

For ease of reference I have followed RiverOak Strategic Partner Limited's numbering in their Deadline 1 Submission – 18 January 2019 – document ref TR020002/D1/Cover

1. **Comment on Applicant Response to F1 of the Rule 6 letter issued by the ExA on 11 December 2018 (Rule 6 letter):** It is unclear why Applicant did not apply for section 53 access rights back in *July 2016* when the company known as RiverOak Strategic Partners *was formed*¹. This would have enabled the Ecological Surveys to be completed before the Development Consent Order application. In any event, the duration of the Ecological Surveys on-site at Table 2.1 of Enclosure 1 of the 18 January 2019 letter will not be completed until *after* the examination period. In addition, the ecological surveys could be further impacted by Operation Stack and further delayed.

Although the Applicant states that it will submit Biodiversity Area Survey results to the Examining Authority in May, Table at 3.1 at Table 2.1 of Enclosure 1 of the 18 January 2019 letter shows the duration of the surveys will not be completed until *after* the examination period.

Applicant is requesting the Examining Authority to make a determination without having access to complete surveys and without being able to make material publicly available for comment or challenge.

2. **Comment on Applicant Response to F2 of the Rule 6 letter:**
 - 2.1 It is not clear which version of the Construction Environmental Management Plan was available for consultation by the public and/or relevant statutory bodies.

¹ <https://beta.companieshouse.gov.uk/company/10269461>

² <https://infrastructure.planninginspectorate.gov.uk/wp->

3. **Comment on Applicant Statement in response to the Planning Inspectorate's s.51 advice dated 14 August 2018, requested on page F2 of the Rule 6 letter:**

3.1 **In relation to Table 2.1 of Enclosure 2 of the 18 January 2019 letter:**

- (a) **Item Appendix 7.1 in APP-044:** it is clear that information was provided with missing figures during the registration of interested parties stage, relevant representations, perhaps also during the consultation period by the public and/or statutory bodies and without being able to make material publicly available for comment or challenge.
- (b) **Chapter 7 of ES in APP-033:** the Applicant must confirm worst-case assessment of the ecological effects arising from the proposed development of 83,222 ATMs (and associated workers, HGV and fuel road tanker traffic).

Further, within Noise Mitigation Plan **APP-009** I note there is a provision for Training Flights. I have not seen any reference to the number of ATMs or flight paths connected with training flights. Nor have I seen any environmental studies dedicated to measuring the impact of training flights. Training flights take-off and land frequently (and as such a very loud), circle the area at a lower altitude and are by definition less safe.

- (i) On 11 May 2018 the Planning Inspectorate convened a meeting with the Applicant in respect of three principal concerns (bold has been added for emphasis):

*"...the Inspectorate would **seek for the Applicant to set out an evidenced argument as to why a figure of 83,222 ATMs has been chosen as the measure of capability as opposed to the figure of 17,170** which is the figure that has been assessed as the 'worst case scenario' in the ES. The*

*Inspectorate commented that this was predominantly a matter for examination but **recommended that the Applicant addressed this in its resubmission***².

- (ii) Applicant has not addressed this matter in its resubmission.
- (iii) The worst case scenario in relation to environmental matters must be based upon the Applicant's own statements in its application that (bold has been added for emphasis):

*"the **increase in capability is therefore 83,220 movements per year of cargo aircraft**..."*³ and further that *"The assessed number of 17,170 flights is **therefore not, and is not likely to become, a cap** on the capability of the Proposed Development"*⁴.

- (iv) Applicant's July 2018 Consultation Report (**APP-075**) states at Page 192 (bold has been added for emphasis):

*"...the forecast number of movements for year 5 is a total (freight and passenger) of 15,000...By year 10 the forecast is for **18,354 movements per year**...The year 20 forecast is **26,469 [movements] per year**..."*⁵

- (v) This corroborates Applicant's own statement that:

² https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-Advice-00327-1-180511%20Manston%20Airport%20project%20update%20meeting%20note_FINAL.pdf

³ RiverOak Strategic Partners (2018) 2.3 NSIP Justification TR020002/App/2.3 **APP-008** at Clause 24

⁴ *ibid* at Clause 33

⁵ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002449-6.1%20-%20Consultation%20Report.pdf>

*“the assessed number of 17,170 flights is therefore not, and **is not likely to become, a cap** on the capability of the Proposed Development⁶”.*

- (c) **In addition**, an as yet unquantified by Applicant number of flying school ATMs will be added to this total.
- (d) **Figure 3.1 in APP-048:** There is no timeline provided for the relocation of the Ministry of Defence (MoD) HRDF.

RR-0442 stated that (bold has been added for emphasis):

*“DIO Safeguarding has previously been engaged with the agent regarding the proposed scheme for Manston Airfield. The proposed development occupies the statutory technical safeguarding consultation zone surrounding the Manston High Resolution Direction Finder (HRDF) and **we have consistently raised concerns to this application due to no successful mitigation being identified.** The HRDF is a critical piece of technical equipment for the MOD it is used to precisely locate transmissions from aircraft and supports the delivery of air traffic control functions. The mast serves as **an integral part of UK wide network (the UK Diversion and Distress Facility)** which is used to locate aircraft or personnel and direct rescue emergency response capabilities for the management of air safety incidents. **We cannot support the application in its current form as the proposed infrastructure may cause a physical infringement to the operation of the asset.** In addition, the Ministry of Defence has a number of freehold interests within the DCO boundaries (including the equipment referred to above) as well as a significant number of other legal*

⁶ RiverOak Strategic Partners (2018) 2.3 NSIP Justification TR020002/App/2.3 **APP-008** at Clause 33

interests for which no agreement has been reached as to how these will be dealt with⁷.

3.2 Comments on the Funding Statement comments of Enclosure 2 of the 18 January 2019 letter (labeled Manston Airport Project S.51 Advice on Funding Response for Deadline 1 Enclosure 1 to Main Letter) ('Funding Statement Comments'**):**

I. Contrary to Paragraph 1, lines 1 and 2 of Funding Statement

Comments: Applicant has been aware since at least early 2017 that there were significant concerns in relation to the Applicant's corporate structure and funding (or lack thereof). Below are excerpts of a time-line evidencing such (bold has been added for emphasis):

- (a) In **early March 2017** it was reported that at a public inquiry questions were raised about the Applicant's funding vehicle M.I.O Investments, which is registered in **Belize**⁸.
- (b) On **30 March 2017** (22 months ago) Applicant published the following statement on its website (bold added for emphasis):

*"We [Applicant] know that there is **considerable interest in the formation and funding of RiverOak Strategic Partners, particularly the identity of our investors** and we understand that this is born of a desire by many local people to feel confident that the DCO can proceed successfully...MIO Investments Limited is a company registered in the Commonwealth territory of **Belize**...Additional, comprehensive details of our funding partners and investment arrangements will of course be **provided to PINS as part of the DCO application**, providing*

⁷ <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/manston-airport/?ipcsection=relreps&ipcsearch=defence&relrep=27735>

⁸ <https://theisleofthanesnews.com/2018/05/15/four-years-on-some-key-dates-in-the-manston-airport-saga/>

solid evidence of our ability to meet all of the financial obligations associated with the acquisition, reopening and operation of the airport⁹.

Despite such assurances Applicant has failed to provide this promised in a timely manner as part of its DCO application.

- (c) On **13 April 2017** (21 months ago) Applicant published the following statement on its website (bold added for emphasis):

*“**M.I.O Investments** (“M.I.O Investments”) was registered in **Belize** in October 2016 by RiverOak investors...**Following the establishment of M.I.O Investments, Councilor Chris Wells** (the Leader of Thanet District Council at the time) sent an email containing entirely false and highly defamatory allegations against **RiverOak and M.I.O Investments**, openly copying in **35 other members of Thanet District Council¹⁰**”. The email was reported to have contained allegations about the Belize status of the 90% shareholding in the Applicant.*

- (d) The UK landowner published a statement on its website in 2017 stating that (bold has been added for emphasis):

*“...Who are the **lead investors in MIO?**...Who will be **funding** the estimated £320m cost of establishing a viable airport?...Given the **well publicised concerns** about the lack of financial rigour and openness within **Belize banking**, why does RSP [Applicant] feel the Belize connection is acceptable*

⁹ <http://rsp.co.uk/news/the-formation-and-funding-of-riveroak-strategic-partners/>

¹⁰ <http://rsp.co.uk/news/comments-by-councillor-wells/>

for a Nationally Significant Infrastructure Project in the UK¹¹?”

- (e) Applicant's July 2018 Consultation Report (**APP-075**) states at Page 243 that **177 respondents** raised **concerns** about the promoter of the Proposed Development, RiverOak Strategic Partners. Comments were wide ranging but generally focused on the following five main issues: (1) lack of background information about the promoter; (2) accusations that the promoter is operating a scam in order to acquire the land and turn it into a housing development; (3) implying fraudulent activity either previously by RiverOak's employee or **through the fact that its financial backing is from Belize**; and (4) **concern about lack of clarity about funding** and further at Page 522 of the APP-075, **39 respondents** raised **concerns** about the promoter of the Proposed Development. Concerns included: - a lack of aviation experience; - **an unclear source of funding**; - **unknown investors from Belize**.
- (f) Within the Relevant Representations made to the Planning Inspectorate published on 22 October 2018 the word "**Belize**" was mentioned 28 times.
- (g) On 11 May 2018 the Planning Inspectorate convened a meeting with the Applicant in respect of three principal concerns (bold has been added for emphasis):

*"...3. It was considered that the Funding Statement **did not fulfill the requirements of Regulations and statutory guidance**¹²".*

¹¹ <http://www.stonehillpark.co.uk/rsp-urged-to-come-clean-with-the-public-in-access-discussions>

¹² https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-Advice-00327-1-180511%20Manston%20Airport%20project%20update%20meeting%20note_FINAL.pdf

- (h) At the 11 May 2018 meeting, the Planning Inspectorate offered to provide examples of Funding Statements associated with previous applications that had been found to be of a satisfactory standard at the Acceptance stage¹³. The examples provided by the Planning Inspectorate were: Wrexham Gas Fired Power Station¹⁴ and Meaford Energy Centre¹⁵. These are also large infrastructure projects with Funding Statements which run to 190 and 189 pages respectively and cover in detail: Corporate Structure, Scheme Cost, Scheme Funding, Blight Expenditure, Annual Reports, Financial Statements, Business Model, Experience and Expertise, Financial Review, Risk Management etc.
- (i) On 22 June 2018, Applicant met with the Planning Inspectorate and again the “*Inspectorate noted the substantial risk to examination should material not be submitted, or not be made available to the examination process (which was based on the principles of making material publicly available)*”¹⁶.”
- (j) Applicant states at paragraph 1, line 5 of Funding Statement Comments the “*ultimate beneficial owners are resident in Switzerland as well as the United Kingdom*” without evidence to support this assertion.
- (k) As of 5 February 2019 on UK Companies House Applicant’s register of directors, register of secretaries, register of

¹³ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-Advice-00327-2-TR020002%20Application%20review.pdf>

¹⁴ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010055/EN010055-000699-4.2%20WEC%20Funding%20Statement.pdf>

¹⁵ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010064/EN010064-000159-4.2%20MEC%20Funding%20Statement.pdf>

¹⁶ https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-Advice-00352-1-180622_TR020002_Draft%20document%20and%20project%20update%20meeting.pdf

person(s) with significant control, register of members are still '*not on the public register*¹⁷'.

- (l) According to UK Companies House the confirmation statement filed on 16 July 2018 is its last filing¹⁸. Its 10,000 Ordinary Shares are split as 9,000 Class A Ordinary Shares held by M.I.O Investments Limited (Belize entity) and 1,000 Class B Ordinary Shares are held by RiverOak Manston Limited (10286975).
- (m) Twenty-two months after questions were first raised about the company's structure and 9 months since the Inspectorate raised the issue of the inadequacy of the Funding Statement Applicant has nevertheless waited until during the examination process to restructure.
- (n) Applicant states it is due to this untimely restructuring that it is unable until Deadline 3 to provide a meaningful response to the Inspectorate's concerns that the inadequacy of the Funding Statement "***poses substantial risk to the examination of the application***".
- (o) This risk is exacerbated by the forced delay of Applicant which limits the opportunity for Interested Parties comment on Applicant's corporate structure and Funding Statement and/or comments on questions from Examining Authority within the strict deadlines set by the Examination Timetable.
- (p) If deadline for comments on Applicant's corporate structure and Funding Statement is moved I would respectfully ask that the new deadline for comments of such **affords the same 28 days** response time as between Deadline 1 and Deadline 3.
- (q) Under the current Examination Timetable it will not be until 5 April 2019 that the Examining Authority will be

¹⁷ <https://beta.companieshouse.gov.uk/company/10269461/registers>

¹⁸ <https://beta.companieshouse.gov.uk/company/10269461/filing-history>

publishing any Written Questions that may arise from Applicant's restructure and Funding Statement assuming Applicant meets (new) Deadline 3.

- (r) Under the current Examination Timetable it will not be until 17 May 2019 that Interested Parties will be able to comment in response to Examining Authority Written Questions assuming Applicant meets (new) Deadline 3.
- (s) This would mean **that 6 weeks before the end** of the Examination there will still be questions as to **whether Applicant has sufficient funds**.

II. Paragraph 5 of the Funding Statement Comments:

- (a) Applicant has shares in the following companies RiverOak MSE Limited (11720590)¹⁹, RiverOak Fuels Limited (11535715)²⁰, RiverOak Operations Limited (10311804)²¹, RiverOak Manston Limited (10286975)²², and RiverOak Al Limited (10269458)²³.
- (b) It is reasonable to assume that at least one of these 5 companies owned by Applicant must have some assets and/or funds. Accounts filed for RiverOak Operations Limited (10311804) (a wholly owned subsidiary of Applicant) at UK Companies House for the period to 31 July 2017 shows accounts activity with financial transactions of up to £4.5m and a balance sheet of circa £3.8m in deficit.
- (c) Accounts filed at UK Companies House confirm that a company known as Freudmann Tipple International Limited (05429140)²⁴ held/ holds funds in the amount of

¹⁹ <https://beta.companieshouse.gov.uk/company/11720590/filing-history>

²⁰ <https://beta.companieshouse.gov.uk/company/11535715/filing-history>

²¹ <https://beta.companieshouse.gov.uk/company/10311804>

²² <https://beta.companieshouse.gov.uk/company/10286975>

²³ <https://beta.companieshouse.gov.uk/company/10269458>

²⁴ <https://beta.companieshouse.gov.uk/company/05429140/filing-history>

£588,906 in trust for RiverOak Operations Limited (10311804)²⁵.

- (d) Applicant stated that it has engaged in transactions and confirmed via its lawyers on 14 March 2017 to the Planning Inspectorate that it:

*“owns all rights and interests and has **assumed financial and operational responsibility for the DCO and the anticipated reopening and operation of the airport***²⁶”.

III. Paragraph 6 of the Funding Statement Comments:

- (a) The Funding Statement is insufficient to cover commitments that have been made to funding the completion of the DCO. It would appear that Applicant has based its provision of funds for noise mitigation and blight on what it can potentially afford rather than actual cost.
- (b) **Noise Mitigation Plan APP-009:** The Funding Statement has made an initial provision for the Noise Mitigation Plan and blight; however, currently there is no information from the CAA such as actual flight paths, stacking, time and number of ATMs, route envelopes and holding areas. As you will be aware without these types of facts it is not possible to identify the scope, timing, regularity and location of noise impacts (including cumulative) which will directly impact upon the required noise mitigation and necessary Applicant funding. Nor is there any information about the types of aircrafts which would affect the noise levels, blight and mitigation. There is no provision to review Noise Mitigation Plan on a recurring basis.

²⁵ Unaudited Financial Statement Page 7 Para 10 *Total Exemption full accounts made up to 30 March 2018* <https://beta.companieshouse.gov.uk/company/05429140/filing-history>
ATTACHED SJH_4 at Point 10 Page 7

²⁶ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-000855-RiverOak%20Strategic%20Partners%20Ltd.pdf>

- (c) **Noise Mitigation Plan APP-009:** Applicant has not identified or quantified noise mitigation for the many outdoor areas in Ramsgate such as squares, Regency lawns, parks, public garden squares, school playgrounds, gardens, recreational facilities, marina, beach, promenades etc in addition to the many places of worship and significant proportion of houses with private gardens.
- (d) **Compulsory Acquisition APP-009:** Applicant has not identified or quantified relocation packages for those who bought houses after the airport closed. The former airport did not come up in property searches, home building surveys, estate agent literature ²⁷ or in Thanet's own Ramsgate Press Pack²⁸.
- (e) **Noise Mitigation Plan APP-009:** Applicant has not provided sufficient noise mitigation compensation in line with housing stock and architecture of Ramsgate. *"Ramsgate Conservation Area covers much of the historic town of Ramsgate. It extends to 12.2 km2 and is the **largest conservation area in Kent**...and the town preserves its historic scale of 3-4 storey terraces²⁹."*
- (f) Applicant in its application at 2.2 of **APP-009** has provided a derisory monetary provision for noise insulation which is not realistic given the actual costs and housing stock in Ramsgate.

"2.2 Where, upon application to the airport operator, the freehold owner of a residential property is deemed eligible for assistance under the noise insulation

²⁷ Miles and Barr Estate Agents Pack **ATTACHED SJH_1**

²⁸ Ramsgate Press Pack *Visit Thanet Business* **ATTACHED SJH_2**

²⁹ Colliers International Property Consultants Limited (October 2018) *Creative Industries in Historic Buildings and Environments Conservation Area Case Studies prepared for Historic England* at Page 76 <https://historicengland.org.uk/content/docs/research/creative-industries-case-studies/>

scheme, they will receive £4,000 towards acoustic insulation."

- (g) **Noise Mitigation Plan APP-009:** Double-glazing of windows of a typical Victorian 3 bed home and **keeping in character** of the Ramsgate Conservation Area would be in the region of **630% higher** than those provided for by Applicant within its application at 2.2 of **APP-009** at **£25,590 per property**³⁰ excluding scaffolding costs (a further circa £1000).
- (h) In addition, Ramsgate has a large number of Edwardian, Georgian and Regency houses as well as Victorian and more modern examples.
- (i) Further, many owners of listed properties are simply unable to make these types of changes to their properties.
- (j) **Noise Mitigation Plan APP-009:** Costs of uPVC double-glazing of windows of a typical Victorian 3 bed home and **without keeping character** of the Ramsgate Conservation Area would be in the region of **250% higher** than those provided for by Applicant within its application at 2.2 of **APP-009** at around £10,000 per property excluding scaffolding costs (a further circa £1000).
- (k) **Noise Mitigation Plan APP-009:** Applicant has not provided sufficient noise mitigation compensation in relation to the large number of *Ramsgate businesses that are noise sensitive and aviation noise would materially affect the business concerned* for example, artists, recording studios and artists, designers, well-being, mental health, musicians, schools, care-homes and creative-hubs etc which are separate to and distinct from the umbrella of tourism and leisure businesses. A number of these businesses provided

³⁰ *Timber Double Glazed Sash Windows on Springs quote excluding scaffolding hire* (4 September 2018) **ATTACHED SJH_3**

Relevant Representations to Planning Inspectorate including but not limited to: *RR-1153, RR-1107, RR-1795, RR-0586, RR-1843, RR-0922, RR-1627, RR-1626, RR-0034, RR-0035, RR-0286, RR-0349, RR-0555, RR-0566, RR-1982, RR-1983, RR-1649, RR-0677, RR-0504, RR-1163, RR-1213, RR-1420, RR-0197, RR-1047, RR-1754, RR-0758, RR-0163, RR-0643, RR-0622, RR-1400, RR-0554, RR-0612, RR-1165, RR-1498, RR-0685, RR-0250 and RR-1521.*

- (l) **Noise Mitigation Plan APP-009:** Applicant has not given due consideration to historic recorded noise levels in Central Ramsgate and its impact.
- (m) **Noise Mitigation Plan APP-009:** Manston airport formerly known as Kent International Airport previously provided and installed two sound level metres. One was in central Ramsgate at Chapel Place, close to the flightpath. The quarterly noise events were compiled in a Quarterly Report. These reports showed average and peak results. The movement of aircraft take-off and landing, were recorded at peak noise levels.
- (n) **Noise Mitigation Plan APP-009:** The Table below and labeled *Table Showing Recorded Time Periods and Quarterly Noise Events* shows noise levels were recorded over a year of up to **50% higher** than those stated by Applicant within its application at 2.4 and 2.5 of **APP-009**

“2.4 Residential properties with habitable rooms within the 63dB LAeq (16 hour) day time contour will be eligible for the payment detailed in paragraph 2.2

2.5 Residential properties which are not eligible under paragraph 2.4 but which have bedrooms which fall within the 55dB LAeq (8 hour) contour will be eligible for the payment detailed in paragraph 2.2.”

- (o) This would directly impact the feasibility and costs of noise mitigation within its Funding Statement.
- (p) **Noise Mitigation Plan APP-009: Table Showing Recorded Time Periods and Quarterly Noise Events Over One Year:**

Time Period	Avg. LMax dB(A)	SEL	Lmax dB(A)
Aug 2010	80.1 to 86.4		
Aug 2010		93.8 to 100.4	85.8 to 93.2
Dec 2010	80.1 to 87.4		
Dec 2010		93.3 to 100.3	86.5 to 94.0
Mar 2011	78.9 to 86.3		
Mar 2011		95.2 to 102.3	87.5 to 94.8
May 2011	80.7 to 87.4		
May 2011		94.6 to 101.6	86.4 to 93.7

- (q) **Noise Mitigation Plan:** The source data is shown in Table form for the quarterly time periods August 2010, December 2010, March 2011 and May 2011 from Pages 41-45 and labeled Appendix at the end of my Submission.
- (r) **Compulsory Acquisition APP-009:** Applicant has not made any provision for compulsory acquisitions in relation to **Public Safety Zones** within its Funding Statement.
- (s) **Compulsory Acquisition APP-009 Public Safety Zones ('PSZs'):** pursuant to the Department for Transport Circular 01/2010 administrative responsibilities for implementing the Public Safety Zone now lie with the Civil Aviation Authority (CAA)³¹. The CAA has responsibility for the implementation of the new PSZs and the review and update of existing PSZs, as instructed by DfT.

³¹ Department of Transport Circular 01/2010 (5 March 2010) *Control of Development in Airport Public Safety Zones* **ATTACHED SJH_5**
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/36536/circular.pdf

- (t) PSZs are based on the landing threshold for each end of the runway and taper away from the runway.
- (u) PSZs are currently in place at all airports referenced in Applicant's July 2018 Consultation Report (**APP-075**) notably Bournemouth, London Luton, Prestwick (Glasgow), Southend and Southampton³².
- (v) It is also of note the runway's distinct orientation, proximity to Ramsgate (about half a mile) and height of low-flying planes (400-600 feet from ground over Ramsgate Town centre and Royal Harbour).
- (w) The current policy is that PSZs should be established at those airports shown to average **more than 1,500 ATMs a month**³³ (18,000 ATMs a year) and are likely in due course to exceed 2,5000 ATMs **on forecasts** about the numbers and types of aircraft movements **fifteen years ahead**³⁴.
- (x) Applicant has stated in its application that (bold has been added for emphasis):

*"the **increase in capability is therefore 83,220 movements per year of cargo aircraft...**"*³⁵ and further that *"The assessed number of 17,170 flights is **therefore not, and is not likely to become, a cap** on the capability of the Proposed Development*³⁶".

- (y) Applicant's July 2018 Consultation Report (**APP-075**) states at Page 192 (bold has been added for emphasis):

³² *Transfer of responsibility for Public Safety Zones – Scoping Paper* at Annex C List of Airports with PSZs (Draft) **ATTACHED SJH_6**

<https://www.whatdotheyknow.com/request/42621/response/117610/attach/6/080222%20Scoping%20paper%20on%20PSZ%20draft.pdf>

³³ *Ibid* at Point 12.

³⁴ Department of Transport Circular 01/2010 (5 March 2010) *Control of Development in Airport Public Safety Zones* at paragraph 3 **ATTACHED SJH_5**

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/36536/circular.pdf

³⁵ RiverOak Strategic Partners (2018) 2.3 *NSIP Justification TR020002/App/2.3 APP-008* at Clause 24

³⁶ *Ibid* at Clause 33

*“...the forecast number of movements for year 5 is a total (freight and passenger) of 15,000...By year 10 the forecast is for **18,354 movements per year**...The year 20 forecast is **26,469 [movements] per year**...”³⁷”*

- (z) Pursuant to Clauses (w) and (x) above Applicant proposal is for more than 18,000 ATMs a year within the next fifteen years and accordingly **PSZs should be established**.
- (aa) **In addition**, an as yet unquantified by Applicant number of flying school ATMs will be added to this total.
- (bb) The basic policy objective governing the restriction on development near civil airports is that there should be **no increase in the number of people living, working or congregating in Public Safety Zones** and that, over time, the number should be reduced as circumstances allow.
- (cc) At one end of the runway, directly in front of and in very close proximity to it, is Manston Green. Since the airport’s closure planning permission has been granted and land has been allocated for up to 785 new houses at Manston Green, a primary school, community hall and a retail provision (**Policy SP13**)³⁸ and has received £2.5m SELEP funding. I believe other areas near the other end of the runway have been allocated housing within the draft Local Plan.
- (dd) **Compulsory Acquisition APP-009:** Pursuant to Department for Transport Circular 01/2010 paragraph 6 (bold has been added for emphasis):

“The Secretary of State wishes to see the emptying of all occupied residential properties and of all commercial and

³⁷ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002449-6.1%20-%20Consultation%20Report.pdf>

³⁸ <https://www.thanet.gov.uk/wp-content/uploads/2018/11/CD1.1-Draft-Thanet-Local-Plan-Reg-19.pdf> ATTACHED SJH_7

*industrial properties occupied as normal all-day workplaces within the **1 in 10,000** individual risk contour. In cases where any part of the residential property falls within this contour he will expect the **operator of an airport** for which **new Public Safety Zones have already been established to make an offer to purchase the property**...In addition, he will expect such operators to make an offer to purchase, in whole or in part, a commercial or industrial property...³⁹.*

- (ee) **Compulsory Acquisition APP-009:** Pursuant to Department for Transport Circular 01/2010 paragraph 7 (bold has been added for emphasis):

*"The Secretary of State will **expect all such offers to be kept open indefinitely**...The Secretary of State will be prepared to consider applications for compulsory purchase orders by airport operators with powers under section 59 of the Airports Act 1986⁴⁰".*

- (ff) However the recent Local Plan Intervention letter received by Thanet District Council puts the spotlight very much on housing (keeping and developing).
- (gg) **Local Plan Intervention:** On 28 January 2019 Right Hon James Brokenshire, Secretary of State for Housing, Communities and Local Government wrote to the Robert Bayford, leader of Thanet District Council stating (bold has been added for emphasis):

³⁹ Department of Transport Circular 01/2010 (5 March 2010) *Control of Development in Airport Public Safety Zones* at paragraph 6 **ATTACHED SJH_5**
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/36536/circular.pdf

⁴⁰ Department of Transport Circular 01/2010 (5 March 2010) *Control of Development in Airport Public Safety Zones* at paragraph 7 **ATTACHED SJH_5**
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/36536/circular.pdf

At Page 2, Paragraph 7

*"Within four weeks of the date of this letter, [I] direct Thanet District Council to designate a lead Councillor and lead official to be responsible for **progressing preparation of the Local Plan** and to publish details of those designations⁴¹".*

At Page 3, Paragraph 1

*"**There is a higher housing pressure:** Thanet is within the top third of Districts in England for high housing pressure, based on average affordability ratios. Thanet lack of a five-year housing land supply **further highlights the authority's failure to plan for and deliver the homes people need**⁴²".*

At Page 3, Paragraph 5

*"Having considered Thanet's performance against the Local Plan intervention criteria, [I] am **satisfied that intervention action is justified**⁴³".*

At Page 3, Paragraph 7

*"Pursuant to my powers in Section 15(4) of the 2004 Act, [I] am also directing Thanet District Council to, within eight weeks of the date of this letter, amend its Local Development Scheme (dated July 2018) to provide for **the completion of a review of their Local Plan within six months of its adoption**⁴⁴".*

At Page 4, Paragraph 1

*"This course of action would ensure **full and effective coverage of housing provision** to give clarity to*

⁴¹ Local Plan Intervention (28 January 2019) Letter from Rt Hon James Brokenshire MP *Secretary of State for Housing, Communities and Local Government* to Councillor Robert W Bayford *Leader Thanet District Council* Page 2 Paragraph 7 **ATTACHED SJH_8**

⁴² *Ibid* Page 3 Paragraph 1

⁴³ *Ibid* Page 3 Paragraph 5

⁴⁴ *Ibid* Page 3 Paragraph 7

communities and developers about where homes should be built⁴⁵".

At Page 4, Paragraph 2

*"...I have decided not to prepare the Thanet Local Plan. However I will continue to closely monitor your Local Plan progress. Should a significant delay occur against the milestones set out in your July 2018 Local Development Scheme, should you fail to comply with the directions in this letter or should your **draft Local Plan fail at examination**, I will consider whether to take further action to ensure that a Local Plan is put in place. I am also, for the avoidance of doubt, now **putting on public record my concerns about the low level of housing supply and delivery in Thanet. I expect planning** decision-takers to have regard to these concerns as a material consideration when deciding local planning applications⁴⁶".*

IV. Page 2 Paragraph 1 of the Funding Statement

Comments: Applicant comments are noted; however, UK Companies House contradicts Applicant statement at paragraph 1 that "[they] have been the directors since [RSP] was incorporated in August 2016".

- (a) According to UK Companies House filings Applicant was incorporated on 8 July 2016 by Anthony Freudmann with Anthony Freudmann as the sole director and sole shareholder with 1 GBP Ordinary share⁴⁷

⁴⁵ *Ibid* Page 4 Paragraph 1

⁴⁶ *Ibid* Page 4 Paragraph 2

⁴⁷ <https://beta.companieshouse.gov.uk/company/10269461/filing-history> ATTACHED SJH_9

- (b) George Yerrall was appointed on 22 July 2016 (Investments)⁴⁸
Niall Lawlor was appointed on 22 July 2016 (Investments)⁴⁹
- (c) Rico Seitz was appointed on 9 December 2016 (Fiduciary)⁵⁰
Nicholas Rothwell was appointed on 9 December 2016 (Fiduciary)⁵¹
Gerhard Huesler was appointed on 9 December 2016 (Banking)⁵²
- (d) On 15 December 2016 the 1 GBP Ordinary share with nominal value of 1.00 was sub-divided into a new share structure of 10,000 shares with a nominal value of 0.0001⁵³
- (e) On 15 December 2016 the 10,000 GBP Ordinary shares were sub-divided into a new share structure of 9,000 A ordinary shares and 1,000 B ordinary shares⁵⁴
- (f) On 15 December 2016 New Articles were adopted as the articles of association of Applicant⁵⁵
- (g) On 15 December 2016 1,000 B ordinary shares were held by RiverOak Manston Limited (UK) and 9,000 A ordinary shares were held by M.I.O Investments limited (Belize)⁵⁶

V. Page 2 Paragraph 2 of the Funding Statement

Comments: If Applicant does not have accounts as stated at page 1 paragraph 5 why is there a need for an auditor for Applicant?

VI. Page 2 Paragraph 4 and Page 2 Paragraph 1 of the Funding Statement **Comments:** Is it unclear if the funders

⁴⁸ *Ibid*

⁴⁹ *Ibid*

⁵⁰ *Ibid*

⁵¹ *Ibid*

⁵² *Ibid*

⁵³ *Ibid*

⁵⁴ *Ibid*

⁵⁵ *Ibid*

⁵⁶ *Ibid*

who have expressed interest and interested parties have been approached already or *will be* approached some time after 18 January 2019.

VII. Page 2 Paragraph 6 and 7 of the Funding Statement

Comments: I do not agree with Applicant statement and would respectfully request the opportunity to comment once Applicant Funding Statement at (new) Deadline 3 is made public.

VIII. Page 2 Paragraph 9 of the Funding Statement

Comments: I respectfully request that the Applicant provide the identity and credentials of the “*major project manager*”. Further, I respectfully request that the Applicant evidences what area(s) he/she has “*thirty year’s experience*”. Further, having read through much of Applicant documentation and their meetings with Planning Inspectorate, I respectfully request Applicant to identify and evidence the names of which key advisors from RPS, Wood, Osprey, Northpoint and which “*major construction companies*” fed into the costings and during which time periods. Particularly with regard to whether it was pre or post late 2016/early 2017.

IX. Page 2/3 Paragraph 9-12 of the Funding Statement

Comments: I respectfully request that the Applicant provides its Infrastructure Investment Prospectus or Investment Document that it is has provided for interested parties and/or funders. As well as details as to the Investment Documentation legal advisor, Investment Advisor, Sponsor and Financial Advisor etc.

X. Page 3 Paragraph 13 of the Funding Statement

Comments: Noted; although, perhaps Applicant could expand as to why producing evidential documentation of a past action by Applicant requires a future action of restructuring to take place.

4. **Comment on Applicant Response to F2 of the Rule 6 letter (Enclosure 3):** It is not clear which version of the Habitats Regulation Assessment matrices were available for consultation by the public and/or relevant statutory bodies.

5. **Comment on Applicant Response to F2 of the Rule 6 letter (Enclosure 4): Pursuant to the Section 106 Agreement made between Thanet District Council and Kent International Airport plc of 26 September 2000:** Firstly, the Section 106 agreement was made around 18 years ago. Our understanding of and the body of research available to us on the impacts of aviation noise have significantly increased and as such a noise mitigation plan in 2019 should be more sophisticated. Further, for the last 5 years the population has not experienced Manston Aviation noise. At this time I would like to make six further comments about the Section 106 agreement of September 2000 and the Applicant's Noise Mitigation Plan; **APP-009.**

(1) Night Flights

APP-009	<p>Applicant wishes to use annual Quota Count (QC) during the hours 23:00 to 07:00 of 3028 (bold has been added for emphasis).</p> <p>(a) As each aircraft movement takes place, an amount of the relevant quota is used depending on the classification of the aircraft.</p> <p>(b) Applicant has said that they will use QC4 aircraft. <i>(Southend only allows aircraft classified with a QC of one or less and no helicopters are permitted to take-off or land, Heathrow does not allow QC4).</i></p>
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	<p>(c) Applicant has not set a maximum departure noise limit; therefore aircraft are certified to comply with the agreed international noise standard in force at the time it was manufactured. So older aircraft comply with less stringent standards than aircraft manufactured today.</p> <p>(d) There are different QCs for arrivals and departures A 747-400 has a QC of 4 or 2 or a 747-8, has a QC of 2 or 1. One 747-400 during the year could make 504 ATMs a year or one 747-8 could make 1010 ATMs a year.</p>
Section 106	Night flights under the Section 106 agreement were limited by a consultation process 6 months prior to commencing any regular night flights; and to the morning between 0600-0700 and with a noise classification of Quota Count 4 or less.

(2) Fines

APP-009	<p>Fines start at £750 with a further penalty of £150 for each decibel over a high fixed decibel. There is a £500 penalty for moving away from the preferred route after being notified of persistent departures outside of the preferred route.</p> <p>Silent in regard to General Noise Limitations.</p>
Section 106	<p>Fines started at £1000 and increased on a doubling basis (ie, £1000, 2000, 4000, £8000) as well as a larger fine of £10,000 for permitting training flights during Night time by any jet or large aircraft.</p> <p>In today's money (fines started at £1671, £3342, £6684, £13369 and a larger fine of £16711).</p> <p>Further there is a General Noise Limitations at clause 2 with fines ranging from £10,000 to £100,000</p>

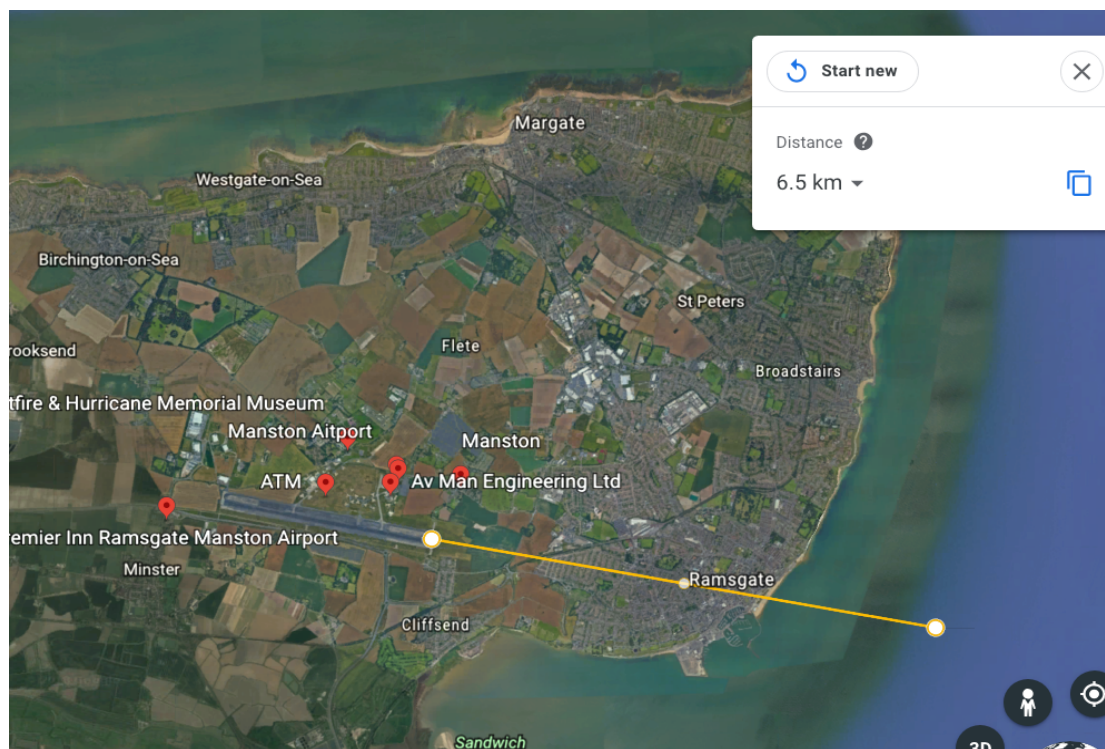
(3) Training Flights

APP-009	<p>Silent on this matter.</p> <p>Further, it is unclear where the flights paths for training</p>
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	flights will be. There has not been any consultation on this .
Section 106	No training flights during night time.

(4) Noise Monitoring

APP-009	Aircraft Noise Monitoring paragraph 11 of APP-009 at line 2 states that “permanent fixed noise monitoring terminals will be located...at a distance of 6.5 km from the start of take-off roll ”. This would mean that the permanent fixed noise-monitoring terminal for Ramsgate is in the sea.
Section 106	Two Noise Monitoring Terminals agreed by an independent aviation acoustic consultant having regard to the guidelines laid down by the International Civil Aviation Organisation.

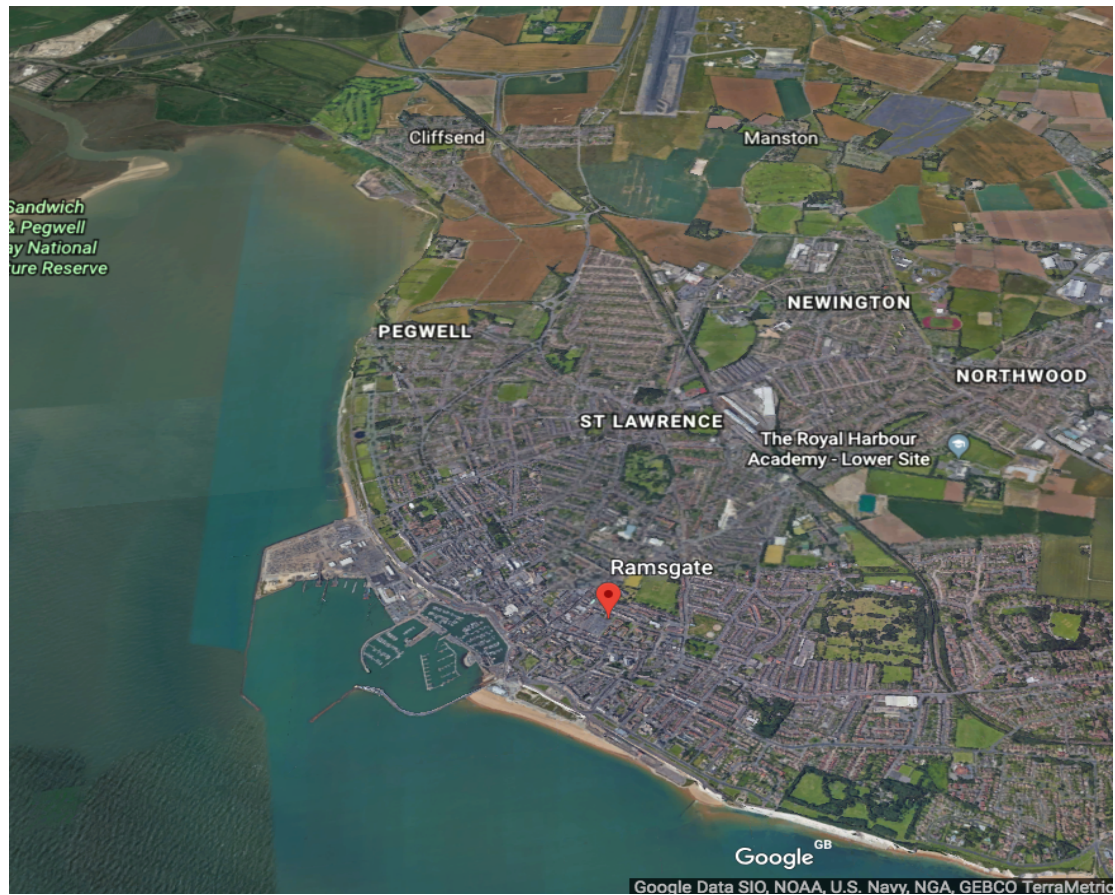


Ramsgate** - Google Earth picture showing permanent fixed noise monitoring terminal located at a **distance of 6.5 km from the start of take-off roll (the sea)** as pursuant to **paragraph 11 of APP-009

- (5) **Off-track flights (NPRs)** – statement at 12.2 of **APP-009** that Applicant will seek to establish “*NPRs which will be designed to avoid overflying of densely populated areas*” is meaningless in relation to Ramsgate. The **orientation of the runway** unlike any other airport mentioned by Applicant means flightpaths **have to go over** the most densely populated areas, leisure and tourist attractions, heritage sites, beach, town centre, shops with low flying flights at a height of between **400-600 feet over** the Ramsgate town centre/ Royal Harbour. Supporting evidence follows over pages 26-32.



