

Appendix 1 – Schedule of Recommended Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Para/Site.	Main Modification
MM1	14	New supporting text to new policy	<p>Add new text and Policy after Strategic Priority 5:</p> <p><u>Development Strategy for Thanet</u></p> <p><u>The development strategy for Thanet has been determined by a number of factors, namely;</u></p> <ul style="list-style-type: none"> • <u>Significant policy constraints - the Thanet Coast is the subject of multiple national and international wildlife designations, including Ramsar Sites, Special Protection Areas and Special Areas of Conservation. Extensive areas to the south and west of the District are also subject to high levels of flood risk associated with former marshland and the Wantsum Channel.</u> • <u>The size and geography of the District - Thanet is one of the smallest districts in Kent and is bounded by the sea on three sides. The largest settlements, including the main towns of Margate, Broadstairs and Ramsgate follow the coastline and form an almost continuous urban area, separated only by Green Wedges.</u> • <u>Best and Most Versatile Agricultural Land - The rural hinterland beyond the urban area is predominantly Grade I agricultural land, with lower grade land only existing in small, isolated pockets, often subject to a high risk of flooding</u> <p><u>Westwood is part of the wider urban area of Thanet, and is a major source of employment and retail facilities. In the previous Local Plan, a significant level of housing was proposed to encourage a more sustainable pattern of development and activity. That approach is continued in this Plan.</u></p> <p><u>For these reasons the Plan does not set out a settlement hierarchy. Instead, it supports the principle of new</u></p>

			<p><u>development throughout the urban area as defined by the boundary on the Policies Map. Additional development is also supported on the edge of the urban area across a range of allocated sites consistent with the findings of the Sustainability Appraisal.</u></p> <p><u>Beyond the urban area are seven rural villages of varying size, form and character. Minster is the largest of Thanet's rural villages and has a good range of services, and is therefore capable of accommodating a higher level of development, as set out in this Plan.</u></p> <p><u>There are six smaller villages - Acol, Cliffsend, Manston, Monkton, Sarre and St.Nicholas - which possess a smaller range of local services and public transport connections.</u></p> <p><u>Housing allocations have been made on a proportionate basis in the villages of Cliffsend, Monkton and St. Nicholas. However, Acol, Sarre and Manston only have very limited services and facilities required to meet the day-to-day needs of their residents. New development is therefore limited to proposals which fall within the confines of the village, and is expected to be small in scale, consistent with their form and character.</u></p> <p><u>Development will be permitted within the identified confines of the rural villages, as defined on the Policies Map.</u></p>
MM2	14	New Policy SP01a	<p><u>SP01a - Spatial Strategy - Housing</u></p> <p><u>The primary focus for new housing development in Thanet is the urban area as identified on the Policies Map.</u></p> <p><u>Within the Thanet villages, housing development is allocated primarily in Minster, with limited development at Cliffsend, Monkton and St Nicholas. No housing development is specifically allocated in Sarre, Acol or Manston, but housing development of a size and scale commensurate with the size of the relevant settlement will be permitted within village confines, subject to other policy requirements of the Plan.</u></p>
MM3	16	Policy SP01	<p>Policy SP01 - Implementation</p> <p><u>All new development will be expected to fully meet its infrastructure requirements, whether directly on site and/or by way of a contribution to necessary off-site infrastructure, having regard to the provisions of the Infrastructure Delivery Plan, that provision elsewhere, and to comply with the provisions of the Infrastructure Delivery Plan, in terms of provision of physical and social infrastructure. This Provision should be made in accordance with a phasing and implementation plan where necessary, within the phasing programme set out in the draft Local Plan and draft Infrastructure Delivery Plan. AnyAll such requirements will be secured by means of conditions, legal agreements, Community Infrastructure Levy or</u></p>

			<p>other appropriate mechanisms.</p> <p>The Council will also, with partner organisations as appropriate, seek to obtain additional funding from other sources to support infrastructure provision including, and to influence the strategic provision of services and facilities and other infrastructure by other organisations.</p> <p>If necessary, the Council will give consideration to the <u>useful</u> range of other available mechanisms (such as compulsory purchase*, Article 4 Directions and so on) to ensure the effective <u>delivery</u> implementation of the overall planning strategy for the district.</p> <p>[*Footnote: subject to appropriate indemnity arrangements being in place]</p>
MM4	16	Add new paragraphs before paragraph 45	<p><u>The Council will undertake an early review of the Local Plan as set out in Policy SP01b. There are several matters that need consideration, as a result of changing circumstances:</u></p> <ul style="list-style-type: none"> • <u>To consider the implications of climate change;</u> • <u>To review the provisions of the Plan in relation to Manston Airport in the light of a decision on the Development Consent Order;</u> • <u>To assess the implications of the Local Housing Need Methodology on housing requirements for the district;</u> • <u>To consider the provision of Gypsy & Traveller sites to meet the requirements set out in Policy HO22;</u> <u>and</u> • <u>To ensure compatibility with the most recent National Planning Policy Framework.</u> <p><u>There may be other issues that arise that need to be addressed through the review of the Plan.</u></p>
MM5	16	New Policy SP01b	<p><u>Local Plan Review</u></p> <p><u>Within six months of the adoption of the Local Plan, the Council shall undertake and complete a review of the Plan with information published as part of an updated Local Development Scheme setting out a timetable for the completion of the review and any update as may be required.</u></p>
MM6	18	Paragraph 1.12	<p>1.12 In Thanet's town centres there is opportunity to capitalise on heritage assets and cultural and creative industries, creating vibrant hubs of innovation and entrepreneurship. This is increasingly the trend in Margate, particularly the Old Town which is has a number of cultural and creative industries. <u>The Heritage Action Zone in Ramsgate also looks to achieve economic growth by using the historic environment as a catalyst.</u> Research from 2016 has found that creative businesses in Thanet have grown by 84% in four years. <u>It is recognised that Thanet's developing cultural and creative industry is an important component of the district's economic and social profile. It</u></p>

			is, therefore, also important that it is both supported and encouraged to grow.
MM7	20	Policy SP02	<p>Policy SP02 - Economic Growth</p> <p>A minimum of 5,000 additional jobs is planned for in Thanet to 2031. The aim is to accommodate inward investment in job creating development, the establishment of new businesses and expansion and diversification of existing firms. Sufficient sites and premises suited to the needs of business are identified and safeguarded for such uses. Manston Business Park is the key location for advanced manufacturing and large scale job creating development.</p> <p>Land is identified and allocated to accommodate up to 53.5ha of employment space over the period to 2031. Land and premises considered suitable for continued and future employment use will be identified and protected for such purpose. <u>Within the urban area, and the confines of villages as defined on the policies map, proposals for employment generating development on non-allocated sites will be supported in principle, subject to meeting the requirements of other policies in the Plan.</u></p> <p>Thanet's town centres are priority areas for regeneration and employment generating development, including tourism and <u>the cultural and creative industries diversification, will be encouraged, which will be supported.</u></p> <p>The growth of the Port of Ramsgate is supported as a source of employment and as an attractor of inward investment.</p> <p>New tourism development, which would extend or upgrade the range of tourist facilities particularly those that attract the staying visitor, increase the attraction of tourists to the area and extend the season, will be supported.</p> <p>Development is supported that enhances the rural economy subject to protecting the character, quality and function of Thanet's rural settlements and natural environments.</p>

MM8	21	Paragraph 1.32	<p>1.32 There is a need to keep a range of sites for cheap premises and business start ups. Thanet also needs to retain some sites that can accommodate uses such as paint spraying and tyre recycling. The range of sites includes some in the rural area to support the rural economy. A "flagship" site for inward investment that can also accommodate growing indigenous businesses is provided for at Manston Business Park. There is also a need for "flexible" sites where alternative non Class B uses will be allowed. This reflects the current trend and ensures land is provided to meet all types of economic development. <u>For the purposes of applying Policy SP03 flexible uses include leisure, tourism and other town centre uses which, due to scale and format cannot be accommodated within town centres. They also include uses known as sui generis which do not fall into a category in the Use Classes Order. These include uses such as car showrooms and crèches.</u></p>																		
MM9	22	Policy SP03	<p>Policy SP03 - Land Allocated for Economic Development</p> <p>The following sites are allocated for business and employment generating purposes:</p> <table border="1" data-bbox="584 651 1989 1321"> <thead> <tr> <th data-bbox="584 651 1167 783"></th> <th data-bbox="1167 651 1447 783"><u>Total Site Area (ha)</u></th> <th data-bbox="1447 651 1989 783"><u>Remaining employment allocation (ha)</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="584 783 1167 874"><u>Manston Business Park, Manston</u></td> <td data-bbox="1167 783 1447 874"><u>75.2</u></td> <td data-bbox="1447 783 1989 874"><u>42.53</u></td> </tr> <tr> <td data-bbox="584 874 1167 965"><u>Eurokent (part)*, Ramsgate</u></td> <td data-bbox="1167 874 1447 965"><u>38.6</u></td> <td data-bbox="1447 874 1989 965"><u>5.45</u></td> </tr> <tr> <td data-bbox="584 965 1167 1098"><u>Thanet Reach Business Park, Broadstairs</u></td> <td data-bbox="1167 965 1447 1098"><u>9.74</u></td> <td data-bbox="1447 965 1989 1098"><u>3.7</u></td> </tr> <tr> <td data-bbox="584 1098 1167 1230"><u>Hedgend Industrial Estate, St Nicholas</u></td> <td data-bbox="1167 1098 1447 1230"><u>2.46</u></td> <td data-bbox="1447 1098 1989 1230"><u>1.61</u></td> </tr> <tr> <td data-bbox="584 1230 1167 1321"><u>TOTAL</u></td> <td data-bbox="1167 1230 1447 1321"><u>126</u></td> <td data-bbox="1447 1230 1989 1321"><u>53.29</u></td> </tr> </tbody> </table> <p>Thanet Reach Business Park, Broadstairs Hedgend Industrial Estate, St Nicholas</p> <p>At Manston Business Park and Hedgend Industrial Estate development will be restricted to use classes</p>		<u>Total Site Area (ha)</u>	<u>Remaining employment allocation (ha)</u>	<u>Manston Business Park, Manston</u>	<u>75.2</u>	<u>42.53</u>	<u>Eurokent (part)*, Ramsgate</u>	<u>38.6</u>	<u>5.45</u>	<u>Thanet Reach Business Park, Broadstairs</u>	<u>9.74</u>	<u>3.7</u>	<u>Hedgend Industrial Estate, St Nicholas</u>	<u>2.46</u>	<u>1.61</u>	<u>TOTAL</u>	<u>126</u>	<u>53.29</u>
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			<p>B1 (business), B2 (general industry) and B8 (storage and distribution). Eurokent is allocated for flexible business use in accordance with Policy SP07 (2)* Thanet Reach Business Park is also suitable for education <u>related</u> uses as well as B1 and B8 uses.</p> <p>Development proposals must be accompanied by a transport assessment and travel plan in accordance with Policy TP01 and provide for at least one electric vehicle charging point for every 10 spaces provided.</p> <p>* <u>Eurokent is at these</u> are flexible employment sites, where a wider <u>range of</u> employment generating uses will be allowed in addition to B1, B2 and B8 uses. Development must be compatible with neighbouring uses. Proposals for main town centre uses <u>over and above 2000sqm for which planning permission has already been granted</u> should also comply with Policy E05 - the sequential test. <u>Flexible employment uses</u> These uses will be expected to contribute towards the Local Employment and Training Fund.</p> <p><u>Development proposals must provide for at least one electric vehicle charging point for every 10 spaces provided.</u></p>
MM10	22	Policy SP04	<p>Policy SP04 - Manston Business Park</p> <p>Manston Business Park is allocated and safeguarded for business purposes within classes B1 (business), B2 (general industry) and B8 (storage and distribution).</p> <p>Development proposals will need to comply with all of the following criteria:</p> <p>1) Provide Green Infrastructure to <u>ensure that proposals take into account the location of the site and the rural character and appearance of the immediate surrounding area</u> create an attractive environment compatible with its location and soft landscaping for boundaries adjoining the countryside.</p> <p>2) <u>Provide necessary on-site transport infrastructure and proportionate contributions to the improvement of the 'Spitfire Junction' and the Columbus Avenue extension</u> Be accompanied by a transport assessment and travel plan in accordance with Policy TP01.</p>
MM11	23	Paragraphs 1.38-1.45	<p>1.38 Following the closure of Manston Airport in May 2014, the Council has made significant efforts to support a functioning aviation use on the site and has explored its CPO powers in</p> <p>seeking an indemnity partner and carried out extensive soft market testing to seek an airport operator to run the airport.</p>

In order to satisfy the requirements of the National Planning Policy Framework (NPPF), the Council commissioned an airport viability study by Avia Solutions. This was to look at whether an airport was a viable option for the site within the plan period to 2031. This report took into account national and international air travel and transport and the way in which it is likely to develop over the next 15-20 years and looked at previous reports and developments in national aviation.

1.40 The report concluded that airport operations at Manston are very unlikely to be financially viable in the longer term, and almost certainly not possible in the period to 2031.

1.41 However, the Council recognises that proposals are being put forward by RiverOak Strategic Partners for an airport cargo operation at the site through a proposed development consent order (DCO), pursuant to the Planning Act 2008. The fact that an application for a Development Consent Order (DCO) is before the Secretary of State is to be submitted imminently/ has been submitted to the Planning Inspectorate (PINS) for consideration and the proposals are subject to thorough scrutiny as part of this process. A DCO, if granted, would give consent for the project in recognition of its national importance - a consent by a Secretary of State for a Nationally Significant Infrastructure Project (NSIP). A DCO and may not only provides planning consent for a project, but may also incorporate other consents and include authorisation for the compulsory acquisition of land to assist in the achievement of its objectives. To ensure that the NSIP-DCO process is not prejudiced, the Council is proposing not to allocate the Airport site for any specific purpose in the draft Local Plan.

1.42 This also provides the opportunity for any other interested parties to pursue the operational use of the airport through agreement with the landowners or through becoming an indemnity partner as part of a potential CPO process with the Council.

1.43 In the meantime, the site has an existing use for aviation, subject to other relevant legislation.

1.44 If a DCO for aviation use at the site is granted, this would require a partial review of the Local Plan in relation to housing land supply provisions, aviation and environmental policies

and other related matters.

1.45 In the event that a DCO is not accepted or granted, or does not proceed, the Council will need to consider the best use for this site, in the next Local Plan review after a minimum of two years.

1.44 If a DCO for Airport use is granted, the early review of the Plan will need to take this into account as well as its implications for other policies in the Plan and consequential land use considerations. In the event that the DCO is not granted or does not proceed, the Council will similarly need to consider the most appropriate use for the site as part of the early review.

MM12	23	New Policy SP05	<p><u>Policy SP05 - Manston Airport</u></p> <p><u>Manston Airport as identified on the Policies Map is safeguarded for airport related uses. Whether or not the DCO is confirmed, the future use and development of Manston Airport and/or other policies affected by the outcome of the DCO process will be determined through the early review of the Plan.</u></p>
MM13	24	Paragraph 2.4 amend last sentence	The Council is required to set out a network and hierarchy of centres. Identifying the existing hierarchy provides an understanding of the role and function of the town centres and their inter- relationship. A major factor in determining the role of the centres is the catchment which they serve. Canterbury is the pre-dominant centre in the wider sub region of East Kent. Thanet's hierarchy of centres is set out <u>in Policy SP06</u> below:
MM14	24	Paragraphs 2.5 to 2.8	<p>2.5 Westwood - this centre sits at the top of the hierarchy as it caters for high order need, attracts the major national retailers and has a catchment that covers the whole of Thanet as well extending to areas outside of the district.</p> <p>2.6 Coastal Town Centres – Margate, Broadstairs and Ramsgate. The catchments of these town centres are their individual town populations and tourist trade with a wide range of shops to cater for everyday need, special interest and tourism. These towns have traditionally attracted national retailers and services as well as local businesses.</p> <p>2.7 District Centres – Cliftonville, Westgate, Birchington and Minster. These centres cater for local needs and services. They serve large residential and semi-rural locations but catchments are limited and these locations are not appropriate for large scale retail development.</p> <p>2.8 Local Centres – Several across the district such as Westbrook and St Peter's. These cater for a more restricted local need and tend to have a small catchment. These centres provide services such as takeaways, hairdressers and small convenience stores. Business is often local rather than the national multiples. These centres are not appropriate for large scale retail development.</p>
MM15	25	Paragraph 2.12 Amend floorspace figure	2.12 In addition to this, an assessment has been made of other uses that are traditionally found in high street locations and support the retail function of centres - these include uses such as banks, building societies, restaurants, take aways, and drinking establishments and are known in planning terms as the A2-A5 use classes. The assessment concluded that a total of 9,560 <u>3,499</u> square metres of such floorspace is needed in the district to support the retail function of town centres. Much of this is shown to be needed at Westwood although uses such as restaurants would support the tourism appeal of the coastal town centres.
MM16	25	Table 1* title	<p><u>Indicative</u> Rretail need for Thanet's town centres <u>to 2031 (gross)</u></p> <p><u>*This gives an indication of the quantitative level of retail need and shouldn't be applied rigidly. It should be regarded as a guide rather than a target.</u></p>

MM17	25	Policy SP06	<p>Policy SP06 - Thanet's Town Centres</p> <p>Provision is made for main <u>range of town centre uses</u> reflecting the individual role, character and heritage of the town centres <u>(as identified on the Policies Map)</u>, including provision for retail development as referred in Table 1 above. (See policies SP07 to SP10 respectively).</p> <p><u>Thanet's retail centre hierarchy is as follows:</u></p> <p><u>Westwood - this centre sits at the top of the hierarchy as it caters for high order need, attracts the major national retailers and has a catchment that covers the whole of Thanet as well extending to areas outside of the district.</u></p> <p><u>Coastal Town Centres - Margate, Broadstairs and Ramsgate. The catchments of these town centres are their individual town populations and tourist trade with a wide range of shops to cater for everyday need, special interest and tourism. These towns have traditionally attracted national retailers and services as well as local businesses.</u></p> <p><u>District Centres - Cliftonville, Westgate, Birchington and Minster. These centres cater for local needs and services. They serve large residential and semi-rural locations but catchments are limited and these locations are not appropriate for large scale retail development.</u></p> <p><u>Local Centres - Several across the district such as Westbrook and St Peter's (defined in Policy E06). These cater for a more restricted local need and tend to have a small catchment. These centres provide services such as takeaways, hairdressers and small convenience stores. Business is often local rather than the national multiples. These centres are not appropriate for large scale retail development.</u></p> <p>*This gives an indication of the quantitative level of retail need and shouldn't be applied rigidly. It should be regarded as a guide rather than a target.</p>
MM18	26	Paragraphs 2.20 and 2.21	<p>2.20 A relief scheme <u>strategy</u> is in development to address this issue, which the Council is implementing. This requires developer-led solutions. A fundamental objective of this scheme <u>strategy</u> is to realign traffic routes to enable free movement by pedestrians between town centre facilities. The final element of the relief scheme <u>strategy</u> that still needs to be delivered is a link between <u>Millennium Way and Margate Road and Westwood Road</u>. <u>The Council will continue to explore options which are available to delivering this link.</u></p> <p>2.21 The piecemeal nature of the way Westwood has grown over the years means that it does not form a cohesive town centre as many of the individual component sites face inwards on each other leading to problematic pedestrian connectivity between sites. The Council now seeks to ensure that any new development at Westwood addresses this problem and seeks to encourage active frontages on the intersections between the different retail parks and better pedestrian flows between sites. Ultimately the vision is for the whole area to look and feel more like a single town centre. A supplementary planning document will be drafted to seek to establish this aim following</p>

			<p>the adoption of the Local Plan. <u>The SPD will consider short, medium and long term solutions and will be presented in three phases as follows:</u></p> <ul style="list-style-type: none"> • <u>Phase 1 - Completion of Westwood Relief Strategy/Improved signage</u> • <u>Phase 2 - General Pedestrian Improvements/ Pedestrianisation/Stopping up traffic</u> • <u>Phase 3 - Remodelling the various component sites following redevelopment</u> <p>In the interim period any new development will be expected to secure the implementation of <u>be consistent with</u> these aims.</p>
MM19	26	Policy SP07	<p>Policy SP07 - Westwood</p> <p>The Council will seek to support the evolution and development of Westwood as a mixed use business and residential community in line with the following area based policies, indicated on the Policies Map.</p> <p>Development in the vicinity of Westwood will be required to secure implementation of the Westwood Area SPD and Westwood Relief Scheme. Development that would prejudice implementation of these will not be permitted.</p> <p><u>Development proposals in the Westwood Area should have regard to the aims and objectives of the Westwood Area SPD and also the Westwood Relief Strategy once adopted.</u></p> <p>1) Westwood Town Centre</p> <p>Main town centre uses <u>Retail development will be directed to the core town centre area at Westwood in accordance with Policies E04 and E05 and complementary town centre uses will be accommodated within the wider town centre boundary, as defined by the primary and secondary frontages. Any development proposals should ensure there is no net loss in overall commercial floorspace, unless permitted by other Local Plan policies.</u></p> <p>2) Eurokent Mixed Use Area</p> <p>Development of Eurokent will be for a mix of residential and business purposes, in accordance with a comprehensive masterplan linking and integrating the development into the wider Westwood community.</p> <p>Land at Eurokent will provide <u>is allocated</u> for:</p> <ul style="list-style-type: none"> • up to 550 new dwellings houses, and • the development of up to 5.45ha of land for flexible business uses* as identified in Policy SP03. Town centre uses that cannot be accommodated within the designated town centres due to format and scale can be located here <p><u>Proposals will be judged and permitted only in accordance with a masterplan as required below: The masterplan shall incorporate, be informed by and/or address the following:</u></p>

- A minimum of 3.4 ha of publicly accessible natural/semi natural open space in accordance with the requirements of Policy SP31
- ~~Contribute to new, or improvements to existing community facilities at Newington~~
- ~~Small scale convenience retail provision required to accessibly serve the day to day needs of the community~~
- A range of community facilities in accordance with Policy SP12, including small scale convenience retail provision to serve the day to day needs of the community
- Development will be expected to provide proportionate contribution to necessary offsite highway improvements in the form respect of the Westwood Relief Strategy, improvements to the A256 from Lord of the Manor and any other improvements identified in the Transport Assessment.

