioning of Kent's built environment will be conserved and enhanced, and that development should be well designed and respect its setting.

7.6 It is also national and strategic policy to protect and enhance Kent's rich heritage of buildings of special architectural and historic interest. The Structure Plan states that the primary planning policy towards conservation areas is to preserve or enhance their special character and appearance.

Thanet Context

7.7 There is an extensive and rich variety of building forms, character and heritage within the built-up area of Thanet. The urban areas range from the "urban village", such as Pegwell and St Peter's, to the modern shopping centre and bright lights of Margate, the wooded areas and special atmosphere of Broadstairs to the historic harbour, lively marina and cross-Channel port of Ramsgate. There is also a diversity of heritage throughout Thanet's villages.

7.8 Thanet has the highest concentration of listed buildings in Kent. However, due to lack of investment, many of these important buildings are becoming

derelict and falling into disrepair. The Council is committed to tackling this problem using all the powers at its disposal, e.g., grant aid, legal action, compulsory purchase, Section 215 of the Town and Country Planning Act 1990 or any other method considered appropriate.

7.9 The District Council is committed to safeguarding and enhancing the quality of both the visible and hidden built environment within Thanet, so as to maintain and improve quality of life, and the attractiveness of the District to visitors and investors.

Heritage Policies Relating To Listed Buildings

Listed Building Consent

7.10 Anyone who wishes to demolish a listed building, either in whole or in part, or to make alterations to the exterior or interior in any way that would affect its character as a building of special architectural or historic interest, must first obtain listed building consent from the District Council. Applications for listed building consent must be accompanied by full details showing the building as existing and as it is proposed to be altered, including materials to be used.

POLICY HE1 - LISTED BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

(A) PROPOSALS AFFECTING A LISTED BUILDING OR ITS SETTING.

THERE WILL BE A PRESUMPTION IN FAVOUR OF PRESERVATION OF LISTED BUILDINGS. DEMOLITION/PARTIAL DEMOLITION WILL NOT BE PERMITTED UNLESS THERE IS A SPECIAL OVERRIDING JUSTIFICATION. ALTERATIONS AND ADDITIONS TO LISTED BUILDINGS WILL BE PERMITTED ONLY IF IT CAN BE SHOWN THAT THE PROPOSAL WOULD DETRACT NEITHER FROM THE CHARACTER OF THE BUILDING ITSELF NOR FROM ITS SETTING.

IN CONSIDERING APPLICATIONS FOR LISTED BUILDING CONSENT AND OR PLANNING PERMISSION FOR DEVELOPMENT AFFECTING A LISTED BUILDING OR ITS SETTING, THE DISTRICT COUNCIL WILL HAVE SPECIAL REGARD TO THE DESIRABILITY OF PRESERVING THE BUILDING, ITS SETTING AND ANY FEATURES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WHICH IT POSSESSES.

THE DISTRICT COUNCIL WILL SEEK TO ENSURE THAT THE MATERIALS, FEATURES AND DETAILS WHICH CONTRIBUTE TO THE ARCHITECTURAL AND/OR HISTORIC INTEREST OF A LISTED BUILDING ARE RETAINED AND WHERE APPROPRIATE REINSTATED.

(B) CONTROL OF ADVERTISEMENTS AFFECTING A LISTED BUILDING OR CONSERVATION AREA

THE DISTRICT 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 A LISTED BUILDING AND WHERE LOCATED IN OR ADJOINING A CONSERVATION AREA, EITHER PRESERVES OR PREFERABLY ENHANCES THE AREA'S CHARACTER OR APPEARANCE*.

*** Operational Note:**

Supplementary guidance relating to display of advertisements is available separately from the District Council. In exercising its powers to control advertisements, the District Council will be guided by the general principles set out in these adopted Advertisement Control Guidelines.

Explanation:

7.11 The Council intends to give strong protection to, and where appropriate, encourage enhancement of, listed buildings as an important element of its built environment heritage.

Change of Use of Listed Buildings

7.12 The best use of a historic building is the purpose for which it was designed. However, it is recognised that the preservation and maintenance of listed buildings are usually dependent upon their capability of viable economic use. Proposals for change of use which represent the best reasonable means of conserving the character, appearance, fabric, integrity and setting of a building of special architectural/ historic interest are favoured in Structure Plan policy and will be dealt with as sympathetically as possible. Policy HE2 applies.

7.13 When considering applications for planning permission to change the use of a listed building, the District Council will require, in the form of a separate application for listed building consent, details of any alterations that may be necessary to implement the proposed change of use.

Listed Building Controls and Other Standards

7.14 In certain circumstances, there may be a conflict between the aims of listed building policy and standards/requirements under the Building Regulations or Health and Housing legislation. In such cases the local planning authority will use its powers to seek the relaxation of standards, compliance with which would otherwise necessitate alterations detrimental to the character of the building. Listed building consent may be refused where acceptable relaxation cannot be achieved.

POLICY HE2 - CHANGE OF USE OF LISTED BUILDINGS

CHANGE OF USE OF LISTED BUILDINGS WILL BE PERMITTED ONLY WHERE:

(1) THE CHANGE OF USE WOULD REPRESENT THE BEST REASONABLE

MEANS OF PRESERVING THE CHARACTER, APPEARANCE, FABRIC, INTEGRITY AND SETTING OF THE BUILDING; OR

(2) THE CHANGE WOULD NOT NECESSITATE INTERNAL OR EXTERNAL ALTERATIONS JUDGED TO BE DETRIMENTAL TO ITS CHARACTER AS A BUILDING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST.

Conversion of Listed Rural Buildings

7.15 English Heritage have published a report showing how listed rural buildings which have been converted to other uses have later been de-listed because of the effect of the new development on the character of these buildings. This tends mainly to occur with residential conversions, though not exclusively so.

7.16 One of the report's recommendations is that if proposals are likely to lead to the loss of essential features of the building, then conversion should not be permitted. In this respect, it also advises that residential conversions should only be considered as a last resort. Consideration should first be given to other uses, for example, commercial workshop or community uses, especially where Grade I or II* (star) buildings are involved.

7.17 The District Council will therefore seek to encourage the implementation of uses which provide the best possible chance of preserving the essential features of a building.

7.18 The Kent Conservation Officers' Group (KCOG) have drawn up a series of guidelines against which conversions should be judged, including the maintenance of essential features, extensions and other new features and so on. The Policy incorporates both the KCOG and English Heritage advice. In this respect, the Council will normally expect a detailed structural survey to be submitted with the application, to permit the full consideration of the proposals, particularly in relation to part (1) of the Policy.

POLICY HE3 - LISTED RURAL BUILDINGS

IN ADDITION TO THE REQUIREMENTS OF POLICY R5, PROPOSALS FOR THE CONVERSION AND RE-USE OF LISTED RURAL BUILDINGS SHOULD CONSTITUTE THE BEST REASONABLE MEANS OF GIVING LONG TERM PROTECTION TO THE BUILDINGS' ESSENTIAL FEATURES AND ARCHITECTURAL INTEGRITY.

PROPOSALS WHICH WOULD NOT DETRACT FROM THE CHARACTER OF A LISTED BUILDING WILL BE PERMITTED; THUS:

(1) PROPOSALS WHICH WOULD REQUIRE MAJOR STRUCTURAL ALTERATIONS, OR DISMANTLING AND RECONSTRUCTION WILL NOT BE PERMITTED;

- (2) PROPOSALS WHICH INCLUDE NEW BUILD ELEMENTS TO THE DETRIMENT OF THE CHARACTER OF THE BUILDING OR ITS SETTING WILL NOT BE PERMITTED;**
- (3) PROPOSALS WHICH INVOLVE THE CREATION OF INTRUSIVE SUBURBAN FEATURES SUCH AS FENCING, INAPPROPRIATE PAVING, NON-NATIVE TREES OR SHRUBS, KERBING, COLUMN LIGHTING, ETC, WILL NOT BE PERMITTED;**
- (4) IF THE PROPERTY IS TO BE SEVERED FROM AN AGRICULTURAL UNIT, THE LOCAL PLANNING AUTHORITY WILL REQUIRE THAT ONLY THE MINIMUM NECESSARY CURTILAGE IS SEVERED WITH THE BUILDING; AND**
- (5) THE LOCAL PLANNING AUTHORITY WILL CONSIDER THE REMOVAL OF PERMITTED DEVELOPMENT RIGHTS AT THE TIME OF GRANTING PLANNING PERMISSION, EITHER BY CONDITION OR LEGAL AGREEMENT.**

WHERE THE BUILDING CURRENTLY HOLDS PROTECTED SPECIES, THE CONVERSION SHOULD ENSURE THE CONTINUED USE OF THE BUILDING FOR THAT PURPOSE, OR A SUITABLE ALTERNATIVE SITE SHOULD BE PROVIDED IN THE IMMEDIATE LOCALITY.

Explanation:

7.19 The District Council believes that the future use of listed rural buildings is a different case to that of non-listed buildings. This is recognised in PPS7 and PPS1, where it is acknowledged that the form, bulk and general design of such proposals should be in keeping with their surroundings. As well as the agricultural, landscape and other planning factors, the architectural and historic aspects of listed farm buildings must also be taken into account.

7.20 Where planning permission is granted for a conversion or change of use, the District Council will consider the removal of permitted development rights to preserve converted farm buildings and their surroundings from alterations, extensions and other development which might adversely affect the character and setting of the listed building, and the immediate rural landscape.

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

Heritage Policies Relating To Conservation Areas

Conservation Areas

7.22 In addition to individual listed buildings, there are areas which the District Council considers should be conserved and enhanced due to their special

architectural or historic interest. The Council has identified sixteen such areas, and has designated them Conservation Areas. These are:-

Conservation Area Designated Extended

Broadstairs	05.06.70	21.10.86
Sarre	26.11.71	
Minster	28.01.72	23.08.00
St Nicholas-at-Wade	28.01.72	
Kingsgate	13.04.73	
Reading Street	13.04.73	
St. Peters	13.04.73	
Birchington	02.02.76	
Pegwell	29.06.76	27.09.89
Margate	07.02.78	07.07.94
Monkton	22.08.78	
Ramsgate	16.01.70	23.01.80; 27.01.88; 22.08.90; 12.07.00
Northdown	20.08.85	
Acol	27.01.88	
Margate Seafront	29.01.97	
Westgate on Sea	11.03.98	
Ramsgate Esplanade	11.05.06	

7.23 Each of the above areas has its own individual and special character. The District Council proposes to prepare appraisals of each Conservation Area identifying the individual special interest and character in each case. It will seek to preserve and enhance these qualities through use of its planning powers. Periodic reports will be made on the progress of improvement and enhancement schemes in designated Conservation Areas.

7.24 The District Council has a statutory duty to periodically consider the designation of further Conservation Areas. In considering designation of new, or review of existing, conservation areas, overall quality (as opposed to that of individual buildings) will be the primary consideration. The District Council does not consider it desirable or practical to attempt to list definitive criteria for designating Conservation Areas. However, factors such as distinctive street pattern, the scale and grouping of buildings, materials and architectural detailing, particular mixes of uses and attractive vistas are qualities which may be considered to merit recognition, preservation and enhancement through designation as a Conservation Area.

Planning Controls in Conservation Areas

7.25 Additional planning controls exist in these designated Conservation Areas. These are summarised below. The need for approval in specific circumstances should be ascertained from the District Council's Planning Department.

7.26 The following is a summary of additional planning controls applying in Conservation Areas:

- With very few exceptions, buildings cannot be demolished in whole or in part without first obtaining Conservation Area Consent (referred to below).
- Certain types of development, not requiring planning consent outside conservation areas, are subject to planning control.
- Six weeks' notice in writing is almost always required before any work can be carried out to trees.
- The repair of unoccupied buildings can be enforced if they are neglected.

7.27 In exercising its planning functions, the District Council has a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of these Conservation Areas. Accordingly, in determining applications under planning powers, a primary consideration will be whether the proposal would either preserve or, preferably, where scope exists, enhance the character or appearance of the Conservation Area.

7.28 Generally, in Conservation Areas, the emphasis will be on control rather than prohibition, to allow the area to remain alive and prosperous while ensuring that any new development accords with its special architectural and/or historic merit. New development, where permitted, should be sympathetic with its surroundings but should not be an unimaginative imitation of the architectural styles of neighbouring buildings, particularly where this would limit its ability to enhance the character and appearance of the Conservation Area. Certain works are regarded as wholly inappropriate to Conservation Areas: for example; stone cladding, brightly coloured non-native roof coverings and bogus historical features. Supplementary Planning Guidance leaflets (Leaflet No. 3: Conservation Areas and Leaflet No. 4: Conversion of Shops to Residential Accommodation) contain additional advice relating to Conservation Areas and buildings within Conservation Areas and are available from the District Council.

7.29 Structure Plan Policy relating to Conservation Areas is reaffirmed and amplified in Local Plan Policies HE4. The Conservation Areas are defined on the Proposals Map.

POLICY HE4 - PLANNING CONTROLS IN CONSERVATION AREAS

IN AND ADJOINING CONSERVATION AREAS, ALL PLANNING PROPOSALS, INCLUDING ALTERATIONS AND EXTENSIONS WILL BE ASSESSED IN RELATION TO THEIR EFFECTS ON THE CHARACTER AND APPEARANCE OF THE AREA AS A WHOLE. ALL WORKS WILL BE REQUIRED TO PRESERVE OR ENHANCE ITS SPECIAL CHARACTER OR APPEARANCE (INCLUDING BUILDINGS, RELATED SPACES, TOPOGRAPHY AND VEGETATION).

DEVELOPMENT THAT WOULD HARM THAT SPECIAL CHARACTER OR APPEARANCE WILL NOT BE PERMITTED.

Explanation Policy HE4:

7.30 The District Council regards Thanet's conservation areas as important assets in its architectural and historic heritage, and intends to safeguard their merit as such. Accordingly, the Council intends only to permit development which would at least preserve, and preferably enhance, their character and appearance.

Planning Applications in Conservation Areas

7.31 In or adjoining conservation areas it is usually essential that full design details of new development proposals are considered at the outset so that proposals may be properly judged in relation to the fundamental aims of preservation and enhancement. Accordingly, the District Council will normally seek detailed plans and drawings showing the proposed development in its setting, as opposed to dealing with applications on an outline basis.

Conservation Area Consent

7.32 Overall character is the primary characteristic when considering designation of Conservation Areas. The character of any such area is made up of a unique blend of elements (for example, a historic street pattern or plot layout, a particular grouping of trees, pleasant vistas between buildings etc). In seeking to preserve and enhance Conservation Areas, retention of individual elements which contribute to their special architectural/historic qualities is therefore important.

7.33 Anyone wishing to demolish or partly demolish a building situated within a conservation area must usually first seek Conservation Area Consent from the District Council as local planning authority. Such proposals will be considered in the light of the objectives of preservation and enhancement of special character and appearance.

POLICY HE5 - CONSERVATION AREA CONSENT

IN DETERMINING APPLICATIONS FOR CONSERVATION AREA CONSENT, SPECIAL ATTENTION SHALL BE PAID TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

POLICY HE6 - DEMOLITION IN CONSERVATION AREAS

THE PRIME CONSIDERATION IN DETERMINING APPLICATIONS FOR DEMOLITION IN A CONSERVATION AREA WILL BE THE WIDER EFFECT ON THE CHARACTER AND APPEARANCE OF THE SURROUNDINGS AND THE CONSERVATION AREA AS A WHOLE.

CONSERVATION AREA CONSENT WILL NOT BE GRANTED FOR DEMOLITION UNLESS DETAILED AND ACCEPTABLE PLANS HAVE BEEN SUBMITTED FOR ANY SUBSEQUENT REDEVELOPMENT.

PLANNING CONDITIONS WILL BE IMPOSED, OR A LEGAL AGREEMENT WILL BE NEGOTIATED, TO ENSURE DEMOLITION DOES NOT TAKE PLACE UNTIL A CONTRACT HAS BEEN MADE TO CARRY OUT IMMEDIATELY THE SUBSEQUENT WORKS WHICH WILL PRESERVE OR ENHANCE THE SITE.

Explanation HE6:

7.34 The District Council intends to resist premature demolition in respect of redevelopment in Conservation Areas in order to minimise the possibility of long-standing, unsightly gaps.

Non-Listed Buildings in Conservation Areas

7.35 The District Council recognises that some buildings, although not listed on the basis of their individual merits, may make a positive contribution to the character or appearance of a conservation area. The District Council is fully committed to preservation and enhancement of its conservation areas. However, the scope of permitted development still allows many changes to buildings which individually or cumulatively can have a disastrous effect upon the character and appearance of the conservation area, as well as adversely affecting property value. For example, Thanet's Victorian and Edwardian buildings are particularly vulnerable in this respect. The excellent detail and use of materials typical of such property is easily damaged by modern alterations. Supplementary Planning Guidance leaflets (Leaflet No. 3: Conservation Areas and Leaflet No. 4: Conversion of Shops to Residential Accommodation) contain additional advice relating to Conservation Areas and buildings within Conservation Areas and are available from the District Council. In cases where such development threatens to detract from the character or appearance of a conservation area, the District Council may seek to bring such development within the scope of planning control by means of a Direction restricting permitted development.

POLICY HE7 - NON-LISTED BUILDINGS IN CONSERVATION AREAS

THE DISTRICT COUNCIL WILL USE ITS POWERS TO PREVENT UNSYMPATHETIC ALTERATIONS TO NON-LISTED BUILDINGS WHICH IT CONSIDERS CONTRIBUTE TO THE CHARACTER OF A CONSERVATION AREA, AND WILL SEEK TO RETAIN THOSE MATERIALS, FEATURES AND DETAILS OF SUCH BUILDINGS WHICH ARE OF INTEREST.

TRADITIONAL MATERIALS AND DETAILS TO BUILDINGS SHOULD BE RESTORED AND REINSTATED IN CONSERVATION AREAS.

Alterations and Repairs to Other Buildings

7.36 While listed buildings, and, to some extent, buildings in conservation areas represent the most important assets in the District's built environment heritage, the wider townscape and built environment of the urban areas and villages have an important role to play as far as perception of the District is concerned. The District Council is anxious to avoid cumulative erosion of pleasant and

unspoilt character which can be caused by certain alterations. Property owners should be also made aware that insensitive home "improvements" can actually reduce property values both on an individual and area basis.

Enhancement

7.37 Enhancement of environmental quality is now widely recognised as an equal partner to other initiatives which aim to stimulate investment and foster economic health. Most of Thanet's built environment heritage, although often "tarnished", remains largely intact and is capable of restoration and reinstatement. However, this can only be effectively achieved through positive schemes of enhancement.

7.38 The District Council has a duty to formulate and publish proposals for the preservation and enhancement of its conservation areas and is keen to embrace this duty. However, in the case of many areas, effective enhancement and positive action to bring about improvement of environmental quality will not be realised without a significant input of resources as a catalyst for further investment from other sources. The IMPACT initiative, formerly operating in Ramsgate, has illustrated effective targeting of resources to direct improvement action to upgrade the local environment and stimulate further investment from other sources.

7.39 The District Council intends to carry out further enhancement schemes and initiatives. It proposes to actively invite local residents, amenity societies and other local groups in preparing conservation area enhancement schemes. A District Council, County Council and private sector partnership (formerly known as "Thanet 2000") was set up to prepare and implement major enhancement strategies for Margate and Ramsgate. The Ramsgate Town Partnership, set up and sponsored by Thanet 2000, is working in partnership with the local community to build on the impetus of the former Impact initiative in Ramsgate. In addition, other conservation area enhancement schemes will be co-ordinated in association with the Regeneration Project Delivery Team. The District Council will undertake a series of studies of the Conservation Areas and will prepare enhancement schemes in association with its Regeneration Project Delivery Team and the community.

Street Furniture

7.40 Old street furniture such as coal plates, railings and boundary markers is sometimes removed because it is redundant or affected by site development. Such items may have value in their rarity, historical interest and detail.

7.41 Retention/reinstatement can help retain character, interest and identity in the street scene. It is particularly important in sensitive locations like conservation areas where modern replacements of more functional design can erode character.

7.42 Some items of street furniture, eg, public postboxes and traditional style telephone kiosks, are a highly characteristic, often prominent and cherished

part of the British street scene. Certain of the traditional style telephone kiosks remaining in the District are listed buildings.

7.43 Increases in the volume of mail have lead to the introduction of on-street containers to hold second delivery pouches. These "pouch boxes" which can be either attached to an existing postbox or installed free-standing, are subject to planning control.

7.44 Inappropriately sited street furniture and surface treatments can present a hazard for the physically challenged.

POLICY HE8 - STREET FURNITURE

THE DISTRICT COUNCIL WILL SEEK TO SAFEGUARD AND REINSTATE TRADITIONAL STREET FURNITURE IN CONSERVATION AREAS. ELSEWHERE, RETENTION/REINSTATEMENT AND SAFEGUARDING OF STREET FURNITURE OF LOCAL OR HISTORICAL INTEREST WILL BE ENCOURAGED.

ATTACHMENT/ERECTION OF POUCH BOXES WILL ONLY BE PERMITTED WHERE THIS WOULD NOT ADVERSELY AFFECT THE CHARACTER OR APPEARANCE OF A LISTED BUILDING OR ITS SETTING, A CONSERVATION AREA OR OTHER SENSITIVE OR FOCAL LOCATION, OR A POSTBOX OF LOCAL/NATIONAL RARITY OR INTEREST.

7.45 This Chapter also describes the importance of Thanet's archaeological heritage and expresses the District Council's commitment to its protection and promotion as a significant resource in improving perceptions of Thanet as a place to live, visit and invest in. It also sets out the policy approach in dealing with development applications affecting sites of known or suspected archaeological interest.

Thanet's Archaeological Heritage

7.46 This part of England, and Thanet in particular, has been the traditional point of entry into the country for centuries. It is consequently replete with remains left by migrating prehistoric peoples and our Roman, Saxon and Medieval ancestors. Thanet is very rich in archaeological sites of all periods from the Mesolithic to the late Medieval. These sites, surviving both below and above ground level as earthworks, structures and other remains serve as important records of Thanet's history and heritage.

7.47 However, archaeological remains tend generally to be perceived as little more than of minority interest and as an obstacle to development. Also, because much of Thanet's archaeological resource lies below ground level and is not visually prominent, it might mistakenly be regarded as insignificant and only worthy of limited attention in the Local Plan. Its invisible nature, however, belies its importance in the national context. The District Council is committed to its protection and promotion as an important resource.

"Beneath Thanet's fields and streets are some of the Nation's most scientifically important remains. It is doubtful whether such a concentration can be found elsewhere in the country."

("The Gateway Island - Archaeological Discovery in the Island of Thanet 1630-1979" D Birch, P Boakes, S Elworthy, C Hollins and D Perkins)

Government Policy Guidance

7.48 Planning Policy Guidance Note 16 (PPG 16), which sets out current government guidance on archaeology and planning, states that archaeological remains are "part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism."

7.49 PPG 16 recognises archaeological remains as a finite, non-renewable and often highly fragile resource. It advocates appropriate management to ensure their survival in good condition and care to ensure that they are not needlessly or thoughtlessly destroyed.

Kent Structure Plan

7.50 The Kent Structure Plan points out that the rich heritage of archaeological sites and ancient monuments in the county contribute greatly to the character of the county and are an important education and tourism resource. It is strategic policy to preserve such resources. Structure Plan policy states that in control of development and through policies and proposals in local plans, important archaeological sites and scheduled ancient monuments and their settings will be protected.

Sites and Monuments Records

7.51 The main source of information regarding Kent's archaeological resource is the Kent Sites and Monuments Record. This consists of a computerised database, together with map-based information covering all known sites. It also includes definition of areas of archaeological potential.

7.52 The local Thanet Sites and Monuments Record provides detailed information relating to such sites. The number of records contained in these documents confirms the abundance of Thanet's archaeological resource.

The Importance Of Thanet's Archaeological Resource

7.53 Thanet's significant archaeological resource has so far gone generally unrecognised. The Trust for Thanet Archaeology has done much to promote public awareness and stimulate interest in the local archaeological heritage. However, its efforts have been offset by the lack of any single facility to exhibit all local finds and information. The extent and importance of the remains within Thanet need to be brought to the public's notice. This will help to generate a sense of responsibility and foster good custodianship of a resource which could significantly enhance perceptions of the District as a place to live, visit, work

and invest in. A local exhibition facility would help to realise the recreational and educational value of Thanet's archaeological heritage and to animate its exploitation as a resource.

7.54 The District Council will seek to achieve wider recognition of the importance of Thanet's archaeological heritage in national terms. The Council intends to investigate how additional funding for rescue archaeology, maintenance and management can be obtained, and how it could facilitate the establishment of an adequate local exhibition facility.

7.55 The District Council is very anxious that the current lack of public awareness should not result in a lack of commitment to the protection of this important element of Thanet's heritage. Its policy approach is therefore to preserve all important archaeological sites, and to seek to protect, wherever possible, other archaeological sites. In cases where preservation in situ is not warranted, the District Council intends to ensure that adequate arrangements will be made for investigation and recording.

POLICY HE9 - IMPORTANCE OF ARCHAEOLOGICAL RESOURCE

THE DISTRICT COUNCIL WILL PROMOTE THE IDENTIFICATION, RECORDING, PROTECTION AND ENHANCEMENT OF ARCHAEOLOGICAL SITES, ANCIENT MONUMENTS AND HISTORIC LANDSCAPE FEATURES, AND WILL SEEK TO ENCOURAGE AND DEVELOP THEIR EDUCATIONAL, RECREATIONAL AND TOURIST POTENTIAL THROUGH MANAGEMENT AND INTERPRETATION.

Scheduled Ancient Monuments and the Need for Scheduled Monument Consent

7.56 Scheduled Ancient Monuments are, by definition, sites of national importance, and are included on a schedule compiled by the Secretary of State for the Department of National Heritage. The Secretary of State has a responsibility to maintain a schedule of sites and monuments of national importance, and to ensure that the management and maintenance of Scheduled Ancient Monuments are compatible with their preservation.

7.57 Anyone wishing to undertake works, including farming operations, which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, or adding to a Scheduled Ancient Monument or for flooding or tipping operations on land where there is a scheduled monument, must first obtain Scheduled Monument Consent from the Secretary of State. It is an offence to carry out or cause such works to be carried out unless consent has first been obtained, and there are penalties on summary conviction and on indictment. Planting and landscaping works can damage or destroy a Scheduled Ancient Monument. This will be taken into account in applying the following Policy.

POLICY HE10 - PROTECTION OF SCHEDULED ANCIENT MONUMENTS

DEVELOPMENT WILL NOT BE PERMITTED ON THE SITE OF A SCHEDULED ANCIENT MONUMENT AND/OR WHICH WOULD DAMAGE OR DESTROY THE SETTING OF A SCHEDULED ANCIENT MONUMENT.

Explanation:

7.58 The District Council considers that Thanet's rich archaeological and historic heritage is worthy of the strongest protection both for its own sake, and for its potential significance to tourism, leisure and education. Therefore, in line with Government advice and strategic policy, the District Council intends to resist loss of, or damage to, important archaeological sites.

7.59 Only Scheduled Ancient Monuments are shown on the Proposals Map. These are also specified in the Appendices. English Heritage has recently embarked on a survey expected to result in significant additional numbers of sites being given statutory protection as Scheduled Ancient Monuments. Many of the District's known archaeological sites are considered to be of national importance, and there is every reason to believe that many more sites may exist which could also prove to be of similar importance. The District Council will actively seek designation of such sites as Scheduled Ancient Monuments to reflect the abundance of nationally important remains in Thanet. Therefore Scheduled Monument status and protection may be afforded to additional sites within the Local Plan period.

Other Important Archaeological Sites

7.60 Current Government advice states:

"Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development, there should be a presumption in favour of their physical preservation."

7.61 In line with Government advice, strategic policy, and the need to protect this important element of the District's heritage, the District Council wishes to conserve and safeguard all important archaeological sites whether scheduled or not, and whether of national, regional or local importance. Preservation of archaeological remains in situ is always desirable, not least because developing archaeological science will reveal more than current techniques.

7.62 Most of Thanet's many important sites do not have the statutory protection enjoyed by Scheduled Ancient Monuments. The District Council will use its planning powers to protect important remains whether scheduled or not.

7.63 The District Council considers that Thanet's rich archaeological and historic heritage is worthy of the strongest protection both for its own sake, and for its potential significance to tourism, leisure and education. Therefore, in line with Government advice and strategic policy, the Council intends to resist loss of, or damage to, all important archaeological sites.

Development Proposals Affecting Archaeological Sites

7.64 It may be possible for some development proposals to take place on archaeological sites whilst still preserving the remains undisturbed in situ. Designs that secure preservation in situ and minimise archaeological disturbance will usually be encouraged. In some instances, site evaluation/investigation may reveal that there is an insufficient case for resisting development that would damage or destroy the archaeological remains. Where physical preservation in situ is not justified, excavation for "preservation by record" may be appropriate. In some cases it may be necessary to refuse planning permission, where development would adversely affect important remains.

7.65 The District Council is anxious to ensure that the archaeological aspects of all sites affected by development proposals are considered at the earliest possible stage in the planning process. The density of archaeological remains in the District is such that developers would be well advised to include in their research into site development potential, before the submission of a planning application, an initial assessment of whether it is known or likely to contain archaeological remains. It is also in the developer's interest to consider fully the needs of archaeology, because early discussion can help avoid unnecessary expense, eg: abortive design work. Allocation of sites for particular purposes in this Local Plan should not be taken to imply that no archaeological remains are present. In such cases the procedures of consultation, desktop assessment and field evaluation described below should still be followed in the earliest stages of preparing development proposals.

7.66 Because developers may be required to arrange field evaluation, excavation and or archaeological investigation and recording, they would be well advised to bear in mind the relative importance attached to particular types of archaeological sites and the relative strength in presumption against their damage or destruction (expressed in Policies HE10, HE11 & HE12) when considering development potential.

7.67 Early consultation with the District Council and the County Archaeologist is essential. The Kent and Thanet Sites and Monuments Records and maps of Areas of Archaeological Potential should always be consulted as a prime source of reference at the outset. Where the proposed development impinges on any such archaeological hazard area, the developer is strongly advised to consult the County Archaeologist.

7.68 Because Areas of Archaeological Potential are based on existing knowledge, there are clearly other sites waiting to be discovered. Accordingly where major land disturbance is proposed, provision should normally be made at least for a watching brief, and, dependent on the circumstances of the case, more formal investigation may be appropriate. The District Council will normally refer all applications affecting sites falling within areas of archaeological potential or elsewhere, where an area of one acre or more is involved, to the County Archaeologist for comment.

7.69 Where remains are suspected to exist, developers may wish to have as much advance warning of the archaeological sensitivity of the site by commissioning a qualified archaeological organisation/consultant to carry out an initial site assessment. This need not involve fieldwork, but should involve desk-based evaluation in the light of information already available.

Archaeological Field Evaluation

7.70 Where assessment or discussion with the District Council indicates that important archaeological remains do or may exist, the Council will usually require the developer to arrange for an archaeological field evaluation to a standard and specification approved by the Council, and by a professionally qualified archaeologist, to take place before determining a planning application. Such evaluation is quite distinct from a full archaeological excavation, and may include a ground survey or small-scale trenching.

7.71 The evaluation will help to define the true importance of the site, and how development might best be carried out so as to protect the remains in situ or least affect them. It will also allow an informed and reasonable planning decision to be reached.

7.72 In some cases, the District Council may consider that sufficient information already exists to determine the application without the need for an evaluation. It will otherwise normally expect such evaluation to accompany any planning application where there is reason to suspect that the development might affect a site of archaeological importance. Where the developer is not voluntarily prepared to arrange for this to be carried out, the District Council will consider use of its powers to direct that such information be provided, and exceptionally will consider refusing the application where such information is not subsequently supplied.

7.73 In considering all applications affecting sites of archaeological importance, the District Council will seek the views of the County Archaeologist and the Trust for Thanet Archaeology. It will consult English Heritage in respect of applications affecting Scheduled Ancient Monuments and may do so in respect of other non-scheduled sites given the potential in Thanet to add to the number of Scheduled Sites.

POLICY HE11 - ARCHAEOLOGICAL ASSESSMENT

IN ORDER TO DETERMINE PLANNING APPLICATIONS, THE DISTRICT COUNCIL MAY REQUIRE THE DEVELOPER/APPLICANT TO PROVIDE ADDITIONAL INFORMATION, IN THE FORM OF AN ASSESSMENT OF THE ARCHAEOLOGICAL OR HISTORIC IMPORTANCE OF THE SITE IN QUESTION AND THE LIKELY IMPACT OF DEVELOPMENT. IN CERTAIN CASES SUCH ASSESSMENT MAY INVOLVE FIELDWORK OR AN EVALUATION EXCAVATION.

WHERE THE DEVELOPER/APPLICANT IS NOT PREPARED TO ARRANGE SUCH AN ASSESSMENT VOLUNTARILY, THE DISTRICT COUNCIL WILL

USE ITS POWERS TO DIRECT THAT SUCH INFORMATION BE SUPPLIED. PLANNING PERMISSION WILL BE REFUSED WITHOUT ADEQUATE ASSESSMENT OF THE ARCHAEOLOGICAL IMPLICATIONS.

Explanation:

7.74 The District Council wishes to ensure it is fully informed about the archaeological implications of all proposals before determining any planning application for development likely to result in damage or destruction of archaeological remains.

Excavation and Recording

7.75 In accordance with paragraph 12 of PPG16, the District Council does and will continue to make every effort to preserve archaeological remains in situ where appropriate. In cases where the need for development which is likely to destroy or damage an archaeological site is judged by the District Council to be overriding, or where the importance of the site is not sufficient to warrant continued preservation, or the destruction of the site cannot be avoided, the Council intends to ensure adequate provision is made for proper investigation and recording.

7.76 Where the District Council proposes to grant planning consent for a development likely to destroy or damage remains of archaeological importance, it will usually require to be satisfied that the developer has made appropriate and satisfactory provision for prior excavation and recording of the archaeological remains, and publication of the results. Such excavation will normally be expected to take place prior to development commencing and in accordance with a brief prepared by the Council and in the light of advice from the County Archaeologist. Any planning consent will normally therefore be subject to conditions that no works may commence until the applicant has secured implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the District Council as local planning authority. Alternatively, these matters may be the subject of a voluntary agreement (eg: section 106 Agreement) with the developer and archaeologist concerned.

7.77 Where the District Council is of the opinion that consent can be granted without the need for excavation and recording, it may impose a condition requiring that reasonable access be given to a nominated archaeologist to enter the land to keep a watching brief during construction or to carry out archaeological investigation and recording during the course of construction works.

POLICY HE12 - ARCHAEOLOGICAL SITES AND PRESERVATION

ARCHAEOLOGICAL SITES WILL BE PRESERVED AND PROTECTED. ON THOSE ARCHAEOLOGICAL SITES WHERE PERMANENT PRESERVATION IS NOT WARRANTED, PLANNING PERMISSION WILL ONLY BE GRANTED IF ARRANGEMENTS HAVE BEEN MADE BY THE DEVELOPER TO ENSURE THAT TIME AND RESOURCES ARE AVAILABLE TO ALLOW

SATISFACTORY ARCHAEOLOGICAL INVESTIGATION AND RECORDING BY AN APPROVED ARCHAEOLOGICAL BODY TO TAKE PLACE, IN ADVANCE OF AND DURING DEVELOPMENT. NO WORK SHALL TAKE PLACE UNTIL THE SPECIFICATION AND PROGRAMME OF WORK FOR ARCHAEOLOGICAL INVESTIGATION, INCLUDING ITS RELATIONSHIP TO THE PROGRAMME OF DEVELOPMENT, HAS BEEN SUBMITTED AND APPROVED.

Explanation:

7.78 Other archaeological sites will normally be protected from damage and destruction as they contribute to the integrity and diversity of the archaeological heritage. Where refusal of planning consent is not warranted, the District Council intends to ensure "preservation by record".

Remains Encountered Unexpectedly

7.79 It is hoped that the above procedures will avoid the situation where archaeological remains are unexpectedly encountered during construction. Developers may be able to insure particular projects against this eventuality. However, should this situation occur, the District Council hopes that it can be resolved through discussion.

7.80 The District Council is empowered to, and may exceptionally, revoke planning consent. Similarly, English Heritage is empowered to schedule a site even after planning consent has been granted, if it is considered sufficiently important. While such circumstances may never occur, this serves to emphasise the importance of early discussion.

Public Utilities/Contractor's Works

7.81 Chance finds often occur during the course of contractors' works relating, for example, to public utilities, over which there may be no planning control (eg, pipe laying, farming practices). In view of the importance attached to the Thanet archaeological heritage it is essential that all such finds are reported to the District Council so that they can be adequately recorded.

Site Specific Policies

Royal Sea Bathing Hospital

7.82 Founded in 1791, this was the first hospital in England to treat patients with sea air. The principal feature of this listed building is the impressive Doric portico overlooking Canterbury Road. There have been many unfortunate additions and alterations carried out over the years. The decision to centralise hospital services on the Queen Elizabeth Queen Mother Hospital (QEQM) site at St. Peter's Road has meant that the Royal Sea Bathing Hospital site became surplus to requirements. The site is approximately 6.80 acres in extent and includes undeveloped land with a large frontage to the sea. The open space to the north-west part of the site is a high-tide roost associated with the Thanet Coast SPA-Ramsar Site.

7.83 The main issues in the future use of this site relate to the need to protect the setting of the listed building and to ensure, as far as possible, that the more easily developed parts of the site are not undertaken, leaving the listed building to deteriorate and remain unused. The District Council will therefore expect reuse and restoration of the listed building to form part of an overall scheme for development of the site, and will prepare a specific brief amplifying such considerations.

POLICY HE13 - ROYAL SEA BATHING HOSPITAL

THE DISTRICT COUNCIL WILL PERMIT PROPOSALS FOR THE REUSE OF THE ROYAL SEA BATHING HOSPITAL AND THE REDEVELOPMENT OF THE UNDEVELOPED PARTS OF THE SITE PROVIDED THAT:

- (1) NEW BUILD DEVELOPMENT ON THE SITE PROTECTS OR ENHANCES THE SETTING OF THE LISTED BUILDING AND IS ITSELF INTRINSICALLY WELL DESIGNED.**
- (2) PROPOSALS FOR THE REUSE OF THE LISTED BUILDING CONSERVE ITS CHARACTER, APPEARANCE, FABRIC AND INTEGRITY.**

THE IMPACT OF ANY DEVELOPMENT ON THE HIGH-TIDE ROOST ASSOCIATED WITH THE THANET COAST SPA RAMSAR SITE AND THE ROYAL SEA BATHING HOSPITAL WILL BE EVALUATED AND THE RESULTS TAKEN INTO ACCOUNT IN THE PROPOSALS FOR THE DEVELOPMENT OF THE HOSPITAL SITE.

The Montefiore Site

7.84 This site (as shown on the Proposals Map) on the north-west side of Dumpton Park Drive provides an open break within an otherwise built-up area, contains a synagogue and mausoleum and also possesses a number of mature trees, which add an attractive natural feature within the urban environment. In considering any future use of the site, the District Council would expect to secure the enhancement and continued maintenance of the amenity value provided by the essentially undeveloped character of the site, the tree cover and the attractive flint wall fronting Dumpton Park Drive. The District Council is acquiring part of the site (land east of the synagogue and mausoleum), and will continue to protect the undeveloped site with a view to its potential creation as public open space.

7.85 Sir Moses Montefiore was a renowned philanthropist as well as a prominent and well-loved member of the 19th century Anglo-Jewish community. The site includes the Grade II* listed synagogue, built by Sir Moses Montefiore, and the Grade II* listed mausoleum containing his remains and those of his wife Lady Judith, together with part of the former Montefiore College site. The site allocated on the Proposals Map is seen as an ideal opportunity to provide and maintain a publicly accessible garden in memory of Sir Moses Montefiore.