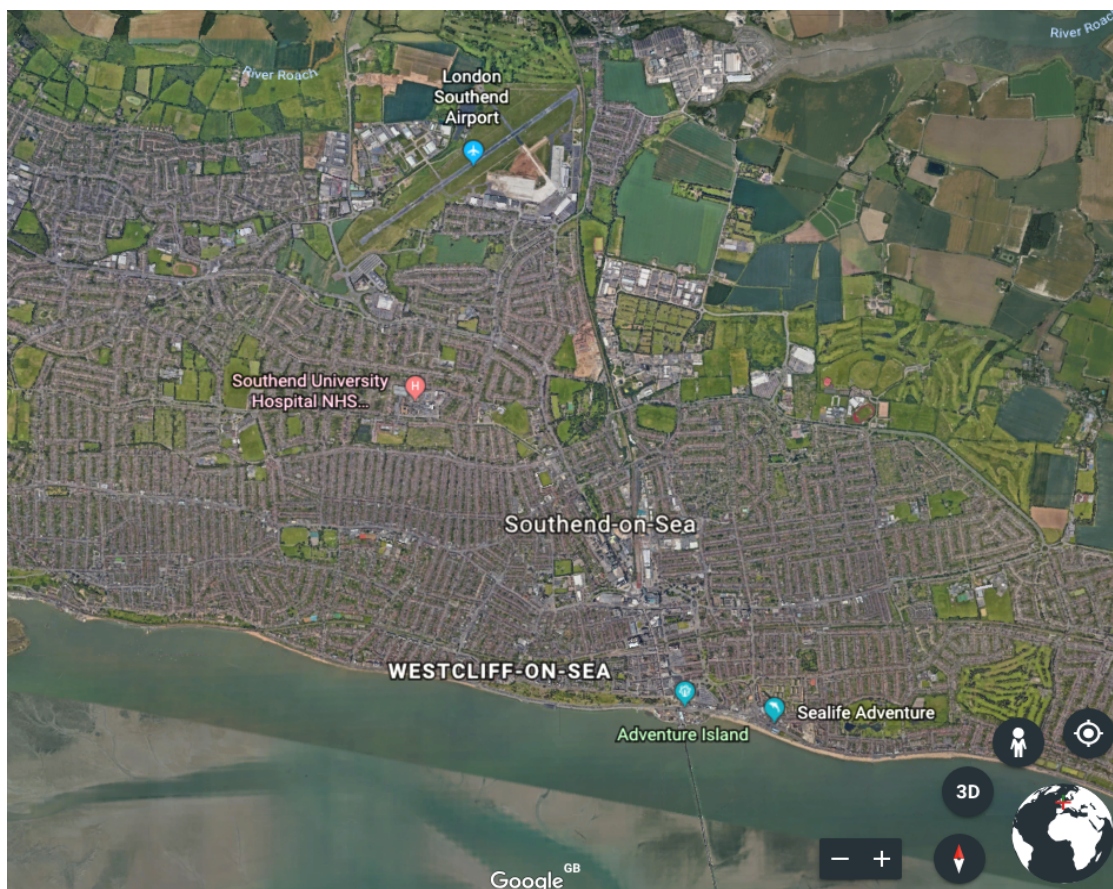
Ramsgate - Google Earth picture showing runway orientation and proximity of start of Ramsgate residential areas. Take-off and landing over Ramsgate.



Ramsgate - Google Earth picture showing runway orientation and proximity of airport to town centre, businesses, Royal Harbour, marina, wildlife, birds, beaches, heritage sites, leisure and tourist attractions.



Southend - Google Earth picture showing runway orientation and proximity of residential areas.



Southend – Google Earth picture showing orientation and proximity of airport to town centre, beach, businesses, leisure and tourist attractions.



Southampton - Google Earth picture showing runway orientation and proximity of residential areas.



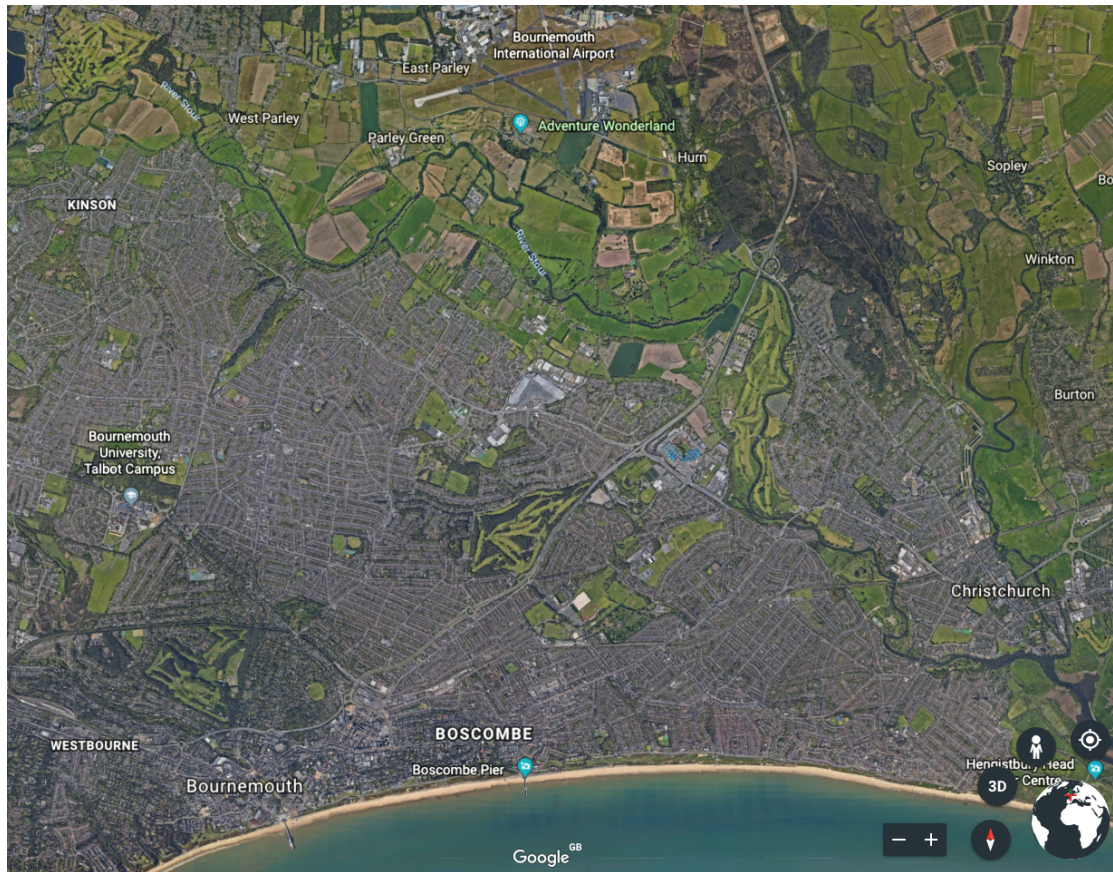
Southampton – *Google Earth picture showing orientation and proximity of airport to town centre, The Solent, businesses, leisure and tourist attractions.*



Bournemouth - *Google Earth picture showing runway orientation and proximity of residential areas.*



Bournemouth - *Google Earth picture showing runway orientation and proximity of residential areas.*



Bournemouth – *Google Earth picture showing orientation and proximity of airport to town centre, beaches, businesses, heritage, leisure and tourist attractions.*

6. **Comment on Applicant Response to F3 and F4 of the Rule 6 letter:** No comment save for that is not clear which version of now known as **APP-072**, now known as **APP-057**, now known as **APP-048**, now known as **APP-008**, and now known as **APP-037** public and relevant Statutory bodies have seen.

In particular whether now known as **APP-044** was available for consultation by the public and relevant statutory bodies including but not limited to Public Health England, Thanet Clinical Commissioning Group, East Kent Hospitals Foundation Trust, Kent Community healthcare Foundation Trust, Kent and Medway Partnership Trust, Southeast Ambulance Trust.

This is of particular concern in light of Andrew Scott-Clark *Director of Public Health Kent County Council* email to Applicant of 10 October 2017⁵⁷ in which he responds on the draft scope of the HIA sent for comment (bold has been added for emphasis):

*“As you are aware the population of Thanet is diverse with a range of health needs with some of the most deprived communities in Kent being resident in the district of Thanet. In fact of the 88 Lower Layer Super output areas which make up the population with the highest rates of all age all cause mortality or lowest life expectancy in Kent, some 24 of those are situated in Thanet. A number of these will directly affected by your proposals, particularly Newington and Central Harbour/Eastcliffe areas of Ramsgate. **We know that these populations will be more adversely affected by issues such as noise and air pollution than the general population. The local health economy is also struggling to deliver sustainable health care services and the organisations that are responsible for delivering these (both commissioning and providing) will need to be consulted. This includes Thanet Clinical Commissioning Group, East Kent Hospitals Foundation Trust, Kent Community Healthcare Foundation Trust, Kent and Medway Partnership Trust, Southeast Ambulance Trust, as clearly both the construction phase and the operation phase may have impact on local health services; services that are currently under significant financial and capacity pressure”.***

Four months later correspondence from Applicant to Andrew Scott-Clark *Director of Public Health Kent County Council* on 15 February 2018 evidences that **4 months later** Applicant still had **not engaged with the wider health stakeholders**⁵⁸.

⁵⁷ Email dated 10 October 2017 from a pack called manston HIA pack through a Freedom of Information Act 2000 request made by third party for email correspondence between the Director of Public Health and Applicant **ATTACHED SJH_10**

⁵⁸ *Ibid* emails dated 15 February 2018 between the Director of Public Health and Applicant **ATTACHED SJH_11**

Applicant's July 2018 Consultation Report (**APP-075**) states that Clinical Chair of the Thanet Clinical Commissioning Group was reached by teleconference in March 2018; however, Applicant has provided no minutes of call.

7. **Comment on Applicant Response to F4 of the Rule 6 letter:** No comment.

8. **Comment on Applicant Response to F4 of the Rule 6 letter:** Design and Access Statement was not available at consultation.

Further, as potential markets for Manston Airport identified by Applicant are: perishables (fruit, vegetable, flowers, fish and shellfish), pharmaceuticals and live animals. I respectfully request Applicant demonstrates how it will meet the necessary storage and processing capacity requirements for these markets.

9. **Comment on Applicant Response to F5 of the Rule 6 letter:** No comment save for:

- (i) that the Applicant has not made any provision for compulsory acquisitions in relation to **Public Safety Zones** within its Funding Statement. Rationale is evidenced above at Clause 3.2 III (r) – (dd);
- (ii) that the Applicant under the office copy for the land known as Jentex with the Land Registry Title Number K315361 at **TR02002/D1/Sub** Appendix 3. At 5 of the Charges Register there is an **overage deed**, with overage provisions in place (Applicant is obliged when an unknown trigger occurs to pay the Sellers "*further money*". Will this interfere with the obligations Applicant may have under the DCO?
- (iii) that the Applicant has not quantified mitigation in relation to **RR-0442** and relocation of HRDF detailed above at 3.1(d)

10. **Comment on Applicant Response to F6 of the Rule 6 letter:** No comment.

11. **Comment on Applicant Response to F6 of the Rule 6 letter:** Airfreight is subject to complex regulation which includes certification, licensing and authorisations for potential markets of Applicant. I would respectfully request Applicant to provide timelines and information in relation to tfor example the following licences, designations, approvals and/or consents:

- (1) approval as a UK Border Inspection Post
- (2) approval as a EU List of Border Inspection Post
- (3) authorization for the importation of Products of Animal Origin
- (4) authorization as a Designated Point of Entry for the import of his risk Non Animal Origin products
- (5) Designated Point of Import for products that may be contaminated by Aflatoxin
- (6) Phytosanitary certificates
- (7) DEFRA clearance
- (8) Certysis-licence

11. **Comment on Applicant Response to F6 of the Rule 6 letter:**

I. (a) **CAA 2(a) Aerodrome Licence:** On 16 January 2017 CAA wrote to Applicant stating (bold has been added for emphasis):

*“...RiverOak does not meet the conditions necessary to apply for a certificate. However, knowing their plan to acquire the aerodrome and **the timescales required to do this and then to achieve certification** (together with the necessary airspace elements), the **CAA Aerodrome Sector is prepared to accept an application**. It must be understood that we will not issue an aerodrome certificate until clause (b)(6) is met, notwithstanding progress against all the certification requirements. Additionally, as discussed at the meeting, RiverOak understands that it holds the risk with this approach as the ownership of the site or the agreement of the landowner is required*

for us to issue a certificate. [CAA] would appreciate your confirmation of this, following which we would be willing to allow the certification process to commence⁵⁹

The next day, Applicant reverted confirming to CAA “[Applicant] is prepared to proceed at [our] risk⁶⁰”.

- (b) **CAA 2(a) Aerodrome Licence:** On 10 March 2017 CAA wrote to Applicant stating:

*“...The most suitable to make the formal application will be **approximately 1 ½ years prior to opening**. Once [CAA] have received the certification fee, completed the application form and Aerodrome Manual, [CAA] can allocate and Inspector(s) to the workstream. It will be necessary to conduct a pre-certification site inspection and audit which ideally should be done approximately 9 months to 1 year before opening; this normally provides sufficient time to put in place any changes necessary in order to meet compliance and ahead of certification⁶¹”.*

- (c) **CAA 2(a) Aerodrome Licence:** as of 5 February 2019 CAA confirmed that it had not received any application for an aerodrome licence from RiverOak Operations Ltd, RiverOak Strategic Partners Ltd or Riveroak Investment Corp⁶²”.

⁵⁹ Email dated 16 January 2017 between Applicant, Osprey and CAA from a pack called 20170919Attachment1.pdf through a Freedom of Information Act 2000 request by third party for any correspondence, minutes of meetings, telephone conversations or other forms of contact between CAA and any party with respect to Manston Airport since the licence to operate was revoked by the current owners of the site. Please include in particular details of all and any contact with Riveroak Investments In the United States, RSP Ltd the company trying to acquire the site using a DCO, Sir Roger Gale MP, Craig MacKinlay MP and The Planning Inspectorate in the UK **ATTACHED SJH_12**

⁶⁰ Ibid Email of 17 January 2017 between Applicant, Osprey and CAA **ATTACHED SJH_12**

⁶¹ Ibid Email of 10 March 2017 between Applicant, Osprey and CAA **ATTACHED SJH_12**

⁶² Email of 5 February 2017 from Aerodromes CAA to me **ATTACHED SJH_13**

- II. (a) **CAA 2(b) Permission for change of air space:** Permanent airspace change proposals under CAP1616 take 110 weeks⁶³.
- (b) At the CAA/PINS/APPLICANT Process Workshop it was agreed that the acceptance of the DCO submission by PINS [14 August 2018] would be the appropriate threshold at which point to initiate ACP⁶⁴.
- (c) CAA confirmed to me on 14 January 2019 that:

“(1) To date, no formal ACP has been received by [CAA]. However, a “Statement of Need” was sent to us on 9 Nov 2018. The reason why the Manston ACP details do not yet appear on the CAA Portal is because the ACP Sponsor [RiverOak Strategic Partners Limited] has failed to obtain the necessary Portal access permissions from us as required by the requirements of CAP 1916 [sic]. The Sponsor has been hastened on this requirement. Once Portal access has been granted the Sponsor will then be able to update the information and the Portal will reflect the ACP progress...(2) As the ACP has not yet been received by us, a case officer has yet to be assigned, We will endeavor to publish time scales once the scope of the airspace change and work load required has been assessed ⁶⁵”.

- (d) Whilst Applicant submitted a Statement of Need as of 14 January 2019, contrary to the agreement stated in the **APP-086** a formal Airspace Change Proposal as of today's date has not been submitted⁶⁶.
- (e) Applicant is currently at Step 1a during the Assess Requirement Step, Applicant prepares a Statement of Need setting out what airspace issue it is seeking to address. Having reviewed the Statement of Need, the CAA meets with Applicant to agree whether

⁶³ CAA (2018) Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements CAP1616 Page 29 **ATTACHED SJH_14**

⁶⁴ Applicant (July 2018) 7.5 Civil Aviation Authority Interface Document **APP-086** Page 13 Clause 5.3

⁶⁵ CAA (14 January 2019) Emailed received from the CAA Attached **SJH_ACP2**

⁶⁶ <https://airspacechange.caa.co.uk/PublicProposalArea?pID=112>

an airspace change is a relevant option to consider, and to have a first discussion about the appropriate scale of the airspace change process⁶⁷.

(f) Further, CAA holds Gateway Assessment meetings once a month. Applicant missed 25 January 2019 Gateway Assessment meeting. For a proposal to be considered at a Gateway Assessment meeting, the Applicant must have submitted all of the relevant material to the CAA at least two weeks in advance of the meeting⁶⁸.

(g) It is unclear as to why CAA is hastening Applicant rather than the not other way around as presumably Applicant's business model relies on ATMs and flying planes which require an ACP. In any event, rather than being 25 weeks into a 110-week process; Applicant is yet to start.

III (a) **(new) CAA 2(h) Aerodrome Traffic Zones (ATZ):** on 1 February 2019 CAA released a Policy Statement on Establishment and Dimensions of Aerodrome Traffic Zones (ATZ) stating that establishment of an ATZ will be progressed as a Level 2C airspace change⁶⁹.

(b) **(new) CAA 2(h) Aerodrome Traffic Zones (ATZ):** as of 6 February 2019 Applicant has **not submitted Level 2C ACP** for re-establishment of the ATZ⁷⁰.

IV (a) **(new) CAA 2(i) Status of London Array and Thanet Transponder Mandatory Zones ("TMZs"):** At A2 of **APP-086** on May 2017 there is are minutes of a Meeting with CAA and Applicant on Manston Airport Airspace Development⁷¹, At Agenda 3 CAA states that the "issues regarding the TMZs was noted and would **require further discussion**"⁷².

(b) I cannot find where the issue of TMZs has been picked up again.

⁶⁷ <https://airspacechange.caa.co.uk/PublicProposalArea?pID=112>

⁶⁸ <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Gateway-assessment-schedule/> ATTACHED SJH_17

⁶⁹ CAA (1 February 2019) Policy Statement *Establishment and Dimensions of Aerodrome Traffic Zones (ATZ)* Clause 3.1 ATTACHED SJH_15

⁷⁰ <https://airspacechange.caa.co.uk/search?search=manston> ATTACHED SJH_16

⁷¹ Applicant (July 2018) 7.5 Civil Aviation Authority Interface Document **APP-086** Page 2-2 A2

⁷² *Ibid*

12.1 Comment on Applicant's Written Summary of Applicant's Oral Submissions at January 2019 Hearings TR02002/D1/Sub:

ap) Local Employment, Isabella Tafur (IT), Counsel for the Applicant, reported that on 9 January 2019 the Applicant team met with Canterbury Christ Church University; East Kent College; KCC Careers; Kent and Medway Skills Commission, Dover DC and Thanet DC to discuss education and training. Given that 9 January was the **Preliminary Meeting** at which Applicant team attended to which Applicant team is IT referring to and further which members of staff did Applicant meet with? It is reported that as well as many controls, the section 106 agreement will see the [London City] airport make a **commitment of £6.8million towards employment, education and training** in the borough, with £5.84million being channelled directly to Newham residents using the council's job brokerage scheme Workplace. Will Applicant be mirroring the same here?

8.1.1 I do not agree with IT and Applicant for the following reasons:

- (a) A NSIP under s.23 of the Planning Act 2008 for an airport must be capable of 10,000 movements of cargo per year not 83,220 ATM or even 17,170 ATM.
- (a) Applicant's July 2018 Consultation Report (**APP-075**) states a higher number of ATMS than 17,170 at Page 192 (bold has been added for emphasis):
"...By year 10 the forecast is for 18,354 movements per year...The year 20 forecast is 26,469 [movements] per year..."⁷³.
- (c) There are 26 aircraft parking stands (**Works 8-11**) presumably built to be occupied by aircraft multiplied by 365 days in a year multiplied by 8 ATMs a day which would total 75,920 ATMs a year; considerably more than 17, 170 ATMs.
- (d) In addition there are 8 light and business aircraft hangers (**Work No.2**) presumably built to be occupied by aircraft and flown as well.

⁷³ <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020002/TR020002-002449-6.1%20-%20Consultation%20Report.pdf> (**APP-075**)

- (e) Further, Applicant stated that *“the assessed number of 17,170 flights is therefore not, and is not likely to become, a cap on the capability of the Proposed Development⁷⁴”*.

8.1.2 If this is the case Applicant should be happy for the land to revert to its UK lawful owner when it inevitably fails.

9.1.1 I note the office copy for the land known as Jentex with the Land Registry Title Number K315361 at **TR02002/D1/Sub** Appendix 3.

- (1) At 5 of the Charges Register there is an overage deed, with overage provisions in place (Applicant) is obliged when an unknown trigger occurs to pay the Sellers *“further money”*. I respectfully request Applicant furnish how much further money and when is this payable – ie will it interfere with the obligations Applicant may have under the DCO?

9.1.2 I disagree.

⁷⁴ RiverOak Strategic Partners (2018) 2.3 NSIP Justification TR020002/App/2.3 **APP-008** at Clause 33

APPENDIX

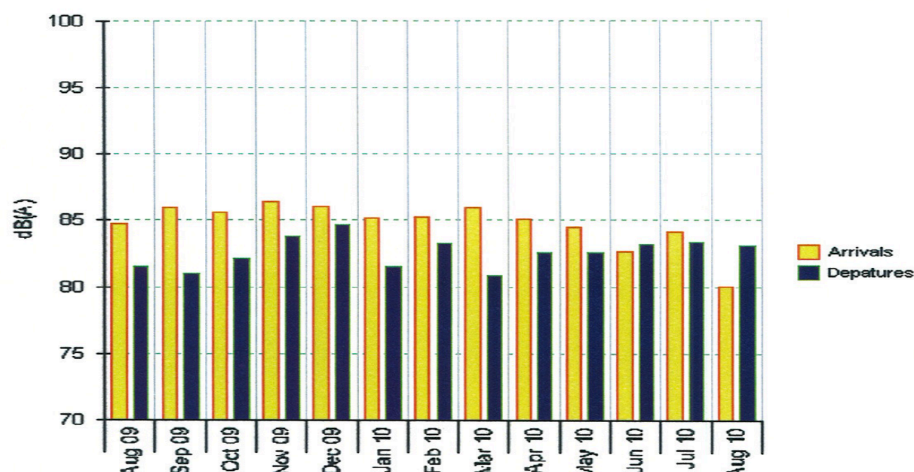
August 2010

Manston - Kent's International Airport.

Average Noise Level Report

August 2010

Monitor EMU2 28 - Chapel Place - Ramsgate



August 2010

Manston - Kent's International Airport.

Quarterly Noise Events - Top Twenty Movements

August 2010

Airline		Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
GTI	ATLAS AIR INC	D	27/06/2010	17:53		B742	N517MC	100.4	93.2
MAG	Airlink	D	25/06/2010	20:43	10	DC86	9GAXC	96.8	91.0
KZU	KUZU AIRLINES CARGO	D	05/06/2010	15:28	10	A30B	TCABK	96.6	91.0
ACE		D	25/06/2010	08:31	10	DC86	9GAED	98.3	90.3
CLX	Cargolux Airlines	A	01/07/2010	12:24	28	B744	LXOCV	95.7	88.7
CLX	Cargolux Airlines	A	08/07/2010	11:16	28	B744	LXNCV	95.9	87.9
VIK	VIKING AIRLINES	D	27/06/2010	06:12	10	MD83	SXSMS	95.8	87.6
CLX	Cargolux Airlines	A	22/06/2010	11:31	10	B744	LXPCV	93.6	87.6
CLX	Cargolux Airlines	A	08/06/2010	11:58	28	B744	LXGCV	96.1	87.3
ABD	AIR ATLANTA	A	02/07/2010	15:16	28	B742	TFAAA	94.4	87.1
JEP	JET PERSONALES	A	14/07/2010	11:56	28	GLF5	VTBRS	96.3	87.1
ANA	All Nippon Airways	A	29/06/2010	18:22	28	MD11	N382WA	95.8	87.0
JEP	JET PERSONALES	D	14/07/2010	12:14	28	GLF5	VTBRS	95.2	86.8
CLX	Cargolux Airlines	A	24/06/2010	11:44	28	B744	LXUCV	94.9	86.7
MSR	Egyptair	A	14/07/2010	12:51		A306	SUGAS	94.0	86.5
CLX	Cargolux Airlines	D	22/06/2010	12:53	10	B744	LXPCV	94.6	86.3
CLX	Cargolux Airlines	A	11/06/2010	15:43	28	B742	TFAAA	94.4	86.3
ANA	All Nippon Airways	A	06/07/2010	09:36	28	MD11	N382WA	94.5	86.1
BEE	FLYBE	A	14/07/2010	11:32	28	DH8D	GECOV	93.9	85.9
ACE		A	29/06/2010	07:55	28	DC86	9GAXA	93.8	85.8



DAISY Aircraft Noise Monitoring for Manston – Kent's International Airport⁷⁵

⁷⁵ DitroniX (August 2010) Manston – Kent's International Airport Average Noise Level Report
Quarterly Noise Events – Top Twenty Movements ATTACHED SJH_18

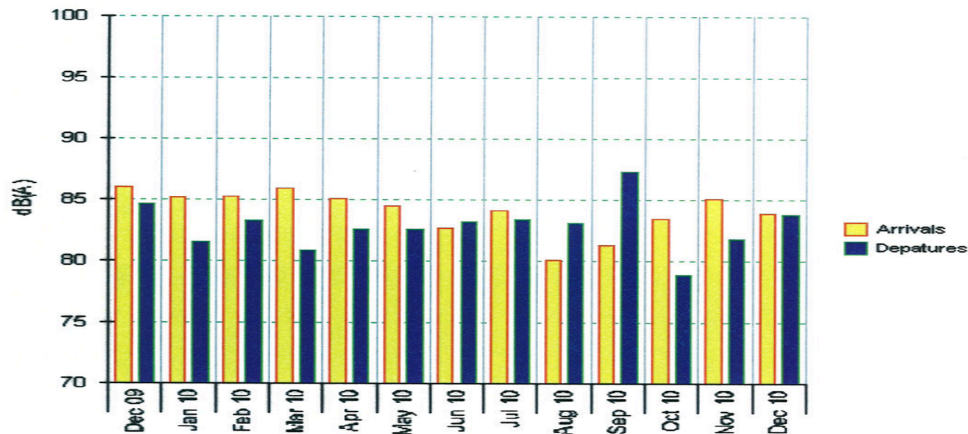
December 2010

Manston - Kent's International Airport.

Average Noise Level Report

December 2010

Monitor EMU2 28 - Chapel Place - Ramsgate



December 2010

Manston - Kent's International Airport.

Quarterly Noise Events - Top Twenty Movements

December 2010



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	21/12/2010	16:31	10	DC86	9GAED	99.3	94.0
ACE	D	09/11/2010	11:56	10	DC86	9GAED	100.3	91.3
CLX Cargolux Airlines	A	11/11/2010	18:59	28	B744	LXTCV	97.8	90.2
CLX Cargolux Airlines	A	02/11/2010	14:33	28	B744	LXPCV	96.3	89.3
CLX Cargolux Airlines	A	12/11/2010	17:12	28	B744	LXNCV	97.2	89.1
CLX Cargolux Airlines	A	24/11/2010	06:12	28	B744	LXYCV	95.9	88.3
CLX Cargolux Airlines	A	05/11/2010	11:38	28	B744	LXSCV	96.5	88.2
BOO	A	05/11/2010	11:40		CJ2	GHCSA	96.5	88.2
CLX Cargolux Airlines	A	04/11/2010	13:18	28	B744	LXTCV	96.4	88.0
CLX Cargolux Airlines	A	26/10/2010	15:06		B744	LXTCV	96.1	87.8
CLX Cargolux Airlines	A	22/10/2010	12:30	28	B744	LXOCV	95.6	87.6
ACE	D	10/11/2010	14:11	28	DC86	9GAED	98.2	87.5
CLX Cargolux Airlines	A	16/12/2010	19:32	28	B744	LXVCV	95.8	87.5
CLX Cargolux Airlines	A	26/10/2010	09:54	28	B744	LXRCV	95.0	87.0
CLX Cargolux Airlines	A	15/12/2010	09:56	28	B744	LXWCV	96.1	86.9
WOA World Airways	A	28/10/2010	13:59	28	MD11	N380WA	93.3	86.7
STX	D	17/11/2010	11:39	10	DC86	ZSOSI	97.9	86.6
CLX Cargolux Airlines	D	16/11/2010	19:34	10	B742	TFAAA	96.4	86.5
VTF	D	15/12/2010	13:53	28	B742	EK74798	95.7	86.5
CLX Cargolux Airlines	A	15/12/2010	13:56	28	B744	LXZCV	95.7	86.5

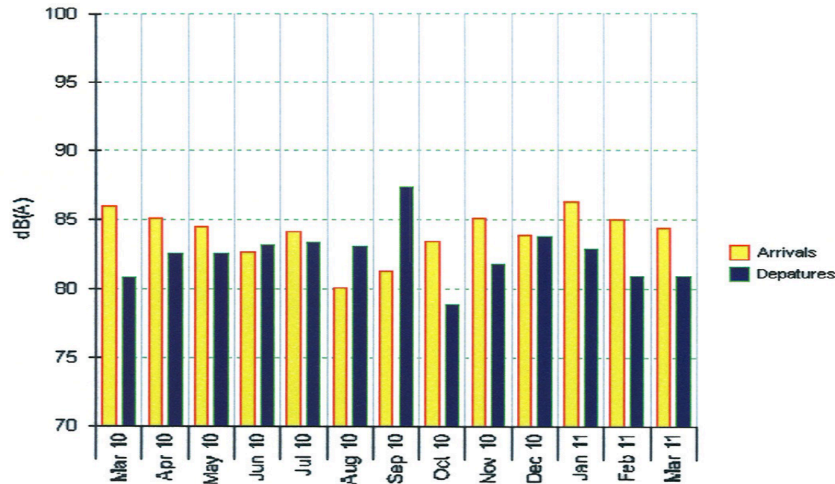
DAISY Aircraft Noise Monitoring for Manston – Kent's International Airport⁷⁶

March 2011

⁷⁶ DitroniX (December 2010) Manston – Kent's International Airport *Average Noise Level Report*
Quarterly Noise Events – Top Twenty Movements ATTACHED SJH_19

Manston - Kent's International Airport.
Average Noise Level Report
March 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



March 2011

Manston - Kent's International Airport.
Quarterly Noise Events - Top Twenty Movements
March 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	10/01/2011	17:57	10	DC86	9GAED	102.3	94.8
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
CLX	A	14/01/2011	12:14	28	B744	LXRCV	99.0	92.2
CLX	A	04/02/2011	16:55	28	B744	LXZCV	99.1	90.1
CLX	A	13/01/2011	10:31	28	B744	LXNCV	97.7	89.2
ABD	A	06/02/2011	13:21	28	B742	TFATX	96.1	89.1
CLX	A	11/01/2011	14:06	28	B744	LXRCV	96.2	88.8
BEE	D	17/03/2011	12:17	28	DH8D	GECCO	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	11/01/2011	10:06	28	B744	LXSCV	97.0	88.5
CLX	A	07/02/2011	12:26	28	B744	LXTCV	96.9	88.3
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	25/01/2011	13:14	28	B744	LXTCV	96.8	88.1
CLX	A	10/02/2011	11:48	28	B744	LXWCV	96.1	88.0
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
CLX	D	22/02/2011	17:58	10	B742	TFAAA	97.0	87.8
ACE	A	23/01/2011	20:07	28	DC86	9GAED	95.4	87.8
CLX	A	25/02/2011	20:21	28	B742	TFAAA	95.7	87.7
CLX	A	21/01/2011	14:14	28	B744	LXSCV	95.2	87.5
CLX	A	01/02/2011	17:23	28	B744	LXRCV	96.5	87.5

DAISY Aircraft Noise Monitoring for Manston – Kent's International Airport⁷⁷
May 2011

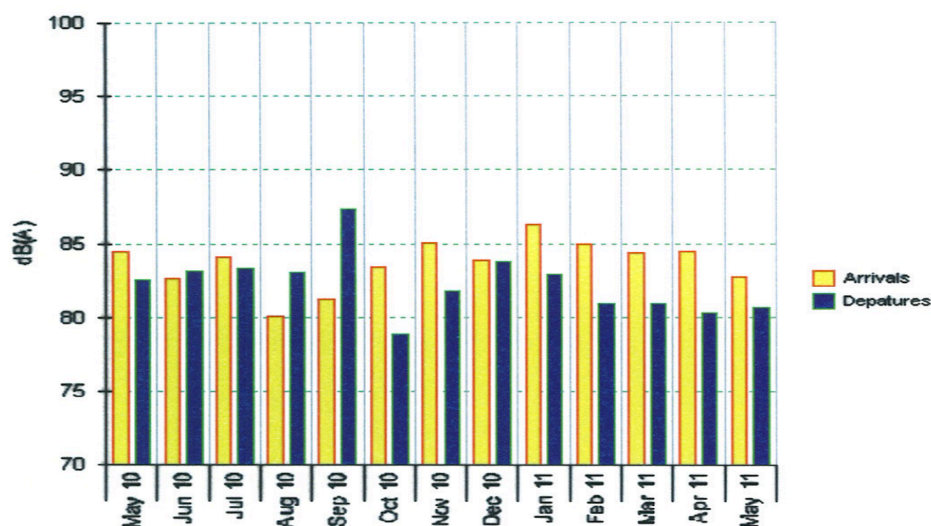
⁷⁷ DitroniX (March 2011) Manston – Kent's International Airport *Average Noise Level Report*
Quarterly Noise Events – Top Twenty Movements **ATTACHED SJH_20**

Manston - Kent's International Airport.

Average Noise Level Report

May 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



May 2011

Manston - Kent's International Airport.

Quarterly Noise Events - Top Twenty Movements

May 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)	
STX		D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
KZU	KUZU AIRLINES CARGO	D	05/05/2011	10:03	10	A30B	TCKZV	97.1	90.0
BEE	FLYBE	D	17/03/2011	12:17	28	DH8D	GECOO	96.5	88.7
CLX	Cargolux Airlines	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	Cargolux Airlines	A	26/04/2011	11:25	28	B744	LXWCV	95.2	88.6
CLX	Cargolux Airlines	A	26/04/2011	15:10	28	B744	LXVCV	95.4	88.5
CLX	Cargolux Airlines	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	Cargolux Airlines	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ABD	AIR ATLANTA	A	08/05/2011	11:06	28	B742	TFATX	95.1	87.9
MON	Monarch Airlines	D	17/05/2011	20:23	28	A320	GMPCD	95.7	87.9
CLX	Cargolux Airlines	A	17/05/2011	20:27	28	B744	LXZCV	95.7	87.9
ABD	AIR ATLANTA	A	08/04/2011	15:12	28	B742	TFAAA	94.8	87.5
CLX	Cargolux Airlines	A	17/05/2011	17:50	28	B744	LXYCV	94.7	87.0
CLX	Cargolux Airlines	A	10/05/2011	16:22	28	B744	LXYCV	94.6	87.0
CV-		A	05/04/2011	09:51	28	B744	LXACV	94.7	86.7
CLX	Cargolux Airlines	A	12/04/2011	12:04	28	B744	LXRCV	95.2	86.6
ABD	AIR ATLANTA	A	20/03/2011	14:15	28	B742	TFATX	94.5	86.6
CLX	Cargolux Airlines	A	08/03/2011	16:44	28	B744	LXRCV	95.3	86.5
ABD	AIR ATLANTA	A	13/03/2011	12:05	28	B742	TFATX	94.8	86.4
CLX	Cargolux Airlines	A	25/03/2011	18:54	28	B742	TFAAA	95.0	86.4

DAISY Aircraft Noise Monitoring for Manston – Kent's International Airport⁷⁸

⁷⁸ DitroniX (May 2011) Manston – Kent's International Airport Average Noise Level Report
Quarterly Noise Events – Top Twenty Movements ATTACHED SJH_21

FREUDMANN TIPPLE INTERNATIONAL LIMITED

**UNAUDITED
FINANCIAL STATEMENTS
INFORMATION FOR FILING WITH THE REGISTRAR
For the Year Ended 30 March 2018**

SATURDAY



A09 *A7797BK9* 02/06/2018 #330
COMPANIES HOUSE

FREUDMANN TIPPLE INTERNATIONAL LIMITED
Registered number: 05429140

STATEMENT OF FINANCIAL POSITION
As at 30 March 2018

	Note	30 March 2018 £	31 March 2017 £
Current assets			
Debtors: amounts falling due within one year	5	220,168	69,213
Cash at bank and in hand	6	548,647	176,146
		<u>768,815</u>	<u>245,359</u>
Creditors: amounts falling due within one year	7	(680,778)	(246,185)
Net current assets/(liabilities)		<u>88,037</u>	<u>(826)</u>
Total assets less current liabilities		<u>88,037</u>	<u>(826)</u>
Net assets/(liabilities)		<u>88,037</u>	<u>(826)</u>
Capital and reserves			
Called up share capital	8	100	100
Profit and loss account	9	87,937	(926)
		<u>88,037</u>	<u>(826)</u>

The directors consider that the Company is entitled to exemption from audit under section 477 of the Companies Act 2006 and members have not required the Company to obtain an audit for the period in question in accordance with section 476 of Companies Act 2006.

The directors acknowledge their responsibilities for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of financial statements.

The financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime and in accordance with the provisions of FRS 102 Section 1A - small entities.

The financial statements have been delivered in accordance with the provisions applicable to companies subject to the small companies regime.

The Company has opted not to file the statement of income and retained earnings in accordance with provisions applicable to companies subject to the small companies' regime.

The financial statements were approved and authorised for issue by the board and were signed on its behalf on 23 April 2018.

Mr A Freudmann
Director

The notes on pages 2 to 7 form part of these financial statements.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared under the historical cost convention unless otherwise specified within these accounting policies and in accordance with Section 1A of Financial Reporting Standard 102, the Financial Reporting Standard applicable in the UK and the Republic of Ireland and the Companies Act 2006.

The following principal accounting policies have been applied:

1.2 Revenue

Revenue is recognised to the extent that it is probable that the economic benefits will flow to the Company and the revenue can be reliably measured. Revenue is measured as the fair value of the consideration received or receivable, excluding discounts, rebates, value added tax and other sales taxes. The following criteria must also be met before revenue is recognised:

Rendering of services

Revenue from a contract to provide services is recognised in the period in which the services are provided in accordance with the stage of completion of the contract when all of the following conditions are satisfied:

- the amount of revenue can be measured reliably;
- it is probable that the Company will receive the consideration due under the contract;
- the stage of completion of the contract at the end of the reporting period can be measured reliably; and
- the costs incurred and the costs to complete the contract can be measured reliably.

1.3 Tangible fixed assets

Tangible fixed assets under the cost model are stated at historical cost less accumulated depreciation and any accumulated impairment losses. Historical cost includes expenditure that is directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management.

Depreciation is charged so as to allocate the cost of assets less their residual value over their estimated useful lives, using the straight-line method.

Depreciation is provided on the following basis:

Office equipment	-	33%
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The assets' residual values, useful lives and depreciation methods are reviewed, and adjusted prospectively if appropriate, or if there is an indication of a significant change since the last reporting date.

Gains and losses on disposals are determined by comparing the proceeds with the carrying amount and are recognised in the Statement of income and retained earnings.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies (continued)

1.4 Debtors

Short term debtors are measured at transaction price, less any impairment. Loans receivable are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method, less any impairment.

1.5 Cash and cash equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are highly liquid investments that mature in no more than three months from the date of acquisition and that are readily convertible to known amounts of cash with insignificant risk of change in value.

1.6 Financial instruments

The Company only enters into basic financial instrument transactions that result in the recognition of financial assets and liabilities like trade and other debtors and creditors, loans from banks and other third parties, loans to related parties and investments in non-puttable ordinary shares.

Debt instruments (other than those wholly repayable or receivable within one year), including loans and other accounts receivable and payable, are initially measured at present value of the future cash flows and subsequently at amortised cost using the effective interest method. Debt instruments that are payable or receivable within one year, typically trade debtors and creditors, are measured, initially and subsequently, at the undiscounted amount of the cash or other consideration expected to be paid or received. However, if the arrangements of a short-term instrument constitute a financing transaction, like the payment of a trade debt deferred beyond normal business terms or financed at a rate of interest that is not a market rate or in the case of an out-right short-term loan not at market rate, the financial asset or liability is measured, initially, at the present value of the future cash flow discounted at a market rate of interest for a similar debt instrument and subsequently at amortised cost.

Financial assets that are measured at cost and amortised cost are assessed at the end of each reporting period for objective evidence of impairment. If objective evidence of impairment is found, an impairment loss is recognised in the Statement of income and retained earnings.

For financial assets measured at amortised cost, the impairment loss is measured as the difference between an asset's carrying amount and the present value of estimated cash flows discounted at the asset's original effective interest rate. If a financial asset has a variable interest rate, the discount rate for measuring any impairment loss is the current effective interest rate determined under the contract.

For financial assets measured at cost less impairment, the impairment loss is measured as the difference between an asset's carrying amount and best estimate of the recoverable amount, which is an approximation of the amount that the Company would receive for the asset if it were to be sold at the reporting date.