All development proposals must include a phasing and implementation plan to include the phasing of development, infrastructure and landscaping.

Masterplanning will be informed by and address:

- Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure
- Archaeological assessment and the need to preserve and enhance the setting of heritage assets adjoining the site.

Proposals will be accompanied by a Transport Assessment which shall:

- Assess the impact of the development on the local road network
- Identify measures to promote multi modal access including footway and cycleway connections, and an extended bus service accessible to the development, and rail linkages

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

~~All development must comply with the General Housing Policy (SP12)~~

3) Thanet Reach

In accordance with Policy SP03, part of Thanet Reach is allocated for employment and education

			<p>uses. The southern part of the site is allocated for residential development (<u>80 dwellings</u>) in accordance with Policy HO1.</p> <p>* these are flexible employment sites, where wider employment generating uses will be allowed in addition to B1, B2 and B8 uses. Development must be compatible with neighbouring uses. Proposals for main town centre uses should also comply with Policy E05 - the sequential test. These uses will be expected to contribute towards the Local Employment and Training Fund.</p> <p>2.22 Flexible uses include leisure, tourism and other town centre uses which, due to scale and format cannot be accommodated within town centres. They also include uses known as sui generis which do not fall into a category in the Use Classes Order. These include uses such as car showrooms and crèches.</p>
MM20	29	New paragraph following paragraph 2.33	<p><u>2.33A The District Council recognises the need for a new Lifeboat station in the Margate area, capable of accommodating the latest class of lifeboat. It is recognised that there are limited opportunities for such a facility, and the Council will work with the RNLI to identify a suitable location to meet their operational requirements. Key issues that need to be considered as part of that process would be the potential impact on heritage assets (Policies SP34 and HE01 - HE03 apply) and national and international wildlife sites (Policies SP25 and GI01 apply).</u></p>
MM21	29	Policy SP08	<p>Policy SP08 - Margate</p> <p>The Council will seek to support the continued regeneration and development of Margate as a contemporary seaside resort in line with the following area based proposals, indicated on the Policies Map.</p> <p>1) Margate Town Centre</p> <p>The focus for retail development will be in and around the High Street as defined by the Primary and Secondary Frontages.</p> <p><u>Main town centre uses will be directed to the town centre area at Margate in accordance with policies E04 and E05.</u></p> <p>2) Margate Old Town</p> <p>Margate's Old Town area will continue in its complementary role, contributing to the vitality and viability of Margate's town centre, increasing footfall and enhancing quality and choice of facilities in the town centre. It will be a focal location for creative and cultural industries.</p> <p>Residential development will be permitted above ground floor level only and the Council will resist the loss of existing commercial premises in the area <u>unless it can be demonstrated that there has been a</u></p>

consistent and genuine but unsuccessful attempt to market the premises for a period of 12 months prior to an application being made at an open market value that reflects its existing commercial use and condition.

3) Margate Seafront and Harbour Arm

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

4) Dreamland

Dreamland will be developed as an amusement and/or theme park and will be a significant attraction supporting the regeneration of the town. Proposals that seek to extend, upgrade or improve the attractiveness of Dreamland as an amusement and/or theme park will be permitted. Development on site that would lead to the reduction in its attractiveness **as a leisure or tourist destination**, ~~leisure or tourist potential~~ will be resisted, including the loss of the scenic railway. Proposals would be required to be compatible with the context and proposals of the strategic urban design framework, and integration with appropriate proposals for redevelopment/refurbishment of neighbouring sites.

5) Opportunity Sites ~~Sites~~ Areas

There are Opportunity ~~Sites~~ Areas identified on the Policies Map **at Arlington, the Rendezvous site, The Centre, the Cottage car park and Bilton Square**, which are considered suitable for mixed use town centre development. The ultimate goal of redevelopment of these sites is regeneration. Residential development will be considered acceptable where this does not conflict with the area based criteria above.

6) The Lido

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

7) Lifeboat Station

The development of a new lifeboat station in the Margate area will be supported, subject to relevant Local Plan policies.

~~Any development permitted by this policy must not adversely affect any designated nature conservation~~

			<p>sites either directly or as a result of increased visitor pressure.</p> <p>All development must comply with policies relating to the Protection of International and European Designated Sites and associated Mitigation Strategy.</p> <p><u>Development will only be permitted under this policy where it can be demonstrated that it will not adversely affect any designated nature conservation sites through any pathway of impact, including increased visitor pressure. Development proposals must comply with the requirements of SP25, SP26 and GI01.</u></p> <p>*as defined by the Primary and Secondary frontages</p>
MM22	31	Paragraphs 2.42 and 2.43	<p>2.42 The growth of the Port of Ramsgate is supported as a source of employment and as an attractor of inward investment. The Kent Minerals and Waste Local Plan 2013-2030 proposes to safeguard the port for the importation of minerals into Kent (<u>Policies CSM6 and CSM7 apply</u>). In addition to the potential growth of port trade including passenger ferry operations, there is additional employment associated with marine engineering, including the use of the port as a base to assemble and maintain offshore wind turbines, and other businesses benefiting from a port location.</p> <p>2.43 Further development will be permitted at Ramsgate Port that supports the aims of the Ramsgate Maritime Plan or any future plan which the Council <u>as Port Authority</u> adopts. <u>The Maritime Plan is a non-statutory operational plan that seeks to set out the strategy for the Port and is updated from time to time.</u> Any business plans and supplementary guidance will have regard to the need to make optimum use of the existing port land to protect and support diversification of its function.</p>
MM23	31	Policy SP09	<p>Policy SP09 - Ramsgate</p> <p>The Council will seek to support the continued regeneration and development of Ramsgate focusing on its maritime heritage and developing leisure role, in line with the following area based proposals, indicated on the Policies Map.</p> <p>1) Ramsgate Town Centre*</p> <p>The main focus for retail shall be the central High Street/Queen Street/King Street/Harbour Street area of the town, and complementary town centres uses will be permitted in the wider town centre area, as defined by the primary and secondary frontages.</p>

Main town centre uses will be directed to the town centre area at Ramsgate in accordance with policies E04 and E05.

2) Ramsgate Waterfront and Royal Harbour

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

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

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

All proposals must:

- Take particular care in the design, location, use of materials and relationship of land based facilities with open water, such as to protect important views and preserve or enhance the historical character of the Royal Harbour and seafront.
- Ensure that the integrity of nature conservation interests within the adjacent SSSI, SPA, SAC, Ramsar, Thanet MCZ site is maintained.

3) Opportunity Sites Areas

There are Opportunity Sites Areas identified on the Policies Map at Staffordshire Street car park and Eastern Undercliff, which are considered suitable for mixed use town centre development. The ultimate goal of redevelopment is regeneration. Residential development will be considered acceptable where this does not conflict with the area based criteria above.

4) Ramsgate Port

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

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

			<ul style="list-style-type: none"> • 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. <p>Land reclamation will not be permitted beyond the western extremity of the existing limit of reclaimed land.</p> <p>Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure. All development must comply with policies relating to the Protection of International and European Designated Sites and associated Strategic Access Management and Monitoring Plan.</p> <p><u>Development will only be permitted under this policy where it can be demonstrated that it will not adversely affect any designated nature conservation sites through any pathway of impact, including increased visitor pressure. Development proposals must comply with the requirements of SP25, SP26 and GI01.</u></p> <p>*As defined by the Primary and Secondary frontages</p>
MM24	33	Policy SP10	<p>Policy SP10 - Broadstairs</p> <p>The Council will seek to support proposals that maintain and enhance the role and character of Broadstairs as a popular attractive small seaside town in line with the following area based proposals, indicated on the Policies Map.</p> <p>1) Broadstairs Town Centre*</p> <p>The focus for retail will be the lower High Street and Albion Street with complementary town centre uses in the wider area, in accordance with the Primary and Secondary Frontages.</p> <p><u>Main town centre uses will be directed to the town centre area at Broadstairs in accordance with policies E04 and E05.</u></p> <p>New retail development will be acceptable on the edge of Broadstairs town centre, subject to Policy E05. Proposals will be required to provide direct pedestrian links to the High Street, be well related to the retail core, centres of population and be accessible by a range of means of transport.</p>

			<p>Broadstairs Promenade and Beach Front</p> <p>Opportunities to enhance the use and attractiveness of the promenade, seafront and beach are welcomed, particularly where they achieve improved connectivity between the town centre and beach front. Within this area, small scale leisure and tourism uses will be permitted, including retail, where they do not harm the character and heritage interest of the surrounding area. Within Victoria Gardens, open space policies will prevail. Change of use of existing commercial premises in this area will be resisted. <u>The Council will resist the loss of existing commercial premises in the area unless it can be demonstrated that there has been a consistent and genuine but unsuccessful attempt to market the premises for a period of 12 months prior to an application being made at an open market value that reflects its existing commercial use and condition.</u></p> <p>Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure. All development must comply with policies relating to the Protection of International and European Designated Sites and associated Strategic Access Management and Monitoring Plan.</p> <p><u>Development will only be permitted under this policy where it can be demonstrated that it will not adversely affect any designated nature conservation sites through any pathway of impact, including increased visitor pressure. Development proposals must comply with the requirements of SP25, SP26 and GI01.</u></p> <p>*As defined by the Primary and Secondary frontages.</p>
MM25	35	Policy SP11	<p>Provision is made for at least a total of 17,140 additional homes in the period to 2031, with notional delivery across the period as indicated below.</p> <p><u>The Council will review the provisions of this policy as part of the wider Local Plan review set out in Policy SP01b</u></p>
MM26	35	Paragraph 3.10 Amend paragraph	<p>3.10 Taking a "stepped approach" to meeting the housing target means that the Council can <u>ensure that developments are supported by the necessary services and infrastructure, and reflects the expected trajectory of housing delivery from the strategic sites.</u> demonstrate a 5-year housing land supply, and seek to ensure the delivery of sustainable development, supported by services and infrastructure.</p>

MM27	36	Table to Policy SP11	Period	2011-16	2016-21	2021-26	2026-31	Total
			Additional homes	1,555 (already delivered)	4,500	5,500	5,585	17,140
			<u>Period</u>	<u>2011-16</u>		<u>2016-21</u>	<u>2021-26</u>	<u>2026-31</u>
			<u>Additional Homes</u>	<u>1555</u> <u>311pa</u>		<u>3000</u> <u>600pa</u>	<u>6000</u> <u>1200pa</u>	<u>6585</u> <u>1317pa</u>
MM28			<i>Deleted</i>					
MM29	36	Table 2	<u>Period</u>		<u>2011-2031</u>			
			Strategic Sites (sites of 500+ dwellings)					
			Westwood		1,450			
			Birchington on Sea		1,600			
			Westgate on Sea		2,000			

			<table border="1"> <tr> <td>Manston Green</td> <td>(planning permission granted so not counted in allocations)</td> </tr> <tr> <td>Land at Manston Court/Haine Road</td> <td>1,200 ,<u>1400</u></td> </tr> <tr> <td>Land North and South of Shottendane Road</td> <td>550</td> </tr> <tr> <td>Other Housing Sites/Areas</td> <td>2,398 <u>1,691</u></td> </tr> </table>	Manston Green	(planning permission granted so not counted in allocations)	Land at Manston Court/Haine Road	1,200 , <u>1400</u>	Land North and South of Shottendane Road	550	Other Housing Sites/Areas	2,398 <u>1,691</u>		
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MM30	36	Table 3	<table border="1"> <tr> <td>Local Plan requirement 2011-31 (857pa)</td> <td>17,140</td> </tr> <tr> <td>completions from 01/04/11 to 31/03/18</td> <td>2182</td> </tr> <tr> <td>empty homes brought back into use 2016/17 empty homes brought back into use 2017/18</td> <td>8984</td> </tr> <tr> <td>residual requirement</td> <td>14,785</td> </tr> <tr> <td>total allocations supply</td> <td>8939</td> </tr> </table>	Local Plan requirement 2011-31 (857pa)	17,140	completions from 01/04/11 to 31/03/18	2182	empty homes brought back into use 2016/17 empty homes brought back into use 2017/18	8984	residual requirement	14,785	total allocations supply	8939
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			*Windfall allowance discounted for the first 3 years to avoid any potential double counting.																				
MM31	38	New paragraph after 3.20	<p>3.20a <u>One of the "transformational initiatives" identified in the Council's Economic Growth Strategy (EGS)(November 2016) is "designing enterprise into communities". This is particularly important in Thanet, where a significant proportion of jobs growth is expected in the SME and micro-business sector. As well as supporting working at home with good-quality broadband as provided in policies E02 and E03, the provision of active working space and networking opportunities for the self- employed and sub-contractors is seen as a means of enhancing this aspect of Thanet's employment profile. This is the basis for seeking "community business space" within the strategic housing allocations. The intention is for community buildings to be provided which make provision in whole or in part for small, fully serviced and flexible spaces suitable for use by small businesses and sole traders to support business activity. This approach is also supported by Policy CM01, which makes provision for</u></p>																				

			<u>broadband in community facilities.</u>
MM32	38	Policy SP12	<p>Policy SP12 - General Housing Policy</p> <p>Proposals for residential development on sites allocated in this plan must:</p> <ol style="list-style-type: none"> 1) Provide one electric car charging point for every 10 parking spaces provided in communal areas, or one charging point to be provided for every new dwelling with parking provision within its curtilage 2) Retain existing boundary features where possible 3) Provide a connection to the sewerage system at the nearest point of adequate capacity, in collaboration with the service provider 4) Allow future access to the existing water supply infrastructure for maintenance and upsizing purposes 5) Provide for the installation of digital infrastructure 6) Provide for the installation of Fibre to the Home (FTTH) 7) Contribute towards the Strategic Access Management and Monitoring scheme to meet the requirements of SP26 <p>Additionally, <u>all</u> proposals for 10 or more units must:</p> <ol style="list-style-type: none"> 1) Provide an appropriate mix of dwellings (including care and supported housing) to meet the requirements of Policy SP19 2) <u>Include an element of Make every reasonable effort to accommodate any self-build properties where there is a demonstrable requirements demand from persons</u> included in the Councils self-build register 3) Provide affordable housing to meet the requirements of Policy SP20 4) Provide accessible homes to meet the requirements of Policy QD05; <u>and</u> 5) Include an assessment of the <u>sites functionality development's effect on 'functional land' that may be used as a roosting or feeding resource for the interest features of the Thanet Coast and Sandwich Bay SPA Special Protection Area, including areas within 400m of the development site's boundary, and provide mitigation where necessary habitat for by wintering and breeding birds identified by the Thanet Coast and Sandwich Bay Special Protection Area citation, and provide mitigation where necessary. All development must comply with policies relating to the Protection of International and European Designated Sites and associated Mitigation Strategy.</u>

			<p>A Statement of Social Impacts will be required for developments of 50 or more dwellings addressing any needs for community facilities identified in the Infrastructure Delivery Plan. Strategic Sites will also be expected to provide complementary uses such as community business space.</p> <p><u>In addition to the timely delivery of education, health and transport infrastructure, proposals for the development of strategic sites under Policies SP13 - SP18a must include an assessment of the need for community facilities as part of the masterplanning process. Where required to create sustainable, mixed-use communities the Council will expect such facilities to include community business space having regard to the Economic Growth Strategy.</u></p> <p>A Heritage Impact Assessment will be required at the masterplanning stage for the strategic sites to assess any cumulative impacts of the site allocations and highways infrastructure on heritage assets and archaeological resources.</p>
MM33	39	Policy SP13	<p>SP13 - Strategic Housing Site - Manston Green</p> <p>Land is allocated for up to 785 new dwellings <u>with an approximate</u> average at a maximum density of 35 dwellings per hectare (net) at land known as Manston Green.</p> <p>Built development will be focused at the northern part of the site taking account of the considerations below. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site <u>which should include:</u> incorporating:</p> <ol style="list-style-type: none"> 1) a minimum of <u>6.39</u> ha of open space; 2) a fully serviced area of 2.05 ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school <u>and its construction in a location and in a form agreed with the County Council;</u> 3) <u>a range of community facilities in accordance with Policy SP12, including small scale convenience retail provision required to accessibly serve the day-to-day needs of the development residents;</u> 4) <u>linkages to new and existing public transport infrastructure, including bus and rail services;</u> 5) <u>improvements to the roundabout at the junction with A256 Haine Road/B2050 Manston Road and approach roads; and</u> 6) <u>a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u>

~~Phasing of development will be in accordance with Appendix B. The development shall provide for construction of the school to one-form entry at such stage of development as required by the County Council as education authority.~~

Masterplanning will be informed by and address the following:

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

~~1) built development will be focused at the northern part of the site; 2) the setting of listed buildings at Ozengell~~

~~2) a pre-design archaeological assessment taking into account the presence of any significant and sensitive remains;~~

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

~~3) the preservation of the setting of listed buildings at Ozengell;~~

~~4) sustainable urban drainage taking account of the site's location in the Groundwater Source Protection Zone;~~

~~4) the integration of development and landscaping to enable a soft edge between the site and open countryside and minimise impact on long views southwards toward Pegwell Bay;~~

~~5) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure;~~

~~5) the provision of sustainable urban drainage taking account of the site's location in the Groundwater Source Protection Zone;~~

~~6) the capacity of any utility services and infrastructure, and any need and provision for improved or additional infrastructure (as may be advised or reasonably required by service providers)~~

~~All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.~~

Proposals will be accompanied by a Transport Assessment which shall: informing the Masterplan including:

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

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

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

MM34	40	Policy SP14	<p>SP14 - Strategic Housing Site - Birchington</p> <p>Land is allocated for up to 1,600 new dwellings with <u>an approximate average maximum density of 35 dwellings per hectare (net) at Birchington.</u></p> <p>Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site including provision within the site of which should include:</p> <p>1) a new link road to serve the development and extending from Minnis Road and the A28, <u>1) a minimum of 12.8 ha of open space;</u> 2) access onto Park Lane and a footway connection to the entire frontage to connect to the existing footway in Park Lane near to the access with Brunswick Road <u>2) a fully serviced area of 2.05 ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school and its construction in a location and in a form agreed with the County Council;</u> 3) multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development <u>3) a range of community facilities in accordance with Policy SP12, including small scale convenience retail provision to serve the day-to-day needs of the residents;</u> 4) a minimum of 14ha of open space <u>4) provision for the expansion of medical services at the Birchington Medical Centre to cater for the additional needs created by the development;</u> 5) a fully serviced site of 2.05 ha (to be provided at the cost of the developer) for a two-form entry primary school <u>5) linkages to new and existing public transport infrastructure, including bus and rail services;</u> 6) small scale convenience retail provision required to accessibly serve day to day needs of the development <u>6) a new link road to serve the development and extending from Minnis Road and the A28, and A28 to Manston Road (including new junctions on A28/Minnis Road and Acol Hill/ Manston Road;</u> <u>7) access on to Park Lane and a footway connection to the entire frontage to connect to the existing footway in Park Lane near to the access with Brunswick Road and</u> <u>8) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u></p> <p>Phasing of development will be in accordance with Appendix B. The access road and serviced school site shall be programmed for delivery as agreed by the County Council as highway and education authority respectively.</p>
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Development will be expected to provide an appropriate contribution and land for the expansion of Birchington Medical Centre.

Masterplanning will be informed by and address the following: 1) ~~pre-design~~

~~archaeological evaluation,~~

~~1) measures to preserve the listed buildings Gore End Barn and Upper Gore End Farmhouse and their setting, including the setting of Quex Park;~~

~~2) assessment of the impact of development on the junction of Park Lane and the A28, and the junction of Manston Road/Park Lane and Acol Hill~~

~~2) measures to integrate the development within the landscape to enable a soft edge between the site and the open countryside;~~

~~3) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply; 3) pre-design archaeological evaluation;~~

~~4) the need to preserve the listed buildings on the site and respect the setting of Quex Park;~~

~~4) noise mitigation for any development near the northern edge of the site which is adjacent to the railway line~~

~~5) the need for integration of development and landscaping to enable a soft edge between the site and open countryside.~~

~~5) The capacity of any utility services and infrastructure and any need (and provision of) improved or additional infrastructure (as may be advised or reasonably required by service providers);~~

~~6) appropriate noise mitigation for any development near the northern edge of the site which is adjacent to the railway line~~

All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.