7.86 The Council supports the retention of the synagogue and mausoleum as the centrepiece of a tranquil garden, respectful of the whole site as an area of great significance to the Jewish community and of interest to the wider community. The intention would be that the garden would contain a gatekeeper's/caretaker's residence and a focal feature of some kind that would commemorate the life and history of Sir Moses and inform visitors of his importance to international Jewish and local communities.

POLICY HE14 - MONTEFIORE SITE

LAND, AS DEFINED ON THE PROPOSALS MAP, IS ALLOCATED AS A PEACEFUL PUBLIC GARDEN DEDICATED TO THE MEMORY OF SIR MOSES MONTEFIORE.

ANY DEVELOPMENT THAT MAY BE PERMITTED WILL BE EXPECTED TO FORM PART OF A COMPREHENSIVE SCHEME WHICH WOULD ENABLE LONG-TERM MAINTENANCE OF THE SITE'S QUALITIES AND CONSIDERATION OF PUBLIC ACCESS TO THE SITE.

TARGETS

LP Implementation Target	
Policy Area	Heritage
Relevant Policies	HE1, HE2, HE4, HE5, HE6, HE7
Indicator	No. of Listed Building/Conservation Area applications lost on appeal
Target	Win 90% of appeals
Monitoring	Appeal decisions
LP Implementation Target	
Policy Area	Heritage
Relevant Policies	HE10
Indicator	Protect all Scheduled Ancient Monuments from development
Target	Protect 100% of Scheduled Ancient Monuments in Thanet
Monitoring	Development Control application decisions

8. Tourism

8. Tourism

Introduction

8.1. Thanet has been a traditional tourist destination for over 200 years. Whilst the popularity of seaside tourism may have declined since the heyday at the turn of last century, it still remains the single largest component of the domestic holiday market. Tourism expenditure directly supports 4860 jobs, whilst a further 1078 are supported through indirect expenditure.

8.2. A good tourist industry can also provide additional benefits to the District. Facilities providing a service for tourists can also provide further recreational opportunities for residents. A well-received tourist 'experience' can improve the image of Thanet, which may encourage business to locate or families to move into the area.

8.3. The Council's vision is that facilities and attractions would have adapted to the tourist market by 2020 and these would provide new leisure experiences compared to those that were provided twenty years earlier. Projects such as Margate Old Town, including the Turner Centre, and Ramsgate Renaissance would add to existing facilities and events, such as Folk Week at Broadstairs.

8.4. The coast is also seen as a major asset, catering for all recreational requirements from bird watching to jet skiing. It is hoped that the integration of these diverse activities will be achieved through the promotion of the Coastal Park initiative. Many of these attractions should also help to lengthen the holiday period in Thanet and give the area an image boost.

OBJECTIVES

- 1. TO PROMOTE AND PROVIDE OPPORTUNITIES FOR NEW TOURISM FACILITIES**
- 2. TO PROTECT AND ENHANCE THE LOCAL ECONOMY IN THANET**

8.5. Tourism will continue to be significant in the local area so it is appropriate that planning policies encourage tourism-related development and seek to improve the seaside architecture and overall environment to assist the revitalisation of the industry and improve Thanet's image and appearance. There is potential for tourism to form part of agricultural diversification schemes to the benefit of both industries. Proposals which will expand the length of the holiday season will be supported, for example, promotion of the area as a centre in East Kent for education-related tourism (language schools and school and college field trips relating to geology and archaeology, etc).

8.6. Figures from the South-East England Tourist Board indicate that in 2000, in the region of 518,000 staying trips (10% of the county) were undertaken by tourists in Thanet and that these visitors generated in the region of £85.56

million of direct tourist expenditure into the District economy. In addition to staying visitors, it is estimated that the District received 2.60 million day visitors who contributed a further £43.1 million to the local economy.

8.7 Thanet, Canterbury and Shepway are working together on an East Kent Tourism Strategy. It is expected that the local authorities in the East Kent area will continue to work together to achieve a mutual benefit on a number of issues and make the best use of resources. Thanet also supported Canterbury's bid for the European Capital of Culture 2008.

POLICY T1 - TOURIST FACILITIES

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH WOULD EXTEND OR UPGRADE THE RANGE OF TOURIST FACILITIES, INCREASE THE ATTRACTION OF TOURISTS TO THE AREA OR EXTEND THE SEASON.

Serviced Accommodation

8.8 There is scope for further quality hotels in the area to improve the product base. The Council will encourage new provision, or additional provision of such facilities. Policy EC11 considers another aspect of the accommodation market, Business Hotels, in the Economic Development Chapter.

POLICY T2 – SERVICED ACCOMMODATION

IN THE THANET TOWNS AND VILLAGES, PROPOSALS FOR DEVELOPMENT OF SERVICED TOURIST ACCOMMODATION, INCLUDING EXTENSIONS TO AND CONVERSIONS OF EXISTING BUILDINGS, WILL BE APPROVED. SUCH PROPOSALS WILL BE JUDGED ON THEIR INDIVIDUAL MERITS IN RELATION TO SCALE, DESIGN, IMPACT ON THE LOCALITY AND NORMAL DEVELOPMENT CONTROL CRITERIA.

Self-Catering Accommodation

8.9. The range of self-catering tourist accommodation is wide, including holiday homes and flats, touring and static caravan sites and chalets. Such facilities provide choice for the tourist and are to be supported.

8.10 The Council also recognises that tourist facilities need to adapt to an ever-changing market. The upgrading of self-catering accommodation facilities to provide an improved product for the tourist market will therefore be supported by the Council.

8.11 However, in recent years, many facilities have come under pressure for change of use to higher value uses, such as housing. The Council would therefore seek to retain facilities where such a change of use would reduce the choice of tourist accommodation in Thanet.

POLICY T3 – SELF-CATERING ACCOMMODATION

- 1. EXCEPT AT OR NEAR THE COAST AND TAKING ACCOUNT OF THE CRITERIA PROVIDED IN POLICY CC2, IN RELATION TO LANDSCAPE, PROPOSALS FOR THE DEVELOPMENT OF NEW TOURING AND STATIC CARAVAN SITES, AND SUITABLE EXTENSIONS TO EXISTING SITES, WILL BE PERMITTED, SUBJECT TO SITING, DESIGN AND ACCESS CONSIDERATIONS, AND PROVIDING THERE IS NO OVERRIDING CONFLICT WITH OTHER PLANNING POLICIES. ALL NEW SITES AND SUITABLE EXTENSIONS MUST BE WELL RELATED TO THE PRIMARY OR SECONDARY ROAD NETWORK. IN ALL NEW CASES, THE CARAVAN SITE MUST BE CAPABLE OF BEING EXTENSIVELY LANDSCAPED SUCH THAT ITS IMPACT ON THE CHARACTER OF THE AREA IS MINIMISED.**
- 2. PROPOSALS TO DIVERSIFY, UPGRADE OR IMPROVE FACILITIES RELATING TO SELF-CATERING ACCOMMODATION WILL BE PERMITTED SUBJECT TO SCALE, SITING, DESIGN, ACCESS AND LANDSCAPING CONSIDERATIONS.**
- 3. PROPOSALS TO REDEVELOP SELF-CATERING FACILITIES FOR OTHER USES, WILL NOT BE PERMITTED WHERE IT IS CONSIDERED THAT SUCH PROPOSALS WOULD SERIOUSLY AFFECT THE MAINTENANCE OF A REASONABLE CHOICE OF TOURIST ACCOMMODATION IN THANET.**

Coastal Park

8.12 The idea for a Coastal Park developed out of the preparation of the Management Scheme for the Thanet Coast Marine Special Area of Conservation (SAC). Many issues were discussed in that process which did not fall solely within the scope of the Management Scheme, which is a statutory document. These issues included regeneration projects, tourism and leisure (such as 'green tourism') new development, nature conservation and related issues.

8.13 The Coastal Park will also encompass green tourism issues such as the development of walking and cycling routes, particularly the Viking Coastal Trail. TDC are also working up a Coastal Information and Interpretation Strategy alongside the Coastal Park proposal, which will inform and direct future provision of information boards and interpretation panels along the coast.

8.14 The concept of the 'Coastal Park' is to draw together all these policies, proposals and projects at the coast under a single, integrated action plan, to give these initiatives a common identity and to set a framework to carry them forward and develop new ideas. As there are many issues covered by this initiative, various policies covering the coastal area will apply. However, the primary policy relating to the Coastal Park is CC13.

Former Hoverport, Pegwell Bay

8.15 The former Hoverport site at Pegwell Bay is located at Cliffs End, adjacent to the coast, and consists of an extensive area of hardstanding (over 8 hectares).

8.16 Any proposed development will, however, have to have due regard to the surrounding environmental concerns. Pegwell Bay is not only part of the Sandwich Bay/Hacklinge Marshes Site of Special Scientific Interest but is also of major international environmental importance under the European Community Wild Birds Directive (as a Special Protection Area) and Ramsar Convention. Part of Pegwell Bay has also been designated within the Sandwich Bay Special Area of Conservation (SAC) and the Thanet Coast Marine SAC. The importance of the surrounding Pegwell Bay area has also been reflected in its designation as a National Nature Reserve under Section 35 of the Wildlife and Countryside Act 1981.

8.17. The cliffs at and near the Hoverport site are also of Special Scientific Interest because of their geology and are a landscape feature of great importance particularly when viewed along the A256.

8.18 The Council as owner of the site has been advised that removal of the hardstanding to return the site back to nature is not a practical or an economic proposition. The Council is therefore seeking a development that will utilise the site to its best economic advantage, without damage to the short and long term future of the SSSI and other aspects of nature conservation interest.

8.19 The Council therefore commits itself to finding a practical and economic form of development, subject to the Habitats Regulations, which will provide employment opportunities on the site without damage to the SSSI, SPA, Ramsar Site or the two SACs.

8.20 The Hoverport site is suitable to form part of the Regional Conservation Park located around the Stour and Wantsum Channel. The Area Investment Framework Action Plan (involving Thanet, Canterbury and Dover Councils) includes the Regional Park Initiative and, as part of the development of a green heart for East Kent, identifies the Hoverport site as a visitor centre for green tourism. The Regional Conservation Park will work in conjunction with Thanet's Coastal Park Initiative which draws together policies, proposals and projects at the coast, developed from the preparation of the Management Scheme for the Thanet Coast Marine Special Area of Conservation (SAC)

POLICY T4 – HOVERPORT SITE PEGWELL BAY

PLANNING PERMISSION WILL BE GRANTED TO PROPOSALS FOR THE DEVELOPMENT OF THE HOVERPORT WITHIN ITS EXISTING BOUNDARIES, PROVIDED:

(1) THERE IS NO MATERIAL HARM TO THE SSSI-SPA-RAMSAR SITE AND THERE IS NO SIGNIFICANT EFFECT ON THE NATURE CONSERVATION INTERESTS OF THE SSSI, SPA, RAMSAR SITE OR SACS.

(2) ANY PROPOSED BUILT DEVELOPMENT WOULD NOT RESULT IN UNACCEPTABLE HARM TO THE SPECIAL LANDSCAPE AREA;

(3) THE MAXIMUM HEIGHT OF BUILT DEVELOPMENT DOES NOT EXCEED THE HEIGHT OF THE CLIFF FACE

(4) PUBLIC VIEWS FROM THE A256 OF THE CHALK CLIFF LINE TO THE EAST OF THE HOVERPORT ARE RETAINED; AND

(5) PUBLIC ACCESS IS RETAINED TO THE REAR OF THE SITE TO FACILITATE INSPECTION OF THE IMPORTANT CLIFF GEOLOGY AND TO THE HUGIN BEACH TO THE EAST.

The Lido, Cliftonville

8.21 The outdated and rundown Lido leisure complex lies on the seaward side of Ethelbert Terrace, on the cliff face close to the Winter Gardens and proposed Turner Centre. This location provides an ideal opportunity for a mixed-use development with uninterrupted sea views. However, any development must be sympathetic to the character of the area and retain a high proportion of sea views from Ethelbert Terrace. The latter requirement should be reflected in the design of any proposed buildings, which should consider varying heights, above the cliff top, to obtain the most advantageous views from Ethelbert Terrace, Ethelbert Crescent and Cliff Terrace. The following policy will therefore apply.

POLICY T5 - THE LIDO SITE

THE DEVELOPMENT OF THE LIDO COMPLEX FOR AN APPROPRIATE MIX OF TOURISM, LEISURE AND HOUSING USES, WILL BE PERMITTED SUBJECT TO CONSIDERATION BEING GIVEN TO THE POTENTIAL LOSS OF SEA VIEWS FROM ETHELBERT TERRACE AND BEING SYMPATHETIC TO THE CHARACTER OF THE AREA.

Language Schools

8.22 The Thanet towns have a considerable number of language schools. Attendance tends to peak during the Easter period and the summer holiday. A high percentage of students using these services stay with Thanet families or as paying guests. The South-East England Tourist Board's document 'The

Economic Impact of Tourism – Thanet 1998' estimated that the total visitor expenditure, by such visitors, was £27.15 million in 1998.

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

POLICY T6 - LANGUAGE SCHOOLS

LANGUAGE SCHOOLS WILL NORMALLY 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.

Amusement Uses

8.24. Due to its long history as a major holiday centre, Thanet is well served by a great variety of amusement uses. In deciding whether a particular location is suitable for a new amusement use, a relevant factor will always be the kind of amusement intended. There are two distinct types of amusement uses, 'amusement arcades' and 'amusement centres'.

8.25. 'Amusement arcades' offer a mix of amusements with prizes as well as entertainment-only machines (ranging from traditional pin-tables to video games and 'virtual reality'). Arcades are usually open to all ages and offer a bright, noisy, holiday atmosphere. Other more traditional amusements, such as shooting galleries and fairground rides, are also found in Thanet in locations very close to the sea.

8.26 An 'amusement centre' is usually limited to amusements with prizes, although ancillary retail or refreshment facilities may also be provided, subject to planning conditions. The concept was developed from that of 'arcades' but they exclusively use modern electronic machinery. Prize bingo, normally played on console machines, is sometimes included. Centres tend to be far more discreet in appearance than 'arcades' and are 'closed', suppressing noise within the property often via automatic doors. Operators tend to seek to locate 'centres' in traditional street locations to attract a particular clientele and many, therefore, maintain a 'shopfront' appearance with priced goods for sale. Access is usually denied to people under the age of sixteen or eighteen.

8.27 The main issues in determining appropriate locations for such uses will be the character of the area, noise and disturbance, the kind of amusements involved, appearance, traffic and road safety. To some extent noise and general disturbance are likely to depend on the kind of amusement intended and the expected clientele. Therefore, arcades would not be permitted in a town centre, whereas an amusement centre may be. Amusement centres will, however, be required to have a high quality shopfront design that displays prizes or priced goods for sale, thus maintaining a traditional town environment.

8.28 Where proposals for amusement uses are to be located in Listed Buildings the relevant consent will be required. In Conservation Areas, careful design of shop fronts will be also be a requirement.

8.29 Annex D to PPG6 suggests that the Local Plan should give guidance with regard to preferred locations in resort towns. In view of the high level of provision that currently exists in the Thanet towns and the ease of access to existing arcades and centres, it is considered appropriate to operate a policy of restraint in respect of the further expansion of these amusement facilities. In addition to this general approach, the reasons for the application of such a policy are substantiated by the characteristics of the different parts of the District.

Margate

8.30 The major area for amusement arcades is Marine Terrace along Margate seafront and within Dreamland. This area has developed a bright holiday atmosphere, where numerous individual arcades and associated uses compete for business and where a wide range of choice is given to the customer. This area has been defined on the Proposals Map for such uses. An extension to this allocated area will be resisted for two reasons. The first is the unacceptable impact upon the residential apartments, Arlington House, to the west. The second is the importance of Marine Gardens, to the east, as a buffer zone between the main retail area of Margate and the amusements along Marine Terrace. Amusement centres are, however, considered to be acceptable in the designated town centre area, subject to Policy T7 below.

Ramsgate

8.31 Although there are amusement arcades along Harbour Parade, the previous Local Plan had designated an area based on a large amusement centre along Marina Esplanade, close to the main beach. This, however, has since been demolished after a fire and an alternative development has since been approved. The approved development forms part of the Ramsgate Renaissance Initiative that seeks to rejuvenate the waterfront of the town. It is considered that the aims of this initiative would be compromised by any further development of amusement arcades in this area. Therefore, future proposals for amusement arcades will be limited to the defined area in Harbour Parade (as shown on the Proposals Map). Amusement centres are considered to be acceptable in the designated town centre area, subject to Policy T7 below.

Broadstairs

8.32. Broadstairs has a single but significant amusement arcade that lies between the town centre, the harbour and the beach. As a resort, Broadstairs is complementary to Margate and Ramsgate. The visitors that are attracted to Broadstairs are drawn there by its charm and the quiet "Victorian" elegance of the town. The existing amusement arcade is in a central location and it is considered that this meets the needs of visitors and residents. Given the special character and small scale of Broadstairs, there is no need or justification for further expansion of arcades or centres that would be likely to detract from the character of the town. Amusement centres are considered to be acceptable in the designated town centre area of Broadstairs, subject to Policy T7 below.

Westwood

8.33. Amusement arcades will not be permitted within the proposed town centre of Westwood, as defined in Policy TC2. Such an activity would be at odds, and therefore detrimental to, the proposed uses of this new town centre. However, amusement centres are considered to be acceptable in this proposed town centre area, subject to the criteria set out in Policy T7 below.

Other Centres

8.34 Cliftonville was traditionally the "dormitory" area of Margate with a major concentration of hotels and guesthouses. As such, it was entirely appropriate that a certain scale of amusement provision was made in the area. However, the long-stay holiday market has declined and with it the number of hotels. These have generally been replaced with more permanent residential uses and there is therefore a greater potential for conflict if further amusement arcades were to be permitted.

8.35 Two amusement arcades exist and these are relatively divorced from private residential accommodation. It is therefore considered that adequate provision exists, particularly bearing in mind the proximity to Margate. Introducing further arcades would detract from the character of the area and result in conflict with other uses.

8.36 Outside the centres referred to above, there are a number of District local centres and village centres in Thanet, which serve the needs of immediate residents. Given the small scale of these local centres, it is considered that the introduction of amusement arcades into these areas would be detrimental to the character and residential amenities of these areas and should not therefore be permitted. Access to the main town centres is relatively easy and adequate provision is made there.

8.37 Outside the town centres, the acceptability of amusement centres will be judged against the scale of the centre in which they are to be located, the compatibility with adjacent uses and the criteria set out in Policy T7 below.

POLICY T7 - AMUSEMENT USES

- 1. AMUSEMENT 'CENTRES', WILL BE PERMITTED IN THE TOWN CENTRES AND AT WESTWOOD, AS DEFINED ON THE PROPOSALS MAP, SUBJECT TO;**
 - THE LIMITATION OF USE TO AMUSEMENTS WITH PRIZES;**
 - THE PROVISION OF EFFECTIVE SOUNDPROOFING INCLUDING DOOR DESIGN,**
 - A HIGH STANDARD OF SHOPFRONT DESIGN, WITH WINDOW DISPLAY, ESPECIALLY IN CONSERVATION AREAS.**
- 2. AMUSEMENT ARCADES WILL BE PERMITTED IN MARGATE AND RAMSGATE ONLY, WITHIN THE AREA SHOWN ON THE PROPOSALS MAP. PROPOSALS FOR AMUSEMENT USES WILL BE EXPECTED TO RETAIN EXISTING SIGNIFICANT ELEMENTS OF SEASIDE ARCHITECTURE.**
- 3. OUTSIDE THE DEFINED AREAS PROPOSALS FOR NEW AMUSEMENT ARCADES OR THE EXTENSION OF SUCH USES WILL BE REFUSED.**
- 4. OUTSIDE TOWN CENTRES THE ACCEPTABILITY OF AMUSEMENT CENTRES WILL BE JUDGED AGAINST THE SCALE OF THE CENTRE IN WHICH THEY ARE LOCATED AND COMPATIBILITY WITH ADJACENT USES.**

Dreamland

8.38 The long-established amusement park known as Dreamland has been synonymous with Margate's function and image as a traditional seaside resort. However, in recent years there has been no substantial investment in the park to add to or maintain its attractiveness, with the result that the park has taken on an increasingly rundown and depressing appearance, with a dwindling number of rides occupying the site. Policy supports investment in the site as an amusement park and continuation of such use if viable and sustainable.

8.39 The Council is promoting the rejuvenation and diversification of Margate for local people and visitors alike through an evolving programme capitalising on its seaside location and character, the historic old town and harbour, and cultural associations including the legacy of the artist JMW Turner. An emerging Master Plan will set out principles and comprehensive opportunities for a number of key seafront sites.

8.40 The Dreamland site, as a result of its size (6.5 hectares) and location, is a key opportunity within the big picture for Margate's future. The Council wishes to realise a comprehensive scheme for the site, maximising its potential to contribute to the economic well-being and attractiveness of Margate as a visitor destination and area in which to live and invest.

8.41 Any development of the Dreamland site will be expected to reflect the context and vision of the wider regeneration programme for Margate, and to integrate with proposals for adjoining key sites. Proposals should not therefore be limited in concept to the immediate Dreamland site, and schemes will be expected to anticipate and integrate with opportunities for redevelopment/refurbishment of adjacent sites (for example potential improvements to Arlington Square/House/car park). In particular, the site is key to securing the diversion of Marine Terrace around the back of the Dreamland site in order to enable much improved pedestrian movement between the site and the beach and enable significant environmental improvements along Marine Terrace. Proposals should therefore demonstrate how this could be achieved and phased in as appropriate.

8.42 The main Dreamland building and scenic railway are listed buildings. Proposals would need to retain these features in situ and to provide an appropriate setting for them in line with other relevant policies in this plan and guidance in PPG15.

8.43 The predominant use of the Dreamland site should be for leisure purposes providing a year-round destination, attractive to visitors and locals alike. This leisure use could take the form of an amusement park on the whole or part of the site. However, if an amusement park is found not to be viable and sustainable then alternative leisure uses will be explored. Any leisure use will be expected to integrate with properties and land fronting Marine Terrace and adjacent at Arlington Square. A residential element may also be appropriate on the site, but only at a scale necessary to enable the leisure proposals to proceed, contribute to the new access road and enable other aspects of the site's development and supporting infrastructure to take place including providing an appropriate parkland setting to the scenic railway. A green park around the scenic railway as a central feature would be required in order to provide an appropriate setting and high quality amenity space with pedestrian links within and beyond the site. A limited amount of retail use, restricted to the sale of goods in connection with the leisure and tourism elements on the site may be appropriate. A small (below 500sq m) convenience store to serve the immediate residential area and visitors would be acceptable.

POLICY T8 - DREAMLAND

1. 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.

2. 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:

- (i) PROPOSALS DEMONSTRATING THAT SUCH REDEVELOPMENT WOULD SUSTAINABLY CONTRIBUTE TO THE ECONOMIC WELL-BEING AND REJUVENATION OF MARGATE, AND BEING SUPPORTED BY A BUSINESS PLAN DEMONSTRATING THAT SUCH PROPOSALS ARE ECONOMICALLY VIABLE;**
- (ii) 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);**
- (iii) COMPATIBILITY WITH THE CONTEXT AND PROPOSALS OF THE STRATEGIC URBAN DESIGN FRAMEWORK, AND INTEGRATION WITH APPROPRIATE PROPOSALS FOR REDEVELOPMENT /REFURBISHMENT OF NEIGHBOURING SITES;**
- (iv) 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);**
- (v) 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
- (vi) PROPOSALS BEING ACCOMPANIED BY A TRAFFIC IMPACT ASSESSMENT.**

Rural Tourism

8.44 It is considered essential, in the interests of the wider tourism strategy of the District and the county, that appropriate rural tourist facilities should be provided in rural settlements as well as in the urban areas. Minster Abbey and the Rural Life Museum, Sarre Mill, the Norman Church at St. Nicholas, and Foxhunter Park at Monkton are existing examples.

8.45 In planning terms, new facilities could include the reuse of rural buildings, particularly those that are listed, or possibly the conversion or part use of large

existing residential properties. The following Policy will apply to such proposals.

POLICY T9 - RURAL TOURISM

PROPOSALS FOR THE CONVERSION OF BUILDINGS IN RURAL SETTLEMENTS TO TOURISM-RELATED USES WILL BE PERMITTED, SUBJECT TO ENVIRONMENTAL AND TRAFFIC CONSIDERATIONS. THE CONVERSION OF FARM BUILDINGS WILL ALSO BE SUBJECT TO POLICIES R5 AND HE3.

PICNIC AREAS, NATURE WALKS AND OTHER MODEST FACILITIES PROMOTING GREEN TOURISM IN THESE AREAS ARE CONSIDERED DESIRABLE AND WILL BE ENCOURAGED.

TARGETS

LP Implementation Target	
Policy Area	Amusement Uses
Relevant Policies	T7
Indicator	Number of amusement arcades permitted outside designated areas.
Target	Nil.
Monitoring	Monitoring of planning applications

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9. Sport & Recreation

9. Sport & Recreation

Introduction

9.1. 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.

9.2. The provision of a wide choice of good facilities is also important for the economy. An attractive area with a choice of recreational facilities is appealing for prospective employers and their employees.

9.3. It is the Council's vision that, by 2020, Thanet will have a wide selection of facilities for sport and recreation. This would be achieved by working together in partnership with the private sector together with funding from the Lottery Commission.

9.4. The Council's commitment to improving facilities in the area has already started with the identification of current deficiencies in sport facilities through the Sports Strategy. This strategy will be assisted by the private sector. With the increase in employment (with more disposable income in the District) the private sector would have the confidence to invest in additional facilities.

9.5. The provision of new facilities may also bring a diverse range of sports and recreation into the area, making Thanet even more attractive as a location to live for new residents. This diversity would be complemented by the Coastal Park concept that which would manage the use of Thanet's coast and successfully accommodate the many opportunities for 'watersports' in this District.

9.6. Other forms of recreation, such as restaurants and cafes, would also become important with the change of emphasis in the use of the town centres.

9.7. To achieve this vision it is important to provide and safeguard good facilities for a wide range of activities that will provide opportunity and choice. Some sports and recreational activities require extensive areas of land to meet their needs. Such land, especially in urban areas, is particularly at risk from development pressures. The land-use based planning system therefore has a crucial role to play in securing the following objectives.

OBJECTIVES

- 1. TO ENCOURAGE THE PROVISION OF A RANGE OF ACCESSIBLE, QUALITY FACILITIES FOR SPORT AND RECREATION TO SERVE THE NEEDS OF RESIDENTS AND VISITORS**
- 2. TO SAFEGUARD PUBLIC AND PRIVATE OPEN SPACE AND OTHER LAND OF RECREATIONAL, CONSERVATION, WILDLIFE, AMENITY OR HISTORIC VALUE**
- 3. TO SECURE THE PROPER AND TIMELY PROVISION OF OPEN SPACE TO SERVE THE NEEDS GENERATED BY NEW DEVELOPMENT SUCH THAT THERE IS NO PUBLIC EXPENSE**
- 4. TO IDENTIFY EXISTING DEFICIENCIES IN PROVISION AND OPPORTUNITIES FOR NEW OPEN SPACE AND TO ESTABLISH A POLICY FRAMEWORK FOR RESOLVING CONFLICT BETWEEN RECREATIONAL USES**

Policy Background

9.8. Government advice in Planning Policy Note 17 (PPG17) encourages the provision of a wider range of opportunities for such activities for both spectators and participants over the entire age spectrum. It also suggests that such opportunities should, wherever possible, be available for everyone, including the elderly and those with disabilities.

9.9 Government advice in PPG17 encourages social inclusion and community cohesion with access to open space, sport and recreation being a major theme throughout.

9.10 Sport England also produced 'Planning policies for sport, a land use planning policy statement on behalf of sport' in 1999, which echoes the objectives in PPG17.

9.11 Thanet District Council produced a Sports Strategy for Thanet, 1999-2002, which has the overall objective "...to meet the sporting and recreational needs of the people of Thanet". The Strategy is in line with National Government commitment to fighting social exclusion and encouraging a healthier lifestyle. This document also identifies the changing role of the local authority, from a primary provider, to a role that acts as a facilitator and co-ordinator.

General Policies

9.12 Car ownership is comparatively low in Thanet but is growing in real terms in line with national trends. Although this increasing mobility produced by widespread car ownership permits and encourages people to travel much further afield for their recreation, demand for facilities should as far as possible be met within Thanet, particularly in its urban areas which contain approximately 95% of the District population.

Adequacy of Existing Provision

9.13 The amount of land thought to be necessary for open-space purposes is six acres per thousand population, a standard first proposed by the National Playing Fields Association in 1925. The population profile of an area is clearly a vital component of any calculation of demand for open space.

9.14 In addition, there have been changes in the type and popularity of sporting activities since the standards were devised. A number of factors have changed the needs of the community of Thanet in sporting terms. These have included an increased emphasis placed on a healthy lifestyle, on provision by the private sector and on the expectation for the quality of provision provided.

9.15 Nevertheless, some general comments can be made about sports facilities in Thanet. The economic and social conditions of the past have been reflected in the standard of sports facilities in Thanet. The Sports Strategy for Thanet indicates that the Thanet community has been left with an outdated range of sporting and recreational facilities. Although some facilities date back to the 1970s, some were updated through the 1980s.

9.16 In July 2000 a new sports centre in Ramsgate opened and this centre will provide core community facilities for Ramsgate. It comprises a sports hall (equivalent in size to six badminton courts), a health suite, aerobic and dance studio, conditioning suite and social facilities. It was jointly funded by Thanet District Council, Kent County Council, SRB and Sports Lottery Fund and is an indication of how the Council will expect schemes to be implemented in the future.

9.17 Sports provision in Thanet's schools does not generally compare well with other areas. Most primary schools have a small gymnasium/hall with limited equipment. Most of the state secondary schools have indoor facilities in the form of old-fashioned gymnasiums and school halls. Outdoor facilities are better, but some schools, for example, Clarendon House Grammar School, have little on-site provision, and pupils are forced to travel. Currently more sports halls are now being provided at Thanet secondary schools through basic needs projects being undertaken by Kent County Council.

9.18 Outdoor pitches for public use are in great demand. The loss of formal active open space is to be resisted through Policy SR 10.

9.19 Mixed usage of grass pitches is not possible in some cases, for example, cricket and football. The condition of such pitches declines with overuse, particularly in bad weather. Standards in most sports would increase with better provision. The Regional Sports Council has highlighted the need for a multi-use pitch in Thanet.

9.20 The Sports Strategy for Thanet identifies key locations for its facilities strategy: the new Ramsgate Sports Centre & old swimming pool, Hartsdown Park Leisure complex in Margate, the Jackey Baker's/EuroKent (Rose Farm) proposals and Minster Sports Hall.

9.21 A high proportion of Thanet's residents are elderly and/or suffer illness-limiting mobility. The District Council is keen to ensure that recreational facilities are accessible and suitable for use by as wide a section of the population as possible.

Provision of New Facilities

POLICY SR1 - NEW FACILITIES

PROPOSALS FOR THE PROVISION OF NEW RECREATION AND SPORTS FACILITIES INCLUDING THOSE PROVIDED BY CLUBS OR SCHOOLS, PARTICULARLY WHERE THESE PROPOSALS ARE AVAILABLE TO THE PUBLIC (INCLUDING PEOPLE WITH LIMITED ENERGY/MOVEMENT), AND WHICH REMEDY IDENTIFIED DEFICIENCIES IN EXISTING FACILITIES WILL BE PERMITTED PROVIDED:

- (1) THE LOCATION OF THE PROPOSAL IS WITHIN OR ADJOINING THE URBAN AREAS;**
- (2) THE INTENDED USE IS COMPATIBLE WITH SURROUNDING LAND USES AND WITH CURRENT PLANNING POLICY;**
- (3) THE FACILITIES ARE WELL RELATED TO THE MAJOR TRANSPORTATION NETWORK, AND THAT THE USE IS IN CLOSE PROXIMITY TO PUBLIC TRANSPORT;**
- (4) ANY BUILT DEVELOPMENT IS ANCILLARY TO THE OUTDOOR USE, AND THE SCALE, DESIGN, SITING AND MATERIALS ARE SYMPATHETIC TO THE CHARACTER OF THE AREA;**

AND

- (5) SATISFACTORY ARRANGEMENTS ARE MADE FOR VEHICULAR ACCESS AND PARKING, AND ACCESS BY PEDESTRIANS AND THE DISABLED.**

Jackey Baker's Sports Ground

9.22 The District Council considers that it is in the interests of sport in the District to promote a central site for sport and recreation purposes, which would permit the concentration of resources on one site, and the development of a sporting "centre of excellence". Sports development may in some cases mean built sports facilities (gymnasium, stadia etc). It is acknowledged that such a development could result in the loss of open playing space. The Council considers that such a loss should be balanced against the benefits such a new

facility would bring to the District. Outline planning permission has been granted for a sports facility as part of the EuroKent Business Park proposal.

9.23 Any new sports development may be supported by a limited development of D2 (leisure facilities) or A3 (restaurants) 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.

9.24 The Jackey Baker's Sports Ground provides the best opportunity to both enhance existing facilities, and in the longer term, to increase the level of facilities for which there is adjoining undeveloped land as identified on the proposals map. As part of the existing sports land has been allocated for business uses in connection with the EuroKent Business Park, this identified undeveloped land is especially important to compensate for this loss. The following Policy will therefore apply.

POLICY SR2 - JACKEY BAKER'S

(A) 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.

(B) LAND HAS BEEN IDENTIFIED TO THE NORTH OF THE EXISTING SITE FOR SPORT AND RECREATION PURPOSES.

Maximising Use of Facilities

9.25 Few sports or recreational activities are subjected to maximum use compatible with their nature. The underuse of facilities wastes resources whereas fuller use can reduce the amount of land and buildings required to meet needs. The District Council wishes to encourage the joint use of facilities. The following policy addresses all sports facilities, including private clubs and schools, for use by the community.

POLICY SR3 - MAXIMISING USE OF FACILITIES

PROPOSALS FOR THE MULTIPLE USE OF EXISTING FACILITIES AND NEW DEVELOPMENT WHICH WILL CREATE OPPORTUNITIES FOR RECREATIONAL USE BY THE PUBLIC ADDITIONAL TO THE EXISTING USE OF THE FACILITIES WILL BE PERMITTED.

Recreation Provision in New Housing Development

9.26 New housing developments give rise to new recreation and leisure needs. Without new provision, extra pressures will be put upon existing facilities and this will have a negative impact on the quality of life in the area. The Council believes that it is right and proper that, as a general rule, such needs are met by the development with no cost to the public purse. Government guidance

also recognises that it is legitimate to use planning obligations to secure the provision of public open space and sporting facilities.

9.27 The Council will consider three areas in which the developer will have to consider provision of recreation: outdoor sports facilities, play and amenity areas. The following policies aim to ensure that safe and conveniently located provision will be made to accommodate demand generated by proposals for housing development.

Outdoor Sports Facilities

9.28 Outdoor sports facilities, include pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas. This includes facilities owned by the local authority, education authorities or facilities within the voluntary, private or commercial sectors that serve the outdoor leisure needs for their members or the public.

9.29 Such outdoor facilities for both youth and adult use are at a premium in the District. However, with the exception of the proposed housing at Westwood, there are limited opportunities in this District for large-scale housing developments that could provide open sports facilities within the actual site.

9.30 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 commuted payments from developers for the provision of new facilities or the upgrade or renewal of existing facilities. The amount expected will be based on the current costs of provision and maintenance at the time of the application and will follow the guidance set out in the Government's document, Assessing the Needs and Opportunities: A Companion Guide to PPG17. The Council produced the Thanet Sports Strategy 1999 – 2000 (which is currently being reviewed) that identifies deficiencies in sports facilities in the District. The Council will be guided by this publication as to where to direct funds.

9.31 However, the exact type and amount of provision will depend upon the size of the development and facilities provided in the vicinity. Contributions to school facilities, which allow their use outside school times, will also be considered.

POLICY SR4 - PROVISION OF NEW SPORTS FACILITIES

FOR NEW RESIDENTIAL DEVELOPMENT WHICH IN ITS COMPLETED FORM WOULD AMOUNT TO MORE THAN TEN RESIDENTIAL UNITS OR IS CONSIDERED LIKELY TO FORM PART OF A FUTURE DEVELOPMENT CUMULATIVELY TOTALLING MORE THAN TEN RESIDENTIAL UNITS, THE DISTRICT COUNCIL WILL SEEK A FINANCIAL CONTRIBUTION FOR THE PROVISION OF SPORTS LAND AND FACILITIES TOGETHER WITH A COMMUTED PAYMENT FOR CONTINUOUS MAINTENANCE. WHERE RESIDENTIAL DEVELOPMENT TAKES PLACE WITHIN THE VICINITY OF EXISTING SPORTS FACILITIES, A FINANCIAL CONTRIBUTION FOR

THEIR UPGRADE OR RENEWAL AND CONTINUED MAINTENANCE WILL BE SOUGHT.

Play Areas

9.32 The District Council intends to ensure that adequately equipped and casual children's playspace is 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 conjunction with play space for younger children, facilities for teenagers should also be considered. These facilities are more informal in design and are considered to be a good crime prevention measure. Good facilities will contribute to the quality of life in the District and help social interaction.

9.33 Because the District Council's resources are fully utilised in maintaining existing play areas, the Council will expect the developer to provide, or contribute to, play areas to meet the needs likely to be generated by the development.

9.34 The Council is of the view that the cumulative impact of smaller housing developments can also put pressure upon existing play facilities. With the drive to provide more housing units on brownfield land in urban areas, whether it is new build or conversion, 'smaller' sites are more likely to be developed. This situation will ultimately lead to higher local population and put pressure on existing play facilities. To keep a good quality of life, it is therefore proposed that for residential developments of ten to forty-nine units, a financial contribution for the provision, maintenance and upgrade of existing facilities will be required. The exact contribution will be negotiated, as part of a legal agreement, and will be dependent on the level and standard of provision of play facilities within the immediate locality.

9.35 Where a commuted sum is considered necessary for the provision, upgrade and maintenance of play facilities' it will be determined on the current costs to do this per new family home. On sites of between ten to forty-nine units the Council will require a commuted payment to accommodate the additional costs generated for play area maintenance and upgrading in perpetuity. In considering an appropriate sum, the Council will assume a rate of one child per family home (see note below) and will require a sum to generate a return sufficient to cover the annual cost per child for each family unit, taking into account inflation and increased costs at the appropriate time.

9.36 On sites of more than 50 residential units, it is for the developer to consider how play area provision will be accommodated, but the District Council will have regard to the safety, convenience and security of arrangements proposed, in particular:

- (1) accessibility in terms of highway safety and proximity to dwellings served

- (2) security of children using play areas (including whether the site and access to it is overlooked by dwellings)

and

- (3) convenience of siting in relation to noise sensitive development (e.g. dwelling units designed for, or particularly suited to, occupation by the elderly).

9.37 Provision therefore needs to be carefully considered at the design stage, and indicated clearly on submitted drawings. For clarity it should be noted that it is not the District Council's intention to seek playspace in relation to specialised accommodation for the elderly, particularly sheltered housing, or any element of a development that is related to such specialised accommodation. However, where applicable (Policy SR6), private amenity area provision will still be expected in such developments.

9.38 The District Council considers that adequate "doorstep" playspace should be available for young children. Additionally the Council considers that it is practical and desirable that in developments of fifty or more residential units provision should be made for play areas. Requirements for payment and contributions to play spaces, sports facilities and amenity areas will be negotiated on the basis of local standards based on an audit of need, provision and deficiency.