Financial assets and liabilities are offset and the net amount reported in the Statement of financial position when there is an enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies (continued)

1.7 Creditors

Short term creditors are measured at the transaction price. Other financial liabilities, including bank loans, are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method.

1.8 Finance costs

Finance costs are charged to the Statement of income and retained earnings over the term of the debt using the effective interest method so that the amount charged is at a constant rate on the carrying amount. Issue costs are initially recognised as a reduction in the proceeds of the associated capital instrument.

1.9 Dividends

Equity dividends are recognised when they become legally payable. Interim equity dividends are recognised when paid. Final equity dividends are recognised when approved by the shareholders at an annual general meeting. Dividends on shares recognised as liabilities are recognised as expenses and classified within interest payable.

1.10 Interest income

Interest income is recognised in the Statement of income and retained earnings using the effective interest method.

1.11 Taxation

Tax is recognised in the Statement of income and retained earnings, except that a charge attributable to an item of income and expense recognised as other comprehensive income or to an item recognised directly in equity is also recognised in other comprehensive income or directly in equity respectively.

The current income tax charge is calculated on the basis of tax rates and laws that have been enacted or substantively enacted by the reporting date in the countries where the Company operates and generates income.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

2. Judgments in applying accounting policies and key sources of estimation uncertainty

In the application of the company's accounting policies management is required to make judgements, estimates and assumptions about the carrying value of assets and liabilities that are not readily ascertainable from other sources. The estimates and underlying assumptions are based on historical experience and other factors that are considered to be relevant. Actual outcomes may differ from these estimates.

The estimates and underlying assumptions are reviewed on a continuing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised.

The key areas of estimation uncertainty that have a significant effect on the amounts recognised in the financial statements are described below:

Accrued Expenditure

The company includes a provision for invoices which are yet to be received from and amounts paid in advance to suppliers. These provisions are estimated based upon the expected values of the invoices which are issued and services received following the period end.

3. Employees

The average monthly number of employees, including directors, during the period was 2 (2017 - 2).

4. Tangible fixed assets

	Office equipment £
Cost or valuation	
At 1 April 2017	3,724
At 30 March 2018	3,724
Depreciation	
At 1 April 2017	3,724
At 30 March 2018	3,724
Net book value	
At 30 March 2018	-
At 31 March 2017	-

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

5. Debtors

	30 March 2018 £	<i>31 March 2017 £</i>
Trade debtors	42,457	20,857
Director's loan account	146,018	36,495
Other debtors	31,693	11,861
	220,168	69,213

6. Cash and cash equivalents

	30 March 2018 £	<i>31 March 2017 £</i>
Cash at bank and in hand	548,647	176,146
	548,647	176,146

7. Creditors: Amounts falling due within one year

	30 March 2018 £	<i>31 March 2017 £</i>
Trade creditors	9,069	9,296
Amounts owed to participating interests	588,905	187,324
Corporation tax	40,686	29,260
Other taxation and social security	40,319	18,507
Accruals and deferred income	1,799	1,798
	680,778	246,185

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

8. Share capital

	30 March 2018 £	31 March 2017 £
Allotted, called up and fully paid		
45 'A' Ordinary shares of £1 each	45	45
45 'B' Ordinary shares of £1 each	45	45
10 'C' Ordinary shares of £1 each	10	10
	<hr/> 100 <hr/>	<hr/> 100 <hr/>

9. Reserves

Profit & loss account

The profit and loss account is fully distributable.

10. Related party transactions

At the balance sheet date, Mr A Freudmann, a director and shareholder owed the company £Nil (2017: £36,495). Interest has been charged on all outstanding balances at 3%.
During the year, the company held funds in trust for Riveroak Operations Limited, a company of which Mr A Freudmann is a director. At the balance sheet date, the company held £588,906 (2017: £187,324).

LOCATION INFORMATION

Transport Links



Become familiar with public transport links

Being able to choose to travel by public transport is important for many reasons. It helps to reduce congestion, provides access to work and education, and facilitates use of health and leisure facilities. If you or your family members travel abroad, access to the nearest ferry terminals is also likely to be a significant factor in choosing a new property. Using the maps below, you can pinpoint the precise locations of transport links for Prospect Terrace. Tables for each type of transport indicate the property's distance from the nearest bus stops, railway stations, coach stops and ferry terminals (providing that these facilities are within the scale proximity of the maps.)

Transport Links



LOCATION INFORMATION

Transport Links

✈️	Airports	Approx Distance
	Lydd London Ashford Airport	33.34 miles
	London Southend Airport	34.92 miles
🚢	Ferry ports	Approx Distance
	Ramsgate Ferry Terminal	0.26 miles
	Dover Eastern Docks Ferry Terminal	14.63 miles
	Dover Western Docks Ferry Terminal	15.39 miles
	Folkestone Eurotunnel Terminal	20.68 miles
	Burnham on Crouch Ferry Landing	32.75 miles
	Wallasea Island Ferry Landing	33.51 miles
	Point Clear Ferry Landing	36.76 miles
	Brightlingsea Ferry Landing	36.87 miles

Disclaimer: The information represented in this section has been sourced from the Department of Transport's Open Data and is based on the property's postcode. It is recommended that this information is independently verified.



Miles and Barr 14 Lower Chantry Lane, Canterbury, CT1 1UF 01227 200600



Ramsgate Press Pack

www.visitthanet.co.uk

How to reach Ramsgate?

The resort is easily accessible by car, coach and train. The country's only high speed train service, HS1, brings travellers from St Pancras, London, to Ramsgate in just 75 minutes.

There are regular train and bus services, including the Thanet Loop, to the neighbouring resorts of Broadstairs (2 miles/ 3.2km) and Margate (5.3 miles/ 8.5km). The City of Canterbury is 17.3 miles (27.8km) away and the Port of Dover, with its cross-channel services, just 20.5 miles (33km) distant taking the A256.





Westcliff Arcade



Madeira Gardens



Royal Harbour

Escape to Ramsgate

- UK's only Royal Harbour
- Elegant Georgian, Regency and Victorian architecture – hundreds of listed buildings
- Golden sands, famous family-friendly beach and bay, boat trips and clifftop walks
- Modern marina filled with luxury yachts
- Thriving continental café culture along the waterfront, cosmopolitan feel
- Fine eateries serving local produce including seafoods
- Retro and contemporary boutique hotels, guesthouses, B&Bs, self-catering.

Ramsgate, a favourite seaside destination of Princess Victoria, is an architectural jewel in the coastal crown of the Isle of Thanet on the north eastern edge of Kent – the Garden of England.

The importance of the town's long maritime history as a port and its fine hospitality were recognised by King George IV when he awarded the harbour Royal status – a unique accolade in mainland Britain.

He was particularly impressed by the harbour, the warm welcome and the hospitality he received when he set off from Ramsgate with the Royal Squadron for Hanover in 1820.

Today the historic harbour and its thriving modern marina are the perfect setting for a relaxing Mediterranean-style waterfront filled with a wealth of bustling bistros and restaurants. The resort's fine weather, superb sands, sea air and stunning views from the chalk cliffs alongside elegant side streets, independent shops, galleries and seaside entertainments add even more flavour to Ramsgate's popular café culture.



Ramsgate Main Sands



Pegwell Bay

Beaches and Royal Harbour

Ramsgate Main Sands – a south-facing Blue Flag award-winning spacious sandy beach, next to the Royal Harbour, popular with visitors and local people of all ages, throughout the day and into the long summer evenings. The sands slope gently into the sea and are ideal for young children as well as more confident swimmers. Plenty of beach activities to enjoy with ice creams and fish 'n chips readily available just a few steps away.

Pegwell Bay – a superb destination for landscape lovers, geologists seeking rare cliff faces, bird watchers, photographers and outdoor enthusiasts. Country park.

Discover more of Thanet's award-winning beaches and bays at www.visitthanet.co.uk/beaches-bays



Galleries

Ramsgate's galleries offer artworks and crafts, many inspired by Thanet and the surrounding countryside, to suit all tastes.

Something Fishy – The Little Arch Gallery - ceramics and crafts by Suzy Curtis.

Updown Gallery
www.updowngallery.co.uk – one of the county's finest commercial galleries hosting exhibitions of modern and contemporary British, European and American Art.

York Street Gallery
www.yorkstreetgallery.co.uk - home to the works of Thanet and Kent artists, and regular exhibitions throughout the year.

Attractions

Maritime Museum

www.ramsgatemaritimemuseum.org – recording the harbour's seafaring history and including Ramsgate's own Meridian – five minutes and 41 seconds ahead of GMT.

Also **Steam Tug Cervia** – a 320-ton steam tug moored next to the Maritime Museum. Discover the history of this hard working vessel and the people who served on board. Open to visitors during summer weekends.

The Ramsgate Tunnels

www.ramsgatetunnels.org – deep tunnels linking to a former railway tunnel. The tunnels were capable of sheltering 60,000 people in WW2.

Defence of the Nation – Operation Dynamo Exhibition. Situated in the tunnels. Exhibition and education centre dedicated to Thanet's role in defending the nation during WW2.
www.defenceofthenationeducationcentre.org

The Micro Museum

www.themicromuseum.org – a celebration of personal computers and their roles in our lives.

The Grange

www.landmarktrust.org.uk – the first “modern house” and Grade I listed, designed and lived in by Augustus Pugin, who designed the interiors of the Houses of Parliament. Situated on the clifftop with stunning views.

St Augustine's Church

www.augustinefriend.co.uk – again designed by Augustus Pugin. The Pugin family vault is located here beneath the Pugin Chantry.

Italianate Greenhouse

www.visitthanet.co.uk – an early 19th century delight constructed for Sir Moses Montefiore and now exquisitely restored, George VI Memorial Park.

Montefiore Mausoleum

www.ramsgatemontefioreheritage.org.uk – a replica of Rachel's Tomb on the road from Jerusalem to Bethlehem. The tomb is the resting place of Sir Moses Montefiore, Jewish campaigner and great philanthropist, and his wife Judith, Lady Montefiore.

St Augustine's Cross

www.english-heritage.org.uk – the 19th century cross with Saxon design marking where it is thought the missionary Augustine landed in AD 597 bringing Christianity to England.

Spitfire and Hurricane Memorial Museum

www.spitfiremuseum.org.uk and **RAF Manston History Museum** www.rafmanston.co.uk – an RAF airfield was established at Manston in 1916. Manston served as a forward airbase in the Battle of Britain. The museums capture the lives of the pilots and the challenges they faced. Genuine aircraft to admire.



Ramsgate Tunnels



Italianate Greenhouse



Spitfire and Hurricane Museum

Entertainment

Look out for impromptu entertainments on the waterfront overlooking Ramsgate Royal Harbour, theatrical performances and cinema screenings after enjoying the many outdoor activities on offer.

Granville Theatre

www.granvilletheatre.com

Cinema and theatre on Ramsgate's East Cliff.

Ramsgate Music Hall

www.ramsgatemusichall.com

An intimate venue with a capacity of just 125, offering a passionate music experience.

Granville Theatre



Outdoor adventures

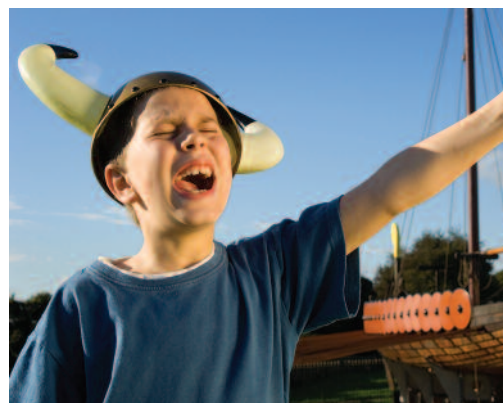
Active Ramsgate has introduced three new walks, The Contra Trail from Ramsgate to Pegwell Bay, Sea it All from Ramsgate to Broadstairs, and Ramsgate Town Rounders – Regency, Royal and Riviera, alongside a wealth of established popular routes. Also geocaching and cycle trails.

www.ramsgatetown.org/activeramsgate

Head out on bike or on foot along the 32 mile (51.4 km) **Viking Coastal Trail** and discover dramatic scenery and a wealth of local historical gems. The trail can be split into smaller themed sections and is also known as Regional Route 15 of the National Cycle Network – www.vikingcoastaltrail.co.uk

Join a **Costumed Walk** for a fresh look at some of Ramsgate's more colourful past, or follow a themed trail to discover the town during the Blitz. There's also the Pugin Town Trail, which traces Augustus Pugin's architectural legacy – www.visitthanet.co.uk

Viking Ship 'Hugin'



Boat trips – see the seals on the Goodwin Sands, admire the beauty of one of the world's largest offshore windfarms, tour the harbour or go fishing.

Sandwich & Pegwell Bay Nature Reserve –

www.kentwildlifetrust.org.uk part of a Natural England Green Flag National Nature Reserve. winter, thousands of wading birds gather here. In summer, orchids and other wild flowers flourish in the grasslands. Hugin, a reconstructed Viking longship overlooking Pegwell Bay is a longstanding family favourite.

Golfing opportunities include St. Augustines Golf Club (www.staugustinesgolfclub.co.uk), Manston Golf Centre (www.manstongolfcentre.co.uk) and Stonelees (www.stonelees.com). There is also the newly opened Rascal Bay Mini Golf featuring huge dinosaurs.

Seal trips





Montefiore Museum



Pugin's Grange



Bandstand

Artistic impressions

Princess Victoria enjoyed visiting and staying in the resort and, as Queen, she was eager to capture those memories and buy **William Powell Frith's** popular painting *Ramsgate Sands* (Life at the Seaside) completed in the 1850s.

Artist **Vincent Van Gogh** taught at a local school when he was 23 years old and made his home at Spencer Square. **Karl Marx** (1818 – 1883) stayed in the town on several occasions as did his mentor and supporter Frederik Engels.

Jane Austen's brother Frances Austen (1774 – 1865), who served as Admiral of the Fleet, lived in Ramsgate. Jane Austen visited him in the town and in her novel *Pride and Prejudice* Georgiana Darcy spends a summer in the town.

Victorian Gothic architect **Augustus Pugin** created his family home at The Grange. Pugin's son Edward completed the work his father had started at St Augustine's Church.

A Blue Plaque in Wellington Crescent marks the lodgings of **Samuel T Coleridge** (1772 – 1834) poet and author famed for *The Rime of the Ancient Mariner*. A plaque in Nelson Crescent records time spent in the town by **Wilkie Collins** (1824 – 1889) who wrote the detective novel *The Woman in White*.

Other celebrated residents include: **Anthony Buckeridge** (1912 – 2004) author of the Jennings school stories; actor **John Le Mesurier** (1912 – 1983) much remembered as *Sgt Wilson* in the BBC comedy series *Dad's Army*; and Golden Globe winner and Academy Award nominee **Brenda Blethyn**.



Great Bucket and Spade Run



Pugin's Grange



Ramsgate Week

Annual events

JUNE (first weekend)

The Great Bucket and Spade Run - classic cars head to Ramsgate gathering at Government Acre. This fun event for all the family presented by the Ramsgate Old Motor and Motorcycle Club. Vehicles dating from the 1920s to the 21st century. Sideshows and children's rides.
www.rommcc.org.uk

JULY

Ramsgate Week the Royal Temple Yacht Club's annual international regatta, known as the friendly alternative to Cowes, plus special events and entertainments around the harbour and waterfront.
www.ramsgateweek.com

AUGUST BANK HOLIDAY WEEKEND

Ramsgate Festival offers a feast of creative and performance workshops, exhibitions, film, theatre and dance at venues across the resort.
www.ramsgatearts.org

SEPTEMBER

Heritage Open Days – explore behind the scenes in historic and heritage buildings many of which are not usually open to the public.
www.heritageopendays.org.uk

Food and drink, where to stay

As King George IV noted, Ramsgate has a long tradition of providing great hospitality for all its guests. Today that tradition flourishes.

ON THE MENU

Restaurants and cafés across the town serve local fish and seafoods often alongside chips made with Thanet potatoes.

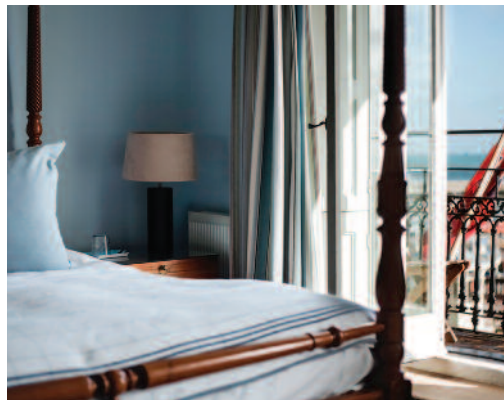
Meanwhile, as well as a growing range of wines, ciders and fruit juices produced in Kent readily available, there are plenty of opportunities to sample *Gadd's No 3* from Ramsgate Brewery selected as Kent's Best Beer in the 2015 Taste of Kent Awards.

Look out for Sorbetto Ice Cream Parlour, at Harbour Parade, Ramsgate, with its freshly-made traditional recipes and a wealth of different flavours www.sorbetto.co.uk or make a date with the Thanet Farmers Market for freshly sourced Kent produce www.kfma.org.uk/thanet.

WHERE TO STAY?

Ramsgate has a long tradition of providing visitor accommodation from clifftop hotels overlooking the sea, quality guesthouses and B&Bs, self-catering town houses and cottages to camping. One of the latest additions to the long list of places to stay is the restored late 18th century Albion House boutique hotel - once popular with Royalty and politicians. The ever popular Royal Harbour Hotel now has additional rooms and a new restaurant – The Empire Room – which serves good quality food in a club-style setting.

Find out more about quality places to stay in Ramsgate at www.visitthanet.co.uk



Viking Ship Hugin



Ramsgate Arches



The Boating Pool



Roots, revival and regeneration

Ramsgate's roots lie in fishing, boat building and farming – a history still reflected in the town's passion for local produce and fish dishes. Construction of the Royal Harbour started in the mid-18th century and finished approximately 100 years later. Much of the fine maritime architecture around the harbour – the main embarkation point for the Napoleonic Wars – still stands today.

The town was perfectly placed to be adopted as a fashionable health and pleasure destination by the wealthier aristocracy during the 18th century with many aspiring to have a second residence at the seaside.

Development of the railways in the mid-19th century made the town and its beaches even more accessible to holiday makers, group excursions and day trippers from the capital and beyond. The growing number of tourists gave a welcome boost to the local economy well into the 20th century.

Today Ramsgate's many visitors are a new generation of weekend breakers, day trippers, family holiday makers, outdoor enthusiasts seeking sailing and water sports alongside walking and cycling opportunities, second homers and boat owners taking advantage of the marina and its service trades.

Their enthusiasm for coastal escapes, staycations and short breaks away from major towns and cities in exhilarating landscapes is rapidly regenerating Thanet's three distinctive resort towns and their neighbouring villages.

Exciting 21st century attractions, entertainments, activities for outdoor enthusiasts and events are now on offer alongside state-of-the-art boutique hotels, B&Bs, waterfront cafés, bistros and restaurants. Further investment in the seaside town is planned for new attractions and high quality accommodation.

The Heritage Lottery Fund is supporting the development of a state-of-the-art Pugin and St Augustine education, research and visitor centre at St Augustine Church. The visitor centre is scheduled to open in 2016.

The revival of Ramsgate's visitor economy is greatly enhancing the quality of life for the town's 42,000 plus residents, and leisure and pleasure seekers alike.





Dreamland ©Oliver Dixon



Margate Main Sands



Margate Old Town

So close

MARGATE

Margate is a classic seaside destination with deep roots in the original development of visits to the coast for the health benefits of exhilarating sea air and salt water bathing.

As the passion and fashion for seaside fun and frivolity became more accessible with boat trips from London and the arrival of the railways, Margate and neighbouring Cliftonville became synonymous with family holiday fun, weekend escapes (including romantic liaisons) and daytrips.

Visitors today soak up the sun, sands and sea with all the enthusiasm of previous generations of the bucket 'n spade brigade as well as a wealth of retro and vintage seaside pleasures presented in 21st century style.

The re-opened and re-imagined Dreamland Pleasure Park is the newest addition and celebrates the age of the Great British seaside amusement experience, including the country's oldest wooden roller coaster, the Grade II* listed Scenic Railway.

Along with the resort's 50,300 residents, visitors find themselves at the heart of the cultural and creative arts revolution sweeping along the coast of Kent.

- Old Town packed with quirky shops, gourmet and unusual eateries and art galleries.
- World-class art and cultural exhibitions at Turner Contemporary gallery
- Dreamland, the UK's original pleasure park - Lonely Planet named Kent the Best in Europe for family holidays 2015 citing the retro thrills of Dreamland

- Classic seaside heritage – magnificent sands, beaches and bays, water sports, rock pools, cockles and whelks, fish 'n chips and candyfloss
- Major attractions and entertainments alongside many hidden gems
- Time and space to relax and enjoy the resort's famous sunsets, clifftop walks and trails, and contemporary culture
- Independent galleries, vintage and retro hotspots, and quirky shops along cobbled streets
- Events include GEEK (February), Margate Beach Cross (March and October/November), Margate Meltdown (May), Soul Weekend and Carnival and Volleyball Beach England Finals (August).

A Margate press pack is available, see back cover.



Botany Bay



Joss Bay



Viking Bay

BROADSTAIRS

Broadstairs succeeds in more than satisfying the needs of today's generations of short break, weekend visitors and daytrippers who flock to its beaches. Yet the coastal honeypot retains all the charms and features of a traditional seaside destination.

Morelli's, the quintessential 1950s ice cream parlour, still stands at the top of the chalk cliffs overlooking the flowers planted along the promenade and the gently sloping sands and rock pools of Viking Bay.

Charles Dickens, one of the town's most famous former visitors and residents, would easily recognise the narrow streets and flint walls in the older parts of the town and the streets winding down to the small fishing harbour.

Throughout the summer demand is high for the town's many guesthouses and B&Bs, self-catering houses and apartments.

As a resort, and a long-standing favourite destination for people of all ages and interests, Broadstairs has more than held its own and is thriving in the 21st century.

- Seven sand-filled, family-friendly Blue Flag and Seaside Award beaches and bays
- Stunning chalk cliffs including caves and much-photographed stacks at Botany Bay
- Closest surfing beaches to London and best in the south east
- Timeless seaside charm
- Traditional fishing harbour, cobbled squares and narrow streets
- Vibrant nightlife economy and exciting eateries
- Classic ice cream parlours and coffee shops
- Clifftop gardens and bandstand

- Clifftop and foreshore strolls, cycling and golf
- Blues Bash (February), Spring Fair (Easter), Dickens Festival (June), Folk Week and Water Gala (August), Broadstairs Food Festival (October).

A Broadstairs press pack is available, see back cover.



Quex House



Spitfire and Hurricane Memorial Museum



Minnis Bay

THANET VILLAGES

Just a short distance from the coast visitors discover a treasure chest of delights in Thanet's traditional villages.

Popular visitor gems include:

- Quex Park Estate and the Powell-Cotton Museum, plus their annual events diary, including I Love Vintage (April), Museum at Night (May), Gears of Change and Fought for Freedom (September), Quexmas (November)
- The Spitfire and Hurricane Memorial Museum at Manston
- RAF Manston History Museum
- Minster Show
www.minstershow.org.uk
Minster and neighbouring villages work together to present action-packed, entertainment celebrating the success of flower and vegetable growers, cooks, jam and preserve makers and more
- Minster Abbey at Minster – possibly the oldest inhabited house in the country near where St Augustine led the first Christian mass in Britain
- Monkton Nature Reserve and Observatory – trails, UK's first artificial bat cave, fossils and visitor centre
- Birchington and Westgate – coastal villages with Blue Flag beaches at Minnis Bay, West Bay and St. Mildred's Bay.



Margate, Broadstairs, Ramsgate – why visit?

Londoners have been **escaping** to the Isle of Thanet for more than 200 years ... for the **laidback** seaside vibe ... breathtaking sandy beaches ... **fresh** sea air ... and **romantic** Turner skies ...

Here at the very **edge** of the **Garden of England**, three **Georgian and Victorian** resorts, each with its own distinctive character – Margate, Broadstairs and Ramsgate – **cluster** around the **bays** at the far end of the **peninsula**.

There's a **retro** feel to these harbour towns, with their remarkable 18th and 19th century **architecture**, their **classic seaside heritage** and kitsch, their eclectic attractions and live arts and music venues. And there is a variety of **independent** places to shop, eat, drink and stay.

Miles of low **chalk cliffs** edge the peninsula, sheltering a string of **secluded, unspoilt sandy bays**. Chalk **rockpools**, chalk stacks and **rare**

chalk reefs teem with **wildlife**. These are the closest **surfing beaches** to the capital city: a popular choice with southeast boarders.

Artists, writers and musicians have long been inspired by this almost-island ... and continue to be drawn here. **Turner** said Thanet had "the loveliest skies in all Europe" ... for **Dickens**, Broadstairs was "the freshest, freest place" ... and Tracey **Emin** declares in green neon on Margate seafront: "I never stopped loving you".

The Isle's a **historic landing place** steeped in symbolism for the story of Britain ... the **first Saxons, Hengist and Horsa**, arrived and settled here ... and **St Augustine** first stepped onto these shores on his way to nearby **Canterbury**.

For this is the **furthest** south east you can go in Britain ... almost touching mainland **Europe** ... yet these days only 75 minutes from central London ...

And now with the **Turner Contemporary** gallery, the return of the iconic pleasure park **Dreamland**, reimagined for the 21st century, and **high-speed trains** from the capital ... **a new generation** is discovering this **original seaside escape**.

In person

Ramsgate Visitor Information
Customs House
Harbour Parade
Ramsgate CT11 8LN

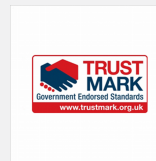
Visitor Information

Thanet Visitor Information Centre
The Droit House
Stone Pier
Margate CT9 1JD
Tel: 01843 577577
visitorinformation@thanet.gov.uk

For further information about all Thanet visitor destinations and attractions go to Visit Thanet www.visitthanet.co.uk. For further media information, press trips and access to up-to-date images, please contact Julie Edwards, Senior Tourism Officer at Visit Thanet, tel: 01843 577671 or email: Julie.edwards@thanet.gov.uk

VISIT THANET
Margate • Broadstairs • Ramsgate





CUSTOMER DETAILS



BUSINESS DETAILS

PREMIER SASH WINDOW CARE LTD

08007566389
7A, HIGH STREET
ST. LAWRENCE
RAMSGATE
KENT
CT11 0QH
VAT: 153643317

QUOTE

QUOTE DATE: [REDACTED] 18

QUOTE NUMBER:



Quote 2: Timber Double Glazed Sash Windows on Springs

- Supply & Fit
- For full specification please see attached data sheet 002

DESCRIPTION	QTY	UNITCOST	AMOUNT	VAT RATE	VAT AMOUNT	
Top Floor Front: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,425.00	£1,425.00	20%	£285.00	£1,710.00
Rear Top Floor & Rear Bed: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	3	£1,250.00	£3,750.00	20%	£750.00	£4,500.00
Complete replacement Double glazed 3 sided bay window	2	£5,950.00	£11,900.00	20%	£2,380.00	£14,280.00

DESCRIPTION	QTY	UNITCOST	AMOUNT	VAT RATE	VAT AMOUNT	
Bathroom: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Casement Sash Only	1	£250.00	£250.00	20%	£50.00	£300.00
Dining Room: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Kitchen: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Casement Sash Only	1	£250.00	£250.00	20%	£50.00	£300.00
AMOUNT					£21,325.00	
VAT					£4,265.00	
AMOUNT INCLUDING VAT					£25,590.00	

Quote valid for 30 days.

Thanet District Council

Draft Local Plan to 2031 - July 2018



Pre-submission publication version, regulation 19



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Strategy

What is the Local Plan?

1 The Local Plan is a key Council document that is required to guide and deliver the Council's plans and aspirations for growth. It is essential to shaping change in a form which is desired by the Council and Thanet's communities, and for the delivery of development projects and infrastructure.

2 The Plan must be prepared with the objective of contributing to the achievement of sustainable development, and be in accordance with national planning policy.

3 The Plan should be aspirational but also realistic and should provide sufficient flexibility to adapt to rapid change. The Plan must be based upon up-to-date, sound evidence. We have to be able to demonstrate that the Plan will be deliverable and therefore the proposals included within it must be viable and realistic. The Plan will be delivered by a number of partners, including the private sector.

4 The Plan sets out policies and proposals that will be used to guide decisions and investment on development and regeneration over the period to 2031. It sets out how and where the homes, jobs, community facilities, shops and infrastructure will be delivered and the types of places and environments we want to create. It also identifies land to be protected from development, such as open space. Once adopted, the Plan will form the statutory planning framework for determining planning applications and will replace the "saved" policies from the Thanet Local Plan 2006. The Cliftonville Development Plan Document (2010) still remains in force.

Why is the Council producing a Local Plan?

- The Council is required by government to produce a Local Plan.
- The Council also wants to set out in advance how it wishes to see the district develop. This provides certainty to developers, businesses, the local community and others.
- The Plan provides a framework to help deliver the Council's Economic Growth Strategy
- The Plan will ensure that decisions on planning applications are made in accordance with local policy. Without a Plan the Council has less control over development in the area.

How has the Council decided what the Plan should contain?

- The National Planning Policy Framework and the national Planning Practice Guidance set out what the government expects local plans to cover.
- We have considered the specific issues and opportunities that are relevant to Thanet.
- We have considered key elements of the evidence base, and carried out key work in relation to Local Plan viability, Sustainability Appraisal and infrastructure delivery
- We carried out consultation on the Preferred Options for the Plan, and further Proposed Revisions to that Plan, and have considered the comments received.
- We have assessed the merits of the options in achieving sustainable development, including through the Sustainability Appraisal.
- We have and will continue to co-operate with our neighbouring authorities on cross-boundary strategic issues.

5 The options and assessment of their merits are documented in the Issues and Options Consultation Document, the Sustainability Appraisal and in topic papers, which can be accessed on the Planning Policy pages of the Council's website. This Draft Local Plan sets out the Council's preferred final version of the Local Plan, subject to examination by an independent Planning Inspector.

How is the Plan structured?

6 The Plan is set out in three main sections.

Section 1 provides the introduction and sets the context for the Plan. It sets out the vision for Thanet that the Plan is seeking to achieve, and introduces the overall strategy behind the Plan, as well as setting out the strategic priorities and objectives which need to be achieved in order to deliver the vision and strategy of the Plan.

7 Section 2 sets out the strategic issues and policies of the Plan. These are the overarching policies which underpin the Plan's strategy. These include the strategies for delivering sustainable development and the overall levels of development and growth which are needed in Thanet, and the strategies for the economy, town centres, housing, environment, communities and transport, including strategic housing and employment site proposals.

8 Section 3 sets out district wide development management policies. These are detailed and wide ranging policies which may be relevant to all new development proposals in Thanet. The section is set out in topic areas, and covers issues including climate change, design and heritage.

Thanet's Profile and Key Issues

9 In order to inform the Plan for the future, we must have a good understanding of the characteristics of Thanet today, and the opportunities and issues that it presents. These are set out in the evidence and background papers supporting this document.

10 The draft Local Plan seeks to maximize the opportunities available and deliver policy support to respond to the issues facing the area.

11 Thanet is located in East Kent, in close proximity to continental Europe. It has three main coastal towns of Margate, Ramsgate and Broadstairs. The built up area is densely populated and forms an almost continuous urban belt around the north east coast. This is separated by areas of countryside between the towns and providing relief in the built area. There are also attractive coastal and rural villages.

Map 1 - Map of Thanet



12 The district has an area of about 40 square miles (103,300ha) and a resident population of about 140,000. About 30% of the district is urban with 95% of the population living in the main urban area around the coast. Thanet is the fourth most populated district in Kent, and has the second highest population density. Thanet is a popular area for retired people to live, and has the highest number of over 65 year olds in the county whilst having a lower proportion of 16-64 year olds than the county average.

13 Thanet is a unique and vibrant coastal area, with an attractive environment and a number of unique features. There are 20 miles of coastline with attractive chalk cliffs and beautiful sandy beaches and bays, many of which have been awarded European Blue Flag status. Much of the coast is also recognised for its internationally important habitats, including coastal chalk and significant populations of coastal birds. This is reflected in the coast's designation under international and national legislation, including Sites of Special Scientific Interest, Special

Protection Areas, Special Areas of Conservation, and a Marine Conservation Zone. These areas are protected by legislation to prevent harm to them from development change and other human activity. There are also areas of Thanet which have a functional relationship with the Special Protection Areas, and the Council recognises the importance of protecting that relationship in the longer term.

14 Thanet is also rich in history. This is recognised today in the identification of around 2,000 listed buildings and 27 Conservation Areas. Its historic landscape contains many archaeological sites dating back to pre- historic times.

15 Outside of the urban area, much of the land is high quality and intensively farmed agricultural land.

16 Thanet has some areas which are at risk from flooding. These are confined to the low lying areas of the countryside to the south west of the district, and along the very edges of the coast, affecting small areas of Margate and Ramsgate. It accounts for approximately 11% of the district area.

17 In 2005, a new town centre was established at Westwood. This brought many retailers not previously represented in Thanet, and in turn has significantly reduced the leakage of retail spend from the district. The centre continues to attract investment, with further development planned over the next few years. The area does however suffer from traffic congestion and accessibility around the centre, particularly on foot, is not convenient.

18 The district benefits from excellent road access to and from the M25 and London via the M2 and the A299 Thanet Way. Access to Dover and beyond is via the A256, with the East Kent Access Road providing dual carriageway for the majority of the route. Access to the nearby cathedral city of Canterbury and to Ashford is via the single carriageway A28. Thanet has regular rail links to London, Canterbury, Dover and Ashford. Since 2009 High Speed domestic rail services operate from Thanet to London St Pancras using HS1.

19 Ramsgate is a cross channel port with capacity for passenger and freight services to mainland Europe. It has also recently established itself as a base for servicing offshore wind farms.

20 The tourism sector has grown substantially over the last few years, compared to other parts of the South East and England, and there has also been significant growth in the creative sector. However, Thanet also has some economic challenges to deal with, and the Council's Economic Growth Strategy is one step in responding to those challenges. For example, Thanet's business parks have taken time to develop, and there remains a significant amount of undeveloped employment land. The Council is part of a partnership with KCC (East Kent Opportunities), seeking to accelerate the delivery of key sites. More recently, that area has seen growth in the number of start-ups, particularly in the cultural sector.

21 Nationally, "High Streets" face a range of challenges, particularly with vacancy rates. However, following a completed Townscape Heritage Initiative and alongside the opening of the Turner Contemporary Gallery in April 2011, Margate's Old Town and lower High Street have seen a significant number of new businesses opening.

22 The district has some significant difficulties. Average skills levels in the district are lower than the rest of Kent and England, with unemployment levels higher than the Kent average (KCC Business Intelligence publications). Wage levels are also lower than the national and regional average. However, the Council and a range of other organisations have a clear strategy to encourage both local business growth and inward investment and are working with industry partners to achieve this.

23 The overall quality of life of Thanet's residents is varied. Some residents enjoy a very high quality of life, including living in high quality residential environments. However, Thanet also has a number of highly deprived wards with many people with support needs. These areas are also characterised by pockets of urban decline and poor housing stock. A key challenge is to ensure that everyone has the same opportunities by reducing inequalities in the area and improving quality of life for all. The Council and relevant other organisations are working to deal with these issues through different initiatives.

The Vision: the Council's aspirations for 2031

- Thanet has realised its growth potential as a location for business investment. Making the most of its close proximity to Europe and easy access to London, Thanet plays an important role in East Kent.
- It has benefited from sustained investment in skills, employment and infrastructure. Thanet successfully retains and attracts skilled people to live and work in the area.
- Health and educational attainment in Thanet are comparable with the county average, driven by good quality education and training.
- Thanet has a sustainable, balanced economy with a strong focus on advanced manufacturing, emerging technologies, tourism, culture and leisure, supported by the three thriving coastal towns.
- It has a well-established year round visitor economy, a destination of choice, having high quality accommodation and inviting public spaces. Thanet capitalises on its natural assets, the coastline and beaches, the heritage and culture, and these assets are protected and positively managed for the longer term.
- The coastal town centres have re-defined their roles, maximising their unique characteristics, with diverse commercial offers and independent places to shop, eat and stay. New and restored housing has been regenerated next to boutique hotels and art studios.
- Margate is a contemporary seaside resort based on its unique assets of a sandy beach, harbour and rich townscape. The creative industry, niche retail and educational sectors have diversified the economic heart of the town.
- Ramsgate's maritime heritage, the commercial function of the port, supporting renewable technology, its Royal Harbour, marina, beach and attractive waterfront, provide a vibrant mix of town centre uses, with a strong visitor economy and café culture.
- Broadstairs is a charming and attractive town and a popular location for visitors and residents, who enjoy the flavour of its historic associations, range of small shops and restaurants, beach and picturesque waterfront.
- Westwood has strengthened its position as a retail destination, as well as being firmly established as a town centre, and has developed as an integrated community, with housing, business, leisure, sport and recreation, and education. This has been supported by investment in transport infrastructure creating a safe and attractive pedestrian environment at its centre.
- High quality new homes, as well as the regeneration of Thanet's high quality historic housing, provide a choice of homes for Thanet's residents and for those who have invested in, or newly arrived in the area.
- Cliftonville has an economically independent, settled and mixed community structure, with the pride and confidence to invest in quality development and care for its local environment.
- The villages retain their separate physical identity, historic character and have vibrant communities with local facilities and services.
- The open countryside between the towns and villages remains essentially undeveloped, with a varied landscape, tranquility and distinctive views. Opportunity has been taken to increase public access and there is a diverse agricultural economic base, including green tourism.

The Local Plan Strategy

24 The following sections set out the key drivers for this Local Plan strategy, explains the overarching principles of the strategy and context of national planning policy, and the need to deliver sustainable development.

Sustainable Development

25 The Local Plan is prepared by Thanet District Council under the national planning policy system, whose central principle is to achieve “sustainable development”. This may be defined as “development that meets the need of the present without compromising the ability of future generations to meet their own needs”.

26 The National Planning Policy Framework (NPPF) sets out the Government’s view of what sustainable development in England means in practice for the planning system. The NPPF identifies the three dimensions of sustainable development; economic, social and environmental; giving rise to the need for the planning system to perform a number of roles:

‘an economic role – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*

a social role – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and*

an environmental role – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.’*

27 In pursuing sustainable development, this Plan positively seeks opportunities to meet the needs of the area, and economic, social and environmental gains are sought jointly and simultaneously. The Plan as a whole sets out what sustainable development means for Thanet.

28 A bold and positive strategy is needed in order to achieve the Council’s vision for Thanet. Realising the economic aspirations for the district and improving the quality of life for all Thanet’s residents will require investment in new job creation, new quality homes, open space and infrastructure, as well as maintaining and enhancing Thanet’s existing high quality built and natural environment.

29 Although Thanet has historically experienced social and economic problems, the Council has high aspirations for growth as set out in the Council’s Corporate Plan and Economic Growth Strategy. The Local Plan looks to support this by identifying, facilitating and helping to deliver the development required. The NPPF requires the Council to plan positively for economic growth and boost housing supply, which is what this Plan seeks to achieve.

30 Preparing this draft Local Plan has involved some complex decisions including the selection of key sites to accommodate new development.

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

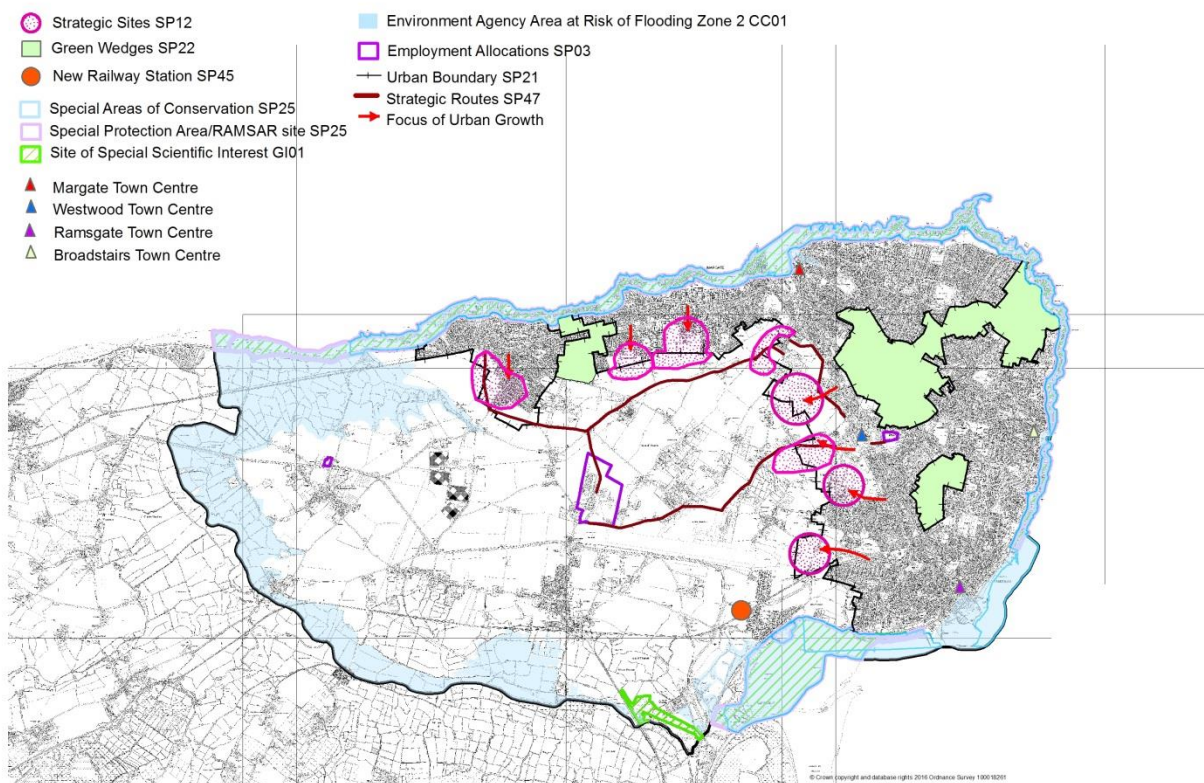
an optimistic and aspirational level of economic growth necessary to bring about the step change that is required in the district. It also aims to deliver the right number and mix of housing required alongside such growth, as well as delivering new open space, and protecting and improving the quality of Thanet's existing built and natural environment.