Proposals will be accompanied by a Transport Assessment which shall:

~~1) assessment of the impact of development on the local road network junction of Park Lane and the A28, and the junction of Manston Road/ Park Lane and Acol Hill~~

~~2) identify measures to promote multi-modal access, including footway and cycleway connection and an extended bus service accessible to the residential development and rail linkages~~

MM35	41	Policy SP15	<p>Policy SP15 - Strategic Housing Site - Westgate-on-Sea</p> <p>Land to the east and west of Minster Road, Westgate is allocated for up to 2,000 new dwellings <u>with an approximate average a maximum density of 35 dwellings per hectare(net) at land to the east and west of Minster Road, Westgate-on-Sea.</u></p> <p>Phasing of development will be in accordance with Appendix B. Proposals will be judged and permitted only in accordance with a development brief and Masterplan for the whole site including provision within the site of <u>which should include:</u></p> <ol style="list-style-type: none"> 1) a minimum of 17.5 16ha of open space to include a functional green space(s) corridor between existing urban edge and new development; to preserve the more rural characteristics of existing urban edge dwellings 2) provision of a District Centre to meet the retail needs of the development, fit with the retail hierarchy and serve the appropriate catchment <u>2) a fully serviced area of 2.05 ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school and its construction in a location and in a form agreed with the County Council;</u> 3) provision of community facilities as outlined in the Infrastructure Delivery Plan (IDP) including a fully serviced area of 2.05 ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school, and 1 ha of land for a new medical centre) <u>3) a range of community facilities in accordance with Policy SP12, including small scale convenience retail provision to serve the day-to-day needs of the residents;</u> <u>4) provision of serviced 1 ha of land suitable for a new medical centre to cater for the additional needs created by the development;</u> <u>5) linkages to new and existing public transport infrastructure, including bus and rail services;</u> <u>6) Vehicular access from Minster Road and Dent-de-Lion Road;</u> <u>7) the provision of link road between Dent de Lion Road and Minster Road (including necessary junctions) and the provision of a new signal controlled junction at High Street Garlinge/A28;</u> <u>8) improvements at Dent-de-Lion Road/High Street, Garlinge junction;</u> <u>9) an assessment to identify necessary measures to manage on-street car parking in Dent-de-Lion Road and Garlinge High Street, between the site and the A28, and potential methods of delivery;</u> <u>10) the upgrade of Shottendane Road to Local Distributor standard; and</u> <u>11) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u> <p>Development will be expected to provide an appropriate contribution to off-site highway improvements.</p>
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Masterplanning will be informed by and address

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

- ~~• measures to promote multi-modal access, including footway and cycleway connections, and an extended bus service accessible to the new dwellings,~~
- ~~• link road through the site to link Shottendane Road to Dent de Lion Road/High Street Garlinge/A28~~
- ~~• Upgrade of Shottendane Road to Local Distributor standard~~
- ~~• appropriate road and junction improvements and signaling, 1) an archaeological~~

~~evaluation;~~

~~2) an archaeological evaluation,~~

~~2) the preservation and/or enhancement of the setting of scheduled ancient monuments and the listed Dent de Lion Gateway, and the measures to be undertaken;~~

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

~~3) The capacity of any utility services and infrastructure and any need (and provision of) improved or additional infrastructure (as may be advised or reasonably required by service providers);~~

~~4) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply~~

~~4) appropriate arrangements for surface water management/sustainable drainage schemes in line with the Margate Surface Water Management Plan;~~

~~5) appropriate arrangements for surface water management in line with Margate Surface Water Management Plan.~~

~~5) a Landscape and Visual Impact Assessment to address any visual impact on views to and from the adjacent Green Wedge and protecting wide open landscapes and strategic views and~~

~~6) a Landscape and Visual Impact Assessment to address any visual impact on views to and from the adjacent Green Wedge and protecting wide open landscapes and strategic views~~

~~6) the integration of development and landscaping to take account of public rights of way and the provision of a soft edge between the site and open countryside~~

All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.

Proposals will be accompanied by a Transport Assessment which shall:

			<p><u>1) assess the impact of development on the local road network and address any implications for on-street car parking arrangements in Dent-de-Lion Road and Garlinge High Street, between the site and the A28; and</u></p> <p><u>2) identify measures to promote multi-modal access, including footway and cycleway connections, and an extended bus service accessible to the residential development and rail linkages.</u></p>
MM36	42	Policy SP16	<p>Policy SP16 - <u>Strategic Housing Site - Westwood Strategic Housing</u></p> <p>Land is allocated for up to 1,450 new dwellings <u>with an approximate average</u> a maximum density of 40 dwellings per hectare (net) at Westwood.</p> <p>Proposals will be judged and permitted only in accordance with a development brief and Masterplan for the whole site integrating with development at the adjoining site. The masterplan shall incorporate: <u>which should include:</u></p> <p>1) highway improvements including widening of Nash Road and links to Nash Road and Manston Road,</p> <p><u>1) a minimum of 11 ha of open space; 2) a minimum of 16.63 ha of open space</u></p> <p><u>2) a fully serviced area of 2.05ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school and its construction in a location and in a form agreed with the County Council;</u></p> <p>3) small scale convenience retail provision required to accessibly serve day to day needs of the development.</p> <p><u>3) A range of community facilities in accordance with Policy SP12, including small scale convenience retail provision to serve the day-to-day needs of the residents;</u></p> <p><u>4) linkages to new and existing public transport; infrastructure, including bus and rail services;</u></p> <p><u>5) highway improvements including widening of Nash Road and links to Nash Road and Manston Road, to local distributor standard between the southern extent of the site and Star Lane and</u></p> <p><u>6) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u></p> <p>Phasing of development will be in accordance with Appendix B. The access road shall be programmed for delivery as required by the County Council as highway authority</p>

Masterplanning will be informed by and address:

- 1) pre-design archaeological assessment;
- 2) the need to preserve heritage farm buildings on the site; the preservation of the setting of listed buildings at Nash Court Farm
3. ~~liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure,~~
- 3) the capacity of any utility services and infrastructure and the provision for any necessary improvements or additional infrastructure (as may be advised or reasonably required by service providers);
- 4) appropriate arrangements for surface water management in line with the Margate Surface Water Management Plan;
- 5) a layout that responds to the existence of overhead power lines
- 6) measures to integrate the development within the landscape to enable a soft edge between the site and the open countryside

~~Proposals will be accompanied by a Transport Assessment informing the Masterplan including assessment of impact of development on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development.~~

~~Development will be expected to provide an appropriate contribution to off-site highway improvements including in respect of the Thanet Transport Strategy. Development will be expected to provide an appropriate contribution to provision, where required, of a new school off-site.~~

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

All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.

Proposals will be accompanied by a Transport Assessment which shall:

- 1) assess the impact of development on the local road network
- 2) identify measures to promote multi-modal access, including footway and cycleway connections, an extended bus service accessible to the residential development and rail linkages

MM37	42	Paragraph 3.25	<p>3.25 Westwood was originally allocated as a new town centre in the 2006 Thanet Local Plan and is a significant area for retail and commercial developments. <u>This allocation (Policy SP17 refers) now has planning permission and development is underway. The land fronting Nash and Haine Roads as identified on the Policies Map (Policy SP17 refers) already has the benefit of various planning permissions. Outline planning permission was granted in 2008 for a mixed use urban extension comprising residential use (total of 1020 units), community facilities, commercial and employment uses and associated infrastructure including a new link road and associated alterations to existing junctions and new access arrangements. Development is well advanced with most phases of the development having been completed. The delivery of the proposed school and medical centre have been negotiated through various stages of the planning application process, and remaining phases 3c, 4 and 5 (providing a total of 770 residential units) of the development are expected to be completed within this local plan period.</u></p> <p>Applications for strategic sites at Westwood identified in this plan should have regard to previous planning permissions to ensure a cohesive and comprehensive delivery of infrastructure and community facilities is provided to serve the existing and wider allocations.</p>
MM38	43	Policy SP17	<p>Policy SP17 - Strategic Housing Site - Land fronting Nash and Haine Roads</p> <p><u>Land fronting Nash and Haine Roads is allocated for up to 1020 new dwellings residential development at land fronting Nash and Haine Roads.</u></p> <p><u>Proposals Development shall will be judged and permitted only in accordance with an agreed masterplan for the whole site and which shall include:</u></p> <p><u>1) Provide for any highway improvements identified as necessary in a traffic assessment and the development masterplan. Individual phases of development will be required to make provision pro-rata towards such improvements,</u></p> <p><u>1) reserve and provide a minimum of 1.75 ha as local open space (including an equipped play area and casual/informal play space) together with an area of usable amenity space as an integral part of the design of the development.</u></p> <p><u>Where feasible, the area of local open space should be larger than the minimum indicated above</u></p> <p><u>2) as required provide a fully serviced area of 2.05 ha (to be provided at the cost of the developer) for a new two form entry school as an integral part of the development</u></p> <p><u>3) incorporate and provide for connections and improvements to footpath and cycle networks facilitating walking, cycling and public transport to, from and within the site, including provision of or contribution to improvements to public transport services,</u></p> <p><u>3) a minimum of 2 ha to enable provision of a medical centre and provide a community assembly facility</u></p> <p><u>4) reserve a minimum of 2 ha to enable provision of a medical centre and provide a community assembly facility,</u></p> <p><u>5) reserve and provide a minimum of 1.75 ha as local open space (including an equipped play area</u></p>

			<p>and casual/informal play space) together with an area of usable amenity space as an integral part of the design of the development. Where feasible, the area of local open space should be larger than the minimum indicated above 6) incorporate landscaped buffer zones adjacent to any new road infrastructure and along the boundaries to adjacent to open farmland, 7) provide and maintain appropriate equipment for continuous monitoring of local air quality to inform the Council's ongoing air quality review and assessment programme.</p> <p><u>Masterplanning will be informed by and address the following:</u></p> <p><u>1) landscaped buffer zones adjacent to any new road infrastructure and along the boundaries to adjacent to open farmland</u> <u>2) provision and maintenance of appropriate equipment for continuous monitoring of local air quality to inform the Council's ongoing air quality review and assessment programme.</u></p> <p><u>All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.</u></p> <p>Applications for successive phases of development will have regard to the need to integrate as far as feasible with any approved masterplans relating to neighbouring areas addressed in this policy and with the Thanet Transport Strategy.</p> <p><u>Proposals will be accompanied by a Transport Assessment which shall:</u></p> <p><u>1) Provide for any highway improvements identified as necessary in a traffic assessment and the development masterplan. Individual phases of development will be required to make provision pro-rata towards such improvements</u> <u>2) incorporate and provide for connections and improvements to footpath and cycle networks facilitating walking, cycling and public transport to, from and within the site, including provision of or contribution to improvements to public transport services.</u></p>
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MM39	43	Policy SP18	<p>Policy SP18 - Strategic Housing Site - Land at Manston Court Road/Haine Road</p> <p>Land is allocated for a mixed use development, comprising up to 1200 <u>1400</u> new dwellings <u>with an approximate average a maximum density of 3035 dwellings per hectare (net) and leisure uses at land at Manston Court Road/Haine Road.</u></p> <p>Proposals will be judged and permitted only in accordance with a development brief and Masterplan for</p>
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the whole site integrating with development at the adjoining sites. The Masterplan shall incorporate which should include:

~~1) Contributions to provide an internal spine road laid out in accordance with the requirements identified in the draft Transport Strategy (Manston/ Haine Link. Improvements to Westwood Cross road access (Westwood Relief strategy)).~~

~~1) a minimum of 11.24 ha of open space;~~

~~2) A minimum of 10.5 ha of open space~~

~~2) provision on site of a serviced site of no less than 8ha for a 6-form entry secondary school and its construction in a location and in a form agreed with the County Council;~~

~~3) Provision on site for a 6-form entry secondary school~~

~~3) linkages to new and existing public transport infrastructure, including bus and rail services;~~

~~4) Ecological survey of breeding and wintering birds, ecological~~

~~enhancements based on the results of these surveys and off site mitigation for any loss of ground nesting bird habitats~~

~~4) the provision of an internal spine road laid out in accordance with the requirements of the draft Transport Strategy;~~

~~5) junction improvement at A256 Haine Road/New Haine Road and Star Lane/Haine Road (including a dual lane link between them) and~~

~~6) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47;~~

~~Phasing of development will be in accordance with Appendix B.~~

~~The proposals for the development of the site shall include a phasing and implementation plan in relation to the whole site~~

~~Masterplaning will be informed by and address:~~

~~1) pre-design archaeological evaluation;~~

~~2) the capacity of any utility services and infrastructure and any need and provision for improved or additional infrastructure (as may be advised or reasonably required by service providers).~~

~~All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.~~

~~Proposals will be accompanied by a Transport Assessment which shall:~~

			<p><u>1) assess the impact of development on the local road network</u> <u>2) identify measures to promote multi-modal access, including footway and cycleway connections, an extended bus service accessible to the residential development and rail linkages</u></p>
MM40	43	New Policy SP18A	<p><u>Policy SP18A - Strategic Housing Site - Land north and south of Shottendane Road</u></p> <p><u>Land is allocated for up to 300 dwellings at land north of Shottendane Road, and up to 250 dwellings at land south of Shottendane Road, with an approximate average density of 35 dwellings per hectare net.</u></p> <p><u>Proposals will be judged and permitted only in accordance with a Masterplan for the whole site which should include:</u></p> <p><u>1) a minimum of 4.4 ha of open space - this may be spread over both sites but must be readily accessible to both sites</u> <u>2) linkages to new and existing public transport infrastructure, including bus and rail services</u> <u>3) a local distributor link road between Shottendane Road and Manston Road, including new roundabouts on Shottendane Road and Manston Road and a new junction with Hartsdown Road;</u> <u>4) the reconfiguration of the Coffin House Corner signalcontrolled junction and the Manston Road and Shottendane Road junction;</u> <u>5) Provision for the retention and/or upgrading of designated footpath TM14</u> <u>6) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u></p> <p><u>Masterplanning will be informed by and address</u></p> <p><u>1) pedestrian and cycle access between the two sites</u> <u>2) appropriate landscape treatment in order to provide an appropriate transition between the development and the adjacent open countryside;</u> <u>3) A Heritage Impact Assessment to assess effects on St Johns Cemetery and sites/memorials within it and consideration of the setting of Shottendane Farm House</u> <u>4) an assessment of potential implications of policies CSW16 and DM8 of the Kent Minerals and Waste Local Plan (or subsequent revision) and the need (if any) to mitigate any potential impacts on waste management capacity</u> <u>5) the capacity of any utility services and infrastructure and any need (and provision of)</u></p>

			<p><u>improved or additional infrastructure (as may be advised or reasonably required by service providers);</u></p> <p><u>All development proposals must be planned and implemented in a coordinated manner and accompanied by an infrastructure delivery and phasing plan.</u></p> <p><u>Proposals will be accompanied by a Transport Assessment which shall:</u></p> <p><u>1) assess the impact of development on the local road network</u> <u>2) identify measures to promote multi-modal access, including footway and cycleway connections, an extended bus service accessible to the residential development and rail linkages</u></p>
MM41	44	Paragraph 3.32 New last sentence	<p>3.32 In applying Policy SP19, the Council will have regard to the relevant conclusions of the Strategic Housing Market Assessment (2016) or any relevant evidence serving to refresh or update it.<u>On sites of 10 units or less the Council will take a flexible approach to the application of the SHMA recommendations, taking into account the nature and location of the site</u></p>
MM42	45	Policy SP19	<p>Policy SP19 - Type and Size of Dwellings</p> <p>Proposals for housing development will be expected to <u>provide an appropriate mix of market and affordable housing types and sizes having regard to the SHMA recommendations as may be reviewed or superseded.</u> Address the SHMA recommendations regarding the make- up of market and affordable housing types and sizes to meet requirements</p> <p>The Council will encourage proposals <u>for residential development to incorporate ing a higher proportion ratio of houses as opposed to flats than (as recommended in the SHMA as may be reviewed or superseded).</u> Proposals for developments incorporating a higher proportion of flats than recommended in the SHMA will be expected to include <u>siteneed</u> specific justification for the proportion and mix proposed. <u>Proposals to revert or convert properties currently used as flats to use as single family or single household accommodation will be permitted where a satisfactory standard of accommodation can be provided.</u></p>

			<p>Residential development proposals involving the net loss of dwelling houses suited to modern living requirements will not be permitted, unless the proposal complies with Policy HO21 (Non self-contained residential accommodation).</p> <p>In the event of conflict between this policy and the Cliftonville DPD the latter shall prevail</p> <p><u>Proposals to convert properties currently used as flats to use as single family or single household accommodation will be permitted where a satisfactory standard of accommodation can be provided.</u></p> <p><u>Development proposals involving the net loss of single family dwelling houses will only be permitted where the subdivision or redevelopment of the site continues to provide accommodation suitable for occupation by families.</u></p>
MM43	46	Paragraph 3.37	<p>3.37 In applying the following policy, site specific considerations will be taken into account in relation to the element of affordable housing that will be expected. The presumption is that the affordable element will be delivered on the application site, unless robust justification exists for provision on an alternative site in the developer's ownership and control, or for a financial contribution in lieu of on- site provision which will help to deliver strategic housing objectives. It is accepted that on sites comprising a total of 10 dwellings or less <u>and which have a maximum combined floorspace of no more than 1,000 square meters</u>, a financial contribution should not be sought.</p>
MM44	46	Policy SP20	<p>SP20 - Affordable Housing</p> <p>Residential development schemes for more than 10 dwelling units, including mixed use developments incorporating residential, <u>and developments with a combined gross floor area of more than 1,000 square meters</u> shall be required to provide at least 30% of the dwellings as affordable housing.</p> <p><u>The affordable housing shall be provided in proportions set out in the Strategic Housing Market Assessment or successive documents</u>in the following proportions:</p> <p>17% Starter Homes</p> <p>18% Affordable Rent</p> <p>65% Social Rent</p> <p>The above requirements will only be reduced if <u>meeting them would demonstrably make the proposed development unviable</u>. it would make the proposed development unviable to meet them</p>

MM45	47	Policy SP21	<p>Policy SP21 Development in the Countryside</p> <p>Development in the countryside outside of the urban and village confines, as identified on the Policies Map and not otherwise allocated for development, will not be permitted unless there is a need for the development that overrides the need to protect the countryside and any adverse environmental effects can be avoided or fully mitigated subject to the provisions of other policies.</p> <p><u>Development on non-allocated sites in the countryside will be permitted for either:</u></p> <ol style="list-style-type: none"> <u>1) the growth and expansion of an existing rural business;</u> <u>2) the development and diversification of agricultural and other land based rural businesses;</u> <u>3) rural tourism and leisure development;</u> <u>4) the retention and/or development of accessible local services and community facilities;</u> <p><u>or</u></p> <ol style="list-style-type: none"> <u>5) the redevelopment of a brownfield site for a use that is compatible with its countryside setting and its surroundings.</u> <p><u>Isolated homes sites in the countryside will not be permitted unless they fall within one of the exceptions identified in the National Planning Policy Framework.</u></p> <p><u>All development proposals to which this policy applies should be of a form, scale and size which is compatible with, and respects the character of, the local area and the surrounding countryside and its defining characteristics. Any environmental impact should be avoided or appropriately mitigated.</u></p>
MM46	48	New Paragraph 4.12a	<p><u>Policy SP22 sets out the policy approach in the Green Wedges. The Policy recognises that there may be circumstances where it is essential for development to be located in the Green Wedges, where there are no other suitable, available sites. This may include development to support agriculture, where agricultural units are located wholly or largely with the Green Wedges; or schemes to provide essential infrastructure. Applicants will need to demonstrate that it is essential for the proposed development to be within the Green Wedges, and in the case of agricultural development, to demonstrate that the development is required as part of the business plan for the unit.</u></p>

MM47	49	Policy SP22	<p>Policy SP22 - Safeguarding the Identity of Thanet's Settlements</p> <p>Within the Green Wedges new development (including changes of use) will only be permitted if it can be demonstrated that the development is</p> <p>1) not detrimental or contrary to the following aims to:</p> <ul style="list-style-type: none"> • ProtectSafeguard areas of open countryside <u>in order to maintain between the towns from the extension of isolated groups of houses or other development.</u> Ensure physical separation and avoid coalescence of the towns, retaining their individual character and distinctiveness (<u>for example by the expansion of isolated groups of houses or other development</u>). • Conserve, protect and enhance the essentially rural and unspoilt character, and distinctive landscape qualities of the countryside that separates the urban areas, for the enjoyment and amenity of those living in, and visiting, Thanet. • Increase access and usability without compromising the integrity of the Green Wedges. <p>Or</p> <p><u>Or is</u></p> <p>2) essential to be located within the Green Wedges.</p> <p>Open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies, the wider objectives of this plan and the stated aims of this policy. If granted, any associated built development must be kept to a minimum, essential, small in scale and be necessary to support the open use. It should also be well related to adjacent urban edge and sensitively located to retain openness of the area.</p> <p>Proposals for policy compliant development that include measures that will create or enhance wildlife habitats and biodiversity within the Green Wedges, or will improve the quality of the Green Wedges by providing high quality public amenity space will be supported.</p>
MM48	54	Paragraph 4.33	<p>4.33 Thanet boasts a wealth of natural features <u>which contribute to the green infrastructure network</u>, including internationally and nationally designated sites and associated species, a magnificent coastline, chalk cliffs, geological features, <u>river and marshland systems</u> and areas of open countryside with distinctive landscapes and views. It is important that these are maintained and enhanced, and better linked to provide a comprehensive</p>

			Green Infrastructure network.
MM49	55	Paragraph 4.36	<p>4.36 There are various Green Infrastructure projects being progressed by the Council and other organisations, and also a number of community projects. These include Dane Valley Woods, Westbrook Undercliffe Nature Park, Friends of Mocketts Wood, Montefiore Woodland and the Windmill Community Allotments. All large development sites will be expected to contribute to Thanet's Green Infrastructure <u>by providing any of the following: in line with Policy SP24 which should include an appropriate mix, compatible with the surrounding landscape and habitats. The Government has recently published its 25 Year Environment Plan (2018) which seeks to connect people with the environment to improve health and wellbeing through the creation of new green infrastructure. At the local level further guidance on the provision of green infrastructure including provision of new rights of way and cyclepaths can be found in Kent Design.</u></p> <ul style="list-style-type: none"> • Provision of space for walking/informal recreation/dog walking in new developments • Tree planting • Creation of urban green corridors • Provision of green roofs • Integration of Sustainable Drainage Systems (SuDs) • Planting of hedgerows • Creation of ponds • Creation of roadside verges • Provision of off-site enhancements • Other suitable planting schemes to provide biodiversity opportunities
MM50	55	Paragraph 4.37 New Paragraph 4.37a	<p>4.37. The Council seeks to continue increasing and enhancing Thanet's Green Infrastructure network, and will encourage new community Green Infrastructure projects by working with relevant organisations. The Council will produce a Green Infrastructure Strategy in consultation with relevant groups and organisations following adoption of the Plan. The Plan sets out the strategic approach to Green Infrastructure in policy SP24 which aims to deliver the strategic objectives by protecting, maintaining and enhancing biodiversity and the natural environment and creating a coherent network of Green Infrastructure. More detail will be added in the forthcoming Green Infrastructure Strategy. Provision of new infrastructure in new developments, particularly for informal recreation and dog walking can help to reduce the impact of visitor pressure on the nature conservation interest at the coast. It can also aid restoration of the landscape, improve biodiversity and improve connectivity between habitats or habitat features such as hedgerows.<u>Good Green Infrastructure can have additional benefits to the wider ecosystem services including healthy water and nutrient cycles, improved air quality, managing flood risk and</u></p>