POLICY SR5 - PLAYSPACE

(A) DOORSTEP PLAYSPACE

NEW FAMILY DWELLINGS WILL BE EXPECTED TO INCORPORATE GARDEN SPACE IN ORDER TO PROVIDE A SAFE "DOORSTEP"* PLAY AREA FOR YOUNG CHILDREN.

(B) LOCAL PLAY SPACE

WHERE A DEVELOPMENT IS PROPOSED, WHICH IN ITS COMPLETED FORM WOULD AMOUNT TO TEN TO FORTY-NINE RESIDENTIAL UNITS OR IS CONSIDERED LIKELY TO FORM PART OF A FUTURE DEVELOPMENT CUMULATIVELY TOTALLING TEN TO FORTY-NINE RESIDENTIAL UNITS, THE DISTRICT COUNCIL WILL EXPECT A COMMUTED PAYMENT TO BE MADE FOR THE PROVISION, MAINTENANCE AND UPGRADE OF PLAY FACILITIES AS SPECIFIED ABOVE.

WHERE DEVELOPMENT IS PROPOSED, WHICH IN ITS COMPLETED FORM WOULD AMOUNT TO FIFTY OR MORE RESIDENTIAL UNITS, OR IS CONSIDERED LIKELY TO FORM PART OF A FUTURE DEVELOPMENT CUMULATIVELY TOTALLING FIFTY OR MORE RESIDENTIAL UNITS, THE DISTRICT COUNCIL WILL REQUIRE THE DEVELOPMENT TO INCORPORATE LOCAL PLAY AREA PROVISION ON THE BASIS OF 0.7

HECTARES PER 1000 POPULATION. SUCH PROVISION WILL BE EXPECTED TO COMPRISE APPROXIMATELY 36% EQUIPPED PLAY AREA AND APPROXIMATELY 64% CASUAL/INFORMAL PLAYSPACE.**

IN CONSIDERING THE SUITABILITY OF PROVISION, THE DISTRICT COUNCIL WILL REQUIRE THAT LOCAL PLAY AREA PROVISION IS AVAILABLE WITHIN A MAXIMUM SAFE WALKING DISTANCE OF 200 METRES FROM ANY DWELLING INCORPORATING ONE OR MORE CHILD BEDSPACE WITHIN THE DEVELOPMENT.

THE DISTRICT COUNCIL WILL REQUIRE LOCAL PLAYSPACE PROVISION TO BE AVAILABLE FOR USE AS SUCH PRIOR TO OCCUPATION OF THE FIRST DWELLING.

RESPONSIBILITY FOR MAINTENANCE AND MANAGEMENT OF LOCAL PLAY AREAS SHALL BE VESTED IN A SPECIFIED INDIVIDUAL OR, SUBJECT TO A COMMUTED PAYMENT TO MEET SUCH COSTS, IN THE DISTRICT COUNCIL. THE DISTRICT COUNCIL WILL USUALLY SEEK TO SECURE SUCH ARRANGEMENTS BY MEANS OF A PLANNING AGREEMENT.

IN EXCEPTIONAL CIRCUMSTANCES WHERE THE DISTRICT COUNCIL AGREES THAT IT WOULD BE IMPRACTICAL TO PROVIDE ADEQUATE AND SUITABLY LOCATED PLAYSPACE AS PART OF THE DEVELOPMENT, THEN COMMUTED PAYMENT 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.

Operational Notes:

9.39 Doorstep Play Areas:

* Doorstep playspace is defined as playspace for young children which is immediately adjacent to, closely visible and safely accessible from the dwellings served.

9.40 Local Play Areas:

** For the purposes of applying the area standards for local play space provision, the District Council will assume an occupancy rate of 2.5 persons per dwelling, except where the individual circumstances of the application clearly indicate that such assumption would be inappropriate.

9.41 For the purposes of the policy, dwellings having two or more bedrooms will be assumed capable of accommodating at least one adult and one child and will be regarded as family dwellings unless particular circumstances indicate otherwise.

Amenity Areas

9.42 Amenity areas comprise open space within residential areas, which can provide an attractive landscaped feature, act as a resting/sitting area and

informal meeting place, as well as a visual amenity and break in the built environment. If well designed and well managed, these can add to the attractiveness of new housing development (which may be reflected in sale price). Amenity areas may also have value in providing/perpetuating a local wildlife habitat, particularly where existing trees and semi-natural habitats can be retained and incorporated as part of the amenity feature. Accordingly, amenity area provision should be considered at the earliest stage of the design process.

9.43 The District Council considers that in larger residential developments, amenity areas should be provided, and considers it reasonable to expect such provision in developments comprising twenty-five or more units. In smaller developments, the District Council may also expect separate amenity area provision where, for example, garden area layout offers insufficient open space and landscaping to relieve the continuity of built development. Amenity areas should be convenient, well designed and usable, including sitting areas, to meet the needs generated by the development. The size of the development will influence the amount of open space that should be provided, and this should be discussed with the District Council prior to submission of a planning application

POLICY SR6 - AMENITY AREAS

THE DISTRICT COUNCIL WILL REQUIRE TO BE SATISFIED THAT A SUITABLY AND CONVENIENTLY LOCATED AREA OF USABLE AMENITY SPACE, ADEQUATE TO ACCOMMODATE THE DEMANDS FOR PASSIVE RECREATION GENERATED BY THE DEVELOPMENT, IS PROVIDED IN RESPECT OF ANY RESIDENTIAL DEVELOPMENT:

(1) COMPRISING TWENTY-FIVE OR MORE RESIDENTIAL UNITS;

OR

(2) THE LAYOUT OF WHICH, INCLUDING GARDEN SPACE, DOES NOT OFFER SUFFICIENT SPACE TO RELIEVE THE CONTINUITY OF BUILT DEVELOPMENT. THE DISTRICT COUNCIL WILL EXPECT PROPER ARRANGEMENTS FOR MAINTENANCE AND MANAGEMENT, RESPONSIBILITY FOR WHICH SHALL BE VESTED IN A PARTICULAR INDIVIDUAL OR, SUBJECT TO COMMUTED PAYMENT TO MEET SUCH COSTS, IN THE DISTRICT, TOWN OR PARISH COUNCIL. THE DISTRICT COUNCIL WILL SEEK TO SECURE SUCH ARRANGEMENTS BY ENTERING INTO A PLANNING AGREEMENT.

IN EXCEPTIONAL CIRCUMSTANCES WHERE THE DISTRICT COUNCIL AGREES THAT IT IS IMPRACTICAL OR UNREASONABLE TO PROVIDE ADEQUATE AND SUITABLY LOCATED AMENITY SPACE AS PART OF THE DEVELOPMENT, THEN COMMUTED PAYMENT MAY INSTEAD BE ACCEPTABLE TO OFFSET THE COSTS RESULTING FROM ADDITIONAL USE AND MAINTENANCE NEEDS AT EXISTING USABLE AMENITY SPACE SUITABLY LOCATED WITHIN THE VICINITY OF THE SITE. THE

DISTRICT COUNCIL WOULD REQUIRE SUCH PAYMENTS TO BE SECURED BY ENTERING INTO A PLANNING AGREEMENT.

Operational Note:

9.44 Amenity areas are expected to comprise usable amenity space and therefore non-usable features such as highway land and verges, and unusable landscape strips/areas of planting to screen development together with any playspace provision will not be considered for the purposes of this policy as contributing to amenity area provision. In designing amenity area provision, the needs of physically challenged persons should be taken into account.

The Urban Fringe (including green wedges)

9.45 Local Planning Authorities are urged to consider the scope for encouraging recreational facilities and increased public access to open land at the urban fringe. Thanet's open agricultural landscape directly abuts dense housing areas.

9.46 The Kent Countryside Strategy (KCC, 1990) indicates that priority should be given to tree planting on the urban fringes of Thanet, inter alia, to provide for informal recreation.

9.47 Care will need to be exercised in identifying suitable areas for recreational uses to avoid locations where retention of the open landscape is important and agricultural considerations less strong.

POLICY SR7 - URBAN FRINGE

ON SITES ABUTTING THE EDGE OF THE BUILT-UP AREAS OF THE THANET TOWNS, APPROVAL WILL BE GIVEN TO THE ESTABLISHMENT OF OPEN RECREATIONAL USES WHICH IMPROVE THE OPPORTUNITY FOR PUBLIC LEISURE AND ACCESS TO THE COUNTRYSIDE, PROVIDED THAT THE USE AND SITE PROPOSED ARE ACCEPTABLE IN TERMS OF THE FOLLOWING CONSIDERATIONS:

- (1) IMPACT ON THE CHARACTER OF THE LANDSCAPE;**
- (2) THE AGRICULTURAL QUALITY OF THE LAND AND WHETHER THERE IS A SUITABLE ALTERNATIVE SITE ON LOWER QUALITY LAND;**
- (3) THE FUTURE OPERATIONS AND VIABILITY OF FARMING OPERATIONS;**
- (4) THE EFFECT ON NEIGHBOURING USES;**
- (5) ARCHAEOLOGICAL, NATURE CONSERVATION AND ECOLOGICAL INTERESTS;**
- (6) TRAFFIC GENERATION AND THE CAPACITY OF THE LOCAL ROAD NETWORK; AND**

(7) THE SCALE, SITING, DESIGN AND LOCATION OF ANY BUILT DEVELOPMENT, WHICH MUST BE ANCILLARY TO THE DOMINANT OPEN USE AND ACCEPTABLE IN RESPECT OF (1) ABOVE.

Countryside

9.48 The countryside is a popular destination for a large proportion of the population and is capable of meeting a variety of outdoor sporting and recreational needs. Some activities involve very little, if any, change in the character of the countryside, e.g. fishing, bird watching, walking.

9.49 However, when uses become more intensive and highly organised there is often a demand for ancillary buildings, improvements to access arrangements for vehicles, car parking, fencing and advertisements. The ability of a particular area to respond to such demands without damage depends largely on its character. Some activities, such as war games, motor sports and clay pigeon shooting, can create noise and disturbance and these will normally be resisted unless the Council is satisfied that the issues raised above have been carefully considered within the immediate locality.

Formal Countryside Recreation

9.50 The District Council has already focused attention on the urban fringe as the most suitable location for some recreational activities, including golf, which are likely to involve the greatest land take. In the countryside, some organised recreational uses require careful siting as they have the potential to result in significant impacts.

9.51 Such uses include clay pigeon shooting, motorised sports and "executive games". The following Policy applies to formal recreation proposals in the countryside.

POLICY SR8 - FORMAL COUNTRYSIDE RECREATION

PROPOSALS FOR FORMAL RECREATION USES IN THE COUNTRYSIDE WILL BE DETERMINED HAVING REGARD TO:

- (1) THE NATURE OF THE ACTIVITY AND ITS LIKELY IMPACT ON RURAL AMENITY THROUGH GENERAL DISTURBANCE, INCLUDING NOISE AND TRAFFIC GENERATION;**
- (2) THE EFFECT OF THE PROPOSAL ON THE CHARACTER, ENJOYMENT AND APPEARANCE OF THE COUNTRYSIDE AND ITS IMPACT ON LANDSCAPE, AGRICULTURE, NATURE CONSERVATION, NATURAL HISTORY AND OTHER INTERESTS; AND**

- (3) THE CAPACITY OF THE ROAD NETWORK TO SAFELY ACCOMMODATE THE TRAFFIC GENERATED AND THE ABILITY TO PROVIDE ACCESS TO THE FACILITY BY MEANS OTHER THAN THE CAR.**

BUILT OR PRIMARILY INDOOR RECREATION FACILITIES WILL NOT BE PERMITTED IN THE COUNTRYSIDE UNLESS IT IS ANCILLARY TO AN ACCEPTABLE OUTDOOR RECREATION USE AND IS WELL DESIGNED, SMALL IN SCALE, AND UNOBTRUSIVELY SITED.

Informal Countryside Recreation

9.52 Informal countryside recreation is the most popular activity in Britain. Thanet is particularly poorly provided with rural open spaces accessible to the public. In the absence of local provision, pressures for informal recreation can lead to conflict with rural conservation and agriculture. This pressure can be reduced by the provision of areas for recreational uses. Farm diversification (see Chapter 11, Policy CC10) has a role to play in securing new provision. New provision of recreational facilities will first be discussed with DEFRA in respect of agricultural quality and with relevant nature conservation bodies to ensure that detrimental effects to the natural environment are minimised.

POLICY SR9 - INFORMAL COUNTRYSIDE RECREATION

IN RURAL AREAS AND AT THE COAST, FACILITIES FOR INFORMAL RECREATION, INCLUDING THE PROVISION, ENHANCEMENT AND PROMOTION OF COUNTRY PARKS, PICNIC SITES, FARM TRAILS, NATURE TRAILS, BIRDWATCHING FACILITIES AND SMALL PARKING AREAS GIVING ACCESS TO THE RIGHTS OF WAY NETWORK, WILL BE ENCOURAGED IN APPROPRIATE AREAS.

SUCH FACILITIES WILL BE PERMITTED WHERE THERE IS NO OVERRIDING CONFLICT WITH ENVIRONMENTAL, AGRICULTURAL LAND QUALITY (GRADES 1, 2 AND 3A) OR TRANSPORTATION CONSIDERATIONS. THE RIGHT OF WAY AND BRIDLE PATH NETWORKS WILL BE PROTECTED AND ENHANCED, FOR RECREATIONAL AS WELL AS OTHER PURPOSES.

Open Space Policies

Safeguarding Existing Public Open Space

9.53 Open space is a scarce commodity within the urban areas of the District. Once such areas are lost to development, it is very difficult to provide satisfactory replacements within the immediate vicinity. With higher densities expected for new developments in urban areas, open space or amenity areas will be vital for the quality of life. The importance of open space is highlighted in the document 'Towards an Urban Renaissance' that suggests that urban neighbourhoods need "...breathing space...".

9.54 Drawing on the latest Government Guidance, the Council will be carrying out an audit of open space in the District. This would identify both quantity and quality of open space as well as access details. The objective is to provide and maintain a network of open space and compare provision to national and local standards. Such a network of open space would be beneficial to the demands of wildlife as well as humans.

9.55 Open land comprises public and private open space and other open land (not now used for recreation but which has amenity value). Such open spaces provide for a wide variety of activities from organised sport to simple relaxation and opportunities for walking.

9.56 Sport England has indicated that participation in sport is at an all-time high across a diverse range of activities, generating demand for more and better places for sport. The demand for open space is likely to increase further if population forecasts are correct. Expectations for the provision of new facilities have also been raised by the availability of Lottery funding.

9.57 The District Council recognises that development pressures may arise in respect of open spaces within its urban areas, the green wedges that relieve the monotony of an otherwise continuously built-up area, and Thanet's high quality farmland. The Council's policy is to resist such pressure.

POLICY SR10 - PUBLIC OPEN SPACE

DEVELOPMENT WILL ONLY BE PERMITTED ON PUBLIC OPEN SPACE IN VERY EXCEPTIONAL CIRCUMSTANCES AND ONLY IF:

- (1) THE PROPOSED USE IS OF A TEMPORARY OR SEASONAL NATURE AND CANNOT BE ACCOMMODATED ELSEWHERE WITHOUT CONFLICT WITH CONSERVATION OR OTHER DEVELOPMENT PLAN POLICIES; AND THE PROPOSED USE IS ACCEPTABLE IN TERMS OF ITS RELATIONSHIP WITH NEIGHBOURING LAND USES AND BUILDINGS; AND HIGHWAY ARRANGEMENTS ARE SATISFACTORY; AND THE LAND IS SUBSEQUENTLY REINSTATED AS PUBLIC OPEN SPACE IMMEDIATELY AFTER THE TEMPORARY OR SEASONAL USE HAS CEASED; OR**
- (2) THE PROPOSED DEVELOPMENT IS ESSENTIAL IN CONNECTION WITH OUTDOOR RECREATIONAL OR SPORTING ACTIVITIES WHICH REQUIRE CLOSE PROXIMITY TO THE SEA OR BEACH AND ARE THEMSELVES ACCEPTABLE IN TERMS OF PLANNING POLICY FOR THE COAST AND ARE SMALL IN SCALE, SITED AND DESIGNED TO MINIMISE LOCAL IMPACT; OR**
- (3) THE PROPOSAL REQUIRES ONLY THE DEVELOPMENT OF A SMALL PART OF AN AREA OF PUBLIC OPEN SPACE FOR THE PURPOSE OF IMPROVING PUBLIC SPORTS AND RECREATIONAL FACILITIES AND THE PROPOSED DEVELOPMENT DOES NOT CONFLICT WITH OTHER DEVELOPMENT PLAN POLICIES; OR**

- (4) PROVISION IS MADE, BEFORE PERMISSION IS GRANTED FOR ANY DEVELOPMENT ON ANY PUBLIC OPEN SPACE, FOR ITS REPLACEMENT IN A SUITABLE LOCATION BY AN ALTERNATIVE PUBLIC OPEN SPACE, OF AT LEAST EQUAL RECREATIONAL, COMMUNITY AND AMENITY VALUE.**

Private Open Space

9.58 It is important that private open space is not lost to built uses without good cause. This is particularly true where such green space serves a strategic role as part of the area's Green Wedges and Green Grid, provides active recreational space or makes a significant contribution to the amenity or character of the area because it is undeveloped.

POLICY SR11 - PRIVATE OPEN SPACE

DEVELOPMENT WILL NOT BE PERMITTED ON UNDEVELOPED PRIVATE OPEN SPACE OR A GAP IN THE SETTLEMENT PATTERN, IF THE SITE:

(A) PROVIDES ACTIVE RECREATION OPPORTUNITIES, THE LOSS OF WHICH WOULD PUT ADDITIONAL PRESSURE ON REMAINING RECREATIONAL AREAS; OR

(B) MEETS A DEFICIENCY IN RECREATIONAL FACILITIES; OR

(C) HAS INTRINSICALLY BENEFICIAL QUALITIES AND MAKES A CONTRIBUTION TO THE CHARACTER OF THE AREA EITHER IN ITSELF OR BY VIRTUE OF THE LONGER DISTANCE VIEWS IT AFFORDS;

UNLESS ADEQUATE PROVISION HAS PREVIOUSLY BEEN MADE IN A SUITABLE LOCATION FOR REPLACEMENT OPEN SPACE, OF AT LEAST EQUAL RECREATIONAL, COMMUNITY AND AMENITY VALUE.

Playing Fields

9.59 The Governments concern about the continued loss of playing fields to development has culminated in the publication of 'The Town and Country (Playing Fields) Direction 1998. The Direction applies to any proposal for development of any playing field owned by a local authority or used by an educational institution, as specified in the Direction. The definition of a 'playing field' used by the Direction means "...the whole of a site which encompasses at least one playing pitch...". As a result Sport England is now consulted on all applications for development which involve playing fields that are, or were in the last five years, in use.

9.60 Sport England have set out Planning Policies for Sport in their November 1999 land use planning policy statement, on behalf of sport, (Para 65 of Sport England's document) on this subject.

9.61 The following Policy addresses planning proposals for the development of playing fields. –

POLICY SR12 - PLAYING FIELDS

BUILT DEVELOPMENT WILL NOT BE PERMITTED ON PLAYING FIELDS IF IT WOULD BE DETRIMENTAL TO THE CHARACTER OF THE AREA.

MOREOVER, NO DEVELOPMENT WILL BE PERMITTED ON LAND LAST USED AS A PLAYING FIELD - SUBJECT ONLY TO THE FOLLOWING EXCEPTIONS:

- (1) IF 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) IF 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) IF 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) IF 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) IF 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 OF PLAYING FIELDS.**

Allotment Gardens

9.62 Allotment gardening provides both leisure and social activities, a source of fresh food production and contributes to the Green Grid. The District Council is responsible for the management of the majority of allotments. Demand for allotments rises and falls, and is monitored by the District Council but in recent years, this has been low. Sites have also been criticised for poor security and facilities. Whilst measures have been made to curtail vandalism and improve services, these have had only limited effect.

9.63 Some allowance for fluctuations in demand needs to be made. Clearly, once a site is developed, it is extremely difficult to find a replacement site to

serve local needs. However, the Council has agreed to develop part of the Manston Road site and the proceeds from the sale of the land will then be reinvested in upgrading facilities at the remaining sites. However, for the remaining sites, only in cases of a substantial and persistent decline in demand for plots would the Council investigate alternative uses for surplus allotments. The Council will review any need for more allotments.

POLICY SR13 - ALLOTMENTS

THE DEVELOPMENT OF ALLOTMENTS WILL NOT BE PERMITTED. IN CONSIDERING DEVELOPMENT PROPOSALS, THE FOLLOWING CONSIDERATIONS WILL BE TAKEN INTO ACCOUNT:

- (1) THE NATURE OF THE PROPOSED USE, ITS LIKELY IMPACT ON THE AREA, AND THE AVAILABILITY OF ALTERNATIVE SITES;**
- (2) THE DEMAND FOR ALLOTMENTS ON THE PARTICULAR SITE OVER THE PREVIOUS FIVE YEARS; AND**
- (3) WHETHER THE ALLOTMENT GARDENS AS OPEN LAND SERVE OTHER PLANNING PURPOSES IN THE AREA.**

New Community Woodlands

9.64 There is a major deficiency of woodlands that permit informal recreation in the District. With the exception of Quex Park, which is privately owned but partially open to the public at certain times of the year, and Mocketts Wood, no publicly accessible woodlands exist in the district. In response to this deficiency and the priorities expressed in the Kent Countryside Strategy, the District Council is involved in the establishment of two new community woodlands.

9.65 These will assist in the enhancement of the urban fringe landscape, provide informal recreation facilities for the public, and help create new wildlife habitats to replace those lost to agriculture and other development over the years. These community woodlands could also be used for woodland burial schemes.

9.66 The first, and larger, community woodland, is proposed to be located on Council-owned land at Twenties, fronted by Hartsdown Road and Shottendane Road on the southern edge of Margate and Garlinge. The second site, again in Council ownership, is in Dane Valley. It abuts the railway line and has a frontage to Dane Valley Road.

9.67 The long-term management of the woodlands will also need to be secured in order to meet the objectives set out in Paragraph 9.65 above.

POLICY SR14 - COMMUNITY WOODLANDS

SUPPORT WILL BE GIVEN TO THE ESTABLISHMENT OF NEW PUBLICLY ACCESSIBLE WOODLANDS OF AN APPROPRIATE SCALE IN SUITABLE LOCATIONS IN THE DISTRICT, NOTABLY AT THE URBAN FRINGE, FOR RECREATION, LANDSCAPE AND NATURE CONSERVATION PURPOSES.

THE FOLLOWING SITES ARE CURRENTLY PROPOSED FOR COMMUNITY WOODLANDS:

(1) HARTSDOWN-TWENTIES, MARGATE; AND

(2) DANE VALLEY ROAD, MARGATE.

Golf Courses

9.68 The main formal recreation activity requiring an urban fringe location in Thanet is golf. Demand for the sport has risen sharply in recent years due to media coverage, its social status and a greater concern with personal relaxation and health. Standards of provision have risen in consequence.

9.69 There are currently four 18-hole golf courses in Thanet. The Council has allocated a site in the Margate/Broadstairs Green Wedge for use as a country park and golf course. It is therefore considered that there should be no further golf courses.

9.70 The District Council considers that the Green Wedge areas (see Policy CC5, Countryside Coast Chapter), and in particular, the largest of the Wedges which separates Margate, Broadstairs and Ramsgate, provide long-term potential as a recreational resource for the Thanet towns. The District Council therefore wishes to promote recreational uses in the area, which do not conflict with Policy CC5 (Countryside & Coast Chapter).

9.71 The District Council believes that a combined publicly accessible golf course and country park in the Green Wedge would:

- (a) provide a much needed recreational resource close to centres of population
- (b) assist in the enhancement of the landscape qualities of the Green Wedge;
and
- (c) maintain the overall objectives of Policy CC5

9.72 The Council believe that built elements could be located at Westwood Lodge without putting Green Wedge Policy objectives at risk, because of its location within the Green Wedge, and the extensive existing tree cover. In this particular situation within the Green Wedge, it is considered that only essential golf-related built development of a modest scale would be appropriate. Additional development (eg, housing or hotel development) would not be

acceptable. The suitability of a particular site will depend upon its location and the impact of the proposed development on the following issues.

9.73 Golf differs from other recreational activity not only in scale (40 – 60 hectares), but also in the extent to which it usually requires physical changes to the land involved, and because it completely displaces agriculture. The use of land for golf courses is not fully reversible. Where substantial earth moving is proposed, the land could probably never be returned to its original grade.

9.74 On the other hand, golf courses have the potential to improve areas of poor or mediocre environment. This may have particular force in Thanet at the urban fringe, where farmland meets the largely unscreened urban edge. However, by their sheer size and nature, golf courses can appear alien in the Thanet landscape, unless well sited and designed with respect for the area's traditional landscape character.

Countryside

9.75 The landscape impact of a proposed golf course is a primary consideration in Thanet, where the traditional landscape is one of large arable fields without demarcation and with little tree or hedgerow cover in gently undulating topography. By their size and character, golf courses are likely to be inappropriate in this landscape. On the urban fringe where there is generally a harsh edge to the built environment, golf courses have the potential to improve the landscape.

9.76 Existing landscape character and features should be protected, and where possible, enhanced. Conservation of landscape will be given particular emphasis in designated areas of landscape importance and regard should be had to the policies of such areas in this Plan. Proposals should also respect and where possible conserve historic landscape features.

Ecology

9.77 Much of Thanet's countryside is, relatively speaking, ecologically poor. Golf courses should therefore safeguard, and where appropriate, enhance sites and areas possessing a nature conservation interest. New habitats can be created in the course of development. Planning applications should include an ecological statement.

9.78 Water is an essential resource and therefore any golf course should be designed in a sustainable manner and this should include securing the best use of and conserving water resources.

Archaeology

9.79 Thanet is rich in archaeology, particularly in below ground remains. Designers of courses aim to provide topographical features to increase the challenge for players. Major ground modelling in gently undulating landscapes like Thanet's can cause the physical destruction of ancient features including

below-ground archaeology. If ground disturbance is not specified over the whole application site, it is difficult to assess the effect of course development on archaeology. It is therefore essential that course layout should not be finalised until these issues have been thoroughly investigated.

Agricultural Land

9.80 The majority of farmland is either Grade 1, 2 or 3a. Substantial earth modelling may result in farmland being incapable of returning to its original grade (irreversible development). Proposals, which involve the irreversible loss of such land, will not be permitted.

9.81 DEFRA will be consulted where best and most versatile land (Grade 1, 2 and 3a) is involved and where it is considered that proposed engineering works may affect reversibility. An approved scheme of operation may be required, together with a detailed record of works undertaken.

Traffic Circulation

9.82 Golf courses tend to generate a steady flow of road traffic through the day. Proposals should ensure that safe and convenient access can be made to the road network without the need to use unsuitable roads. Particular attention needs to be given to the visual impact of parking areas and parked vehicles.

9.83 Applicants may be asked to provide appropriate traffic studies before applications are decided. Proposals should safeguard, and where possible, enhance the amenity, safety and functions of the right of way network. Re-routing rights of way will not normally be allowed, and details of measures to integrate them may be required.

Built Development

9.84 Built development forming part of golf course applications falls into three categories, essential, desirable and beneficial. A clubhouse, maintenance store, car-parking areas and a professional's shop are usually regarded as essential elements. A bar & restaurant, driving range, floodlighting and manager's accommodation may be considered as desirable. The inclusion of a hotel, other sport and leisure facilities or housing may be considered as beneficial, but not necessary. (Please note that floodlighting will be subject to Policy EP9 in the Environmental Protection Chapter). The Council believes that the latter category (considered as beneficial), for ancillary development not directly related to the playing of golf, will not normally be permitted.

POLICY SR15 - GOLF COURSES & COUNTRY PARK

FAVOURABLE CONSIDERATION WILL BE GIVEN TO THE ESTABLISHMENT OF A COMBINED GOLF COURSE AND COUNTRY PARK WITHIN THE MARGATE-BROADSTAIRS GREEN WEDGE, SOUTH-WEST OF THE RAILWAY LINE.

THE GOLF COURSE AND COUNTRY PARK WILL NEED TO COMPLY WITH THE CRITERIA SET DOWN IN POLICY CC5 AND WILL BE SUBJECT TO;

(1) DETAILS OF THE LAYOUT OF THE COURSE, THE SITING AND SIZE OF ITS BUILDINGS, CAR PARKING AND A LANDSCAPING SCHEME FORMING PART OF THE APPLICATION (NOT AS A RESERVED MATTER);

(2) THE SUBMISSION, AS PART OF THE APPLICATION, OF:

- (a) A FIELD SURVEY TO IDENTIFY THE EXISTING SITE FEATURES, CHARACTER AND CONDITION;**
- (b) A DESCRIPTION OF THE SITE'S INTEREST FROM THE HISTORICAL RECORD, NATURE CONSERVATION, ECOLOGY, AND ARCHAEOLOGY ASPECTS;**
- (c) AN ASSESSMENT OF THE PROPOSAL'S IMPACT ON HISTORICAL AND NATURAL FEATURES AND CHARACTER;**
- (d) AN ASSESSMENT OF THE OPPORTUNITIES PRESENTED BY THE DEVELOPMENT TO SAFEGUARD OR IMPROVE EXISTING FEATURES OR CREATE NEW FEATURES;**

WHERE THERE IS AN ADVERSE IMPACT ON LANDSCAPE, NATURE CONSERVATION, BEST OR MOST VERSATILE AGRICULTURAL LAND, HISTORICAL FEATURES OR ARCHAEOLOGY, DEVELOPMENT WILL NOT BE PERMITTED.

(3) IN THE EVENT OF PERMISSION BEING GRANTED, PLANNING CONDITIONS, OBLIGATIONS OR AGREEMENTS MAY NEED TO BE IMPOSED, OFFERED OR AGREED TO COVER THE PROTECTION OF CERTAIN FEATURES DURING EARTHMOVING AND USE OF HEAVY MACHINERY, LANDSCAPING, HABITAT CREATION AND IMPROVEMENT AND TO GIVE ACCESS BY ARCHAEOLOGISTS.

THE PROVISION OF FURTHER GOLF COURSES WILL NOT BE PERMITTED UNLESS LOCAL DEMAND CAN BE DEMONSTRATED AND COMPLIANCE WITH PARTS 1,2 AND 3 OF THIS POLICY.

Equestrian Uses and Buildings

9.85 The District Council accepts that equestrian activities are most appropriately located in a rural area, in so far as such uses are related to a generally open use of land. However, the uncontrolled proliferation of stables and other associated development has the potential to bring about cumulatively significant changes in the character of the open countryside which is typical in Thanet.

9.86 Moreover, the fragmentation of landholdings may accelerate other changes which would be detrimental to the countryside. For the avoidance of doubt, the Council cannot directly control the fragmentation of farmland provided the subsequent use remains agricultural. However, the change of use of farmland to land for the keeping of horses for non-agricultural purposes normally amounts to development for which planning permission is required. Such proposals will therefore be considered in relation to the following policy.

POLICY SR16 - EQUESTRIAN USES AND BUILDINGS

PROPOSALS FOR THE CHANGE OF USE OF FARMLAND TO LAND FOR THE BREEDING AND/OR KEEPING OF HORSES AND/OR FOR THE ERECTION OF STABLES WILL BE CONSIDERED AGAINST THE FOLLOWING FACTORS:

- (1) THE NATURE AND SCALE OF THE EQUESTRIAN USE AND THE IMPACT OF THE BUILT DEVELOPMENT ON THE CHARACTER OF THE COUNTRYSIDE, INCLUDING THE CUMULATIVE EFFECT OF SIMILAR USES IN THE VICINITY;**
- (2) WHETHER THE SIZE OF THE STABLES ACCORDS WITH THE NUMBER OF HORSES INTENDED TO BE ACCOMMODATED;**
- (3) THE IMPACT OF ANY BUILT DEVELOPMENT ON THE AMENITY OF NEIGHBOURING RESIDENTIAL USES;**
- (4) WHETHER SUITABLE ARRANGEMENTS HAVE BEEN MADE FOR THE DISPOSAL OR STORAGE OF SOILED BEDDING MATERIAL AND FOUL DRAINAGE PROVISION MEETS ANY REQUIREMENTS OF THE COUNCIL AND THE WATER AUTHORITIES;**
- (5) WHETHER A SUITABLE VEHICULAR ACCESS CAN BE PROVIDED IN CONNECTION WITH THE STABLES SUCH AS TO ALLOW THE FREE AND SAFE FLOW OF TRAFFIC ON THE ADJOINING HIGHWAY AND THE IMPACT ON THE CHARACTER OF THE COUNTRYSIDE OF PROVIDING SUCH AN ACCESS;**
- (6) THE LEVEL OF TRAFFIC LIKELY TO BE GENERATED BY THE PROPOSED USE, AND THE PHYSICAL SUITABILITY OF, THE ROAD LEADING TO THE SITE TO CATER FOR SUCH MOVEMENTS;**
- (7) THE IMPACT OF TRAFFIC LEVELS ON THE AMENITIES OF THE AREA; AND**
- (8) APPLICATIONS FOR STABLES OR LOOSE BOXES WILL BE EXPECTED TO:**
 - (A) HAVE SUFFICIENT* LAND AVAILABLE FOR THE EXERCISE OF THE HORSE(S) TO BE KEPT; AND**

(B) BE WELL RELATED TO A BRIDLEWAY/PERMISSIVE HORSE ROUTE NETWORK.

***Operational Note:**

9.87 In consideration of any application for stables or loose boxes, the factors to be taken into consideration in determining whether or not sufficient land is available will include

- (i) The area of the land;
- (ii) The suitability of the land (e.g. topography, the surface material or adjacent land uses); and
- (iii) The proximity/accessibility of the land to the stable/loose box.

Statutory Rights of Way.

9.88 The Plan area contains a reasonable network of statutory footpaths, bridleways or other rights of way. Protection will be achieved by presuming against development which would damage the network.

POLICY SR17 - STATUTORY RIGHTS OF WAY

THE COUNCIL WILL SAFEGUARD STATUTORY RIGHTS OF WAY OR SUPPORT THEIR RATIONALISATION TO FORM AN INTEGRATED NETWORK, SUBJECT TO THERE BEING NO NET LOSS, AND PROMOTE THEIR USAGE. DEVELOPMENT PROPOSALS WHICH WOULD PREVENT THE PROPER USE OF A STATUTORY FOOTPATH/BRIDLEWAY OR OTHER RIGHTS OF WAY WILL NOT BE PERMITTED. WHERE DEVELOPMENT IS ACCEPTABLE IN OTHER RESPECTS THE COUNCIL WILL REQUIRE A DIVERSION.

The Coast

9.89 Thanet has over 23 miles of coastline, of which nearly two-thirds is currently built-up. (38% of the total coastline is free from development. This reduces to 18% in the "urban" areas between Minnis and Pegwell Bays.)

9.90 It is a major resource not only for tourism and recreation, but also for its conservation, ecological and landscape value. Most of the Thanet coastline falls under SSSI, SPA and Ramsar designations and so there are obligations to protect these areas (see the Nature Conservation Chapter). Owing to the overall lack of public open space in Thanet's countryside, there is additional pressure on its coastline, which is already important for wildlife because of the impact of agricultural practices in the rest of the district.

9.91 A 'Coastal Park' concept has been developed to promote the use of the coast for tourism, leisure, and conservation as well as for regeneration projects. This concept is discussed further in the Coastal Policy chapter of this Plan, but the use of the coast for recreational uses is a vital part of this scheme.

9.92 Traditionally, most recreation associated with the coast was informal - sea bathing, beach games and "strolling the prom". Moreover, recreational activity was once concentrated in relatively small areas, usually near railway stations. However, greater mobility, increased leisure time and longer weekends have produced a very different situation.

9.93 Demand has now spread over the whole coast to wherever access and facilities are available. The variety of recreational activity has become more diverse and demand has increased across a range of activities, both formal and informal, each with differing requirements.

9.94 Because of the diversity of recreational activities on the coast, such as boating, windsurfing or jet-skiing, there are a number of possible conflicts which can arise. These can vary between different activities, but also between activities and nature conservation, ecological or landscape interests. For safety reasons, there are already restrictions on the mix of water uses allowed on particular beach areas.

9.95 Boating activities are important to Thanet. Many boats on passage towards the Thames "put in", traditionally at Ramsgate, to work the tides. The District Council supports and encourages such activity and this is reflected in policies set out in the Tourism Chapter.

9.96 There will be a continuing need to evolve a Beach Strategy which aims to meet recreational demands, while at the same time minimising conflicts and damage to interests of acknowledged importance. Accordingly, the District Council intends to produce, and regularly review, a Strategy for Thanet's beaches which will aim to reconcile conflicts between recreational activities and respect conservation, ecology and landscape constraints.

Beaches - Maintaining Choice

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

9.98 The beaches have been divided into three broad categories. 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.

9.99 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 SR18 - 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:

- (1) MARINE SANDS, MARGATE**
- (2) RAMSGATE MAIN SANDS**
- (3) VIKING BAY, BROADSTAIRS**

PROPOSALS FOR VIKING BAY COMPATIBLE WITH THIS POLICY MUST ALSO COMPLY WITH THE CONSERVATION AREA POLICIES OF THIS PLAN.

AT MARGATE MARINE 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.

REGARD SHOULD BE HAD TO NATURE CONSERVATION POLICIES WHICH MAY AFFECT THESE BEACHES.

POLICY SR19 - INTERMEDIATE BEACHES

ON THOSE BEACHES IDENTIFIED AS INTERMEDIATE BEACHES BELOW, AND WHERE SCOPE EXISTS FOR SUCH DEVELOPMENT, THE COUNCIL WILL SUPPORT PROPOSALS FOR A LIMITED RANGE OF BASIC FACILITIES (EG: 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) EPPLE BAY**
- (3) JOSS BAY**
- (4) LOUISA BAY**
- (5) MINNIS BAY (PART)**
- (6) ST MILDRED'S BAY**
- (7) STONE BAY**
- (8) WALPOLE BAY**
- (9) WESTBROOK BAY**
- (10) WESTERN UNDERCLIFF, RAMSGATE**
- (11) WESTGATE BAY**

REGARD SHOULD BE HAD TO NATURE CONSERVATION POLICIES WHICH AFFECT THESE BEACHES.

POLICY SR20 - UNDEVELOPED BEACHES

ON, OR ADJACENT TO, THOSE BEACHES IDENTIFIED AS UNDEVELOPED BEACHES, 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.

Seafront Esplanades

9.100 In addition to policies which refer to beaches, it is important to note that many of the seafront esplanades flanking the beaches have fine open aspects, and this allows unrestricted views over the beaches to the sea.

9.101 The contribution which this open aspect makes to the character of any particular seafront area will be an important consideration in deciding whether to allow the introduction or spread of holiday/tourist-related uses, such as kiosks, etc.

POLICY SR21 - DEVELOPMENT ON SEAFRONT ESPLANADES

NEW KIOSKS, SMALL BUILDINGS AND STRUCTURES WILL NOT BE PERMITTED IN SEAFRONT AREAS IF THEY HAVE ANY ADVERSE IMPACT ON THE OPENNESS AND CHARACTER OF THE AREA.