32 It is recognised that any growth in Thanet must be supported by the necessary infrastructure, such as roads, schools and health facilities. The Plan aims to take a co-ordinated approach to delivering such facilities alongside new development, and the Council has and will continue to work with other agencies, organisations and service providers to ensure that this is achieved. This is addressed in Policy SP01 and through the draft Infrastructure Delivery Plan.

33 The location of growth set out in this Plan is based upon a district settlement hierarchy and the key principle of focusing new development in locations that are highly accessible, and that can take advantage of and support Thanet's existing infrastructure and services. Thanet's established settlement pattern and transport links have evolved over a long period of time, and have been strongly influenced by its coastal location and peninsular geography. The hierarchy aims to inform and underpin policies in this Local Plan to facilitate growth in a manner sustainable in the local context.

34 A number of sites and proposals are of fundamental importance to delivering the objectives of the Local Plan. The locations of sites of strategic importance for the Plan are indicated on the Key Diagram, and the text of the Local Plan sets out the relevant specific policies.

Key Diagram



Strategic Priorities and Objectives

35 The following strategic priorities and objectives set out what this Plan is seeking to do in order to achieve the Council's vision and deliver sustainable development for the district. (No order of priority is implied)

Strategic Priority 1 - Create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability.

Objectives:

- Support the diversification and expansion of existing businesses in Thanet, with a focus on advanced manufacturing, emerging technologies, tourism, culture and leisure , and provide the right environment to attract inward investment.
- Retain and attract skilled people.
- Support the sustainable growth of Ramsgate Port.
- Support additional improvements to high speed rail links that will achieve further reduction of journey times.
- Provide a sufficient and versatile supply of land to accommodate expansion and inward investment by existing and new businesses.
- Facilitate the provision of accessible, modern and good quality schools, as well as higher and further education and training facilities to meet the expectations of employers and of a confident, inclusive and skilled community.
- a Take advantage of the area's unique coast, countryside, its townscape and cultural heritage and potential of the coastal towns, while safeguarding the natural environment.
- Support a sustainable rural economy, recognising the importance of best and most versatile agricultural land.

Strategic Priority 2 - Facilitate the continued regeneration of the coastal town centres, developing their individual niche roles, while also consolidating the role and function of Westwood as Thanet's primary retail centre, ensuring retail expenditure is retained in the district.

Objectives:

- Guide investment in the coastal towns to support the tourism economy and provide for the needs of local communities.
- Reshape Margate town centre and seafront to achieve a sustainable economic heart celebrating its traditions as a place of relaxation, leisure and seaside fun and growing reputation as a cultural destination.
- Assist Ramsgate to achieve its full potential capitalising on its historical and nautical heritage and visitor economy.
- Enhance Broadstairs' role as a popular location for visitors and the local community.
- Enable Westwood to consolidate and evolve as an accessible, successful and sustainable residential and business community with an excellent range of homes, schools, leisure, sports, shops and other facilities in an attractive environment.

Strategic Priority 3 - Provide homes that are accessible to, and suited to the needs and aspirations of, a settled and balanced community.

Objectives:

- Plan for sufficient new homes to meet local community need so that, irrespective of income or tenure, people have access to good quality and secure accommodation.
- Meet the housing needs and demands of a balanced and mixed community and to support economic growth.
- Safeguard family homes and the character and amenity of residential areas.
- Increase the supply of good quality affordable homes.
- Improve the environment and the quality and mix of housing in areas needing revitalisation to restore mixed and confident communities.

Strategic Priority 4 - Safeguard local distinctiveness and promote awareness, responsible enjoyment, protection and enhancement of Thanet's environment, including the coast, countryside, rich seaside heritage, historic environment, diverse townscapes and landscape, biodiversity and water environment.

Objectives:

- Accommodate the development needed to optimise access to jobs, key services and facilities required to promote the physical and mental well-being, independence and quality of life of all sections of the community, and retain young people.
- Preserve and enhance Thanet's exceptional built historic environment and ancient monuments and their settings, and historic and designed landscapes.
- Safeguard and enhance the geological and scenic value of the coast and countryside, and facilitate its responsible enjoyment as a recreational and educational resource.
- Conserve and enhance the character of Thanet's landscapes, while meeting the area's social and economic needs
- Retain the separation between Thanet's towns and villages as well as their physical identity and character.
- Protect, maintain and enhance the district's biodiversity and natural environment, including open and recreational space to create a coherent network of Green Infrastructure that can better support wildlife and human health.
- Mitigate and adapt to the forecast impacts of climate change (including the water environment, air quality, biodiversity and flooding).
- Use natural resources more efficiently, increase energy efficiency, the use of renewable and low carbon energy sources, to reduce the district's carbon footprint.
- Facilitate improvements within areas characterised by poor quality housing, empty property and poor physical environment.
- Ensure that all new development is built to the highest attainable quality and sustainability standards and enhances its local environment.
- Reduce opportunities for crime and the fear of crime
- Ensure Thanet's community has access to good quality social and health services
- Broaden and improve the range of active leisure facilities to encourage greater participation within the local community.
- Support the social, economic and physical revitalisation of Margate and Cliftonville West in line with community aspirations and through partnership working.

Strategic Priority 5 - Deliver the infrastructure required to support existing communities and new development, including an efficient and effective transport system.

Objectives:

- Promote development patterns and behaviour that will minimise the need to travel or use private cars to access services and amenities.
- Facilitate the enhanced integration of the High Speed 1 network with the wider public transport and highway network by supporting infrastructure that would maximise its benefits

- Promote an efficient public transport system alongside expansion of larger scale transport infrastructure.
- Facilitate provision of direct walking and cycling routes to reduce potential congestion, noise and pollution.
- Deliver required improvements to the road network in order to reduce congestion and pollution, and to accommodate new development.
- Facilitate the provision of infrastructure required to support new development and communities.
- Ensure development safeguards public and commercial water supplies in the principal chalk aquifer

Plan Implementation and Infrastructure

36 The provision of infrastructure to support development is vitally important. The Council is working with the relevant agencies to ensure that it is fully informed about future infrastructure requirements and the timing of those requirements, and to make sure that this important social and physical infrastructure is provided in a timely manner alongside new development.

37 The Council has also prepared a draft Infrastructure Delivery Plan (IDP) in conjunction with those agencies, setting out the infrastructure requirements and the known costs; the phasing of the requirements and the body responsible for ensuring delivery. Some infrastructure would need to be provided directly by a developer on a given site; some would be off-site infrastructure funded by a developer and some would be funded by other mechanisms. The Council will also seek other forms of funding, as appropriate, to support the provision of key infrastructure identified in the working draft Infrastructure Delivery Plan.

38 The IDP addresses the full range of infrastructure required to support development and is the subject of ongoing independent viability assessment.

39 The Council is keen to ensure that the Local Plan is fully implemented, not just the housing and employment sites, but the full range of policies, so that the Plan is successful in supporting long-term economic growth and regeneration for the area, and meeting the strategic objectives of the Plan.

40 To this end, the Council has:

- Prepared a draft Infrastructure Delivery Plan, engaging with the relevant service providers and others to ensure that new housing development in particular, is supported by the requisite social and physical infrastructure;
- Carried out viability assessments to ensure that key infrastructure can be delivered at the appropriate time;
- Undertaken various discussions with neighbouring authorities, to ensure that wider infrastructure is considered as part of the Plan process;
- Sought to develop initiatives, outside the planning process, to encourage and attract inward investment, and in particular development investment, to the area; such as maintaining and developing partnerships with various agencies (such as the Homes & Communities Agency) and private developers groups (such as the Kent Developers Group); and
- Committed to the preparation of a robust monitoring framework.

41 The Council does not consider that the use of CPO powers will normally be required to implement the Plan, but it will give consideration to their use (subject to securing the appropriate indemnity arrangements with developers) if critical sites or infrastructure are delayed, to the detriment of implementing the provisions of the Plan.

42 The Council intends to monitor key elements of the Local Plan strategy, using the Annual Monitoring Report framework, to ensure that the overall strategy is delivered. The Council will present a more detailed monitoring framework to the independent Examination in due course, but it is anticipated that such monitoring would focus on development implementation and economic indicators.

43 If monitoring through the AMR demonstrates that the implementation of the Plan is not proceeding as expected, the Council will review the implementation process and consider what measures need to be taken to progress implementation.

44 The Council will give due consideration to the viability of individual developments, in circumstances where independent viability appraisals indicate that a particular development cannot fully meet the infrastructure requirements set out in this Plan.

Policy SP01 - Implementation

All new development will be expected to fully meet its infrastructure requirements, whether directly on site or by contribution to 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 within the phasing programme set out in the draft Local Plan and draft Infrastructure Delivery Plan. Any such requirements will be secured by means of conditions, legal agreements, Community Infrastructure Levy or other appropriate mechanisms.

The Council will also, with partner organisations as appropriate, seek to obtain additional funding from other sources to support infrastructure provision, and to influence the strategic provision of services, facilities and other infrastructure by other organisations.

If necessary, the Council will give consideration to the full range of other available mechanisms (such as compulsory purchase*, Article 4 Directions and so on) to ensure the effective implementation of the overall planning strategy for the district.

[*Footnote: subject to appropriate indemnity arrangements being in place]

Monitoring and Review

45 The Council is committed to monitoring the implementation of the Local Plan and to undertaking what actions it can to support delivery of the strategic objectives of the Plan, and the individual development proposals.

46 Development monitoring takes place on a rolling annual basis through the housing and commercial information audits, and the preparation of the Annual Monitoring Report.

47 It is the Council's intention to monitor a focussed set of key indicators, which will give a clear indication of how successful the Local Plan Strategy is. These indicators will relate to key work areas; for example:

- Delivery of key housing and employment sites
- Delivery of key elements of the Infrastructure Delivery Plan
- Key environmental indicators, such as national and international wildlife sites; quality of development in conservation areas; maintenance of variety of beaches/seafronts
- Effectiveness of the mitigation scheme (Strategic Access Management and Monitoring strategy) for the Special Protection Area.

1 - Job Growth Strategy

1.1 The Local Plan's job growth strategy sets out how the Thanet's economy should grow, develop and create new jobs and prosperity over the plan period. The strategy is based upon a positive and optimistic level of growth. The strategy explains where the growth is expected to take place, and what the Local Plan is doing to support this, alongside the Economic Growth Strategy for Thanet November 2016.

1.2 One of the core principles of the National Planning Policy Framework (NPPF) is to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. It states that planning authorities should set out a clear economic vision and strategy for their areas which positively and proactively encourage sustainable growth, identify strategic sites to meet anticipated needs over the plan period, support existing business sectors and plan for new and emerging sectors. Policies should be flexible to accommodate needs not anticipated and to allow rapid responses to changes in the economy. It also states that clusters or networks of knowledge-driven, creative high-technology industries should be planned for, priority areas for economic regeneration and infrastructure provision, and environmental enhancement should be identified, and flexible working practices such as the integration of residential and commercial uses within the same unit should be facilitated.

1.3 It further states that plans should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose. The Council has reviewed all allocated employment sites and has retained only those which are in accordance with the NPPF.

1.4 The NPPF states that plans should recognise town centres as the heart of their communities and support their vitality and viability, promote competitive town centres that provide customer choice and a diverse retail offer, retain and enhance existing markets and introduce new ones, and allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed.

1.5 The NPPF also states that Local Plans should support the sustainable growth and expansion of all types of business and enterprise in the rural areas, promote the development and diversification of agricultural and other land based rural businesses, support sustainable rural tourism and leisure developments that benefits businesses in the rural area and promote the retention and development of local services and community facilities. The Plan's evidence base should assess the needs of the food production industry and any barriers to investment that planning can resolve.

1.6 Thanet has a diverse economy which is currently strong in the education and health sectors and traditionally has seen above average representation of retail and public administration. Evidence shows that the tourism is doing very well and is gaining momentum year on year. Green technology is currently doing well and advanced manufacturing technologies are expected to increase in the district.

1.7 Thanet's business parks have been slow to develop leaving a significant amount of land available which in itself is an opportunity. This land is beginning to be delivered which is positive but as evidence suggests that only 30% of future jobs will be in traditional office, industrial and warehouse (Class B) type uses that are often located on business parks and, a more flexible approach to Thanet's employment land is required. A range of employment sites is needed to cater for all types of employment generating development.

1.8 Thanet also benefits from an international port which offers significant potential to deliver job growth and connections to Europe. Ramsgate Port is a major infrastructure asset and potential catalyst for growth. It is important for the manufacturing and green sectors and as a wharf for the

movement of minerals. The Council supports the growth of port related uses and would wish ultimately to see the reintroduction of a roll-on/roll-off passenger ferry service.

1.9 Tourism has historically been at the heart of Thanet's economy and continues to be a vitally important component of Thanet's economy along with retail and leisure which have been particularly strong. Thanet's strength in the visitor economy stems from the attractive sandy beaches in close proximity to London, the established successful tourist destination of Broadstairs, the development of the Turner Contemporary Gallery and the strong character of Thanet as a traditional tourist destination. Thanet also contains a wealth of heritage assets which are attractive to visitors with around 2,000 listed buildings.

1.10 The most recent tourism research commissioned by Visit Kent shows the total economic impact of tourism in Thanet was £293 million in 2015. A good visitor economy can also provide benefits for Thanet residents in terms of leisure facilities, attractive public realm and quality of life which in turn attract business to the area. It is therefore of primary importance to support the tourism economy.

1.11 In delivering growth in tourism, the main challenge is to increase visitor spend in Thanet, which can be achieved by encouraging the overnight visitor and developing more of a year-round offer. The Council is committed to addressing this and has adopted a Destination Management Plan (DMP) which focuses on individual projects bringing together a variety of stakeholders to improve beach management, facilitate coastal regeneration and develop a shared story to improve marketing for visitors.

1.12 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 has a number of cultural and creative industries. Research from 2016 has found that creative businesses in Thanet have grown by 84% in four years.

1.13 Thanet's manufacturing base has traditionally been characterised by small scale business which are fundamentally important to Thanet's economy and it is imperative that existing and new micro businesses are supported. These smaller manufacturing firms require smaller industrial units and it is, therefore, important within the strategy to protect our existing fit for purpose sites. There also has to be consideration of grown on space as local businesses grow and require larger premises. This will keep successful businesses local to the area and provide economic sustainability.

1.14 30% of overall job growth is still likely to be from the development in B use classes found on business parks. Many existing businesses in Thanet need space for growth and the availability of suitable premises is a challenge to be overcome, particularly the availability of spec units which individual companies do not have the capacity to build.

1.15 There has been growth in low carbon goods and services, renewable energy, advanced manufacturing and service businesses. These sectors are likely to deliver some job growth over the plan period. Thanet has already seen above average development of offshore wind farms, solar farms, anaerobic digesters and other renewable sources of energy production particularly located around the former Richborough Power Station site. Thanet Earth is a prime example of cutting edge "agritech" technology. It is important that sufficient employment land is available to facilitate any future growth.

1.16 Improving education and skills in Thanet in partnership with the private sector is an important part of growing the economy. The Plan seeks to support the provision of these facilities particularly the expansion and diversification of further and higher education.

1.17 Canterbury Christ Church University is pioneering the STEM agenda by operating as Kent & Medway STEM (Science, Technology, Engineering and Maths) providing information and links to STEM Enhancement & Enrichment (E&E) activities. This enables young people to make informed decisions about future career paths in and from STEM, provides teachers with impartial information and support to enable them to deliver STEM curriculum, support industry in reducing the STEM skills gap and raises the profile of science and engineering in the region. This is a significant opportunity for the area.

1.18 Thanet's current employment offer and relatively peripheral location combined with improving transport and communications infrastructure means that a certain level of commuting is expected. Currently the majority of working age people that live in Thanet work in Thanet but a significant number commute to the neighbouring districts of Dover and Canterbury, as well as further afield. Improved rail linkages in the future could expand this. This is not necessarily a harmful trend as it brings wealth to the area and better access to jobs which increases local consumer spend, further strengthening the retail and leisure professions. It is envisaged particularly that the Discovery Park Enterprise Zone established in Sandwich following the closure of the Pfizer pharmaceutical plant, will impact upon out commuting levels, but its close proximity to Thanet is beneficial in terms of retention of wealth in the area as well as potential relocation of firms to Thanet's nearby employment sites. The proximity of the Enterprise Zone to Thanet is positive for employment and Thanet's economic strategy takes account of this in order to complement Discovery Park and benefit from it.

1.19 Thanet has 7 rural settlements with a population of around 6,000 residents which make up just 4% of the population. The employment land review concludes that Thanet has quite a low representation of rural employment enterprises when compared to the rest of the south east with less than 10% of VAT registered premises being located in the rural areas. Nonetheless the Council wishes to support rural economic development of an appropriate scale.

1.20 Thanet currently has a high proportion of people who work from home. With anticipated growth in housing it is considered that with appropriate digital infrastructure and business support those sustainable enterprising communities can be created.

1.21 Given that Thanet has a diverse economy a flexible economic strategy is needed in order to accommodate all employment generating uses. Future job growth in Thanet is expected to remain strong in town centre uses, as well as in public administration and education. Thanet is a popular retirement area and this brings with it benefits to the economy particularly in terms of the health and caring professions which are expected to grow.

1.22 The Economic Growth Strategy for Thanet identified transformational initiatives to focus on to deliver employment growth. These are:

- Developing the Port at Ramsgate
- Investing in high value manufacturing and engineering across Thanet and east Kent
- Position Thanet as a global agritech hub
- Promoting Thanet's broader cultural/leisure offer
- Cultivating the creative industries across Thanet
- Designing enterprise into new communities
- Long term feasibility modelling for Margate and Ramsgate

1.23 The overall target is to deliver a minimum of 5,000 jobs across the district during the plan period to 2031 concentrating on the transformational initiatives coupled with improved transport and communications infrastructure.

1.24 Job growth in the district will be supported, promoted and delivered by;

- supporting the growth of port related uses at Ramsgate Port.

- allocation and retention of employment land and premises that are fit for purpose across the district;
- flexibility of uses on some employment land;
- allocation of vibrant town centres able to accommodate a wide range of compatible uses reflecting their individual characters and economies;
- recognising the important role of cultural and creative industries in the regeneration and reinvigoration of Thanet's towns;
- being flexible with regard to holiday accommodation reflected and supported by the Council's Destination Management Plan;
- providing for cultural and creative industries within the town centres
- providing suitable and sufficient employment land to support growth in advanced manufacturing; and
- nurturing workforce skills by supporting education and skills facilities.

1.25 It is not possible to predict or plan specifically for the needs of all significant job creating development proposals that may arise over the lifetime of the Plan and only 30% of employment growth is expected to be in the B use classes that are traditionally located on business parks. The Council wishes to plan positively for all kinds of employment generating development taking account of relevant environmental and countryside policies and the aspirations of the strategic priorities. Account will also be taken of prospective benefits arising from additional and better paid local employment.

The following policy sets out the Job Growth Strategy for this Plan.

Policy SP02 - Economic Growth

A minimum of 5,000 additional jobs is planned for in Thanet to 2031.

The aim is to accommodate inward investment in job creating development, the establishment of new businesses and expansion and diversification of existing firms. Sufficient sites and premises suited to the needs of business are identified and safeguarded for such uses. Manston Business Park is the key location for advanced manufacturing and large scale job creating development.

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.

Thanet's town centres are priority areas for regeneration and employment generating development, including tourism and cultural diversification, will be encouraged.

The growth of the Port of Ramsgate is supported as a source of employment and as an attractor of inward investment.

New tourism development, which would extend or upgrade the range of tourist facilities particularly those that attract the staying visitor, increase the attraction of tourists to the area and extend the season, will be supported.

Development is supported that enhances the rural economy subject to protecting the character, quality and function of Thanet's rural settlements and natural environments.

Employment Land

1.26 The employment land strategy sets out how the Council proposes to support job growth through the allocation of employment land for development, the safeguarding of existing premises and flexibility regarding the types of development considered appropriate. The supply of employment land is supported by the town centre strategy which also provides land for economic development and job growth.

1.27 The National Planning Policy Framework (NPPF) requires that local planning authorities set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable growth, identify strategic sites to meet anticipated needs over the plan period, support existing business sectors and plan for new and emerging sectors. It also requires flexibility and states that the long term protection of sites with little chance of being used for employment purposes should be avoided.

1.28 In accordance with the NPPF an assessment of current and future growth sectors has been carried out along with an assessment of Thanet's employment sites and land available.

1.29 Forecasts show that Thanet will need in the region of 15 ha of employment land (B1, B2 and B8 uses) over the plan period. Methodology and discussion of this is contained in the employment growth topic paper and the Economic and Employment Assessment 2012.

1.30 There is a need to provide land for potential inward investment and for growing existing businesses to relocate to. There is also a need for affordable premises for the indigenous market and start up space also fulfills an important role.

1.31 Thanet needs to cater mainly for small to medium sized businesses and tourism related trade. Some land needs to be made available for larger businesses but some of these types of businesses may be drawn towards Discovery Park Enterprise Zone and Thanet's employment allocations will complement this trend. Some larger established sites such as Pysons Road, Haine Road and Westwood Industrial Estate are in need of some investment to secure their renewal and/or upgrade. Good quality, popular sites that are within the urban and rural confines are retained and protected. Of particular importance are quality sites that support Thanet's small and medium enterprises such as Manston Green. As far as possible there is a balanced distribution of sites across the district.

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.

1.33 Thanet's portfolio of employment sites caters for all of these uses both in terms of new sites and existing sites protected for future employment purposes. The following policy identifies Thanet's employment allocations, where new employment generating development will be promoted and supported. These sites are shown on the Policies Map.

Policy SP03 - Land Allocated for Economic Development

The following sites are allocated for business and employment generating purposes:

- **Manston Business Park, Manston**
- **Eurokent (part)*, Ramsgate**
- **Thanet Reach Business Park, Broadstairs**
- **Hedgend Industrial Estate, St Nicholas**

At Manston Business Park and Hedgend Industrial Estate development will be restricted to use classes 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 uses as well as B1 and B8 uses.

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.

*** 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.**

Manston Business Park

1.34 Manston Business Park is a prime business investment location, being strategically located at the centre of Thanet and adjacent to the former Manston Airport. It also has easy accessibility from the centres of population, the port at Ramsgate and excellent road links to the rest of Kent and the UK via the A299 and M2.

1.35 Approximately half of the site is owned by East Kent Opportunities which is a joint venture between Kent County Council and Thanet District Council. The aim for the joint venture is to bring forward economic growth and regeneration in Thanet. Manston Business Park is approximately half developed, and there is some infrastructure in place ready for the rest of the site to be developed. Whilst development on the site has been slow to come forward in the past, more recent developments have included speculative business units, and purpose built accommodation. The site provides a good opportunity for the relocation of existing growing business.

1.36 The focus for development of the site should be office, industrial and warehousing, whilst some mixed use including additional business support services and training facilities which demand a location outside of Westwood and of the coastal urban belt will be considered appropriate, where this would serve to attract new or support existing job creating development.

1.37 Development on this site will be expected to contribute to the delivery of the transport strategy particularly the extension of Columbus Avenue and improvements to Spitfire junction.

Policy SP04 - Manston Business Park

Manston Business Park is allocated and safeguarded for business purposes within classes B1 (business), B2 (general industry) and B8 (storage and distribution).

Development proposals will need to comply with all of the following criteria:

- 1) Provide Green Infrastructure to create an attractive environment compatible with its location and soft landscaping for boundaries adjoining the countryside.**
- 2) Be accompanied by a transport assessment and travel plan in accordance with Policy TP01.**

Manston Airport

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 seeking an indemnity partner and carried out extensive soft market testing to seek an airport operator to run the airport.

1.39 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 the proposals being put forward by RiverOak Strategic Partners for an air cargo operation at the site, and the fact that an application for a Development Consent Order (DCO) is to be submitted imminently/has been submitted to the Planning Inspectorate (PINS) for consideration. A DCO is a consent by a Secretary of State for a Nationally Significant Infrastructure Project (NSIP). A DCO not only provides planning consent for a project, but may also incorporate other consents and include authorisation for the compulsory acquisition of land. 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.

2 - Town Centre Strategy

2.1 The town centre strategy sets out how Thanet's town centres will develop, the inter-relationship between them, and how the towns' commercial functions will support and contribute to the overall economic strategy for the district.

2.2 The National Planning Policy Framework states that planning policies should be positive and promote competitive town centre environments and set out policies for their management and growth over the plan period. Plans should recognise town centres as the heart of the community and pursue their vitality and viability. A network of centres should be defined that reflects the relationship between them in order to guide future development.

2.3 The strategy for Thanet's town centres seeks to reinforce the different but complementary roles of the primary centre at Westwood and of the coastal town centres of Margate, Ramsgate and Broadstairs. The objectives of the hierarchy are to:

- Safeguard and sustain Westwood's role in preventing retail expenditure leaking outside the district.
- Enable the coastal towns to achieve and maintain a viable, diverse and sustainable commercial base.
- Ensure the scale of development at the District and Local Centres is sufficient to serve local catchments but not harmful to the function of the town centres.
- Allow residential development in locations that support the function of the town centres.

2.4 The Council is required to set out a network and hierarchy of centres. Identifying the existing hierarchy provides an understanding of the role and function of the town centres and their inter-relationship. A major factor in determining the role of the centres is the catchment which they serve. Canterbury is the pre-dominant centre in the wider sub region of East Kent. Thanet's hierarchy of centres is set out below:

2.5 Westwood - this centre sits at the top of the hierarchy as it caters for high order need, attracts the major national retailers and has a catchment that covers the whole of Thanet as well extending to areas outside of the district.

2.6 Coastal Town Centres - Margate, Broadstairs and Ramsgate. The catchments of these town centres are their individual town populations and tourist trade with a wide range of shops to cater for everyday need, special interest and tourism. These towns have traditionally attracted national retailers and services as well as local businesses.

2.7 District Centres - Cliftonville, Westgate, Birchington and Minster. These centres cater for local needs and services. They serve large residential and semi-rural locations but catchments are limited and these locations are not appropriate for large scale retail development.

2.8 Local Centres - Several across the district such as Westbrook and St Peter's. These cater for a more restricted local need and tend to have a small catchment. These centres provide services such as takeaways, hairdressers and small convenience stores. Business is often local rather than the national multiples. These centres are not appropriate for large scale retail development.

2.9 The retail hierarchy demonstrates an understanding of how town centres interact with one another at district and sub-regional levels. It is not designed to favour one centre over another and does not in itself direct investment decisions.

2.10 Thanet currently retains 84% of retail expenditure within the district and given this healthy retention rate there is no need to increase Thanet's market share within the sub region. However,

in order to maintain the current market share the following growth will be required over the plan period:

- 24,567 square metres of floorspace selling comparison (high street style) goods. The majority of this is needed at Westwood which requires 16,787 square metres.
- 1,255 square metres of floorspace selling convenience goods and 4,338 square metres of A2-A5 floorspace is needed across Thanet.

2.11 Convenience retailing is currently skewed towards the large supermarkets clustered around the Westwood area and this trend is likely to continue. However, the Council would like to encourage more convenience provision within the coastal town centres.

2.12 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 square metres of such floorspace is needed in the district to support the retail function of town centres. Much of this is shown to be needed at Westwood although uses such as restaurants would support the tourism appeal of the coastal town centres.

2.13 Town centres are hubs of the community and as such are not just retail areas. They contain a number of uses including leisure and tourism. Although no need for major commercial leisure facilities such as cinemas has been identified, there is a need to be flexible within the town centres in order to support the tourism economy.

Table 1 below sets out the retail need for Thanet's town centres (gross floorspace):

Table 1 - Retail need for Thanet's town centres

	Convenience sqm	Comparison (high street goods) sqm	A2-A5 uses sqm	Total Need sqm
Westwood	-	16,787	910	17,697
Margate	700	1,853	496	3,049
Broadstairs	1,650	2,143	1,161	4,954
Ramsgate	783	2,822	932	4,537

Policy SP06 - Thanet's Town Centres

Provision is made for a range of town centre uses reflecting the individual role, character and heritage of the town centres, including provision for retail development as referred in Table 1 above. See policies SP07 to SP10 respectively.

***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.**

Westwood

2.14 The key issues for Westwood are:

- developing it into a sustainable residential community;
- ensuring safe movement by pedestrians and cyclists within the commercial area;
- reducing current levels of traffic congestion.

2.15 Westwood Cross opened in June 2005 consolidating what had become piecemeal retail development in the Westwood area. Since its opening there have been a number of further developments such as the development of the leisure complex and numerous developments at and improvements to the surrounding retail parks. Westwood has proved highly successful in its aims of clawing back retail expenditure formerly lost to locations outside the district boundary. It has secured its place as the preferred location for the large format style of retailing favoured by the national chains. This style and scale of retail was never before available in Thanet.

2.16 Figures show that in the region of 17,000 square metres of retail floorspace is needed at Westwood to maintain the status quo. Some of this floorspace is already taken up by recent permissions, leaving no reason to significantly expand the boundaries of the town centre. The remaining floorspace need at Westwood to the end of the plan period can be accommodated amongst the existing town centre development by way of redevelopment and reconfiguration.

2.17 The adjacent housing allocation and flexible employment allocation at Eurokent supports tourism and leisure uses as well as B1 uses and will serve to add footfall to the town centre and increase its vitality, viability, accessibility and sustainability.

2.18 In addition to the 976 new homes under construction, Westwood is identified as a wider strategic housing allocation to enable its development as a sustainable mixed use business and residential community.

2.19 The area currently suffers from poor connectivity between sites, both vehicular and pedestrian. This is a challenge that needs to be addressed in the future development of Westwood.

2.20 A relief scheme is in development to address this issue, which the Council is implementing. This requires developer-led solutions. A fundamental objective of this scheme is to realign traffic routes to enable free movement by pedestrians between town centre facilities. The final element of the relief scheme that still needs to be delivered is a link between Millennium Way and Margate Road.

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 the adoption of the Local Plan. In the interim period any new development will be expected to secure the implementation of these aims.

Policy SP07 - Westwood

The Council will seek to support the evolution and development of Westwood as a mixed use business and residential community in line with the following area based policies, indicated on the Policies Map.

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.

1) Westwood Town Centre

Retail development will be directed to the core town centre area at Westwood and complementary town centre uses will be accommodated within the wider town centre

boundary, as defined by the primary and secondary frontages. Any development proposals should ensure there is no net loss in overall commercial floorspace.

2) Eurokent Mixed Use Area

Development of Eurokent will be for a mix of residential and business purposes, in accordance with a comprehensive masterplan linking and integrating the development into the wider Westwood community.

Land at Eurokent will provide for:

- up to 550 new dwelling houses, and
- the development of up to 5.45ha of land for flexible business uses*. Town centre uses that cannot be accommodated within the designated town centres due to format and scale can be located here.

The masterplan shall incorporate, be informed by and/or address the following:

- Small scale convenience retail provision required to accessibly serve the day to day needs of the community
- A minimum of 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
- 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 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 uses. The southern part of the site is allocated for residential development.

* 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.

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.

Margate

2.23 The vision for Margate is to build on its success as a fashionable seaside resort based on its unique assets of a sandy beach, harbour, rich townscape, and on the success of the Turner Contemporary Gallery and a revived Dreamland Heritage Amusement Park. Margate's economic heart will be diversified through creative and cultural development and the town will no longer suffer disproportionately high levels of deprivation, transience and poor quality accommodation.

2.24 Positive signs of this step change are beginning to emerge, with a 14% increase recorded in contacts to the Visitor Information Centre in May 2017 compared to May 2013. Margate has a rich heritage which is important to the vibrancy of the town and as an attraction for visitors.

2.25 Margate has a number of commercial areas such as the Old Town, College Square and the upper and lower High Street areas that perform different functions around the town. The upper and lower High Street along with the seafront have suffered from high vacancy rates although this is now beginning to improve.

2.26 The Old Town area is a vibrant part of the town which contains many restaurants, cafes, gift shops and galleries. This area is popular with tourists and local people alike. This area of the town lends itself to tourism and leisure uses.

2.27 Dreamland Amusement Park is synonymous with Margate as a seaside resort. The park closed after the 2006 season. Since its closure the Council has worked, alongside partners to re-open Dreamland as an amusement park. The Council has compulsorily purchased the site and a comprehensive phased development scheme is in place, maximising its potential to contribute to the economic well-being and attractiveness of Margate as a visitor destination.

2.28 The run down Lido complex is situated close to the Margate Winter Gardens and Turner Contemporary and, given its coastal location, provides an ideal opportunity for a leisure/tourism related development with uninterrupted sea views. The site is also an important heritage asset but is in need of significant restoration and repair, which the Council considers should be the main focus for any redevelopment proposals.

2.29 Strategic Local Plan designations that are expected to help deliver the continued regeneration of Margate include Margate's Town Centre and Old Town area, Margate's seafront area, and Dreamland.

2.30 Margate has a number of sites which present the opportunity for mixed use redevelopment that potentially include residential. These will also contribute to the overall vibrancy and energy of the town. These sites include Arlington House, the Rendezvous site, the Centre, the Cottage car park and Bilton Square.

2.31 The Arlington House site is a highly prominent site in Margate and has permission for a supermarket. Should this development not commence, the Council considers that this site is suitable for mixed use redevelopment.

2.32 The strategy for Margate's core area is to support retail uses including banks, restaurants and drinking establishments in the primary shopping frontage centred around the upper and lower High Street. The Old Town area will provide a range of town centre uses including cultural and creative industries. There will also be a designated Margate Seafront and Harbour Arm area that supports and encourages seafront leisure uses that are sympathetic to the surrounding seafront architecture. Evidence shows that in Margate there is a need for an additional 3,049 square metres of retail floorspace to the end of the plan period. Current vacancy levels and the wider town centre designations can adequately accommodate this need.

2.33 Seafront areas are important to the vitality and viability of the coastal town centres as they attract tourists and provide a natural leisure focus for the towns in close proximity to the High Streets and main shopping areas. As such, it is important that leisure and tourism uses are encouraged here that are complementary to the town centres and encourage economic growth.

Policy SP08 - Margate

The Council will seek to support the continued regeneration and development of Margate as a contemporary seaside resort in line with the following area based proposals, indicated on the Policies Map.

1) Margate Town Centre*

The focus for retail development will be in and around the High Street as defined by the Primary and Secondary Frontages.

2) Margate Old Town

Margate's Old Town area will continue in its complementary role, contributing to the vitality and viability of Margate's town centre, increasing footfall and enhancing quality and choice of facilities in the town centre. It will be a focal location for creative and cultural industries. Residential development will be permitted above ground floor level only and the Council will resist the loss of existing commercial premises in the area.

3) Margate Seafront and Harbour Arm

Within the seafront area of Margate and the Harbour Arm as indicated on 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, 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

There are Opportunity Sites identified on the Policies Map 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.

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 Mitigation Strategy.

***as defined by the Primary and Secondary frontages**

Ramsgate

2.34 The vision for Ramsgate is to maximise its maritime heritage, Royal Harbour, marina, beach and attractive waterfront, and provide economic base of its vibrant mix of town centre uses, visitor economy and café culture. The former surplus of small shops beyond the town's commercial core has been refurbished to provide quality residential accommodation and there is a viable balance and mix of residential and commercial use including specialist shopping.

2.35 Ramsgate has been adversely affected by the decline of the traditional resort holiday. However, with its rich heritage adding vibrancy to the town. Ramsgate has been quick to recover. A café culture has developed around the harbour area and this needs to be further encouraged.

2.36 The key issue for Ramsgate town will be to maintain and improve the vitality, diversity and economic vibrancy of the town centre, secure enhancement of historic buildings, support development of the visitor economy including cultural creativity, attract more economically active residents and strengthen the range of local services.

2.37 Ramsgate contains many separate commercial areas. As well as at the traditional focal point of the High Street, commercial development has stretched to the upper High Street and the length of King Street. Over recent years as with all high streets, Ramsgate has seen an increase in vacancies and commercial development has become somewhat sporadic and in some cases run down. The strategy of the Council has been and continues to be to draw commercial development back to the commercial heart of Ramsgate and allow the more peripheral areas of the town centre to revert to residential use. This strategy has been showing results and Ramsgate is benefitting from an improved public realm and so it is appropriate for this policy approach to be continued.

2.38 Ramsgate has a need for an additional 4,537 square metres of retail floorspace. The current vacancies and scale of the town centre boundary can adequately accommodate this in the plan period.

2.39 Retail development will be focused in Ramsgate's core area with complementary town centre uses accommodated within the wider town centre boundary. Leisure and tourism uses will be particularly encouraged around the marina area.

2.40 Land at and adjacent to Ramsgate harbour is identified for a mix of uses including leisure, tourism, retail and residential purposes. Any proposals should have regard to the emerging Ramsgate Maritime Plan or any future plan for the port and Royal Harbour.

2.41 The Royal Harbour and historic waterfront are important for both leisure and commercial users which is important for the vibrancy of the town. The seafront area already has a thriving café culture. The Royal Harbour is a Grade II* listed structure and is at the heart of Ramsgate Conservation Area. The regeneration of Ramsgate depends on the continued attractiveness of the

Royal Harbour and new development in this area will need to preserve and enhance its character and appearance. It is a tourism and leisure attraction with significant potential and already offers much to smaller pleasure craft. Commercial fishing and ship repair are also carried out in the Royal Harbour.

2.42 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. In addition to the potential growth of port trade including passenger ferry operations, there is additional employment associated with marine engineering, including the use of the port as a base to assemble and maintain offshore wind turbines, and other businesses benefiting from a port location.

2.43 Further development will be permitted at Ramsgate Port that supports the aims of the Ramsgate Maritime Plan or any future plan which the Council adopts. Any business plans and supplementary guidance will have regard to the need to make optimum use of the existing port land to protect and support diversification of its function.

2.44 Recognising the proximity of the port to the Sandwich Bay and Thanet Coast SSSIs, SPAs, Ramsar Site, Marine SAC and Thanet Marine Conservation Zone (MCZ), development proposals for growth would be subject to the Habitat Regulations and will need sensitive consideration in relation to nature conservation and landscape. Proposals would need an acceptable environmental assessment of their impact on the Harbour, its setting and surrounding property, and the impact of any proposed land reclamation upon nature conservation, conservation of the built environment, the coast and archaeological heritage, together with any proposals to mitigate the impact.

Policy SP09 - Ramsgate

The Council will seek to support the continued regeneration and development of Ramsgate focusing on its maritime heritage and developing leisure role, in line with the following area based proposals, indicated on the Policies Map.

1) Ramsgate Town Centre*

The main focus for retail shall be the central High Street/Queen Street/King Street/Harbour Street area of the town, and complementary town centres uses will be permitted in the wider town centre area, as defined by the primary and secondary frontages.

2) Ramsgate Waterfront and Royal Harbour

Land at and adjacent to Ramsgate Royal Harbour, as indicated on 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

There are Opportunity Sites identified on the Policies Map 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**
- **an acceptable environmental assessment of the impact of the proposed development upon the harbour, its setting and surrounding property, and the impact of any proposed land reclamation upon nature conservation, conservation of the built environment, the coast and archaeological heritage, together with any proposals to mitigate the impact.**

Land reclamation will not be permitted beyond the western extremity of the existing limit of reclaimed land.

Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure. All development must comply with policies relating to the Protection of International and European Designated Sites and associated Strategic Access Management and Monitoring Plan.

***As defined by the Primary and Secondary frontages**

Broadstairs

2.45 Broadstairs is an attractive town with a thriving town centre and is a popular location for visitors and residents who enjoy its heritage, Dickensian past, beaches, local events and picturesque waterfront. Broadstairs has a strong commercial and visitor economy and has been resilient during the economic downturn. It is important to maintain and enhance the town's attractive character and economic base.

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

2.47 There is a need for 4,954 square metres of additional retail floorspace to the end of the plan period. The prime focus for retail is centered around the High Street but with supporting town centre uses along Albion Street and the upper end of High Street towards the railway station. The town centre is largely linear in character and there is little scope for physical expansion and

development. In order to accommodate retail need in the future it will be necessary to be flexible and allow some development on the edge of the town centre as close as possible to the High Street.

2.48 Broadstairs promenade and beach front is an important part of the town and is an attraction in itself, drawing families to the area. It contains a mix of cafes, restaurants and drinking establishments as well as residential uses and areas of open space. It is important that existing commercial premises are retained in order to maintain the commercial function of this area as a link between the beach and the High Street. Development in this area should contribute to and support the vibrancy of the town centre but also respect its peaceful and unique character.

2.49 The town is linear in style with separate beachfront and town centre areas and the town would benefit from improved pedestrian connectivity between these two areas.

Policy SP10 - Broadstairs

The Council will seek to support proposals that maintain and enhance the role and character of Broadstairs as a popular attractive small seaside town in line with the following area based proposals, indicated on the Policies Map.

1) Broadstairs Town Centre*

The focus for retail will be the lower High Street and Albion Street with complementary town centre uses in the wider area, in accordance with the Primary and Secondary Frontages.

New retail development will be acceptable on the edge of Broadstairs town centre, subject to Policy E05. Proposals will be required to provide direct pedestrian links to the High Street, be well related to the retail core, centres of population and be accessible by a range of means of transport.

2) Broadstairs Promenade and Beach Front

Opportunities to enhance the use and attractiveness of the promenade, seafront and beach are welcomed, particularly where they achieve improved connectivity between the town centre and beach front. Within this area, small scale leisure and tourism uses will be permitted, including retail, where they do not harm the character and heritage interest of the surrounding area. Within Victoria Gardens, open space policies will prevail. Change of use of existing commercial premises in this area will be resisted.