			<p><u>water pollution and minimising the effects of climate change. There are more direct benefits to local communities including the enjoyment of the natural environment and improved health and wellbeing.</u></p> <p><u>4.37 a Development proposals should consider the example list below which is not exhaustive, when considering the inclusion of green infrastructure within their proposals. Not all of these measures may be appropriate in all cases as they need to be applicable to the conditions of the site:</u></p> <ul style="list-style-type: none"> • <u>create new wildlife and biodiversity habitats;</u> • <u>integrate Sustainable Drainage Systems (SuDs);</u> • <u>plant hedgerows and trees;</u> • <u>provide green roofs;</u> • <u>create ponds;</u> • <u>create urban green corridors;</u> • <u>create roadside verges;</u> • <u>provide and manage new accessible open space including linear routes, for informal recreation/walking and dog walking and provide linkages between areas of open space;</u> • <u>provide private gardens and play space;</u> • <u>conserve and enhance the character of historic green spaces;</u> • <u>provision of off-site enhancements;</u> • <u>contribute to the enhancement of Thanet's Biodiversity Opportunity Areas or the enhancement of the Green Wedges including the introduction of linear features such as native hedgerows and water bodies where appropriate;</u> • <u>reinforce and/or restore landscape character in line with the relevant landscape character assessment guidelines.</u> • <u>Planning new Green Infrastructure assets to maximise their provision of ecosystem services including, but not limited to, improved air quality, natural flood management and climate change adaptation where appropriate;</u> • <u>Other suitable planting schemes to provide biodiversity opportunities.</u>
MM51	55	Policy SP24	<p>Policy SP24 - Green Infrastructure</p> <p>All development proposals should, respect and where possible, <u>safeguard</u> Thanet's Green Infrastructure network and <u>enhance it by integrating new multifunctional Green Infrastructure</u> provision in the design of developments. Opportunities to improve Thanet's Green Infrastructure network by protecting and enhancing existing Green Infrastructure assets and the connections between them <u>and providing new Green Infrastructure assets</u> should be identified early in the design process for major developments, <u>together with consideration of how they will be managed and maintained in the long term.</u></p>

			<p>Development should make a positive contribution to Thanet's Green Infrastructure network by <u>wherever possible and appropriate, by the incorporation, provision or fulfilment of those matters and objectives set out in paragraph. 4.37 above.</u></p> <ul style="list-style-type: none"> • Creating new wildlife and biodiversity habitats • Providing and managing new accessible open space for informal recreation/walking and dog walking • Mitigating against the loss of an farmland bird habitats • Providing private gardens and play space; • Contributing towards the enhancement of Thanet's Biodiversity Opportunity Areas or the enhancement of the Green Wedges including the introduction of linear features such as native hedgerows • Reinforcing and/or restoring landscape character in line with the relevant landscape character assessment guidelines <p>Investment and developer contributions should be directed to improve and expand Green Infrastructure and provide connecting links where opportunities exist.</p>
MM52	56	Policy SP25	<p>Policy SP25 Protection of the International and European Designated Sites</p> <p>Sites of International Nature Conservation Importance will receive the highest level of protection.</p> <p>Proposals likely to have a significant effect on an SPA, SAC or Ramsar site, either alone or in-combination, will be required to undergo appropriate assessment as per the Conservation of Habitats and Species Regulations 20102017 (as <u>may be</u> amended). Where possible applicants should incorporate measures to avoid or mitigate any adverse impacts. Where, despite all possible avoidance and mitigation measures being put in place, a proposal is still shown to have an adverse effect on the integrity of an International site, planning permission will only be granted in exceptional circumstances, where there are no less ecologically damaging alternatives, there are imperative reasons of overriding public interest and damage can be fully compensated.</p> <p>Where proposals are considered likely to have a significant effect on an International site, early consultation with Natural England, the Council and any other appropriate statutory consultees is recommended</p>
MM53	57	Paragraph 4.45	<p>4.45 The zone of influence <u>around a European designated site</u>, is the geographical area within which <u>people will travel to visit it. To keep it to a manageable extent a zone of influence is usually set so as to capture the majority of visits or visitors, rather than every single one. Within this zone, an impact on European sites interest can be identified and where any potential impacts need to be avoided or mitigation provided.</u> The whole of the District falls within a 6km radius of the SPA <u>boundary and evidence has shown the zone of influence for the site to extend</u></p>

			<p>further than this. therefore it is reasonable to include the whole of the District within a zone of influence and therefore to apply the mitigation approach set out in the SAMM strategy. Therefore residents from all new housing in Thanet have the potential to increase recreational pressure on the SPA and the mitigation approach set out in the SAMM strategy applies to the entire District.</p>
MM54	58	Policy SP26	<p>Policy SP26 Strategic Access Management and Monitoring Plan (SAMM)</p> <p>All proposals for new residential development will be required to comply with the Strategic Access Management and Monitoring Plan (SAMM) in order to mitigate against the in- combination effects of new development, through the pathway of recreational pressure on the Thanet Coast SPA and Ramsar site. A financial contribution based on the current tariff in table 8 and any subsequent amendments, is required in-perpetuity towards an <u>in- perpetuity</u> access management scheme.</p> <p>Developments for other uses that would increase recreational activity causing disturbance to qualifying species will be assessed on a case by case basis under the Habitat Regulations and may be required to make full or partial contributions towards the SAMM Plan if appropriate.</p>
MM55	59	New Paragraph 4.50a	<p><u>4.50a The principle of net gain is set out in national planning policy. For the purposes of Policy SP27 it applies to all developments that result in a loss of, or degradation of habitats including buildings. Net gains in biodiversity can be delivered in a variety of ways ranging from avoiding the loss of high quality habitats, to on or off site habitat creation or enhancement, or a tariff system to invest in strategically important habitats.</u></p>
MM56	59	Policy SP27	<p>Policy SP27- Biodiversity and Geodiversity Assets</p> <p>Development proposals will, where <u>appropriate</u> possible, be required to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets <u>resulting in a net gain for biodiversity assets</u> through the following measures:</p> <ol style="list-style-type: none"> 1) the restoration / enhancement of existing habitats, 2) the creation of wildlife habitats where appropriate, by including opportunities for increasing biodiversity in the design of new development 3) the creation of linkages between sites to create local and regional ecological networks, 4) the enhancement of significant features of nature conservation value on development sites, 5) <u>protect and enhance valued soils.</u> 6) <u>mitigating against the loss of farmland bird habitats.</u>

			<p><u>Sites should be assessed for the potential presence of biodiversity assets and protected species.</u> On For sites where important biodiversity assets, including protected species and habitats including SPA functional land, or other notable species, may be present-affected, an ecological assessment will be required to assess the impact of the proposed development on the relevant species or habitats. Planning permission will not be granted for development if it results in significant harm to biodiversity and geodiversity assets, which cannot be adequately mitigated or as a last resort compensated for, to the satisfaction of the appropriate authority.</p>
MM57	60	Policy SP28 Paragraph 4.54	Insert Biodiversity Opportunity Areas map extract after paragraph 4.54



MM58	61	<p>New Paragraph 4.63a</p> <p>(moved from 4.71)</p>	<p>Allotment sites are a statutory requirement for the Council but are usually managed by town or parish councils. Allotments serve not only local residents by offering them a chance to grow their own fruit and vegetables but also by offering them physical activities, a healthy diet, and general well-being. Allotments can also be important for their contribution to biodiversity. The overall benefits of allotments include:</p> <ul style="list-style-type: none"> • <u>Providing a sustainable food supply</u> • <u>A healthy activity for people of all ages</u> • <u>Fostering community development and cohesiveness</u> • <u>Acting as an educational resource</u> • <u>Providing access to nature and wildlife and acting as a resource for biodiversity</u> • <u>Providing open spaces for local communities</u> • <u>Reducing carbon emissions through avoiding the long-distance transport of food</u>
MM59	61	Policy SP29	<p>Policy SP29 - Protection of Open Space <u>and Allotments</u></p> <p>Proposals which would result in the loss of protected open space <u>or allotments</u> as shown on the policies map either through built development or a change of use will only be permitted if:</p> <ol style="list-style-type: none"> 1) <u>In relation to open space</u> it is for an open recreation or tourism use and is of appropriate scale and design for its setting. Any related built development should be kept to the minimum necessary to support the open use, and be sensitively located, <u>or</u> 2) <u>In relation to both open space and allotments</u> there is an overriding need for development that outweighs the need to protect <u>the open space or allotment</u> which cannot be located elsewhere. In this case provision of alternative open space <u>or allotment</u> of at least an equivalent size and quality must be provided in a suitable nearby location; <u>or</u> 3) <u>an assessment has been undertaken which clearly shows that the open space or allotments are no longer required; and</u> 4) <u>In all cases</u>, there would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area. <p>New development that is permitted by virtue of this policy should make a positive contribution to the area in terms of siting, design, scale, use of materials and biodiversity.</p>
MM60	62	Policy SP30	<p>Policy SP30 - Local Green Space</p> <p><u>The sites identified on the Policies Map will be protected as Local Green Space, and identified in paragraph 4.66, will be protected from development in accordance with the requirements of the National</u></p>

			<p><u>Planning Policy Framework as Local Green Space.</u></p> <p>Development proposals that protect or enhance these spaces will be permitted. Proposals for built development on a Local Green Space will only be permitted in the following circumstances:-</p> <p>1) the built form is minimal and essential to the operation of the Local Green Space; 2) the development represents a suitable extension to an existing structure 3) the development is an acceptable reuse of an existing building on the site 4) the development is essential for public safety.</p>
MM61	62	Paragraph 4.69	<p>4.69 Alternative natural and semi-natural open space on new developments. In addition It can also help to relieve some of the recreational pressure on the coast, although this is in addition to any mitigation that may be required through the SAMM, particularly that associated with the impact on protected species as highlighted in the Strategic Access Management and Monitoring Plan (SAMM)</p>
MM62	63	Paragraph 4.71 Delete as now moved to 4.63	<p>Allotment sites are a statutory requirement for the Council but are usually managed by town or parish councils. Allotments serve not only local residents by offering them a chance to grow their own fruit and vegetables but also by offering them physical activities, a healthy diet, and general well-being. Allotments can also be important for their contribution to biodiversity. The overall benefits of allotments include:</p> <p>Providing a sustainable food supply A healthy activity for people of all ages Fostering community development and cohesiveness Acting as an educational resource <u>Providing access to nature and wildlife and acting as a resource for biodiversity</u> <u>Providing open spaces for local communities</u> <u>Reducing carbon emissions through avoiding the long distance transport of food</u></p>
MM63	63	Policy SP31	<p>Policy SP31 - Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds</p> <p>The Council will require suitably and conveniently located areas of usable amenity space, adequate to accommodate the demands for passive recreation generated by residential development. New greenspace provision should, where possible, be linked to existing greenspace, Green Wedges and/or the wider countryside and public rights of way network, away from the coast, to maximise its value. Such provision</p>

			<p>should seek to enhance the opportunities for biodiversity.</p> <p>Sites of 50 dwellings or more <u>Sites allocated as Strategic Housing Sites</u> will be required to provide natural and semi natural green space and local parks, formal gardens, allotments and recreation grounds to meet the standards set out in Table 7 <u>Table 12</u>. Natural and Semi- natural green space will be expected to improve the biodiversity potential of the area</p> <p>The Council will expect appropriate arrangements for maintenance and management to be made. The responsibility for which will be vested in a particular individual, or, subject to commuted payment to meet such costs, in the district, town or parish council. Such arrangements will be secured by entering into a planning agreement.</p> <p>Any areas of accessible natural and semi natural green space, parks, gardens and recreation grounds created by virtue of this policy will be protected from development by policy SP29- Protection of Open Spaces.</p>
MM64	63	<p>Policy SP32</p> <p>Delete policy</p>	<p>Policy SP32 – Allotments</p> <p>Allotments will be protected from development and their development will only be permitted if:</p> <p>There is an overriding need for development that outweighs the need to protect the allotments which cannot be located elsewhere. In this case provision of alternative allotment space of at least an equivalent size and quality must be provided in a suitable nearby location to serve existing users.</p> <p>There is no longer a demand for the allotments and they do not make a contribution to the visual amenity of the area.</p>
MM65			<p><i>Deleted</i></p>

MM66	64	Policy SP33	<p>Policy SP33 - Quality Development</p> <p>New development will be required to be of a high quality and inclusive design as set out in policies QD01 and QD02. Developers may be required to seek an independent Design Review <u>for all major development proposals, and any proposals regardless of size in prominent locations or which are likely to have a significant visual impact, on sites with a prominent visual impact, of in significant locations, or as part of strategic allocations or which are of national significance.</u></p>
MM67	68	Policy SP35	<p>Policy SP35 - Climate Change</p> <p>New development must take account of <u>the need to respond to climate change:</u></p> <ol style="list-style-type: none"> 1) adapting to climate change by minimising vulnerability <u>and</u> providing resilience to the impacts of climate change <u>through the use of up to date technologies, efficient design and appropriate siting and positioning of buildings;</u> 2) Mitigating against climate change by reducing emissions and energy demands <u>through the use of up to date technologies;</u> 3) Improving building resilience to climate change through the use of best available technology <u>realise and make best use of available</u> opportunities to reduce the impact of climate change on biodiversity <u>and the natural environment by providing space for habitats and species to move through the landscape and for the operation of natural processes, particularly at the coast.</u>
MM68	70	Policy SP37	<p>Policy SP37 - QEQM Hospital, Margate</p> <p>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:</p> <ol style="list-style-type: none"> 1) Proposals should be designed to involve the minimum take of fresh <u>the most efficient use of</u> land, consistent with the need to provide a pleasant environment for patients and staff; 2) Development proposals should demonstrate how <u>they will integrate with more effective use</u> 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; 4) 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; 5) Proposals should be <u>supported by a Travel Plan;</u> compatible with a green transport strategy for the hospital;

			<p>6) 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</p> <p>7) New parking areas should, as far as possible, be located on the newly allocated site.</p>
MM69	71	Policy SP38	<p>Policy SP38 - New Medical <u>Facilities</u>Centre at Westwood</p> <p>A nNew medical <u>facilities</u> arecentre is required at Westwood to meet the needs generated by the strategic allocations. The Council will work with the CCG, developers and other appropriate organisations to identify a suitable site.</p>
MM70	71	Policy SP40	<p>Policy SP40 - Expansion of Primary and Secondary Schools</p> <p>The Council will support the expansion of existing and development of new primary and secondary schools in Thanet to meet identified needs and will work with Kent County Council in identifying, allocating and safeguarding <u>other sites</u> land as <u>required</u>appropriate.</p> <p><u>As a result of identified future growth, provision is made in the plan for additional schools at:</u></p> <p><u>Birchington: 2FE primary school (Policy SP14)</u></p> <p><u>Westgate: 2FE primary school (Policy SP15)</u></p> <p><u>Westwood: equivalent 6FE primary school (Policies SP16, SP17 and SP18) and 6FE secondary school (Policy SP18)</u></p> <p><u>Ramsgate (Manston Green): 2FE primary school (Policy SP13)</u></p> <p>To meet the requirements for a secondary school at Westwood, the Council will work with Kent County Council and developers to identify a suitable site.</p>
MM71	75	Policy SP43	<p>Policy SP43 - Transport Infrastructure</p> <p>Development proposals will be assessed in terms of the type and level of travel demand likely to be generated. Development will be permitted only at such time as proper provision is made to ensure delivery of relevant transport infrastructure. Where appropriate, development will be expected to contributemake a <u>proportionate contribution</u> to the provision, extension or improvement, of walking and cycling routes and facilities and to highway improvements.</p>

MM72	75	Policy SP34 Add new clause to end of Policy	<p>Policy SP43 - Transport Infrastructure</p> <p>Subject to individual assessments, schemes maybe required to provide or contribute to:</p> <ol style="list-style-type: none"> 1) Capacity improvements/connections to the cycle network 2) Provision of pedestrian links with public transport routes/interchanges 3) Improvements to passenger waiting facilities 4) Facilities for display of approach time information at bus stops along identified quality bus corridors 5) Improvement and expansion of public transport services 6) Improvements to the road network in line with schemes identified through the Transport Strategy. 7) <u>provision of electric vehicle charging points, in accordance with Policy SP12</u>
MM73	75	Policy SP44 Delete Policy	<p>Policy SP44 – Connectivity</p> <p>The Council will continue to lobby for investments to secure further improvements to rail journey times for CTRL including domestic services between Ashford and Ramsgate.</p>
MM74	76	Policy SP45	<p>Policy SP45 - New Railway Station</p> <p><u>Land west of Cliffsend (as shown on the Policies Map) is safeguarded</u> Planning permission will be granted for a new railway station at a suitable location on land west of Ramsgate alongside the existing railway line. Land west of Cliffsend is safeguarded for this purpose. Proposals will be required to specifically demonstrate all of the following:</p> <ol style="list-style-type: none"> 1) Satisfactory vehicular access arrangements from the A299 2) Suitable level of car parking 3) Integration with wider public transport services 4) Mitigation of any noise impacts on sensitive receptors 5) Compatibility with the landscape character of its location 6) Located to minimise the loss of best and most versatile agricultural land

MM75	76	Policy SP46 Delete Policy	<p>Policy SP46 - Strategic Road Network</p> <p>In conjunction with neighbouring districts, the Council will prepare a joint assessment of planned development and the expected volume and direction of road traffic movement it would generate, to understand its potential impact on these junctions and how this may, if appropriate, be mitigated.</p>
MM76	77	Paragraph 6.25	<p>Add new para 6.25a:</p> <p><u>The exact routes identified in Policy SP47 may vary as detailed plans for the strategic urban extensions come forward and more detailed transport evidence becomes available. The review of the Local Plan will need to respond to the decision on the Development consent Order for Manston Airport, and this may result in a variation of the alignment identified in relation to the B2050 Manston Road (from Manston Court Road to Spitfire Junction).</u></p>
MM77	77	Policy SP47	<p>Policy SP47 - Strategic Routes</p> <p>The following areas, as shown on the Policies Map, are safeguarded for the provision of key road schemes and junction improvements, to support the implementation of the Thanet Transport Strategy, including land at:</p> <ol style="list-style-type: none"> 1) Birchington strategic housing site 2) B2050 Manston Road, Birchington 3) Shottendane Road (from Birchington to Margate) 4) Shottendane Road-Manston Road-<u>Hartsdown Road</u> housing site 5) Nash Road-Manston Road housing site 6) Nash Road, Margate 7) Nash Road-Westwood strategic housing site 8) Manston Court Road/Star Lane (from Haine Road, Westwood to B2050 Manston Road) 9) B2050 Manston Road (from Manston Court Road to Spitfire Junction) 10) B2190 Spitfire Way (from Spitfire Junction to Columbus Avenue junction) 14) From Columbus Way to Manston Road, Birchington 12) Land between A254 Margate Road and A256 Westwood Road (including Millennium Way), Broadstairs 13) Victoria Traffic Lights 14) Coffin House Corner Traffic Lights <p><u>The following strategic routes are sufficient in their existing form to provide for the growth envisaged in the Plan)(subject to the Local Plan review process set out in Policy SP01b).</u></p> <p><u>However, if further development is permitted, including further development at Manston Airport, which</u></p>

			<p><u>has a material impact on the capacity or operation of these routes, the Council will require alternative on-site highway provision where appropriate and/or proportionate contributions towards any improvements or changes to the existing routes which is thereby necessitated:</u></p> <p><u>1) B2050 Manston Road (from Manston Court Road to Spitfire Junction</u> <u>2) B2190 Spitfire Way (from Spitfire Junction to Columbus Avenue junction).</u></p> <p><u>Junction/traffic management improvements are required at the following junctions to ensure the fully effective functioning of the Inner Circuit. Development that compromises the ability to deliver such improvements will not be permitted:</u></p> <p><u>1) Victoria Traffic Lights</u> <u>2) Coffin House Corner Traffic Lights</u></p> <p>The Council expects all new development to make a proportionate and appropriate contribution to the provision of this key infrastructure.</p> <p><u>In the event that there is any delay in site acquisition or assembly in relation to any of the schemes identified in Policy SP47, the Council will, in conjunction with the County Council, make interim highway arrangements to enable allocated development schemes to proceed.</u></p>
MM78	77	New Paragraphs 6.26 and 6.27	<p><u>6.26 The Council is confident that, working with Kent County Council, the full Inner Circuit can be delivered during the Plan period alongside the proposed development in the Plan. The Council will work with developers and KCC to ensure that the requirements for the Inner Circuit are applied reasonably so that there is no delay to the delivery of development across the Plan period.</u></p> <p><u>6.27 Potential measures to manage interim traffic impacts include:</u></p> <ul style="list-style-type: none"> • <u>Localised widening within existing verge areas</u> • <u>Localised narrowing and priority working systems to manage traffic flow</u> • <u>Alternative routes</u> • <u>Localised weight restrictions for HGVs, linked to positive signing strategies for routing larger vehicles</u>
MM79	78	Policy E01	<p>Policy E01 - Retention of existing employment sites</p> <p>The following sites will be retained for employment uses falling within Use Classes B1 and B8 in locations close to residential areas, with additional B2 in appropriate locations away from residential development:</p>

The following sites will be retained as employment sites and the Council will support uses falling within Use Classes B1, B2 and B8 where they would not harm the living conditions of neighbouring occupiers of land or buildings:

- 1) All sites specifically identified under Policy SP03; and
- 2) Existing business sites and premises identified set out below:

- Cromptons site, Poorhole Lane, Broadstairs
- Pysons Road Industrial Estate, Broadstairs
- Thanet Reach Business Park (part), Broadstairs
- Dane Valley Industrial Estate St.Peters, Broadstairs*
- Northdown Industrial Estate St.Peters, Broadstairs
- Manston Business Park (part), Manston
- Manston Green, Manston
- Manston Road Depot, Margate
- Westwood Industrial Estate, Margate*(part)
- Fullers Yard, Victoria Road, Margate
- All Saints Industrial Estate, Margate
- Laundry Road Industrial Estate Minster
- Eurokent (part), Ramsgate*
- Leigh Road Industrial Estate, Ramsgate
- St. Lawrence Industrial Estate, Ramsgate
- Princes Road Depot/Pioneer Business Park, Ramsgate
- Whitehall Road Industrial Estate, Ramsgate
- Hedgend Industrial Estate, Thanet Way, St.Nicholas-at-Wade
- Tivoli Industrial Estate, Margate
- Manston Road Industrial Estate (part), Ramsgate

Proposals for alternative uses on sites identified under Policy E01(1) and (2), and other buildings and land currently used for employment, will only be permitted where:

- 3) It has been demonstrated that the site is no longer suitable or viable for employment purposes following an active and exhaustive marketing process for a minimum of 12 months;
- 4) The proposal would not undermine economic growth and employment opportunities in the area;
- 5) The proposal would not result in a significant, or harmful reduction in the supply of land available for employment purposes for the remainder of the plan period, having regard to

			<p><u>the type of employment land proposed for reuse and its location;</u></p> <p>6) <u>The proposal would not prejudice the ongoing operation of remaining businesses nearby;</u> <u>and</u></p> <p>7) <u>The proposal would result in a good standard of amenity for existing and future occupants.</u></p> <p>* these are flexible employment sites, where wider employment generating uses will be allowed in addition to B1, B2 and B8 uses. Development must be compatible with neighbouring uses. Proposals for main town centre uses should also comply with Policy E05 - the sequential test where necessary. These uses will be expected to contribute towards the Local Employment and Training Fund.</p> <p><u>Flexible uses include leisure, tourism and other town centre uses which, due to scale and format cannot be accommodated within town centres. They also include uses known as sui generis which do not fall into a category in the Use Classes Order. These include uses such as car showrooms and crèches.</u></p> <p>7.3 Flexible uses include leisure, tourism and other town centre uses which, due to scale and format cannot be accommodated within town centres. They also include uses known as sui generis which do not fall into a category in the Use Classes Order. These include uses such as car showrooms and crèches.</p>
MM80	79	Policy E02	<p>Policy E02 - Home Working</p> <p>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:</p> <ol style="list-style-type: none"> 1) Detrimental impacts on residential amenity by reason of dust, noise, <u>light</u>, smell, fumes or other emissions; 2) Additional traffic flows or vehicle parking in the vicinity, at a level that would be harmful to residential amenity or highway safety; or 3) The erosion of the residential character of the area.
MM81	79	New paragraph preceding Policy E03	<p><u>7.7A The Council strongly supports the installation of digital infrastructure and considers that an appropriate balance needs to be struck when considering impacts on heritage assets, conservation areas and historic landscapes.</u></p>

MM82	79	Policy E03	<p>Policy E03 - Digital Infrastructure</p> <p>Proposals for the installation of digital infrastructure will be required on allocated sites in this plan.</p> <p>Retro-fitting in existing urban areas and villages will be supported, subject to no detrimental <u>unacceptable harm impacts on listed buildings and their settings</u>, the character <u>or</u> and appearance of conservation areas <u>and their settings</u>, and historic landscapes.</p>
MM83	80	Policy E04	<p>Policy E04 - Primary and Secondary Frontages</p> <p>Primary and Secondary Frontages are defined for Westwood, Margate, Ramsgate and Broadstairs.</p> <p>Within the Primary Frontages the following development will be permitted:</p> <ol style="list-style-type: none"> 1) Use Classes falling within A1, A2, A3, A4 and A5. (see glossary - Appendix D) 2) Residential and <u>other main town centre uses</u> Class B1 (a) offices will be permitted above ground floor level only. <p>Within the Secondary Frontages the uses referred to in the preceding clauses will be permitted <u>at ground and upper floor level</u> as well as all other town centre uses stated in the National Planning Policy Framework including hotels and residential where this would not fragment or erode the <u>active commercial frontages</u> to a degree that <u>would</u> compromises footfall or otherwise undermines the function of the centre.</p>
MM84	81	Policy E05	<p>Policy E05 - Sequential and Impact Test</p> <p>Proposals for main town centre uses should be located within the designated town centres of Margate, Ramsgate, Broadstairs and Westwood, comprising the primary and secondary frontages as shown on the policies map. Where this is not possible due to size, format and layout town centre uses should be located on the edge of town centres or on employment land designated for flexible uses. Outside these defined centres <u>areas</u> applicants should demonstrate that there is no sequentially preferable location within the catchment of the proposed development.</p> <p>Applications for development above the following thresholds <u>outside town centres</u> should be accompanied by an impact assessment:</p> <ol style="list-style-type: none"> 1) Urban area* - 1,000 square metres

			<p>2) Rural area* - 280 400 square metres The impact assessment should include:</p> <ul style="list-style-type: none"> • the impact of the proposal on existing, committed and planned public and private investment in a town centre or town centres in the catchment area of the proposal; and • the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. <p>Applicants should demonstrate flexibility on issues such as format and scale and will be expected to provide the Council with robust evidence of this.</p> <p>Where an application fails to satisfy the sequential test or is likely to have an adverse impact on one or more of the above factors, it will be refused.</p> <p><u>*As defined by the Boundary of Urban Area (SP21) on the Policies Map. The Villages are in the rural area.</u></p>
MM85	82	Policy E06	<p>Policy E06 - District and Local Centres</p> <p>Proposals for additional shopping provision at traditional District <u>Centres (as defined on the Policies Map)</u> and Local Centres* will be permitted where the proposals <u>serve the local population meet a local need and are of a scale appropriate to the particular centre and not more than 1000 square metres.</u></p> <p>Residential accommodation will be permitted in District and Local Centres where this would not fragment or erode the <u>active commercial frontages</u> of such locations to a degree that <u>compromises footfall or otherwise undermines the function of the centre.</u></p> <p><u>*The Local Centres are located at:- (as indicated on the Policies Map)</u></p> <p><u>Minnis Road, Minnis Bay, Birchington</u> <u>Cambourne Avenue/Lymincton Road, Westgate on Sea</u> <u>Canterbury Road, Garlinge</u> <u>Canterbury Road, Westbrook</u> <u>Ramsgate Road, Margate (Victoria Lights) Holly Lane/Northdown Road, Margate</u> <u>Summerfield Road, Palm Bay, Margate</u></p>

			<p><u>St Peter's, Broadstairs</u> <u>Margate Road/Northwood Road, Ramsgate</u> <u>High Street, St Lawrence, Ramsgate</u> <u>Hereson Road, Ramsgate</u> <u>Grange Road, Ramsgate</u></p>
MM86	83	Policy E07	<p>Policy E07 - Serviced Tourist Accommodation (<u>Hotels, Guest Houses and B&Bs</u>)</p> <p>The Council will permit the development of new serviced tourist accommodation, including extensions and improvements to existing accommodation, <u>in appropriate locations such that</u>where this would be well related to existing built development and subject to the following criteria:</p> <p>1) Must be of an appropriate scale that does not impact on the surrounding area, including impact upon the road network.</p> <p><u>1) it is of form, scale and design appropriate to its surroundings;</u> <u>2) it does not cause unacceptable impact on the road network or highway safety;</u> 2) <u>3) it is</u> Should be in sustainable locations and accessible by a range of means of transport <u>(wherever possible in rural areas);</u> 3) Outside of the urban area development should respect landscape character and nature conservation value. 4) <u>If it is located in a rural area, that it respects the character of the local countryside and is sensitive to its defining characteristics; Outside of the urban area development should respect landscape character and nature conservation value, and</u> 5) Sufficient mitigation should be provided <u>to prevent</u> against any <u>material</u> increase in recreational pressure on designated nature conservation sites</p>
MM87	83	Policy E08	<p>Policy E08 - Self Catering Tourist Accommodation</p> <p>Proposals for the development, diversification, upgrade or improvement of self-catering accommodation will be permitted subject to the following criteria <u>provided that:</u></p> <p>1) Should be of appropriate siting, design, scale and access. 2) Should be related well to the primary and secondary road network. 3) Should be capable of being extensively landscaped such that its impact on the character of the area is minimised.</p>

			<p><u>1) it is sustainably located;</u> <u>2) it is of a form, scale and design appropriate to its surroundings;</u> <u>3) in relation to a caravan and camping park, that it does not cause unacceptable impact on the local road network or highway safety, and wherever possible is well related to the primary and secondary road network; and</u> <u>4) If it is located in a rural area, that it respects the character of the local countryside and is sensitive to its defining characteristics.</u> <u>5) Sufficient mitigation should be provided to prevent any material increase in recreational pressure on designated nature conservation sites</u></p>
MM88	84	Policy E09	<p>Policy E09 - Protection of Existing Tourist Accommodation</p> <p>Proposals that would result in the loss of existing high quality tourist accommodation with 10 or more bedrooms will not be permitted unless it can be demonstrated that the hotel/ guesthouse or self-catering accommodation is no longer viable* for such use.</p> <p>* In order to demonstrate that the existing tourist accommodation is not viable, evidence will be required to show that the facility has been marketed extensively for at least a year and at <u>an open market value which is attributable to its use as tourist accommodation with competitive price</u> and consideration given of to alternative forms of holiday accommodation. Evidence will also be required of occupancy rates for the previous 3 years, and any other relevant factors such as previous marketing or business plans, locational factors and ease of access for visitors by a range of means of transport. In assessing whether the accommodation is high quality and not viable the Council may seek the independent views of industry experts</p>
MM89	84	Policy E10	<p>Policy E10 - Major Holiday Beaches</p> <p>On those beaches identified as major holiday beaches below, the Council will support proposals for the provision and upgrading of a wide range of recreational facilities and services including tourist accommodation:</p> <p>1) Main Sands, Margate 2) Ramsgate Main Sands 3) Viking Bay, Broadstairs</p> <p>Proposals must also comply with the heritage policies of this plan and the National Planning Policy Framework.</p>

			<p>At Margate Main Sands recreational facilities will be concentrated on that part of the beach at the junction of Marine Terrace and Marine Drive and the built form shall not project above the level of the seafront promenade.</p> <p>Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</p>
MM90	85	Policy E11	<p>Policy E11 – Intermediate Beaches</p> <p>On those beaches identified as intermediate beaches below, and where scope exists for such development, the Council will support proposals for small scale tourism and leisure development (e.g. tourist accommodation, kiosks supplying food and refreshments, beach huts and beach furniture), subject to the scale of provision being consistent with the intermediate status of the beach and satisfactory design and siting of development:</p> <ol style="list-style-type: none"> 1) Dumpton Gap (part) 2) Joss Bay 3) Louisa Bay 4) Minnis Bay (part) 5) St Mildred's Bay 6) Stone Bay 7) Walpole Bay 8) Westbrook Bay 9) Western Undercliff, Ramsgate 10) West Bay <p>Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</p>
MM91	85	Policy E12	<p>Policy E12 – Undeveloped Beaches</p> <p>On, or adjacent to undeveloped beaches identified on the Policies Map, priority will be given to the maintenance and enhancement of their natural and undeveloped character. New development including new built facilities, the provision of public car parking facilities and new or improved vehicular access to serve such beaches will not be permitted. In the exceptional event that development is permitted, proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</p>

MM92	84	New Policy E10 merged from Policies E10, E11 and E12	<p><u>Policy E10 - Thanet's Beaches</u></p> <p><u>Major Holiday Beaches</u></p> <p><u>On those beaches identified as major holiday beaches below, the Council will support proposals for the provision and upgrading of a wide range of recreational facilities and services including tourist accommodation:</u></p> <ol style="list-style-type: none"><u>1) Main Sands, Margate</u><u>2) Ramsgate Main Sands</u><u>3) Viking Bay, Broadstairs</u> <p><u>Proposals must also comply with the heritage policies of this plan and the National Planning Policy Framework.</u></p> <p><u>At Margate Main Sands recreational facilities will be concentrated on that part of the beach at the junction of Marine Terrace and Marine Drive and the built form shall not project above the level of the seafront promenade.</u></p> <p><u>Development proposals must avoid or fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</u></p> <p><u>Intermediate Beaches</u></p> <p><u>On those beaches identified as intermediate beaches below, and where scope exists for such development, the Council will support proposals for small scale tourism and leisure development (e.g. tourist accommodation, kiosks supplying food and refreshments, beach huts and beach furniture), subject to the scale of provision being consistent with the intermediate status of the beach and satisfactory design and siting of development:</u></p> <ol style="list-style-type: none"><u>1) Dumpton Gap (part)</u><u>2) Joss Bay</u><u>3) Louisa Bay</u><u>4) Minnis Bay (part)</u><u>5) St Mildred's Bay</u><u>6) Stone Bay</u><u>7) Walpole Bay</u><u>8) Westbrook Bay</u><u>9) Western Undercliff, Ramsgate</u>
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			<p><u>10) West Bay</u></p> <p><u>Development proposals must avoid or fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</u></p> <p><u>Undeveloped Beaches</u></p> <p><u>On, or adjacent to undeveloped beaches identified on the Policies Map, priority will be given to the maintenance and enhancement of their natural, remote and undeveloped character.</u></p> <p><u>New development including new built facilities, the provision of public car parking facilities and new or improved vehicular access to serve such beaches will not be permitted. In the event that there is an overriding need for development/necessary infrastructure that cannot be met or located elsewhere, such proposals must avoid or fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.</u></p>
MM93	86	Policy E13	<p>Policy E13 - Language Schools</p> <p>Language schools will be permitted subject to:</p> <ol style="list-style-type: none"> 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 <u>living conditions</u> of adjacent occupiers or on the character of an area as a whole through noise, <u>additional on-street parking</u> 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 <u>which is harmful to the character and appearance of the area</u> where the character of that area is materially altered
MM94	87	Policy E14	<p>Policy E14 - Quex Park</p> <p>Farm diversification projects and tourism and leisure development at Quex Park Estate will be supported where they contribute to the upkeep of the Quex House and Gardens and the Powell-Cotton Museum and promote the Estate as a destination for tourism and leisure.</p> <p>Projects should be in keeping with the parkland character of the Estate, conserve and enhance the heritage assets <u>and their settings</u>, and the Park's biodiversity, <u>and meet the requirements of Policy SP23</u></p>

			Applications that are likely to have an <u>significant</u> impact on the highway network must be accompanied by a Transport Assessment in accordance with Policy TP01. <u>In other cases a transport statement may be required.</u>
MM95	87	Policy E15	<p>Policy E15 –New build dDevelopment for <u>new business</u>economic developmentpurposes in the rural area<u>countryside</u></p> <p>Well-designed new builddevelopment for economic development purposes <u>for new businesses</u> will be permitted in sustainable locations, including development of businesses in situ, at a scale and form compatible with their rural location.</p>
MM96	87	Paragraph 10.5	Disused rural buildings may hold species such as bats or barn owls, protected by the Wildlife and Conservation <u>Conservation</u> <u>Countryside Act 1981 (as amended)</u> and other legislation <u>Conservation of Habitats and Species regulations 2017</u> . The conversion of such buildings should make provision for their continued use by protected species which are present. If this is not possible, mitigation should be provided nearby.
MM97	88	Policy E16	<p>Policy E16 - Conversion of rural buildings for economic development purposes</p> <p>Where it can be demonstrated that a rural building is not needed for an agricultural use, its conversion for economic development purposes will be permitted where all the following criteria are met:</p> <ol style="list-style-type: none"> 1) Their form, bulk and general design are in keeping with the character of the surrounding countryside; 2) The proposed use is acceptable in terms of its impact on the surrounding area and the local highway network; 3) It can be demonstrated through a structural survey that the building is capable of conversion; 4) any alterations associated with the conversion would not be detrimental to the distinctive character of the building (or its setting), its historic fabric or features. 5) if the building forms part of a complex of agricultural or industrial buildings, a comprehensive strategy is put forward which shows the effects on the use of the remaining complex, and on any listed buildings and their settings. 6) where the building currently contains protected species, mitigation should be provided.,

			<u>where the building contains protected species any negative impacts should be fully addressed following the "avoid, mitigate and compensate" hierarchy.</u>
MM98	88	Policy E17	<p>Policy E17 – Farm Diversification</p> <p>Proposals to diversify the range of economic activities on a farm will be permitted if all the following criteria are met:</p> <ol style="list-style-type: none"> 1) The proposal is compatible with the agricultural operations on the farm, and is operated as part of the farm holding. 2) The re-would be no irreversible loss of best and most versatile agricultural land <u>is minimised.</u> 3) The likely traffic generation could be safely accommodated on the local highway network. <p>Proposals should where possible utilise available existing farm buildings.</p>
MM99	89	Paragraph 10.10	<p>10.10 The National Planning Policy Framework (NPPF) requires that planning authorities should take into account the economic and other benefits of best and most versatile land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality. <u>For the purposes of Policy E18 significant development is considered to be any planning application that is "major development" as defined by The Town and Country Planning (Development Management Procedure) (England) Order 2015.</u> The majority of agricultural land in Thanet is best and most versatile and therefore the following policy applies</p>
MM100	89	Policy E18	<p>Policy E18 - Best and Most Versatile Agricultural Land</p> <p>Except on sites allocated for development by virtue of other policies in this Plan, planning permission will not be granted for <u>significant</u> development which would result in the irreversible loss of best and most versatile agricultural land unless it can be clearly demonstrated that:</p> <ol style="list-style-type: none"> 1) the benefits of the proposed development outweigh the harm resulting from the loss of agricultural land,

			<p>2) there are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and</p> <p>3) the development will not result in the remainder of the agricultural holding becoming not viable or lead to likely accumulated and significant losses of high quality agricultural land.</p> <p>Applications for solar parks on best and most versatile agricultural land should comply with Policy CC06 - Solar Parks</p>
MM101	89	New Paragraph	<p><u>10.10a The National Planning Policy Framework also states that the planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. This is because soil is an essential finite resource that provides important 'ecosystem services', for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. As part of the government's 'Safeguarding our Soils' strategy, Defra has published a Code of practice for the sustainable use of soils on construction sites. The Council would encourage developers to have regard to this.</u></p> <p>Agricultural related development</p> <p>10.11 The National Planning Policy Framework (NPPF) requires that Local Plans support the needs of the food production industry. Agricultural related businesses are those that are not part of a farm business, such as producing and packing operations. These value adding operations are an important part of the rural economy but their scale and location should respect the character and appearance of the rural area <u>as set out in SP02.</u></p>
MM102	89	Policy E19	<p>Policy E19 – Agricultural Related Development</p> <p>Development related to the agricultural industry will be approved subject to landscape, traffic and other planning considerations, and the scale of the development being acceptable</p>
MM103	90	Policy HO1	<p>Policy HO1- Housing Development</p> <p>Permission for new housing development will be granted on:</p> <p>1) Sites allocated for <u>this</u> such purposes, <u>as listed below and shown on the Policies Map</u> subject to consistency with indicative phasing in Appendix B</p>

<u>Site address</u>	<u>Capacity</u>
<u>Queens Arms Yard, Margate</u>	<u>24</u>
<u>Cottage Car Park, New Street, Margate</u>	<u>32</u>
<u>Margate Town Centre (south of New Street), Margate</u>	<u>27</u>
<u>Adjacent to 9 Minnis Road, Birchington</u>	<u>11</u>
<u>End of Seafield Road, Ramsgate</u>	<u>16</u>
<u>Adjacent to 21 Royal Road & 9 Townley Street, Ramsgate</u>	<u>18</u>
<u>Gas works, Boundary Road, Ramsgate</u>	<u>96</u>
<u>Land at Wilderness Hill and Dane Road</u>	<u>14</u>
<u>79-85 High Street, Ramsgate</u>	<u>14</u>
<u>Gas Holder Station, Addington Street, Margate</u>	<u>22</u>
<u>WW Martin, Dane Park Road, Ramsgate</u>	<u>14</u>
<u>10 Cliff Street, Ramsgate</u>	<u>11</u>
<u>Complete Car Sales, Willsons Road, Ramsgate</u>	<u>10</u>
<u>Highfield Road, Ramsgate</u>	<u>25</u>

<u>Land at Victoria Road & Dane Road, Margate</u>	<u>35</u>
<u>Haine Farm, Haine Road, Ramsgate</u>	<u>35</u>
<u>Land off Northwood Road, Ramsgate</u>	<u>45</u>
<u>Dane Valley Arms, Dane Valley Road, Margate</u>	<u>13</u>
<u>Builders Yard, The Avenue, Margate</u>	<u>10</u>
<u>Land at Waterside Drive, Westgate</u>	<u>12</u>
<u>Suffolk Avenue, Westgate</u>	<u>23</u>
<u>r/o Cecilia Road, Ramsgate</u>	<u>23</u>
<u>Margate Delivery Office, 12-18 Addington Street, Margate</u>	<u>10</u>
<u>Industrial Units, Marlborough Road, Margate</u>	<u>10</u>
<u>Gap House School, 1 Southcliff Parade, Broadstairs</u>	<u>10</u>
<u>Foreland School, Lanthorne Road, Broadstairs</u>	<u>14</u>
<u>Thanet Reach southern part, Broadstairs</u>	<u>80</u>
<u>Part of Pysons Road, Broadstairs</u>	<u>26</u>
<u>Lanthorne Court, Broadstairs</u>	<u>56</u>

<u>Former Club Union Convalescent Home, Reading Street, Broadstairs</u>	<u>24</u>
<u>Adj to 60 Harold Road and r/o 40-56 Harold Road, Cliftonville</u>	<u>14</u>
<u>Adj to 14 Harold Road, Cliftonville</u>	<u>10</u>
<u>Part of allotment gardens, Manston Road</u>	<u>80</u>

- 2) Non-allocated sites within the confines of the urban area and villages as shown on the policies map, subject to meeting other relevant Local Plan policies existing built-up confines consisting of previously developed land.
- 3) Residential gardens where not judged harmful to the local area) in terms of the character and amenity considerations set out in Policy QD02.