TARGETS

LP Implementation Target	
Policy Area	Amenity & Play Areas
Relevant Policies	SR5 & SR6
Indicator	Amenity/Play Space provided or commuted payments received
Target	100%
Monitoring	Monitoring of planning applications.
LP Implementation Target	
Policy Area	Safeguarding Open Space
Relevant Policies	SR10, SR12
Indicator	Hectarage of Public Open Space and playing fields irreversibly lost
Target	Nil
Monitoring	Monitoring of Planning Applications

10. Countryside & Coast

10. Countryside & Coast

Introduction

10.1 This Chapter contains the District Council's planning policies relating to development in the countryside, areas of landscape importance, the protection of agricultural land, new agricultural development, the urban fringe, urban and rural strategic gaps, trees and woodlands, and the coast.

10.2 The Planning & Compensation Act 1991 requires Local Planning Authorities to include policies in development plans which address the conservation of the natural beauty and amenity of the land.

10.3 Central Government advice in relation to the countryside was expressed in Planning Policy Guidance Note 7. This advised that the planning system should help to integrate the development necessary to sustain economic and social activity in rural communities with protection of the countryside for the sake of its beauty, the diversity of its landscape and historic character, the wealth of its natural resources and its ecological, agricultural, recreational and archaeological value.

OBJECTIVES

- (1) TO PROTECT AND, WHERE POSSIBLE, ENHANCE THE NATURE CONSERVATION VALUE OF THE THANET COUNTRYSIDE AND COAST FOR ITS OWN SAKE, AND FOR THE ENJOYMENT OF RESIDENTS AND VISITORS;**
- (2) TO PROTECT AND, WHERE POSSIBLE, ENHANCE THE FULL DIVERSITY OF LOCAL LANDSCAPES AND THE OPEN COUNTRYSIDE AND COAST;**
- (3) TO PROTECT THE BEST AND MOST VERSATILE AGRICULTURAL LAND FROM IRREVERSIBLE DEVELOPMENT, IN THE INTERESTS OF LONG-TERM AGRICULTURAL PRODUCTION;**
- (4) TO SUPPORT DEVELOPMENT THAT WOULD MEET THE SOCIAL AND ECONOMIC NEEDS OF RURAL AND COASTAL AREAS;**
- (5) TO MAKE PROVISION FOR TOURISM-RELATED USES, INFORMAL AND FORMAL RECREATION, AND THE PUBLIC ENJOYMENT OF THE THANET COAST; AND**
- (6) TO CONSERVE AND ENHANCE STRATEGIC OPEN AREAS AND GAPS IN BOTH URBAN AND RURAL AREAS.**

Strategic Background

10.4 The Regional Planning Guidance states that the wider countryside of the South-East is valuable in providing countryside around and between towns, undeveloped coast, extensive open space and river corridors. The countryside should fulfil a range of needs including recreation, farming and the local economy, while safeguarding landscape and biodiversity.

10.5 The Guidance seeks to both protect the best and most versatile farmland in the Region in the long term, and to encourage rural economic diversification. The Guidance also seeks to protect and enhance the landscape, wildlife, natural character and built qualities of the coastline.

10.6 The Structure Plan seeks to restrain new development in the rural areas, to protect the countryside for its intrinsic value, rather than just for the productive utility of the land, but also to allow development that meets the social and economic needs of those areas.

10.7 Agricultural land concerns have been dominant in determining planning policies and decisions in Thanet for many years. Thanet's farmland ranks as some of the best and most versatile productive land in Kent and in the South-East, by virtue of both the high soil quality, and the extensive and continuous nature of the land in production. As a national food resource it therefore merits long term protection from irreversible development.

10.8 Agriculture enjoys very favourable conditions in respect of general climatic conditions, reliability of rainfall, topography and drainage. Furthermore, the farming sector in Thanet has a long track record of good productivity, efficiency, technical innovation and business investment.

10.9 Central Government advice is provided in Planning Policy Guidance Note (PPG) 20 on Coastal Planning. The Guidance strongly advocates the protection of undeveloped coastal areas from new development, unless no other suitable sites exist (see Policy CC14). It also warns of the potentially detrimental impact of inappropriate development to the coastal skyline.

10.10 The advice recognises that coastal and estuary development can have an impact on the environment well beyond the immediate vicinity, and, conversely, that development away from coasts and estuaries can have a similar impact on those areas (See Nature Conservation Chapter).

10.11 The Structure Plan contains policies that relate to the undeveloped coast and nature conservation aspects of coastal policy. The Plan also recognises the importance of co-ordinating coastal planning policy, and contains policies relating to the recreational use of the coastal zone.

10.12 A co-ordinated approach is also the aim of the North Kent Coast, Shoreline Management Plan, a document produced by the relevant Coastal Councils and the Environmental Agency. This is a document which sets out a strategy for coastal defence for a specified length of coast taking account of

natural coastal processes and human and other environmental influences and needs.

10.13 The District Council recognises that the coastline is one of the District's greatest assets. The Council considers that it is important to maintain the diverse character of the Thanet coast for its value for tourism, recreation, landscape and wildlife. It is therefore recognised that these various needs and demands will have to be managed so that the Thanet coastline does not deteriorate. It is for this reason that the Council has commenced on the establishment of a proposal known as the 'Coastal Park Initiative'.

Development in the Open Countryside

10.14 PPS7 states that new development in rural areas should be sensitively related to existing settlement patterns, and to the historic, wildlife and landscape resources of the area in which it is located.

10.15 The Structure Plan acknowledges that Kent's environment is one of its greatest assets, and has a direct influence not only on the quality of life for Kent residents, but also on the prospects for economic development and tourism. An attractive environment contributes to the context for a thriving economy.

10.16 The 1996 Kent Structure Plan Policies ENV1 and RS5 indicated the County Council's commitment to enhancing the character, amenity and functioning of Kent's rural areas, and to protecting the countryside from non-essential development. Thus, in the consideration of development proposals, the District Council will expect new development that is allowed to make a positive contribution to the character and diversity of the Thanet countryside.

10.17 Thanet's open countryside has long been protected from non-essential development by the operation of Structure Plan policies.

10.18 The open countryside in Thanet is particularly vulnerable to landscape damage from development, because of its limited extent, the openness and flatness of the rural landscape, and the proximity of the towns. Isolated rural development therefore has the potential to be much more conspicuous in rural Thanet than in other parts of the County.

10.19 The District Council therefore believes that it is essential to maintain these protective policies in the long term, in view of the vulnerability of the open countryside of Thanet to sporadic forms of development. It is thus general policy to locate all but essentially rural development (as indicated in Structure Plan Policy) in the Thanet towns.

POLICY CC1 - DEVELOPMENT IN THE COUNTRYSIDE

THE THANET COUNTRYSIDE IS DEFINED AS THOSE AREAS OF THE DISTRICT OUTSIDE THE IDENTIFIED URBAN AND VILLAGE CONFINES.

WITHIN THE COUNTRYSIDE, NEW DEVELOPMENT WILL NOT BE PERMITTED UNLESS THERE IS A NEED FOR THE DEVELOPMENT THAT OVERRIDES THE NEED TO PROTECT THE COUNTRYSIDE.

District Landscape Assessment Survey

10.20 During 1991, the District Council carried out a detailed Landscape Assessment Survey, based on Countryside Commission advice published in 1987, as part of the preparation of the Isle of Thanet Local Plan. The Survey confirmed many of the long-held ideas about the Thanet landscape. Thanet is recognised as possessing a gently undulating landscape, with few dominant natural features, shaped largely by arable farming, combined with a historical lack of tree cover.

10.21 However, there are features and areas within the District which provide a high level of landscape value and public amenity. This is especially true of Pegwell Bay and the former Wantsum Channel, where uninterrupted long views of the sea, the marshes and the attractive and undeveloped coastline exist towards Sandwich, the Ash Levels and Reculver.

10.22 The results of the Survey also indicate that views of the sea form a particularly important factor in Thanet's landscape qualities, since the sea often forms the backdrop to other landscape areas or features. It also provides a contrasting edge to the open countryside and the built environment, and an element of wildscape in an otherwise largely "managed" landscape. This is enhanced by the flatness of the landscape, which permits long views of the sea from some elevated or particularly flat inland parts of the district.

10.23 As part of the Local Plan review, the District Landscape Assessment Survey work was fully reviewed in the light of Government guidance in PPG7, and the Countryside Commission guidance published in 1993, relating to the change to a landscape character area approach to landscape assessment. This work has also drawn on the North East Kent Landscape Assessment & Guidelines, published by Kent County Council in 1999.

10.24 This has resulted in the identification of six landscape character areas at the local level, brief descriptions of which are given below to provide the background for the detailed landscape policy for the District:

Pegwell Bay

10.25 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.

10.26 Pegwell Bay is identified in the Kent Structure Plan as a Special Landscape Area. However, because it is a relatively small area, it is less robust than other SLAs, and more vulnerable to development impact. It is therefore necessary to exercise rigorous control over the location, scale and design of new development within and adjacent to the SLA, having regard to the sensitive nature of the area.

The Former Wantsum Channel

10.27 This area includes all 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.

10.28 This Landscape Character Area has been identified in consultation with Canterbury City and Dover District Councils. This reflects the wider recognition of the historical, cultural and visual significance of this landscape.

The Former Wantsum North Shore

10.29 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.

10.30 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.

10.31 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

10.32 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

10.33 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

10.34 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 views of the coast.

10.35 The Council recognises that changes between areas of landscape character tend to be gradual, rather than sharply defined. However, for the purposes of applying Policy CC2, it is necessary to provide clear definition of each character area. Each of these areas is defined primarily by its physical characteristics, but social and economic factors have also influenced the character of these areas. Within each of these areas, different principles will guide the nature of development that is considered acceptable within the landscape context.

10.36 In applying Policy CC2 to protect the landscape character of the district, the Council will also seek to take account of the social and economic well-being of the rural areas, in line with PPS7.

10.37 The Local Plan makes specific provision for such forms of development (including local needs housing, the development of commercial/tourism facilities in rural settlements, and the provision of new employment opportunities). However, it is recognised that there may be other development needs that require sympathetic consideration. These will be considered in the light of their landscape impact, the availability of alternative sites and their relationship and proximity to urban service provision. The use of Article 4 Directions will only be considered where the Council believes that there is a real and specific threat to the aims of landscape policy.

10.38 It should be borne in mind that large parts of the Landscape Character Areas identified above and in Policy CC2 are located in the countryside and are therefore subject to general countryside constraint policies, including Policy CC1 of this Plan, and relevant Structure Plan Policies. In many cases, therefore, special justification will be required for development in these areas.

POLICY CC2 - LANDSCAPE CHARACTER AREAS

WITHIN THE LANDSCAPE CHARACTER AREAS IDENTIFIED ON THE PROPOSALS MAP, 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 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;

(5) AT QUEX PARK, NEW DEVELOPMENT PROPOSALS SHOULD RESPECT THE HISTORIC CHARACTER OF THE PARKLAND; AND

(6) AT THE URBAN COAST, DEVELOPMENT THAT DOES NOT REFLECT 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.

IN THE EVENT OF A REAL AND SPECIFIC THREAT TO THE LANDSCAPE CHARACTER OF THESE AREAS FROM PERMITTED DEVELOPMENT, THE USE OF ARTICLE 4 DIRECTIONS WILL BE CONSIDERED, AND SECRETARY OF STATE APPROVAL FOR THE DIRECTION SOUGHT.

Local Landscape Features

10.39 Within the context of the Landscape Character Areas identified above, there may be local variations in landscape character or other valuable features and characteristics in the local landscape that the Council wishes to protect. These may be natural and semi-natural features, for example, views of the sea and coastline, and habitat elements, such as wooded areas (particularly critical in the Thanet landscape), or features resulting from human activity, for example, ancient monuments, listed buildings and conservation areas.

10.40 These features, and their settings, need to be taken into consideration wherever they are affected by new development proposals.

POLICY CC3 - LOCAL LANDSCAPE FEATURES

NEW DEVELOPMENT PROPOSALS SHOULD RESPECT LOCAL LANDSCAPE FEATURES AND THEIR SETTINGS, WHETHER NATURAL OR THE RESULT OF HUMAN ACTIVITY. PROPOSALS THAT WOULD LEAD TO THE LOSS OR FRAGMENTATION OF SUCH FEATURES WILL NOT BE PERMITTED.

Island Approach Routes

10.41 Approaches to the District, in particular major roads, play a key role in determining the quality of the environmental perception presented by the Isle of Thanet. This image is important because it influences the perceptions of residents, tourists and potential inward investors. An attractive environment contributes to the context for a thriving economy.

10.42 These approach routes cross the former Wantsum Channel, and this provides the perception of Thanet as an island (recognised in the North East Kent Landscape Assessment Study), and a "sense of arrival" in the Isle of Thanet. The island character of the District is preserved by the manner in which Thanet rises above the nearby marshes to a modest height of just over 50m.

10.43 The visual and environmental quality of these gateways within their wider settings therefore needs to be enhanced. In the case of major roads in particular, there is a need for firm protection from inappropriate and intrusive development, including advertisements, in the open countryside along these routes.

10.44 Approach routes to the Isle of Thanet include the main A28, A253, A256 and A299 roads, and the main rail lines from Chatham, Ashford and Dover. The lengths of the approach routes are defined on the Proposals Map. However, the Policy areas are not laterally defined, as the impact of any new development proposals will need to be judged in relation to their nature and scale and relative proximity to the routes.

POLICY CC4 - ISLAND APPROACH ROUTES

THE PROTECTION OF THE IMPORTANT VISUAL AND ENVIRONMENTAL QUALITY OF MAJOR APPROACHES TO THE THANET TOWNS, AND OTHER MAIN GATEWAYS AND TRANSIT ROUTES IN THE DISTRICT, IS A PRIMARY PLANNING AIM.

THE COUNCIL WILL PROMOTE THE ENHANCEMENT OF EXISTING SITES THROUGH ENVIRONMENTAL IMPROVEMENTS.

CONSENT WILL NOT BE GRANTED FOR NEW DEVELOPMENT OR ADVERTISEMENTS IN THESE LOCATIONS, PARTICULARLY ADJACENT TO ROAD FRONTAGES.

DEVELOPMENT WHICH IS ALLOWED TO FRONT ONTO OR WHICH IS CONSPICUOUS FROM THESE ROUTES WILL BE REQUIRED TO BE SITED, DESIGNED, AND LANDSCAPED SO AS TO MAKE A POSITIVE CONTRIBUTION TO THE ENVIRONMENT OF THE ROUTES.

Settlement Separation Policies

10.45 The Thanet towns, with a population in excess of 125,000, form the largest urban concentration within East Kent but with one of the smallest land areas in Kent. The adopted Isle of Thanet Local Plan (and the previous Urban Local Plan) sought to maintain the individual and separate physical identities of the Thanet towns.

10.46 The retention of a physical separation was to be achieved by resisting all but essential or policy-conforming development in the "wedges" of largely open countryside which adjoin, penetrate or separate the urban areas. These policies also had the additional effect of reinforcing policies for the protection of agricultural land.

10.47 Strong support for this policy approach has consistently been given at Appeal, in terms of both the extent of the areas to which the Policy applied, and the planning aims of the Policy. The Green Wedge boundaries have remained largely unaltered in this Plan.

10.48 The dominant land use in the Green Wedges is agriculture. The Green Wedge Policy is not a policy for the protection of agricultural land (see Policy CC9). However, the strong planning protection afforded to high-quality farmland in Thanet has helped historically to maintain the undeveloped and open character of the Green Wedges. This positive contribution to Green Wedge purposes has depended in part on a system of intensive arable farming, that is, large open fields.

10.49 In respect of the promotion of additional public access to the Green Wedges there is a proposal to create a combined golf course and country park in the south-west part of the Margate-Broadstairs Green Wedge. The

implementation of this proposal will need to take into account the aims of Policy CC5, and is dealt with by Policy SR15 in the Sport & Recreation Chapter.

10.50 The planning approach to the Green Wedges is expressed in one Policy. The Policy has four aims:

- (1) To serve as a barrier to the further outward growth and coalescence of Thanet's urban areas, so that the separate physical identities of the towns are retained;
- (2) To prevent the consolidation of development on the boundaries between the built-up areas of the towns and the open countryside of the Wedges, and the extension of isolated groups of houses or other development;
- (3) To conserve and protect 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;
- (4) To prohibit all but essential development and other development which does not detract from the character and appearance of the area.

10.51 The Council considers that open sports and recreational uses would be compatible with Green Wedge policy, subject to there being no overriding conflict with the Policy criteria and the wider objectives of the Plan.

10.52 Policy CC5 applies to all forms of development, including new buildings, the change of use of land and buildings and advertisements. It should be noted that Policies CC2 (Landscape Character Areas) and CC9 (Best and Most Versatile Agricultural Land) of this Plan and Policies S6 (b), RS5 and ED6 of the Kent Structure Plan also apply to these areas.

10.53 There are three Green Wedge areas defined on the Proposals Map. They differ not only in size but also in character. The essence of the Green Wedges is the maintenance of a permanent setting of open countryside around and between the Thanet towns. They are all highly significant in the local context, providing visual relief in a highly urbanised area.

10.54 The Green Wedge that separates Margate and Broadstairs is the largest, best known and longest established of the Wedges. Substantial areas of this Wedge consist of high-quality farmland in large open fields without fences or hedgerows. However, other parts have isolated belts of woodland, being the grounds of large houses or institutions or, like the golf course, used for outdoor recreation. The other two Green Wedges (which separate Ramsgate and Broadstairs, and Birchington and Westgate) are considerably smaller than the Margate-Broadstairs Green Wedge.

10.55 The primary purpose of the Green Wedges is to prevent coalescence. Much of the land in the Wedges lacks buildings, has a level landform and generally has sparse vegetation. In turn these factors allow many extensive and uninterrupted views across open countryside. The public perception of

space, openness and separation is largely gained from roads and footpaths that run through or alongside the Wedges in undeveloped frontages.

POLICY CC5 - GREEN WEDGES

WITHIN THE GREEN WEDGES, AS DEFINED ON THE PROPOSALS MAP, NEW DEVELOPMENT (INCLUDING THE CHANGE OF USE OF LAND AND BUILDINGS) WILL NOT BE PERMITTED, UNLESS IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT:

(1) IS NOT DETRIMENTAL OR CONTRARY TO THE STATED AIMS OF THE POLICY; OR

(2) IS 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 AND THE WIDER OBJECTIVES OF THE PLAN. ANY RELATED BUILT DEVELOPMENT SHOULD BE KEPT TO THE MINIMUM NECESSARY TO SUPPORT THE OPEN USE, AND BE SENSITIVELY LOCATED.

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.

Village Separation Corridors

10.56 Each of the Thanet villages makes its own contribution to the character and diversity of the Thanet countryside. The District Council believes that it is essential for each village in the District to retain its separate physical identity, in the same way as the towns. This is recognised by Kent Structure Plan Policy S6 (b).

10.57 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 and Monkton.

10.58 The District Council will, therefore, apply this policy in rural areas to maintain the identity of individual settlements, safeguard the character of the open countryside and, in the case of settlements close to Ramsgate, to preserve the distinction between the different characters of the urban and rural areas. It should be noted that there are two such corridors between Ramsgate and Manston.

10.59 The future development of Kent International Airport is clearly a matter of concern for Manston, in terms of its physical relationship to the village. The village is currently separated from the airport by agricultural land, and it is essential that a significant gap is retained so that Manston is not physically absorbed into the growing airport complex.

POLICY CC6 - VILLAGE SEPARATION CORRIDORS

IN THE FOLLOWING VILLAGE SEPARATION CORRIDORS, PRIORITY WILL BE GIVEN TO THE LONG-TERM MAINTENANCE OF THEIR OPEN CHARACTER AND THE PHYSICAL SEPARATION OF THE RURAL SETTLEMENTS OVER OTHER PLANNING CONSIDERATIONS:

- (1) MINSTER-MONKTON**
- (2) ST NICHOLAS-SARRE**
- (3) MANSTON-WORLDS WONDER**
- (4) RAMSGATE-CLIFFS END**
- (5) RAMSGATE-MANSTON**
- (6) BIRCHINGTON-ACOL**
- (7) ACOL-CLEVE COURT AND**
- (8) MONKTON-GORE STREET**

Rural Lanes

10.60 The 1996 Kent Structure Plan identified “a rich heritage of ancient lanes” within the County. These lanes not only possess their own character and historical value, but also contribute to wider landscape character. The Structure Plan seeks to protect the character and integrity of these lanes from adverse physical change, particularly as a result of new development.

10.61 This Plan also identifies a number of such lanes in the Thanet area. This was achieved using slightly different criteria to those in the Kent study, which have been devised to reflect the unique historical character of rural lanes in Thanet.

POLICY CC7 - RURAL LANES

DEVELOPMENT THAT WOULD ADVERSELY AFFECT THE LANDSCAPE, AMENITY, NATURE CONSERVATION, HISTORICAL OR ARCHAEOLOGICAL INTEREST OF THE RURAL LANES IDENTIFIED ON THE PROPOSALS MAP WILL NOT BE PERMITTED.

- (1) WAY HILL, MINSTER;**
- (2) WAYBOROUGH HILL, MINSTER;**
- (3) GRINSELL HILL, MINSTER;**
- (4) MARSH FARM ROAD, MINSTER;**
- (5) CHAMBERS WALL, ST. NICHOLAS; AND**
- (6) SHUART LANE, ST. NICHOLAS.**

Overhead Power Lines

10.62 One of the major issues identified by the Thanet Landscape Assessment Survey was the significant visual intrusion and landscape disruption caused by overhead power lines, and other similar structures.

10.63 This disruption is particularly evident in the marsh and coastal areas, around the villages, and the Green Wedge policy areas. The District has an agricultural landscape, with gently undulating slopes, which exacerbate the impact of power lines.

10.64 The Town & Country (Assessment of Environmental Effects) Regulations 1988 include the "transmission of electrical energy by overhead cables" as a Schedule 2 project, which would require a detailed environmental assessment in certain circumstances.

10.65 Furthermore, Schedule 9 of the Electricity Act 1989 requires that electricity generators and suppliers shall have regard to the desirability of preserving natural beauty and do what they reasonably can to mitigate any effect which electricity transmission line proposals would have on the natural beauty of the countryside.

10.66 The District Council will therefore seek early consultation with the National Grid Company and other statutory undertakers on power line proposals to minimise their impact on sensitive landscape areas in the district, notably the Stour Valley and coastal areas. In circumstances where a sensitive landscape might be severely affected, the undergrounding of power lines may be sought.

10.67 The District Council will also pursue the removal of existing power lines from sensitive landscape areas if appropriate opportunities occur in the future.

POLICY CC8 - POWER LINES

IN CONSIDERING PROPOSALS FOR NEW POWER LINES, AND OTHER SIMILAR STRUCTURES, PARTICULAR REGARD WILL BE HAD TO THE POSSIBLE IMPACTS OF SUCH STRUCTURES ON THE CHARACTER AND AMENITY OF DESIGNATED LANDSCAPE AREAS IN THE DISTRICT, AND TO THE USE OF APPROPRIATE MITIGATING MEASURES. THE UNDERGROUNDING OF POWER LINES WILL ONLY BE SOUGHT IN EXCEPTIONAL CIRCUMSTANCES.

THE DISTRICT COUNCIL WILL, IF APPROPRIATE OPPORTUNITIES ARISE, SEEK THE LONG-TERM REMOVAL OR UNDERGROUNDING OF EXISTING STRUCTURES.

Urban Fringe

10.68 PPS7 states that local planning authorities should ensure that planning policies in LDDs address the particular land use issues and opportunities to be found in the countryside around all urban areas, recognising its importance to those who live or work there, and also in providing the nearest and most accessible countryside to urban residents. Planning authorities should aim to secure environmental improvements and maximise a range of beneficial uses of this land, whilst reducing potential conflicts between neighbouring land uses. This should include improvement of public access (e.g. through support for country parks and community forests) and facilitating the provision of appropriate sport and recreation facilities.

10.69 SERPLAN, in "A New Strategy For The South-East", urged local authorities to plan for environmental improvements to the urban fringe, and to devise programmes for the management of change, primarily land-use change, in those areas, together with appropriate development to meet housing, recreational and other needs.

10.70 The urban fringe comprises the boundary between the urban and rural areas of the District. In most parts of Thanet, the high quality of agricultural land has resulted in a well-defined and conspicuous edge between the built-up areas and the open countryside. However, it is also characterised in some areas by fragmented uses.

10.71 However, the urban fringe is also subject to most development pressure for housing, commercial uses and so on, and local planning authorities need to address these pressures as well.

Landscaping, Tree Planting and Woodlands

10.72 One of the characteristics of the Thanet countryside and landscape is the lack of trees. This is a historic feature, which has been intensified by modern farming practices in some places, the impact of new development, and also by the violent storms of 1987 and 1990. The Council wishes to encourage landowners not only to preserve as many existing trees as possible, but also to include new tree planting as part of the management programme for their land.

10.73 However, this is in itself not a sufficient answer to the long-term problem, since there is also a lack of publicly accessible woodlands. With the exception of Quex Park, which is privately owned but partially open to the public at certain times of the year, and Mocketts Wood in St Peters, no publicly accessible woodlands exist in the District.

10.74 The District Council believes that part of the long-term solution lies in the formation of new community woodlands within the District. This is further addressed in the Sport & Recreation Chapter.

10.75 The District Council will seek to conserve and enhance the landscape, habitat, amenity and recreational value provided by trees and woodlands by:

- (1) making Tree Preservation Orders to protect trees that are important in the landscape, are good examples of the particular species, or that have significant public amenity value;
- (2) encouraging owners and occupiers of land, notably farmers, to take advantage of available grant aid for new planting, and to preserve trees and hedgerows on their land;
- (3) ensuring that adequate landscaping is incorporated in new development proposals in line with Policy D2; and
- (4) promoting the planting of native tree species in rural areas to create new landscape features and wildlife habitats, compatible with any existing nature conservation interest.

Best and Most Versatile Agricultural Land

10.76 PPS7 states that the presence of best and most versatile agricultural land (1, 2 and 3a) should be taken into account alongside other sustainability considerations (e.g. biodiversity; the quality and character of the landscape; its amenity value or heritage interest; accessibility to infrastructure, workforce and markets; maintaining viable communities; and the protection of natural resources, including soil quality) when determining planning applications. Where significant development of agricultural land is unavoidable, local planning authorities should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality. In Thanet approximately 86% of agricultural land is denoted best and most versatile

10.77 The Structure Plan places a strategic emphasis on the long-term protection of the best and most versatile agricultural land (MAFF Grades 1, 2 and 3a), regardless of its location. It also seeks to protect the long-term potential of other agricultural land.

10.78 This Policy applies to the majority of agricultural land in Thanet. The Policy is intended to protect Thanet's high-quality agricultural land from development indefinitely, and to encourage farmers and other landowners to make the long-term investment required in a changing agricultural environment. This should provide the necessary strong degree of certainty regarding the future use of existing agricultural land.

10.79 Only in very exceptional circumstances, as set out in this Policy, will new development proposals that affect Thanet's high quality agricultural land be considered favourably.

POLICY CC9 - BEST & MOST VERSATILE FARMLAND

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD USE BEST AND MOST VERSATILE LAND UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THE DEVELOPMENT IS ESSENTIAL AND THERE ARE NO PREFERABLE SITES.

Rural Diversification

10.80 Planning Policy Statement 7 states that it is important to encourage the diversification of the rural economy and to accommodate change, while conserving the full and varied countryside for the benefit and enjoyment of residents and visitors alike. A healthy rural economy helps to protect and improve the countryside. The Guidance recognises that such diversification will often be based around farm businesses.

10.81 The District Council wishes to support proposals for diversification that will strengthen and protect the productive base of the farm unit, that is, allow the farmer to continue to farm. Thus the District Council will expect an outline farm plan to be submitted with any planning application, indicating where new diversification schemes fit into the overall farm programme, as part of that assessment. By granting planning consent for acceptable diversification projects, the District Council is indicating its long-term support for a continuing viable agricultural community in Thanet.

10.82 Farm diversification projects have a number of issues associated with them, for example, traffic and landscape impacts, and the depletion of financial and land resources. Applicants will therefore need to carefully assess the implications of new proposals, both for their own benefit, and to enable the Local Planning Authority to give support to acceptable and viable schemes.

POLICY CC10 - FARM DIVERSIFICATION

A PROPOSAL 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) THE PROPOSAL IS ACCEPTABLE IN TERMS OF ITS IMPACT ON ITS LANDSCAPE SETTING AND ANY KNOWN NATURE CONSERVATION INTEREST;**
- (3) THERE WOULD BE NO LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND;**
- (4) THE LIKELY TRAFFIC GENERATION COULD BE SAFELY ACCOMMODATED ON THE LOCAL HIGHWAY NETWORK;**

- (5) THE PROPOSAL SHOULD UTILISE AVAILABLE EXISTING FARM BUILDINGS;**
- (6) IF A NEW BUILDING CAN BE JUSTIFIED, IT SHOULD MEET ALL THE REQUIREMENTS OF POLICY D10; AND**
- (7) THE PROPOSAL WOULD BE COMPATIBLE WITH THE PLAN'S POLLUTION CONTROL POLICIES AND WOULD NOT BE DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF THE LOCAL AREA.**
- (8) THE PROPOSAL IS APPROPRIATE TO THE ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTER OF THE SURROUNDING AREA.**

Agriculture-Related Development

10.83 The 1996 Structure Plan sought to control the location of agriculture-related businesses that are not part of a farm business, such as produce processing and packaging operations. Such uses are relatively unusual in the Thanet area, the principal exception being the potato pack-house at St Nicholas Court Farm, near the Thanet Way. These value-adding operations would not be inappropriate within the Plan area as a whole, but their scale and location will be closely regulated by the application of the following Policy.

POLICY CC11 - AGRICULTURE-RELATED DEVELOPMENT

DEVELOPMENT RELATED TO THE AGRICULTURAL INDUSTRY MAY BE LOCATED ON SUITABLE SITES ON AGRICULTURAL LAND, SUBJECT TO LANDSCAPE, TRAFFIC AND OTHER PLANNING CONSIDERATIONS, AND THE SCALE OF THE DEVELOPMENT BEING ACCEPTABLE.

Retail Development on Farms

10.84 Many farms now sell products direct to the public in one of three forms:

- (1) As a farm shop located within an existing farm building which markets goods produced within the agricultural unit, not requiring planning permission;
- (2) As a farm shop located within a purpose built building where planning consent is required for the building; and
- (3) As a retail unit associated with that farm, which markets a significant level of a wider range of goods than are produced within the agricultural unit, also requiring planning consent and to which Policy CC12 will apply.

10.85 The acceptability of a proposal to erect a new farm shop in the countryside will be judged on the basis of Kent Structure Plan Policy RS5.

10.86 In order not to conflict with parts 2 and 3 of the Policy, the District Council would normally expect farm shop buildings not to exceed 1500 sq ft gross floor area.

10.87 Policy CC12 addresses the situation where it is intended to sell a wider range of goods than those that are produced on the agricultural unit. Whilst the District Council recognises the desirability for farmers to provide a service throughout the year and the problems associated with seasonality, the District Council has, in formulating the Policy, taken into consideration the unusual circumstances of the area in that, due to its size, no location is far from centres of population with existing shops.

10.88 Retail units on farms which sell a wider range of goods (where more than 25% of goods sold are not produced within the agricultural unit), are considered by the District Council to be general retail units which may have wider environmental implications than farm shops solely marketing goods produced within the agricultural unit, and therefore, the following Policy will apply.

10.89 If planning permission, in suitable locations, is granted the District Council may impose conditions on:

- (1) the limit of the type of goods to be sold;
- (2) the size of the retail area;
- (3) the provision of satisfactory access and loading arrangements off the highway; and
- (4) the landscaping arrangements.

POLICY CC12 - FARM RETAIL UNITS

DEVELOPMENT OF A RETAIL UNIT ASSOCIATED WITH A FARM, WHICH INVOLVES THE DISPLAY AND SALE OF GOODS WHICH HAVE NOT BEEN PRODUCED WITHIN THE AGRICULTURAL UNIT, WILL BE PERMITTED BUT ONLY IF THE DISTRICT COUNCIL CAN BE SATISFIED THAT:

- (1) THE USE WOULD NOT BE DETRIMENTAL EITHER TO THE EXISTING LOCAL AMENITIES OR THE CONTINUED VIABILITY OF ESTABLISHED SHOPS WITHIN THE IMMEDIATE VICINITY;**
- (2) THE SCALE OF RETAILING ACTIVITY WOULD NOT EXCEED THAT WHICH WOULD NORMALLY BE ASSOCIATED WITH A LOCAL SMALL SCALE SHOPPING FACILITY AND WOULD NOT BE DETRIMENTAL TO THE RURAL CHARACTER OF THE AREA;**
- (3) ANY ASSOCIATED BUILDING OR STRUCTURE WOULD NOT BE OBTRUSIVE IN THE LANDSCAPE, OR DETRIMENTAL TO THE RURAL CHARACTER OF THE AREA BY MEANS OF ITS DESIGN, SIZE, SITING OR APPEARANCE; AND**

(4) THE TRAFFIC GENERATED BY THE USE WOULD NOT CREATE DANGEROUS CONDITIONS ON ADJACENT HIGHWAYS OR EXCEED THE CAPACITY OF THE LOCAL ROAD NETWORK.

The Coast

10.90 The Isle of Thanet has over 23 miles of coastline, which are characterised by a distinctive and rare combination of chalk cliffs and extensive sandy beaches. The coast forms one of the District's most valuable resources, in terms of tourism, formal and informal recreation, landscaping and nature conservation.

10.91 PPG20 stresses that coastal planning is a strategic issue, and that there is a need for greater co-operation and co-ordination between coastal local authorities.

10.92 The broad range of planning policies that relate to the coastal zone are not confined to this chapter and the Chapters on 'Nature Conservation' and 'Sport & Recreation' should also be considered.

10.93 With the exception of limited areas around Ramsgate and Broadstairs Harbours, the entire Thanet coastline is recognised, both nationally and internationally, for its nature conservation and scientific value, and it therefore requires particularly strong protection in this regard.

10.94 Additionally, the Thanet coastline and beaches historically represent a considerable recreation and tourism resource, which in the future needs to be further explored and developed for the enjoyment of residents and visitors alike (see Sport and Recreation Chapter).

10.95 The Thanet coastline and the sea also considerably enhance the value of the District's landscape, and this enhanced value is recognised by its partial designation as part of the Pegwell Bay Special Landscape Area and the former Wantsum Channel Landscape Character Area.

10.96 The objectives of the Kent Biodiversity Action Plan are also a consideration (see Nature Conservation Chapter). This document identifies species and habitats that are most under threat. The coastal area is one such habitat and is of particular importance and has the following designations: SAC, SPA, Ramsar Site, SSSI and part is also a National Nature Reserve.

Coastal Park Initiative

10.97 The District Council recognises that the coastline is one of the District's greatest assets. The Council considers that it is important to maintain the diverse character of the Thanet coast for its value for tourism, recreation, landscape and wildlife. It is therefore recognised that these various needs and demands will have to be managed so that the Thanet coastline does not deteriorate. It is for this reason that the Council has commenced on the establishment of a proposal known as the 'Coastal Park Initiative'

10.98 The idea for a coastal plan developed out of the preparation of the Management Scheme for the Thanet Coast Marine Special Area of Conservation (SAC). Many issues were discussed in that process which did not fall solely within the scope of the Management Scheme, which is a statutory document. These issues included regeneration projects, tourism and leisure (such as 'green tourism') new development, nature conservation and related issues.

10.99 The concept of the 'Coastal Park' is to draw together all these policies, proposals and projects at the coast under a single, integrated action plan; to give these initiatives a common identity and to set a framework to carry them forward and develop new ideas.

10.100 As there are many issues covered by this initiative, other Policies in the Plan will be relevant. However, Policy CC13 will apply to developments within the coastal area.

POLICY CC13 - COASTAL PARK INITIATIVE

PROPOSED DEVELOPMENTS WITHIN THE AREA IDENTIFIED AS THE 'COASTAL PARK INITIATIVE' WILL BE GRANTED WHERE THEY CONTRIBUTE TO OR ENHANCE THIS INITIATIVE AND ARE NOT CONTRARY TO THE MANAGEMENT SCHEME, SUBJECT TO OTHER POLICIES IN THIS PLAN.

Planning Policies for the Coast

10.101 The Council recognises the importance of balancing the environmental, recreational and development needs of the coastal zone. Policy CC14 therefore outlines the wider considerations within which decisions relating to various forms of development (including developments not related to the Coastal Park Initiative) at the coast must be assessed. These are addressed in more detail in other Chapters of this Plan.

10.102 The Council will also, in considering new development proposals at the coast, take into account the character of the whole Thanet coast, and whether a particular development might be better located elsewhere in the coastal zone. This carries forward the Council's commitment to enhance the differences in the character of the Thanet coast.

10.103 The Thanet coast is a sensitive area for wildlife and for its landscape value. Depending on the location, nature and scale of new development, an Environmental Impact Statement may be required under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (circular 02/99 refers). Thus the following Policy will apply.

POLICY CC14 - DEVELOPMENT ALONG THE COAST

DEVELOPMENT WHICH SPECIFICALLY REQUIRES A COASTAL LOCATION WILL ONLY BE PERMITTED IF IT CAN BE DEMONSTRATED THAT NO ALTERNATIVE SITE EXISTS AND THE DEVELOPMENT IS CONSISTENT WITH OTHER LOCAL PLAN POLICIES.

DEVELOPMENT AT THE COAST WILL BE EXPECTED TO PROTECT AND ENHANCE THE LANDSCAPE, NATURE CONSERVATION AND RECREATIONAL VALUE AND DIVERSE CHARACTER OF THOSE AREAS. PROPOSALS WHICH ARE LIKELY TO RESULT IN THE LOSS OF OR DAMAGE TO COASTAL OR INTER-TIDAL HABITATS MUST BE ACCOMPANIED BY AN ENVIRONMENTAL ASSESSMENT. THE FINDINGS OF SUCH AN ASSESSMENT WILL BE A MATERIAL CONSIDERATION IN DETERMINING AN APPLICATION FOR PLANNING PERMISSION.

Coastal Defence Works

10.104 Thanet's chalk coastline is particularly vulnerable to sea and wind action, being located where the North Sea meets the English Channel. The Shoreline Management Plan advocates to "...hold the existing line..." for most of the coastline. The District Council therefore regards it as very important for these areas to be protected from erosion and subsequent damage.

10.105 However, most of the Thanet coastline is designated as a Site of Special Scientific Interest, as a Special Protection Area and Ramsar Site, and is therefore protected by Policy NC2 of this Plan, and by European legislation.

10.106 The Council acknowledges the potential for conflict between the construction of sea defence works, the scientific and nature conservation interests and the public amenity value of the Thanet coastline. It thus also recognises the necessity to reach agreement with English Nature, as far as possible, concerning the most suitable form of sea defence measures. In this respect, the District Council will seek to encourage the use, where appropriate, of "soft" engineering options for coastal defences.

10.107 Under the Coast Protection Act 1949, an English Nature objection to new defence works automatically results in a Public Inquiry, and this would involve considerable delays in the implementation of new coastal protection works.

10.108 The District Council already consults English Nature as a matter of course when designing new coastal defence works with a view to conserving the known nature conservation and scientific aspects, and intends to continue that practice. The following Policy will therefore apply.

POLICY CC15 - COASTAL DEFENCE WORKS

WHERE NEW COASTAL PROTECTION PROPOSALS WOULD AFFECT A DESIGNATED SSSI, SPECIAL AREA OF CONSERVATION, SPECIAL PROTECTION AREA, OR RAMSAR SITE, OR INCLUDE A SIGNIFICANT LOCAL SCIENTIFIC OR LANDSCAPE FEATURE, NEW PROTECTION MEASURES SHOULD BE DESIGNED IN SUCH A WAY THAT THE SCIENTIFIC OR LANDSCAPE INTEREST IS NOT DETRIMENTALLY AFFECTED OR PUBLIC ACCESS TO THESE FEATURES UNREASONABLY RESTRICTED.