Any development permitted by this policy must not adversely affect any designated nature conservation sites either directly or as a result of increased visitor pressure. All development must comply with policies relating to the Protection of International and European Designated Sites and associated Strategic Access Management and Monitoring Plan.

***As defined by the Primary and Secondary frontages.**

3 - Housing Strategy

3.1 The Plan's housing strategy sets out how the Local Plan seeks to meet the housing needs of Thanet alongside other partners, including the Council's housing regeneration, empty property and strategy functions. The Local Plan proposes to do this by:

- identifying sufficient and suitable land for expected population growth;
- requiring the right types of homes, including affordable homes and self-build and custom-build housing, to be provided to support economic growth and to meet the needs of the local community;
- supporting the re-use of empty properties and restricting the loss of existing residential property; and
- supporting area specific regeneration objectives.

3.2 The Local Plan must allocate enough land to accommodate the amount of housing needed by 2031. This amount of housing is known as the Objectively Assessed Need (OAN) and is calculated based on a number of factors including population growth, population change market signals and in-migration (including from London) and out migration. This Local Plan allocates sufficient land to meet the housing target over the plan period.

3.3 The National Planning Policy Framework (NPPF) aims to boost the housing supply and expects Local Plans to meet the full objectively assessed needs for market and affordable homes.

3.4 The assessment of development needs is presented in the Thanet Strategic Housing Market Assessment (SHMA) January 2016 and update September 2016. Neighbouring Councils and other key stakeholders were invited to participate in workshops on the methodology and findings of the SHMA and subsequent review. In identifying this need it is important to consider key functional linkages between places where people live and work - this is known as a Housing Market Area and comprises the districts of Thanet, Canterbury and Dover. (There is also some overlap with parts of other adjoining authorities - Faversham in Swale, Chilham in Ashford and Folkestone in Shepway). The Council has worked closely with neighbouring authorities in addressing strategic housing needs and other cross-boundary issues. The Council intends to meet its housing need within the Thanet district.

3.5 The key driver of housing growth in Thanet has been the number of in-comers choosing to live in the district. Further in-migration will be needed to provide an adequate labour supply to deliver the economic strategy.

3.6 The Council's Housing Strategy seeks to create sustainable communities, recognising the need for Thanet's residents to have access to high quality housing which they can afford.

3.7 In particular it recognises the need for a greater emphasis on provision of family homes, that need for affordable housing outweighs supply, the importance of bringing empty property back into use to provide new homes, and the need to work with the private sector to drive up standards in the private rented sector. Its main objectives are to: -

- Deliver a range of homes to meet the local housing need which residents can afford;
- Make better use of the existing housing stock across all tenures and improve housing conditions;
- Enable vulnerable people to access good quality housing and to live independently;
- Provide an accessible housing options service for Thanet residents;
- Deliver housing in support of our regeneration and economic development objectives

3.8 Reflecting this, an imperative of the housing strategy of the Local Plan will be to facilitate delivery of the type and quality of homes that will meet the needs of settled and mixed communities

including in particular those aspiring to take advantage of and generate new employment opportunities.

Amount of Housing

3.9 Housing provision is made for 17,140 additional homes over the 20 year period to 2031. This reflects forecasts based on an updated assessment of migration trend based population projections (2014) and the labour requirements supporting the Council's aspirations for economic and employment growth. The NPPF requires local authorities to be able to demonstrate that the sites in its housing land supply are deliverable. The Council is taking a "stepped" approach to delivering the housing target ie. a lower target is set for the first five years, with higher targets for the following 10 years to make good the total housing requirement for the Plan period. This is for two main reasons:

- There are significant infrastructure requirements that need to be delivered to support new development. If the Council were required to allocate more sites to cover average requirement for the first five-year period, this might undermine the delivery of that infrastructure, and therefore the wider Local Plan strategy; and
- Thanet has an emergent development market, but there is a real possibility that driving high levels of requirement in the early years might undermine the viability of some sites, or result in lowered viability, which again could affect the delivery of services and infrastructure, as well as affordable housing

3.10 Taking a "stepped approach" to meeting the housing target means that the Council can demonstrate a 5-year housing land supply, and seek to ensure the delivery of sustainable development, supported by services and infrastructure.

3.11 The Council is also seeking to work with the market to encourage higher rates of house-building and recently achieved accreditation to the Housing Business Ready Programme, run by the Housing & Finance Institute (HFI). This involvement of the Homes & Communities Agency (HCA) in development in the district, and their purchase of sites for development, is an indicator of commitment to delivery in the area. The Council has been demonstrating its commitment to the delivery of housing, both to meet local housing need and to support economic regeneration, by granting planning permission for residential development on sites proposed for housing allocations, and non-allocated sites.

Policy SP11 - Housing Provision

Provision is made for a total of 17,140 additional homes in the period to 2031, with notional delivery across the period as indicated below.

Period	2011-16	2016-21	2021-26	2026-31	Total
Additional homes	1,555 (already delivered)	4,500	5,500	5,585	17,140

Location of Housing

3.12 Thanet is a relatively small district surrounded on three sides by the coast. The three main coastal towns of Margate, Ramsgate and Broadstairs, and the central island development of Westwood form the main urban areas. Outside of the urban areas is open countryside including high quality farm land and seven rural settlements. Thanet's Green Wedges serve an important function by maintaining the physical separation between, and identity of, the Thanet towns and have been consistently protected from development by local plan policies. Thanet currently has an

under provision of all 5 typologies of open space identified in the Open Space Strategy (2017). These limitations restrict the availability of sites that are appropriate for housing allocations. In considering appropriate site options to accommodate the housing target as required in the NPPF, the Council has also had to take into account a number of environmental issues including internationally and nationally important nature conservation designations, local wildlife designations, areas at risk of flooding and archaeology/designated heritage assets.

3.13 Identification and allocation of housing land has been informed by assessment of the sustainability of individual sites through the Strategic Housing Land Availability Assessment alongside the strategy for the planned location of homes whose key principles are to:-

- optimise use of capacity from sites in the built up areas of the coastal towns;
- focus provision at sites abutting those areas; and
- make modest provision at rural settlements to meet identified need for affordable homes and to provide locational choice at a scale compatible with their character and access to services and facilities.

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

3.15 Within the total housing provision shown below the Strategic Housing Land Availability Assessment suggests capacity to deliver some 3017 dwellings exists by way of sites which have already received planning permission. In addition some 1555 dwellings have already been delivered since the start of the Plan period.

Table 2 - Total Housing Distribution

Period	2011-2031
Strategic Sites (sites of 500+ dwellings)	
Westwood	1,450
Birchington on Sea	1,600
Westgate on Sea	2,000
Manston Green	(planning permission granted so not counted in allocations)
Land at Manston Court/Haine Road	1200
Land north and south of Shottendane Road	550
Other Housing Sites/Areas	2,398

Table 3 - Total Housing Supply

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	89
empty homes brought back into use 2017/18	84
residual requirement	14,785
total allocations supply	8939
Planning permissions supply	4294
empty homes 27pa (27x13)	357
Windfall allowance of 225 units pa 225x10*	2250

Area Specific Objectives

3.16 Reflecting the make-up of the housing stock and specific issues in different parts of Thanet, the Council has identified, and will seek to achieve, the following area based objectives. It will expect applications for residential development to demonstrate that full account has been taken of these.

Table 4 - Area Specific Objectives

Area	Area specific housing objectives
District wide	Increase the proportion of houses (non flatted homes) within the overall dwelling stock. Safeguard and increase the stock of family homes. Increase the stock of affordable homes Safeguard and enhance the character and amenity of existing residential neighbourhoods.
Westwood	Transform the neighbourhood into a mixed business and residential community benefiting from mutual proximity, accessibility and supporting amenity infrastructure. Contribute a significant addition to the district's stock of non-flatted accommodation including family sized houses and of affordable homes.
Coastal town centres	Contribute to area regeneration objectives expressed in policy or supplementary guidance, and, where appropriate, in line with specific site development briefs.
Cliftonville West & Margate	Establish a mixed, inclusive and settled community through improvements to the quality and configuration of residential accommodation and its environment and diversity of tenure. Apply public sector intervention and finance to pump-prime private sector investment.
King Street, Ramsgate	Improve the visual appearance of the area and provide good quality housing that is affordable and well managed.
Newington & Millmead	Establish a mixed, inclusive and settled community through improvements to the quality and configuration of residential accommodation and to the local environment and diversity of tenure.
Rural settlements	Accommodate additional homes to provide locational choice at a scale compatible with the size and character of the settlement and in light of accessibility of services and community facilities. Increase the stock of affordable housing at a scale commensurate with any outstanding local need.

Strategic Housing Site Allocations

3.17 The existing built up areas of the district will continue to deliver additional housing. However, a significant amount of greenfield housing land is required to meet the housing target. Assessment has revealed that some of the suitable and sustainably located greenfield sites identified are large and some are adjoining or in mutual proximity. These sites provide the opportunity to deliver development at a scale that will serve both to facilitate a step change in delivering the type of homes required to meet need and secure the infrastructure required to support them. Such large and clustered sites have been identified as strategic housing allocations that will be of particular importance in delivering the Plan's housing objectives.

3.18 The geographical extent indicated for individual strategic site allocations represents the anticipated maximum land requirement. Proposals will be expected to consider, and where possible accommodate, notional maximum dwelling capacities indicated together with all other relevant policy requirements within a lower level of greenfield land take. This section identifies, and sets out policies for, housing sites of strategic significance to the Local Plan strategy.

3.19 The sites listed below are identified as Strategic Housing Sites. Applications to develop such sites shall be accompanied by a detailed development brief including an illustrative site masterplan featuring all elements of the proposal and indicating phasing of development and supporting infrastructure. Applications will be determined in light of the following site specific policies:

SP13 Manston Green

SP14 Birchington on Sea

SP15 Westgate on Sea

SP16 Westwood

SP17 Land fronting Nash and Haine Roads

SP18 Land at Manston Court/Haine Road

HO2 Land north and south of Shottendane Road (to become a strategic policy in the final version of the local plan)

General Housing Policy Requirements

3.20 There are a number of policy requirements relating to residential development that will apply to all of the site specific policies and land allocated for housing. The following policy applies to all sites allocated in this Local Plan for residential development. NB There are other policies in the Local Plan that would also apply to new residential developments - the plan must be read as a whole.

Policy SP12 - General Housing Policy

Proposals for residential development on sites allocated in this plan must:

- 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 Plan to meet the requirements of SP26**

Additionally, proposals for 10 or more units must:

- 1. Provide an appropriate mix of dwellings (including care and supported housing) to meet the requirements of Policy SP19**
- 2. Make every reasonable effort to accommodate any self-build requirements 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**
- 5. Include an assessment of the site's functionality 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.

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.

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.

Strategic Site Policies

Policy SP13 - Strategic Housing Sites - Manston Green

Land is allocated for up to 785 new dwellings at a maximum density of 35 dwellings per hectare net at land known as Manston Green. Built development will be focused at the northern part of the site taking account of the considerations below. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site incorporating:

- 1) a minimum of 9 ha of open space,**
- 2) a fully serviced area of 2.05 ha (to be provided at the cost of the developer) to accommodate a new two-form entry primary school,**
- 3) small scale convenience retail provision required to accessibly serve day to day needs of the development.**

Phasing of development will be in accordance with 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:

- 1) pre-design archaeological assessment taking account of presence of significant and sensitive remains,**
- 2) the setting of listed buildings at Ozengell,**
- 3) the need for 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,**
- 4) sustainable urban drainage taking account of the site's location in the Groundwater Source Protection Zone,**
- 5) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure,**

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

- 1) assessment of the impact of development on the local road network; in particular capacity issues affecting junctions along Haine Road including that with Staner Hill,**
- 2) demonstrating measures to promote multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development.**

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

3.21 Westgate-on-Sea and Birchington, along with Garlinge and Westbrook form part of the continuous urban coastal belt of Thanet, located to the west of Margate.

3.22 Westgate comprises in the main high quality residential environments and was originally developed as a seaside resort for the upper and middle classes. It has a small commercial centre which serves the surrounding residential community, and a train station with routes to Margate and the rest of Thanet, as well as Faversham and London. Between Westgate and Margate are the smaller suburbs of Westbrook and Garlinge, both of which also have small commercial centres that serve the local community.

3.23 Birchington is a large village with an existing population of approximately 10,100. It has a good sized and well-functioning commercial centre which serves the surrounding residential community. The village has a train station with routes to Margate, and the rest of Thanet as well as Faversham and London, with regular bus services running to Canterbury. Birchington Square lies on the main route to Margate for those travelling into the district from the west, and as such at peak times suffer from traffic congestion. This has also resulted in the area suffering from higher levels of air pollution.

3.24 These settlements are considered to be sustainable locations for new development, with good access to local services, including schools and other community facilities, as well as convenient transport options to the rest of Thanet and locations outside of the district. Developers will need to work with relevant health care providers to ensure adequate provision is made in these locations.

Policy SP14 - Strategic Housing Site - Birchington

Land is allocated for up to 1,600 new dwellings at a maximum density of 35 dwellings per hectare net at Birchington. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site including provision within the site of:

- 1) a new link road to serve the development and extending from Minnis Road and the A28,**
- 2) 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**
- 3) multi-modal access, including footway and cycleway connections and an extended bus service accessible to the residential development**
- 4) a minimum of 14 ha of open space**
- 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,**
- 6) small scale convenience retail provision required to accessibly serve day to day needs of the development.**

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.

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:

- 1) pre-design archaeological evaluation;**

- 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
- 3) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply,
- 4) the need to preserve the listed buildings on the site and respect the setting of Quex Park,
- 5) the need for integration of development and landscaping to enable a soft edge between the site and open countryside.
- 6) Appropriate noise mitigation for any development near the northern edge of the site which is adjacent to the railway line

Policy SP15 - Strategic Housing Site – Westgate-on-Sea

Land to the east and west of Minster Road, Westgate is allocated for up to 2,000 new dwellings 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 including provision within the site of:

- 1) a minimum of 17.5 ha of open space to include a functional green 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 need of the development, fit with the retail hierarchy and serve the appropriate catchment
- 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.

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

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 signalling,
- 2) an archaeological evaluation,
- 3) the need to safeguard the setting of scheduled ancient monuments and the listed Dent de Lion Gateway,
- 4) liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply,
- 5) appropriate arrangements for surface water management/sustainable drainage schemes in line with Margate Surface Water Management Plan,

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

7) the need for integration of development and landscaping to take account of public rights of way and enable a soft edge between the site and open countryside.

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. This allocation (Policy SP17 refers) now has planning permission and development is underway. 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.

Policy SP16 - Westwood Strategic Housing

Land is allocated for up to 1,450 new dwellings at a maximum density of 40 dwellings per hectare net at Westwood. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site integrating with development at the adjoining site. The masterplan shall incorporate:

- 1. highway improvements including widening of Nash Road and links to Nash Road and Manston Road,**
- 2. a minimum of 16.63 ha of open space**
- 3. small scale convenience retail provision required to accessibly serve day to day needs of the development.**

Phasing of development will be in accordance with Appendix B. The access road shall be programmed for delivery as required by the County Council as highway authority.

Masterplanning will be informed by and address:

- 1. pre-design archaeological assessment,**
- 2. the need to preserve heritage farm buildings on the site,**
- 3. liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure,**
- 4. appropriate arrangements for surface water management in line with Margate Surface Water Management Plan.**

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.

Policy SP17 - Strategic Housing Site - Land fronting Nash and Haine Roads

Land fronting Nash and Haine Roads is allocated for residential development. Development shall be permitted only in accordance with an agreed masterplan for the whole site and shall:

1. Provide for any highway improvements identified as necessary in a traffic assessment and the development masterplan. Individual phases of development will be required to make provision pro-rata towards such improvements,
2. as required provide a fully serviced area of 2.05 ha (to be provided at the cost of the developer) for a new two form entry school as an integral part of the development,
3. incorporate and provide for connections and improvements to footpath and cycle networks facilitating walking, cycling and public transport to, from and within the site, including provision of or contribution to improvements to public transport services,
4. reserve a minimum of 2 ha to enable provision of a medical centre and provide a community assembly facility,
5. reserve and provide a minimum of 1.75 ha as local open space (including an equipped play area and casual/informal play space) together with an area of usable amenity space as an integral part of the design of the development. Where feasible, the area of local open space should be larger than the minimum indicated above
6. incorporate landscaped buffer zones adjacent to any new road infrastructure and along the boundaries to adjacent to open farmland,
7. provide and maintain appropriate equipment for continuous monitoring of local air quality to inform the Council's ongoing air quality review and assessment programme.

Applications for successive phases of development will have regard to the need to integrate as far as feasible with any approved masterplans relating to neighbouring areas addressed in this policy and with the Thanet Transport Strategy.

Policy SP18 -Strategic Housing Site - Land at Manston Court Road/Haine Road

Land is allocated for a mixed use development, comprising up to 1200 new dwellings at a maximum density of 30 dwellings per hectare net, and leisure uses. 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 sites. The Masterplan shall incorporate:

- 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))
- 2) A minimum of 10.5ha of open space
- 3) Provision on site for a 6-form entry secondary school
- 4) Ecological surveys 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

Phasing of development will be in accordance with Appendix B.

Type and size of dwellings

3.26 The Strategic Housing Market Assessment 2016 (SHMA) identified as a critical challenge tackling the impact of an ageing population, and forecast loss of younger age groups with the resultant potential loss of working age population.

3.27 Subsequent economic and population forecasts based on the economic aspirations and housing provisions in this Local Plan also predict for Thanet an increase in the ageing population (especially those above retirement age). However, they do also predict that there will be an increase in younger age groups.

3.28 Both the SHMA and the subsequent forecasts referred to above show that single person households are expected to increase in number. The SHMA notes however that there is a greater supply of smaller units than of family homes and houses, and that this demographic trend should not dictate policy. Indeed it notes that in aiming to deliver substantive regeneration and economic strategies the housing role in turning round economic performance is both to provide appropriate and attractive housing for higher earners and facilitate retention of local young families.

3.29 The SHMA notes that the housing stock is characterised by a combination of dense provision, overprovision of smaller flats and flatted buildings, and a shortage of larger homes of three bedrooms and more. It states that it is important that future development policy prioritises a rebalancing of stock to incentivise the provision of family homes and control the expansion of "flattening" of larger homes, while at the same time recognising solid demand for smaller homes including from young single people and increasing numbers of older single people.

3.30 Cliftonville West and (part of) Margate Central wards have had particular issues relating to the availability of cheap properties that have been converted into small residential units and resultant transient community. Due to the severity of the issues in these areas, evidence is available to support planning policies to resist the conversion of buildings to 1-bedroom flats, and provide more family housing. These policies are included in the Cliftonville Development Plan Document (adopted 2010)

3.31 In assessing housing needs the SHMA considers information about aspirations, economic development plans for the sub-region, opportunities to attract mature working households that new rail links will bring and priority need for affordable housing. It recommends broad proportions of the sizes and types of market and affordable homes that should be provided. This is shown in tables 5 and 6.

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.

Table 5 - Mix of market housing by dwelling type (built form)

	Detached	Semi-detached	Terraced	Flat
Thanet	25-30%	25-30%	20-25%	20-25%

The SHMA recommends the following sizes of dwellings needed for market housing (including a higher requirement for 2 bedroom homes, reflecting the result of a growing older population and younger households living in smaller households)

- 1-bed properties: 10-15%
- 2-bed properties: 40-45%
- 3-bed properties: 30-35%
- 4-bed properties: 10-15%

Table 6 - Mix of affordable housing by dwelling type (built form)

	Detached	Semi-detached	Terraced	Flat
Thanet	0-5%	25-30%	20-25%	45-50%

The SHMA recommends the following sizes of dwellings needed for affordable housing

- 1-bed properties: 35-40%
- 2-bed properties: 30-35%
- 3-bed properties: 20-25%
- 4-bed properties: 5-10%

3.33 Previous dwelling completions in Thanet have included a large share of flatted accommodation. Consequently, in line with the SHMA recommendations it is important to increase the proportion of houses in the overall stock. The SHMA recommends a mix of 20-25% flats and 75-80% houses for market housing, and 45-50% flats and 50-55% houses for affordable housing. Accordingly proposals will be expected to deliver at least the proportion of houses (as opposed to flats) in line with Policy SP19. It is recognised that in some instances there may be reasons such as configuration of buildings contributing to townscape quality why only flatted accommodation will be feasible. Schemes proposing a higher proportion of flats will need to be accompanied by a supporting justification.

Policy SP19 - Type and Size of Dwellings

Proposals for housing development will be expected to address the SHMA recommendations regarding the make-up of market and affordable housing types and sizes needed to meet requirements.

The Council will encourage proposals incorporating a higher proportion of houses as opposed to flats than recommended in the SHMA. Proposals for developments incorporating a higher proportion of flats than recommended in the SHMA will be expected to include site specific justification for the proportion and mix proposed.

Proposals to revert or convert properties currently used as flats to use as single family or single household accommodation will be permitted where a satisfactory standard of accommodation can be provided.

Residential development proposals involving the net loss of dwelling houses suited to modern living requirements will not be permitted, unless the proposal complies with Policy HO21 (Non self-contained residential accommodation).

In the event of conflict between this policy and the Cliftonville DPD the latter shall prevail.

Providing affordable homes

3.34 Affordable housing is defined as social rented, affordable rented, intermediate housing, provided to eligible households whose needs are not met by the market. The Strategic Housing Market Assessment's (SHMA) analysis is that tackling the backlog of need is an enormous task. The SHMA also sets out the requirement for a proportion of starter homes (homes for first time buyers under the age of 40 at a discount of at least 20% below the open market value) to be delivered on all suitable reasonably-sized housing developments.

3.35 Through its functions as housing and planning authority the Council will aim to maximise the number of decent affordable homes that can viably be delivered alongside market homes in order

to meet need. Negotiating elements of affordable housing in new schemes will contribute valuably to meeting local need.

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

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, a financial contribution should not be sought.

3.38 Developers will be required to demonstrate how any affordable housing will be made available to households unable to obtain adequate housing through the private market and will be expected to engage with registered providers. (The Council can provide a list of provider partners). This may be secured by entering into a planning agreement. The developer will be required to demonstrate that enjoyment of the affordable housing as such can be guaranteed for successive as well as initial occupiers for the foreseeable future. However, eligibility of owners to acquire/ progress to full ownership is acknowledged as an exception.

Policy SP20 - Affordable Housing

Residential development schemes for more than 10 dwelling units, including mixed use developments incorporating residential shall be required to provide at least 30% of the dwellings as affordable housing in the following proportions:

- **17% Starter Homes**
- **18% Affordable Rent**
- **65% Social Rent**

The above requirements will only be reduced if it would make the proposed development unviable to meet them.

4 - Environment Strategy

Protecting the Countryside

4.1 The National Planning Policy Framework (NPPF) states that local plans should take account of the roles and character of different areas, promoting the vitality of our main urban areas and recognising the intrinsic character and beauty of the countryside.

4.2 Thanet's open countryside is particularly vulnerable to development because of its limited extent, the openness and flatness of the rural landscape and the proximity of the towns. Thanet's countryside provides important landscapes that contribute to its sense of place, as well as making Thanet an attractive place that people want to come to. Much of the countryside is classified as 'best and most versatile agricultural land'. The countryside also supports a variety of habitats and species, particularly a number of important species of farmland birds which have declined in numbers over the last few decades.

4.3 There is a presumption against development in the countryside as the sites allocated in this plan meet the development needs of the district. The Council has assessed all of the sites put forward, and some have been allocated in rural settlements where this has been considered appropriate to meet the needs of sustainable development

4.4 The Council considers that it is essential to protect the countryside through planning policy in view of its vulnerability to sporadic forms of development and will locate all but essentially rural development in the Thanet towns. The only exception to this will be proposals for development that meet the criteria set out in paragraph 55 of the NPPF:

- The essential need for a rural worker to live permanently at or near their place of work in the countryside; or
- Where such development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; or
- Where the development would re-use redundant or disused buildings and lead to an enhancement to the immediate setting; or
- The exceptional quality or innovative nature of the design of the dwelling.

Such a design should:

- Be truly outstanding or innovative, helping to raise standards of design more generally in rural areas
- Reflect the highest standards in architecture
- Significantly enhance its immediate setting; and
- Be sensitive to the defining characteristics of the local area

The following policy seeks to achieve the objective of safeguarding the geological and scenic value of the coast and countryside.

Policy SP21 - Development in the Countryside

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.

Green Wedges

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

4.6 The Green Wedges are significant in shaping the character of Thanet which has historically been a 'horseshoe' of built development wrapping around the coast. The Green Wedges provide a clear visual break when passing between the towns, giving a recognised structure and identity to Thanet's settlements. The Green Wedges are distinct from other types of open space as they provide a link between the open countryside and land which penetrates into the urban areas.

4.7 The three Green Wedges differ in size and character. The largest is the one that separates Margate and Broadstairs. Substantial areas of this Green Wedge consist of high quality agricultural land in large open fields without fences or hedgerows. Other parts have isolated belts of woodland. The other two Green Wedges which separate Birchington and Westgate, and Broadstairs and Ramsgate are considerably smaller but perform a very significant function and, due to their limited extent are also potentially more vulnerable to development pressures.

4.8 There is very limited built development within the Green Wedges. The areas have level or gently undulating landform and generally sparse vegetation. The public perception of space, openness and separation is largely gained from roads and footpaths that run through or alongside the Green Wedges in undeveloped frontages. These factors allow many extensive and uninterrupted views across open countryside, enabling people to find the recreational, scenic or amenity resources they require without having to travel long distances. This is important as it adds to the quality of life and well-being perceived by people in the community.

4.9 The aesthetics of the Green Wedges are varied, and they are not always accessible to the public. There is an opportunity to enhance the Green Wedges by creating and enhancing wildlife habitats, for example working with landowners to encourage farmland birds, and to make the areas more accessible, potentially for recreation use. This may require changing farming activities. Funding may be available for environmental land management through Natural England's Stewardship Schemes.

4.10 Local Plan policies have historically been used to prevent urban sprawl, maintain the separation of the Thanet towns and prevent their coalescence, preserving their unique identities. The Green Wedge policy has been consistently and strongly supported at appeals. Inspectors' comments in appeal decisions, and the Inspector's Report to the Thanet Local Plan Inquiry, highlight the significance of the open countryside between the Thanet Towns, in providing visual relief in a highly urbanised area.

4.11 Some areas of the Green Wedges are vulnerable to development pressures, and some sites within them have been suggested as housing allocations. The Council has assessed the sites put forward in the Green Wedges and found that the allocation of some sites proposed in the Green Wedges would cause less harm than others. However, although allowing some small scale development may not significantly diminish the Green Wedge, the cumulative impact of several small scale developments could be of detriment to the Green Wedges and cause new development pressures where there are currently none. It could also set a precedent of releasing Green Wedge sites and result in further development within the Green Wedges which would diminish their functions.

4.12 The Council considers the Green Wedges still perform a highly significant function which overrides the need for development, and should continue to be protected through planning policy and meet the strategic objective of retaining the separation between Thanet's towns and villages with the following policy.

Policy SP22 - Safeguarding the Identity of Thanet's Settlements

Within the Green Wedges new development (including changes of use) will only be permitted if it can be demonstrated that the development is

1. not detrimental or contrary to the following aims to:

- Protect areas of open countryside between the towns from the extension of isolated groups of houses or other development.
- Ensure physical separation and avoid coalescence of the towns, retaining their individual character and distinctiveness.
- Conserve, protect and enhance the essentially rural and unspoilt character, and distinctive landscape qualities of the countryside that separates the urban areas, for the enjoyment and amenity of those living in, and visiting, Thanet.
- Increase access and usability without compromising the integrity of the Green Wedges.Or

2. essential to be located within the Green Wedges.

Open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies, the wider objectives of this plan and the stated aims of this policy. 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.

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.

Views and Landscapes

4.13 The National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

4.14 Thanet has historically been recognised for its distinctive wide, simple and unrestricted views and dramatic chalk cliffs along parts of its coastline. The Thanet Coast is the longest continuous stretch of coastal chalk in the UK and is one of the reasons for its designation as Special Area of Conservation (SAC). Useful resources and guidance for the interpretation of landscape are the Natural England National Character Areas, the Kent Historic Landscape Characterisation (2001) which has identified the broad historic character of the landscape of Kent, and the Thanet Landscape Character Assessment. In addition KCC commissioned a Seascape Character Assessment for the Dover Strait (2015) which identifies the character areas associated with the Dover Strait from North Foreland to Dungeness.

4.15 Thanet has a distinct landscape area defined by the Wantsum channel which gave Thanet its "island" identity by separating it from the mainland. The Channel silted up around 1,000 years ago, and is characterised by former shoreline and port settlements and irregular fields bounded by roads, tracks and paths. The Wantsum has a history of reclamation and usage stretching back to at least the 12th and 13th centuries in connection with the considerable ecclesiastical estates in the region.

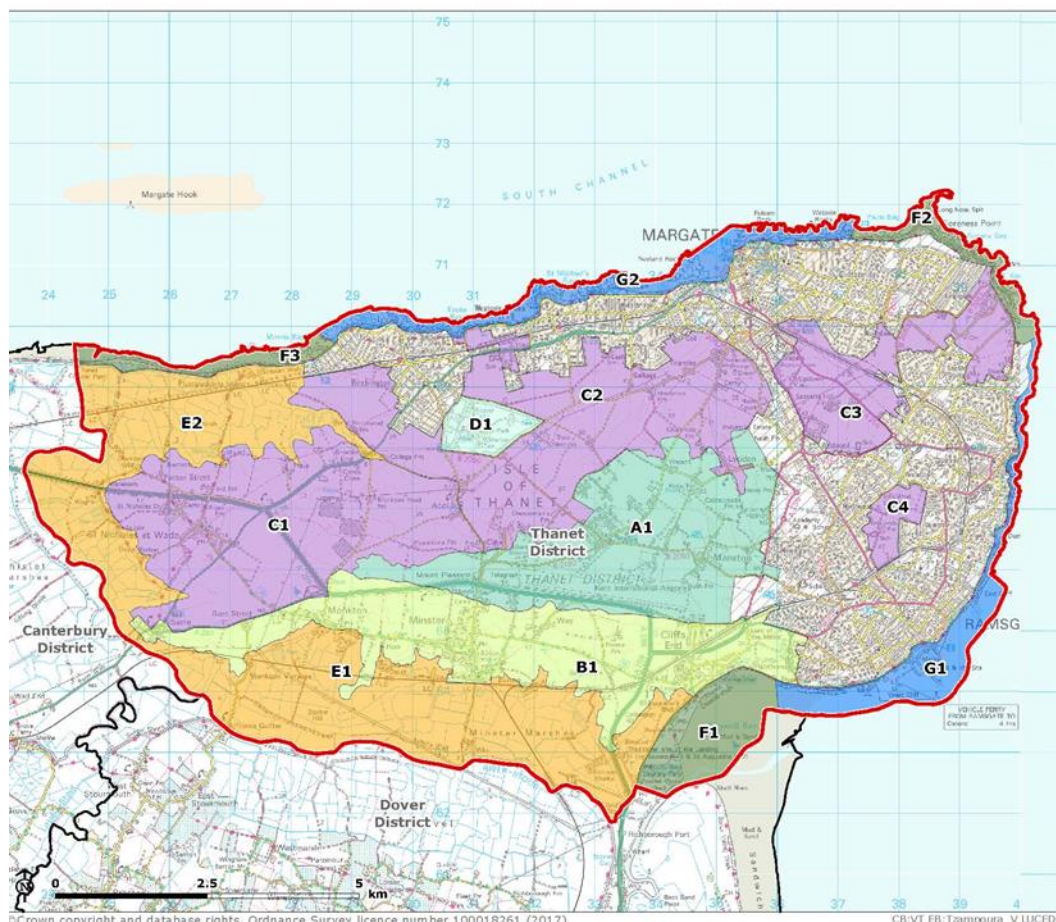
4.16 The contribution Thanet's landscapes make to Thanet's sense of place and island characteristics is very strong, as well as providing economic benefits in making the district an attractive place to settle and visit. Tourism and recreation uses compatible with Thanet's historic landscapes would be encouraged. Development would be expected to respect the diverse landscape characteristics of the countryside and coast. The character of the landscape within Thanet's countryside is varied, ranging from the distinctive sweep of Pegwell Bay, the flood plains of the River Stour and former Wantsum Channel, the open slopes of the former Wantsum Channel, the level to undulating Central Chalk Plateau, the wooded parkland at Quex and the urban coast. Landscape does not stop at administrative boundaries and two of the broad areas associated with Pegwell Bay and the Wantsum, continue into neighbouring districts of Dover and Canterbury. Developers may be required to submit a Landscape and Visual Impact Assessment (LVIA) with planning applications that are likely to have a significant impact on the landscape. The LVIA should identify the nature, scale and magnitude of landscape and visual effects, and also help to identify ways of avoiding, reducing and mitigating any adverse effects. The Landscape Institute provides guidance on carrying out such an assessment.

4.17 Thanet sits within the Natural England's National Character Area (NCA) number 113 the North Kent Plain which sits between the outer Thames Estuary and the Kent Downs. This describes Thanet as a 'discrete and distinct area' within this NCA, characterised by its unity of land use. The Thanet Landscape Character Assessment (2017) refines this character area at the local level by identifying 7 broad landscape character types - chalk plateau, chalk slopes, undulating chalk farmland, parkland and estates, marshes, undeveloped coast and developed coast. These are further refined into 13 landscape character areas as set out below in table 7. The assessment sets out the key characteristics which are evaluated through key sensitivities and qualities leading to a landscape strategy setting out guidelines for each character area. These guidelines should be taken into consideration when considering development proposals within these areas. It is the Council's intention to adopt the Landscape Character Assessment as a Supplementary Planning Document which will provide a framework for future development when drawing up masterplans particularly for the strategic sites.

Table 7 - Landscape Character Areas

Landscape Character Type	Landscape Character Area
A: Chalk Plateau	A1: Manston Chalk Plateau
B: Chalk Slopes	B1: Wantsum North Slopes
C: Undulating Chalk Farmland	C1: St Nicholas-at-Wade Undulating Farmland
	C2: Central Thanet Undulating Farmland
	C3: St Peter's Undulating Farmland
	C4: Newlands Farm
D: Parkland and Estates	D1: Quex Park
E: Marshes	E1: Stour Marshes
	E2: Wade Marshes
F: Undeveloped Coast	F1: Pegwell Bay
	F2: Foreness Point and North Foreness
G: Developed Coast	G1: Ramsgate and Broadstairs Cliffs
	G2: North Thanet Coast

Map 2 - Landscape Character Areas



The Chalk Plateau

4.18 The central part of the district is characterised by A1: the Manston Chalk Plateau, a generally flat or gently undulating landscape, with extensive, unenclosed fields under intensive arable cultivation. This open landscape is fragmented by the location of large scale developments such as the former airport, Manston Business Park and a sporadic settlement pattern to the north of the airport. The character of this area is also defined by the proximity of the edges of the urban areas. This character area contains the highest point on the island at Telegraph Hill. The elevated plateau results in long distance panoramic views to the south over Minster Marshes and across Pegwell Bay and, in the west, across the Wantsum. The elevated central chalk plateau also forms a skyline in many views back from lower landscapes in Thanet, including the coast and marshlands.

The Chalk Slopes

4.19 This area largely comprises the distinctive and often quite steep hill slopes leading down from the Central Chalk Plateau to the former Wantsum Channel - B1: Wantsum Northern Slopes. The landscape is very open with few features and the former shoreline is more distinct in some places than in others, with the variation in the contour pattern. From the upper slopes it affords extensive views across the whole of the former Wantsum Channel to the slopes on the opposite banks and in many places to the sea. The former shoreline is more distinct in some places than in others, with the variation in the contour pattern. However, it also provides the unique setting of the former channel side villages of Minster, Monkton, Sarre and St Nicholas, and the smaller, originally farm based, settlements of Shuart, Gore Street and Potten Street. These elements provide important visual evidence of the growth of human settlement, agriculture and commerce in the area.

4.20 The openness of this landscape provides wide and long views of the former Wantsum Channel area and Pegwell Bay. The area also possesses a large number of archaeological sites (including scheduled ancient monuments); numerous listed buildings (including Minster Abbey, the churches at Minster, Monkton and St Nicholas, and Sarre Mill); and the historical landing sites of St Augustine and the Saxons, Hengist and Horsa.

Undulating Chalk Farmland

4.21 The undulating chalk farmland is a particular landscape feature in Thanet and consists of four landscape character areas: C1: St Nicholas-at-Wade Undulating Farmland, C2: Central Thanet Undulating Farmland; C3: St Peter's Undulating Farmland; and C4: Newlands Farm. Some of these character areas are important for their long distant views to the marshes and sea while in others the agricultural land performs a settlement separation function. These areas of high quality agricultural land are of value for farmland and roosting coastal birds. The openness and undeveloped character of the farmland contributes to the essentially rural character and relatively dark skies.

Parks and Estates

4.22 Quex Park (D1) is unique within the Thanet context, comprising a formal and extensive wooded parkland and amenity landscape within an otherwise open intensively farmed landscape. It possesses a formal landscape structure and gardens that act as an effective setting to Quex House Grade II listed. The parkland is intensively cultivated between the tree belts, with limited grazing pasture remaining. Two important historic features of the Park are the Grade II listed Waterloo Tower and a round castellated brick tower to the north of the main House.

Marshes

4.23 The two marshland landscapes of E1: Stour Marshes and E2: Wade Marshes formerly separated the Isle of Thanet from the mainland and formed part of the former Wantsum channel. The former channel stretches from Reculver (in Canterbury District) to Richborough (in Dover district) marked by the remains of Roman forts at these locations. These Roman forts guarded the two entrances of the channel and the area is potentially rich in archaeology. Therefore this is a sub regionally important landscape as it extends into the neighbouring districts of Canterbury and Dover and includes the flood plain of the River Stour. Both areas are characterised by a vast, flat, open landscape defined by the presence of an ancient field system, defined by an extensive ditch and dyke system, the sea walls and isolated groups of trees. These elements provide important visual evidence of the physical evolution of the Wantsum Channel and, like other marsh areas in Kent, produce huge open skies. The former grazing land has been improved and managed as arable farmland, however, it still retains its network of ditches which provide biodiversity interest. In both of these landscapes it is important to conserve the long distance views to the Thames Estuary to the north and Pegwell Bay to the south.

Undeveloped Coast

4.24 There are two stretches of undeveloped coast with the most extensive being Pegwell Bay (F1) which stretches into Dover District at Sandwich. The other is F2: Foreness Point and North Foreness to the north east of Thanet.

4.25 Pegwell Bay is an extensive area of mixed coastal habitats, including mudflats, saltmarsh and coastal scrub stretching from Ramsgate in the north to Sandwich in the south. These habitats form an open and relatively unspoilt landscape, with a distinctive character. The area possesses a sense of remoteness and wildness despite the relative proximity of development. Among its most important features in the area is the unique sweep of chalk cliffs viewed across Pegwell Bay from the south. This landscape creates large open skies. This is also of more than district significance

as it stretches into the neighbouring district of Dover. The bay is of significant nature conservation interest which is reflected by its International, European and national designations.

Developed Coast

4.26 The long coastline is one of Thanet's main assets. There are two character areas associated with the developed coast G1: Ramsgate and Broadstairs Cliffs and G2: North Thanet Coast. The distinctive east facing low chalk cliffs of Thanet and the open seascape create a dramatic contrast to the almost continuous urban area of Ramsgate and Broadstairs located on the cliff top. The North Thanet Coast extends from the western edge of Birchington along the northern edge of Margate. The North Thanet Coast is characterised by a series of sandy bays with chalk reefs, mudflats and rock pools backed by a line of low white chalk cliffs.

4.27 With the exception of the Green Wedges, this area is heavily urbanised. The coastal strip is characterised by the presence of traditional seaside architecture, active harbour areas and beaches and some extensive public open clifftop areas. The pattern of bays and chalk headlands provides long sweeping and panoramic views of the coast, which are often complimented by a positive relationship with adjacent built development.

4.28 The Thanet Landscape Character Assessment provides the more detailed guidance for development proposals in each of the local landscape character areas and will be adopted and supplementary planning guidance. The following policy aims to safeguard and enhance the open and historic characteristics of Thanet's countryside and landscapes.

Policy SP23 - Landscape Character Areas

The Council will identify and support opportunities to conserve and enhance Thanet's landscape character and local distinctiveness.

Development proposals should demonstrate how their location, scale, design and materials will conserve and enhance Thanet's local distinctiveness, in particular:

- 1. Its island quality surrounded by the silted marshes of the former Wantsum Channel and the sea;**
- 2. A sense of openness and 'big skies', particularly in the central part of the District;**
- 3. Its long, low chalk cliffs and the sense of 'wildness' experienced at the coast and on the marshes;**
- 4. Gaps between Thanet's towns and villages, particularly those areas designated as Green Wedges;**
- 5. Long-distance, open views, particularly across the Dover Strait and English Channel, North Sea and across adjacent lowland landscapes; and**
- 6. Subtle skylines and ridges which are prominent from lower lying landscape both within and beyond the District.**

Development proposals should demonstrate how they respect and respond to the character, key sensitivities, qualities and guidelines of the relevant landscape character areas, as detailed in the Landscape Character Assessment (LCA) and summarised below.

All development should seek to avoid skyline intrusion and the loss or interruption of long views of the coast and the sea, and proposals should demonstrate how the development will take advantage of and engage with these views.

Development should generally be directed away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are

largely undeveloped and key to retaining the island character of Thanet. The undeveloped character of Landscape Character Type F: Undeveloped Coast should also be maintained.

Proposals on the coast (within landscape character types F: Undeveloped Coast and G: Developed Coast and the surrounding area) should respect the traditional seafront architecture of the area, maintain existing open spaces and should ensure that recreational and wildlife opportunities are not compromised by development. Proposals should maintain and enhance the setting of sandy bays, low chalk cliffs and associated grassland and long sweeping views of the coastline.