All Development Proposals should also: and provided that all the following criteria are met:

- 3) Proposals comply with the relevant requirements of SP12- General Housing Policy and the relevant area specific housing objectives set out in the housing strategy section are addressed, and
- 4) It is demonstrated that adequate infrastructure will be in place to serve each unit ready for occupation.
- 5) Satisfactory details are provided showing how any physical conditions including land stability and contamination, affecting the site can be overcome.

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

MM104	91	Policy HO2 Delete Policy	<p>HO2 – Land north and south of Shottendane Road, Margate</p> <p>Land is allocated for up to 300 dwellings at land north of Shottendane Road, and up to 250 dwellings at land south of Shottendane Road, at a maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Appendix B. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site. The masterplan should be informed by a transport assessment and travel plan including an assessment of impact on the local</p>
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			<p>road network and demonstrating measures to promote multi-modal access. Development will incorporate and provide for highways improvements identified in the Thanet Transport Strategy.</p> <p>Master planning will:</p> <ul style="list-style-type: none"> • Provide for the integration of development and landscaping to enable a soft edge between the site and the open countryside • Provide pedestrian and cycle access between the two sites • Provide a minimum of 6.23 ha of open space - this may be spread over both sites but must be easily accessible by both sites • Provide off site mitigation for the loss of ground nesting bird habitats <p>Master planning for the southern site will include:</p> <ul style="list-style-type: none"> • Heritage Impact Assessment to assess effects on St Johns Cemetery and sites/ memorials within it • Consideration of policies CSW16 and DM8 of the Kent Minerals and Waste Local Plan (or subsequent revision) to assess and mitigate any potential impacts on waste management capacity • Provision for the retention and/or upgrading of designated bridleways (TM13, TM14, TM23, TM28)
MM105	92	Policy HO3	<p>Policy HO3 - Land on west side of Old Haine Road, Ramsgate</p> <p>Land to the West of Old Haine Road, Ramsgate, is allocated for up to 250100 new dwellings <u>within approximate average</u> density of 35 dwellings per hectare (net) <u>at the west of Old Haine Road, Ramsgate at a maximum.</u> Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site <u>which should include:</u> This will be informed by and address:-</p> <ul style="list-style-type: none"> • A Transport Assessment assessing impact on the local road network, demonstrating suitable access arrangements, identifying measures to mitigate impacts of development and demonstrating multi-modal access, including footway and cycleway connections. • A travel plan • Pre-design archaeological evaluation. <p><u>1) pre-design archaeological evaluation.</u> <u>2) appropriate landscape treatment that also ensures an appropriate transition between the</u></p>

			<p><u>development and the adjacent open countryside;</u></p> <p><u>3) a proportionate contribution to necessary off-site highway improvements in accordance with Policy SP47</u></p> <p><u>Proposals will be accompanied by a Transport Assessment which shall:</u></p> <p>1) a Transport Assessment assessing the impact on the local road network, demonstrating suitable access arrangements, identifying measures to mitigate impacts of development and demonstrating multi-modal access, including footway and cycleway connections.</p> <p>Phasing of development will be in accordance with Appendix B</p> <p>Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside</p> <p>Development will be expected to provide for any highway improvements identified as necessary in a traffic assessment</p> <p>Development will be expected to provide an appropriate off-site contribution to</p> <ul style="list-style-type: none"> • highway improvements including in respect of Westwood Relief Scheme. • provision, where required, of a new school
MM106	92	Policy HO4	<p>Policy HO4- Land fronting Nash Road and Manston Road, <u>Margate</u>(site reference S540)</p> <p>Land fronting Nash Road and Manston Road Margate is allocated for up to 250 new dwellings at a maximum <u>with an approximate average</u> density of 35 dwellings per hectare (net) <u>at Nash Road and Manston Road Margate</u></p> <p>Proposals will be judged and permitted only in accordance with a development brief and Masterplan for the whole site <u>which should include;</u> which will be informed by and address:</p> <p>1) A Transport Assessment including assessment of impact on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections. (Development will be expected to accommodate land required as part of a suitable scheme to address traffic capacity issues at the Coffin House Corner junction, a strategic link road through the site between Nash Road and Manston Road, and potential widening of Nash Road).</p>

- 1) any necessary upgrade of utility services;
- 2) Pre-design archaeological assessment.
- 2) linkages to new and existing public transport infrastructure, including bus and rail services.
- ~~3) The need to safeguard the setting of the listed building Salmestone Grange and the scheduled ancient monument~~
- 3) the provision of a local distributor link road between Nash Road and Manston Road, including a new roundabout junction at Manston Road
- ~~4) The presence of the crematorium adjoining the site~~
- 4) appropriate arrangements for surface water management
- ~~.5) Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply.~~
- ~~6) Appropriate arrangements for surface water management in line with Margate Surface Water Management Plan~~

~~The design brief should feature and reflect investigation of the need to incorporate an element of housing to meet the needs of particular groups including specifically sheltered and extra care homes. Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside and provide a green link between the cemetery and disused railway line to the east.~~

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

All development proposals must include a phasing and implementation plan to include the phasing of development, infrastructure and landscaping

Masterplanning will be informed by and address:

- 1) the provision of landscaping that also ensures an appropriate transition between the development and the adjacent open countryside.
- 2) pre-design archaeological assessment;
- 3) the preservation or enhancement of the setting of the listed building Salmestone Grange and the scheduled ancient monument; and
- 4) a design and layout that respects the presence of the crematorium on the adjoining site

Proposals will be accompanied by a Transport Assessment

~~(Policy HO5 land fronting Park Lane, Birchington – policy deleted as now included within the strategic allocation and covered by Policy SP14)~~

MM107	93	Policy HO6	<p>Policy HO6- Land south of Brooke Avenue Garlinge</p> <p>Land south of Brooke Avenue Garlinge is allocated for up to 34 new dwellings at a maximum<u>with an approximate average density of 35 dwellings per hectare (net) south of Brooke Avenue, Garlinge.</u> Phasing of development will be in accordance with Appendix B. Development will be informed by</p> <p><u>Proposals for the development of the site will be informed by and address:</u></p> <p>1) a Transport Assessment <u>1) an archaeological evaluation and</u> <u>2) a landscaping scheme that also ensures an appropriate transition between the development and the adjacent open countryside</u></p> <p>Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside.</p>
MM108	93	Policy HO7	<p>Policy HO7 - Land at Haine Road and Spratling Street, Ramsgate</p> <p>Land is allocated for up to 85 <u>100</u> new dwellings at a maximum<u>with an approximate average density of 35 dwellings per hectare net at Haine Road and Spratling Street, Ramsgate.</u></p> <p>Phasing of development will be in accordance with Appendix B. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site informed by a Transport Assessment and Travel Plan including assessment of impact on the local road network and demonstrating measures to promote multi-modal access.</p> <p>Development will incorporate and provide for suitable access arrangements together with suitable footway connections.</p> <p><u>Masterplanning Proposals for the development of the site will be informed by and address:</u></p> <p>1) Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply <u>1) suitable access arrangements together with suitable footway connections</u> 2) Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside. <u>2) the provision of a priority junction including a dedicated right turn lane for vehicular access to the site;</u> <u>3) appropriate landscaping treatment that also ensures an appropriate transition between the</u></p>

			<p><u>development and the adjacent open countryside</u></p> <p><u>4) any necessary upgrading of utility services on site.</u></p>
MM109	93	Policy HO8	<p>Policy HO8 - Land south of Canterbury Road East, Ramsgate</p> <p>Land on the south side of Canterbury Road East is allocated for up to 27 new dwellings at a <u>maximum with an approximate average</u> density of 35 dwellings per hectare net <u>on the south side of Canterbury Road East .</u></p> <p>Phasing of development will be in accordance with Appendix B.</p> <p>Proposals will be judged and permitted only in accordance with a development brief informed by archaeological evaluation and ecological evaluation</p> <p><u>Proposals for the development of the site will be informed by and address:</u></p> <p><u>1) an archaeological evaluation</u></p> <p><u>2) an ecological evaluation</u></p> <p><u>3) appropriate landscaping which addresses the desirability to retain hedgerows and trees for their landscape and biodiversity value</u></p> <p>Appropriately landscaped development and landscaping will be expected to address the need to retain and enhance trees and hedgerows for their biodiversity interest.</p>
MM110	94	Policy HO9	<p>Policy HO9 - Land at Melbourne Avenue, Ramsgate</p> <p>Land at the former Newington Nursery and Infant School, Melbourne Avenue, Ramsgate is allocated for up to 49 new dwellings at a <u>notional maximum with an approximate average</u> density of 35 dwellings per hectare net <u>at the former Newington Nursery and Infant School, Melbourne Avenue, Ramsgate .</u> Phasing of development will be in accordance with Appendix B.</p> <p>Proposals will need to be informed by an ecological assessment and transport assessment.</p> <p><u>Proposals for the development of the site will be informed by and address</u></p> <p><u>1) need to be informed by an ecological assessment</u></p> <p><u>2) the retention of the existing area of woodland in the south western part of the site known as "The Copse" for community use;</u></p> <p><u>3) appropriate landscaping</u></p> <p><u>Proposals will be accompanied by a Transport Statement</u></p>

			Alongside provision of amenity space and improving footpath connections development should respect and retain the existing area of woodland (known as The Copse) within the south western part of the site as a community asset.
MM111	94	Paragraph 11.10 New wording to end of paragraph	11.10 The Council and its partners including Kent County Council and the Homes and Communities Agency are implementing a concerted programme "Live Margate" to focus and stimulate further investment in making Margate and, in particular, these two wards, an area where people aspire to live. A central feature of the programme is purchasing existing properties and turning them into quality family homes. Many properties in these wards have 3-4 storeys and would be suited to multigenerational living (with two or more generations living under the same roof). If house prices continue to rise there may be an increase in demand for multigenerational houses .The following policy supports proposals resulting from or compatible with the Live Margate initiative. In addition to relevant policies in the Cliftonville DPD, the following policy will apply <u>within the DPD area as shown on the Policies Map.</u>
MM112	94	Policy HO10	<p>Policy HO10 - Cliftonville West and Margate Central</p> <p>Proposals to provide residential accommodation in <u>those parts of</u> Cliftonville West and Margate Central wards (as <u>identified on the Policies Map defined in the map below</u>) will be expected to:demonstrate compatibility with the following objectives:</p> <ol style="list-style-type: none"> 1) Improving<u>provide high</u> quality homes <u>in accordance with good design principles:</u> 2) Increasing the number of family homes. 3) Creating<u>contribute to the creation of</u> mixed settled communities <u>wherein which</u> families and individuals will want to live. 4) Improving<u>make a positive contribution to</u> the urban fabric, or street scene and environment <u>environmental quality of the area</u>
MM113	95	Policy HO11	<p>Policy HO11 - Housing <u>in</u>at Rural Settlements</p> <p>Housing development will be permitted within the confines of the rural settlements subject to the provisions of Policy HO1 and the criteria below:</p> <ol style="list-style-type: none"> 1) The proposal being compatible with the size, form, historic character and historic scale of growth of the settlement; and 2) In the case of <u>major development proposals</u> development more than minor in scale accessible community services will be available.

The sites listed below are specifically allocated for residential development. ~~under policy HO1. The appropriate dwelling capacity on each site will be considered in light of planning policy and usual development management considerations, and capacities featured in Appendix B should be regarded as a notional maximum.~~

Table 9 - Sites allocated for residential development at Rural Settlements

<u>Site</u>	<u>Capacity</u>
Tothill Street, Minster	<u>250</u>
Land at Manor Road, St Nicholas	<u>10</u>
Land at Walter's Hall Farm, Monkton	<u>20</u>
Land south side of A253, Cliffsend	<u>62</u>
Land north of Cottington Road, Cliffsend	<u>41</u>
Builders Yard south of 116-124 Monkton Street, Monkton	<u>20</u>
Former Jentex site Canterbury Road West, Cliffsend	<u>56</u>
Foxborough Lane (South Side), Minster	<u>35</u>
Station Road, Minster	
Land at The Length, St. Nicholas	<u>25</u>
Young's Nursery, Arundel Road, Cliffsend	<u>12</u>

In addition to the requirements set out in Policies HO12-HO17, the following development principles also apply:

- Former Jentex site, Canterbury Road West, Cliffsend. Allocated for up to 56 dwellings. Early consultation with Environment Agency and an assessment of potential contamination of ground and groundwater together with appropriate remedial measures required
- Builder's Yard south of 116-124 Monkton Street, Monkton. Allocated for up to 20 dwellings. In light of former builder's yard use an assessment of potential contamination together with appropriate remedial measures may be required.
- Land at south side of Foxborough Lane, Minster. Allocated for up to 35 dwellings. Potential for bat and reptile presence will require further investigation and mitigation may be required.
- Land at The Length, St. Nicholas. Allocated for up to 25 dwellings.
- Young's Nursery, Arundel Road, Cliffsend. Allocated for up to 12 dwellings.

Applications for housing development at and adjoining the rural settlements will be expected to:

1) Demonstrate that engagement has taken place with the relevant parish council to:

~~1. Assess and where feasible incorporate an appropriate element of housing to meet any identified need for particular types of housing arising in the parish including sheltered and extra care housing~~

~~2. Address how any affordable element to be provided can serve to address need arising in the relevant parish as priority.~~

~~3. Identify any community facilities required and scope for incorporating or contributing towards provision of these.~~

~~2) Be informed by liaison with the County Council as education authority regarding the need to accommodate or contribute to any required expansion or improvements to village primary school capacity.~~

~~The following polices and additional information provide necessary guidance where required in respect of specific allocated sites.~~

MM114	96	Policy HO12	<p>Policy HO12 - Land at Tothill Street, Minster</p> <p><u>Land is allocated for up to 250 dwellings with an approximate average density of 35 dwellings per hectare at Tothill Street, Minster</u></p> <p><u>Proposals for residential development will be expected to for the development of the site will be informed by and address</u></p> <p><u>1)) Be informed by an archaeological pre-design evaluation and transport assessment. Vehicular access would need to be provided to Tothill Street and links southwards with existing development restricted to pedestrian and cycle routes in order to limit additional traffic movement in the vicinity of Monkton Road and High Street.</u></p> <p><u>1) the provision, location and type of the requisite open space</u></p> <p><u>2) Provide an appropriate contribution to off-site highway improvements.</u></p> <p><u>2) provide vehicular access to Tothill Street and links southwards with existing development restricted to pedestrian and cycle routes in order to limit additional traffic movement in the vicinity of Monkton Road and High Street.</u></p> <p><u>3) Incorporate open space in accordance with the standards set out in Policy SP31, and in consultation with Minster Parish Council address the need to safeguard land suitably located within the site for expansion of the existing cemetery.</u></p> <p><u>3) provide an emergency access</u></p> <p><u>4) provide improvements to the Tothill Street/A299 Roundabout and a proportionate contribution to off-site junction improvements at Spitfire Way.</u></p> <p>In light of the site's proximity to the cemetery and former transport depot, and its location in an area with sensitive groundwater requiring continued protection, consultation with the Environment Agency and contamination assessment is likely to be required.</p>
MM115	96	Policy HO13	<p>Policy HO13 - Land at Manor Road, St Nicholas at Wade</p> <p><u>Land is allocated for up to 36 dwellings with an approximate average density of 35 dwellings per hectare at Manor Road, St Nicholas at Wade</u></p> <p><u>Proposals for residential development will be expected to:for the development of the site will address the provision, location and type of the requisite open space</u></p> <p><u>1) Be informed by a Transport Assessment statement and may be required to contribute to traffic management measures to avoid increasing traffic movements at the junction of Manor Road with The Length.</u></p>

			<p>2) Incorporate open space in accordance with the standards set out in Policy SP31</p>
MM116	96	Policy HO14	<p>Policy HO14 - Land at Walter's Hall Farm, Monkton</p> <p><u>Land is allocated for up to 18 dwellings at an approximate average density of 35 dwellings per hectare at Walter's Hall Farm, Monkton</u></p> <p><u>Proposals for residential development shall be informed by Proposals for the development of the site will be informed by and address</u></p> <ol style="list-style-type: none"> 1) archaeological evaluation and 2) development shall be laid out and designed so as to respect the setting of the listed building <u>at Walters Hall Farmhouse</u>
MM117	97	Policy HO15	<p>Policy HO15 - Land south side of A253, Cliffsend</p> <p><u>Land is allocated for up to 62 dwellings at an approximate average density of 35 dwellings per hectare on the south side of the A253, Cliffsend</u></p> <p>Proposals for residential development will be expected to:</p> <p><u>Proposals for the development of the site will be informed by and address</u></p> <ol style="list-style-type: none"> 1) Be informed by a pre-design archaeological evaluation. 2) Explore the potential of, and provide where possible, provide sustainable connections<u>footpaths and cycleways</u> to the proposed Parkway station. 3) Be informed by a contamination assessment to investigate potential pollution in light of the site's proximity to the former Jentex site. 4) access arrangements will need to be onto the A253 and avoid access or additional traffic onto Foad's Lane.

MM118	97	Policy HO16	<p>Policy HO16 - Land north of Cottington Rd, Cliffsend</p> <p><u>Land is allocated for up to 40 dwellings with an approximate average density of 35 dwellings per hectare north of Cottington Road, Cliffsend</u></p> <p><u>Proposals for residential development will be expected to: for the development of the site will be informed by and address</u></p> <ol style="list-style-type: none"> 1) Be informed by further archaeological assessment including fieldwork 2) Include a targeted assessment of the impact of development on the setting of St. Augustine's Cross. 3) Avoid excessive traffic use of Foad's Lane and include a transport statement taking account of traffic impacts onto the Foad's Lane area. 3) <u>A transport statement will be needed to take account of traffic impacts onto Foad's Lane area, and proposals will be expected to explore the potential of, and provide where possible, provide sustainable connections</u><u>footpaths and cycleways</u> to the proposed Parkway station.
MM119	97	Policy HO17	<p>Policy HO17 - Land south side of Cottington Rd, Cliffsend</p> <p><u>Land is allocated for up to 23 dwellings at an approximate average density of 35 dwellings per hectare on the south side of Cottington Road, Cliffsend</u></p> <p><u>Proposals for residential development will be expected to: for the development of the site will be informed by and address</u></p> <ol style="list-style-type: none"> 1) Be informed by further archaeological assessment including fieldwork 2) Include a targeted assessment of the impact of development on the setting of St. Augustine's Cross. 3) Include a flood risk assessment. <p>A transport statement will be needed to take account of traffic impacts onto Foad's Lane area, and proposals will be expected to explore the potential of, and provide where possible, provide sustainable connections<u>footpaths and cycleways</u> to the proposed Parkway station.</p> <p>Additional Information</p> <ol style="list-style-type: none"> 5) Former Jentex site, Canterbury Road West, Cliffsend. Early consultation with Environment

			<p>Agency and an assessment of potential contamination of ground and groundwater together with appropriate remedial measures may be required to address identified risk.</p> <p>6) Builder's Yard south of 116-124 Monkton Street, Monkton. Proposals for residential development will be expected to be informed by contact with Monkton Parish Council regarding the potential need to relocate/modernise the village hall and an enhanced communal area behind the street frontage. In light of former builder's yard use a contamination assessment may be required.</p> <p>7) ——— Land at south side of Foxborough Lane, Minster. Bat and reptile presence will require investigation</p>
MM120	98	Paragraph 11.16 Delete Paragraph	<p>11.16 Rural housing needs surveys carried out in 2013 demonstrate that unmet local need exists for affordable housing in most of Thanet's rural settlements. Where the Council is satisfied that there is no viable scope to meet this need including under policies HO1 or HO11, it will consider exceptional site release in line with the following policy.</p>
MM121	98	Policy HO18	<p>Policy HO18 - Rural Housing Need <u>and Exception Sites</u></p> <p>Planning permission will only be granted for affordable housing development adjacent to the confines of a rural settlements <u>that</u> provided all the following criteria are met:</p> <ol style="list-style-type: none"> 1) The affordable housing would be of a scale, type and mix to accommodate identified local need arising within the settlement/parish concerned. 2) The need has been demonstrated in a detailed parish survey, independently verified if required, and has the support of the relevant parish council. 3) There is no reasonable alternative means of meeting the identified need. 4) The location and form of development is acceptable in terms of access, proximity to local services, relationship to the rural settlement and landscape impact. <p><u>1) is of a scale and size appropriate to its location and the level of services available to its residents. is of a type and mix that meets local needs as identified in a verified local needs survey and</u></p> <p><u>2) the location, size and form of which is sensitive to its setting and the defining characteristics of the area.</u></p> <p><u>Permission will be granted for an element of market housing within any such development provided</u></p>

			<p><u>that it can be demonstrated that it is the minimum necessary to facilitate the provision of the affordable housing.</u></p> <p><u>Planning permission will be subject to a planning obligation that secures priority occupation of the affordable housing by persons already resident in the relevant settlement or who have local family connections</u></p>
MM122	99	Policy HO19	<p>Policy HO19 - New Agricultural Dwellings <u>for Rural Workers</u></p> <p>The provision of <u>a new agricultural dwellings for rural workers</u> in the district will <u>only be permitted only</u> where it is demonstrated that <u>there is an essential need for them to live at or near their place of work and the proposal is acceptable in terms of access, design and location.</u></p> <p>1) There is an operational or security requirement which necessitates that provision; or 2) A new viable agricultural unit requires on-site accommodation for operational purposes; and 3) The proposal is acceptable in terms of access, design and location.</p> <p>Where planning permission for a new dwelling is granted on the basis of agricultural requirements, a condition or legal agreement will be required to restrict occupation of the dwelling to agricultural workers and their dependents, or persons last employed in agriculture.</p>
MM123	100	Policy HO20	<p>Policy HO20 - Care and Supported Housing</p> <p>The Council will seek to approve applications that provide <u>good quality accommodation for those in the community with care needs</u> that is needed to support the housing and care requirements of Thanet's community (including <u>the provision of facilities and services which will support independent living</u>).</p> <p>Where such accommodation falls within Use Class C2 proposals will be expected to demonstrate they are suitably located to meet the needs of the occupiers including proximity and ease of access to community facilities and services. , and compatible with surrounding land uses</p>
MM124	101	Paragraph 11.35	<p>11.35 In 2014 the percentage of properties in use as private sector student accommodation in the form of HMOs at the residential estate adjoining the campus was estimated at 2.4%. While such uses have generated local concern, including that recent changes of use might signal an ongoing trend, the Council does not consider that restriction on further change of use is currently justified in principle. Nonetheless, these concerns point to the need to incorporate within policy an indicative ceiling level of cumulative impact in order to maintain</p>