Undeveloped Coast

10.109 The unspoilt scenic quality of much of the undeveloped coast of Kent, and the countryside adjoining the coast, is of County-wide or national significance.

10.110 Although none of the Thanet coastline is designated as "Heritage Coast", there are three lengths of coast which have remained substantially undeveloped. These are recognised by Structure Plan Policy EN2, and are located at Pegwell Bay, North Foreland/Palm Bay and Minnis Bay/Plum Pudding Island. The scenic and scientific value of these areas varies. At Pegwell Bay, for example, the scenic value is affected by the former Hoverport, but the scientific value of this coast in terms of fauna, flora and geology is of international significance.

10.111 The North Foreland/Palm Bay stretch contains one of the most important local landscape areas, known as the Green Wedge, and the chalk cliffs have a measure of botanical interest. Minnis Bay/Plum Pudding Island includes part of the Channel of the former River Wantsum. It is consequently a flat landscape of alluvial deposits, which is mainly in agricultural use. In particular, Plum Pudding Island has considerable ornithological, botanical and entomological (insect-related) interest. These areas, like Pegwell Bay, are of international importance for wildlife and geology.

10.112 The following Policy will therefore apply to those areas that are designated as Undeveloped Coast by Structure Plan Policy EN2.

POLICY CC16 - UNDEVELOPED COAST

IN CONSIDERING DEVELOPMENT PROPOSALS AT OR ADJACENT TO THE UNDEVELOPED COAST, THE DISTRICT COUNCIL WILL TAKE INTO ACCOUNT THE UNSPOILT LANDSCAPE, SCIENTIFIC VALUE AND CHARACTER OF THE COASTLINE, AND PROPOSALS WHICH ARE INAPPROPRIATE TO THE AREA BY REASON OF THE NATURE, SCALE, LOCATION AND LIKELY IMPACT OF THE USE WILL NOT BE PERMITTED.

Development of Clifftop Sites

10.113 Within the built-up areas of Thanet, less than 10% of the coast remains undeveloped. In view of the conflict of interests addressed by Policy CC16, the District Council also considers that it is also important to prevent development on clifftops in urban areas that might damage the landscape and nature conservation interests of the coastline.

10.114 The Department of the Environment has recognised in PPG20 that the development of unprotected clifftops encourages the provision of new coastal protection, and is thus a material consideration in dealing with applications for new development.

10.115 Since almost the entire Thanet Coast is designated as a SSSI/SAC/SPA/Ramsar site (including those sections which abut urban areas) and is of considerable landscape value, it would not be appropriate to permit development which might lead to the degradation of such sites, either in the short or long term.

Thus the following Policy will apply, whether a site is covered by Policy CC16 or not.

POLICY CC17 - UNDEVELOPED CLIFFTOP SITES

ON UNDEVELOPED CLIFFTOP SITES, NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT WOULD NOT:

- (1) BE DETRIMENTAL TO THE VIEWS OR SEASCAPE VALUE PROVIDED BY SUCH SITES OR THE NATURAL HABITAT INTERESTS OF IMMEDIATELY ADJOINING AREAS;**
- (2) UNDERMINE THE STABILITY OF A CLIFF FACE NOT PROTECTED FROM MARINE WEATHERING;**
- (3) CREATE A DEMAND FOR NEW COASTAL PROTECTION WORKS; OR**
- (4) CONTRIBUTE TO THE COALESCENCE OF URBAN DEVELOPMENT ALONG THE THANET COASTLINE, OR ADVERSELY AFFECT THE CHARACTER OF THE COASTAL SKYLINE.**

TARGETS

LP Implementation Target	
Policy Area	Development in the Countryside
Relevant Policies	CC1
Indicator	Number of hectares of rural area lost to irreversible development during Plan period
Target	No specific target – monitor to establish appropriate targets
Monitoring	Annual monitoring through Development Control (DC) Applications system

LP Implementation Target	
Policy Area	Green Wedge
Relevant Policies	CC5
Indicator	Number of departures to Policy; Number of hectares of Green Wedges lost to irreversible development during Plan period
Target	No specific target – monitor to establish appropriate targets
Monitoring	Through DC Applications system
LP Implementation Target	
Policy Area	Best & Most Versatile Agricultural Land
Relevant Policies	CC9
Indicator	Number of hectares of best and most versatile land to irreversible development during Plan period
Target	No specific target – monitor to establish appropriate targets
Monitoring	Through DC Applications system

11. Rural Settlements

11. Rural Settlements

Introduction

11.1 This Chapter contains the District Council's planning policies as they relate to the villages in the District, including general levels of new development, service provision and other issues. Some topics which affect the villages are dealt with in more detail in other Chapters; for example, public open space (Sport & Recreation), employment sites (Economic Development), and Conservation Areas (Heritage).

OBJECTIVES

(1) TO PROTECT THE CHARACTER, QUALITY AND FUNCTIONING OF THANET'S RURAL SETTLEMENTS;

AND

(2) TO MAKE PROVISION, WHERE APPROPRIATE, FOR NECESSARY NEW DEVELOPMENT WHICH WILL CONTRIBUTE TO THE CHARACTER, QUALITY AND FUNCTIONING OF THE VILLAGE.

Policy Background

11.2 Central Government Guidance in PPS7 states that the key principles of sustainable rural development are:

- social inclusion, recognising the needs of everyone;
- effective protection and enhancement of the environment;
- prudent use of natural resources; and
- maintaining high and stable levels of economic growth and employment.

11.3 In their Regional Economic Strategy "Building A World-Class Region" the South-East of England Development Agency says that the countryside of the south-east is one of its major economic assets and its conservation is integral to the region's competitiveness. Resolving the tension between conservation and economic growth must be a priority.

11.4 The 'aim' of the Rural White Paper "Our Countryside: The Future, A Fair Deal For Rural England" is to sustain and enhance the distinctive environment, economy and social fabric of the English Countryside for the benefit of all. Although the White Paper envisions a 'Working Countryside' with a diverse economy and high levels of employment, it seeks to protect the countryside, looking after, restoring and conserving the landscape, wildlife, architecture and traditions that make our countryside special, as well as creating a 'Living' and 'Vibrant' countryside. Some of the main ways to make a difference are supporting and modernising village services, delivering local transport

solutions, rejuvenating a thriving economy, setting a new direction for farming, preserving the countryside and making it accessible.

11.5 In line with these aims and objectives the Local Plan will seek to ensure sustainable rural development responsive to local circumstances and the individual character of each settlement.

11.6 One of the aims of the Structure Plan and the Kent Countryside Strategy is to enhance the character, quality and functioning of rural settlements in Kent, with the objective of securing a viable multi-purpose rural economy and balanced rural community, consistent with conserving the attractiveness and character of the countryside.

11.7 The Structure Plan therefore gives flexibility to district planning authorities to formulate policies in respect of rural settlements, and to take account of local needs and circumstances in formulating settlement policies relating to housing provision, employment opportunities, services, recreational facilities, and tourism.

11.8 The District Council considers that new development should help to enhance the rural settlements of Thanet, not only in terms of quality of design, but also meeting the needs of the village, whether housing, employment opportunities, recreational facilities or other amenities.

Thanet Context

11.9 One of the factors which has been considered in the development of Local Plan policies is the proximity of the rural settlements to Thanet's urban areas, and the reliance of the rural population on the towns for employment and services. A considerable proportion of rural dwellers both work and use services in the Thanet towns, and Canterbury and Dover. The level of car ownership in the villages also tends to be higher than in the towns.

11.10 The seven villages of Acol, Cliffs End, Manston, Minster, Monkton, St Nicholas and Sarre vary in a number of ways: scale, function, historic character, pattern of development, location relative to the towns, and so on. Each contributes something distinctive to the character of Thanet's rural area, and each has its own problems and future potential.

11.11 The District Council will, therefore, examine opportunities for improving the character, quality and functioning of those settlements.

General Levels of Development

11.12 The 1996 Structure Plan's Rural Settlement policies allowed district planning authorities to designate certain villages for future growth under Policy RS3 (a). Other villages would remain subject to Policy RS2 where restraint considerations apply, or even the strongly conservationist approach advocated by Policy RS3 (b). This principle applied to housing, employment and all other forms of development subject to planning control.

11.13 The Village Appraisals carried out by Parish Councils during late 1989 and early 1990 indicate that modest growth is preferred by residents in most parishes, with an emphasis on meeting locally generated needs. For example, there is general support for the provision of affordable housing and limited employment uses, to allow young people to stay in the village, and to enhance the living and working environment of Thanet's rural settlements.

POLICY R1 - GENERAL LEVELS OF DEVELOPMENT

WITH THE EXCEPTION OF THE SPECIFIC HOUSING ALLOCATION AT MINSTER (POLICY H7) NEW RESIDENTIAL DEVELOPMENT AT RURAL SETTLEMENTS WILL BE LIMITED TO MINOR DEVELOPMENT WITHIN THEIR CONFINES.

Explanation:

11.14 The policy of the District Council is to concentrate new development in the Thanet towns, and to prevent levels of development in its rural settlements which might damage their character, amenity or functioning. What is minor development will be judged in relation to the scale of the development proposed and the size of the settlement.

11.15 This Plan identifies sufficient land to meet expected requirements for housing land. In the short term, this does not necessitate the release of any additional land adjacent to Thanet's existing rural settlements, other than at Minster, where the range of services and the presence of a railway station makes a limited release of land for housing appropriate. The Council wishes to maintain the current pattern of development, in line with Kent County Council's rural settlement and conservation policies.

11.16 The District Council considers that the only Thanet village suitable for more than minor development is Minster.

11.17 The village confines, as defined on the Village Insets accompanying the Proposals Map, therefore indicate the limits to new development in the various settlements. The only exception to this general approach would be where a local housing need is identified in line with Policy H15. (It should be noted that the village confines are designed to perform a purely land use planning function, and are not intended to define parishes, or have any other social implications.)

Village Gaps

11.18 There are a number of road frontage sites in the villages which provide outlook into the open countryside or onto other open spaces, or form an important break in the built environment of those villages.

11.19 The Council considers that such gaps are an important part of the built character of the villages, and should be protected as such. The following Policy will therefore apply in these situations.

POLICY R2 - VILLAGE GAPS

THE FOLLOWING SITES SHOWN ON THE PROPOSALS MAP ARE IMPORTANT GAPS IN THE BUILT AREAS OF VILLAGES WHICH CONTRIBUTE TO THE CHARACTER AND AMENITY OF THOSE VILLAGES, AND WILL NOT BE CONSIDERED SUITABLE FOR DEVELOPMENT:

- (1) THE STREET, ACOL;**
- (2) SPRATLING STREET, MANSTON;**
- (3) GREENHILL GARDENS, MINSTER;**
- (4) THE STREET, MONKTON;**
- (5) A28/A253, SARRE; AND**
- (6) THE LENGTH, ST NICHOLAS.**

Village Services

11.20 Village services are also under threat. This includes shops, schools, pubs, bus and other services. The Council wishes to support the continuation of as many village services as possible. For example, with the continued population growth at Minster, the extension to the existing school is welcomed.

11.21 The proximity of the villages to the urban areas and the high levels of car ownership mean that the continuation of such services is vulnerable to the operation of market forces. It may be that alternative voluntary methods of maintaining village services will need to be considered by the Parish Councils, in conjunction with Kent Rural Community Council.

POLICY R3 - VILLAGE SERVICES

PROPOSALS FOR THE USE OF EXISTING RESIDENTIAL PROPERTIES IN THE VILLAGES TO PROVIDE SHOPS OR OTHER APPROPRIATE COMMERCIAL ACTIVITIES OR SERVICES WILL BE PERMITTED, SUBJECT TO ENVIRONMENTAL AND TRAFFIC CONSIDERATIONS, AND MINIMUM IMPACT ON RESIDENTIAL AMENITY.

PROPOSALS FOR THE USE OF AGRICULTURAL BUILDINGS IN THE VILLAGES FOR SUCH PURPOSES WILL ALSO BE SUBJECT TO POLICIES R5 AND HE3.

Explanation:

11.22 One of the concerns expressed in the Village Appraisals is the continued loss of village services. While the District Council is not in a position to provide such services directly, it believes that it should play a facilitating role as Local Planning Authority for the private and voluntary sectors in terms of a positive planning approach to new retail and commercial opportunities of a suitable scale.

Village Shops

11.23 Village shops can provide a convenient and energy efficient source of shopping, fulfil a valuable social community function and contribute to the rural economy. Their viability will depend on customers continuing to use them. However, their loss can have a severe impact on the communities they serve. While trade protection is not a planning function, the District Council will use its powers to resist proposals which would threaten the viability of retention of a reasonable level of accessible shopping provision in the Thanet villages. In considering a reasonable level of shopping provision in relation to Policy R4, account will be taken of the size of the settlement and the community to be served. In addition to the following Policy, Policy R3 is also relevant.

POLICY R4 - VILLAGE SHOPS

THE COUNCIL WILL SEEK TO USE ITS PLANNING POWERS TO RETAIN A REASONABLE LEVEL OF SHOPPING PROVISION IN THANET'S RURAL SETTLEMENTS.

Recreational Land

11.24 There has been a consistent shortfall of land available for recreational purposes throughout the District. Some of the villages do have sufficient recreation land. However, Minster, Sarre and Cliffs End in particular suffer from a shortfall of such land, and the Local Plan seeks to address this situation.

11.25 Policies relating to village recreation land are contained in the **Sport and Recreation Chapter** of this Plan.

Conservation and Enhancement

11.26 The enhancement of the built environment of the villages is clearly an important aspect of the overall rural economic and environmental strategy. The Policies contained in this Chapter seek to provide a basis on which to protect the built character of the villages.

11.27 In terms of positive enhancement, the Heritage Chapter gives policy and other guidance in respect of the enhancement of Conservation Areas in the District. The Kent Landscape and Nature Guidelines also provide a foundation for landscape and related improvement to key village sites.

11.28 For example, the Manston War Memorial is one of a number of village greens in Kent which have been identified in the Commons Registration Act 1965. Although a relatively small piece of land, it is still common land of unique character, the only such land in Thanet which merits long-term protection.

Conversion of Rural Buildings

11.29 Another aspect of rural diversification is the reuse of rural buildings. In recent years, many farm buildings have become redundant, in most cases

because the buildings are of traditional construction and thus not suitable for modern farm machinery. Redundancy may also occur as a result of operational changes, farm rationalisation, or EU Common Agricultural Policy.

11.30 Central Government advice is to support proposals for the conversion and reuse of such buildings wherever possible, to aid sustainable development objectives. Reuse for economic development purposes will usually be preferable, but residential conversions may be more appropriate in some locations and for some types of building.

11.31 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.

11.32 However, it is in the interest of the character of the Thanet landscape not to permit the conversion of buildings which are not sympathetic to their landscape setting by reason of size, design or built form. The District Council will not normally support the conversion or adaption of such buildings.

11.33 Disused rural buildings may hold species protected by the Wildlife and Conservation Act 1981 and other legislation, for example, bats or barn owls. The conversion of such buildings should make provision for their continued use by protected species which are present. If this is not possible, an alternative roosting site should be provided nearby. This applies to Policies R5 and HE3.

POLICY R5 - CONVERSION OF RURAL BUILDINGS

THE CONVERSION OF RURAL BUILDINGS TO OTHER USES WILL BE PERMITTED WHERE:

- (1) THEIR FORM, BULK AND GENERAL DESIGN ARE IN KEEPING WITH THE CHARACTER OF THE SURROUNDING COUNTRYSIDE; AND**
- (2) THE PROPOSED USE IS ACCEPTABLE IN TERMS OF ITS IMPACT ON THE IMMEDIATE LOCALITY AND THE LOCAL HIGHWAY NETWORK.**

WHERE THE BUILDING CURRENTLY HOLDS PROTECTED SPECIES, THE CONVERSION SHOULD ENSURE THE CONTINUED USE OF THE BUILDING FOR THAT PURPOSE, OR A SUITABLE ALTERNATIVE SITE SHOULD BE PROVIDED IN THE IMMEDIATE LOCALITY.

Traffic In The Villages

11.34 The Village Appraisals have indicated a high degree of concern in respect of traffic and pedestrian safety in the villages. The recognition of this concern is reflected by the completion of the Sarre Highway Environmental Management Initiative (HEMI) or "traffic-calming" scheme.

POLICY R6 - TRAFFIC IN THE VILLAGES

THE DISTRICT COUNCIL WILL PERMIT NEW TRAFFIC-CALMING MEASURES IN THE THANET VILLAGES. ACOL AND MINSTER ARE CONSIDERED TO BE PRIORITY SETTLEMENTS FOR SUCH MEASURES.

Explanation:

11.35 The District Council believes that traffic calming plays a crucial role in improving the environment of villages, both for residents and to encourage their tourism role.

11.36 The District Council believes that traffic calming should form an integral part of environmental improvements in all the Thanet villages. However, two Thanet villages are particularly subject to considerable traffic pressures.

11.37 Acol and Minster experience high vehicle speeds on the approaches to, and through, their built-up areas, and the Council believes that on both safety and local environmental grounds consideration should be given to the extension of such schemes to these villages. In the meantime, the Council would support traffic schemes that moderate the effects of traffic in the villages.

TARGETS

LP Implementation Target	
Policy Area	Rural Settlements
Relevant Policies	R2
Indicator	Maintain all village gaps free from development
Target	Retain 100% of village gaps
Monitoring	Development Control application decisions/appeals?

12. Nature Conservation

12. Nature Conservation

Introduction

12.1 Natural habitats, wildlife and geology are important aspects for a good quality of life in Thanet. The protection of these natural assets not only encourages wildlife to flourish, but also provides opportunities for recreation and education.

12.2 The importance of nature conservation in this District is reflected in the number of different designations: internationally important Special Areas of Conservation (SAC), a Special Protection Area (SPA) and Ramsar site; nationally important Sites of Special Scientific Interest (SSSIs); Sites of Nature Conservation Importance (SNCI) which are of County Importance; and Regionally Important Geological/Geomorphological Sites (RIGs).

12.3 These are all areas of great value because of their undeveloped condition and nature conservation or geological interest, and have therefore been designated either under Central Government legislation or by County or District Council planning policy. They are, by their nature, environmentally sensitive and deserve long-term protection from non-essential development.

OBJECTIVES:

- 1. TO MAINTAIN THE FULL RANGE OF NATURAL HABITATS AND GEOLOGICAL SITES IN THE DISTRICT, INCLUDING THOSE IDENTIFIED IN THE KENT HABITAT SURVEY 2003, AND ANY OTHER KNOWN SCIENTIFIC OR WILDLIFE INTERESTS;**
- 2. TO RESIST DEVELOPMENT WHICH WOULD BE LIKELY, EITHER DIRECTLY OR INDIRECTLY, TO DAMAGE OR DESTROY THOSE SITES AND INTERESTS, UNLESS THERE ARE COMPELLING AND OVERRIDING REASONS OF PUBLIC INTEREST WHY THE DEVELOPMENT SHOULD TAKE PLACE ON A PARTICULAR SITE;**
- 3. WHEREVER POSSIBLE, TO ENHANCE THE NATURE CONSERVATION AND HABITAT RESOURCE OF THE DISTRICT; AND**
- 4. TO ENCOURAGE AND PROMOTE THE EDUCATIONAL VALUE, AND PUBLIC ENJOYMENT, OF THE WILDLIFE HABITATS AND GEOLOGY OF THE DISTRICT THROUGH THE DECLARATION OF LOCAL NATURE RESERVES AND OTHER SIMILAR MEASURES.**

Strategic Background

12.4 The Bio-Diversity Convention signed by the United Kingdom at the UN Earth Summit emphasises the value of nature conservation to the protection of the planet's finite resources.

12.5 Within this context, the Office of the Deputy Prime Minister, Planning Policy Statement 9 – Biodiversity and Geological Conservation gives advice in respect of the protection of sites of nature conservation value from local sites of nature conservation interest to important sites designated under the internationally recognised Ramsar Convention, The Habitat Directive and the Birds Directive.

12.6 The best national examples of natural habitat and physical features are notified by English Nature as Sites of Special Scientific Interest (SSSIs). Under the Wildlife and Countryside Act 1981, English Nature must be consulted in respect of any proposal which is likely to damage the interests of those sites. The Countryside and Rights of Way Act 2000 (CROW) provides significant new powers for site protection. English Nature must be given notice of any proposals that would affect an SSSI, even if it would take place outside the SSSI. Under CROW, Thanet District Council has comprehensive new duties with respect to its own activities and activities that it may permit others to undertake on or affecting SSSI. This includes a duty to take reasonable steps, consistent with the proper exercise of its functions, to further the conservation and enhancement of the features for which the site is of special scientific interest.

12.7 The EU Habitats Directive also provides for the designation of Special Areas of Conservation (SACs), as part of a European network of habitats, to be known as "Natura 2000". There are two SACs in Thanet, which cover most of the coastline of the District. SSSIs may also be designated as Special Protection Areas under the EC Wild Birds Directive, and as Wetlands of International Importance under the Ramsar Convention

12.8 However, these statutory designations cannot protect the full diversity of wildlife on their own. If wildlife is to continue to be seen and enjoyed throughout Britain, nature conservation must be an integral part of the processes which are shaping our modern environment - instilled into the planning, management and use of land as a whole.

12.9 The potential effects of a development on habitats or species listed as priorities are capable of being a material consideration in the making of planning decisions. Section 74 of the Countryside and Rights of Way Act 2000 places new duties on the Government in respect of the conservation of biodiversity. The Secretary of State has produced a list of habitat types and species comprising those identified as priorities under the UK Biodiversity Action Plan. Under the remit of PPS9, the Council is required to conserve important natural habitat types that have been identified in the Countryside and Rights of Way Act 2000 section 74 list, as being of principal importance for the

conservation of biodiversity, and identify opportunities to enhance and to add to them.

12.10 To conserve and enhance the biological diversity in Kent is the main goal of the Kent Biodiversity Action Plan (BAP). This plan was endorsed by the District Council in 1997 and is the first step in the County's response to the Governments "Biodiversity; The UK Action Plan". The Kent BAP summarises information that is currently available with regard to the county's biodiversity and considers habitats including the coast and in urban areas. Species and habitats that are most under threat are identified and targets for the future have been set. However, it is not just areas that are most under threat that are considered, but those that are "...commonplace..." as well. The policies that are set out in this chapter have been considered against the objectives of the Kent BAP.

12.11 Ecological conservation and enhancement constitute one of the main aims of the Kent Countryside Strategy. The Strategy, which provides a framework for partnership between the County and District Councils and other bodies, seeks to achieve conservation and enhancement of landscape and ecology through the following objectives:

- (1) Countryside management with farmers, landowners, local businesses and voluntary groups;
- (2) Compilation of a database of nature conservation and landscape resources as a basis for future decision making and management measures; and
- (3) Production of guidelines for the protection and enhancement of landscape and nature conservation sites.

Thanet Context

12.12 It is important to recognise the unusual ecological context of the Isle of Thanet. Most of the Thanet Coast (with the exception of Viking Bay, Broadstairs and some areas around Ramsgate Harbour) is covered by statutory nature conservation designations. These include two Sites of Special Scientific Interest, two candidate Special Areas of Conservation, and the Thanet Coast Special Protection Area, and Ramsar Site.

12.13 The Thanet Coast has also been identified by English Nature as one of the 27 most sensitive marine areas in England. The District Council recognises that these sites require long-term protection from damaging development.

12.14 However, the District Council also recognises that Thanet's coastline is a major tourism and economic asset, in an area suffering from long-term decline in tourism and economic performance. Thus there may be exceptional circumstances in which the economic development interest overrides the ecological interest. This unique situation is acknowledged in each of the relevant policy statements.

12.15 The District Council considers that such situations are likely to be very rare, and the related policy statements should not in any way be regarded as providing justification for development which do not fall into this exceptional category.

12.16 There are very few, if any, other areas in the District which enjoy statutory protection from development likely to adversely affect their nature conservation interest.

12.17 Thanet's agricultural landscape is largely treeless, and generally cultivated right up to the edges of the built-up confines. As a result of strategic policy, the provision of infrastructure and other factors, considerable pressure for new development will be focused within the existing built-up areas. Consequently, those areas of natural habitat which do exist assume particular importance in the local context.

12.18 Accordingly, when considering applications for development likely to affect any site having nature conservation value, the District Council intends to give sensitive consideration to the need for their preservation as such and to safeguard them from harmful development.

Kent Habitats Survey

12.19 A comprehensive survey of Kent's semi-natural habitats was first carried out between 1990 and 1994 using the Phase 1 habitat classification system (Kent Wildlife Habitat Survey County Report, 1995). In 2000, a new partnership was established to re-survey the county, and produced the Kent Habitats Survey 2003.

12.20 The purposes of the survey include supporting environmental education projects for schools and the public; targeting agri-environmental awards and conservation action; informing environmental impact assessments for new projects and developments; guiding strategic planning and development in Kent; monitoring the pattern and scale of changes in land use across the county; and advising wildlife management plans for local farmers, landowners and businesses.

POLICY NC1 – HABITATS

DEVELOPMENT PROPOSALS WHICH WOULD RESULT IN THE LOSS OR DAMAGE TO SEMI-NATURAL HABITATS OR FEATURES, WILL NOT BE PERMITTED.

EXCEPTIONALLY, WHERE A SPECIFIC LOCAL, REGIONAL OR NATIONAL NEED HAS BEEN IDENTIFIED WHICH OVERRIDES THE NECESSITY OF RETAINING THE SITE AND FOR WHICH NO SUITABLE ALTERNATIVE SITE EXISTS, AT LEAST AN EQUIVALENT AREA OF CORRESPONDING HABITAT WILL BE EXPECTED TO BE CREATED, AT THE DEVELOPER'S EXPENSE, AT A SUITABLE LOCATION WITHIN THE DISTRICT, AND WELL RELATED TO OTHER EXISTING HABITATS.

WHERE APPROPRIATE, THE EFFECTIVE LONG-TERM MANAGEMENT OF HABITAT SITES AND FEATURES WILL BE SECURED THROUGH THE USE OF PLANNING CONDITIONS, LEGAL AGREEMENTS OR OTHER SUITABLE MECHANISMS.

Explanation:

12.21 Thanet's habitat resources are limited in comparison to other Kent districts, with the third lowest representation of habitat resources. Thus non-statutory habitat sites and features assume a particularly high level of importance in the Thanet context. They also contribute significantly to the local landscape (see Countryside and Coast Chapter). Policy NC1 will therefore apply to habitat sites and features (including those identified in the Kent Habitats Survey 2003) not covered by the other nature conservation policies in this Plan.

12.22 Thus development proposals which would damage or destroy habitats or sites identified for protection in this Plan will not normally be permitted. This preclusion also relates to off-site development proposals which would damage habitats indirectly, either in the short term or cumulatively in the long term.

12.23 Thanet's agricultural land is generally lacking in trees, hedges and other natural cover. It is for the most part farmed right up to the edges of the built-up confines which will, as a result of strategic policies, be the focus for future development pressures.

12.24 Therefore, where sites of known habitat value do exist, these assume a particular importance and warrant every effort to protect them. However, the Council believes that it is also important to enhance existing habitats and create new habitats for wildlife, and increase their educational value for the wider public.

12.25 The Policy also makes provision for exceptional circumstances where the need for development overrides the desirability of retaining the site, and where no other suitable site can be found. The Council would normally expect development of the site to include mitigating measures to minimise the impact of the development on the habitat value of the site. In such situations, the Council will also expect the developer to provide for the replacement of that habitat in another location which would complement the existing pattern of habitats in the District.

A Nature Conservation Strategy

12.26 The District Council is committed to the protection of an attractive countryside including nature conservation and all its attendant benefits. The development of a nature conservation strategy will be based on the information provided by the Habitat Survey and other relevant sources. It is recognised that the positive aspects of nature conservation aims are largely dependent upon the goodwill of farmers and other landowners.

12.27 The District Council aims to adopt nature conservation friendly practice in its own operations, and also to encourage owners and users of land to adopt such practice.

12.28 The purpose of the Strategy will be to provide a context for positive measures, including management agreements and other initiatives, for protecting and enhancing habitat areas, and creating new and varied habitats within the District.

Sites Of National And International Nature Conservation Significance

12.29 The Thanet Coast and Sandwich Bay-Hacklinge Marshes (which includes Pegwell Bay) SSSIs cover most of the Thanet coastline, with the exception of Viking Bay, Broadstairs and some of the beach areas around Ramsgate, and are ranked Grade 1 in the Nature Conservation Review. This importance is underlined by the existence of a Kent Wildlife Trust Nature Reserve on the site.

12.30 Proposals which might have an impact on the SSSIs, either directly or indirectly, would need to be subject to the most rigorous examination.

Pegwell Bay

12.31 Pegwell Bay is a nature conservation site of exceptional international importance. This is reflected in the designation of the area as a Site of Special Scientific Interest, two candidate Special Areas of Conservation under the Habitats Directive, a Special Protection Area under the European Community Wild Birds Directive, and a Ramsar Site. It has also been declared as a National Nature Reserve under Section 35 of the Wildlife and Countryside Act 1981.

12.32 This National Nature Reserve, of 610ha (1500 acres) which extends into Dover District, has been jointly declared by this Council, and Kent County Council. A Reserve Management Committee has been established, including English Nature, the declaring authorities and the other landowners - the Kent Wildlife Trust, RSPB, and the National Trust. A full-time Warden/Manager has been employed to implement a management plan for the site. The post is funded by the declaring authorities, the conservation organisations and commercial sponsors PowerGen and Pfizer.

12.33 The Sandwich Bay-Hacklinge Marshes area (which includes Pegwell Bay) contains the finest sand dune system and sandy coastal grassland in south-east England, and also includes a wide range of other rare and highly valuable habitats such as mudflats, saltmarsh, freshwater marsh, scrub and woodland, and the rare geological features in the Pegwell Bay cliff formations. It is among the richest for plants in the country, renowned for invertebrate fauna.

12.34 The mudflats and saltmarsh provide an important roost site for golden plover and support large wintering populations of waders, particularly grey

plover and sanderling, which regularly reach levels of international importance. It is also important for other wintering, passage and breeding birds and as a landfall for migrant birds.

12.35 It should be noted that Pegwell Bay is an area of considerable landscape value and significance, being designated a Special Landscape Area (in the Structure Plan) and as an area of Undeveloped Coast (See Policy CC16 in the Countryside and Coast Chapter).

POLICY NC2 - NATURE RESERVE AND SSSIs

DEVELOPMENT WHICH WOULD MATERIALLY HARM OR DETRACT FROM THE SCIENTIFIC OR NATURE CONSERVATION INTEREST OF A SSSI OR NATIONAL NATURE RESERVE, EITHER DIRECTLY OR INDIRECTLY, WILL NOT BE PERMITTED.

EXCEPTIONALLY, WHERE IT CAN BE DEMONSTRATED THAT THE NEED FOR THE PROPOSED DEVELOPMENT IS COMPELLING AND OVERRIDES THE NATIONAL IMPORTANCE OF THE SSSIs, AND NO SUITABLE ALTERNATIVE SITE EXISTS, MITIGATING MEASURES SHOULD BE INCORPORATED INTO THE DEVELOPMENT, TO MINIMISE THE IMPACT OF THOSE PROPOSALS OR ENHANCE THE SCIENTIFIC OR NATURE CONSERVATION INTEREST OF THE AREA.

Explanation:

12.36 The Thanet coastal SSSIs are also Special Protection Areas (SPAs) under the European Community Wild Birds Directive. Whilst SPAs must also be SSSI, not all the Thanet SSSIs are included in the SPA.

12.37 Circular DETR 2/99 (Environmental Impact Assessment) and Circular ODPM 06/2005 (Biodiversity and Geological Conservation) advise that the environmental effects of any proposed development either in or close to a declared or potential SPA or Ramsar site should be subject to the most rigorous examination.

12.38 The Wild Birds Directive requires member states to take appropriate steps to avoid the pollution or deterioration of habitats, or any disturbance affecting bird life within an SPA. Current case-law indications are that Special Protection Area status means that only development which is of overriding public interest should be permitted.

12.39 A large proportion of the Thanet coast is identified within two candidate Special Areas of Conservation (cSACs) - the Sandwich Bay SAC and the Thanet Coast Marine SAC. Government guidance in PPG9 states that candidate SACs should be treated for planning purposes in the same way as designated SACs.

12.40 The Thanet Coast Marine SAC extends beyond the mean low-water mark. However, for planning purposes the Policy is only applicable as far as the mean low-water mark. The level of protection to be applied to SACs is

comparable to that applied to SPAs. In Thanet, the primary interests protected by the SACs are chalk reefs and sea caves (Thanet Coast) and mud/sandflats contributing to the formation of rare and valuable dune habitats (Sandwich Bay)

12.41 The marine areas (land covered continuously or intermittently by tidal water) of the SPA and two candidate SACs are now covered by the North-East Kent European marine sites Management Scheme. This management scheme reviews on-going operations and activities in the light of advice from English Nature on the conservation objectives and the operations that may cause deterioration or disturbance. The management scheme sets out an action plan to be implemented by the relevant authorities to ensure the conservation features are maintained in a favourable condition.

12.42 One of the key actions has been to appoint a project officer to take forward interpretation and promotion of the nature conservation importance of the coast, codes of conduct for all recreation and related activities, green tourism and monitoring of site use. The post is funded by some of the relevant authorities and also has Objective 2 funding. The post is based in Thanet District Council.

12.43 PPS9 states that due to the European legislation (detailed below) that covers the SPA, SAC and Ramsar Sites, a separate local plan policy is not required. However, these sites are still shown on the proposals map.

12.44 The UK is bound by the terms of Council Directive 79/409/EEC on the Conservation of Wild Birds (EC Birds Directive); Council Directive 92/43/EEC on the Conservation of Natural Habitats, Wild Fauna and Flora (EC Habitats Directive) which has been transposed into UK law as the Conservation (Natural Habitats,) Regulations 1994 (as amended); and the Convention on Wetlands of International Importance especially as Wildfowl Habitat (the Ramsar Convention). These international statutes apply to the SPA, SAC and Ramsar sites designated along the Thanet Coast (which are also nationally designated as Sites of Special Scientific Interest).

12.45 The Council will require an assessment of any implications of a proposed development which is likely to affect a European Site (SPA or SAC) or a Ramsar site, unless the proposal is directly connected with, or necessary for, the management of the site.

12.46 In order to consider granting such a proposal, the Council would need to be satisfied that there are no alternative solutions, or that there are imperative reasons of overriding public interest for the development.

12.47 If the Council intends to allow a development on a European site, the Secretary of State will be notified in order to consider whether the application falls within the criteria for call-in.

Sites Of County And Local Nature Conservation Significance

12.48 In addition to statutorily protected sites, there are a number of other sites known to have substantial nature conservation interest within the Kent context. These have been identified by the Kent Wildlife Trust as Local Wildlife Sites (formerly known as Sites of Nature Conservation Interest (SNCI)) and are reviewed on a regular basis. The Schedules are attached as an Appendix (still listed as SNCIs).

POLICY NC3 - LOCAL WILDLIFE SITES

DEVELOPMENT WHICH WOULD BE DAMAGING TO THE FOLLOWING SITES OF NATURE CONSERVATION INTEREST AS DEFINED ON THE PROPOSALS MAP, OR ANY SITES SO DESIGNATED IN THE FUTURE, EITHER IN THE LONG TERM OR THE SHORT TERM, WILL NOT BE PERMITTED:

- 1. MONKTON CHALK PIT;**
- 2. ST. PETER'S CHURCHYARD;**
- 3. NORTH FORELAND AND GOLF COURSE ROUGHS;**
- 4. MINSTER STATION ENVIRONS;**
- 5. ASH LEVELS (part);**
- 6. ST. NICOLAS AT WADE CHURCHYARD;**
- 7. ST. MARY MAGDALENE CHURCHYARD MONKTON; AND**
- 8. RAMSGATE CEMETERY.**

EXCEPTIONALLY, WHERE A STRATEGIC NEED IS IDENTIFIED, AT LEAST AN EQUIVALENT AREA OF CORRESPONDING HABITAT WILL BE EXPECTED TO BE CREATED, AT THE DEVELOPER'S EXPENSE, AT A SUITABLE LOCATION IN THE DISTRICT, AND WELL RELATED TO OTHER EXISTING HABITATS.

Explanation:

12.49 Planning Policy Statement 9, Biodiversity and Geological Conservation, highlights the importance of nature conservation outside statutorily designated sites, and states that development plans should address these areas as well.

12.50. The Council considers that Local Wildlife Sites are crucial elements of the habitat network in Thanet and that they therefore require formal protection if the habitat interest is to be maintained.

12.51. It should be noted that a number of former Local Wildlife Sites now form part of the Thanet coastal SSSIs, and will therefore be given the appropriate level of protection from development proposals by Policy NC2.

12.52 The Policy does make provision for circumstances where development might, in exceptional circumstances, be acceptable on a Local Wildlife Site. However, Local Wildlife Sites are scarce within the District, and take up a very small area of land. Thus the District Council would regard this as being an extremely rare occurrence, for which substantial justification would have to be

put forward. The Council would normally expect development of the site to include mitigating measures to minimise the impact of the development on the habitat value of the site. In such situations, the Council will also expect the developer to provide for the replacement of that habitat in another location which would complement the existing pattern of habitats in the District.

Habitat Management And Creation

12.53. Development proposals may sometimes create or incorporate open areas of land which provide an opportunity to protect and enhance the network of wildlife habitats outside designated sites and contribute to the maintenance of the current range and diversity of flora and fauna. New wildlife habitats which are managed appropriately may function as stepping stones or linear features which enhance the level of connectivity between sites and help with the migration, dispersal and genetic exchange of species as consistent with Planning Policy Statement 9 (PPS9). Further advice is also available in the DEFRA publication 'Working with the Grain of Nature'.

POLICY NC4 - HABITAT MANAGEMENT AND CREATION

DEVELOPMENT SHOULD, WHEREVER PRACTICAL, MAKE POSITIVE CONTRIBUTIONS TO THE RETENTION, CREATION AND MANAGEMENT OF WILDLIFE HABITATS WHICH COULD CONTRIBUTE TO A NETWORK OF WILDLIFE CORRIDORS AND STEPPING STONES.

Explanation:

12.54 The Nature Conservation objectives of this Plan seek to prevent development which would be harmful to habitats or features of nature conservation importance. However, the District Council recognises that in certain instances development may satisfactorily co-exist without any loss of the nature conservation interest, and may actually perpetuate its protection or bring about more satisfactory management.

Lower Stour Valley

12.55 One of the potential areas for habitat enhancement is the Lower Stour Valley, and this was recognised in the Stour Valley Countryside Plan in 1982. The low-lying ground either side of the River Stour between Sarre and Pegwell Bay forms a natural topographical and ecological unit related to the river. It constitutes a linear zone of high habitat interest linked to the Stour estuary and hinterland to Pegwell Bay and Sandwich Bay, discussed above.

12.56 The interest of the Lower Stour Valley is principally a consequence of the high - water table in the proximity of the Stour, giving rise to damp pastures drained by open dyke systems. This has created an area remarkably valuable for plants, birds and insects, containing species which are significant in national and regional terms. The habitat types represented here are, in County terms, rare and sensitive to change.

POLICY NC5 - LOWER STOUR VALLEY

WITHIN THE LOWER STOUR VALLEY, THE PRIMARY PLANNING AIMS ARE THE CONSERVATION AND ENHANCEMENT OF THE RIVER CORRIDOR ENVIRONMENT, INCLUDING THE LANDSCAPE, WATER ENVIRONMENT AND WILDLIFE HABITATS.