The rural-urban boundary is distinctive in some parts of Thanet, particularly where there is an abrupt urban edge and where the countryside extends into the urban areas as Green Wedges. The distinction between town and countryside should be retained.

Development proposals that conflict with the above principles will only be permitted where it can be demonstrated that they are essential for the economic or social well-being of the area. In such cases, landscape impacts should be minimised and mitigated as far as possible.

Green Infrastructure Network

4.29 The National Planning Policy Framework (NPPF) states that local plans should plan positively for the creation, protection, enhancement and management of networks of biodiversity and Green Infrastructure. It states that local ecological networks should be identified and these should include the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors, stepping stones that connect them, and areas identified by local partnerships for habitat restoration or creation.

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

4.31 The NPPF also states that international, national and locally designated nature conservation sites should be protected, with appropriate weight given to the importance of their designation.

4.32 The NPPF states that existing open space, sports and recreational buildings and land (including playing fields) should not be built on unless it can be demonstrated that the land is surplus to requirements or if it would be replaced by equivalent or improved provision. Planning policies should also protect and enhance public rights of way and access.

4.33 Thanet boasts a wealth of natural features including internationally and nationally designated sites and associated species, a magnificent coastline, chalk cliffs, geological features and areas of open countryside with distinctive landscapes and views. It is important that these are maintained and enhanced, and better linked to provide a comprehensive Green Infrastructure network.

4.34 Natural England defines Green Infrastructure (GI) as:

'..... a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecological services and quality of life benefits required by the communities it serves and needed to underpin sustainability. Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.

Green infrastructure includes established green spaces and new sites and should thread through and surround the built environment and connect the urban area to its wider rural hinterland.

Consequently it needs to be delivered at all spatial scales from sub-regional to local neighbourhood levels, accommodating both accessible natural green spaces within local communities and often much larger sites in the urban fringe and wider countryside.'

4.35 Green infrastructure does not necessarily stop at District boundaries and so the District Council will work the other East Kent Councils to ensure that any Green Infrastructure strategy is compatible with adjacent studies. The various components that make up Thanet's existing Green Infrastructure is shown on policies map.

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 by providing any of the following:

- Integration of Sustainable Drainage Systems (SuDs)
- Planting of hedgerows
- Provision of green roofs
- Creation of ponds
- Creation of urban green corridors
- Creation of roadside verges
- Tree planting
- Provision of off-site enhancements
- Provision of space for walking/informal recreation/dog walking in new developments
- Other suitable planting schemes to provide biodiversity opportunities

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.

Policy SP24 - Green Infrastructure

All development proposals should respect and where possible, enhance Thanet's Green Infrastructure network by integrating Green Infrastructure 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, should be included early in the design process for major developments.

Development should make a positive contribution to Thanet's Green Infrastructure network by:

- **Creating new wildlife and biodiversity habitats**
- **Providing and managing new accessible open space for informal recreation/walking and dog walking**
- **Mitigating against the loss of any 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**

Investment and developer contributions should be directed to improve and expand Green Infrastructure and provide connecting links where opportunities exist.

Biodiversity: International and European Sites

4.38 International and national legislation provide statutory protection for the most important nature conservation sites. These are Ramsar sites, Special Protection Areas (SPA) and Special Areas of Conservation (SAC) which form a network of Natura 2000 sites across Europe designated for their important habitat and/or birds. Most of the Thanet coastline is designated and is important for its intertidal chalk, caves, species (such as blue mussel beds and piddocks), dunes and mudflats, and certain migratory and breeding bird species.

4.39 Ramsar sites have been designated as wetlands of International Importance as a Waterfowl Habitat under the Ramsar Convention. This requires signatory governments to conserve wetlands and designated sites. Special Protection Areas are designated under Article 4 of the Birds Directive (Directive 2009/147/EC on the Conservation of Wild Birds), which requires member states to take "appropriate steps to avoid pollution or the deterioration of habitats or any disturbance affecting the birds". Special Areas of Conservation have also been designated under the EU Habitats Directive (Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora) to provide increased protection to a variety of species, plants and habitats of importance to biodiversity both on a national and international scale.

4.40 There are currently six internationally designated sites within or adjacent to the District:

- Thanet Coast and Sandwich Bay Special Protection Area (SPA)
- Thanet Coast and Sandwich Bay Ramsar site
- Thanet Coast Special Area of Conservation (SAC)
- Sandwich Bay Special Area of Conservation (SAC)
- Margate and Long Sands SAC
- Outer Thames Estuary marine SPA

4.41 Designations do not stop at the District boundary, nor do the nature conservation interest of the sites. For example the Thanet Coast and Sandwich Bay Special Protection Area and Ramsar extend into adjacent Districts. There are a number of other sites within or abutting East Kent which are located in neighbouring districts such as Stodmarsh (SAC, SPA, Ramsar) and the Blean Complex (SAC) and development proposals will need to consider their impact on these in line with Habitat Regulations. Thanet District Council and Canterbury City Council are working co-operatively to deliver a joint approach to mitigation.

Policy SP25 - Protection of the International and European Designated Sites

Sites of International Nature Conservation Importance will receive the highest level of protection.

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 2010 (as 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.

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.

Strategic Access Management and Monitoring Plan (SAMM) and the Thanet Coast Project

4.42 Recreational pressure at the European sites, particularly the SPA, has given cause for concern from Natural England and the Kent Wildlife Trust regarding the impact of disturbance to over-wintering birds. There is further concern regarding the impact of increased recreational pressure as a result of population increases.

4.43 Evidence suggests that any new housing development in Thanet has the potential to increase the recreational impacts on the SPA resulting from the increase in population. This may have an adverse impact on the species for which the SPA has been designated. The actual level of impact from individual developments may not be significant, however the in-combination effect of all housing developments proposed in the district cannot rule out a significant impact.

4.44 As a result of this impact the Council appointed specialist consultants to produce a Strategic Access Management and Monitoring Plan (SAMM) (2016) to address any potential impact. The Thanet Coast and Sandwich Bay SPA is used by a large number of migratory birds particularly over-wintering Turnstones and European Golden Plover. Much of the coast is accessible for walking and cycling and the large stretch of promenade along the coast bring the Turnstones very close to users and potential disturbance. Recent surveys have revealed a decline in their population eg a 50% drop in Turnstone numbers in 2013, subsequent years also show a decline in numbers. Evidence shows that recreational activity causes disturbance to birds, particularly dog walking. This type of recreational activity is most likely to increase with increased housing and it is this activity that the mitigation strategy seeks to address.

4.45 The zone of influence is the geographical area within which an impact on European sites interest can be identified and where potential impacts need to be avoided or mitigation provided. The whole of the District falls within a 6km radius of the SPA, 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.

4.46 The mitigation package will include measures such as a wardening service to provide on-site presence throughout the SPA for the peak over wintering period - October and April. A co-ordination role will be required to manage the wardening and co-ordinate activities throughout the year such as education and awareness activities such as signage and interpretation. Other measures could include limited access management. Regular monitoring of birds and visitors will also be required. This list is not exhaustive and other appropriate activities may be put in place. The SAMM will be reviewed no later than 10 years or sooner if monitoring and surveys reveal issues which are not being addressed by the mitigation package. The mitigation package will be delivered by the Thanet Coast Project.

4.47 The Thanet Coast Project was established in 2001 and is tasked with much of the delivery of the North East Kent Marine Protected Area (NEKMPA) Action Plan and therefore delivery of the

majority of the objectives of the Thanet Cliffs and Shore Biodiversity Opportunity Area (BOA) within Thanet. The main aims of the project are to:-

- Raise awareness of the important marine and bird life, and how to avoid damaging them.
- Work with local people to safeguard coastal wildlife and implement the Management Scheme Action Plan.
- Encourage and run wildlife related events and make links with wildlife, green tourism, coastscape and the arts.
- Be a focal point for enquiries and gathering information on coastal wildlife and environmental issues.
- Keep everyone informed with progress through various means, including newsletters, articles and stakeholder workshops.

4.48 The Thanet Project has been very successful with the following activities and projects set up to deliver these objectives:-

- 10 coastal codes of conduct formulated with stakeholders to alleviate the impacts of human activities on the European sites.
- One scientific research code formulated by The North East Kent Scientific Coastal Advisory Group.
- A twice yearly Thanet Coast newsletter.
- Educational activities and resources for all ages.
- Volunteering opportunities from volunteer wardens to participation in ecological research.

4.49 The SAMM has developed a tariff (revised 2017 in light of the new housing requirement of 17,140 units) that will apply to all new housing according to the number of dwellings built within the district. The tariff is inextricably linked to the housing requirement for the District for the plan period and will be reviewed if this requirement changes. The current tariff is set in table 8.

Table 8 - SAMM Tariff

Development type	Tariff per dwelling - including requirement for in-perpetuity funding
1 bedroom unit	£202
2 bedroom unit	£320
3 bedroom unit	£424
4+ bedroom unit	£530

Policy SP26 - Strategic Access Management and Monitoring Plan (SAMM)

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 access management scheme. This will be collected via a S106 payment.

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.

Protection, Conservation and Enhancements of Biodiversity Assets

4.50 Species protected under the Wildlife and Countryside Act, the Protection of Badgers Act, the Habitats Directive or listed in the Natural Environment and Rural Communities Act (Section 41) may be present on sites and would be a material consideration in the assessment of development proposals. Natural England have produced Standing Advice for protected sites and species in relation to planning applications which provide details of the potential existence of protected species, advice on whether survey reports are required, guidance on the survey requirements for protected species and advice on mitigation proposals. Developers should have regard to this advice as appropriate.

4.51 The open countryside within Thanet is known to support a number of important species as is recognised in the international and national designations. In addition, Thanet is also important for farmland birds due to its large areas of farmed countryside. Farmland birds have declined over the last few decades and so it is important to ensure that remaining populations are protected and allowed to increase. The Green Wedges which are a largely arable landscape, provide a dispersal route for migratory bird species which are present on the coast, especially during the winter season. Changing farming practices within the Green Wedges would help to increase populations of farmland and migratory birds by enabling more ecologically diverse habitat to be created.

4.52 The following policy seeks to protect, maintain and enhance biodiversity and wildlife, by recognising that important species should be protected and requires this to be considered in determining planning applications for development.

Policy SP27 - Biodiversity and Geodiversity Assets

Development proposals will, where possible, be required to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets through the following measures:

- 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.**

On sites where important biodiversity assets, including protected species and habitats including SPA functional land, or other notable species, may be present, 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.

4.53 The Natural Environment and Rural Communities Act 2006 places a duty on public authorities to conserve biodiversity. The Council has been working with the Kent Nature Partnership to identify Biodiversity Opportunity Areas (BOAs) within the district in response to those priority habitats and species identified through the Kent Biodiversity Action Plan.

4.54 The Biodiversity Opportunity Areas identify where the maximum biodiversity benefits can be achieved and the greatest gains can be made from habitat enhancement, restoration and

recreation. These areas offer the best opportunities for establishing large habitat areas and/or networks or wildlife habitats. Thanet has two BOAs:

- Thanet Cliffs and Shore - covers the majority of the internationally and nationally designated coastal habitats, extending through Thanet as far as Whitstable.
- Lower Stour Wetlands - The Lower Stour wetlands extend from the mouth of the old Wantsum channel across reclaimed marshland to the former mouth of the river Stour, and then continue around the coast to the Sandwich mudflats and sand dunes and the Lydden Valley.

4.55 As well as these identified sites, there is potential for habitat creation and enhancement in the Green Wedges, and sites designated for nature conservation. The Council will work with landowners, developers and other appropriate organisations to improve the opportunity for biodiversity. Developments should take into account their contribution to wildlife and seek to improve habitat connectivity in the wider area where appropriate through suitable landscaping schemes and new provision which can help to address the issues associated with the impact of climate change.

4.56 The following policy aims to meet the strategic objective of protecting, maintaining and enhancing biodiversity.

Policy SP28 - Biodiversity Opportunity Areas

The Council will support proposals that enhance, maintain and protect the identified Biodiversity Opportunities Areas, particularly where proposals increase the biodiversity value of the site.

Protection of Open Space

4.57 Thanet's urban areas are interspersed with a variety of areas of open space. These include parks, informal recreation green space, natural and semi-natural green space, amenity green space, outdoor sports facilities, play areas, cemeteries and allotments. These form part of Thanet's Green Infrastructure network and are shown on the Policies Map.

4.58 The National Planning Policy Framework (NPPF) states that existing open space, sports and recreational buildings and land (including playing fields) should not be built on unless it can be demonstrated that they are surplus to requirements, the loss would be replaced by equivalent or better provision or the development is for alternative sports and recreation provision. The NPPF also states that planning policies should protect and enhance public rights of way (PROW) and access. Kent County Council's Countryside and Coastal Access Improvement Plan identifies the need for planning policies to protect or enhance PROW.

4.59 Open space is a scarce commodity within Thanet's urban areas. Once such areas are lost to development, it is very difficult to provide satisfactory replacements within the immediate vicinity. Open spaces can provide for a wide variety of activities from organised sport to simple relaxation and opportunities for walking. Open space and amenity areas are vital for people's health and quality of life and their visual importance can often contribute to the quality of the local environment. Smaller areas of informal open space on residential estates can provide important local resource, particularly in the more built up areas where there is less opportunity for larger open spaces. Sometimes these areas are too small to be identified on the policies map for protection, therefore any proposed development on open space areas of this nature will need to be justified.

4.60 The Open Space, Indoor and Outdoor Sports Facilities Strategy 2018 (Open Space Strategy) has been carried out and includes recommendations and action plans to be implemented corporately. The draft strategy identifies an under provision in the 5 typologies of open space -

amenity greenspace, provision for children and young people, allotments, natural and semi-natural greenspace and public parks and gardens - at 2016 and also by 2031. The figures are set out in table 12 and are based on population figures of 141,00 at 2016 and 161,500 by 2031.

4.61 In line with the draft recommendations, the Council will expect all new developments to make provision for new open space in line with the Fields in Trust Guidelines for provision, accessibility and equipped play space. Table 12 sets out the provision guidelines, table 10 sets out the accessibility criteria and table 11 sets out the Quantity Benchmark Guidelines for equipped/designated play space. This is set out in Chapter 12.

4.62 For the strategic sites the relevant policies set out the general open space requirements, for the specific typologies of open space the Council will expect developers to apply the Fields in Trust guidelines to determine the precise requirements.

4.63 For other developments, where provision cannot be made on site, or where an existing play space lies within the walking distance guideline of a proposed development the Council will seek a financial contribution either towards new provision or improvement of an existing facility. Applicable schemes may include the improvement of facilities at Hartsdown and improved provision at Jackey Baker's sports ground and proposed expansion.

4.64 The following policies meet the objectives of promoting physical and mental well-being, safeguarding and enhancing the geological and scenic value of the coast and countryside, retaining the separation between Thanet's towns and villages and enhancing biodiversity and the natural environment.

Policy SP29 - Protection of Open Space

Proposals which would result in the loss of protected open space as shown on the policies map either through built development or a change of use will only be permitted if:

- 1) 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.**
- 2) There is an overriding need for development that outweighs the need to protect open space which cannot be located elsewhere. In this case provision of alternative open space of at least an equivalent size and quality must be provided in a suitable nearby location.**
- 3) There would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area.**

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.

Local Green Space

4.65 Local Green Spaces can be designated by communities through the local or neighbourhood planning processes. As set out in the NPPF, once designated, a Local Green Space will be afforded the same protection as Green Belts and new development will not be permitted other than in very special circumstances. The NPPF sets out the circumstances under which Local Green Spaces can only be designated:

- The green space is in reasonably close proximity to the community it serves.
- The green area is demonstrably special to a local community and holds a particular local significance.
- The green area concerned is local in character and is not an extensive tract of land.

4.66 The Local Plan designates 19 Local Green Spaces which are protected under policy SP30. This follows an assessment of 49 proposals submitted by local groups, individuals, town and parish councils during the Revisions to Preferred Option consultation in 2017, and only those listed below were found to satisfy the criteria. Details of the assessment can be found in the report on Local Green Space. The Local Green Spaces designated in the Local Plan are:

- Kitty's Green, Broadstairs
- Culmer's Amenity Land Broadstairs
- Holmes Park, Broadstairs
- Pierremont Park, Broadstairs
- Memorial Recreation Ground, Lawn Road Broadstairs
- St Peter's Recreation Ground, Broadstairs
- Mocketts Wood, Broadstairs
- Westover Gardens, Broadstairs
- Village Green, Foads Lane, Cliffsend
- Meadow, Cliffs End Road Cliffsend
- Playground Foads Lane, Cliffsend
- Earlsmead Crescent, Cliffsend
- Dane Valley Woods, Margate
- Windermere Avenue, Ramsgate
- Adrian Square, Westgate
- Ethelbert Square, Westgate
- Playing Field, Minster Road, Westgate
- Recreation Ground, Lymington Road, Westgate
- Local Park, Victoria Avenue/Quex Road, Westgate

Policy SP30 - Local Green Space

The sites identified on the Policies Map will be protected as Local Green Space. 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:-

- 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.**

Provision of accessible natural and semi-natural green space

4.67 The provision of larger areas of open space will be delivered most appropriately through strategic allocations and should be considered integral to the masterplanning of development proposals.

4.68 The Open Space Strategy (2018) identifies an under provision of natural and semi-natural green space based on the fields in trust guidelines of 1.8ha per 1,000 population, of 190.19ha by 2031. New developments will be required to make provision in line with the Fields in Trust guidelines.

4.69 Alternative natural and semi-natural open space on new developments can also help to relieve some of the recreational pressure on the coast particularly that associated with the impact on protected species as highlighted in the Strategic Access Management and Monitoring Plan (SAMM).

4.70 The following policy seeks to ensure the recommended provision of natural and semi natural green space, parks, gardens and recreation grounds is provided for and will contribute to Thanet's Green Infrastructure network.

Policy SP31 - Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds

The Council will require suitably and conveniently located areas of usable amenity space, adequate to accommodate the demands for passive recreation generated by residential development. 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 should seek to enhance the opportunities for biodiversity.

Sites of 50 dwellings or more will be required to provide natural and semi natural green space and local parks, formal gardens, allotments and recreation grounds to meet the standards set out in Table 7. Natural and Semi-natural green space will be expected to improve the biodiversity potential of the area

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.

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.

Allotments

4.71 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:

- Providing a sustainable food supply
- A healthy activity for people of all ages
- Fostering community development and cohesiveness
- Acting as an educational resource
- Providing access to nature and wildlife and acting as a resource for biodiversity
- Providing open spaces for local communities
- Reducing carbon emissions through avoiding the long distance transport of food

Policy SP32 - Allotments

Allotments will be protected from development and their development will only be permitted if:

- 1) **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.**

- 2) **There is no longer a demand for the allotments and they do not make a contribution to the visual amenity of the area.**

Quality Development

4.72 The National Planning Policy Framework (NPPF) places high importance on good design, stating that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. Planning should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Permission should be refused for development of poor design that fails to take the opportunity to improve the character and quality of an area.

4.73 Thanet's towns, villages, coast and countryside enjoy a diverse and rich built heritage which contributes significantly to Thanet's unique sense of place and identity. There are 21 conservation areas and around 2,000 listed buildings (a large proportion of which are in the historic town centres) - the highest concentration of listed buildings for a local authority in the South East. However there are some areas in the district where the townscape quality needs improvement and the Council is seeking developments of a higher quality. The urban areas have been developed to a high density, with high numbers of flats - largely due to the availability of large properties formerly used as hotels which lend themselves to conversion to flats, and the subdivision of larger family homes. Some of the urban areas boast a rich architectural heritage including attractive Victorian terraces and Regency squares and large and attractive art deco properties along the coasts. Some suburbs and the rural villages are characterised by lower density development, with large, well-spaced properties and a number of tree lined streets.

4.74 Good design can help improve and enhance areas by ensuring high quality developments, encourage regeneration and can help reduce the opportunities for and the fear of crime. The NPPF re-iterates and reinforces the role of Design Review in ensuring high standards of design. Design Review is an independent and impartial evaluation process in which a panel of experts on the built environment assesses the design of a proposal. The projects that Design Review deals with are usually of public significance, and the process is designed to improve the quality of buildings and places for the benefit of the public.

4.75 Developers proposing projects of public significance (such as urban extensions or town centre mixed use developments) will be required to seek a Design Review by an independent design panel. This should be carried out at an early stage in the process. The South East Regional Design Panel, (Design South East) can be contacted at Kent Architecture Centre www.architecturecentre.org.

4.76 Developers proposing projects that are of national significance or that will have a profound impact on the regional and local environment will be required to seek a National Design Review with the CABE team at the Design Council, www.designcouncil.org.uk. A design review may be required for developments in significant locations such as prominent seafront locations or as part of large strategic allocations.

4.77 This objective of this policy is to ensure that new development is built to the highest attainable quality thereby improving the quality of life for residents and aiding investment and regeneration. More detail on the design considerations for good quality development is set out in policy QD01.

Policy SP33 - Quality Development

New development will be required to be of a high quality and inclusive design as set out in policy QD01. Developers may be required to seek an independent Design Review for development proposals on sites with a prominent visual impact, or in significant locations, or as part of strategic allocations or which are of national significance.

Heritage

4.78 The National Planning Policy Statement (NPPF) states that local plans should set out 'a positive strategy for the conservation and enjoyment of the historic environment'. It places emphasis on putting heritage assets to viable uses, the wider benefits that can be achieved by the conservation of the historic environment and the desirability of new development in making a positive contribution to local character and distinctiveness. It also includes criteria which would need to be fulfilled for a proposed development which would lead to substantial harm or loss of a heritage asset.

4.79 Thanet's historic and natural environment defines the character and setting of the district, and contributes significantly to residents' quality of life. It is important to maintain and enhance the historic and natural environment against the background of a successful, growing district encouraging investment and regeneration.

4.80 The district's rich historic environment can trace its origins to pre-historic activity with the remains of all periods from the Palaeolithic to Modern recorded within the area, consisting of both burial and settlement archaeology. Within the area there are about 2000 listed buildings, 27 conservation areas, 13 scheduled monuments, 1 national registered park and garden of special historic interest, and a wealth of nationally and locally significant archaeological remains. In addition, there are numerous other heritage assets that, whilst not designated, are considered to be nationally, regionally or locally significant.

4.81 It is this rich heritage and the close proximity to the sea that gives the district its special character and distinctiveness; this is emphasised by the large number of highly graded designated heritage assets, often connected to the strong relationship with the sea either in the form of commerce, health or leisure. For example the Winter Gardens, Margate built in 1911 is the only known example of a winter Gardens constructed with a chalk cliff and is Grade II listed. In addition the Lido complex Cliftonville has various elements which are Grade II listed, including the Clifton baths which are one of the earliest surviving seawater bathing establishments in the Country being constructed between 1824-8 and is the only known example of one being dug out of the cliffs. The Lido complex has been vacant for a number of years and its restoration provides an important investment opportunity for this part of Cliftonville, see policy SP08.

4.82 Dreamland has seen significant renovation of and investment in its listed structures - cinema Grade II*, Scenic Railway Grade II - and is an important cultural and historic asset to the Margate seafront. The recent renovation of the Grade II menagerie enclosures and cages that once housed lions, is an important asset to the park. These early animal cage structures are listed for their rarity and exceptionality.

4.83 Ramsgate Royal Harbour, designated in 1821, has a number of Grade II and Grade II* listed buildings and structures ranging from the Customs House and Clock tower, harbour inner basin walls and Jacob's Ladder to rare seaside structures such as the East Cliff lift.

4.84 Thanet can be described as a district with a diverse and vibrant character. The character of the coastal areas owes much to the juxtaposition of grand seafront developments and the smaller scale domestic 'vernacular' buildings associated with working harbours and holiday resorts.

4.85 The character of the rural areas owes much to the strong links with early Christianity with the landing of St Augustine in 597 at Ebbsfleet, and the ensuing development of medieval parishes centred around the church.

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

- The richness of 18th, 19th and 20th century development linked to the sea, including grand residential terraces, harbours, leisure and health facilities as well as defence.
- The strong associations with internationally recognised people and their significant legacies within the built environment. These include the renowned architect AW Pugin, the Victorian financier and philanthropist, Sir Moses Montefiore and the Victorian showman George Sanger, Bleak House Broadstairs Grade II listed and its associations with Charles Dickens
- The presence of significant historic technical innovation, including the Scenic Railway Grade II *, Clifton baths Grade II, Albion Place Gardens Grade II and the Waterloo Tower at Quex.
- The wealth of public and private historic open spaces including many planned squares, parks, cemeteries, chines, cliff top promenades, coastal topography and significant views
- The Victorian/Edwardian suburbs and post-war housing developments (including Westgate on Sea)
- Locally distinctive materials, flint, clinker brick, Kentish red bricks and Kent pegs
- 27 conservation areas which vary considerably in age, size, character and style.
- Around 2,000 statutory listed buildings in Thanet - the highest concentration in the South East.
- A number of highly significant Grade I or II* listed buildings, including St Augustine's and Sir Moses Montefiore Synagogue, Ramsgate; Scenic Railway, Margate.
- 13 Scheduled Ancient Monuments ranging from Anglo-Saxon cemeteries to Minster Abbey.
- A designated Registered Park and Garden; Albion Place Gardens in Ramsgate.
- A richness in archaeological remains. The remains of all periods from Paleolithic to Modern are recorded within the area and consist of both burial and settlement archaeology.

4.87 Thanet's heritage assets including the significant historic building stock and archaeological resource, are irreplaceable and require careful management as the area evolves and undergoes significant growth and regeneration.

4.88 The opportunities to retain, enhance and improve Thanet's historic environment include:

- Using the income generated from the growing local tourism economy to invest in the maintenance and upkeep of historic assets;
- Ensuring development schemes enhance the setting of heritage assets and do not detract from their character and the appearance of the area;
- Supporting proposals for heritage led regeneration, ensuring that heritage assets are conserved, enhanced and their future secured.

4.89 Where development is proposed that may affect a heritage asset (designated or non-designated) or its setting, the Council will require the provision of the following information, proportionate to the asset's significance, in line with policy SP34 (3):

- describe and assess the significance of the asset, including its setting, to determine its architectural, historical or archaeological interest; and
- identify the impact of the proposed works on the significance and special character of the asset; and
- provide clear justification for the works, especially if these would harm the significance of the asset or its setting, so that the harm can be weighed against public benefits.

A change of use of the heritage asset, is likely to be supported provided:

- the proposed use is considered to be the optimum viable use, and is compatible with the fabric, interior, character, appearance and setting of the heritage asset;
- such a change of use will demonstrably assist in the maintenance or enhancement of the heritage asset; and
- features essential to the special interest of the individual heritage asset are not lost or altered to facilitate the change of use.

4.90 A Heritage Strategy is being prepared for Thanet. It is proposed that the strategy will be developed alongside the Local Plan and we have started to develop an evidence base to support this strategy and the Local Plan. The evidence includes assessing the significance of heritage assets in the area, including their settings, and the contribution they make to their environment. It also involves assessing the potential of finding new sites of archaeological or historic interest.

4.91 The preservation of Thanet's heritage is considered to be an economic asset, and its maintenance and protection plays an important role in the district's economy and aids in regeneration and investment. In recognition of the array of historic assets, Ramsgate has been named as Heritage Action Zone in 2016 by Historic England. This will provide necessary funding and investment to restore a number of heritage assets and regeneration of the area.

4.92 The Council aims to work with property owners and other stakeholders in the historic environment to both protect and enhance the historic environment and ensure its economic viability for future generations. One such scheme is the Townscape Heritage Initiative at Dalby Square, Cliftonville funded by the Heritage Lottery Fund and the Council. This aims to restore the built environment to its former grandeur which would then be seen as an asset and encourage further investment in this area. The following policy sets out how it intends to achieve this.

Policy SP34 - Conservation and Enhancement of Thanet's Historic Environment

The Council will support, value and have regard to the historic or archaeological significance of Heritage Assets by:

- 1) protecting the historic environment from inappropriate development,**
- 2) encouraging new uses where they bring listed buildings back into use, encouraging their survival and maintenance without compromising the conservation of the building or its historical or archaeological significance,**
- 3) requiring the provision of information describing the significance of any heritage asset affected and the impact of the proposed development on this significance,**
- 4) facilitating the review of Conservation Areas and the opportunities for new designations,**
- 5) recognising other local assets through Local Lists,**
- 6) offering help, advice and information about the historic environment by providing guidance to stakeholders, producing new guidance leaflets, reviewing existing guidance leaflets and promoting events which make the historic environment accessible to all,**
- 7) issuing Article 4 Directions which will be introduced and reviewed as appropriate,**
- 8) supporting development that is of high quality design and supports sustainable development.**

All reviews and designations will be carried out in consultation with the public in order to bring a shared understanding of the reasons for the designation and the importance of the heritage asset.

Climate Change

4.93 The National Planning Policy Framework (NPPF) expects a pro-active approach against climate change and states that adapting to, and mitigating against, the effects of climate change are core planning principles. This can be achieved by planning for new development in locations and in ways which reduce greenhouse gas emissions, actively support energy efficiency improvements to existing buildings, and where appropriate, support standards for sustainable construction. The NPPF lists expectations to improve energy efficiency in new development in terms of decentralised energy and sustainable design, and ways of increasing the use and supply

of renewable and low carbon energy. It stresses the importance of addressing longer term factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape.

4.94 Climate change is a change in weather patterns caused by the increased levels of carbon dioxide in the atmosphere produced by the use of fossil fuels. Planning can help increase resilience to climate change impact through the location, mix and design of development.

4.95 The effects of climate change are already being seen in Kent, and include:

- more erratic weather conditions including an increase in the number of 'hot weather' events, storms and also freezing temperature events;
- increase in sea levels and wave crest;
- increase in coastal water temperature;
- length of growing season has extended by one month since 1990; and
- increases in flooding and droughts.

4.96 The Climate Change Act 2008 sets a target to reduce the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels. There are many opportunities to integrate climate change mitigation and adaptation. Planning can mitigate climate change through reducing emissions by reducing the need to travel and providing sustainable modes of transport; providing opportunities for renewable and low carbon energy technologies; providing opportunities for decentralised energy and heating and promoting low carbon design approaches to reduce energy consumption in buildings such as passive solar design.

4.97 The Council has adopted the Climate Local Kent commitment for Thanet. Climate Local is a Local Government Association initiative to drive, inspire and support council action on a changing climate. The initiative supports councils' efforts both to reduce carbon emissions and also to improve their resilience to the effects of our changing climate and extreme weather. The Climate Local Kent Commitment sets aims which include:

- 34% reduction in emissions by 2020 (2.6% reduction per year).
- Retrofitting to existing homes.
- Reduce water consumption from 160 to 140 litres per person per day by 2016.
- Increase renewable energy deployment in Kent by 10% by 2020.

4.98 The following policy aims to ensure new development minimises the impacts of climate change through mitigation and adaptation measures, and reduce Thanet's carbon footprint.

Policy SP35 - Climate Change

New development must take account of:

- 1) Adapting to climate change by minimising vulnerability, providing resilience to the impacts of climate change**
- 2) Mitigating against climate change by reducing emissions and energy demands**
- 3) Improving building resilience to climate change through the use of best available technology**
- 4) Opportunities to reduce the impact of climate change on biodiversity.**

5 - Community Strategy

Healthy and Inclusive Communities

5.1 The National Planning Policy Framework (NPPF) acknowledges the link between planning and healthy communities and states that the planning system should support strategies to improve health and cultural well-being, promote healthy communities and identify policies that will deliver the provision of health facilities. It encourages policies that will facilitate social interaction and healthy inclusive communities.

5.2 Greener neighbourhoods and improved access to nature will improve public health and quality of life and reduce environmental inequalities. Urban green spaces will provide varied ecosystems and will contribute to coherent and resilient ecological networks.

5.3 The NEA & Marmot Review (2010) demonstrate the positive impact that nature has on mental and physical health. High quality natural environments foster healthy neighbourhoods; green spaces encourage social activity and reduce crime. The natural environment can help children's learning. Health issues are addressed in this plan in the following policy areas:

- Housing quality and design
- Transport
- Economic development, employment skills and training
- Access to and provision of local services
- Community safety and crime
- Access to fresh food
- Access to the natural environment

5.4 The following policy sets out how the Plan will contribute towards a healthier community.

Policy SP36 - Healthy and Inclusive Communities

The Council will work with relevant organisations, communities and developers to promote, protect and improve the health of Thanet's residents, and reduce health inequalities. Proposals will be supported that:

- 1) **Bring forward accessible community services and facilities, including new health facilities,**
- 2) **Safeguard existing community services and facilities,**
- 3) **Safeguard or provide open space, sport and recreation**
- 4) **Promote healthier options for transport including cycling and walking,**
- 5) **Improve or increase access to a healthy food supply such as allotments, farmers' markets and farm shops,**
- 6) **Create social interaction and safe environments through mixed uses and the design and layout of development,**
- 7) **Create greener neighbourhoods and improve biodiversity and access to nature.**

QEQM Hospital Margate

5.5 Land is identified on the policies map for the future expansion of the hospital to meet future needs to the south-east of the existing hospital. Part of this land was previously designated as Green Wedge land, but has been released exceptionally to meet the health and social needs of local people. However, in order to safeguard the Green Wedge in the longer term, new development at the hospital should involve the minimum fresh land-take necessary. Accordingly

the Council will expect all elements of detailed expansion proposals to make the most efficient use of the existing and allocated site. This should include appropriate use of multi-storey development as far as is compatible with the effective working of the site and the creation of a pleasant environment for both patients and staff, and limiting visual impact on the Green Wedge.

5.6 To minimise the visual impact of new development on the Green Wedge, it would be desirable for open uses, such as car parking, to be located on this site rather than amongst the high-density development within the existing hospital. Existing tree screens along Ramsgate Road and along the footpath should be retained wherever possible. In the interests of sustainable pedestrian and cycle movement it is desirable that a route as direct as possible is retained for the existing footpath connecting Ramsgate Road with St Peter's Road.

5.7 The hospital has frontages to Ramsgate Road and St Peter's Road, both of which are Primary Distributors in the local road hierarchy and where it is important to maintain free flow of cross-town and longer distance traffic. In supporting improvement and expansion of the hospital it is essential that the opportunity be taken to rationalise and improve current access arrangements. Specific proposals will be required to reflect a traffic impact assessment of such proposals and to incorporate suitable access improvements to accommodate any resultant increases in traffic and appropriate access for 'Blue Light' vehicles.

5.8 The hospital is already a major generator of traffic in the area, and the Council will wish to see the implementation of a Green Transport Strategy for the hospital, which can be implemented in parallel with development permitted by this Policy. An essential element of this Strategy should be to encourage the greater use of public transport by staff and visitors. The creation of new staff accommodation on site should help to work towards this objective.

Policy SP37 - QEQM Hospital, Margate

Land to the south-east of the existing QEQM Hospital, Margate, is identified for release for expansion of the hospital. No other development will be permitted on this site. Development for hospital purposes should meet the following criteria:

- 1) Proposals should be designed to involve the minimum take of fresh land, consistent with the need to provide a pleasant environment for patients and staff;**
- 2) Development proposals should demonstrate how more effective use can be made of the hospital site as a whole;**
- 3) Proposals should incorporate the retention of the existing footpath and provision of a substantial landscaping screen;**
- 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 compatible with a green transport strategy for the hospital;**
- 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**
- 7) New parking areas should, as far as possible, be located on the newly allocated site.**

5.9 In addition to the hospital allocation the Thanet Clinical Commissioning Group (CCG) has identified a need for a new medical centre at Westwood. There are a number of strategic allocations in the Westwood area and a new medical centre is required to meet the needs of the new community arising out of these developments.

Policy SP38 - New Medical Centre at Westwood

A new medical centre 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.

Community and Utility Infrastructure

5.10 The National Planning Policy Framework requires local plans to make provision for infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change. It also requires the provision of health, community and cultural infrastructure, together with utility infrastructure such as gas, electricity, emergency services and fibre-optic cables.

5.11 It is important that there is sufficient community infrastructure to support new development. This includes provision of adult social services, education, health facilities, libraries, childcare and youth services. This is dealt with more fully in policy CM01 and supporting text.

5.12 Advanced high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

5.13 The Council is working with Kent County Council and other services providers to ensure sufficient infrastructure is provided for. An Infrastructure Delivery Plan has been prepared alongside the Local Plan to identify infrastructure requirements. Further guidance is set out in the implementation policy SP01.

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

Policy SP39 - Community Infrastructure

Development will only be permitted when provision is made to ensure delivery of relevant and sufficient community and utility infrastructure. Where appropriate, development will be expected to contribute to the provision of new, improved, upgraded or replacement infrastructure and facilities.

Provision of Schools

New and Expanded School provision

5.15 Kent County Council, as education authority, has identified from the population and growth forecasts set out in this plan that Thanet's primary and secondary schools will need to expand through both onsite expansion and new provision. The Council will work with KCC and developers to identify and safeguard land to accommodate any required expansions. There is a requirement for a new secondary school at Westwood to meet the needs of the strategic allocations. The Council will work with KCC and developers on the identification of a suitable site.

Policy SP40 - Expansion of Primary and Secondary Schools

The Council will support the expansion of existing and development of new primary and secondary schools in Thanet to meet identified needs and will work with Kent County Council in identifying, allocating and safeguarding land as appropriate.

To meet the requirement for a secondary school at Westwood, the Council will work with Kent County Council and developers to identify a suitable site.

6 - Transport Strategy

Safe and Sustainable Travel

6.1 The National Planning Policy Framework (NPPF) states that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. Key messages include that the transport system needs to be balanced in favour of sustainable transport modes, giving people real choice about how they travel. Local Plan policies are expected to aim for a balance of land uses to encourage people to minimise journey length for employment, shopping, leisure, education and other activities.

6.2 Transport is a critical factor to Thanet's aspirations for sustainable economic regeneration. Thanet's residents need to go to work, school, shops and to access other services as part of their daily lives. Goods need to be moved to support employment and economic growth. Thanet does not at present suffer significant levels of congestion, traffic noise, pollution and delays such as experienced in urban centres elsewhere in Kent. A high proportion of Thanet's population has no access to a car. However this has potential to change and some traffic congestion already occurs at certain junctions at peak times. Thanet has an attractive environment and is a pleasant place to live and work. Its environment is also a potential asset in attracting investment. The intention is to maintain that situation while attracting and accommodating appropriate development in support of regeneration. Accordingly, key actions will be to manage mobility by putting in place an efficient and effective, sustainable transport system.

6.3 With Port Ramsgate, Thanet has a potentially significant international Gateway function important for economic development across the region. The introduction of high speed trains connecting Thanet with the High Speed 1 (HS1) service has reduced journey times from Ramsgate to London by over 30 minutes. Manston Business Park is a location of strategic importance. A travel plan will be required alongside planned growth to promote sustainable travel, particularly by the workforce.

6.4 Kent County Council's Local Transport Plan (Delivering Growth without Gridlock, 2016-2031) identifies strategic transport projects to support Kent's sustainable economic growth. One of the identified strategic priorities is journey time improvements and Thanet Parkway Railway Station. It also identifies a number of local priorities for Thanet:

- Inner circuit of new and improved highway routes, including improved links to Westwood Cross
- Bus priority measures
- Improve sustainable transport options in Westwood
- Westwood Relief Strategy - Westwood Road to Margate Road Link
- Margate junction improvements
- Ramsgate Port investment
- Public realm improvements in the coastal towns

6.5 The Council is also working with Kent County Council to prepare a Transport Strategy for the district which supports the development proposed through the draft Local Plan.

6.6 The draft Transport Strategy is informed by transport modelling of the draft Plan proposals, and seeks to address key transport issues, including those related to the development identified in this Plan. It includes proposals for cars, public transport, walking and cycling. The key new road infrastructure is set out under Policy SP46.

6.7 Thanet's services and most employment sites are clustered in and around the coastal centres and Westwood. These are close to Thanet's existing communities, including the deprived neighbourhoods, and highly accessible by public transport including the frequent "Loop" bus.

6.8 An efficient and convenient public transport system and direct walking and cycling routes need to be at the heart of the transport network to reduce the risk that growth may cause traffic congestion, noise and air pollution, or isolate disadvantaged communities.

6.9 Within the context of an established development pattern, the most significant change likely to generate demand for travel will result from new housing development. It is necessary, therefore, to consider the location of development in areas accessible to a range of services on foot and by public transport, preventing urban sprawl and improving local high streets and town centres. Methods such as providing showers and changing facilities in employment related development and locating cycle parking close to town centres/entrances will also help reduce the need to travel by car.

6.10 Thanet and Kent County Council are jointly preparing a Thanet Transport Strategy to help increase the efficiency and effectiveness of the transport system, achieve a shift to more sustainable travel patterns and modes and to identify the transport infrastructure and improvements required to support implementation of the Local Plan. The following sections address challenges identified in the draft Strategy.

Policy SP41 - Safe and Sustainable Travel

The Council will work with developers, transport service providers, and the local community to manage travel demand, by promoting and facilitating walking, cycling and use of public transport as safe and convenient means of transport. Development applications will be expected to take account of the need to promote safe and sustainable travel. New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.

Accessible Locations

6.11 Guiding the location, scale and density of new development is an important way of reducing the need to travel, reducing travel distances, and making it safer for people to use alternatives to the car. Consistent policies directing location of travel generating uses will also guide infrastructure investment further supporting integration of transport and land use.

Policy SP42 - Accessible locations

Development generating a significant number of trips will be expected to be located where a range of services are or will be conveniently accessible on foot, by cycle or public transport. The Council will seek to approve proposals to cluster or co-locate services at centres accessible to local communities by public transport and on foot.

Transport Infrastructure

6.12 The draft Transport Strategy aims to promote walking, cycling and use of public transport as well as improvements to the road network to facilitate sustainable choice and safe and convenient travel. Where the need for improvements arises wholly or largely from proposed development the developer will be expected to contribute towards required improvements as set out in the draft Transport Strategy and the draft Infrastructure Delivery Plan (IDP).