			<p>mixed and settled communities. Having assessed the circumstances in the district and approaches applied in other locations, the Council considers 5% represents an appropriate level. Bearing in mind the potential for displacement pressure that such restriction may generate, this level is considered appropriate across the district. In order to address potential for localised concentration within this headroom, the 5% is applied on the basis of a 50 metre radius <u>or exceed or further exceed 1 HMO in any group frontage of 20 dwellings houses</u></p>
MM125	101	Policy HO21	<p>Policy HO21 - Non self-contained residential accommodation <u>Houses in Multiple Occupation</u></p> <p>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:</p> <p><u>Proposals for Houses in Multiple Occupation ('HMO's), either through conversion of existing buildings or new built development, will not be permitted in those parts of the Cliftonville and Margate Central Wards as illustrated on the policies map.</u></p> <p><u>Elsewhere proposals will be permitted where the development:</u></p> <ol style="list-style-type: none"> <u>1) the likely or experienced effect of the on the character and amenity of the locality resulting from noise, disturbance and visual impact; Does not give rise to an unacceptable impact on the living conditions of neighbouring residents through noise or general disturbance;</u> <u>2) whether the proposed or unlawful use would or has resulted does not result in an intensification or concentration of such uses to a level which is detrimental to the amenity and character of the neighbourhood (having regard to the criteria set out in para 11.35 by way of guidance) including in relation to the considerations set out in (1) above. Applications will be considered contrary to this policy where they would result in more than (or further exceed) 5% of properties in such use within a 50m radius of the application property (or exceed or further exceed 1 HMO in any group frontage of 20 dwellings houses). Proposals below this threshold will additionally be considered on their individual merits against all other clauses of this policy.</u> <u>3) Provides suitable arrangements for car parking, or adequate on-street parking is available within the vicinity of the site 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;</u> <u>4) Provides suitable arrangements for the storage and collection of wastethe suitability of arrangements for dustbin storage and collection</u> <p><u>Operational Note</u></p> <p>In considering part 1 of this policy, noise problems generated by particular individuals in non-self-contained residential accommodation are essentially a management matter. In considering regularisation of non-self-contained accommodation, the Council will have regard only to the extent that noise is generated as a result of the nature of that use i.e. resulting from intensity of occupation and living arrangements.</p>

			<p>In considering part 2 of this policy, the Council's register of licenced HMOs will be used to identify existing HMOs in the vicinity of the application property.</p>
MM126	102	<p>Paragraph 11.37</p> <p>Delete and replace with new paragraphs</p>	<p>11.37 There is only occasional camping by the gypsy and travelling communities in Thanet. This can probably be attributed to lack of suitable work and the fact that Thanet is not an "en route" stopping place. In 2013 a Gypsy and Traveller Accommodation Assessment was conducted covering Thanet, and neighbouring Dover, Canterbury and Shepway districts. This concludes that there is no pitch requirement for Gypsy, Traveller or Travelling Showpeople in Thanet. On this basis no specific provision is identified in this Local Plan. Nevertheless, should proposals come forward to provide sites for such accommodation, applications will be considered on the basis of the following policy.</p> <p><u>The 2011 Census identified a total of 69 households in Thanet with a White: Gypsy or Irish Traveller' ethnicity. Of these, 1 households lived in a caravan or other mobile or temporary structure and 68 households lived in bricks and mortar (house, bungalow, flat, maisonette or apartment). The bi-annual DCLG Traveller caravan count identified no caravans over the last six counts up to July 2017. Likewise, the annual Travelling Showperson caravan count (undertaken each January) also found no Travelling Showpeople caravans in Thanet during the past four counts (2014-2017).</u></p> <p><u>There are no authorised Gypsy and Traveller sites or Travelling Showpeople yards in Thanet.</u></p> <p><u>11.37a The Thanet Gypsy and Traveller Accommodation Assessment (GTAA) 2017/18 has become available since the publication and submission of the Reg.19 Plan. It analyses the latest available evidence to identify the accommodation needs of Gypsies and Travellers, Travelling Showpeople and houseboat dwellers from across the area. This data has been analysed to provide a picture of current provision and activity across the Thanet District and an assessment of future need.</u></p> <p><u>11.37b The GTAA 2017/18 has found evidence of Gypsy and Traveller pitch need over the next five years (2018/18 to 2021/22) equating to 5 pitches under the cultural definition, or 1 pitch under the PPTS 2015 definition of Gypsy/Traveller. This takes account of existing evidenced need (one household who is PPTS-compliant) and an estimate of need arising from households currently living in bricks and mortar accommodation (assumed not to fulfil the PPTS definition).</u></p> <p><u>11.37c For the remainder of the Local Plan Period (up to 2030/31) the GTAA has identified a cultural need for 2 pitches and a PPTS need for 2 pitches. This takes account of a longer-term projection of need based on demographic modelling. The need over the total Plan Period is 7 permanent and 5 transit pitches. There is thus a need to identify pitches for the plan period and this work will have begun before the adoption of the Plan but will not be completed before then. In light of the early review of the plan to commence within 6 months of adoption in accordance with the Secretary of State's direction, it is intended to identify and allocate the necessary number of permanent sites within the review process. Until then the Council will act proactively to accommodate emerging needs on a temporary and, if possible, permanent basis.</u></p>

MM127	102	Policy HO22 Delete policy and replace with new wording	<p><u>Policy HO22 - Accommodation for Gypsy and Travelling Communities</u></p> <p>The use of land to provide accommodation for Gypsy and Travelling communities will be permitted provided the proposed use will not impact unreasonably on surrounding uses or local environmental quality, and the site has reasonable access to local facilities and services, particularly schools, employment and healthcare and lies outside areas at risk of flooding.</p> <p><u>The need over the total Plan Period is for 7 permanent pitches and 5 transit pitches. The change of use of land to provide accommodation for Gypsy and Travelling communities will be permitted provided the proposed site is</u></p> <ol style="list-style-type: none"> <u>1) suitable for its intended use (including any associated business activity) and can be accommodated without unacceptable impact on its surroundings and surrounding land uses and the living conditions of persons living in the vicinity of the site;</u> <u>2) has reasonable access to local facilities and services, particularly schools, employment and healthcare, and</u> <u>3) not within a flood risk area; and</u> <u>4) will not have an unacceptably detrimental impact on local environmental quality including Green Wedges or sensitive landscape areas.</u> <p><u>Pending the next review of the Plan the Council will take proactive steps to accommodate all emerging needs of Gypsy and Travelling communities within the District on temporary sites and, wherever possible, permanent sites which meet the above criteria. The Council shall address the identified need and monitor need in three stages: to continue to work with families to identify suitable short term sites; to commence immediately to identify suitable long term sites and to grant permission for them; and, to identify additional sites required to meet total provision in the next plan review.</u></p>
MM128	102	Policy HO23	<p>Policy HO23 - Residential use of empty property</p> <p>Within urban and village confines Proposals to bring vacant property into residential use will be approved where:</p> <ol style="list-style-type: none"> 1) It is compatible with nearby uses, and 2) The proposal would not conflict with any other policy.

MM129	102	Policy HO24	<p>Policy HO24 - Retention of existing housing stock</p> <p>Proposals which would lead to the net loss of existing housing (class C3) will only be permitted <u>only</u> where:</p> <ol style="list-style-type: none"> 1) 1) The proposal relates to the provision of community facilities for which there is a genuine local need; or which it can be demonstrated need to be so located to benefit the community and compatible with the residential amenity of the area. 2) 2) The residential use is not appropriately located; or 3) 3) The building is unsuitable for residential use in its present form and is not capable of being readily improved or altered to make it suitable; or 4) <u>subject to the heritage policies of the Plan</u>, the proposal provides a way of protecting or utilising an important heritage asset. <p>Any Proposals for tourism or retail uses may be permitted <u>if any of the above criterion can be satisfied and there is subject to conformity with policies E07, or E08 (as applicable) and E04.</u></p> <p><u>In all cases the proposed use should be compatible with, and cause no harm to, the character and appearance of the area and the living conditions of neighbouring residents</u></p>
MM130	103	Policy HO25	<p>Policy HO25 - Ancillary Accommodation for a Family Member</p> <p>Proposals to provide an annexe for ancillary accommodation will permitted where the proposed annexe is:</p> <ul style="list-style-type: none"> • Within the curtilage of the principal dwelling and shares its vehicular access • <u>Is occupied only in</u> Has a functional connection with the main dwelling <u>in single family use</u> • Is in the same ownership as the main dwelling • Designed in such a way as to easily allow the annexe to be used as an integral part of the main dwelling when it is no longer needed for independent occupation • Has no boundary demarcation or sub division of the land between the main dwelling and the annexe

			<ul style="list-style-type: none"> • Of a scale subservient to the principal dwelling and complies with the Council's design policies
MM131	103-104	<p>Paragraphs 11.44-11.46</p> <p>Delete and replace with new wording</p>	<p><u>Fostering Homes and Child Care Accommodation</u></p> <p>The Council, with its key partners, is concerned about the impact of new foster homes, or similar facilities, being located in the district, and in particular, in the Cliftonville <u>West Ward.. where there is already a very high concentration of foster homes.</u> Parts of Margate and Cliftonville experience multiple layers of risk and significant deprivation, and are the subject of substantial inter-agency efforts to improve the environment and lives of people already resident in the area.</p> <p>The Margate Task Force ("MTF") was set up in 2010 to help deal with these issues, and is a multi- award-winning, integrated team, co-located at the Council's offices. It is made up of 14 different agencies and a large staff, working in these two wards which are some of the more deprived areas in Kent. MTF aims to identify the most complex social issues and deliver a joint 'street level' service to respond to risk and vulnerabilities</p> <p>11.46 There is evidence from Kent Police, the Clinical Commissioning Group, Kent County Council and others to suggest that the concentration of these premises in this area contributes to a range of problems, including:</p> <ul style="list-style-type: none"> • The children placed in these facilities being at increased risk; • a <u>s</u>Significant impact on, and diversion of, resources of key agencies through increasing intervention, undermining the delivery of core services in the area generally and weakening the availability of resources for all those in need; and • Harm to the area in which these homes are located. <p><u>11.46 Until the profile of these areas change positively, through ongoing management and planning initiatives and intervention, they are not areas which currently possess the necessary characteristics conducive to a positive fostering environment.</u> This policy <u>approach</u> is supported by the Kent Police, the Clinical Commissioning Group and Kent County Council. The policy below applies to proposals which include more than 6 residents (including staff).</p>

MM132	104	<p>Policy HO26</p> <p>Delete and replace with new wording</p>	<p>Policy HO26 - Fostering Homes</p> <p>Proposals for new foster homes, or similar facilities, will not be permitted within the area identified on the Proposals Map*. Proposals for foster homes elsewhere in the district will be considered in the light of the factors set out above, and in consultation with key service providers.</p> <p>(*Cliftonville West Ward)</p> <p><u>Policy HO26 - Fostering Homes & Childcare facilities</u></p> <p><u>Proposals for new foster homes, or similar childcare facilities, requiring planning permission, will not be permitted within the Cliftonville West Ward as identified on the Policies Map.</u></p> <p><u>Proposals for foster homes, or similar childcare facilities, requiring planning permission, elsewhere in the district will be supported where the Council is satisfied, in consultation with Kent Police, the Clinical Commissioning Group and Kent County Council, that:</u></p> <ul style="list-style-type: none"> • <u>The location of the proposal will not lead to an increased risk to the personal safety and welfare of children placed in these facilities</u> • <u>There is no significant impact on, and diversion of, resources of key agencies through increasing intervention, undermining the delivery of core services in the area generally and weakening the availability of resources for all those in need</u> • <u>Proposals do not result in harm to the character of the neighbourhood and the living conditions of local residents</u>
MM133	105	<p>Policy GI01</p> <p>Add new paragraph to end of policy</p>	<p>Policy GI01 - Protection of nationally designated (SSSI) and Marine Conservation Zones (MCZ)</p> <p>Development which would materially harm either directly, indirectly or cumulatively, or detract from the scientific or nature conservation interest of a Site of Special Scientific Interest, National Nature Reserve or Marine Conservation Zone will not be permitted.</p> <p>Exceptionally, where it can be demonstrated that the need for the proposed development is compelling and overrides the national importance of the site, and it has been demonstrated that no suitable alternative site exists, mitigating measures will be required to maintain the integrity of the site, to the satisfaction of the appropriate authority.</p> <p><u>The proposed development will, wherever possible and appropriate, include measures to enhance and improve connectivity to designated sites.</u></p>

MM134	106	Policy GI02	<p>Policy GI02 - Locally Designated Wildlife Sites</p> <p>Development which would have a detrimental impact on locally designated wildlife sites will not be permitted unless suitable mitigation can be provided either on or off site within Thanet. Exceptionally, where a strategic need for a proposed development is identified which outweighs the importance of the locally designated sites and cannot be located elsewhere, an equivalent area of habitat will be created elsewhere at a suitable location well related to other existing habitats.</p> <p>Wherever possible and appropriate, new developments will <u>provide a net environmental gain in accordance with Policy SP27, and</u> include measures to enhance and improve <u>wildlife</u> connectivity to designated wildlife sites.</p>
MM135	106	Policy GI03	<p>Policy GI03 Regionally Important Geological Sites (RIGS)</p> <p>At RIGS sites, development which would result in the loss or obstruction of geological features of importance will not only be permitted <u>where a strategic need for the proposed development is identified which outweighs the importance of the locally designated sites and cannot be located elsewhere.</u></p>
MM136	110	Policy GI05	<p>Policy GI05 - Protection of Playing Fields and Outdoor Sports Facilities</p> <p>Built development will not be permitted on playing fields or on land last used as a playing field unless one or more of the following applies:</p> <ol style="list-style-type: none"> 1) It is demonstrated that there is an excess of playing field provision in the area, for current and future uses of both the school and the community; <u>or</u> 2) The proposed use is ancillary to the primary use as a playing field and does not affect the quantity or quality of pitches or adversely affect their use; <u>or</u> 3) The proposed development is on land incapable of forming a pitch or part of a pitch and does not result in the loss of, or inability to make use of, a pitch; <u>or</u> 4) The playing field or fields that would be lost as a consequence of the proposed development would be replaced, prior to the commencement of the development, by a playing field or fields of at least a similar or improved quality and size in a suitable nearby location and subject to equivalent or improved management arrangements; <u>or</u> 5) The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to sport and recreation as to outweigh the detriment caused by the loss of the playing field or playing fields. 6) The playing field does not make a visual contribution to the amenity of and its loss would not be detrimental to the character of the area

			<p><u>In each case the playing field should not make an important visual contribution to the amenity of the area and its loss should not be detrimental to the character of the area.</u></p>
MM137	111	Policy GI06	<p>Policy GI06 - Landscaping and Green Infrastructure</p> <p><u>Major</u>When a development proposals and all other proposals which are likely to have significant landscape implications shall be supported byrequires a design and access statement, it will include a landscape survey. The landscape survey should describe the current landscape features on the application site, and demonstrate how the proposed development will provide landscaping and Green Infrastructure to enhance the setting of the development, where possible and appropriate, to:</p> <ul style="list-style-type: none"> • Retain historic features including boundaries and layouts • Create new wildlife corridors and stepping stones • Soften hard building lines and the impact of new buildings • Create an attractive environment for users and occupiers • Establish a sense of enclosure with hedges and trees • Provide screening from noise and sun • Create new wildlife habitats and improve biodiversity <u>including the integration with surface water management</u> • Improve connectivity between new and existing features <p>The developer will need to satisfy the Council that adequate arrangements to ensure continued maintenance of landscaping has been made. The Council may seek to secure arrangements for this purpose through a planning agreement.</p>
MM138	111	Policy GI07	<p>Policy GI07 - Jackey Bakers</p> <p><u>Jackey Bakers sports ground will be promoted as the long-term primary sports venue for Thanet. Proposals which will provide a 3G pitch and improve the facilities for football, rugby, hockey and other sports will be supported. Proposals will need to include a new clubhouse with improved changing and social facilities.</u></p> <p>Where fully justified, the Council will permit ancillary development <u>in order to subsidise</u> maintain the sports use.</p> <p><u>This could include limited development of D2 (leisure facilities), D1 (community facilities) and A3 (restaurant facilities).</u></p>

MM139	113	Policy QD01	<p>Policy QD01 - Sustainable Design</p> <p>All new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and <u>have resilience to</u> function in a changing climate. All developments will be required to:</p> <ol style="list-style-type: none"> 1) Achieve a high standard of energy efficiency in line with most recent government guidance and building regulations to the equivalent of Level 4 of the Code for Sustainable Homes (subject to HE05 where applicable). Where viability is an issue, it will be incumbent on an applicant to demonstrate to the satisfaction of the Council why this standard cannot be achieved. 2) Make the best use of solar energy passive heating and cooling, natural light, natural ventilation and landscaping. 3) Provide safe and attractive cycling and walking opportunities to reduce the need to travel by car. <p>All new buildings and conversions of existing buildings must be designed to use resources sustainably. This includes, but is not limited to:</p> <ol style="list-style-type: none"> 4) Re-using existing buildings and vacant floors wherever possible; 5) Designing buildings flexibly from the outset to allow a wide variety of possible uses; 6) Using sustainable materials wherever possible and making the most sustainable use of other materials; 7) Minimising waste and promoting recycling, during both construction and occupation.
MM140	115	Policy QD02	<p>QD02 - General Design Principles</p> <p>The primary planning aim in all new development is to promote or reinforce the local character of the area and provide high quality and inclusive design and be sustainable in all other respects. Development must:</p> <ol style="list-style-type: none"> 1) Relate to the surrounding development, form and layout and strengthen links to the adjacent areas. 2) Be well designed, respect and enhance the character of the area paying particular attention to context and identity of its location, scale, massing, rhythm, density, layout and use of materials appropriate to the locality. The development itself must be compatible with neighbouring buildings and spaces and be inclusive in its design for all users. 3) Incorporate a high degree of permeability for pedestrians and cyclists, provide safe and

			<p>satisfactory access for pedestrians, public transport and other vehicles, ensuring provision for disabled access.</p> <p>4) Improve people's quality of life by creating safe and accessible environments, and promoting public safety and security by designing out crime.</p> <p>External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. Development will be supported where it is demonstrated that:</p> <p>5) Existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area are should be retained, enhanced and protected where appropriate.</p> <p>6) An integrated approach is taken to surface water management as part of the overall design.</p> <p>7) A coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art to meet the needs of all users.</p> <p>8) Trees and other planting is incorporated appropriate to both the scale of buildings and the space available, to provide opportunities for increasing biodiversity interest and improving connectivity between nature conservation sites where appropriate</p> <p>Residential development on garden land will be permitted <u>where not judged harmful to the local area in terms of the character and residential amenity</u> if it will make a positive visual contribution to the area, the intrinsic value of the site as an open space is not considered worthy of retention, and will not conflict with any other requirements of other design policies <u>and policy HO1</u>.</p>
MM141	116	Policy QD03	<p>Policy QD03- Living Conditions</p> <p>All new development should:</p> <p>1) Be compatible with neighbouring buildings and spaces and not lead to the unacceptable living conditions through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light or sense of enclosure.</p> <p>2) Be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in QD04.</p> <p>3) Residential development should include the provision of private or shared external amenity space/play space, <u>where possible</u>.</p> <p>4) Provide for clothes drying facilities and waste disposal or bin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.</p>

MM142	119	Policy QD05	<p>Policy QD05- Accessible and Adaptable Accommodation</p> <p>Accessibility provision in new developments as required by Building Regulations Part M4 shall be provided as follows:</p> <p>1) 10% of new build developments will be expected to be built in compliance with building regulation part M4(2) <u>accessible and adaptable dwellings;</u> 2) <u>5% of the affordable housing units on housing developments will be expected to be built in compliance with building regulations part M4(3) wheelchair user dwellings.</u> Within new build developments which are affordable, a proportion of wheelchair accessible homes; complying with building regulations part M4 (3) will be required. The exact proportion will be dependent on the number of households identified as requiring accessible homes on the Council's housing register, in suitable locations. This should be provided as part of the affordable element of the scheme.</p> <p><u>The above requirements will only be reduced if it would make the proposed development unviable or site specific factors prevent their inclusion.</u></p>
MM143	125	Policy HE03	<p>Policy HE03 - Local Heritage Assets</p> <p>The Council supports the retention of local heritage assets, including buildings, structures, features and gardens of local interest. Local heritage assets will be identified in a local list as part of the Heritage Strategy.</p> <p>Proposals that affect <u>both designated and non-designated</u> heritage assets, will be assessed <u>by reference to</u> the scale of harm, both direct and indirect, or loss to, <u>and the significance of the heritage asset in accordance with the criteria in the National Planning Policy Framework.</u></p> <p>Proposals will only be permitted where they retain the significance, appearance, local distinctiveness, character or setting of a local heritage asset.</p>
MM144	126	Policy HE04	<p>Policy HE04 - Historic Parks and Gardens</p> <p>Planning permission will not be granted for any development that will adversely affect the visual, historical or horticultural character of an historic park or garden or its setting, whether or not it is included on the statutory register.</p> <p><u>Proposals that affect historic parks and gardens will be assessed by reference to the scale of harm, both direct and indirect, or loss to and the significance of the park or garden.</u></p>