DEVELOPMENT WHICH WOULD CONFLICT WITH THESE AIMS WILL NOT BE PERMITTED. EXCEPTIONALLY, WHERE DEVELOPMENT IS PERMITTED, THE DISTRICT COUNCIL WILL IMPOSE CONDITIONS OR SEEK TO ENTER INTO PLANNING OBLIGATIONS WHERE NECESSARY TO SAFEGUARD THE OPEN CHARACTER, NATURE CONSERVATION AND RECREATIONAL VALUE OF THE AREA

Explanation:

12.57 The area is one of considerable potential for habitat creation and enhancement, particularly land currently in arable production. The District Council supports a partnership approach for the management and enhancement of the habitat base of the Lower Stour Valley. The Kentish Stour Countryside Project has been running for over six years and now includes the Lower Stour Valley.

12.58 The area covered by this policy has been extended beyond that in the 1982 Countryside Plan to include two stretches which link into the three existing SNCIs at Ash Levels, Minster Station Environs and the Chislet Marshes & Sarre Peninsula.

Species Protected by Other Legislation

12.59 It is possible that, although a site may not be a designated nature conservation site, some of the many species which are protected by the Wildlife & Countryside Act or the Badgers Act or the Habitats Regulations may be present. The presence of such species is a material consideration in the assessment of development proposals. It will therefore be important to carry out survey work where appropriate to establish the presence of protected species, including the effect of seasonal factors on their presence. In this respect, the District Council would advise developers to take account of the statutory obligations explained in ODPM Circular 06/2005, exercise caution in the preparation of development proposals, and also in their implementation, if planning permission is granted.

12.60 Of particular interest in the Thanet context are the numerous high-tide roost areas which are associated with the Thanet coastal SPA-Ramsar Sites, but not located within them. These sites obviously do not benefit from protection as SPA-Ramsar Sites or under the Wildlife & Countryside Act.

District Council Initiatives

12.61 To demonstrate its commitment to, and to further the aims of, nature conservation and the Biodiversity Action Plan, the District Council intends to

have particular regard to land within its own ownership or control, and will consider whether pilot management schemes or other initiatives are appropriate in stimulating interest, developing educational awareness and commitment to nature conservation.

12.62 It intends to consider initiatives aimed at furthering the aims of nature conservation including community woodlands (See Sport & Recreation Chapter), land management schemes, designation of local nature reserves and securing habitat creation through the use of planning agreements and design briefs. The Victoria Road cemetery in Margate will be managed by the District Council as an urban habitat resource.

Nature Conservation and Farming

12.63 Natural elements which are often regarded as obstacles to efficient farming are actually important in perpetuating the viability of the land for cultivation. For example, trees and hedgerows can maintain soil quality by preventing erosion, retaining water and sheltering crops from wind damage and subsequent rot, and can provide a habitat for wildlife which prey on pests which attack crops. It is actually in the farmer's interests to nurture the appropriate natural conditions which will assist his type of farming.

12.64 With the exception of those sites having statutory protection, nature conservation in the countryside is largely dependent on the benevolence of the farming community. The diversification of the rural economy and uncertainty over future farming methods and land requirements mean that the impact on, or potential for, nature conservation is imponderable.

12.65 While it is often attractive to work all available land as intensely as possible, it will often be possible to attain significant conservation benefits with little or no loss of potential return.

12.66 Grants may be available from a number of sources including the Countryside Agency, the Forestry Authority, English Nature, Ministry of Agriculture Fisheries and Food, Kent County Council. Projects eligible for grant aid and which may have nature conservation benefits include:

- (1) planting for shelter, shade, amenity, woodland planting, hedgerow planting; and
- (2) maintenance and management of sites and species of nature conservation importance.

12.67 The District Council is committed to habitat and wildlife conservation. While its statutory powers may be limited in respect of agricultural practice and operations in the countryside, the District Council wishes to encourage nature-friendly use of the countryside through any practical means available. In this regard it also wishes to bring to the attention of farmers and landowners the range of advice and grants available and also in the DEFRA publication 'Working with the Grain of Nature'.

Sites of Geological Importance

12.68 The Isle of Thanet possesses a wealth of areas of geological and geomorphological interest which are of importance for study and research purposes. Many of these areas are protected by virtue of their location within the Thanet SSSIs, which are geological as well as biological.

12.69 However, there are other areas which do not benefit from statutory protection, but which can be designated as Regionally Important Geomorphological/Geological Sites (RIG Sites). RIG Sites are regarded as being broadly analogous to Local Wildlife Sites (Policy NC3) in terms of their status within the planning context.

12.70 Thus far, three sites in Thanet have been formally proposed by the Kent RIGS Group; the Monkton Chalkpit Nature Reserve; St Peter's Quarry and Pegwell Bay infilled dry valley. At RIG Sites, the following Policy will apply.

POLICY NC6 - RIG SITES

AT RIGS SITES, DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OR OBSTRUCTION OF GEOLOGICAL FEATURES OF IMPORTANCE FOR STUDY AND RESEARCH PURPOSES WILL NOT BE PERMITTED.

TARGETS

LP Implementation Target	
Policy Area	Protection of the Natural Environment
Relevant Policies	NC1
Indicator	Hectarage of Semi-Natural Habitat lost or fragmented
Target	Nil
Monitoring	Monitoring of Planning Applications
LP Implementation Target	
Policy Area	Protection of sites of Geological Importance
Relevant Policies	NC6
Indicator	Hectarage of RIG sites lost or obstructed
Target	Nil
Monitoring	Monitoring of Planning Applications

13. Environmental Protection

13. Environmental Protection

Introduction

13.1 In recent years, the issues of environmental pollution and human health have come increasingly to the fore, and Government guidance and planning policies are developing to address these issues. In setting a strong regeneration agenda for the area to meet the economic and social needs of local people, the Council is also keen to ensure that the environmental quality of the area is maintained and enhanced, both for local residents and visitors, and to encourage inward investment.

13.2 The allocation of sites in this Local Plan for particular purposes should not be taken as an indication that they are free of the physical/hazard constraints addressed in this Chapter, or that they are not in the vicinity of gas transmission pipelines/other installations handling hazardous substances.

13.3 Information regarding sites known or suspected to have problems of ground instability is included on the basis of the best information available to the District Council. It is not necessarily exhaustive, and responsibility for determining the extent and effect of such constraints remains that of the developer.

OBJECTIVES

- (1) TO MAINTAIN THE OVERALL ENVIRONMENTAL QUALITY OF THE DISTRICT;**
- (2) TO ENSURE THAT DEVELOPMENT IS ONLY PERMITTED WHERE THE DISTRICT COUNCIL IS SATISFIED THAT ADVERSE PHYSICAL AND OTHER CONDITIONS LIKELY TO AFFECT HUMAN HEALTH AND SAFETY, OR THE ENVIRONMENT ARE NOT PRESENT OR CAN BE SATISFACTORILY OVERCOME;**
- (3) TO SAFEGUARD NOISE-SENSITIVE DEVELOPMENT FROM THE EFFECT OF AIRCRAFT NOISE; AND**
- (4) TO PREVENT DEVELOPMENT THAT WOULD BE AT RISK OF FLOODING OR THAT WOULD REPRESENT AN UNACCEPTABLE RISK TO GROUNDWATER SOURCES.**

Strategic Policy Background

13.4 PPS23 states that the planning system and the pollution control systems are separate, but complementary, in their operation. The planning system should not therefore operate so as to duplicate controls that are the statutory responsibility of other bodies. The complementary role of the planning system is to:

- (1) determine the location of development which may give rise to pollution, either directly or from traffic generated, and in ensuring that other developments are, as far as possible, not affected by major existing, or potential sources of pollution; and
- (2) focus on whether a development is an acceptable use of the land and the impact of those uses.

13.5 Regional Planning Guidance recognises that the quality of the Region's environment is underpinned by the key elements of land, air and water.

13.6 The Kent and Medway Structure Plan also seeks to avoid or minimise the pollution impacts of new development requiring a pollution impact assessment for proposals likely to have adverse implications for pollution, and opposing development which would be sensitive to adverse levels of pollution where mitigation measures would not afford satisfactory protection (NR4 and NR5).

Potentially Polluting Development

13.7 The detailed characteristics of activities with potential to pollute are controlled by wide-ranging powers under pollution-control legislation. However, the effect of potentially polluting development on use of land can be a material planning consideration in exercising planning controls. The District Council as local planning authority will require any application to contain sufficient information to enable the risk of pollution to be assessed. In considering applications for development with potential to pollute or for housing/other development sensitive to pollution from existing sources, the District Council will consult the relevant pollution control authorities, in particular the Environment Agency who have a specific responsibility in a number of areas. These include flooding (warning people about flooding and building flood defences), waste (regulating waste management through a system of licences), water quality (maintaining the quality of water and preventing/reducing the risk of water pollution) and securing the proper use of water resources (monitoring and issuing 'abstraction licences' to regulate who can take water).

13.8 The following Policy does not apply to land-use planning matters relating to waste management, for which relevant policies and proposals are set out in the Waste Local Plan prepared by the County Council. With the exception of possible waste management proposals, the District Council is not aware of a need to identify sites to meet specific requirements for potentially polluting development within the Local Plan period. Accordingly, the following criteria-based Policy will apply in respect of any such proposals that may arise.

POLICY EP1 - 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 ENVIRONMENT INCLUDING THE EFFECTS ON HEALTH, THE NATURAL ENVIRONMENT OR GENERAL AMENITY RESULTING FROM RELEASE OF POLLUTANTS TO WATER, LAND OR AIR, OR FROM NOISE, DUST, VIBRATION, LIGHT OR HEAT; AND**
- (2) ACCEPTABLE AND ADEQUATE RESTORATION PROPOSALS WILL BE SECURED SO THAT LAND IS CAPABLE OF AN APPROPRIATE AFTER-USE.**

IN DETERMINING INDIVIDUAL PROPOSALS, REGARD WILL BE PAID TO:

- (3) THE ECONOMIC AND WIDER SOCIAL NEED FOR THE DEVELOPMENT; AND**
- (4) THE VISUAL IMPACT OF MEASURES NEEDED TO COMPLY WITH ANY STATUTORY ENVIRONMENTAL QUALITY STANDARDS OR OBJECTIVES.**

PERMISSION FOR DEVELOPMENT WHICH IS SENSITIVE TO POLLUTION WILL BE PERMITTED ONLY IF IT IS SUFFICIENTLY WELL SEPARATED FROM ANY EXISTING OR POTENTIAL SOURCE OF POLLUTION AS TO REDUCE POLLUTION IMPACT UPON HEALTH, THE NATURAL ENVIRONMENT OR GENERAL AMENITY TO AN ACCEPTABLE LEVEL.

Landfill Gas

13.9 Sites that have been used for the deposit of refuse or waste may generate explosive or otherwise harmful gases. The District Council intends to ensure as far as practical that where development may be proposed at or near sites which have been so used, effective measures will be secured to prevent any hazard during construction and subsequent occupation of the development.

13.10 The Environment Agency, as waste regulation authority, holds a register of landfill sites, which identifies all known landfill sites. These are not featured on the Local Plan Proposals Map. The District 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 planning application, been used for the deposit of refuse or waste. (The local Environmental Health Department will also be consulted.)

13.11 If an application for a new development/redevelopment or major change of use on or adjacent to a site included on the landfill register (also known as

the landfill atlas) is received, then the District Council will require such application to be accompanied by a full site-investigation report including gas monitoring.

13.12 Where the presence of gas is discovered or it is suspected that it may be present during site development, the District 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.

POLICY EP2 - LANDFILL SITES

ON OR NEAR LANDFILL SITES OR WHERE THERE IS OTHERWISE REASON TO SUSPECT THAT POTENTIAL DANGER FROM EVOLVING OR MIGRATING GAS MAY BE PRESENT, DEVELOPMENT OR REDEVELOPMENT, INCLUDING CHANGE OF USE, WILL ONLY BE PERMITTED WHERE:

- (1) THE APPLICANT/DEVELOPER HAS DEMONSTRATED EITHER THAT THERE IS NO DANGER FROM EVOLVING OR MIGRATING GAS OR THAT RELIABLE ARRANGEMENTS CAN BE MADE TO OVERCOME SUCH DANGER ; AND**
- (2) ANY NECESSARY REMEDIAL MEASURES CAN BE ACHIEVED WITHOUT UNACCEPTABLE ENVIRONMENTAL IMPACT.**

THE DISTRICT COUNCIL WILL SEEK BY AGREEMENT OR BY IMPOSITION OF CONDITIONS ON ANY CONSENT FOR DEVELOPMENT, TO ENSURE MANAGEMENT OF GAS FROM CLOSED LANDFILL, AND THAT SUITABLE PRECAUTIONS ARE TAKEN IN CONSTRUCTION METHODS TOGETHER WITH ANY OTHER ARRANGEMENTS CONSIDERED NECESSARY TO SAFEGUARD AGAINST HAZARDS ASSOCIATED WITH LANDFILL GAS.

Unstable Land

13.13 Ground stability hazards and their effect on proposed development or a neighbouring area is an important issue that the District Council will take into account in determining planning applications.

13.14 It is in the developer's own interests to investigate whether proposed development land is stable. In addition to the obvious dangers of damage to buildings and structures and possible injury associated with unstable ground, ground movement increases the possibility of danger caused by migrating gas, the source of which need not be in the immediate vicinity of the site.

13.15 The marshes (including the general area of Minster Marshes, Monkton Marshes, Sarre Marshes and Wade Marshes) are an area known to the District Council where problems of ground instability are likely to be present.

13.16 Other sites which might comprise unstable ground include coastal strips, particularly where serious erosion is evident, land overlying the extensive Ramsgate caves and the Margate caves near Zion Place, and land overlying the disused railway tunnel (indicated on a Ordnance Survey Map) and extending between Ramsgate Main Sands and the railway line at Broadstairs near its junction with Salisbury Avenue.

13.17 Stability problems are also known to affect land (indicated on the Proposals Map) at Dane Valley Road, Margate. Sites identified as 'landfills' or 'areas of unknown fill' would also require particular consideration of the likelihood of instability. The landfill register is one source of reference. However, as the local authority contaminated land inspection process progresses additional information is likely to become available. Even with these sources of information, instability may affect other sites not known to the District Council.

13.18 In considering applications for development on land where known or suspected instability might render it unsuitable for development or could adversely affect it or neighbouring land, the District Council may require a specialist investigation and assessment arranged by the developer to determine stability and to identify any remedial measures required to deal with instability in order to determine the application.

13.19 Before requesting specialist information, the District Council will normally endeavour to provide some informal indication as to the relative importance of land stability in relation to other planning considerations to the likely outcome of the application.

POLICY EP3 - UNSTABLE LAND

IN CONSIDERING PLANNING APPLICATIONS FOR DEVELOPMENT ON LAND WHICH KNOWN OR SUSPECTED INSTABILITY MIGHT RENDER UNSUITABLE FOR DEVELOPMENT, THE DISTRICT COUNCIL MAY REQUIRE A SPECIALIST INVESTIGATION AND ASSESSMENT BY THE DEVELOPER TO DETERMINE STABILITY AND TO IDENTIFY ANY REMEDIAL MEASURES REQUIRED TO DEAL WITH IT BEFORE DETERMINING SUCH PLANNING APPLICATIONS.

DEVELOPMENT WILL BE RESISTED WHERE:

- (1) INSTABILITY IS JUDGED BY THE DISTRICT COUNCIL TO BE SUCH THAT THE GROUND IS CONSIDERED UNSUITABLE TO ACCOMMODATE THE DEVELOPMENT PROPOSED;**
- (2) THE DEVELOPMENT WOULD, BY REASON OF GROUND INSTABILITY, ADVERSELY AFFECT NEIGHBOURING LAND; OR**

(3) NECESSARY REMEDIAL MEASURES CANNOT BE CARRIED OUT WITHOUT UNACCEPTABLE ENVIRONMENTAL IMPACT.

WHERE THE DISTRICT COUNCIL IS SATISFIED THAT 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.

Derelict & Contaminated Land

13.20 Part IIA of the Environmental Protection Act 1990 requires local authorities to prepare a strategy to identify and deal with contaminated land in their area. This strategy is based on the “suitable for use” principle. The application of this principle is to ensure that contaminated sites are the subject of the appropriate level of remediation to render them suitable for a particular end use. The Council is involved, with the Environment Agency, in a multi-agency approach to ensure that all contaminated land is identified and remediated where required.

13.21 The new contaminated land regime involves three elements:

- (1) Preparation of a strategy for the identification, prioritisation and investigation of potentially contaminated land, which satisfies the requirements of the DEFRA and the Environment Agency;
- (2) Review of the District’s land use, both historic and current, for contamination and the identification of sites which may be unsuitable for their current use; and
- (3) Designation of ‘unsuitable for use’ sites as contaminated land, and remediation of these designated sites to make them suitable for the current or proposed use.

13.22 A Contaminated Land Strategy has been produced by the Council’s Environmental Services department in line with government requirements. This provides guidance for the identification, inspection, assessment and remediation of land which may be designated as Contaminated Land. The strategy is aimed at developers, land and property owners, members of the general public and as a reference document for Council employees.

13.23 In Thanet, the protection of groundwater sources is a particular concern in relation to contaminated land, and this will be a key issue in assessing contamination hazards and risks.

13.24 Contamination is subject to controls under pollution control legislation. However, contamination or potential for it can be a material planning consideration where proposed use/development might pose unacceptable risks to health or the environment. The District Council wishes to encourage

recycling of "brownfield" sites, including, where practical, to bring derelict/contaminated sites back to beneficial use.

13.25 Where contamination is known or suspected, the developer will usually want to arrange for an investigation to assess site conditions, the nature of any hazards and to establish how the development might be designed to minimise risk. Sites which are believed to be landfills would also require specific consideration of the likelihood of contamination. The Landfill Register is only one source of reference, and contamination may affect other sites not known to the District Council. As the Contaminated Land Strategy is implemented it is expected that the Local Authority will gather additional information relating to land quality and historical use within the district. This information will be used in association with the landfill register as and when it becomes available.

13.26 In determining planning applications relating to sites likely to be affected by contamination, the District Council will take into account the suitability of the site for the particular purpose proposed, and whether proper account is taken of known or potential contamination. In assessing remediation and restoration proposals, the District Council will take into account the need to protect the value of natural habitats present within subject contamination sites.

13.27 In cases where contamination is known or strongly suspected to affect a proposed development site, an appropriate investigation will be required by the District Council prior to determination of the planning application. Such an investigation should identify any contamination and any remedial measures required to deal with the hazards, and should be provided by the applicant as part of the application.

13.28 In this context, an "appropriate investigation" would involve the preparation of an investigation strategy to be agreed with the District Planning Authority and the Environment Agency before any investigation work is carried out. This is to ensure that any investigation methods used will not in themselves result in contamination risks, either to human health, other land or any underlying groundwater resources. All investigation works must be carried out in compliance with the latest British Standards, and industry best practice.

13.29 The District Council will consult any department/body it considers appropriate to establish the significance of contamination and the suitability and adequacy of any safeguarding measures proposed. Where measures are necessary to safeguard against contamination hazards, planning permission may be granted subject to conditions that such measures will be carried out.

13.30 In the event that contamination is unexpectedly discovered during site development, developers and landowners are strongly advised to contact both the Council's Environmental Protection Team, which has powers of intervention in relation to contaminated land generally, and the Environment Agency, which has powers of intervention in relation to groundwater protection. In these circumstances, the Environmental Protection Team will require a site assessment and any appropriate mitigation measures to ensure that the site is suitable for the proposed end use.

POLICY EP4 - DERELICT & CONTAMINATED LAND

DEVELOPMENT PROPOSALS THAT WOULD ENABLE DERELICT OR CONTAMINATED SITES TO BE BROUGHT INTO BENEFICIAL USE WILL NORMALLY BE PERMITTED, SO LONG AS THE SITES CAN BE RENDERED SUITABLE FOR THE PROPOSED END USE IN TERMS OF THE IMPACT ON HUMAN HEALTH, PUBLIC SAFETY AND THE ENVIRONMENT, INCLUDING UNDERLYING GROUNDWATER RESOURCES.

DEVELOPMENT ON LAND KNOWN OR SUSPECTED TO BE CONTAMINATED OR LIKELY TO BE ADVERSELY AFFECTED BY SUCH CONTAMINATION WILL ONLY BE PERMITTED WHERE:

- (1) AN APPROPRIATE SITE INVESTIGATION AND ASSESSMENT (AGREED BY THE LOCAL PLANNING AUTHORITY) HAS BEEN CARRIED OUT AS PART OF THE APPLICATION TO ESTABLISH WHETHER CONTAMINATION IS PRESENT AND TO IDENTIFY ANY REMEDIAL MEASURES NECESSARY TO ENSURE THAT THE SITE IS SUITABLE FOR THE PROPOSED END USE;**
- (2) THE PROPOSED REMEDIAL MEASURES WOULD BE ACCEPTABLE IN PLANNING TERMS AND WOULD PROVIDE EFFECTIVE SAFEGUARDS AGAINST CONTAMINATION HAZARDS DURING THE DEVELOPMENT AND SUBSEQUENT OCCUPATION OF THE SITE.**

PLANNING CONDITIONS WILL BE ATTACHED TO ANY CONSENT TO ENSURE THAT REMEDIAL MEASURES ARE FULLY IMPLEMENTED.

IN THE CASE OF SITES WHERE CONTAMINATION IS ONLY CONSIDERED TO BE A POSSIBLE RISK, A SITE INVESTIGATION WILL BE REQUIRED BY CONDITION.

Hazardous Substances

13.31 The siting of installations handling hazardous substances will be the subject of planning controls aimed at keeping these separate from housing and other land uses with which such installations might be incompatible in terms of safety. The area covered by this Local Plan already contains a number of installations handling hazardous substances, including high pressure, natural-gas transmission pipelines. Whilst these are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations.

13.32 The District Council as local planning authority will seek the advice of the Health and Safety Executive about off-site risks to the public arising from any proposed development which would introduce one or more hazardous substances.

13.33 In determining applications for development on land which is in the vicinity of one or more installations handling hazardous substances, the District Council as local planning authority will take account of advice from the Health and Safety Executive about risks to the proposed development from the installation/s.

13.34 Under the present system of control over hazardous development and over development within the vicinity of hazardous installations, the activities, substances and quantities to which the above applies are defined by the Planning (Hazardous Substances) Regulations 1992, and Department of the Environment Circular 04/00.

Air Quality

13.35 In general terms, Thanet enjoys good air quality. The Environment Act 1995 created new duties for local authorities in dealing with poor air quality. The National Air Quality Strategy, published in January 2000, identifies the planning system as one of the key means of improving local air quality. PPS23 (2004) provides guidance on Air Quality and Land Use Planning.

13.36 All local authorities are required to carry out three-yearly Updating and Screening Assessments. This involves a general review and assessment of the seven national priority pollutants in relation to the national air-quality objectives. If it is concluded, on the basis of local circumstances and professional judgement, that there is a risk that one or more of the air-quality objectives may not be reached, a Detailed Assessment is required.

13.37 The Updating and Screening Assessment requires the use of simple monitoring and modelling techniques to estimate the levels of the various air pollutants, which should provide a quantitative assessment of whether the air quality objectives may be met or not. Where the Updating and Screening Assessment identifies a risk of exceeding an Air-Quality Objective, a Detailed Assessment will be required. The Detailed Assessment involves monitoring, data collection and predictive modelling with an aim of estimating the magnitude and geographical extent of air quality potentially exceeding the objective. If the Detailed Assessment indicates that the air-quality objectives will not be fully met, local authorities are required, under the 1995 Act, to declare an Air Quality Management Areas (AQMAs) and prepare an Air Quality Action Plan.

13.38 In the case of Thanet, the last Updating and Screening Assessment completed in May 2003 indicated that there were unlikely to be any such instances of air quality exceeding the objectives. However, following the conclusions of an Annual Review of monitoring data in May 2004, a Detailed Assessment of air quality at seven busy junctions confirmed that The Square, Birchington had failed objectives for nitrogen dioxide and fine particles. An AQMA will be declared and an Action Plan developed with an aim of achieving the air quality objectives within this area. The third round of review and assessment is due to begin in 2006 which will continue to reflect any changes in air quality resulting from variations in traffic flows, the development of Kent

International Airport and the business parks and any technological advances that might result in lower levels of pollution. This may require a review of Local Plan policies relating to air quality at that time.

13.39 The current Government guidance PPS23 makes it clear that air quality is nevertheless a “material consideration” in dealing with development proposals and the following policy will be applied where there is a risk that a particular proposal might cause the national air quality objectives to be exceeded.

POLICY EP5 - LOCAL AIR QUALITY MONITORING

PROPOSALS FOR NEW DEVELOPMENT THAT WOULD RESULT IN THE NATIONAL AIR-QUALITY OBJECTIVES BEING EXCEEDED WILL NOT BE PERMITTED.

DEVELOPMENT PROPOSALS THAT MIGHT LEAD TO SUCH AN EXCEEDANCE, OR TO A SIGNIFICANT DETERIORATION IN LOCAL AIR QUALITY RESULTING IN UNACCEPTABLE EFFECTS ON HUMAN HEALTH, LOCAL AMENITY OR THE NATURAL ENVIRONMENT, WILL REQUIRE THE SUBMISSION OF AN AIR QUALITY ASSESSMENT, WHICH SHOULD ADDRESS:

- (1) THE EXISTING BACKGROUND LEVELS OF AIR QUALITY;**
- (2) THE CUMULATIVE EFFECT OF FURTHER EMISSIONS;**
- (3) THE FEASIBILITY OF ANY MEASURES OF MITIGATION THAT WOULD PREVENT THE NATIONAL AIR QUALITY OBJECTIVES BEING EXCEEDED, OR WOULD REDUCE THE EXTENT OF AIR QUALITY DETERIORATION.**

Noise Pollution

13.40 In August 2000, a Draft Framework Directive on the Assessment and Reduction of Environmental Noise was published by the European Commission. This involves a proposal for environmental noise mapping to assess background noise levels and the noise impacts of new development.

13.41 There would be a requirement for local authorities to carry out noise mapping and produce noise reduction action plans for large urban areas and major noise generators. This requirement comes into force during the Plan period. Once the detailed requirements are known, this may trigger the need for a partial review of the Local Plan.

13.42 In the meantime, the control of noise through the planning system is addressed by PPG24, which states that noise, including aircraft noise, can be a material consideration in planning decisions. It advises local authorities to take into account the need to ensure that noisy and noise-sensitive developments are located away from each other to reduce the impact of noise.

13.43 It should be noted that aircraft noise is dealt with separately under Policies EP7 and EP8.

POLICY EP6 - GENERAL NOISE CONTROL

IN AREAS WHERE NOISE LEVELS ARE RELATIVELY HIGH, PERMISSION WILL BE GRANTED FOR NOISE-SENSITIVE DEVELOPMENTS ONLY WHERE ADEQUATE MITIGATION IS PROVIDED, OR THE IMPACT OF THE NOISE CAN BE REDUCED TO ACCEPTABLE LEVELS THROUGH BUILDING DESIGN OR LAYOUT OF DEVELOPMENT.

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 USES WILL NOT BE PERMITTED.

Aircraft Noise

13.44 As mentioned in the Economic Development Chapter, the Council supports the development of Kent International Airport as a regional airport.

13.45 Policy EP7 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. PPG24 introduces the concept of Noise Exposure Categories (NECs) in respect of residential development and encourages their use in control of noise-sensitive development. The four NECs range from circumstances where noise need not be a determining factor, to those where noise levels are such that permission should normally be refused.

13.46 In 1995, the District Council commissioned production of aircraft noise contours by Arup showing predicted noise levels and based on a study of Kent International Airport Traffic Forecasts by Alan Stratford Associates. The forecasts considered a range of high, medium and low traffic scenarios, including the possibility of increased aviation associated with the prospective major economic regeneration role of Central Thanet, and possible runway extension.

13.47 PPG24 indicates that in exercising planning control, regard should be paid not only to existing noise exposure but also any increase that may reasonably be expected in the foreseeable future. Noise predictions were prepared for the years 1996, 2000 and 2010.

13.48 At present, there is uncertainty regarding future aircraft noise levels at Kent International Airport. The Council is therefore adopting a precautionary approach in relation to aircraft noise, and for the purposes of Policy EP7, will continue to apply the 1996 (dBLAeq 16 hour) contour predictions, which formed the basis for the Policy in the adopted Local Plan, assuming the presence of military jets. However, the District Council will keep under review the need to consider adoption of alternative contour scenarios as circumstances develop,

with quieter commercial aircraft entering service and civilian air activity increasing. Accordingly, because the contours may be subject to change within the Plan period, they are not featured on the Proposals Map, but reproduced separately as an Appendix.

13.49 As mentioned in the Economic Development Chapter, an agreement is being discussed with the airport operators regarding future airport operations and related environmental impacts. In particular, this addresses the issue of aircraft noise, and noise abatement measures, and seeks a contraction in the aircraft noise contours from 2002.

Residential Development

13.50 PPG24 recommends particular noise ranges for each NEC, but indicates that local planning authorities may justify a range of NECs of up to 3dB(A) (decibel incorporating frequency weighting) above or below those recommended. Because the air noise contours are based on a scenario assuming low growth, no runway extension and no night flights, the District Council has adopted a precautionary approach to safeguarding sensitive development from the effects of aircraft noise.

13.51 Therefore, while the NECs in Policy EP7 are essentially calibrated as recommended in PPG24, the upper limit of category "B" has been reduced to 63dB(A). This contour lies almost wholly outside the built-up parts of the Thanet towns and villages. Restriction on residential development within this contour would not affect the ability to meet housing land provisions within the Local Plan period.

Other Noise-Sensitive Development

13.52 Noise-sensitive non-residential development such as schools and hospitals may occupy large sites and include elements of varying sensitivity. The NEC principle cannot therefore be sensibly applied, and it is appropriate in such circumstances to refer to specific guidance on internal noise standards. In respect of aircraft noise, PPG24 advises that 60dB(A) should be regarded as a desirable upper limit for major new noise sensitive development.

POLICY EP7 - AIRCRAFT NOISE

APPLICATIONS FOR NOISE SENSITIVE DEVELOPMENT OR REDEVELOPMENT ON SITES LIKELY TO BE AFFECTED BY AIRCRAFT NOISE WILL BE DETERMINED IN RELATION TO THE LATEST ACCEPTED PREDICTION OF EXISTING AND FORESEEABLE GROUND NOISE MEASUREMENT OF AIRCRAFT NOISE.

APPLICATIONS FOR RESIDENTIAL DEVELOPMENT WILL BE DETERMINED IN ACCORDANCE WITH THE FOLLOWING NOISE EXPOSURE CATEGORIES.

**NEC PREDICTED AIRCRAFT
NOISE LEVELS (Dbl Aeq.0700-23.00)**

- A <57 NOISE WILL NOT BE A DETERMINING FACTOR**
- B 57-63 NOISE WILL BE TAKEN INTO ACCOUNT IN DETERMINING APPLICATIONS, AND WHERE APPROPRIATE, CONDITIONS WILL BE IMPOSED TO ENSURE AN ADEQUATE LEVEL OF PROTECTION AGAINST NOISE (POLICY EP8 REFERS).**
- C 63-72 PLANNING PERMISSION WILL NOT BE GRANTED EXCEPT WHERE THE SITE LIES WITHIN THE CONFINES OF EXISTING SUBSTANTIALLY BUILT-UP AREA. WHERE RESIDENTIAL DEVELOPMENT IS EXCEPTIONALLY GRANTED, CONDITIONS WILL BE IMPOSED TO ENSURE AN ADEQUATE LEVEL OF PROTECTION AGAINST NOISE (POLICY EP8 REFERS).**
- D >72 RESIDENTIAL DEVELOPMENT WILL NOT BE PERMITTED.**

APPLICATIONS FOR NON-RESIDENTIAL DEVELOPMENT INCLUDING SCHOOLS, HOSPITALS AND OTHER USES CONSIDERED SENSITIVE TO NOISE WILL NOT BE PERMITTED IN AREAS EXPECTED TO BE SUBJECT TO AIRCRAFT NOISE LEVELS EXCEEDING 60 dB(A) UNLESS THE APPLICANT IS ABLE TO DEMONSTRATE THAT NO ALTERNATIVE SITE IS AVAILABLE. PROPOSALS WILL BE EXPECTED TO DEMONSTRATE ADEQUATE LEVELS OF SOUND INSULATION WHERE APPROPRIATE IN RELATION TO THE PARTICULAR USE.

POLICY EP8 - AIRCRAFT NOISE & 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**

Operational Notes

13.53 For the purposes of Policy EP7, noise sensitive development/redevelopment includes, schools, hospitals, and any other use the function or enjoyment of which could, in the District Council's opinion, be materially and adversely affected by noise.

13.54 The provisions of Policy EP8 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.

13.55 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.

13.56 A guidance note which sets out brief specifications of works required to meet specific levels of sound attenuation (adapted from Building Research Establishment Digest 338) is available from the District Council. Alternative schemes can be considered where problems are likely to be encountered, eg, rooflights.

13.57 General information in respect of internal noise standards can be found in BS 8233:1987 (Sound insulation and noise reduction for buildings). Information for guidance about health and hospital buildings is available from NHS Estates; an executive agency of the Department of Health. The Department for Education publishes guidance for schools (Dept. of Education Design Note 17: Guidelines for Environmental Design in Educational Buildings).

Airport Public Safety Zones

13.58 In the past, Public Safety Zones (PSZs) around airports have been limited to the twenty largest airports in Great Britain. However, the PSZ policy is currently under review and zones are now identified on the basis of individual risk contours at a level of 1 in 100 000 of an incident occurring. The purpose of the zones is to prevent development that would result in a significant number of people being located within an identified risk contour.

13.59 The DfT Circular 1/2002 on Public Safety Zones sets out a general presumption against development in the Zones, and in particular, dwelling houses, mobile homes, caravan sites or other residential uses, or any non-residential development, except for certain low-density uses. This would preclude new schools, retail development, community facilities and other uses, but might allow, for example, low-density warehousing uses, surface car parking or public open space (without play facilities).

13.60 Kent International Airport is likely to be subject of an assessment regarding a PSZ in 2006 at the earliest. The requirement for a PSZ will be determined by this assessment. Should a PSZ be identified by the DfT, the extent will be shown on the Proposals Map and an appropriate policy relating to that area will be applied.

Light Pollution

13.61 PPG23 refers to light as a potential source of pollution, and advises that local planning authorities should assess its impact on general amenity and the natural environment. The Council also recognises the need for lighting to provide security and public safety, and the potential civic amenity value.

13.62 However, 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 described below:

- 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.

13.63 The rural landscape in Thanet is gently undulating, generally very open, and largely devoid of trees and other significant vegetation. Poor outdoor lighting could therefore have a substantial adverse effect on the character of the area well beyond the site on which it is located.

13.64 In 1994, the Institution of Lighting Engineers (ILE) produced the Guidance Notes for the Reduction of Light Pollution. This identifies 4 different “environmental zones” in which different standards of light reduction should be applied:

- E1 – National Parks, AONBs and other “dark landscapes”;
- E2 – Areas of “low district brightness” – rural locations outside those identified above;
- E3 – Areas of “medium district brightness” – urban locations; and
- E4 – Areas of “high district brightness” – urban centres with high night-time activity.

13.65 It is for the Local Planning Authority to identify the relevant areas of the District to which the different standards would apply, and these zones are identified on the Proposals Map by way of reference to other policy areas. Thus in this Plan:

- (1) **Zone E1** comprises the Pegwell Bay Special Landscape Area and the former Wantsum Channel (as identified in Policy CC2);

- (2) **Zone E2** comprises the rest of the rural areas outside built confines (as identified by Policy CC1); except Kent International Airport (as identified by Policy EC2);
- (3) **Zone E3** comprises the urban areas and rural settlements within built confines (as identified by Policy CC1), and Kent International Airport (as identified by Policy EC2); and
- (4) **Zone E4** comprises the amusement area at Margate Seafront (as identified by Policy T7).

POLICY EP9 - LIGHT POLLUTION

DEVELOPMENT THAT INCLUDES THE PROVISION OF NEW OUTDOOR LIGHTING SHOULD BE DESIGNED TO MINIMISE LIGHT GLARE, LIGHT TRESPASS, SPILLAGE AND SKY GLOW SO AS TO PRESERVE RESIDENTIAL AMENITY, THE CHARACTER OF THE SURROUNDINGS AND PREVENT DISTURBANCE TO IDENTIFIED WILDLIFE AREAS.

PROPOSALS THAT ARE UNACCEPTABLE IN THESE RESPECTS, OR WHICH EXCEED THE FOLLOWING MAXIMUM LIMITS, WILL NOT BE PERMITTED.

13.66 Within these areas, the ILE advises the following standards:

OBTRUSIVE LIGHT LIMITATIONS FOR EXTERIOR LIGHTING INSTALLATIONS							
ENVIRO N- MENTAL ZONES	SKY GLOW	LIGHT INTO WINDOWS Ev[lux]		SOURCE INTENSITY I[kcd]		BUILDING LUMINANCE (before curfew)	
	Upward Light Ratio [Max %]	Before Curfew	After Curfew	Before Curfew	After Curfew	Av. L (cd/m²)	Max. L (cd/m²)
E1	0	2	1*	0	0	0	0
E2	2.5	5	1	20	0.5	5	10
E3	5.0	10	2	30	1.0	10	60
E4	15.0	25	5	30	2.5	25	150

*From public road lighting installations ONLY.

(A curfew is a period in which more restrictive controls are applied to obtrusive light. For example, requesting that non-essential lighting, such as decorative flood lighting, should be switched off between 23:00 and dawn).

Flood Risk Areas

13.67 New Government guidance in PPS25, December 2005, states that the objectives of sustainable development require action on development and flood risk to be based on the precautionary principle. It goes on to say that a sustainable approach to flooding may therefore involve the avoidance of development in areas at risk. Alternatively, where development needs to be located in particular areas, it should be appropriate to its location in the flood

plain and have an appropriate level of protection to ensure that it is safe. A risk-based approach and a sequential test will be applied prior to a decision relating the type of development that can be accepted to the degree of flood risk.

13.68 The Environment Agency's "Policy & Practice for the Protection of Floodplains" (March 1997) also states that development should be guided away from areas at risk from flooding. The Agency recognises that, in some cases, development may sometimes have to be located in flood risk areas because of the nature of the use or the lack of alternative sites. In these circumstances, development should take account of all aspects of flood protection and prevention.

13.69 However, in Thanet, the main areas at risk of flooding are located in the former Wantsum Channel, away from the main population and service centres of the District. Consequently, the Council considers that the application of the precautionary principle leads to a highly restrictive approach to development in this flood risk area.

13.70 The flood risk area in Margate includes the Old Town area, which lies at the centre of the urban area and is an area identified for physical and economic regeneration. It also includes parts of Dane Valley along King Street, and the Dreamland Amusement Park and Tivoli Road areas. In these areas, the Council considers that commercial and residential development is acceptable, subject to full and proper safeguards in relation to flood risk. Residential development should be of three-storey construction with car parking and utility rooms at ground floor, living accommodation above and sleeping accommodation on the third floor. If this is not feasible for other planning reasons then residential accommodation should be of at least two-storey construction and should not result in the provision of sleeping accommodation at either basement or ground floor level. It must include an appropriate means of escape to upper floor levels.

13.71 These policies will obviously need to be regularly reviewed, as the evidence on the effects of global warming on future sea levels is refined and better established. The flood risk areas shown on the proposals map were produced with the best available data at the time of printing. However, these are subject to change and the most up to date maps can be found on the Environment Agency's website at <http://www.environment-agency.gov.uk>.