6.13 While this Plan seeks to increase use of sustainable modes of transport, people will continue to make use of private cars and planned growth will increase travel demand. There are a number of locations where traffic flow issues need to be addressed. These are "Victoria" traffic lights Margate, Coffin House Corner Margate, Marine Terrace Margate, Dane Court Roundabout Broadstairs and the "Spitfire" junction. Any new transport links also need to serve new development and relieve the pressure on the urban route network.

6.14 The Council, together with Kent County Council, is proposing a new Inner Circuit, which is set out under the Strategic Routes Policy SP47.

Policy SP43 - Transport Infrastructure

Development proposals will be assessed in terms of the type and level of travel demand likely to be generated. Development will be permitted only at such time as proper provision is made to ensure delivery of relevant transport infrastructure. Where appropriate, development will be expected to contribute to the provision, extension or improvement, of walking and cycling routes and facilities and to highway improvements.

Subject to individual assessments, schemes may be required to provide or contribute to:

- 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.**

Connectivity

6.15 Thanet's location in the south east corner of England has previously been seen as a disincentive to investors, but now the transport infrastructure in place offers attractive business opportunities with an integrated transport hub, maximising on the potential of HS1 from Ramsgate and the port. Recent years have seen the completion of the A299 Thanet Way and its new connection to the now completed A299/A256 improvements. This road infrastructure gives direct connectivity between the ports of Dover and Ramsgate, and the rest of Britain's strategic road network.

6.16 Prospective investments in line speeds along the domestic link to HS1 will result in further significant reduction in journey times between Thanet and London.

Policy SP44 - Connectivity

The Council will continue to lobby for investments to secure further improvements to rail journey times for CTRL including domestic services between Ashford and Ramsgate.

New Railway Station

6.17 The introduction of faster trains on the Ramsgate to St Pancras route, utilising the High Speed rail link (HS1) means that Ramsgate is only 76 minutes from London for much of the day. As a result, Thanet has the potential to become a more attractive location for people employed in London seeking to live in a more pleasant environment.

6.18 Kent County Council, through its Local Transport Plan 'Growth without Gridlock', and the South East Local Enterprise Partnership, through its Strategic Economic Plan support the provision of a new Parkway railway station to the west of Ramsgate close to Cliffsend village. In promoting delivery of the project, Kent County Council has identified a preferred location west of Cliffsend.

6.19 Thanet District Council supports the principle of a new railway station at a suitable location along the rail-side area west of Ramsgate. The following policy safeguards land at the preferred location west of Cliffsend for the Parkway project including an area for car parking and a road access to the A299/A256 roads. In addition the Council will continue to investigate and press for improvements to the running times of trains between Thanet and Ashford with a view to reducing the journey time from the Parkway to less than 60 minutes to London.

6.20 In supporting the principle of a new railway station, emphasis will be placed on its accessibility by public transport and road (including sufficient car parking) for established and planned residential areas. New housing development is proposed on the edge of Ramsgate and at the village of Cliffsend in close proximity to the new railway station.

Policy SP45 - New Railway Station

Planning permission will be granted for a new railway station at a suitable location on land west of Ramsgate alongside the existing railway line. Land west of Cliffsend is safeguarded for this purpose. Proposals will be required to specifically demonstrate all of the following:

- 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**

Strategic Road Network

6.21 The Council, with KCC, has carried out a high-level assessment of the potential of the Local Plan proposals on the strategic road network, to a methodology agreed with Highways England, notably in relation to the Brenley Corner junction with the M2, and the junctions of the A256 with the A2 near Dover.

6.22 This work has concluded that the potential impact is very limited, and not significant in the context of wider traffic patterns at these junctions.

6.23 Kent County Council and Thanet District Council are preparing a new Transport Strategy for the District, which includes proposals for new and improved roads and junctions; enhancements to bus and train services and an expansion of the cycling/walking network.

Policy SP46 - Strategic Road Network

In conjunction with neighbouring districts, the Council will prepare a joint assessment of planned development and the expected volume and direction of road traffic movement it would generate, to understand its potential impact on these junctions and how this may, if appropriate, be mitigated.

Strategic Routes

6.24 The key element of the emerging Strategy is the development of a proposed "Inner Circuit" to serve new development and reduce pressure on the existing network. This incorporates a new bypass for Birchington; a relief road for Westgate; connections to Westwood from the north-west and south; and improved connections to Manston Business Park, and should bring benefits to the wider road network. It is intended that the Inner Circuit schemes will incorporate provision for buses and cycling.

6.25 These road proposals are required to support proposed new development in the area, and the routes are safeguarded in this draft Local Plan to ensure that they can be completed in due course alongside the development set out in the draft Local Plan. As set out in the working draft of the Infrastructure Delivery Plan, this infrastructure is regarded as critical to support the development proposed in the draft Local Plan, and it is expected that all new development will contribute to the provision of all key infrastructure in a proportionate and appropriate way. The Council, with its partners, will also seek other forms of funding, to support infrastructure provision.

Policy SP47 - Strategic Routes

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:

- 1) **Birchington strategic housing site**
- 2) **B2050 Manston Road, Birchington**
- 3) **Shottendane Road (from Birchington to Margate)**
- 4) **Shottendane Road-Manston Road 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)**
- 11) **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**

The Council expects all new development to make a proportionate and appropriate contribution to the provision of this key infrastructure.

7 - Economy

Retention of existing employment sites

7.1 The Council considers that it is essential to retain employment premises in order to conserve stock for future use. Sites have been assessed for their compatibility with the plan's employment land strategy. The sites listed below contribute positively and are retained and protected for employment purposes accordingly.

7.2 Some sites have been identified as suitable for flexible uses. Flexible uses will be restricted to these areas. It is important that traditional employment uses on retained sites are not compromised by incompatible flexible uses that lead to conflicts such as statutory noise and nuisance complaints and highway safety issues.

Policy E01 - Retention of existing employment sites

The following sites will be retained for employment uses falling within Use Classes B1 and B8 in locations close to residential areas, with additional B2 in appropriate locations away from residential development:

- 1. All sites specifically identified under Policy SP03; and**
- 2. Existing business sites and premises identified set out below:**
 - Cromptons site, Poorhole Lane, Broadstairs
 - Pysons Road Industrial Estate, Broadstairs
 - Thanet Reach Business Park (part), Broadstairs
 - Dane Valley Industrial Estate St.Peters, Broadstairs*
 - Northdown Industrial Estate St.Peters, Broadstairs
 - Manston Business Park (part), Manston
 - Manston Green, Manston
 - Manston Road Depot, Margate
 - Westwood Industrial Estate, Margate*(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

*** 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.**

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.

Home Working

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

7.5 The proportion of people that are home working is relatively high in Thanet according to the Economic and Employment Assessment 2012. It is not clear from the evidence whether these are small local business starting up from home or employees of companies potentially located outside the district. In either case this is considered beneficial to Thanet's economy as a result of money spent in the district. The co-location of home and work can reduce car use, and is therefore environmentally sustainable, particularly bearing in mind the growth of fast broadband. It is therefore considered important that improvements to digital infrastructure are supported.

7.6 Flexible office space (workhubs) with professional equipment and meeting space that can be hired and used in an ad hoc manner by home based workers can also support home working. Business advice may also be important. It is considered that these facilities can be accommodated on identified business parks or in the town centres.

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

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

Policy E02 - Home Working

Proposals for the establishment of a business operating from a residential property will be permitted, provided that it can be demonstrated that the proposed use would not result in:

- 1) Detrimental impacts on residential amenity by reason of dust, noise, smell, fumes or other emissions;**
- 2) Additional traffic flows or vehicle parking in the vicinity, at a level that would be harmful to residential amenity or highway safety; or**
- 3) The erosion of the residential character of the area.**

Policy E03 - Digital Infrastructure

Proposals for the installation of digital infrastructure will be required on allocated sites in this plan.

Retro-fitting in existing urban areas and villages will be supported, subject to no detrimental impacts on listed buildings, the character and appearance of conservation areas and historic landscapes

8 - Town and District Centres

Primary and Secondary Frontages

8.1 The National Planning Policy Framework (NPPF) requires local planning authorities to define the extent of primary and secondary frontages within town centres and set policies to make clear which uses will be permitted in such locations.

8.2 Healthy shopping centres rely on control over the number and location of non-retail premises within the main shopping area. The success of any particular centre is dependent, at least in part, upon retaining a reasonably close grouping of shops selling a wide range of products. This allows customers to fulfil the majority of their shopping needs in one trip, as well as providing the opportunity for comparing the price and availability of less frequently purchased goods. The existence of non-retail businesses in primary shopping areas can inhibit these activities by reducing the range of shops, and thereby potentially reducing the number of people visiting the centre, as well as making the centre less compact and therefore less convenient. However town centres perform a greater function than just retail centres. They are hubs of the community and encompass cultural, leisure, arts and heritage uses that in turn support the tourism industry. Therefore in line with the strategy for the town centres outlined earlier it is considered appropriate to provide a generous secondary frontage in the coastal town centres in order to maintain and support this trend.

Policy E04 - Primary and Secondary Frontages

Primary and Secondary Frontages are defined for Westwood, Margate, Ramsgate and Broadstairs.

Within the Primary Frontages the following development will be permitted:

- 1) Use Classes falling within A1, A2, A3, A4 and A5. (see glossary – Appendix D)**
- 2) Residential and Class B1 (a) offices will be permitted above ground floor level only.**

Within the Secondary Frontages the uses referred to in the preceding clause will be permitted as well as all other town centre uses stated in the National Planning Policy Framework including hotels and residential where this would not fragment or erode the commercial frontages to a degree that compromises footfall or otherwise undermines the function of the centre.

Sequential and Impact Test

8.3 Local planning authorities are required by the National Planning Policy Framework (NPPF) to apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. Applications for main town centre uses should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

8.4 The NPPF requires that town centre development takes place on sites within designated town centres and only where there are no suitable, viable or available sites. Should edge of centre or out of centre locations be considered, the reasons for rejecting more central sites should be clearly explained.

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

8.6 The NPPF also requires that applications for town centre development outside of the defined town centres above a certain threshold are accompanied by an impact test in order to assess the impact on vitality and viability of the town centres. The thresholds for Thanet are set out in policy below.

Policy E05 - Sequential and Impact Test

Proposals for main town centre uses should be located within the designated town centres of Margate, Ramsgate, Broadstairs and Westwood, comprising the primary and secondary frontages. Where this is not possible due to size, format and layout town centre uses should be located on the edge of town centres or on employment land designated for flexible uses. Outside these areas applicants should demonstrate that there is no sequentially preferable location within the catchment of the proposed development.

Applications for development above the following thresholds should be accompanied by an impact assessment:

- 1) Urban area - 1,000 square metres**
- 2) Rural area - 280 square metres**

The impact assessment should include:

- the impact of the proposal on existing, committed and planned public and private investment in a town centre or town centres in the catchment area of the proposal; and**
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.**

Applicants should demonstrate flexibility on issues such as format and scale and will be expected to provide the Council with robust evidence of this.

Where an application fails to satisfy the sequential test or is likely to have an adverse impact on one or more of the above factors, it will be refused.

District and Local Centres

8.7 District and Local Centres perform an important role in the retail hierarchy catering for basket and top up shopping located in sustainable locations often walkable from residential areas. Developments in local parades and centres should primarily serve the community within which they are located with catchment areas of not more than 800 metres.

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

8.9 The important function of District and Local Centres, particularly the services they provide for the elderly and infirm should not be compromised by an overconcentration of residential accommodation.

Policy E06 - District and Local Centres

Proposals for additional shopping provision at traditional District and Local Centres will be permitted where the proposals meet a local need, are of a scale appropriate to the particular centre and not more than 1000 square metres.

Residential accommodation will be permitted in District and Local Centres where this would not fragment or erode the commercial frontages of such locations to a degree that compromises footfall or otherwise undermines the function of the centre.

9 - Tourism

Tourist Accommodation

9.1 A strategic priority of this Plan is the provision of sufficient quality tourist accommodation necessary to increase tourist spend and help to extend the tourist season.

9.2 Existing hotel provision in the district caters well for the budget hotel market and this has been increasing in recent years, but Thanet is lacking in hotels at the top end of the market. There is also a shortage of family holiday accommodation. Hotel facilities must be attractive to tourists to capitalise on the trend for shorter breaks in the UK and demand for better overall quality and service. There is increasing demand for boutique and designer hotels fuelled by more sophisticated tastes.

9.3 Other than caravan accommodation Thanet has relatively few self-catering facilities. Touring and camping is a popular choice of tourist accommodation and is an up and coming market. Thanet is currently underprovided with these types of facilities and the Council aims to take advantage of this high demand.

9.4 It is therefore important to provide for new, and to protect tourist accommodation of all types and for all budgets to attract a range of staying visitors to the area, which the following policies seek to achieve.

Policy E07 - Serviced Tourist Accommodation

The Council will permit the development of new serviced tourist accommodation, including extensions and improvements to existing accommodation, where this would be well related to existing built development and subject to the following criteria:

- 1) Must be of an appropriate scale that does not impact on the surrounding area, including impact upon the road network.**
- 2) Should be in sustainable locations and accessible by a range of means of transport.**
- 3) Outside of the urban area development should respect landscape character and nature conservation value.**
- 4) Sufficient mitigation should be provided against any increase in recreational pressure on designated nature conservation sites.**

Policy E08 - Self Catering Tourist Accommodation

Proposals for the development, diversification, upgrade or improvement of self-catering accommodation will be permitted subject to the following criteria:

- 1) Should be of appropriate siting, design, scale and access.**
- 2) Should be related well to the primary and secondary road network.**
- 3) Should be capable of being extensively landscaped such that its impact on the character of the area is minimised.**

Policy E09 - Protection of Existing Tourist Accommodation

Proposals that would result in the loss of existing 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.

*** In order to demonstrate that the existing tourist accommodation is not viable, evidence will be required to show that the facility has been marketed extensively for at least a year and at a competitive price and consideration given of 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.**

Thanet's Beaches

9.5 Thanet possesses a large number of sandy beaches, whose characters range from intensively holiday-oriented beaches (eg: Main Sands, Margate) to undeveloped beaches with a natural character and appearance (eg: Grenham Bay, Birchington). The different types of beach offer opportunities for different types of recreational activity. In the interests of choice, the Council believes that it is desirable to ensure that the differences of character are maintained, and where appropriate, enhanced. Most beaches along the Thanet coast are internationally important for their wintering bird populations.

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

9.7 The following policies divide the beaches into three broad categories, in order to direct and restrict development appropriately to maintain and enhance their individual function and character, and to protect the designated nature conservation sites.

9.8 It should be noted that the intermediate category includes beaches which have scope for some further development, as well as those which are fully developed within the terms of the policy.

9.9 To provide for a variety of tastes and choice in the type of recreational activities, associated service facilities and degree of solitude on Thanet's coastline, the following policies will apply to beach development.

Policy E10 - Major Holiday Beaches

On those beaches identified as major holiday beaches below, the Council will support proposals for the provision and upgrading of a wide range of recreational facilities and services including tourist accommodation:

- 1) Main Sands, Margate**
- 2) Ramsgate Main Sands**
- 3) Viking Bay, Broadstairs**

Proposals must also comply with the heritage policies of this plan and the National Planning Policy Framework.

At Margate Main Sands recreational facilities will be concentrated on that part of the beach at the junction of Marine Terrace and Marine Drive and the built form shall not project above the level of the seafront promenade.

Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Policy E11 - Intermediate Beaches

On those beaches identified as intermediate beaches below, and where scope exists for such development, the Council will support proposals for small scale tourism and leisure development (e.g. tourist accommodation, kiosks supplying food and refreshments, beach huts and beach furniture), subject to the scale of provision being consistent with the intermediate status of the beach and satisfactory design and siting of development:

- 1) Dumpton Gap (part)
- 2) Joss Bay
- 3) Louisa Bay
- 4) Minnis Bay (part)
- 5) St Mildred's Bay
- 6) Stone Bay
- 7) Walpole Bay
- 8) Westbrook Bay
- 9) Western Undercliff, Ramsgate
- 10) West Bay

Development proposals must fully mitigate against any impact upon the designated nature conservation sites, and will be subject to the Habitats Regulations.

Policy E12 - Undeveloped Beaches

On, or adjacent to undeveloped beaches identified on the 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.

Language Schools

9.10 Thanet contains a considerable number of language schools and a large percentage of students using these services stay with Thanet families or as paying guests. In 2013 language schools turnover was an estimated £19.7 million with approximately £6.3 million paid to an estimated 2,800 host families in the district. Students total spend in Thanet was an estimated £33.6 million and language schools created around 1,000 jobs. (TDC - Economic Impact of Language Schools/EFL Providers 2013 - Final Report)

9.11 English language schools in Thanet are therefore a major contributor to the local economy, and offer potential for encouraging the next generation of visitors to this part of Kent. The Council wishes to encourage growth in this sector of the economy.

9.12 However language schools can cause issues with noise and disturbance particularly where there are concentrations of such facilities in an area potentially resulting in large gatherings of young people. These issues need to be balanced with the benefit to the local economy, as set out in the following policy.

Policy E13 - Language Schools

Language schools will be permitted subject to:

- 1) The number of students to be accommodated, the hours of operation, the range of facilities provided and the relationship with adjoining properties not resulting in an unacceptable impact on the amenities of adjacent occupiers or on the character of an area as a whole through noise or general disturbance;**
- 2) The use of the property as a language school not resulting in an over-concentration of such uses in a particular locality to a level where the character of that area is materially altered.**

Quex Park

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

9.14 The major attraction and point of interest is the Powell Cotton Museum which is one of the finest collections of natural history and ethnographic artefacts in existence.

9.15 The Quex Park Estate contains a wealth of heritage assets. The Mansion House dates back to the early 1400s but this was demolished between 1769 and 1849 by John Powell who replaced it with an elegant Regency home. There are also acres of historic gardens and natural woodland with traditional Victorian layout and landscaping which includes built heritage of a walled garden and green houses.

9.16 Other heritage assets at Quex Park include the Three Towers - the Round Tower built in 1814, the Waterloo Tower built in 1819 and the clock tower above the listed coach house. The turret clock, by Benjamin Lewis Vulliamy, was installed in 1837 and chimes the quarters and the hour.

9.17 Quex Park farms 607 hectares in-house plus a further 607 hectares under contract agreements with other local farmers. The profitability of farming alone was not able to provide for the upkeep of the historic buildings and parkland despite registration for charitable status. As a result the Estate has diversified its many redundant buildings.

9.18 Therefore as well as the museum, house and gardens, Quex Estate incorporates Quex Barn farmers' market and restaurant, Jungle Jims children's indoor and outdoor play area, the Secret Garden centre, a paintballing arena, the Quex Maize Maze, the Craft Village, Build a Base (an indoor games arena) and Mama Feelgoods Boutique café. In addition to these individually managed enterprises the Estate also hosts weddings. The Estate as a whole employs in the region of 140 people.

The following policy seeks to promote further development of the Quex Park Estate to support its diversification as a local enterprise, providing valuable economic and tourism benefits whilst protecting the Parks character, heritage and biodiversity.

Policy E14 - Quex Park

Farm diversification projects and tourism and leisure development at Quex Park Estate will be supported where they contribute to the upkeep of the Quex House and Gardens and the Powell-Cotton Museum and promote the Estate as a destination for tourism and leisure. Projects should be in keeping with the parkland character of the Estate, conserve and enhance the heritage assets and the Park's biodiversity.

Applications that are likely to have an impact on the highway network must be accompanied by a Transport Assessment in accordance with Policy TP01.

10 - The Rural Economy

10.1 The National Planning Policy Framework (NPPF) requires that Local Plans support the sustainable growth and expansion of all types of business and enterprise in the rural areas, promote the development and diversification of agricultural and other land based rural businesses, support sustainable rural tourism and leisure developments that benefits businesses in the rural area and promote the retention and development of local services and community facilities. There is also the requirement for the Local Plan to address the needs of the food production industry and any barriers to investment that planning can resolve. The Council wishes to support a sustainable rural economy and rural economic development of an appropriate scale and the following policies seek to address this.

New build development for economic development purposes in the rural area

10.2 The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by supporting sustainable growth and expansion of all types of business and enterprise in rural areas, through well designed new buildings.

Development should have regard to the Kent Downs AONB Farmstead Guidance produced by English Heritage (now known as Historic England), Kent Downs AONB, KCC and Kent Design.

Policy E15 - New build development for economic development purposes in the rural area

Well-designed new build development for economic development purposes will be permitted in sustainable locations, including development of businesses in situ, at a scale and form compatible with their rural location.

Conversion of rural buildings

10.3 An important consideration for the rural economy and rural diversification is the reuse of redundant buildings. The National Planning Policy Framework (NPPF) states that planning authorities should support the expansion of all types of business and enterprise in rural areas through the conversion of existing buildings.

10.4 Such conversions might be particularly desirable where buildings are listed, or have other landscape value, and their long-term retention may be sought for these reasons.

10.5 Disused rural buildings may hold species such as bats or barn owls, protected by the Wildlife and Conservation Act 1981 and other legislation. The conversion of such buildings should make

provision for their continued use by protected species which are present. If this is not possible, mitigation should be provided nearby.

Policy E16 - Conversion of rural buildings for economic development purposes

Where it can be demonstrated that the building is not needed for agricultural use the conversion of rural buildings to other uses for economic development purposes will be permitted where all the following criteria are met:

- 1) Their form, bulk and general design are in keeping with the character of the surrounding countryside.**
- 2) The proposed use is acceptable in terms of its impact on the surrounding area and the local highway network.**
- 3) It can be demonstrated through a structural survey that the building is capable of conversion.**
- 4) Any alterations associated with the conversion would not be detrimental to the distinctive character of the building (or its setting), its historic fabric or features.**
- 5) If the building forms part of a complex of agricultural or industrial buildings, a comprehensive strategy is put forward which shows the effects on the use of the remaining complex, and on any listed buildings and their settings.**
- 6) Where the building currently contains protected species, mitigation should be provided.**

Farm Diversification

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

10.7 The Council wishes to support proposals for diversification that will strengthen and protect the productive base of the farm unit that allows the farmer to continue to farm. The Council will expect an outline farm plan to be submitted with any planning application, indicating how the new diversification schemes integrates with and contributes to the overall business plan for the farm. By granting planning consent for acceptable diversification projects, the Council is indicating its long term support for a continuing viable agricultural community in Thanet.

10.8 However, farm diversification projects have the potential to result in adverse effects, for example, traffic and landscape impacts, and the depletion of financial and land resources. Applicants will therefore need to carefully assess the implications of new proposals, both for their own benefit, and to enable the Council to give support to acceptable and viable schemes.

The following policy seeks to achieve this balance:

Policy E17 - Farm Diversification

Proposals to diversify the range of economic activities on a farm will be permitted if all the following criteria are met:

- 1) The proposal is compatible with the agricultural operations on the farm, and is operated as part of the farm holding.**
- 2) There would be no irreversible loss of best and most versatile agricultural land.**
- 3) The likely traffic generation could be safely accommodated on the local highway network.**

Proposals should where possible utilise available existing farm buildings.

Best and most versatile agricultural land

10.9 The Agricultural Land Classification system (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system and the presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations when determining planning applications.

10.10 The National Planning Policy Framework (NPPF) requires that planning authorities should take into account the economic and other benefits of best and most versatile land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality. The majority of agricultural land in Thanet is best and most versatile and therefore the following policy applies.

Policy E18 - Best and Most Versatile Agricultural Land

Except on sites allocated for development by virtue of other policies in this Plan, planning permission will not be granted for development which would result in the irreversible loss of best and most versatile agricultural land unless it can be clearly demonstrated that:

- 1) the benefits of the proposed development outweigh the harm resulting from the loss of agricultural land,**
- 2) there are no otherwise suitable sites of poorer agricultural quality that can accommodate the development, and**
- 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.**

Applications for solar parks on best and most versatile agricultural land should comply with Policy CC06 - Solar Parks

Agricultural related development

10.11 The National Planning Policy Framework (NPPF) requires that Local Plans support the needs of the food production industry. Agricultural related businesses are those that are not part of a farm business, such as producing and packing operations. These value adding operations are an important part of the rural economy but their scale and location should respect the character and appearance of the rural area.

Policy E19 - Agricultural Related Development

Development related to the agricultural industry will be approved subject to landscape, traffic and other planning considerations, and the scale of the development being acceptable.

11 - Housing

Identification and Release of Housing Land for Development

Allocated sites

11.1 Sites allocated for housing (including strategic site allocations) are shown on the maps and featured in a list of housing site allocations in Appendix B. Notional dwelling unit capacities indicated are for the purposes of illustrating total land supply and do not signify that consent will be granted for particular numbers of dwellings at any site. Capacity on individual sites will be considered in light of planning policy and usual development management considerations.

11.2 The geographical extent indicated for site allocations affecting greenfield land represents the anticipated maximum land requirement. Proposals will be expected to consider, and where possible accommodate, notional maximum dwelling capacities indicated together with all other relevant policy requirements within a lower level of greenfield land take.

11.3 Sites will be released for development over specific time periods. The purpose of this is to ensure that the rate of release and take up is reasonably related to expected need and demand, taking account of the economic strategy and geared to planned infrastructure provision. Indicative phasing is shown as "notional delivery period" in the list at Appendix B.

11.4 This Local Plan does not identify or allocate potential housing sites likely to accommodate four or less dwellings. Such proposals will be assessed in relation to policy HO1.

11.5 Land allocated for residential use will be safeguarded for that purpose in the interest of maintaining a suitable, sustainable and sufficient land supply and reducing the need to find less sustainable alternatives.

Unidentified housing sites

11.6 Sites not previously identified and allocated in Local Plans (sometimes referred to as "windfall" sites") have contributed significantly in recent years to housing delivery in the district. It is anticipated that these will continue to come forward. Such opportunities can serve to make effective use of previously developed land and contribute towards the housing land supply. For the purposes of the following policy, previously developed land is as defined in the National Planning Policy Framework (NPPF) and does not include residential gardens.

11.7 In the case of any allocation or unidentified housing site affecting a site within defined town centre primary frontages, within Margate seafront and harbour arm or Margate Old Town, residential development will be restricted to above ground floor level (in accordance with policies E04 and SP08)

Policy HO1- Housing Development

Permission for new housing development will be granted on:

- 1) Sites allocated for such purposes, subject to consistency with indicative phasing in Appendix B.**
- 2) Non-allocated sites within the existing built up confines consisting of previously developed land.**

3) Residential gardens where not judged harmful to the local area in terms of the character and amenity considerations set out in Policy QD02.

and provided that all the following criteria are met:

4) Proposals comply with the requirements of SP12- General Housing Policy and the relevant area specific housing objectives set out in the housing strategy section are addressed, and

5) It is demonstrated that adequate infrastructure will be in place to serve each unit ready for occupation.

6) Satisfactory details are provided showing how any physical conditions including land stability and contamination, affecting the site can be overcome.

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

11.8 Housing delivery will be monitored annually, and a housing implementation strategy will be put in place to facilitate delivery across the plan period including action that may be taken if necessary to maintain a rolling 5 year supply of deliverable housing sites.

Non-strategic Housing Allocations

Policy HO2 - Land north and south of Shottendane Road (To become a Strategic Policy in the final version of the Local Plan)

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 road network and demonstrating measures to promote multi-modal access. Development will incorporate and provide for highways improvements identified in the Thanet Transport Strategy.

Master planning will:

- 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

Master planning for the northern site will include:

- a link road through the site to link Hartsdown Road and Shottendane Road.
- Improvements to Margate Cricket Club pitch and facilities

Master planning for the southern site will include:

- A 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)

Policy HO3 - Land on west side of Old Haine Road, Ramsgate

Land to the west of Old Haine Road, Ramsgate is allocated for up to 250 new dwellings at a maximum density of 35 dwellings per hectare net. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site. This will be informed by and address: -

- A Transport Assessment assessing impact on the local road network, demonstrating suitable access arrangements, identifying measures to mitigate impacts of development and demonstrating multi-modal access, including footway and cycleway connections.
- A travel plan
- Pre-design archaeological evaluation.

Phasing of development will be in accordance with Appendix B

Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside

Development will be expected to provide for any highway improvements identified as necessary in a traffic assessment

Development will be expected to provide an appropriate off-site contribution to

- highway improvements including in respect of Westwood Relief Scheme.
- provision, where required, of a new school.

Policy HO4- Land fronting Nash Road and Manston Road (site reference S540)

Land fronting Nash Road and Manston Road Margate is allocated for up to 250 new dwellings at a maximum density of 35 dwellings per hectare net. Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site, which will be informed by and address: -

- 1) A Transport Assessment including assessment of impact on the local road network and demonstrating measures to promote multi-modal access, including footway and cycleway connections. (Development will be expected to accommodate land required as part of a suitable scheme to address traffic capacity issues at the Coffin House Corner junction, a strategic link road through the site between Nash Road and Manston Road, and potential widening of Nash Road).
- 2) Pre-design archaeological assessment.
- 3) The need to safeguard the setting of the listed building Salmestone Grange and the scheduled ancient monument.
- 4) The presence of the crematorium adjoining the site.
- 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).

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

Policy HO6- Land south of Brooke Avenue Garlinge

Land south of Brooke Avenue Garlinge is allocated for up to 34 new dwellings at a maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Appendix B. Development will be informed by

- 1) Transport Assessment
- 2) Archaeological evaluation.

Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside.

Policy HO7 - Land at Haine Road and Spratling Street, Ramsgate

Land is allocated for up to 85 new dwellings at a maximum density of 35 dwellings per hectare net at Haine Road and Spratling Street, Ramsgate.

Phasing of development will be in accordance with 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.

Development will incorporate and provide for suitable access arrangements together with suitable footway connections.

Masterplanning will be informed by and address:

1. Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply
2. Appropriately landscaped development and landscaping will be expected to incorporate a soft edge between the site and open countryside.

Policy HO8 - Land south of Canterbury Road East, Ramsgate

Land on the south side of Canterbury Road East is allocated for up to 27 new dwellings at a maximum density of 35 dwellings per hectare net. Phasing of development will be in

accordance with Appendix B. Proposals will be judged and permitted only in accordance with a development brief informed by archaeological evaluation and ecological evaluation.

Appropriately landscaped development and landscaping will be expected to address the need to retain and enhance trees and hedgerows for their biodiversity interest.

Policy HO9 - Land at Melbourne Avenue, Ramsgate

Land at the former Newington Nursery and Infant School, Melbourne Avenue, Ramsgate is allocated for up to 49 new dwellings at a notional maximum density of 35 dwellings per hectare net. Phasing of development will be in accordance with Appendix B.

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

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

Cliftonville and Margate

11.9 The adjoining wards of Cliftonville West and Margate Central contain Thanet's most deprived neighbourhoods. This is manifested in high levels of economic dependency, and a fragmented community. The area has a predominance of cheap and poor quality rented accommodation often attracting vulnerable and transient people. The Cliftonville Development Plan Document (DPD) contains planning policies restricting additional accommodation in forms likely to fuel or perpetuate these problems.

11.10 The Council and its partners including Kent County Council and the Homes and Communities Agency are implementing a concerted programme "Live Margate" to focus and stimulate further investment in making Margate and, in particular, these two wards, an area where people aspire to live. A central feature of the programme is purchasing existing properties and turning them into quality family homes. 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.

Policy HO10 - Cliftonville West and Margate Central

Proposals to provide residential accommodation in Cliftonville West and Margate Central wards (as defined in the map below) will be expected to demonstrate compatibility with the following objectives:

- 1) Improving poor quality homes.**
- 2) Increasing the number of family homes.**
- 3) Creating mixed settled communities where families and individuals will want to live.**
- 4) Improving the urban fabric or street scene and environment.**

Housing at Rural Settlements

11.11 Most of Thanet's villages consist of freestanding rural settlements. These comprise Acol, Cliffsend, Manston, Minster, Monkton, Sarre and St Nicholas at Wade. Each makes its own contribution to the character and diversity of the Thanet countryside, and the Council considers

that it is essential for them to retain their separate physical identity and vibrant communities. There are some settlements that, due to their mutual proximity, are potentially vulnerable to coalescence through the development along the road frontages that link them; for example, Minster to Monkton and Manston to Ramsgate. Policies protecting the open countryside provide appropriate safeguards for this.

11.12 The National Planning Policy Framework (NPPF) notes that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. In support of the Local Plan's housing objectives the rural settlements are considered to have some scope for new housing development in order to meet local needs and increase locational choice within overall objectively assessed need. A separate housing topic paper considers the scale of housing that could be accommodated at each of Thanet's rural settlements. This has helped to inform the following policy.

11.13 Appendix B allocates specific sites for housing development including at some of the rural villages. These are listed below.

11.14 The following policy indicates the scale of housing development that may also be permitted on other sites in the rural settlements of Minster, Cliffsend, St Nicholas at Wade, Monkton, Manston, Acol and Sarre.

Policy HO11 - Housing at Rural Settlements

Housing development will be permitted within the confines of the rural settlements subject to the provisions of policy HO1 and the criteria below.

- 1) The proposal being compatible with the size, form, historic character and historic scale of growth of the settlement, and**
- 2) In the case of development more than minor in scale accessible community services will be available.**

The sites listed below are specifically allocated for residential development under policy 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

Tothill Street, Minster
Land at Manor Road, St Nicholas
Land at Walter's Hall Farm, Monkton
Land south side of A253, Cliffsend
Land north of Cottington Road, Cliffsend
Land south side of Cottington Road, Cliffsend
Builders yard south of 116-124 Monkton Street, Monkton
Former Jentex site Canterbury Road West, Cliffsend
Foxborough Lane (south side), Minster
Station Road, Minster
Land at The Length, St. Nicholas
Young's Nursery, Arundel Road, Cliffsend

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 policies and additional information provide necessary guidance where required in respect of specific allocated sites:

Policy HO12 - Land at Tothill Street, Minster

Proposals for residential development will be expected to

- 1) **Be informed by an archaeological pre-design evaluation and transport assessment. Vehicular access would need to be provided to Tothill Street and links southwards with existing development restricted to pedestrian and cycle routes in order to limit additional traffic movement in the vicinity of Monkton Road and High Street.**
- 2) **Provide an appropriate contribution to off-site highway improvements.**
- 3) **Incorporate open space in accordance with the standards set out in Policy 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.**

In light of the site's proximity to the cemetery and former transport depot, and its location in an area with sensitive groundwater requiring continued protection, consultation with the Environment Agency and contamination assessment is likely to be required.

Policy HO13 - Land at Manor Road, St Nicholas at Wade

Proposals for residential development will be expected to:

- 1) **Be informed by a Transport Assessment and may be required to contribute to traffic management measures to avoid increasing traffic movements at the junction of Manor Road with The Length.**
- 2) **Incorporate open space in accordance with the standards set out in Policy SP31**

Policy HO14 - Land at Walter's Hall Farm, Monkton

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

Policy HO15 - Land south side of A253, Cliffsend

Proposals for residential development will be expected to:

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

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

Policy HO16 - Land north of Cottington Rd, Cliffsend

Proposals for residential development will be expected to:

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

Policy HO17 - Land south side of Cottington Rd, Cliffsend

Proposals for residential development will be expected to

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

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

Additional Information

- Former Jentex site, Canterbury Road West, Cliffsend. Early consultation with Environment Agency and an assessment of potential contamination of ground and groundwater together with appropriate remedial measures may be required to address identified risk.
- 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.
- Land at south side of Foxborough Lane, Minster. Bat and reptile presence will require investigation.

Rural Housing Need

11.15 The National Planning Policy Framework (NPPF) expects a responsive approach to local housing needs in rural areas, and indicates that release of rural exception sites may be an appropriate means of responding to local need for affordable homes.

11.16 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.

11.17 Any such release would be conditional upon the first and all subsequent occupiers being first time buyers who are already village residents or their children, village residents living in unsuitable accommodation, dependents of village residents, people whose work is based in the village, or people with local connections who have been forced to move away from the village due to a lack of affordable or suitable housing.

11.18 Provision for some new village housing is made through other policies. Proposals on exception sites which include market housing or low cost housing will only be permitted where they form a small element of the scheme and it would provide significant additional affordable housing to meet local needs.

11.19 Any consent will be subject to a legal agreement to ensure the housing is available to meet local needs in the long term.

Policy HO18 - Rural Housing Need

Planning permission will only be granted for affordable housing development adjacent to the confines of a rural settlement provided all the following criteria are met:

- 1) The affordable housing would be of a scale, type and mix to accommodate identified local need arising within the settlement/parish concerned.**
- 2) The need has been demonstrated in a detailed parish survey, independently verified if required, and has the support of the relevant parish council.**
- 3) There is no reasonable alternative means of meeting the identified need.**
- 4) The location and form of development is acceptable in terms of access, proximity to local services, relationship to the rural settlement and landscape impact.**

Agricultural dwellings

11.20 The National Planning Policy Framework (NPPF) states that the development of isolated homes in the countryside should be avoided unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside.

11.21 Much of Thanet's countryside is in agricultural use. Planning permission will only be granted for a farm dwelling where an agricultural need has been demonstrated. In this context, need means the need of the particular farm business, rather than the owner or occupier of the farm or holding.

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

11.23 The pattern of agricultural holdings in Thanet is well-established and stable, and the agricultural area is generally in close proximity to the urban areas. In view of this, the Council believes that there is little justification for new agricultural dwellings. Proposals for agricultural dwellings required for security purposes will be expected to be supported by information demonstrating that alternative measures such as CCTV have been considered.

Policy HO19 - New Agricultural Dwellings

The provision of new agricultural dwellings in the district will only be permitted where it is demonstrated that:

- 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.**

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.

Care and Supported Housing

11.24 The range of accommodation needed by various groups in the community extends beyond conventional dwellings to more specialised forms of accommodation such as sheltered housing (specialist accommodation typically individual apartments with on-site support in secure surroundings), extra care housing (typically individual apartments for older people with varying levels of care need and benefiting from shared facilities such as laundry, lounges or garden), residential care homes and nursing homes providing 24/7 care. Kent County Council has prepared a strategy (Kent Social Care Accommodation Strategy) to help deliver choice and access to high quality accommodation to vulnerable adults eligible for care and support. A key principle of this is to ensure people are not isolated from their communities and are able to live healthily and safely in their own homes. The accommodation strategy is informed by estimates of projected demand for need for particular types of accommodation. However, gaps in provision will be identified and addressed to reflect the objective of independent living and promoting appropriate housing and support to reduce reliance on residential and nursing care.

11.25 There is a growing need for specialist housing for older persons, as identified in the SHMA. In order to meet the forecast change in population of people aged 75 and over, the SHMA identifies a potential need for 1,522 units of specialised accommodation for older persons over the plan period (76 units per annum).

11.26 Thanet has historically been overprovided with some forms of accommodation which has caused concerns regarding importation and concentration of vulnerable and dependent people. For example in spring 2013 it was estimated that nearly two thirds of the 525 looked after children in Thanet were placed from areas outside the district; the majority of placed children being from outside Kent. While sympathetic to the needs of such people, the Council does not regard this overprovision of accommodation to meet demand arising outside the local area as sustainable or conducive to a balanced community. Therefore in considering individual proposals the Council will have regard to evidence of local need and, where applicable, the potential contribution development could make to the accommodation strategy for adult social care clients in Kent (Kent County Council).

11.27 The needs of the district for supported housing are an important consideration, and proposals meeting such need and in line with the Accommodation Strategy will be supported.

Sheltered housing proposals will be supported where it is demonstrated that proposals would accommodate expected needs arising within the district.

11.28 For the purposes of planning policy, proposals for retirement homes, sheltered housing and extra care housing will, unless circumstances indicate otherwise, be regarded as residential dwellings and subject to usual planning policies for residential development. Household projections indicate an increase of 591 people living in registered care accommodation over the plan period (30 per annum). Where accommodation provides a higher level of care, such as nursing homes, then such uses will be regarded as Class C2 and specifically subject to clause 2 of the following policy.

11.29 The following policy seeks to facilitate an appropriate level of provision of good quality accommodation in line with the objective of supporting a balanced and inclusive community, and enabling independent living as far as possible.

Policy HO20 - Care and Supported Housing

The Council will seek to approve applications that provide good quality accommodation that is needed to support the housing and care requirements of Thanet's community (including provision of facilities and services which will support independent living).

Where such accommodation falls within Use Class C2 proposals will be expected to demonstrate they are suitably located to meet the needs of the occupiers including proximity and ease of access to community facilities and services, and compatible with surrounding land uses.

Houses in Multiple Occupation including student accommodation

11.30 Accommodation within a building can be regarded as non-self-contained where unrelated households share one or more facilities such as a bathroom or kitchen. Houses in Multiple Occupation (HMOs) are an example where a high degree of sharing of facilities is typical, and where living arrangements, being more intense than single family occupation, can give rise to noise, nuisance, more callers, a higher parking requirement and visual deterioration of buildings and gardens.

11.31 While the Council does not wish to encourage proliferation of HMOs as a permanent measure, it does recognise that such sharing arrangements can provide a source of cheap rented accommodation, including affordable accommodation for students and supported housing. The previous Local Plan applied a criteria based policy, the principles of which are considered to remain valid.

11.32 In 2010 the Government introduced new legislation signifying that planning permission would no longer be required for change of use of a dwelling house to a house in multiple occupations for up to 6 unrelated people. The Council subsequently approved an Article 4 direction so that planning permission would still be required for such change of use in Thanet.

11.33 The extent to which non-self-contained accommodation may generate the problems referred to above depends not only on intensity of occupation, sharing of facilities and management of the building, but also the nature of the area in which it is situated, the type of building, and the concentration of similar uses in its vicinity.

11.34 Alternative use of family homes as private student accommodation in the form of multiple occupations has caused local concerns focused on the neighbourhood around the Broadstairs

University campus. Christ Church University and East Kent College are highly important for delivering skills required by the workforce, meeting the expectations of existing and potential employers and stemming out migration of young people. Supporting the functions of our higher and further education establishments includes the need to recognise demand arising for suitably located decent accommodation for students. At the same time it is essential to ensure that satisfying such demand does not result in undue concentration of non self-contained accommodation in order to avoid local disturbance and to maintain a mixed and settled community.