MM145	128	Policy CC01	<p>Policy CC01 - Fluvial and Tidal Flooding</p> <p>Development will not usually be appropriate in areas falling within the identified Environment Agency's flood zones 2 and 3.</p> <p>Where there is no alternative to developing<u>New development</u> in an area identified as being at risk of flooding <u>and falling within Flood Zones 2 and 3 will only be permitted if it can be demonstrated that it satisfies the Sequential Test and, where required, the Exception Test, and exception test as set out in the NPPF will be applied.</u> Development proposals in these areas <u>shall be accompanied by</u>will need a Flood Risk Assessment, <u>including developments over 1 hectare in Flood Zone 1, to be carried out by the developer which should address flood risk from all sources of flooding including surface and groundwater flooding.</u></p>
MM146	131	Policy CC02	<p>Policy CC02 - Surface Water Management</p> <p>New development <u>is required</u>will be expected to manage surface water resulting from the development using sustainable drainage systems (SUDS) wherever possible. SUDS design, together with a robust long term maintenance plan should be <u>included</u>considered as an integral part of the master planning and design process for new development <u>and should, wherever possible, incorporate multi-functional benefits for people and wildlife.</u> Developers should <u>demonstrate how theseek and refer to</u> guidance produced by the Lead Local Flood Authority (LLFA) <u>has been taken into account and applied</u> when submitting a planning application for any major development. Approval of for the design and <u>measures to be implemented for the</u> long term maintenance of SUDS will be required prior to development being permitted.</p>
MM147	131	Paragraph 15.22	<p>15.22 The Isle of Grain to South Foreland Shoreline Management Plan (SMP) provides a large- scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks to people and the developed, historic and natural environment in a sustainable manner. It also includes an action plan to facilitate implementation of the SMP policies and monitor progress. The following <u>policy</u> seeks to ensure that new development is not put at risk from coastal erosion <u>which may put people or property at risk, or potentially reduce the lifespan of those dwellings.</u></p>
MM148	132	Policy CC03	<p>Policy CC03 - Coastal Development</p> <p>Proposals for new development within 40 metres of the coastline or cliff top must demonstrate to the satisfaction of the Council that it will not:</p> <p>1) expose people and property to the risks of coastal erosion and flooding <u>for the life of the</u></p>

			<p><u>development; or</u></p> <p>2) <u>accelerate coastal erosion due to increased surface water run off; and before planning permission can be granted</u></p> <p>3) <u>impact on natural habitats through the process of coastal squeeze or otherwise restrict the capacity of the coastline to adjust to sea-level rise and climate change.</u></p>
MM148a		New Paragraph 15.22a	<p><u>The Marine Management Organisation (MMO) will deliver UK marine policy objectives for English waters through statutory Marine Plans and other measures. Thanet is within the South East Marine Plan area and a marine plan for this area is under development. Until a Marine Plan has been published, the UK Marine Policy Statement should be used for guidance and licensing on any planning activity that includes a section of coastline or tidal river. A marine licence from the MMO may be required for coastal developments and early consultation with the MMO is advised.</u></p>
MM149	132	Policy CC04	<p>Policy CC04 - Renewable Energy</p> <p><u>Proposals for major new developments will be expected to make provision for shall demonstrate that they will make maximum use of renewable energy or micro-generation equipment as part of their proposals subject to the following criteria: and to this end shall include a feasibility assessment taking into account site location and viability. Proposals for renewable energy or micro-generation facilities in new developments should ensure that: Applicants will need to demonstrate:</u></p> <p>1) They have considered the environmental, social and economic benefits of their proposals.</p> <p>1) 2) There are no significant adverse impacts on the surrounding area such as visual, noise and amenity.</p> <p>2) 3) Visual <u>and landscape</u> impacts have been minimised in the design and layout of the scheme;</p> <p>3) 4) There is no significant loss of <u>impact on</u> residential amenity of local residents.</p> <p>4) 5) There is no adverse impact on heritage assets <u>or their setting.</u></p> <p>5) 6) There is no significant impact on the landscape setting, habitats, biodiversity or wildlife assets, particularly protected species and habitats.</p> <p>6) 7) They do not have an impact on the best and most versatile agricultural land unless that it can be demonstrated that it is necessary and no alternative lower grade land is available.</p>

MM150	133	Paragraph 15.29	<p>15.29 The following policy seeks to encourage district heating schemes where appropriate and feasible. <u>Energy statements are a useful tool for considering the energy strategy for major sites. These could consider any of the following aspects:</u></p> <ul style="list-style-type: none"> • <u>the overall energy strategy for the site</u> • <u>the energy demands for the development</u> • <u>an assessment of the feasibility of the available renewable and low carbon technologies</u> • <u>assessment of the likely energy savings and emissions</u> • <u>costs of technology where viability is a concern</u> • <u>other potential impacts of renewable energy and low carbon technologies</u> • <u>long term management of energy supply on site</u>
MM151	133	Policy CC05	<p>Policy CC05 - District Heating</p> <p>Support will be given to the inclusion of district heating schemes in new development. Major development proposals should be supported by an Energy Statement to demonstrate why district heating can or cannot be delivered that the inclusion of such a scheme has been considered. Where a district heating scheme cannot be provided the developer should set out the reasons for this.</p>
MM152	134	Policy CC06	<p>Policy CC06 - Solar Parks</p> <p>Applications for solar parks will only be permitted if there is no significantly detrimental impact on any of the following:</p> <ol style="list-style-type: none"> 1) Thanet's historic landscapes 2) Visual and local amenity, including cumulative effects 3) Heritage assets and views important to their setting <p>Proposals on agricultural land must demonstrate that the proposal will comply with all of the following:</p> <ol style="list-style-type: none"> 4) Cause minimal disturbance to the agricultural land and 5) Be temporary, capable of removal and reversible, and allow for continued use as such on the remaining undeveloped area of the site. 6) Provide biodiversity enhancements. <p>The need for renewable energy does not automatically override environmental considerations.</p>

			<u>Solar park proposals will be assessed for their impact on the Thanet Coast SPA and Ramsar site in order to ensure no loss of functionally linked land and provide mitigation if required.</u>
MM153	135	Policy CC07	<p>Policy CC07 - Richborough</p> <p>Proposals for the development of renewable energy facilities at Richborough will be permitted if it can be demonstrated that the development will not be detrimental to nearby sites of nature conservation value <u>or heritage assets</u> and that any potential effects can be<u>would</u> be fully and suitably mitigated.</p>
MM154	137-138	Paragraphs 16.9-16.11	<p>16.9 Some sites in Thanet are known to be contaminated <u>affected by contamination</u>. The allocation of sites should not be taken as an indication that they are free from any hazardous/ physical constraints, or that they are not in the vicinity of other installations handling hazardous substances.</p> <p>16.10 Development on contaminated land <u>land affected by contamination</u> will require a site investigation and assessment to establish the levels of contamination present and identify any remedial measures to clean the site to make it suitable for its proposed end <u>use and remediate risks to the wider environment</u>.</p> <p>16.11 A County-wide Contaminated Land Strategy is being prepared by the Kent & Medway Contaminated Land Forum and will form part of the evidence base for this Plan once it has been finalised. The strategy provides information across the county in place of former Planning Policy Statement 23 (PPS23). The Council has adopted a revised Contaminated Land Strategy (January 2019) for the district this is currently being reviewed which sets out the Council's position on the remediation of brownfield land in relation to the EPA 1990 Part IIa duties and links with the planning regime.</p>
MM155	138	Policy SE03	<u>Policy SE03 – Contaminated Land affected by contamination</u>
MM156	138	Paragraph 16.17	<p>16.17 Some methods of Sustainable Drainage can cause detriment to the groundwater. However, w <u>Well</u> designed SUDs in suitable locations can improve the volume of groundwater available without affecting the quality; <u>however locations and depths of discharge to ground</u> Therefore discharges to the ground must be carefully designed to ensure that they are appropriate and do not cause further degradation. SUDs must be designed so that pollutants are removed prior to discharge, and where possible, properly designed in order to improve the groundwater quantity.</p>

MM157	140	Policy SE04	<p>Policy SE04 - Groundwater Protection</p> <p>Proposals for development with the Groundwater Protection Zone identified on the Policies Map will only be permitted if there is no risk of contamination to groundwater sources. If a risk is identified, development will only be permitted if adequate mitigation measures can be implemented. <u>Proposals which involve the use of piled foundations on contaminated sites must demonstrate that they will not cause disturbance of any ground so as to cause turbidity in water supply and/or create pathways enabling contaminated materials to reach the groundwater.</u></p> <p>Proposals for Sustainable Drainage systems involving infiltration must be assessed and discussed with the Environment Agency to determine their suitability in terms of the impact of any drainage into the groundwater aquifer.</p>
MM158			<p><i>Deleted</i></p>
MM159	146	Policy SE08	<p>Policy SE08 - Light Pollution</p> <p>Development proposals that include the provision of new outdoor lighting or require specific lighting in connection with the operation of the proposed development will be permitted if it can be demonstrated that:</p> <ol style="list-style-type: none"> 1) It has been designed to minimise light glare, light trespass, light spillage and sky glow through using the best available technology to minimise light pollution and conserve energy; 2) There is no adverse impact on residential amenity and the character of the surroundings; 3) There is no adverse impact on sites of nature conservation interest and/or protected and other vulnerable species and heritage assets; 4) There is no adverse impact on landscapes character areas, the wider countryside or those areas where dark skies are an important part of the nocturnal landscape; 5) It does not have an adverse impact on long distance views or from vantage points; 6) Where appropriate, mitigation measures are proposed. In addition a lighting strategy may be required for large<u>major</u> developments or those developments with specific lighting requirements or for those that are in or adjacent to sensitive locations. <p>A Landscape and Visual Impact Assessment will be required for proposed developments that fall in to the E1 category <u>as set out in Table 15 Environmental Zones.</u></p>

			Proposals that exceed the Institution of Lighting Professionals standards will not be permitted.[i] https://www.theilp.org.uk/documents/obtrusive-light/
MM160	147	Policy CM01	<p>Policy CM01 - Provision of New Community Facilities</p> <p>Proposals for new, or extensions of, or improvements to existing community facilities will be permitted provided they:</p> <ol style="list-style-type: none"> 1) are of a scale to meet the needs of the local community and in keeping with the character of the area; 2) are provided with adequate parking and operational space; 3) are accessible by walking or cycling to the local community; 4) are located within or adjacent to the community or settlement they serve; 5) would not significantly impact upon the amenity of neighbouring residents; 6) either provide or have the ability in the future, to make provision for broadband to facilitate the creation of a community hub network <u>and provide flexible business space.</u>
MM161	148	Policy CM02	<p>Policy CM02 - Protection of Existing Community Facilities</p> <p>Proposals which would result in the loss of a community facility as defined in this plan will not be permitted unless <u>it can be demonstrated</u>:</p> <ol style="list-style-type: none"> 1) It can be demonstrated that there is insufficient viable need for the community use or There is alternative local provision which is accessible to the local community <u>and the proposal will not undermine the ability of the community to meet its day to day needs: or</u> 2) It can be demonstrated that Every reasonable attempt has been made to secure an alternative community use <u>and the site is not viable for redevelopment to provide alternative community facilities;</u> or before non-community uses will be permitted, and 3) Alternative provision of at least equivalent, or where possible, improved community benefit is provided in a convenient accessible location to serve the existing community.

MM162	149	Policy CM03 Add area of site	<p>Policy CM03 - Expansion of Margate Cemetery</p> <p>Land of approximately 1 hectare is allocated and safeguarded for the expansion of Margate Cemetery and ancillary uses as shown on the Policies Map.</p>
MM163	149	Policy CM04 Delete Policy CM04 and supporting text	<p>Policy CM04 – Expansion of Minster Cemetery</p> <p>17.13 Minster Cemetery is nearing capacity and a need has been identified for its expansion. The precise location of the extension to the existing cemetery has yet to be established. On this basis no specific site is identified however the following policy seeks to address this issue.</p> <p>Policy CM04 – Expansion of Minster Cemetery</p> <p>Land is to be provided for the expansion of Minster Cemetery as part of the adjoining housing allocation. Any ancillary cemetery uses must be compatible with this allocation.</p>
MM164	150	New Paragraph 18.1a	<p><u>18.1a The Council will require new development proposals to address any adverse transport impacts. With larger developments, equivalent to 100 dwellings or more, a Transport Assessment would usually be necessary. Smaller developments may only need a Transport Statement. However, some smaller developments may have a disproportionate impact on the network by reason of their location; the nature of the proposed development; or the timing of the development relative to other developments or the provision of new transport infrastructure. The Council, in conjunction with KCC Highways, will consider each proposal on its own merits and provide advice to applicants accordingly.</u></p>
MM165	150	Policy TP01	<p>Policy TP01 - Transport Assessments and Travel Plans</p> <p>Development proposals which the Council considers would have significant transport implications shall be supported by a Transport Assessment, and where applicable a Travel Plan. These should show how multi-modal access travel options will be achieved, and how transport infrastructure needs arising from the expected demand will be provided.</p> <p><u>In relation to other developments, a Transport Statement will be required, which addresses any transport impacts arising from the development and any mitigation measures that are needed to minimise the identified impact.</u></p>

MM166	153	Policy TP06	<p>Policy TP06 - Car Parking</p> <p>Proposals for development will be expected to make satisfactory provision for the parking of vehicles, <u>including disabled parking.</u></p> <p>Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design considerations and having regard to the guidance referred to below. <u>Parking provision in the town centres will also be assessed in relation to the provisions of (SP8 - SP10)</u></p> <p>In considering the level of parking provision in respect of proposals for residential development (use class C3), the Council will refer to<u>have regard to</u> the guidance provided in Kent Design Review: Interim Guidance Note 3-Residential Parking, <u>or any subsequent guidance.</u></p> <p>In considering the level of parking provision in respect of proposals for other development, the Council will refer<u>have regard</u> to the indicative guidance in Kent Vehicle Parking Standards 2006 (Appendix C), <u>or any subsequent guidance.</u></p> <p>Where the level of provision implied in the above guidance would be detrimental to the character of a conservation area or adversely affect the setting of a listed building or ancient monument then a reduced level of provision maybe accepted.</p> <p>Within the town centres of Margate, Ramsgate and Broadstairs (as defined on the Policies Map) new development proposals will not be required or expected to provide on site car parking spaces. Where feasible such proposals should consider measures to encourage occupiers to make greater use of public transport.</p>
MM167	154	Policy TP07	<p>Policy TP07 - Town Centre Public Car Parks</p> <p>In the town centres of Margate, Ramsgate and Broadstairs, <u>as shown on the Policies Map,</u> the existing level of off-street public car parking will be retained. Development resulting in the loss of space at such car parks will be <u>permitted, providing the following criteria are met</u>refused unless:</p> <p>1) the proposal includes satisfactory replacement provision as part of the development or on an alternative site considered appropriate and compatible with the operational requirements of the Council's parking service, or</p> <p>2) exceptional release would enable provision at an alternative location for which there is greater demand and which is compatible with the operational requirements of the Council's parking service, or</p>

			<p>3) evidence demonstrates that the car park is under used and/or loss of spaces would be compatible with the operational requirements of the Council's parking service.</p>
MM168	155	Policy TP08	<p>Policy TP08 - Freight and service delivery</p> <p><u>Wherever capacity exists or is capable of being provided</u>, new development proposals will be expected to demonstrate adequate off street servicing.</p>
MM169	155	Policy TP09	<p>Policy TP09 - Car parking provision at Westwood</p> <p>At Westwood, new commercial development proposals will be expected to demonstrate specific measures to encourage at least 20% of customers to arrive at the site by means other than car. Such measures will<u>could</u> include restricting total levels of car parking provision as follows and will<u>would</u> be the subject of a legal agreement.</p> <ol style="list-style-type: none"> 1) Car parking provision in new development at exceeding 90% of the indicative maximum level set out in the guidance at Appendix C will require specific justification. 2) Where new development is proposed at sites with existing car parking then shared use of car parking will be expected and total provision, assessed on the basis of resultant total floor space of existing and new development, shall not exceed the maximum levels of provision referred in Appendix C. 3) 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. 4) Proposals for development that may impact upon demand for car parking will be considered in light of compatibility with the Westwood Relief Scheme <u>Strategy</u>.
MM170	168-200	Appendix B	<p>Delete Appendix B and replace to reflect the most up to date information available</p>

Allocation ref number	Address	Total allocated	Phasing 2018/19	Phasing 2019/20	Phasing 2020/21	Phasing 2021/22	Phasing 2022/23	Phasing 2023/24	Phasing 2024/25	Phasing 2025/26	Phasing 2026/27	Phasing 2027/28	Phasing 2028/29	Phasing 2029/30	Phasing 2030/31	Phasing 2031/32
S540	Land off Nash/Manston Rds, Margate	250	0	30	70	80	70	0	0	0	0	0	0	0	0	0
S535 & S549	Land west of Old Haine Road, Ramsgate	250	0	0	20	60	100	70	0	0	0	0	0	0	0	0
	Westwood Lodge, Poorhole Lane Broadstairs * site has planning permission		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	land adjacent to former Manston Allotments Manston Road Ramsgate	80	0	0	20	30	30	0	0	0	0	0	0	0	0	0
	land north and south of Shottendane Road	550	0	0	0	30	60	60	60	60	60	70	70	70	10	0
	MIXED USE SITES															
S189	Queen Arms Yard, Margate	24	0	0	0	0	24	0	0	0	0	0	0	0	0	0
S411	Cottage Car Park, New Street, Margate	32	0	0	0	0	0	0	0	0	15	17	0	0	0	0
S412	Margate Town Centre, (south of New Street, Margate)	27	0	0	0	0	0	0	0	0	5	10	12	0	0	0
	NON STRATEGIC URBAN AREA SITES															
S019	Adjacent to 9 Minnis Road, Birchington	11	0	0	0	0	0	0	0	0	5	6	0	0	0	0

Allocation ref number	Address	Total allocated	Phasing 2018/19	Phasing 2019/20	Phasing 2020/21	Phasing 2021/22	Phasing 2022/23	Phasing 2023/24	Phasing 2024/25	Phasing 2025/26	Phasing 2026/27	Phasing 2027/28	Phasing 2028/29	Phasing 2029/30	Phasing 2030/31	Phasing 2031/32
S488/R25-146	Land at Manor Rd, St Nicholas	34	0	10	10	14	0	0	0	0	0	0	0	0	0	0
ST6	Land at Walter's Hall Farm, Monkton	18	0	0	0	9	9	0	0	0	0	0	0	0	0	0
S543	Builders yard south of 116-124 Monkton Street, Monkton	20	0	0	0	10	10	0	0	0	0	0	0	0	0	0
S468/435(1)	Site "A" South side of A253, Cliffsend	65	0	0	20	22	23	0	0	0	0	0	0	0	0	0
S435(2)	Land north of Cottington Rd (west of Beech Grove)	40	0	0	0	20	20	0	0	0	0	0	0	0	0	0
S416/S561	South side Cottington Rd, Cliffsend.	30	0	0	15	15	0	0	0	0	0	0	0	0	0	0
	CLIFTONVILLE SITES															
S46	Rear of 59-65 Harold Rd	9	0	0	0	0	0	0	0	0	9	0	0	0	0	0
S47	Adj to 60 Harold Rd and rear of 40-56 Harold Rd	14	0	0	0	0	0	0	0	0	7	7	0	0	0	0
S48	Adj to 14 Harold Rd	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
		8939	0	270	675	1107	1475	786	670	670	752	742	642	630	470	50

APPENDIX B Housing Allocations and Permissions

Please note that the allocations table includes those sites with planning permissions for completeness. These are also listed in the permissions table however, these sites are only included in the planning permissions calculations therefore there is no double counting.

Site Address	Total units	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32
STRATEGIC SITES														
Westgate Policy SP15	2000	0	25	75	100	150	200	250	250	250	250	250	200	
Birchington Policy SP14	1600	0	0	50	100	150	150	200	200	200	150	150	150	100
Westwood Policy SP16	1450	0	0	50	150	150	150	150	150	150	150	150	100	100
Land At Manston Court Road / Haine Road Westwood Village SP18	1400	0	50	110	120	130	140	140	140	120	150	150	150	
Manston Green 14/0050	785	0	50	100	100	100	100	100	100	100	35	0	0	
Land At Manston Road & Shottendane Road HO2	550	0	30	90	90	90	90	90	70	0	0	0	0	
Euro Kent Land At New Haine Road 11/0910	496	0	0	50	50	50	50	70	70	70	70	16	0	

Extant Planning Permissions (under construction and not started) as at 31st March 2019

Application Number	Site Address	Total extant units	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
140050	Land East And West Of, Haine Road, Manston Green	785		50	100	100	100	100	100	100	100	35	0	0
110910	Land At New Haine Road (Eurokent)	496			50	50	50	50	70	70	70	70	16	
171485	Eurokent Land At New Haine Road RAMSGATE	54			10	20	24							
150250	Land North Of Haine Road Broadstairs And West Of Nash Road Margate Phase 5	469			50	50	75	75	75	75	69			
140320	Land North Of Haine Road Broadstairs And West Of Nash Road Margate Phase 4	204		50	50	50	54							
170726	Land North Of Haine Road Broadstairs And West Of Nash Road Margate Phase 3C	97		20	30	30	17							
151303	St Lawrence College College Road Ramsgate	166		10	20	30	30	30	30	16				
150788	Westwood Lodge Poorhole Lane Broadstairs	151			20	50	50	31						
150187	Flambeau Europlast Ltd, Manston Road, Ramsgate, Ct12 6hw	120			30	60	30							
/03/1200	Pleasurama Amusement Park Marina Esplanade Ramsgate	107					20	30	30	27				
161374	St Stephens, Haine Road, Ramsgate,	100		5	15	30	30	20						
/04/0700	Royal Sea Bathing Hospital Canterbury Road Margate	91		20	30	30	11							