13.72 The District Council will consult the Environment Agency in respect of new development proposals, and developers and applicants are therefore strongly advised to contact the Environment Agency prior to submitting a planning application if flood risk is likely to be an issue. Emerging government guidance requires those proposing development to provide an assessment including issues such as whether any proposed development is likely to be affected by flooding from any source; whether it will increase flood risk elsewhere; and the measures proposed to deal these effects and risks.

POLICY EP10 - WANTSUM CHANNEL FLOOD RISK AREA

IN THE WANTSUM CHANNEL FLOOD RISK AREA, AS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT WILL NOT BE PERMITTED UNLESS IT IS ESSENTIAL IN THAT PARTICULAR LOCATION AND THERE IS NO ALTERNATIVE LOCATION OUTSIDE THE FLOOD RISK AREA. APPLICANTS FOR PLANNING PERMISSION MUST SUBMIT A FLOOD RISK ASSESSMENT IN ACCORDANCE WITH GOVERNMENT GUIDANCE. WHERE DEVELOPMENT IS PERMITTED, THE DEVELOPER MUST ENSURE THAT:

- THERE IS NO LOSS OF FLOOD STORAGE CAPACITY; OR**
- FLOOD FLOWS ARE NOT IMPEDED; AND**
- THE DEVELOPMENT IS PROTECTED TO AN APPROPRIATE STANDARD.**

POLICY EP11 - MARGATE FLOOD RISK AREA

IN THE MARGATE FLOOD RISK AREA, AS DEFINED ON THE PROPOSALS MAP, DEVELOPMENT WHICH IS LIKELY TO INCREASE THE OVERALL RISK OF FLOODING (INCLUDING THE CONSEQUENCES OF SURFACE WATER RUN-OFF), OR WHICH WOULD BE DETRIMENTAL TO THE INTEGRITY OF FLOOD DEFENCES WILL NOT BE PERMITTED. WHERE DEVELOPMENT IS PERMITTED, THE DESIGN SHOULD INCORPORATE MEASURES WHICH, SHOULD A FLOODING EVENT OCCUR, LESSEN THE RISK TO HUMAN HEALTH.

Surface Water Run-off

13.73 New development can increase the quantity and rate of flow of surface water run-off. In some parts of the District, surface water run-off is a potential problem, either in terms of flooding or other adverse effects on the water environment, such as the Stour Valley drainage system.

13.74 In cases where surface water run-off is considered to be an issue, appropriate attenuation measures will be required, such as sensitively designed balancing pools or other water flow control mechanisms to be jointly agreed with Thanet District Council, the Environment Agency and the statutory sewerage undertaker. The council will expect any measures for surface water control to be maintained in order to retain their long-term effectiveness.

13.75 The use of Sustainable Drainage Systems (SUDS) provides a significant contribution towards more sustainable development by managing environmental impacts at source rather than downstream or before it enters a watercourse. Encouragement will be given for the implementation of Sustainable Drainage Systems wherever practicable. SUDS can be applied to a range of schemes from small developments to major residential, leisure, commercial or industrial operations with large areas of hardstanding and roof. Incorporating SUDS needs to be considered early in the site evaluation and planning process, as well as at the detail design stage. There is a variety of

techniques that can be used: green roofs and rainwater reuse or permeable pavements control rainwater at source; infiltration trenches filled with stone create underground reservoirs; swales lead surface water overland from the drained surface to a storage or discharge system; basins hold back storm water for a few hours allowing the settlement of solids and ponds; and wetlands can be designed to accommodate considerable variations in water levels during storms, thereby enhancing flood storage capacity.

POLICY EP12 - SURFACE WATER RUN-OFF

DEVELOPMENT CONTRIBUTING TO AN UNACCEPTABLE FLOOD RISK DUE TO SURFACE WATER RUN-OFF WILL NOT BE PERMITTED. WHEREVER PRACTICABLE, THE INCLUSION OF SUSTAINABLE DRAINAGE SYSTEMS WILL BE REQUIRED TO ENSURE THAT SURFACE WATER RUN-OFF IS NOT INCREASED.

Water Supply

13.76 The Environment Agency has published its Regional Water Resources Strategy for the South-East developed with the water companies and the Government's industry regulator, OFWAT. The strategy looks 10 to 25 years ahead and covers all aspects of water resources management, including public water supply.

13.77 The District Council also supports proposed new measures designed to ensure the security of a long-term reliable water supply to East Kent. The Council would support the provision of a new reservoir at Broad Oak Water near Canterbury in the future, if this were required in the long term.

13.78 However, In the short and medium term, the District Council acknowledges that the provision of water supply will be met through measures which include demand management, leakage reduction and inter-company transfers where possible.

Groundwater Protection Zones

13.79 Damage to water resources may occur due to the physical disturbance of aquifers and groundwater flows by quarrying, new mineral workings, infill of old mineral workings, road construction, etc; or through contamination by waste disposal on land, industrial processes, disturbance of existing contaminated land, etc. It is therefore essential that adequate measures are undertaken to protect surface and groundwater resources.

13.80 There is also concern that, with declining underground water source reserves, this supply is more susceptible to pollution, whether from agricultural chemicals, industrial waste, or other contaminants. It is therefore all the more important that preventable water source pollution through necessary development does not occur.

13.81 These groundwater sources require protection from potentially polluting development, and Policy EP13 will therefore apply in these areas. In applying this Policy, the Council will consult the Environment Agency, and developers and applicants are strongly advised to contact the Environment Agency prior to submitting a planning application if groundwater protection is likely to be an issue.

13.82 The Environment Agency has developed a "Policy and Practice for the Protection of Groundwater". This seeks to ensure that new development does not present an unacceptable risk to groundwater resources or lead to a deterioration in the quality or potential yield of groundwater, and recommends appropriate protection measures for different classes of potentially polluting development.

13.83 The District Council will therefore expect new development to meet the requirements of the Environment Agency so as to ensure that such development will not lead to a material deterioration in the quality of surface or ground water.

13.84 The Environment Agency's Guidance Notes on "Protecting the Water Environment through Development Plans" (originally produced by the NRA) is available from the Environment Agency Southern Region Office in Worthing, West Sussex.

POLICY EP13 - GROUNDWATER PROTECTION ZONES

IF A PROPOSED DEVELOPMENT IN THE GROUNDWATER PROTECTION ZONES IDENTIFIED ON THE PROPOSALS MAP WOULD HAVE THE POTENTIAL TO RESULT IN A RISK OF CONTAMINATION OF GROUNDWATER SOURCES, IT WILL NOT BE PERMITTED UNLESS ADEQUATE MITIGATION MEASURES CAN BE INCORPORATED TO PREVENT SUCH CONTAMINATION TAKING PLACE.

Renewable Energy and Recycling

13.85 Government Policy (PPS22) stimulates the exploitation of renewable energy technology in order to help reduce emissions harmful to the environment and to conserve finite energy resource. The Council will adhere to the key principles set out in PPS22 which include considering the wider environmental and economic benefits of proposals for renewable energy projects and encouraging small scale projects. The Government has set a target to generate 10% of UK electricity from renewable energy resources by 2010. The emerging regional spatial strategy (the South-East Plan) aims to generate 5% of electricity from renewable energy by 2010. The characteristics of Thanet may offer locations where the technology is viable and the environmental, economic and social impact of renewable energy can be addressed satisfactorily.

13.86 The District Council generally supports the harnessing of renewable energy sources and efficient energy production technology. The Council also recognises the potential for energy saving measures in the location and design of new development. However, the benefits of efficient and renewable energy production need to be balanced against their environmental impacts. In many instances, environmentally sensitive sites may also be the most efficient location for renewable energy technology.

13.87 The level of impact will vary according to location (for example, much of the Thanet coast is a designated SPA/Ramsar site, candidate Special Area of Conservation and Site Of Special Scientific Interest, in which extremely sensitive control is required). Level of impact will also vary according to the scale and nature of development. (Proposals may range from individual household applications for small solar heating panels, new development designed/orientated so as to exploit passive solar energy, to large-scale projects capable of contributing to energy requirements of the wider community through established networks).

POLICY EP14 - RENEWABLE ENERGY

PROPOSALS FOR DEVELOPMENT NECESSARY FOR THE EXPLOITATION OF RENEWABLE ENERGY SOURCES WHICH POTENTIALLY CONTRIBUTE TO THE ACHIEVEMENT OF NATIONAL, REGIONAL AND LOCAL TARGETS FOR RENEWABLE ENERGY AND ENERGY EFFICIENCY WILL BE PERMITTED SUBJECT TO:

1 THE IMPACT OF THE PROPOSED DEVELOPMENT ON THE ENVIRONMENT IN TERMS OF LOCATION, APPEARANCE, SIZE, NOISE, VIBRATION AND ODOUR ; AND

2 THE SENSITIVITY OF THE PROPOSED LOCATION IN TERMS OF LANDSCAPING QUALITY, CULTURAL HERITAGE, FLORA, FAUNA AND WATER RESOURCES ; AND

3 THEIR EFFECT ON THE INTEGRITY OF INTERNATIONALLY AND NATIONALLY DESIGNATED AREAS OF IMPORTANCE FOR NATURE AND HERITAGE CONSERVATION.

13.88 *(The County Council is the responsible planning authority for deciding "County matter" waste applications [ie proposals for waste management, including deposit of refuse or waste materials or erection of buildings, plant or machinery designed to be used for treating, storing, processing or disposal of refuse or waste]. Specific policies relating to recycling of waste and energy production from waste are to be found in the Kent Waste Local Plan.)

Richborough Power Station

13.89 Richborough Power Station, which is situated at the boundary with Dover District, is a substantial complex of buildings in a sensitive landscape area (see Policy CC2) and adjacent to a Site of Special Scientific Interest (SSSI). Nearby

is Pegwell Bay, a Special Protection Area (SPA), Ramsar Site and two candidate Special Areas of Conservation (SAC). The site also lies adjacent to the River Stour, and proposals will also need to be weighed against policies for protection of the river corridor, water quality protection and flood risk area. Consent from the Environment Agency would be required for works within 15 metres of the top of the river bank.

13.90 The Power Station is allocated in the Kent Waste Local Plan as a location suitable in principle for:

- (1) Preparation of category A (inert) wastes (eg builder's waste) for re-use (Policy W7vc);
- (2) Separation and transfer of category B & C (degradable and putrescible wastes) as a step towards reduction in their use, re-use and recycling (Policy W9); and
- (3) Waste to energy plant (Policy W11).

13.91 The District Council supports such allocation in principle, provided that such development would not have an unacceptable impact (including on landscape, wildlife, water resources, flooding, archaeology and traffic generation). A full assessment of the ecological, hydrological, archaeological and landscape impacts on the environment will be required. The Richborough site is located in close proximity to national and international sites of nature conservation interest, necessitating the identification of all potential mechanisms of impact on sensitive receptors. Appropriate safeguarding policies are included in the Waste Local Plan and these were formulated in consultation with the District Council. Policy EP14 indicates that the District Council generally supports proposals associated with renewable/efficient energy production. The Policy is considered to provide sufficient guidance in relation to this particular site that may be particularly conducive to such proposals.

13.92 It is recognised that certain proposals may arise which do not fall within the scope of Policy EP14, nor fall to be determined by the County Council as Waste Local Planning Authority. It is considered that existing Policies contained within this Plan provide adequate guidance in respect of other proposals that might arise during the Plan period.

TARGETS

LP Implementation Target	
Policy Area	Derelict & Contaminated Land
Relevant Policies	EP4
Indicator	Level of compliance with provisions of Policy EP4 during Plan period
Target	100% compliance with Policy EP4
Monitoring	Through DC Applications system in conjunction with Environmental Health

LP Implementation Target	
Policy Area	Aircraft Noise Impacts
Relevant Policies	EP7, EP8
Indicator	Level of compliance with provisions of Policies EP7 and EP8 during the Plan period
Target	100% compliance with Policies EP7 and EP8
Monitoring	Through DC Applications system in conjunction with Environmental Health
LP Implementation Target	
Policy Area	Wantsum Channel Flood Risk Area
Relevant Policies	EP10
Indicator	Number of dwellings permitted within Flood Risk Area during Plan period
Target	Nil during Plan period
Monitoring	Through DC Applications system

14. Community Facilities

14. Community Facilities

Introduction

14.1 This Chapter contains the District Council's planning policies relating to the provision and retention of social, cultural and community facilities. The Council considers that the provision of such facilities is an integral part of a comprehensive approach to the development of a "self-contained" community in the area.

OBJECTIVES

- (1) TO SAFEGUARD EXISTING FACILITIES FOR THE SPIRITUAL, CULTURAL AND SOCIAL NEEDS OF THE THANET COMMUNITY;**
- (2) TO ALLOCATE LAND FOR NEW SOCIAL AND OTHER FACILITIES TO MEET SPECIFICALLY IDENTIFIED NEEDS; AND**
- (3) TO SET THE POLICY FRAMEWORK FOR THE REQUIREMENT OF DEVELOPMENT CONTRIBUTIONS TOWARDS SOCIAL AND OTHER FACILITIES.**

Strategic Policy Background

14.2 The draft Regional Planning Guidance for the South-East states that health, education and other social considerations and infrastructure requirements need to be taken fully into account in development planning in the Region. Development plans should facilitate the modernisation of health services; enable the provision of facilities for education and training; and support the provision of other facilities required by local communities, wherever possible maximising the potential of existing community buildings.

14.3 The Structure Plan recognises the need to make provision for community needs – education, health, leisure, cultural and community facilities - and states that local authorities will have regard to these issues in preparing local plans.

Provision and Retention of Community Facilities

14.4 The District Council recognises the importance that the social, cultural, health and spiritual needs of the community are met as far as possible, and that such facilities, which are often difficult to replace, are not lost to more financially profitable use (Policy CF1 applies). It is recognised that proposals for new community facilities including emergency services, educational services, social services and places of worship are likely to arise within the Local Plan period. This Plan seeks to make provision for identified social and other needs, but it is considered that the other policies within the Local Plan provide adequate general guidance in relation to any other such proposals which may arise within the Plan period.

POLICY CF1 - COMMUNITY FACILITIES

(A) PLANNING PERMISSION WILL BE GRANTED FOR NEW COMMUNITY FACILITIES IF THE PROPOSALS ARE NOT CONTRARY TO OTHER LOCAL PLAN POLICIES AND THE COMMUNITY USE AND LOCATION ARE DEMONSTRATED AS APPROPRIATE.

(B) PLANNING PERMSSION WILL BE GRANTED FOR THE RE-USE OF EXISTING COMMUNITY FACILITIES FOR ALTERNATIVE (COMMUNITY) USES IF THE ALTERNATIVE USES ARE NOT CONTRARY TO OTHER LOCAL PLAN POLICIES AND THE ALTERNATIVE USE AND LOCATION ARE DEMONSTRATED AS APPROPRIATE.

(C) PLANNING PERMISSION FOR THE CHANGE OF USE OR THE RE-USE OF EXISTING COMMUNITY FACILITIES FOR NON-COMMUNITY USES WILL ONLY BE GRANTED IF:

(1) IT IS DEMONSTRATED THAT THERE IS NO LONGER A SUFFICIENT NEED FOR THE FACILITIES TO WARRANT RETENTION FOR COMMUNITY USE;

OR

(2) IT CAN BE DEMONSTRATED THAT ADEQUATE ALTERNATIVE ACCOMMODATION APPROPRIATE TO COMMUNITY USE, AND SUITABLY LOCATED, WILL BE PROVIDED.

Development Contributions

14.5 In the consideration of development proposals it is essential to ensure that adequate provision of community and social facilities, including education and health, is made to meet the future needs for the District. The Council expects service providers and particularly the County Council and Health Authorities to ensure adequate provision through their planned investment programmes. However, controls over public expenditure have significant impact on the ability of the County Council and other public sector agencies to provide the necessary services.

14.6 Circular 05/05 relating to planning obligations allows Local Authorities to seek provision for, or contributions towards, educational, social or other community facilities where these are required as a direct result of the development proposed. The Council will be dependent upon service providers to demonstrate the genuine need for any such new extended or expanded community facilities.

14.7 Structure Plan Policy sets out the need to provide necessary community facilities and services accessible by walking, cycling and by public transport from the area they serve. It is also a Council aim to seek to ensure that the District's infrastructure needs are met to secure economic development for the

area. Development proposals can often place additional demands on existing local community facilities and services. Therefore, where a development proposal is in all other respects acceptable, the Council will, where appropriate, seek planning obligations to require a developer to directly provide the necessary facilities or to ensure a contribution towards that provision.

14.8 Policy CF2 sets the general policy on development contributions. This is complemented by a number of other specific policies in the Plan. These are:

- Policy EC7 (Infrastructure)
- Policy H6 (New Primary School at Westwood)
- Policy H14 (Affordable Housing)
- Policy TR3 (Transport Infrastructure provision)
- Policy TR14 (Sustainable Transport)
- Policy SR4 (Provision of new sports facilities)
- Policy SR5 (Play Space)
- Policy SR6 (Amenity Areas).

POLICY CF2 - DEVELOPMENT CONTRIBUTIONS

WHERE A PROPOSED DEVELOPMENT WOULD DIRECTLY RESULT IN THE NEED TO PROVIDE NEW OR UPGRADED COMMUNITY FACILITIES (INCLUDING TRANSPORT INFRASTRUCTURE, EDUCATIONAL OR RECREATIONAL FACILITIES OR AFFORDABLE HOUSING), THE LOCAL PLANNING AUTHORITY WILL NEGOTIATE WITH THE APPLICANT FOR A CONTRIBUTION TOWARDS THE COST OF SUCH PROVISION, WHICH IS FAIRLY AND REASONABLY RELATED IN SCALE AND IN KIND TO THE PROPOSED DEVELOPMENT. A PLANNING OBLIGATION TO SECURE THE CONTRIBUTION WILL NORMALLY BE SOUGHT.

Training Facilities

14.9 Training and education are core elements of the Council's economic development strategy. In its SRB6 Bid, the Council recognised the need for continued improvements in the educational performance of the area. The Council is involved in the Thanet Lifelong Learning Partnership (TLLP), which is developing a training programme including, for example:

- (1) Establishing a "Basic Skills" programme to improve educational levels across all sectors of the population, and reduce social exclusion;
- (2) Assisting Thanet SMEs to develop integrated training plans and training key members of SME staff who themselves have training responsibilities;
- (3) Expanding the Thanet Employment Training Initiative (TETI) to additional sectors, such as aviation, plastics and electronics;
- (4) Supporting new start-up businesses through advice, guidance and mentoring; and

- (5) assisting company expansion through pre-recruitment and customised training packages to suit the differing needs of Thanet's SMEs and inward investors.

14.10 The Council, as Local Planning Authority, granted planning consent for the development of the new Thanet Campus for Canterbury Christ Church University College at Thanet Reach, and is committed to supporting future education and training developments that underpin the economic regeneration of the area.

14.11 At present, the Council is not aware of any specific land use requirements resulting either from the TLLP programme or from individual training and education providers. However, it is important that the Local Plan gives positive support to the development of educational and training facilities in appropriate locations within the District. The Council will seek contributions from developers of appropriate commercial and other non-residential proposals towards the cost of providing new or extended facilities for related training or life-long learning.

POLICY CF3 - TRAINING FACILITIES

SUBJECT TO THE ENVIRONMENTAL, TRANSPORT AND OTHER POLICIES OF THIS PLAN, PROPOSALS FOR NEW EDUCATIONAL AND TRAINING FACILITIES WILL BE PERMITTED.

SUCH PROPOSALS SHOULD BE OF A HIGH STANDARD OF DESIGN, AND WELL-RELATED TO PUBLIC TRANSPORT FACILITIES, AND WHERE APPROPRIATE, TO THE GEOGRAPHICAL AREA WHICH THEY WOULD SERVE.

QEQM Hospital, Margate

14.12 In the 1984 Thanet Urban Local Plan, the Council allocated land for the extension of the then Margate Hospital site, to allow the provision of additional buildings and facilities. Considerable modernisation has taken place over the last ten years, and the East Kent Hospitals NHS Trust has identified QEQM as a site for future expansion as a result of the major reconfiguration of the pattern of healthcare services required in East Kent.

14.13 This expansion is essential to enable the continued modernisation of hospital services at the site, and improvements to the site layout. In particular, services from other sites in the East Kent area are being relocated to the QEQM, providing improved access to a comprehensive range of acute services for the population of the area. It is estimated that at least 300 extra beds are required and the number of hospital visits are estimated to go up by 27 000 per annum.

14.14 These proposals, together with NHS plan requirements and the improvement of significant areas of substandard accommodation, are likely to require at least an additional 30 000m² of floorspace.

14.15 One particular concern at the QEQM has been the quality and location of staff accommodation. Staff levels are predicted to increase from 1800 to 2200. It is a requirement of the 'New Deal', NHS plan and the Clinical Royal Colleges that junior doctors and some other staff have on-site accommodation. In addition, further on-site nurses' accommodation is essential to replace existing poor quality accommodation and to ensure quality staff can be attracted to the hospital. New accommodation must be to higher quality standards than that provided in the past. A current requirement is for at least 200 high quality staff units on-site.

14.16 The above development is forecast to take place during this plan period but it is essential that the hospital be provided with sufficient land for expansion to ensure that its needs can be met for the foreseeable future. This Local Plan therefore identifies land to the south-east of the existing hospital site for future expansion. This land was previously designated as Green Wedge land, but has been released exceptionally to meet the health and social needs of local people. However, in order to safeguard the Green Wedge in the longer term, new development at the Hospital should involve the minimum fresh land-take necessary. Accordingly the Council will expect all elements of detailed expansion proposals to make the most efficient use of the existing and allocated site. This should include appropriate use of multi-storey development as far as is compatible with the effective working of the site and the creation of a pleasant environment for both patients and staff, and limiting visual impact on the Green Wedge.

14.17 To minimise the visual impact of new development on the Green Wedge, it would be desirable for open uses, such as car parking, to be located on this site rather than amongst the high-density development within the existing hospital. This site, particularly the southern part, would be most suitable for the high-quality staff accommodation the hospital requires. Existing tree screens along Ramsgate Road and along the footpath should be retained wherever possible. In the interests of sustainable pedestrian and cycle movement it is desirable that a route as direct as possible is retained for the existing footpath connecting Ramsgate Road with St Peter's Road.

14.18 The hospital has frontages to Ramsgate Road and St Peter's Road, both of which are Primary Distributors in the local road hierarchy and where it is important to maintain free flow of cross-town and longer distance traffic. In supporting improvement and expansion of the hospital it is essential that the opportunity be taken to rationalise and improve current access arrangements. Specific proposals will be required to reflect a traffic impact assessment of such proposals and to incorporate suitable access improvements to accommodate any resultant increases in traffic and appropriate access for 'Blue Light' vehicles.

14.19 The Hospital is already a major generator of traffic in the area, and the Council will wish to see the implementation of a Green Transport Strategy for the Hospital, which can be implemented in parallel with development permitted by this Policy. An essential element of this Strategy should be to encourage

the greater use of public transport by staff and visitors. The creation of new staff accommodation on site should help to work towards this objective.

POLICY CF4 - QEQM HOSPITAL, MARGATE

LAND TO THE SOUTH-EAST OF THE EXISTING QEQM HOSPITAL, MARGATE, IS IDENTIFIED FOR RELEASE FOR EXPANSION OF THE HOSPITAL. NO OTHER DEVELOPMENT WILL BE PERMITTED ON THIS SITE.

DEVELOPMENT FOR HOSPITAL PURPOSES SHOULD MEET THE FOLLOWING CRITERIA:

- (1) PROPOSALS SHOULD BE DESIGNED TO INVOLVE THE MINIMUM TAKE OF FRESH LAND, CONSISTENT WITH THE NEED TO PROVIDE A PLEASANT ENVIRONMENT FOR PATIENTS AND STAFF;**
- (2) DEVELOPMENT PROPOSALS SHOULD DEMONSTRATE HOW MORE EFFECTIVE USE CAN BE MADE OF THE HOSPITAL SITE AS A WHOLE;**
- (3) PROPOSALS SHOULD INCORPORATE THE RETENTION OF THE EXISTING FOOTPATH AND PROVISION OF A SUBSTANTIAL LANDSCAPING SCREEN; PROPOSALS SHOULD INCORPORATE A COMPREHENSIVE REVIEW OF ACCESS ARRANGEMENTS ASSOCIATED WITH THE HOSPITAL AND ACCESS PROVISION SHOULD REFLECT THE FINDINGS OF A SPECIFIC TRAFFIC IMPACT ASSESSMENT.**
- (4) PROPOSALS SHOULD BE COMPATIBLE WITH A GREEN TRANSPORT STRATEGY FOR THE HOSPITAL;**
- (5) THE LEVEL OF CAR PARKING ASSOCIATED WITH NEW DEVELOPMENT SHOULD BE LIMITED TO THE MINIMUM NECESSARY WITHIN THE CONTEXT OF THE GREEN TRANSPORT STRATEGY; AND**
- (6) NEW PARKING AREAS SHOULD, AS FAR AS POSSIBLE, BE LOCATED ON THE NEWLY ALLOCATED SITE.**

Margate Cemetery

14.20 Margate Cemetery is now nearing capacity and therefore there is a need to expand. The following Policy allocates land for this expansion and for additional parking. Woodland burial schemes may be included on this site or in the new community woodlands proposed in the Sport and Recreation chapter.

POLICY CF5 - MARGATE CEMETERY

LAND, AS INDICATED ON THE PROPOSALS MAP, WILL BE ALLOCATED FOR THE EXPANSION OF MARGATE CEMETERY AND ANCILLARY USES AND WILL BE RETAINED FOR SUCH USE.

New School Education Centre

14.21 The County Council, as Education Authority, is developing a programme to accommodate future needs for secondary education in the District. This includes proposals for the expansion, improvement and rationalisation of a number of existing schools and facilities which have outgrown their present premises. The opportunity exists, within the Local Plan period, to relocate a number of schools and provide shared, modern, top-quality facilities by identifying a central site to accommodate such an educational cluster. In advance of the emerging Community Plan, the development may also incorporate adult education facilities, libraries and other community uses.

14.22 Thanet's urban area is extensively developed, and opportunities to provide a site of sufficient size are extremely limited. Following assessment of available site options to accommodate the scale and type of facilities required, it is considered that an area within the Broadstairs/Ramsgate Green Wedge would provide the only suitable location.

14.23 A site, as shown on the Proposals Map, is to be allocated to allow built development to be located in an extensive, landscaped parkland setting. This could be accommodated at the southern part of the wedge, where built elements will have far less visual impact. This allows for extensive open space to occupy the areas of the site which are more visible. The facility would be well related to its intended catchment and to public transport services. Its close proximity to Ramsgate Railway Station should encourage the use of public transport. Vehicular access would most appropriately be provided off Pysons Road. The proposed site does not fall beneath the flight path of Kent International Airport, thus reducing any disruption from aircraft noise which is currently an issue for some schools. In these circumstances, the potentially significant benefits are considered to override the presumption against development within the Green Wedge.

POLICY CF6 - NEW EDUCATION SITE

A SITE AROUND NEWLANDS FARM IS ALLOCATED TO PROVIDE AN EDUCATION COMPLEX. DEVELOPMENT WHICH WOULD PRECLUDE DEVELOPMENT FOR SUCH PURPOSE WILL BE REFUSED.

DEVELOPMENT WILL BE PERMITTED ONLY AT SUCH TIME AS A COMPREHENSIVE MASTER PLAN HAS BEEN DEVELOPED. THIS MASTER PLAN SHOULD:

- **IDENTIFY ALL ELEMENTS OF THE PROPOSED COMPLEX AND INDICATE NOTIONAL PHASING OF INDIVIDUAL ELEMENTS;**

- **DEMONSTRATE FULLEST CONSIDERATION IN MINIMISING IMPACT ON THE OPEN QUALITIES AND LONG VIEWS ACROSS THE GREEN WEDGE THROUGH CAREFUL SITING OF BUILT ELEMENTS AND LANDSCAPING;**
- **INCORPORATE A GREEN TRAVEL STRATEGY AND ACCESS ARRANGEMENTS BASED ON A TRAFFIC IMPACT STUDY REFLECTING THE SCALE AND NATURE OF EDUCATIONAL FACILITIES PROPOSED.**
- **DEMONSTRATE HOW USE OF THE PROPOSED FACILITIES BY THE WIDER COMMUNITY CAN BE ACHIEVED.**

15. Appendices

APPENDIX A1

HOUSING LAND SCHEDULE

This schedule lists sites forming part of the land supply and which are considered to have potential to provide 5 or more residential units. These are allocated under policy H1, H6 and H7 (or included as residential elements within other policies specified in the table at Appendix A2). Only new build sites are featured on the proposals map. This schedule consists of 2 lists showing which sites fall within each phasing period in support of Policy H3. It also identifies which sites were found in the Urban Housing Capacity Study, and those which are additional, separate allocations. See note to policies H2 & H3.

APPENDIX A1- HOUSING SITES – POLICY H3

(See note to policies H2 & H3).

(Sites from Urban Capacity Study feature appropriate reference in left column)

LIST 1 - SITES TO BE RELEASED FOR HOUSING IN THE PERIOD 2001-2006 UNDER POLICY H3

a) NEW-BUILD SITES SHOWN ON PROPOSALS MAP

Urban Capacity Study Ref.	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
1.1 – 4			Anne's Close Birchington	13	Greenfield
1.1 – 8	Stage 11/19	Land - Westbrook Hospital	Canterbury Road Margate	10	Greenfield
1.2 – 2	TH/99/0393		77 Sea Road Westgate	8	
1.2 – 11	TH/96/0313		5 – 7 Station Road Westgate	12	
1.2 – 12	TH/99/0960		115 Dane Road Margate	5	
1.2 – 14	TH/98/0868	Site of Ralph Grimshaw Court	Lymington Road Westgate	9	
1.2 – 16	TH/99/0684	1 – 30 Stanley Sykes Close	Dane Valley Road Margate	10	
1.2 – 17	TH/99/0724		59 Salisbury Avenue Broadstairs	15	
1.3 – 7	TH/98/0666	Former Laundry	Willsons Road Ramsgate	40	

Urban Capacity Study Ref.	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
1.3 – 9	TH/99/0549	Packers Lane (Warehouse)	106 King Street Ramsgate	12	
1.3 – 11	TH/99/0620		19 Church Street Ramsgate	12	
1.3 – 12	TH/99/0607		Clarendon Road/ Pierremont Avenue Broadstairs	6	
1.4 – 1	TH/99/0116 TH/99/0372	Birch Hill Park	Canterbury Road Birchington	17	
1.4 – 2	TH/99/0133 TH/99/0172 TH/99/0340 TH/99/0316	St Stephen's College	North Foreland Road Broadstairs	18	
1.4 – 3	TH/00/0108	Millmead Old People's Home	Millmead Road Margate	17	
1.4 – 4	TH/99/0302	16 – 18 (Wishing Towers)	Eastern Esplanade Margate	32	
1.4 – 6	NLUD 2	Royal Sea Bathing Hospital	Canterbury Road Margate	125	
1.4 – 8	NLUD 47	Ramsgate Hospital	West Cliff Road Ramsgate	52	
1.5 – 1	NLUD 8	1 to 6	Carroways Place Margate	7	
1.5 – 2	NLUD29	Land adjoining 64	Queen Street, Ramsgate	46	
1.6 – 1	TH/98/0539	Land fronting	Tothill Street, Minster	10	
1.7 – 1	TH/98/0591	Land adjacent	Dumpton Park Station	37	
1.7 – 4	TH/00/0102	Brown & Masons Yard	Poplar Road, Broadstairs	30	
1.7 – 5			22-26 Station Road, Westgate	8	
1.7 – 6	TH/98/0633	Reservoir Site	90 Southwood Road Ramsgate	15	
1.7 – 9	TH/97/0135		29 Ethelbert Crescent, Margate	25	
1.7 – 10	TH/95/0113		2-4 Albion Road, Ramsgate	22	
1.7 – 14	TH/94/0713		17-23 Dalby Square, Margate	12	

Urban Capacity Study Ref.	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
1.7 – 16	TH/99/0199		8-10 Crow Hill, Broadstairs	6	
1.7 – 23	TH/98/0658	Builders Yard	100 Grange Road, Ramsgate	12	
1.7 – 25	TH/97/0171	R/o 183-185 Former Dairy Site	Grange Road, Ramsgate	5	
1.7 – 26	TH/97/0542	Ivyside Hotel	23-31 Sea Road, Westgate	15	
1.7 – 28	TH/98/0313	East Northdown Farm	East Northdown Margate	13	Greenfield
1.7 – 30	TH/99/1101	Dumpton Greyhound Stadium	Hereson Road, Ramsgate	12	
1.7 – 30	TH/99/1101	Dumpton Greyhound Stadium	Hereson Road, Ramsgate	78	
1.7 – 31	TH/99/0225	R/o 28	High Street, Broadstairs	6	
1.7 – 32	TH/99/0654	St Mildreds Hotel	Beach Road, Westgate	18	
1.7 – 33	TH/00/0793	Rear of Upton Road	Selwyn Drive, Broadstairs	12	
1.7 – 38	NLUD 12	Church Site	Trinity Square, Margate	28	
1.7 – 49	NLUD 38	Caravan Park	Nethercourt Farm Road, Ramsgate	69	
1.7 – 54	Stage 11/18	Builder's Yard	Corner of Quex Road/Canterbury Rd, Westgate	13	
1.7 – 57		Ramsgate Waterfront	Ramsgate	200	
2.1 – 3	TH/97/0648	Land at	20 St Pauls Road, Margate	5	
2.1 – 4	TH/98/1000	Land at Grant Close	Victoria Road, Broadstairs	9	
2.1 – 8	TH/95/0410	Adj. 49 Ethelbert Rd.	Birchington	7	
2.1 – 9	TH/96/0748	St Cecilia's	83 Sea Road, Westgate	6	
2.1 – 11	TH/92/0618	St Augustines Abbey	St Augustines Road, Ramsgate	40	
2.1 – 12	TH/00/0102	Sunnyhurst & Copmanhurst	Essex Road, Westgate	7	

Urban Capacity Study Ref.	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
2.1 – 15	TH/99/1061	Land rear of	171 Dane Road, Margate	6	
N/A		Land North of Haine Road	Westwood	(See note below)	Greenfield
N/A		Land at	Monkton Road, Minster	50	Greenfield
N/A		Land forming part of allotments	Manston Road, Ramsgate	100	Greenfield

Note

While planning consent may have been obtained by 2006 in respect of the site at Westwood, it is not envisaged that any dwelling units would be realised on site in 2006. Thus no units are phased at the Westwood site in the 2001 –2006 period under Policy H3. In the case of land north of Monkton Road, Minster, only part of the site will be released in the period 2001-2006, and the maximum number of dwellings on that site in this period will be 50 units as shown above.

b) CONVERSION SITES (POLICY H1) (NOT SHOWN ON PROPOSALS MAP) (list 1)

Urban Capacity Study Reference	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
3.1 – 2	TH/99/0976		19 Sea Road, Westgate	8	
3.1 – 6	TH/99/0819		5 Lewis Crescent, Margate	6	
3.1 – 9	TH/00/0472	3-5 Beryl Court Hotel	Ethelbert Crescent, Margate	16	
3.1 – 10	TH/00/0477		23 Harold Road, Margate	8	
3.1 – 11	TH/00/0945	36-38	Westgate Bay Avenue, Westgate	13	
3.1 – 13	TH/96/0300		28-29 Dalby Square, Margate	9	

3.1 – 14	TH/96/0743		33 Beresford Gardens, Margate	6	
3.1 – 17	TH/97/0570	Galleon Lights Hotel	12-14 Fort Crescent, Margate	6	
3.1 – 18	TH/97/0755		21-22 Ethelbert Crescent, Margate	10	
3.1 – 19	TH/97/0919		14 Royal Esplanade, Margate	10	
3.1 – 22	TH/98/0748		1-7 Ethelbert Road, Margate	7	
3.1 – 24	TH/98/0227		17-21 Warwick Road, Margate	13	
3.1 – 25	TH/99/0885		1 Sion Hill, Ramsgate	5	
3.1 – 29	TH/00/1089	Barkstone Court Hotel	27 Roxburgh Road, Westgate	8	
3.1 – 30	TH/01/0561		78 Northdown Road, Margate	5	
3.1 – 31	TH/00/0904		11 Ethelbert Terrace, Margate	5	
3.1 – 32	TH/00/0413		1 Callis Court Road, Broadstairs	7	
3.2 – 3	NLUD 25	180-182	High Street, Ramsgate	11	
3.2 – 4	TH/00/0998	13-15	Ramsgate Road, Broadstairs	6	

APPENDIX A1 - HOUSING SITES – POLICY H3

(See note to policies H2 & H3).

(Sites from Urban Capacity Study feature appropriate reference in left column).

LIST 2 - SITES TO BE RELEASED FOR HOUSING IN THE PERIOD 2006-2011 UNDER POLICY H3

a) NEW-BUILD SITES SHOWN ON PROPOSALS MAP

Urban Capacity Study Reference	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
1.2 – 3	Allocation		7 Market Place, Margate	7	
1.2 – 4	TH/98/0483	37 Albion Street	2 & 3 St Marys Road, Broadstairs	9	
1.2 – 9	TH/91/0471 & TH/01/0277		5 – 6A Marine Gardens, Margate	23	
1.2 – 10	TH/90/1199		16/17 Marine Terrace, Margate	12	
1.3 – 2	TH/95/0481		18-20 Dane Road, Margate	13	
1.3 – 3	TH/04/0543		3 Weigall Place, Ramsgate	6	
1.3 – 5	TH/89/1413	Eaton Garage	Eaton Road, Margate	8	
1.3 – 6		Depot	King Street, Margate	14	
1.3 – 13	Stage 11/13	Factory site	67 Dane Park Road, Ramsgate	10	
1.4 – 11	Extrnl request	St Augustine's College	Canterbury Road, Westgate	145	
1.7 – 2	TH/96/0333 & 97/0020	Granville House	Victoria Parade, Ramsgate	53	
1.7 – 3	TH/98/0431	Land at	Camden Road, Broadstairs	6	
1.7 – 8	Allocation	Danepark Centre	Fairview Close, Margate	11	
1.7 – 11	TH/95/0019		7-11 Addington Road, Margate	5	
1.7 – 12	TH/89/1467		65 Hereson Road, Ramsgate	9	
1.7 – 13	Allocation	Church	St Luke's Avenue, Ramsgate	11	

Urban Capacity Study Reference	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
1.7 – 15			67/73 Northdown Road, Margate	5	
1.7 – 34	TH/99/0733	Scrapyard	St Luke's Avenue, Ramsgate	16	
1.7 – 46	NLUD 34	Gasholder Station	Hardres Road, Ramsgate	67	
2.1 – 2	TH/00/0779	Coffee Parlour	20 High Street/4 Marine Drive Margate	5	
2.1 – 7			167 Pegwell Road, Ramsgate	11	
N/A		Land North of Haine Road	Westwood	1,000 (see note in para. 3.46)	Greenfield
N/A		Land at	Monkton Road, Minster	50	Greenfield

**b) CONVERSION SITES (POLICY H1)
(NOT SHOWN ON PROPOSALS MAP) (list 2)**

Urban Capacity Study Reference	Planning Reference	Site	Address	Capacity	Brownfield Site (unless stated)
3.1 – 4	TH/96/0682	Courtlands Hotel	30 Norfolk Road, Margate	11	
3.1 – 12	TH/00/0304	Water Tower	Southwood Road, Ramsgate	15	
3.1 – 20	TH/98/0518		38-40 Surrey Road, Margate	5	
3.1 – 26	TH/99/0890	Savoy Hotel	41-43 Grange Road, Ramsgate	10	
3.2 – 1	TH/88/0308		213 Ramsgate Road, Broadstairs	20	
3.2 – 2	TH/96/0632		11-15 Albert Terrace, Margate	6	

APPENDIX A2

HOUSING LAND SCHEDULE

See note to policies H2 & H3.

Brownfield Sites where housing aspect dealt with in specific policy other than H1

POLICY	SITE	ADDRESS
HE13	Royal Sea Bathing Hospital	Canterbury Road Margate
EC8	Ramsgate Waterfront	Ramsgate

All Greenfield Sites

Policy	Site	Address	Area (HA)
H1, H6 & TC4	Land north of Haine Road	Westwood	29 (including school and landscaping)
H1 & H7	Land south of Monkton Road	Minster	2.4
H1	Allotment site	Manston Rd, Ramsgate	2.8
H1	Land at	Anne's Close, Birchington	0.795
H1	Land to west of	Westbrook Day Centre, Margate	0.226
H1	Land at East Northdown Farm	Margate	0.623

APPENDIX A3

SOURCES OF LAND SUPPLY (HOUSING UNITS)

Source	2001-2011	2001-2006	2006-2011
Previously developed sites Identified)	1,859	1,340	519
Previously developed sites (windfall)	1,084	625	459
Greenfield	1,257	507	750
TOTAL	4,200	2,472	1,728

This table shows, for information, the make up of the housing land supply and notional phasing as envisaged in the draft Plan. It does not reflect new commitments nor changes in capacity or phasing of sites arising since the draft plan. (See note to policies H2 & H3).

APPENDIX B - Landscape Character Areas

This appendix is a large map file. To help you download it easily, we have made the appendix available as a separate download alongside the main document at:

http://www.thanet.gov.uk/environment_planning/local_plan_and_ldf/adopted_local_plan_-_june_2006.aspx

APPENDIX C - Flood Risk Areas

This appendix is a large map file. To help you download it easily, we have made the appendix available as a separate download alongside the main document at:

http://www.thanet.gov.uk/environment_planning/local_plan_and_ldf/adopted_local_plan_-_june_2006.aspx

APPENDIX D - Thanet Road Hierarchy

This appendix is a large map file. To help you download it easily, we have made the appendix available as a separate download alongside the main document at:

http://www.thanet.gov.uk/environment_planning/local_plan_and_ldf/adopted_local_plan_-_june_2006.aspx

APPENDIX E

CYCLE PARKING REQUIREMENTS BY LAND-USE

Land-use Requirement	Cycle Parking Provision	
Class A1 – Shops	Up to 1,000 sq. m Up to 5,000 sq. m Over 5,000 sq. m	1 space per 200 sq. m – employees 1 space per 200 sq. m – customers 1 space per 400 sq. m – employees 1 space per 400 sq. m – customers 1 space per 2,500 sq. m – employees 1 space per 2,500 sq. m – customers
Class A 2 – Financial & Professional Services		1 space per 200 sq. m – employees 1 space per 1,000 sq. m – visitors
Class A 3 – Food & Drink		1 space per 20 seats – employees 1 space per 10 seats – customers
Class B1 – Business		1 space per 200 sq. m – employees 1 space per 1,000 sq. m – visitors
Class B2 – General Industrial		1 space per 200 sq. m – employees 1 space per 1,000 sq. m – visitors
Class B3 – Special Industrial Groups A to E		1 space per 200 sq. m – employees 1 space per 1,000 sq. m – visitors
Class B8 – Storage and Distribution		1 space per 200 sq. m – employees 1 space per 1,000 sq. m – visitors
Class C1 – Hotels		1 space per 10 bed spaces
Class C2 – Residential Institutions and Hospitals - Schools, Colleges and Training Centres		1 space per 10 bed spaces 1 space per 5 students

Class D1 - Non-residential Institutions - Primary Schools - Secondary Schools & Sixth Form Colleges - Libraries & Places of Worship		1 space per 2 consulting rooms employees and patients 1 space per 50 pupils 1 space per 5 pupils 1 space per 50 seats/100 sq. m
Class D2 - Assembly & Leisure - Sports Facilities		1 space per 300 seats – employees 1 space per 300 seats – customers 1 space per 10 staff 1 space per 10 participants plus 10% change-over provision

APPENDIX F - Quality Bus Corridors

This appendix is a large map file. To help you download it easily, we have made the appendix available as a separate download alongside the main document at:

http://www.thanet.gov.uk/environment_planning/local_plan_and_ldf/adopted_local_plan_-_june_2006.aspx

APPENDIX G

MAXIMUM CAR PARKING PROVISION (POLICIES TR16 AND TR18 REFER)

MAXIMUM CAR PARKING PROVISION	
1 Space per:	
FOOD RETAIL	20 sq m gross floorspace
NON-FOOD RETAIL	30 sq m gross floorspace
CINEMAS & CONFERENCE FACILITIES	7 seats
ASSEMBLY & LEISURE	30 sq m gross floorspace
B1 OFFICE	43 sq m gross floorspace
For all other uses, maximum provision will be limited to 70% of the levels set out in the Kent County Council Vehicle Parking Standards.	

APPENDIX H

SITES OF NATURE CONSERVATION INTEREST (SNCI's) Kent Trust for Nature Conservation

Sites of Nature Conservation Interest	Site reference No:	TH 1
Site: Monkton Chalk Pit	Map reference:	TR 284656
	AONB:	No
LPA: Thanet	SLA:	No
Parish: Monkton	AHNCV:	No
Owner: Thanet Countryside Trust	TPO:	No
	ASSA:	No
KTNC Grade: II	Grade I/II Agricultural Land:	No
Category: Disused pit – grassland, scrub and cliffs	Scheduled species:	
Area: 5.9 ha/14 acres	Public rights of way:	No

DESCRIPTION

Large, deep chalk pit, disused for many years, now managed as a nature reserve by the Thanet Countryside Trust and very important for wildlife in terms of the Thanet area.

It contains a variety of habitats including short-turfed grassland dominated by fescues and with a wide variety of chalk herbs. Kidney vetch (*Anthyllis vulneria*) is present together with several common orchids. A notable feature is the abundance of the uncommon lesser centaury (*Centaureum pulchellum*), probably the largest population in Kent.

Rough grassland with a variety of coarser plants such as greater knapweed (*Centaurea scabiosa*), wild carrot (*Daucus carota*) and others associated with disturbance is widespread. Other habitats include mixed hawthorn/blackthorn/elder scrub which is developing especially on the north-facing side of the quarry; a damper area, with colonising willows, which still contains a population of southern marsh orchid (*Dactylorhiza praetermissa*); and very dry chalk cliffs, beginning to be colonised by algae and bryophytes.

A good range of common lepidoptera occur in fairly large numbers and are well recorded. Invertebrates and bird fauna are regularly recorded.

Thirty-three bryophytes were recorded on the day of visit and the pit is likely to be the only area in Thanet for many of the species. The site is generally well recorded and is used for educational purposes.

(Note: KTNC holds more detailed information)

Other sites nearby:
Monkton Marshes SNCI
Minster station environs SNCI

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 7

Site: St Peter's Churchyard, Broadstairs

Map Ref: TR 381684

LPA: Thanet

AONB: No

Parish: Broadstairs and St Peter's

SLA: No

Owner: Church Commissioners

TPO: Yes

Category: Grassland, scrub, woodland

Protected species: No

Area: 3.68 ha/9.09 acres

Public rights of way: Yes

Date first notified: 1985

Date amended: November 1997

DESCRIPTION

The boundary of this very large churchyard is lined with mature sycamore, beech, ash and line trees. The grassland is kept very tightly mown in the small area immediately around the church building, but the rest of the area is generally unmanaged and has developed into a wilderness of secondary woodland with patches of open, rank grassland and scrub.

The secondary woodland is dominated by sycamore saplings and coppiced sycamore and ash, now grown tall. Areas of scrub are present, containing hawthorn, dog rose, dogwood and much bramble. Work was undertaken some years ago to control the secondary woodland, but this has grown up again and large, impenetrable thickets are overwhelming the gravestones and tombs.

There are still some small areas of rough grassland, often in the vicinity of the network of hard paths that run through the site. False oat-grass (*Arrhenatherum elatius*) and cock's foot (*Dactylis glomerata*) dominate these patches, but there are occasional stands for tor-grass (*Brachypodium pinnatum*) and a good range of common herbs occurs, including hardhead (*Centaurea nigra*), oxeye daisy (*Leucanthemum vulgare*), hedge bedstraw (*Galium album*), lady's bedstraw (*G. verum*), bird's-foot-trefoil (*Lotus corniculatus*) and field scabious (*Knautia arvensis*). The grassland is notable for the large numbers of naturalised spring bulbs.

Some clearance work is currently being carried out at the western end of the yard.

Approximately 26 common lichen species are present on the tombs and church walls, and 17 bryophytes were recorded on tombs and trees, including *Zygodon viridissimus* and *Tortula intermedia* on the tombstones.

Breeding birds present include common warblers such as willow warbler, chiffchaff and whitethroat. Blue tit, great tit, blackbird (Birds of Conservation Concern. RSPB. Amber List. 1966) and hedge sparrow were present on a recent visit.

The site also supports a range of common butterflies, including meadow brown, green-veined white, gatekeeper and large white.

The churchyard is likely to provide an important wildlife refuge in inland Thanet, as the surrounding area is either under intensive cultivation with no trees or scrub or is built-up.

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 9

Site: Golf Course Roughs, Kingsgate

Map Ref: TR 394702
TR 389698

LPA: Thanet

AONB: No

Parish: Broadstairs and St Peter's

SLA: No

Owner: Private

TPO: Yes

Category: Grassland, scrub

Protected species: Yes

Area: 46.56 ha/115.05 acres

Public rights of way: No

Date first notified: 1985

Date amended: 1992, February 1999 (text)

DESCRIPTION

The roughs of North Foreland Golf Course comprise an area of considerable interest. They include unimproved and semi-improved chalk grassland, and the importance of the site is enhanced by its proximity to the coastal areas at North Foreland and Foreness, which form part of the Thanet Coast SSSI.

The roughs are generally dominated by erect brome (*Bromopsis erecta*), with occasional patches of tor grass (*Brachypodium pinnatum*). Where the soils are deeper and more neutral in character, false oat-grass (*Arrhenatherum elatius*) and cock's foot (*Dactylis glomerata*) are more common. There are small areas where finer grasses are present, including both red fescue (*Festuca rubra*) and sheep's fescue (*F. ovina*), yellow oat-grass (*Trisetum flavescens*) and, rarely, quaking-grass (*Briza media*).

A variety of chalk-loving herbs includes kidney vetch (*Anthyllis vulneraria*), small scabious (*Scabiosa columbaria*), wild thyme (*Thymus praecox*), lesser cat-mint (County Scarce Plants. Atlas of Kent Flora. Philp. 1982) (*Clinopodium calamintha*), wild carrot (*Daucus carota*), salad burnet (*Sanguisorba minor*), sainfoin (*Onobrychis sativa*) and wild clary (*Salvia verbenaca*). Other grassland herbs include lady's bedstraw (*Galium verum*), hardhead (*Centaurea nigra*) and bird's-foot-trefoil (*Lotus corniculatus*). Where the grass is ranker, greater knapweed (*Centaurea scabiosa*) and hedge bedstraw (*Galium mollugo*) are common, with developing young scrub of hawthorn and blackthorn also intruding into the grassland. Both pyramidal orchid (*Anacamptis pyramidalis*) and common spotted-orchid (*Dactylorhiza fuchsii*) are regularly recorded.

Some of the wooded fringes to the site are included for their contribution to the faunal interest. They tend to be dominated by sycamore and exotic oaks, but they also have a varied scrub and ground flora, including stinking iris (*Iris foetidissima*), ivy (*Hedera helix*) and mounds of bramble, together with hawthorn and wild privet. Occasional thickets of suckering young elm and blackthorn are features of the surrounds.

Thirty-eight species of birds have been recorded, including skylark, linnet, stonechat, song thrush (Birds of Conservation Concern. Red List. RSPB. 1996), redwing (Birds of Conservation Concern. Amber List. RSPB. 1996 and Protected under Wildlife & Countryside Act 1981), fieldfare (Red Data Birds in Britain. NCC and RSPB. 1990 and Birds of

Conservation Concern. Amber List. RSPB. 1996 and Protected under Wildlife & Countryside Act 1981), curlew (Birds of Conservation Concern. Amber List. RSPB. 1996) and common warblers. The area is likely to serve as a landfall for migrant birds in spring and autumn.

A variety of lepidoptera have recently been recorded, including marbled white, small health, large skipper, Essex skipper and small skipper, meadow brown, common blue and gatekeeper.

A small area of rough, unmanaged, semi-improved neutral grassland to the south-west is also included. This area is dominated by a range of grasses, including false oat-grass, cock's foot, common bent (*Agrostis capillaris*) and fescues. Herbs include bird's-foot-trefoil, meadow vetchling (*Lathyrus pratensis*), smooth hawk's beard (*Crepis capillaris*) and yarrow (*Achillea millefolium*). The grassland has become very scrubby, with increasing hawthorn and rose and would improve with some management. However, the area is likely to be very undisturbed and therefore useful to breeding birds and mammals.

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 12

Site: Woods and Grassland, Minster Marshes
301646, 304643, 325625

Map Ref: TR 316636,

LPA: Thanet

AONB: No

Parish: Minster

SLA: No

Owner: British Rail/Private

TPO: Yes

Category: Grassland, scrub, ponds, woodland

Scheduled species:

Area: 24.16 ha/59/67 acres

Public rights of way: Yes

Date first notified: 1986

Date amended: June 1995

DESCRIPTION

This small mosaic of habitats close to Minster railway station includes:

(a) Areas of rough grassland with ant hills and a wide range of common herbs and grasses, including tall fescue (*Festuca arundinacea*) and cocksfoot (*Dactylis glomerata*) with lady's bedstraw (*Galium verum*), stone parsley (*Sison amomum*) and hardhead (*Centaurea nigra*). Finer turf with red fescue (*Festuca rubra*) also occurs in parts, and large areas of reeds are present in the very damp areas.

(b) Scrubby areas close to the railway line with heavily silted ponds now becoming scrubbed up with willows. Common marsh plants occur here, including fool's water-cress (*Apium nodosum*), flote grass (*Glyceria spp.*) and yellow iris (*Iris pseudacorus*), in addition to pendulous sedge (*Carex pendula*) and false fox sedge (*C. otrubae*). A feature of this area is the growth of corticolous lichens and bryophytes on willow and elder near the water. These are generally not common in Thanet.

(c) A small copse with mixed broadleaved trees comprising ash, alder, hawthorn and willow occurs at the western end of the site. The ground flora includes bramble, cow parsley (*Anthriscus sylvestris*) and male fern (*Dryopteris filix-mas*). Wood sedge (*Carex sylvatica*) and several stands of stinking iris (*Iris foetidissima*) are also present.

(d) A large, heavily silted pond occurs on the western margin of the copse, with large alder coppice stools and much willow. The vegetation consists mainly of lesser pond sedge (*Carex acutiformis*).

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref.No: DO 21

Site: Ash Level and South
Richborough Pasture

Map Ref: TR 300618

LPA: Dover

AONB: No

Parish: Preston/Ash/Sandwich

SLA: No

Owner: Private

TPO: No

Category: Grassland, dykes, scrub

Protected species: Yes

Area: 1009ha/2495 acres

Public rights of way: Yes

Date first notified: 1985

Date amended: 1994 (map), November 1997

DESCRIPTION

The site comprises an extensive area of low-lying agricultural land with interconnecting dyke systems, mostly situated to the south of the River Stour. The area is crossed by old drove roads edged with well-established hedgerows of hawthorn and blackthorn and containing the occasional oak. Old counter walls with their unimproved grassland also form an important feature. Many of the fields have been drained or converted to arable or improved pasture in recent years, but some semi-improved or rough pasture remains, particularly in the area south of Richborough Farm and that south of Richborough Power Station.

The dykes and their banks still retain wildlife interest. The water varies from brackish near the River Stour to fresh further inland. The Richborough stream is a wider and deeper waterway, with the occasional tall willow and scrub standing above the banks. Aquatic and marginal vegetation includes sea club-rush (*Bolboschoenus maritimus*), frogbit (*Hydrocharis morsus-ranae*), tubular water-dropwort (*Oenanthe fistulosa*), brookweed (*Samolus valerandi*) and flowering-rush (*Butomus umbellatus*) among the more interesting species. Several species of pondweed (*Potamogeton spp.*), spiked water-milfoil (*Myriophyllum spicatum*) and water-crowfoot (*Ranunculus spp.*) also occur, and bladderwort (*Utricularia australis*) is one of the more unusual species to be found. Commoner species such as branched bur-reed (*Sparganium erectum*), common reed (*Phragmites australis*) and water-plantain (*Alisma plantago-aquatica*) are found throughout. Corn parsley (*Petroselinum segetum*), knotted hedge-parsley (*Torilis nodosa*), creeping-jenny (*Ysimum nummularia*) and stone parsley (*Sison amomum*) are found in the bankside vegetation. Divided sedge (*Carex divisa*) is also scattered throughout, mainly in pasture areas.

Winter-wet semi-improved grassland south-west of Richborough Farm centred on TR 313596 supports marsh foxtail (*Alopecurus geniculatus*), divided sedge (Scarce Plants in Britain. JNCC. 1994) cuckoo flower (*Cardamine pratensis*) and large quantities of rush species, including hard rush (*Juncus inflexus*). Bulbous foxtail (Scarce Plants in Britain. JNCC. 1994) (County Rare Plants. Atlas of Kent Flora. Philp. 1982) *Alopecurus bulbosus* was recorded in the 1988 Rate Plant Survey, but its presence here now requires confirmation. A large overgrown pond with dense sallow scrub and several old mature ash and oak trees are also present in this ground. An area of semi-improved and improved pasture with species-rich dykes at TR 318594 is fringed to the north by an old embankment with hawthorn scrub. Grassy patches on top of the embankment support species typical of dry soils such as small clovers, including knotted clover

(*Trifolium striatum*) and subterranean clover (County Scarce Plants. Atlas of Kent Flora. Philp. 1982) (*T. subterraneum*).

At TR 329620, the cattle-grazed pasture south of the power station between the railway and the River Stour is also semi-improved and contains corn parsley, knotted hedge-parsley, bulbous buttercup (*Ranunculus bulbosus*) and divided sedge ((Scarce Plants in Britain. JNCC. 1994) in the turf. Bird's-foot-trefoil (*Lotus corniculatus*) and meadow vetchling (*Lathyrus pratensis*) also occur occasionally. According to the present grazier, the land has not received artificial fertiliser for at least nine years. The ditches in this area include some with much open water and others dominated by common reed. The railway bank and reed bed forming the western margin of this area are included in the site. Wigeon (Red Data Book. NCC and RSPB. 1993) (Birds of Conservation Concern. Red List. RSPB. 1996), teal (Red Data Book. NCC and RSPB. 1993) (Birds of Conservation Concern. Red List. RSPB. 1996), pochard (Red Data Book. NCC and RSPB. 1993) (Birds of Conservation Concern. Red List. RSPB. 1996), bearded tit (Red Data Book. NCC and RSPB. 1993) (Protected under Wildlife & Countryside Act 1981) (Birds of Conservation Concern. Red List. RSPB. 1996), and tufted duck, a species of nature conservation concern in Kent, all frequent the lagoons in the north-western corner of this area.

The River Stour and both banks between TR 325601 and TR 333610, and the west bank only between TR 333617 and TR 333601, have been added to the site, and include an area of undeveloped scrub and reed bed. The area around TR 333601 is a transitional area of brackish inundated vegetation with some damp semi-improved neutral grassland and scattered scrub. Between the railway line and the river at TR 322594 an area of rough marshy grassland has much common reed, some open water and scattered scrub. Dittander (Scarce Plants in Britain. JNCC. 1994) (County Scarce Plants. Atlas of Kent Flora. Philp. 1982) (*Lepidium latifolium*) is frequent by the river in the western half of the area. Kingsfisher (Protected under Wildlife & Countryside Act RSPB 1996) (Birds of Conservation Concern. Amber List. RSPB. 1996) grey wagtail and common sandpiper are found on and near the river, and bearded tit (Red Data Book. NCC and RSPB. 1993) (Protected under Wildlife & Countryside Act RSPB 1996) (Birds of Conservation Concern. Amber List. RSPB. 1996) has been recorded nearby. Great crested grebe has been a winter/spring visitor.

Near Lower Goldstone, at TR 295613, a small area of ditch with a well-developed reed bed, adjacent grassy banks and blackthorn and hawthorn scrub is also important. Great willowherb (*Epilobium hirsutum*) and hemp agrimony (*Eupatorium cannabinum*) are abundant. Tree sparrow (Birds of Conservation Concern. Red List. RSPB. 1996) (Biodiversity UK Steering Group Report. Mid List. 1995) is regularly present here, and large numbers of fieldfare (Red Data Book. NCC and RSPB. 1993) (Protected under Wildlife & Countryside Act 1981) use this area in winter.

A fishing pond at TR 297604 has good marginal vegetation and a large central reed bed. Dragonflies found here include migrant hawker, brown hawker, common darter, ruddy darter and black-tailed skimmer.

Two fishing ponds with marginal vegetation at TR 322592, separated by a spit of rough grassland and scrub, are old gravel pits. There is a large reed bed and marshy grassland at the southern end. Common lizard is present. Dragonfly species include migrant hawker, brown hawker, common darter and ruddy darter. The common blue damselfly and blue-tailed damselfly also occur.

Elsewhere, the site includes only ditches and streams with their banks and a 3m margin along the top of the bank, drove roads with their thick hedges, and counter walls. The whole area is notable for birds, particularly wintering raptors such as hen harrier (Red Data Book. NCC and RSPB 1993) (Protected under Wildlife & Countryside Act 1981) (Birds of Conservation Concern. Red List. RSPB. 1996) and merlin (Red Data Book. NCC and RSPB 1993) (Protected under Wildlife & Countryside Act 1981) (Birds of Conservation Concern. Red List. RSPB. 1996). Up to 2000 wigeon (Red Data Book. NCC & RSPB. 1993) (Birds of Conservation Concern. Amber List. RSPB. 1996), 1000 lapwing (Birds of Conservation Concern. Amber List. RSPB. 1996) and large numbers of teal (Red Data Book. NCC & RSPB. 1993) (Birds of Conservation Concern. Amber List. RSPB. 1996), also frequent the area in winter. Breeding birds include little grebe,

little owl, yellow wagtail, tree sparrow (Birds of Conservation Concern. Red List. RSPB. 1996) (Biodiversity UK Steering Group Report. Mid List. 1995), reed warbler, sedge warbler and reed bunting, (Birds of Conservation Concern. Red List. RSPB. 1996) (Biodiversity UK Steering Group Report. Mid List. 1995). Hairlike pondweed (Scarce Plants in Britain. JNCC. 1994) (County Scarce Plants. Atlas of Kent Flora. Philp. 1982). *Potamogeton trichoides* is found in the larger channels such as the Richborough Stream, and rootless duckweed (Scarce Plants in Britain. JNCC. 1994) (County Scarce Plants. Atlas of Kent Flora. Philp. 1982). *Wolffia arrhiza* is scattered widely and is often abundant in dykes.

Mammals recorded include rabbit, fox and hare (Biodiversity UK Steering Group Report. Short List. 1995), the latter being a declining species in the county. Banks along the Goshall Stream and a number of the dykes contain the burrows of water vole (Protected under Wildlife & Countryside Act 1981) (Biodiversity UK Steering Group Report. Short List. 1995), a nationally declining species.

22 species of common butterfly have been recorded. The drove roads with their rough, grassy margins and hedges support a number of species, including meadow brown, common blue, speckled wood, green-veined white, comma, small tortoiseshell, red admiral and gatekeeper. An important assemblage of 12 species of dragonflies has also been recorded. In addition to those mentioned above, these include yellow-winged darter and banded demoiselle. More species may be present at different times of year. The site also supports the two rare freshwater snail species *Segmentia nitida* (Biodiversity UK Steering Group Report. Short List. 1995) and (*Psidium pseudosphaerium*) in ditches in the vicinity of TR 295628 and TR 279615.

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 13

Site: St Nicholas at Wade Churchyard

Map Ref: TR 266667

LPA: Thanet

AONB: No

Parish: St Nicholas at Wade

SLA: No

Owner: Church Commissioners

TPO: Conservation Area

Category: Grassland, walls, tombs

Protected species: No

Area: 0.36 ha/0.89 acres

Public rights of way: No

Date first notified: November 1997

DESCRIPTION

Chest tombs and headstones within the churchyard are set amid grassland. The grassland is generally well managed but herb-rich, with an area of ranker grassland containing nettle (*Urtica dioica*) and elder scrub present in the southern corner. A good range of herbs includes oxeye daisy (*Leucanthemum vulgare*), burnet saxifrage (*Pimpinella saxifraga*), common sorrel (*Rumex acetosa*), bird's-foot-trefoil (*Lotus corniculatus*) and abundant fiddle dock (*Rumex pulcher*). The latter, a species characteristic of dry East Kent grassland, was once common but is now in decline. Lady's bedstraw (*Galium verum*) is also widespread in the turf. A colony of strawberry clover (*Trifolium Fragiferum*), a species associated with grassland close to the sea, is also found here. The fine grass species include red fescue (*Festuca rubra*), yellow oat-grass (*Trisetum flavescens*), and meadow barley (*Hordeum secalinum*).

The walls of the church and churchyard, together with both acid and calcareous vertical stones and chest tombs, support over 60 species of lichens. A number of colonies of the fruticose lichen (*Ramalina subfarinaecea*), together with *Opegrapha chevallieri* and *Haematomma ochrolechia* var. *porphyrium*, are present on the old plastered north wall of the church, while *Caloplaca ruderum*, a typical eastern species, occurs on the mortar of the south-facing wall. Lichens are very scarce in this part of Kent, due to the agricultural pollution and lack of suitable habitat.

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 14

Site: St Mary Magdalene Churchyard, Monkton

Map Ref: TR 278653

LPA: Thanet

AONB: No

Parish: Monkton

SLA: No

Owner: Church Commissioners

TPO: Conservation Area

Category: Grassland, walls, tombs

Protected species: No

Area: 0.75 ha/1.85 acres

Public rights of way: No

Date first notified: November 1997

DESCRIPTION

This churchyard contains semi-improved grassland which is managed in the main area in front of the church entrance but is rather rank and unmanaged in the rest of the yard.

Where the grassland is managed, it supports a number of common meadow plants such as hardhead (*Centaurea nigra*), oxeye daisy (*Leucanthemum vulgare*), burnet saxifrage (*Pimpinella saxifraga*), lady's bedstraw (*Galium verum*), hedge bedstraw *G.album* and bird's-foot-trefoil (*Lotus corniculatus*). Fiddle dock (*Rumex pulcher*), a characteristic but declining species of East Kent grassland, is also common.

The remainder of the site is grass-dominated and rank, with false oat-grass (*Arrhenatherum elatius*) and cock's-foot (*Dactylis glomerata*) dominant and herbs generally rather suppressed. Increased frequency of mowing and removal of cuttings or occasional grazing would produce a more interesting flora in these areas. A narrow grass slope outside the church is very similar to adjacent grassland inside the gate, containing hardhead, burnet saxifrage and bird's-foot-trefoil in the turf.

The church walls and tombs support a fairly good number of lichen species, which are likely to be important in relation to the rest of the district, which is given over almost entirely to intensive farming and has few suitable habitats inland for lichens.

Butterflies recorded include common blue, meadow brown, gatekeeper, peacock, small tortoiseshell, small white and green-veined white.

KENT WILDLIFE TRUST

Sites of Nature Conservation Interest

Site Ref No: TH 15

Site: Ramsgate Cemetery

Map Ref: TR 384661

LPA: Thanet

AONB: No

Parish:

SLA: No

Owner: Thanet District Council

TPO: No

Category: Grassland, tombs, walls, paths,
Parkland trees

Protected species: No

Area: 13.5 ha/33.4 acres

Public rights of way: Yes

Date first notified: June 1998

DESCRIPTION

This very large cemetery, together with its equally large adjacent extension, contains a large expanse of well-managed short grassland which varies from being calcareous at the southern end to neutral towards the north. It probably represents one of the largest areas of semi-improved grassland outside SSSIs in Thanet district.

The grassland supports a variety of herb species, including oxeye daisy (*Leucanthemum vulgare*), salad burnet (*Sanguisorba minor*), mouse-ear hawkweed (*Pilosella officinarum*), cowslip (*Primula veris*) and primrose (*Primula vulgaris*). Grasses include erect brome (*Bromopsis erecta*), sheep's fescue (*Festuca ovina*) and red fescue (*F.rubra*), together with cock's-foot (*Dactylis glomerata*) and false oat-grass (*Arrhenatherum elatius*). Rye grass (*Lolium perenne*) is more dominant in the northern half of the site. Alexanders (*Smyrniololus*), false brome (*Brachypodium sylvaticum*), wild arum (*Arum maculatum*) and sweet violet (*Viola odorata*) are common in the shadier parts of the shrubberies. A colony of autumn lady's tresses (*Spiranthes spiralis*) (County Scarce Plants. Atlas of Kent Flora. Philp. 1982) is to be found near the path to the north of the main chapel, and this species may be present elsewhere. Large mature trees including beech, yew, Scots pine and sycamore are present around the circumference of the site and also line the many metalled paths.

The variety of tombs includes many made from granite and marble. At least 60 species of saxicolous lichens have been recorded on the tombs and on the cemetery walls, including an abundance of *Polysporina simplex* on granite and large colonies of *Protoblastenia rupestris* on limestone and marble. *Caloplaca crenularia* was found on a low acid stone within the extension, and *Lecidea fusco atra* was abundant on the well-lit parts of an east-facing brick wall. Of particular interest were a few colonies of *Stereocaulon vesuvianum* var. *symphycheileoides* on the iron railings around a large tomb and also in cracks on the top of an upright slate tomb. This species is scarce in Kent, although the variety is found in south-east England in urban areas in association with acid tops of walls and rusting iron.

Over 50 species of bryophytes have been recorded both in the grassland and on the tombs, paths and walls, particularly where mature trees give both shade and shelter.

APPENDIX I

List of Scheduled Ancient Monuments

Location	Monument No.	Title
Acol	259	Ring ditches and enclosures 500 yards (450m) ESE of College Farm
Acol	365	Settlement one mile (1610m) E of village.
Birchington	270	Group of ring ditches 400 yards (360m) NW of Great Brooksend Farm.
Broadstairs	261	Double ring ditch and two enclosures 400 yards (360m) NW of Dane Court.
St. Peter's	316	Anglo-Saxon cemetery, Dane Valley Road
Ramsgate	250	Anglo-Saxon cemetery S of Ozengell Grange
Minster	262	Enclosure and ring ditches 200 yards(180m) ENE of Minster Laundry
Margate/ Garlinge	97	Dent-de-Lion Gateway
Birchington	367	Quex Park Settlements
Margate	31411	Salmestone Grange
Sarre	31408	Anglo-Saxon cemetery, Parish church of St.Giles and associated remains immediately E of Sarre Mill
Minster	31410	Monastic Grange and pre-conquest Nunnery at Minster Abbey.

APPENDIX J - List of Scheduled Ancient Monuments

This appendix is a large map file. To help you download it easily, we have made the appendix available as a separate download alongside the main document at:

http://www.thanet.gov.uk/environment_planning/local_plan_and_ldf/adopted_local_plan_-_june_2006.aspx

Appendix K

Glossary of Terms

These definitions explain the meaning of terms as they occur throughout the plan and are not necessarily statutory definitions.

Affordable housing

Housing which is accessible to people who cannot afford to rent or buy housing locally on the open market

Allocation

Land identified on the Proposals Map for a particular use, which may or may not have planning permission

Ancient woodland

Identified by English Nature as having continuous woodland cover since 1600 AD

Annual Monitoring Report (AMR)

Document to demonstrate how planning policies are implemented and monitoring progress of documents included in the Local Development Scheme (LDS)

Area of Archaeological Potential

Areas known to have archaeological remains based on existing knowledge

Article 4 direction

Removes permitted development rights contained within the Town and Country Planning General Permitted Development Order 1995 on the grounds that to exercise these rights would have an adverse affect on the character of the area

Assisted Area Status

Areas in receipt of Central Government assistance for employment and economic purposes

Backland development

Development of land surrounded by existing properties, often garden land

Brownfield Site

Previously developed land which is, or was, occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure

Circular

Document issued by Government giving interpretation of Acts of Parliament.

Commitments

Sites with planning permission for development, including those under construction and completed in the Plan period

Community Woodland

Woodland to which the public has free access for informal recreation

Compulsory Purchase Order

The acquisition of land compulsorily by a local authority or government department

Conservation Area

Area of special architectural or historical interest where it is desirable to preserve or enhance its character or appearance. These areas are designated by local planning authorities and are subject to additional planning controls

Countryside Agency (Formerly Countryside Commission)

Government's advisor on rural issues, including planning policy. (The Countryside Agency will become part of a new government body called 'Natural England')

Development Plan Document (DPD)

These are documents that the local planning authority must prepare under the new planning system and which have to be subject to community involvement, consultation and independent examination. These include a core strategy, general policies applicable to the whole District, allocations of land, site/area specific policies and a proposals map

English Heritage

Government's advisor on listed buildings, conservation areas, scheduled ancient monuments and related planning policy

English Nature

Government's advisor on nature conservation, including planning policy, which will become part of a new government body called 'Natural England'

Environment Agency

Government funded agency responsible for pollution control, waste regulation, water resources, flood defence, and inland fisheries, recreation, conservation and navigation of inland waterways

Environmental Impact Assessment (EIA)

Process of collecting information on the effects of individual development projects on various aspects of the environment

Environmental Statement

Formal document produced as a result of an environmental assessment

Farm diversification

Supplementing farm incomes by providing non-agricultural sources of revenue in order to maintain the viability of farm holdings

Fluvial flood plain

Largest area of potential flooding by a river once every one hundred years, or the worst recorded instance of a river's flood

Green corridor

Green areas which link open spaces/wildlife areas within urban areas or to the countryside

Green tourism

Tourism which safeguards and promotes an understanding of the environment

Green Wedge

Areas of countryside between the urban areas which play an important role in maintaining the separate character, and enhancing the appearance of urban areas

Greenfield land

Land that has not been previously developed for any use, has not been allocated for development in a local plan and does not have current planning permission

Groundwater Source Protection Zone

Areas defined by the Environment Agency in which certain types of development are restricted or prevented in order to ensure that groundwater sources remain free from contamination or pollution

Habitats Directive

European legislation to protect an increasing number of wild species that are seriously threatened. Important sites are protected by designations as Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

Kent and Medway Structure Plan

Prepared by the County Council to give a broad strategic framework within which local plans are prepared (due to be replaced by the Regional Spatial Strategy – see below)

Listed Building

A building of architectural or historical importance, graded according to its importance (Grade I, II*, II). The list is kept by English Heritage. Buildings on the lists are subject to special planning control

Local Development Document (LDD)

A Local Development Document is the term given to the documents that form the Local Development Framework under the new planning system

Local Development Framework (LDF)

The LDF is like a 'folder' containing all the documents that together make up a local council's part of the statutory development plan under the new planning system

Local Development Scheme (LDS)

This sets out the programme for preparing the documents which will form the Local Development Framework

Minerals Local Plan

Prepared by the County Council setting out policies to provide for the supply of minerals

National Nature Reserve

Areas of national/international importance, which are owned or leased by English Nature or a body approved by them, or managed in accord with Nature Reserve Agreements

Office of the Deputy Prime Minister (ODPM)

This was created as a central department in its own right in May 2002, bringing together key responsibilities for regional and local government, fire, housing, planning and regeneration. The ODPM has recently been re-named the Department for Communities and Local Government

Planning and Compulsory Purchase Act 2004

Government legislation introducing a new planning system

Planning Policy Guidance (PPG)

Planning Policy Guidance notes set out Government policy on different aspects of planning. PPGs must be taken into account by local planning authorities in the preparation of development plans, and may be material to decisions on individual planning applications and appeals

Planning Policy Statements (PPS)

Planning Policy Statements are gradually replacing Planning Policy Guidance notes as they are reviewed under the new planning system

Proposals Map

A map of the District showing the Local Plan's proposals and where policies apply

Ramsar site

Sites of Wetland habitat of international importance designated under the Ramsar Convention, to which the British Government is a signatory. These sites are important for wintering and migratory birds and the feeding grounds they provide. English Nature is the responsible body for identifying Ramsar sites

Regionally Important Geological Sites (RIGS)

Sites important for their geological formations, designated by a local forum of geologists

Regional Spatial Strategy (RSS)

A spatial plan for the whole of the south-east called 'The South-East Plan', currently being prepared by the South East Regional Assembly (SEERA) under the new planning system.

Rural Development Area

Rural areas with the greatest concentration of social and economic problems.

Scheduled Ancient Monuments

Ancient monuments of national importance included on a schedule maintained by the Department of National Heritage as advised by English Heritage

SEERA

South East of England Regional Assembly

Site of Nature Conservation Interest (SNCI)

Locally significant nature conservation site identified by the Kent Wildlife Trust and considered to be of countywide importance. These are not statutory in the same way as SSSIs but form an integral part of the formulation of planning policy relating to nature conservation issues. These have recently been renamed as Local Wildlife Sites

Site of Special Scientific Interest (SSSI)

SSSIs are designated by English Nature under the Wildlife & Countryside Act 1981. They consist of areas which are important in the national context for their flora, fauna, geological or physiographical features

Special Area of Conservation (SAC)

Natural habitat sites of international importance, designated under the Habitats Directive

Special Landscape Area (SLA)

Landscapes of countywide importance where priority is given to the enhancement and conservation of natural beauty

Special Protection Area (SPA)

The habitats of species of wild birds of international importance to ensure their survival and reproduction, designated under the European Directive 79/409 on the Conservation of Wild Birds. The Government is required to avoid pollution or disturbance to SPAs and designates SPAs following advice from English Nature

Statement of Community Involvement (SCI)

Statutory document under the new planning system stating how and when public participation will be carried out and how this will apply to different documents

Strategic Environmental Appraisal (SEA)

Process of testing the effects of a Plan's policies on aspect of the environment

Supplementary Planning Guidance (SPG)

Guidance on specific or sensitive planning issues which add detail to policies in the Plan

Sustainable Development

The commonly used definition of sustainable development was put forward by the Brundtland Commission (World commission on Environment and Development, *Our Common Future*, Oxford University Press, 1987): "To meet the needs of the present without compromising the ability of future generations to meet their own needs"

Town and Country Planning Act 1990

The legislation governing land use planning under which this plan was produced. This has since been superseded by the Planning and Compulsory Purchase Act 2004

Town and Country Planning (General Permitted Development) Order 1995 (GDO)

Lists operations where planning permission is granted automatically and a planning application is not necessary

Town and Country Planning (Use Classes) Order 1987

Statutory instrument defining broad categories of land use and buildings

Tree Preservation Order (TPO)

Gives protection to individual trees, groups of trees or woodland by preventing works to trees, such as cutting down, topping or lopping, without the express consent of the planning authority

Urban Capacity Study

A study to determine the number of houses that could be built in an urban area, accounting for assumptions of densities and car parking provision

Village Confines

The core of rural settlements, within which minor residential development may be acceptable on suitable sites. They do not define the extent of a village, its community or its built up area

Waste Local Plan

Statutory plan, prepared by the County Council containing policies in respect of development which involves the depositing of refuse or waste material. This is being replaced by a Waste Development Framework (WDF)

Windfall sites

Previously developed sites (not specifically allocated or identified in the Local Plan) which unexpectedly become available

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The Local Plan was prepared by the Strategic Planning section of Thanet District Council's Development Services department.

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