11.35 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 mixed and settled communities. Having assessed the circumstances in the district and approaches applied in other locations, the Council considers 5% represents an appropriate level. Bearing in mind the potential for displacement pressure that such restriction may generate, this level is considered appropriate across the district. In order to address potential for localised concentration within this headroom, the 5% is applied on the basis of a 50 metre radius.

11.36 The Cliftonville Development Plan Document (DPD) imposes a restriction on HMOs, and in the area it applies to that DPD takes precedence over the following policy.

Policy HO21 - Non self-contained residential accommodation

In considering applications to establish or regularise non self-contained residential accommodation or before instigating enforcement proceedings under planning powers to require cessation of such use, account will be taken of:

- 1) the likely or experienced effect of the use on the character and amenity of the locality resulting from noise, disturbance and visual impact;**
- 2) whether the proposed or unlawful use would or has resulted in an intensification or concentration of such uses to a level which is detrimental to the amenity and character of the neighbourhood including in relation to the considerations set out in (1) above.**
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 frontage of 20 dwellings). Proposals below this threshold will additionally be considered on their individual merits against all other clauses of this policy.
- 3) the adequacy of provision and suitability of arrangements for car parking on site or the likely or experienced impact of parking needs being met on street; and**
- 4) the suitability of arrangements for dustbin storage and collection.**

Operational Note

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.

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.

Gypsy and Travelling Communities

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.

Policy HO22 - Accommodation for Gypsy and Travelling Communities

The use of land to provide accommodation for Gypsy and Travelling communities will be permitted provided the proposed use will not impact unreasonably on surrounding uses or local environmental quality, and the site has reasonable access to local facilities and services, particularly schools, employment and healthcare and lies outside areas at risk of flooding.

Making best use of the existing stock

11.38 The National Planning Policy Framework (NPPF) expects empty housing and empty buildings to be identified and brought back into use in line with local housing and empty homes strategies. As indicated in the Council's housing strategy, the Council is committed to bringing empty properties back into use.

11.39 Thanet has a substantial stock of empty property and vacant dwellings and has an active and robust programme for bringing those properties back into use. The Local Plan identifies an allowance of 540 housing units to come from empty properties being brought back into use. This is based on the position that the properties in question have been empty for a period of 4 years or more. Over that period it can be argued that those properties have been vacant and unused for such a long period that they are no longer available in the housing market and therefore not part of the active housing stock. Such properties brought back into use are returned to the market, so can be included as new housing stock. This will need to be regularly monitored, and is dependent on the Council's Empty Homes programme continuing through the plan period.

Policy HO23 - Residential use of empty property

Within urban and village confines proposals to bring vacant property into residential use will be approved where:

- 1) It is compatible with nearby uses, and**
- 2) The proposal would not conflict with any other policy.**

11.40 To complement policies aimed at increasing the overall housing stock it is important to retain the existing housing stock in such use.

Policy HO24 - Retention of existing housing stock

Proposals which would lead to the net loss of existing housing (class C3) will only be permitted where:

- 1) The proposal relates to the provision of community facilities which it can be demonstrated need to be so located to benefit the community and compatible with the residential amenity of the area.
- 2) The residential use is not appropriately located.
- 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.
- 4) The proposal provides a way of protecting or utilising an important heritage asset.

Any proposals for tourism or retail uses may be permitted subject to conformity with policies E07, E08 and E04.

Ancillary accommodation for a family member

11.41 Residential annexes are a common form of development that is generally proposed in order to allow relatives to live with their family with a degree of independence. The benefits of this include:

- Allows family members to provide the care and support required
- Reduces the stress and impact on local services, ie nursing homes, home visits from care professionals etc.
- Cost effective and affordable solution to supported living
- Provides a measure of independence, while still being close to support
- Can provide accommodation for family members unable to purchase a house through the open market

In many cases, such proposals are considered to be acceptable by the Council.

11.42 However, such annexes would rarely be suited for occupation as separate living accommodation unrelated to the household occupying the main dwelling for a number of reasons including lack of self-containment, inadequate separate access, amenity space and lack of privacy.

11.43 Planning permission will therefore normally be subject to a condition to ensure that the occupation of the unit remains ancillary to the main dwelling.

Policy HO25 - Ancillary Accommodation for a Family Member

Proposals to provide an annexe for ancillary accommodation will be permitted where the proposed annexe is:

- **Within the curtilage of the principal dwelling and shares its vehicular access**
- **Has a functional connection with the main dwelling**
- **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**
- **Of a scale subservient to the principal dwelling and complies with the Council's design policies**

Fostering Homes

11.44 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 area.

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.

11.45 The Margate Task Force was set up in 2010, and is a multi-award-winning, integrated team, co-located at the Council's offices, made up of 14 different agencies and 30 staff, working in two of the most deprived wards in Kent (Margate Central and Cliftonville West). MTF aims to identify the most complex social issues and deliver a joint 'street level' service to respond to risk and vulnerabilities.

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 causes a range of problems, including:

- The children placed in these facilities being at increased risk;
- Significant impact on, and diversion of, the resources of key agencies, undermining the delivery of core services in the area; and
- Harm to the area in which these homes are located.

This policy is supported by Kent Police, the Clinical Commissioning Group and Kent County Council. The policy applies to proposals which include more than 6 residents (including staff).

Policy HO26 – Fostering Homes

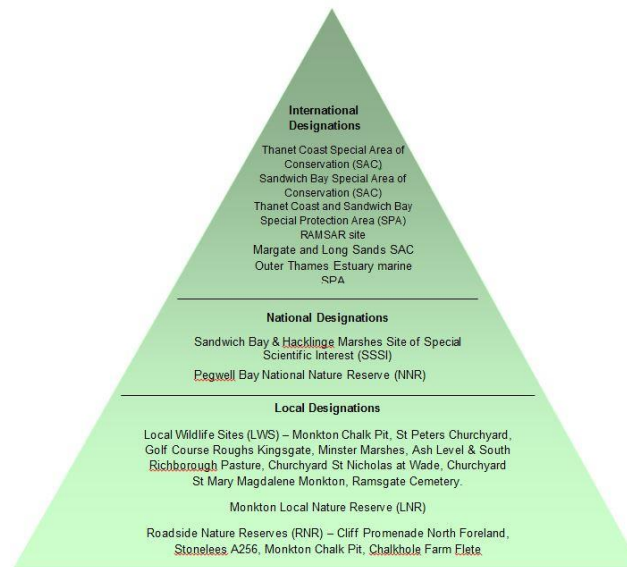
Proposals for new foster homes, or similar facilities, will not be permitted within the area identified on the Proposals Map*. Proposals for foster homes elsewhere in the district will be considered in the light of the factors set out above, and in consultation with key service providers.

(*Cliftonville West Ward)

12 - Natural Environment and Green Infrastructure

12.1 Designated sites of international, national and local value and extensive areas of wetland and farmland habitat harbour both protected and priority species. Diagram 1 shows the hierarchy of these designations from international, national to local importance. International and European designations and protected species are addressed in policies (SP25 and SP27).

Diagram 1 - Hierarchy of Nature Conservation Designations



12.2 Sites of Special Scientific Interest (SSSI) are nationally designated sites under Section 28 of the Wildlife and Countryside Act 1981, which have important wildlife or geological value. This Act as amended by the Countryside and Rights of Way Act 2000 imposes a duty on public bodies exercising statutory functions which may affect SSSIs, to take reasonable steps to further enhance the features for which the site is designated. The nationally designated sites (SSSI and National Nature Reserve), also cover the coastline, and have similar features to the international sites, including over 30 nationally rare species of terrestrial and marine plants, 19 nationally rare and 149 nationally scarce invertebrate species and roost sites for migrating and wintering birds. Thanet has two SSSIs which are Thanet Coast SSSI and the Sandwich Bay and Hacklinge Marshes, one National Nature Reserve at Pegwell Bay which straddles the District boundary with Dover. The Thanet Coast is also a designated Marine Conservation Zone.

Protection of Nationally Designated Sites (SSSI), National Nature Reserve (NNR) and Marine Conservation Zones (MCZ)

Policy GI01- Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)

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.

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.

Locally Designated Wildlife Sites

12.3 The District has habitats and geological features which are of local significance. These are designated as Local Nature Reserves, Local Wildlife Sites and Regionally Important Geological Sites. Thanet has two Local Nature Reserves located at Monkton and Pegwell Bay, and eight Local Wildlife Sites: TH01 Monkton Chalk Pit, TH07 St Peter in Thanet Churchyard, TH09 Golf Course Roughs Kingsgate, TH12 Woods and Grasslands Minster Marshes, TH13 St Nicholas-at-Wade Churchyard, TH14 St Mary Magdalene Churchyard Monkton, TH15 Ramsgate Cemetery, TH16 Cliftonville Grassland Foreness Point. These sites host locally important habitats.

12.4 There are also four Roadside Nature Reserves which have been identified for their habitats and connections to areas of rich biodiversity, and include important features such as calcareous grassland, lizard orchids and diverse populations of butterflies and dragon flies. These are TH01 Cliff Promenade North Foreland, TH02 Stonelees A256, Pegwell Bay, TH03 Monkton Chalk Pit, Monkton, TH04 Chalk Farm Flete, Margate.

12.5 The Council considers it important to protect locally designated wildlife sites and the following policy seeks to maintain the biodiversity and wildlife at these locally designated sites.

Policy GI02 - Locally Designated Wildlife Sites

Development which would have a detrimental impact on locally designated wildlife sites will not be permitted unless suitable mitigation can be provided either on or off site within Thanet. Exceptionally, where a strategic need for a proposed development is identified which outweighs the importance of the locally designated sites and cannot be located elsewhere, an equivalent area of habitat will be created elsewhere at a suitable location well related to other existing habitats.

Wherever possible and appropriate, new developments will include measures to enhance and improve connectivity to designated wildlife sites.

Regionally Important Geological Sites (RIGS)

12.6 Regionally Important Geological / Geomorphological Sites (RIGS) are non-statutory Earth Science sites designated by locally based RIGS groups. Thanet has three Regionally Important Geological Sites (RIGS) that are important for historical, scientific research or educational reasons. These are located at Monkton Nature Reserve, Pegwell Bay and St Peters Quarry. There designation is a way of recognising and protecting features for the future. The importance and significance of these sites are acknowledged through the following policy.

Policy GI03 - Regionally Important Geological Sites (RIGS)

At RIGS sites, development which would result in the loss or obstruction of geological features of importance will not be permitted.

Requirements for New Open Space

12.7 An Open Space Strategy was carried out in 2018 which assessed Thanet's open space provision. The results and recommendations are set out in Table 12 which show a deficit in all typologies against the Field in Trust guidelines. The following policies seek to deliver these

recommendations for open space provision in new development. Further advice is given in Chapter 4 Environment Strategy. This sets out the intention of the Council to apply the Fields in Trust Guidelines to new developments in line with the draft recommendations in the strategy.

12.8 Table 12 sets out the provision guidelines, tables 10 and 11, set out the accessibility criteria and the Quantity Benchmark Guidelines for equipped/designated play space, respectively.

Table 10: Fields in Trust Accessibility Criteria

Open Space typology	Walking guideline (Walking distance metre from dwellings)*
Parks and Gardens	710m (approximately 10 minutes)
Natural and semi natural greenspace	720m (approximately 10 minutes)
Amenity greenspace	480m (approximately a 6 minute walk)
Equipped/designated play areas	LAPs 100m LEAPs 400m NEAPs 1,000m
Other Outdoor provision	700m
MUGAs and skateboard parks	

*Accessibility guidelines are provided as walking distance from dwellings. Indicative walking distances can be determined from the accessibility guidelines as set out below.

- 250m = 2 - 3 minutes' walk
- 400m = 5 minutes' walk
- 800m = 10 minutes' walk
- 1,200m = 15 minutes' walk
- 1,600m = 20 minutes' walk

Table 11: Recommended Application of Quantity Benchmark Guidelines - Equipped/Designated Play Space

Scale of development no. of dwellings	LAP	LEAP	NEAP	MUGA
5-10	Y			
10-200	Y	Y		Contribution
201-500	Y	Y	Contribution	Y
501+	Y	Y	Y	Y

Source: Fields In Trust - Guidance for Outdoor Sport and Play Oct 2015

Table 12: Requirements for New Open Space

Open Space typology	Existing provision Total no. of sites	Ha	Current provision ha/1000	Fields in Trust guidelines	Requirement by 2031	Projected Deficit/ oversupply 2031
Amenity Greenspace	137	67.11	0.52	0.6ha per 1,000 per population	96.9	-29.79
Provision for children	31	3.61	0.03	0.25ha per 1,000	40.38	-76.77

and young people				population		
Allotments	16	24.46	0.17	0.2ha per 1,000 population	32.3	-7.84
Natural and semi-natural greenspace	14	100.51	0.71	1.8ha per 1,000 population	290.7	-190.19
Public parks and gardens	26	74.54	0.53	0.8ha per 1,000 population	129.2	-54.66

Amenity Green Space and Equipped Play Areas

12.9 Thanet's three main coastal towns each have a 'flagship' playground, as well as other standard playgrounds. There are currently also five skate parks in Thanet.

12.10 The cumulative impact of smaller housing developments and population increase will put pressure upon existing amenity green spaces and existing play facilities. With the drive to provide more housing on brownfield land in urban areas, whether it is new build or conversion, 'smaller' sites are likely to be developed. New family housing should provide gardens to ensure the provision of "doorstep" playspace. High quality areas of amenity space and children's play areas will contribute to quality of life and help social interaction.

12.11 Children's playspace should be adequately equipped and safely and conveniently available to all new residential developments of a size and type likely to meet the new demand. The location of facilities should, however, take into account the potential impact of noise and other disturbance on neighbouring properties. In addition to play space for younger children, facilities for teenagers should also be considered. New development will be expected to make provision for amenity green space and equipped play areas in line with the Fields in Trust guidelines as set out in tables 10, 11 and 12 and the approach set out in chapter 4. Provision will also need to be made for the continued maintenance of such facilities.

12.12 The provision of open spaces should be considered at an early stage in the design process and consider:

- accessibility in terms of highway safety and proximity to dwellings served
- security of children using amenity space and play areas (including whether the site and access to it is overlooked by dwellings) and
- Convenience of siting in relation to noise sensitive development (e.g. dwelling units designed for, or particularly suited to, occupation by the elderly).
- Making provision for biodiversity through appropriate landscaping schemes
- Addressing climate change for example, considering the effects of extreme temperatures through the provision of shaded areas by planting trees

12.13 The Planning Obligations & Developer Contributions Supplementary Planning Document (SPD) gives details of how financial contributions can be made towards the upkeep and maintenance of existing play areas if on site provision is not possible. The SPD will be subject to review if the Council implements the Community Infrastructure Levy. The following policy seeks to ensure the recommended provision of amenity and children's play space is provided for.

Policy GI04 - Amenity Green Space and Equipped Play Areas

New residential development will make provision for appropriate amenity green space and equipped play areas to meet the standards set in tables 10, 11 and 12. The type and amount of open space to be provided will depend on:

- 1) **The size and location of the development,**
- 2) **Existing open space provision near the development site, and**
- 3) **The number of people likely to live in the proposed development.**

New family dwellings* will be expected to incorporate garden space in order to provide a safe "doorstep" play area for young children.

In exceptional circumstances where it would be impractical to provide adequate and suitably located playspace as part of the development, then a financial contribution may instead be acceptable to offset the costs resulting from the additional use and need for increased maintenance and play equipment at suitably located existing playspaces and amenity areas.

The developer will be responsible for the funding and arrangement of the ongoing maintenance and management of amenity and play areas which will be secured through a legal agreement.

*Family dwellings are considered to be those having two or more bedrooms.

** Doorstep playspace is defined as playspace for young children which is immediately adjacent to, closely visible and safely accessible from the dwellings served.

Outdoor Sports Facilities

12.14 The National Planning Policy Framework (NPPF) states that planning policies should plan positively for the provision of sports venues, guard against the unnecessary loss of facilities and that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

12.15 Outdoor sports facilities include pitches, greens, courts, athletics tracks and miscellaneous sites such as croquet lawns and training areas. These also include facilities owned by the local authority, education authorities or facilities within the voluntary, private or commercial sectors that serve the outdoor leisure needs for their members or the public.

12.16 The Open Space Strategy (2018) includes a more up to date assessment of the current provision of sports facilities and sets out the requirements for future provision.

12.17 The Council will seek financial contributions from developers for the provision of new facilities or the upgrade or renewal of existing facilities where on site provision of outdoor sports facilities is not possible. For new provision, developers should have regard to the Sport England Sports Facility Calculator when preparing proposals to determine the need generated by their development. The Planning Obligations & Developer Contributions Supplementary Planning Document gives details of how financial contributions can be made and how they will be calculated.

Protection of Playing Fields and Outdoor Sports Facilities

12.18 The important contribution that sport and recreation, as well as community facilities, can make in improving people's quality of life is now widely accepted. Participation in sport and recreation can improve the health and well-being of an individual, whilst sports clubs and community facilities can improve social interaction and provide a sense of community pride.

Policy GI05 - Protection of Playing Fields and Outdoor Sports Facilities

Built development will not be permitted on playing fields or on land last used as a playing field unless one or more of the following applies:

- 1) It is demonstrated that there is an excess of playing field provision in the area, for current and future uses of both the school and the community;**
- 2) The proposed use is ancillary to the primary use as a playing field and does not affect the quantity or quality of pitches or adversely affect their use;**
- 3) The proposed development is on land incapable of forming a pitch or part of a pitch and does not result in the loss of, or inability to make use of, a pitch;**
- 4) The playing field or fields that would be lost as a consequence of the proposed development would be replaced, prior to the commencement of the development, by a playing field or fields of at least a similar or improved quality and size in a suitable nearby location and subject to equivalent or improved management arrangements;**
- 5) The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to sport and recreation as to outweigh the detriment caused by the loss of the playing field or playing fields**
- 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**

Landscaping and Green Infrastructure in New Developments

12.19 A positive natural environment can have economic benefits by making the area a place where people want to live. New developments should contribute to and enhance the natural environment.

12.20 Green infrastructure can be created through landscaping and design by providing wildlife corridors and stepping stones in new developments, creating links between existing habitats. This can contribute to people's health and well-being by keeping people in touch with their natural environment, providing opportunities for residents to manage their local environment and reinforce a sense of community.

12.21 Landscaping can create a pleasant setting for development, provide shade from the sun and pollution attenuation as trees and shrubs absorb water and dust. It should be an integral part of the design of a development, rather than consisting of 'offcuts' of leftover land or as a way of camouflaging poor design.

12.22 Landscaping designs should, in the first instance, be related to each plot of land so that each future owner would be responsible for its upkeep, reducing the burden on Council resources. If this is not possible or desirable, commuted payments through legal agreements may be negotiated in appropriate circumstances. Accordingly, landscaping matters should be considered at the earliest stages of the design process. For developments that fall within the identified landscape character areas, further guidance is available within the landscape strategy for each character areas in the 2017 assessment.

12.23 Thanet has relatively few trees. The Council will therefore seek to retain existing trees as part of any proposed developments through the making of Tree Preservation Orders and through use of planning conditions where appropriate. British Standard BS5837: 2012 (Guide for Trees in Relation to Design, Demolition and Construction) gives guidance regarding the best approach to new site development in relation to existing trees.

12.24 The Council seeks to retain hedges and other semi-natural habitat, such as ponds and species-rich grassland, together with new planting, as they lend maturity to a development and can enhance biodiversity and wildlife habitats, through the following policy.

Policy GI06 - Landscaping and Green Infrastructure

When a development proposal requires a design and access statement, it will include a landscape survey. The landscape survey should describe the current landscape features on the application site, and demonstrate how the proposed development will provide landscaping and Green Infrastructure to enhance the setting of the development, where possible and appropriate, to:

- **Create an attractive environment for users and occupiers**
- **Establish a sense of enclosure with hedges and trees**
- **Soften hard building lines and the impact of new buildings**
- **Provide screening from noise and sun**
- **Create new wildlife corridors and stepping stones**
- **Create new wildlife habitats and improve biodiversity**
- **Retain historic features including boundaries and layouts**
- **Improve connectivity between new and existing features**

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.

12.25 Jackey Bakers sports ground is Thanet's main area for sports and recreation purposes. The site provides the best opportunity to both enhance existing facilities, and in the longer term, to increase the level of facilities.

12.26 Any new sports development may be supported by a limited development of D2 (leisure facilities) or A3 (restaurants) or D1 (community facilities) uses to subsidise the sporting use and ensure it is viable. Any such proposal will need to be subject to a full justification being made when any application is submitted and will be judged against the amount of land retained for open sporting purposes. There are current proposals for a new astro-turf pitch and pavilion with changing facilities.

Policy GI07 - Jackey Bakers

Jackey Bakers sports ground will be promoted as the long-term primary sports venue for Thanet. Where fully justified, the Council will permit ancillary development to subsidise the sports use.

13 - Quality Development

Sustainable Design

13.1 Sustainable design can make an important contribution to sustainable development and aid a reduction in carbon emissions. The Government has put on hold, its Zero Carbon Initiative and is likely to review its approach to reducing carbon emissions. There are a number of measures that can be considered in the design of new development that will help reduce energy consumption and provide resilience to increased temperatures, such as:

- the use of landform
- layout
- provision of adequate space for recycling and composting
- building orientation to maximise summer cooling through natural ventilation in buildings and increasing passive solar gain
- tree planting
- landscaping

13.2 Landscaping can be particularly beneficial as it can provide stepping stones, wildlife corridors or new habitats, and contribute to Thanet's Green Infrastructure network. In terms of adapting to climate change, integrating vegetation (i.e. planting on building walls and roofs) can help to reduce solar gain as vegetation has a much higher reflective capacity than masonry, as well as providing a cooling effect through evapo-transpiration. Planting can also help mitigate against poor air quality by presenting a large surface area for filtering air. A large tree can deliver the same cooling capacity as five large air conditioning units running for 20 hours a day during hot weather. New planting can help provide more comfortable, cooler spaces via summer shading.

13.3 Within the context of an established development pattern, the most significant change likely to generate demand for travel will result from new housing development. It is necessary, therefore, to consider the location of development in areas accessible to a range of services on foot and by public transport, preventing urban sprawl and improving local high streets and town centres. Methods such as providing showers and changing facilities in employment related development and locating cycle parking close to town centres/entrances will also help reduce the need to travel by car.

13.4 Building insulation is a simple way of maximising energy efficiency and thereby reducing energy demands. Poor insulation is one of the leading causes of energy wastage in homes. In areas of deprivation this can lead to households being in fuel poverty. The definition of Fuel Poverty is when a household has to spend 10% or more of its income on energy to maintain acceptable levels of warmth. This is considered to be a temperature of 21°C- 23°C in the main living area of a home and 18°C in other areas. Fuel poverty is influenced by three key factors - the cost of fuel, the income of the household and the energy efficiency of the home. The energy efficiency of the home is one area that planning can influence through policy.

13.5 The latest figures from Department for Business, Energy and Industrial Strategy 2015 (updated 2017) for Thanet show that 11.3% households in Thanet were defined as being fuel poor which has increased from 10.3% in 2013 (DECC figures) Source: DECC Fuel Poverty Statistic 2013 (Low Income High Cost model indicator) (<https://www.gov.uk/government/collections/fuel-poverty-statistics#2013-statistics>)

13.6 In addition, since the introduction of Energy Performance Certificates in 2007, The District is still only achieving low levels of A to C energy efficiency in new builds for example, 0.4% of EPCs lodged in 2016 achieving an "A" energy rating, 7% achieving EPC rating B and 22% achieving energy rating C. Source: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-energy-performance-of-buildings-certificates>

13.7 To help reduce fuel poverty and improve the energy rating, all new homes should seek to maximise energy efficiency through improved insulation eg roof, wall, floor insulation and energy efficient windows. Other initiatives can include on site options such as LED street lights, photovoltaic (solar) panels, electric vehicle charging, near site options - eg financial contributions towards site based district heating scheme, retro fitting of low/zero carbon technologies to local communal buildings. Off-site options - investment in energy from waste plants, investment in district heating pipe work. These are addressed the Climate Change chapter.

13.8 For existing residential developments there are a number of other initiatives such as the Kent and Medway Warm Homes scheme which is a partnership project between Kent County Council and district councils to support residents in Kent and Medway to save energy in their home. In addition Kent Housing Group consulted on the Kent Fuel Poverty Strategy in 2016 and is producing an Action Plan.

13.9 The requirements to provide these could have an impact on the viability of development in Thanet. The Council commissioned a Whole Plan Viability Study to ensure that policies in the Plan and has concluded that development in Thanet remains viable after taking these requirements into account.

13.10 The following policy seeks to ensure that new development achieves the necessary levels of sustainable design and construction and should be read in conjunction with the policy on the new technical standards.

Policy QD01 - Sustainable Design

All new buildings and conversions of existing buildings must be designed to reduce emissions of greenhouse gases and function in a changing climate. All developments will be required to:

- 1) Achieve a high standard of energy efficiency in line with most recent government guidance and building regulations.**
- 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.**

All new buildings and conversions of existing buildings must be designed to use resources sustainably. This includes, but is not limited to:

- 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.**

General Design Principles

13.11 The historic environment can add value to new development by creating a sense of place and distinctiveness. New developments need to be designed in a way that respects and complements their surroundings, and enhance areas that are less attractive. There are many areas in Thanet which are considered to possess certain valuable qualities such as their open form of development, the separation between buildings and the positive contribution made by landscaping. The design, scale and grouping of existing buildings, the spaces between them, the texture, type and colour of materials, enclosure, land contours and views all contribute to the character and identity of a place. An attractive well-designed environment can foster economic regeneration.

Heritage England provides advice and guidance on Heritage and Sustainable Growth. Materials should normally be of a local type and harmonise with those of adjoining development (where these present a pleasing appearance). Architectural style should respect that of other development in the locality. Innovation in decoration can, if sensitively considered, enhance the identity and character of a building and place. New innovative modern design will be acceptable where it reflects local context and distinctiveness, is fit for purpose and exhibits durability

13.12 Buildings and the spaces around them should be thought about holistically, with the landscape and public realm, including open space provision, being as important as the building itself. Successful landscape design will integrate development into its surroundings and enhance the function, character and amenity value of spaces and boundaries. Taking account of existing landscape features, such as trees, is crucial in creating high quality and responsive schemes. Existing trees can provide a sense of maturity to new developments and play an important role in softening and integrating development into the district. Landscape design extends beyond the curtilage of new buildings to include streets, parks and other open spaces and should help to support an attractive and high quality public realm. This policy does not seek to control the design of individual gardens unless these are a key part of a heritage asset.

13.13 Well-designed open spaces and parks not only help to create a high quality environment but they help to encourage a more active lifestyle thereby improving the health of the local community. The Open Space Strategy 2017 highlights that one of the key issues facing the district is relating to health with 68.4% of residents being classed as having weight issues which are "excessive" and "obese". In order to meet the objective of promoting the physical and mental well-being of the community as set out Strategic Priority 4, the Council will expect developers to have regard to the Active Design Guidance produced by Sport England. This sets out 10 principles of active design which have been identified by drawing from urban design practice and practical examples to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles. The 10 principles are: activity for all; walkable communities; connected walking and cycling routes; co-location of community facilities; network of multifunctional open space; high quality of street and spaces; appropriate infrastructure; active buildings; management maintenance monitoring and evaluation; and activity promotion and local champions.

13.14 Landscape proposals should result in high quality amenity spaces, which receive adequate sunlight (in accordance with best practice guidance) and which work with the buildings to help define thresholds and boundaries and to provide opportunities for private usable amenity space through gardens, roof terraces and balconies.

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

13.16 The function of a building is a major determinant of its built form. However, a principal aim in designing new development should be to respect and complement the merits of existing built and natural features including landscape, while still expressing and accommodating the function of the building through design.

13.17 Some buildings (e.g. public buildings) need to be of larger scale than others. However, the scale and proportion of existing development should generally be respected. It may be possible to break down the bulk of a large building (e.g. by insertion of horizontal design features) to achieve a satisfactory appearance in relation to adjoining plot widths and proportions and to break bland expanses down to a scale sympathetic to that of existing buildings.

13.18 Density is a measure of the number of dwellings which can be accommodated on a site or in an area and can affect the appearance and characteristics of development in the following ways:

- The space between buildings

- Amenity and private access
- Parking
- Provision/retention of trees and shrubs
- Levels of Surface water run off

13.19 Some parts of Thanet are already densely developed. Former holiday areas such as Cliftonville have seen significant numbers of conversions of large buildings (often previously used as hotels) into flatted accommodation which has, in some cases, had a detrimental impact due to small, poor quality developments, absent landlords, and a transient population. To help address this the Council will implement the optional internal space standards as set out in policy QD04. Other areas of the district benefit from lower density developments. The density of residential developments is not prescribed in this Plan, as, in all instances, the compatibility with the character of the area and the mix of housing to meet local needs or demand will influence design and layout.

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

13.21 In Thanet, applications have been refused for development on garden land due to the impact the proposal would have on the character and appearance of the area. Some parts of the district enjoy a high quality environment, with spacious surroundings, and development within a garden could have a detrimental effect. Residential gardens also form part of Thanet's Green Infrastructure providing biodiversity and wildlife habitats. However, there could also be instances where a development within a garden could be in keeping with the pattern of development, forms part of a comprehensive development, enhances the streetscene, or is situated where the property would be a frontage development.

The following policy seeks to ensure all new development respects and enhances local character.

Policy QD02 - General Design Principles

The primary planning aim in all new development is to promote or reinforce the local character of the area and provide high quality and inclusive design and be sustainable in all other respects. Development must:

- 1) **Relate to the surrounding development, form and layout and strengthen links to the adjacent areas.**
- 2) **Be well designed, respect and enhance the character 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 satisfactory access for pedestrians, public transport and other vehicles, ensuring provision for disabled access.**
- 4) **Improve people's quality of life by creating safe and accessible environments, and promoting public safety and security by designing out crime.**

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:

- 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.**
- 6) **An integrated approach is taken to surface water management as part of the overall**

design.

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.

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

Residential development on garden land will be permitted if it will make a positive visual contribution to the area, the intrinsic value of the site as an open space is not considered worthy of retention, and will not conflict with any other requirements of other design policies.

Living conditions

13.22 The increasing dominance of private housing and policies to maximise use of land have caused concern about homes having levels of "liveable" space. Where homes are of a substandard size people may be forced into buying them because of lack of alternatives and as a result do not stay in them long before they find they have to move on. This can be disruptive especially for families with young children and can affect education if children are having to move schools frequently, also inhibits community cohesion and "putting down roots". Application of the national spaces standards can help to address this.

13.23 There are opportunities to facilitate meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity. Safe and accessible developments with clear and legible pedestrian routes and high quality open space will also help achieve this by encouraging the active and continual use of public areas.

13.24 Designing out crime and designing in community safety should be central to the planning and delivery of new development. Section 17 of the Crime and Disorder Act 1998 places a duty on councils to do all they reasonably can to reduce crime and disorder locally and improve people's quality of life as a result. New developments will need to demonstrate that their design has sought to introduce measures to reduce crime and address the needs of public safety. Design can help achieve a safer environment including in the following ways:

- Well defined routes, spaces and entrances
- Ensuring different uses do not conflict
- Ensuring publicly accessible spaces are over-looked
- Places that promote a sense of ownership
- Physical protection (i.e. security features)
- Places where human activity creates a sense of safety
- Future management and maintenance

Policy QD03 - Living Conditions

All new development should:

- 1) Be compatible with neighbouring buildings and spaces and not lead to the unacceptable living conditions through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light or sense of enclosure.**
- 2) Be of appropriate size and layout with sufficient usable space to facilitate comfortable living conditions and meet the standards set out in QD04.**

- 3) **Residential development should include the provision of private or shared external amenity space/play space.**
- 4) **Provide for clothes drying facilities and waste disposal or bin storage, with a collection point for storage containers no further than 15 metres from where the collection vehicle will pass.**

Technical Standards

13.25 In March 2015 the Government introduced new technical standards covering water usage, internal space requirements, accessibility and adaptability. In respect of water efficiency, the Planning Practice Guidance states that where there is a clear local need, local planning authorities can require new dwellings to meet the tighter building regulations optional requirement of 110 litres/person/day, rather than the 125 litres/person/day. Thanet is within a water stress area as identified by the Environment Agency in their publication "Water Stressed Areas Final Classification July 2013". Both the Environment Agency and Southern Water support a reduction in daily usage per person/day for internal use in water stressed areas therefore new developments will be expected to meet the water efficiency optional requirement of 110litre /person/day.

Internal space standards:

13.26 Paragraph 50 of the National Planning Policy Framework states that local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The National Planning Practice Guidance further qualifies this by recommending that where a local planning authority wishes to require an internal space standard they should do so by reference in their local plan (paragraph 18).

13.27 The Council believes that everyone has the right to a high standard of residential accommodation with sufficient space to meet their own needs. There has been a general trend for houses today to be comparatively smaller than ones built a hundred years ago and these trends have led to calls for the introduction of national space standards for housing. The requirement of a minimum space standard can add to the attractiveness of the development and increase the marketability of properties, thereby widening the potential sale and rental markets. The Council has successfully applied a standard for flat conversions as part of the Cliftonville Development Plan Document, where small room sizes were an issue in connection with flat conversions. (Conversion to Flats Guidelines - 1988).

13.28 In order to ensure that new housing is built to a high standard of design and provide adequately for the changing needs of future occupants thereby improving the quality of life, the Council is intending to implement the National Described Space Standard (March 2015). These are replicated in table 13 for ease of reference. The policy will apply to all tenures and it will be up to the applicant to demonstrate why these standards cannot be met within their development.

Table 13 - National Described Space Standards

Number of bedrooms (B)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

13.29 In certain circumstances it may be necessary to make an exception to development meeting these standards e.g. in the conversion of historic buildings where the implementation of the standard would be detrimental to the character and integrity of the building. In such circumstances the applicant will be required to demonstrate the case for not meeting these standards.

Policy QD04 -Technical Standards

All new development will be expected to meet the new technical standards as follows:

1. **Internal space standards as set out in Table 13**
2. **Water efficiency standard of 110litres/person/day**

Accessible and Adaptable Accommodation

13.30 Paragraph 7 of the NPPF states that one of the three dimensions to sustainable development is a social role which should support strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Paragraph 50 further states that local authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Local planning authorities should also plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).

13.31 The District has an ageing population base and the recent 2014 based Sub-National Population Projections (published May 2016) project that the 60+ age group in Thanet will grow by 39% from 41,000 in 2014 to 57,000 by 2031. This has implications for the demand for different types of housing and meeting the needs of an ageing population in situ. An increase in the elderly population can be expected to result in an increase in people with dementia and mobility problems. The SHMA estimated that the number of people with a long term health problem or disability will increase by 32% over the plan period. It is important that sufficient homes are built that have the flexibility to adapt to the range of life stages of the occupants. Some of these households will inevitably require adaptations to properties to provide the flexibility to accommodate their changing needs whilst others may require more specialist accommodation or support. There is clear evidence of need for properties which are capable of accommodating people's changing needs. This general trend can be evidenced from the Council's housing register (September 2016) which shows that there are 51 households on the register who are dependent on a wheelchair and a further 73 households who use a wheelchair for part of the day. Therefore there are currently 124 households currently in need of wheelchair adaptable accommodation. However, this may not

include those households who currently have mobility problems and may become dependent on a wheelchair in the future.

13.32 The increase in persons with a long-term health problem/ disability, as evidenced by the SHMA, together with the Council's own data from the housing register, provides clear evidence of a need for adaptable homes. The SHMA recommends that on this basis, the Council should consider whether it should require a proportion (such as 10%) of new homes to be wheelchair-accessible or whether new housing should be built to new National Housing Standards.

13.33 In order to meet the changing needs of this increasing age group, the Council will encourage developers to consider the future needs of households when designing residential units. The Council requires as a minimum, 10% of all new development should be designed to building regulation optional requirement M4 (2) accessible and adaptable dwellings. In respect of the new Building Regulation optional requirement M4 (3) wheelchair user dwellings, the Council will require a proportion of new dwellings to meet this standard based on local need relating to the number of households requiring wheelchair adaptable homes in suitable locations, that are currently on the Council's housing register. This supports the general aim of the Plan to improve the quality of life and health of the residents of the District and ensuring a high standard of design. These standards aim to future proof new development in a sustainable way ensuring adaptability to changing needs and achieving longevity of design.

Policy QD05 - Accessible and Adaptable Accommodation

Accessibility provision in new developments as required by Building Regulations Part M4 shall be provided as follows:

- 1) 10% of new build developments will be expected to be built in compliance with building regulation part M4(2);**
- 2) 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.**

13.34 The technical standards have been assessed in the viability study and no viability issues have been identified. Only in exceptional circumstances will the Council consider deviations from the space and accessibility standards for example where there are viability concerns, or the practical implementation will affect the character or have a detrimental impact on a local heritage asset. If viability is thought to be an issue with a particular development the Council will assess viability considerations in line with the implementation policy SP01.

Advertisements

13.35 Some advertisements need advertisement consent, and it is important that they are controlled through planning policy as they can form an integral part of the streetscene or they can be intrusive and discordant. It is also important to make sure that they are not a danger to the public or highway safety. It is particularly important to consider their impact when they are located in conservation areas.

Policy QD06 - Advertisements

Applications for advertisements will be considered in relation to their effects upon amenity and public safety. Regard will be paid to the surrounding location, manner of illumination (if proposed), material composition, design and relationship to the land, building or structure

to which they are to be affixed. Advertisements should not dominate but should be in balance with the character, townscape and architecture of the buildings on which they are situated. Regard should be paid to the proximity of any listed buildings or structures, and any impact to their setting.

In and adjoining conservation areas the Council will require that the design and siting of advertisements does not detract from, and preferably makes a positive contribution to, the character and/or appearance of the area.

Telecommunications

13.36 The National Planning Policy Framework (NPPF) states that when preparing local plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.

13.37 Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With the growth of services such as mobile internet access, demand for new telecommunications is continuing to grow. The Council is keen to facilitate this expansion whilst at the same time minimising any environmental impacts. It is the Council's aim to reduce the proliferation of new masts by encouraging mast sharing and siting equipment on existing tall structures and buildings.

Policy QD07 - Telecommunications

Proposals for telecommunications development will be permitted provided that the following criteria are met.

- 1) **The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character and appearance of the surrounding area.**
- 2) **If on a building, apparatus and associated structures should be sited and designed to minimise impact to the external appearance of the host building.**
- 3) **If proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the Council.**
- 4) **If proposing development in a sensitive area, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest.**

When considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.

14 - Heritage

Archaeology

14.1 Thanet, the former island located at the north eastern point of Kent and in close proximity to continental Europe, has long been a gateway to new settlers, ideas, trade and custom into Britain and on the frontline of invasion and defence. Some of the great events in the nation's early history have taken place in or close to Thanet including the arrival of the Romans, Anglo-Saxons and Christianity. The result is an incredible wealth of archaeological remains throughout the island dating from earliest prehistoric times to the present day. Across Thanet's towns, villages and countryside, archaeological investigation is regularly making new discoveries of remains that are of regional and national importance and that in many cases exhibit a character that is unique to the former island. The archaeology of Thanet stands comparison with any area of the country.

14.2 Much of Thanet's archaeology lies shallowly buried beneath the plough soils of the island's agricultural lands. Here aerial photography and top soil stripping ahead of major infrastructure and other development works has in recent years revealed extensive buried archaeological landscapes, particularly of prehistoric, Roman and Anglo-Saxon date, that are changing our understanding of settlement and other activities at those times. Within the towns and villages, as well as remains of these earlier periods are often found remains, sometimes more deeply buried, associated with the medieval development of the settlements and extending through their periods of growth and industrial development to their 19th and 20th century prominence. Elsewhere across Thanet can be found buried and standing remains associated with the defence of the coast and the former airfield at Manston, the industrial heritage of the area and the development of the historic landscape. Much of this rich archaeological resource can be particularly vulnerable to new development both in undeveloped and brownfield sites.

14.3 It is not possible for this summary for the Local Plan to provide a comprehensive overview of the archaeology of Thanet, however particular themes particularly relevant for land-use planning are:

- Deposits and features associated with the formation of the island and the creation of the Wantsum Channel and its later reclamation for agricultural land;
- The evidence of early hunter gatherer peoples on Thanet which can be seen in the Pleistocene deposits of the island particularly at Pegwell Bay and Manston;
- The rich and extensive ritual and funerary buried landscapes of the Neolithic and Early Bronze Age periods. Particular highlights are the major monuments of the causewayed enclosures at Chalk Hill, Pegwell and the remains of hundreds of late Neolithic and Bronze Age barrows;
- Extensive buried landscapes of the settlements, farmsteads, trackways and agricultural lands of the later prehistoric peoples of Thanet. Recent investigations on major development schemes such as East Kent Access 2 and Thanet Earth have illustrated the layout and development of large tracts of the later prehistoric landscape. Evidence of major enclosed sites has been found in several places for example North Foreland, Dumpton, Pegwell Bay and Fort Hill, Margate;
- A rich Romano-British landscape that saw the development of villa estates (for example at Tivoli and Minster), a pattern of coastal and inland settlement that saw the construction of sunken-featured buildings of a type rarely found outside Thanet, linked by a network of roads and trackways, and the establishment of small cemeteries of both inhumation and cremation burial rites. The inhabitants of Thanet at this time would have borne witness to the arrival and departure of the Romans at nearby Richborough and lived under the influence of that major port of entry;
- The arrival of the Anglo-Saxons is celebrated in Thanet through the tradition of the arrival of Hengist and Horsa (AD 449) at Ebbsfleet near Cliffsend. Remains of the new settlers can be seen in the rich cemeteries that can be found throughout the island and the occasional

evidence of dispersed settlement that has been found on a number of sites and is difficult to locate other than through stripping of large areas;

- AD 597 saw the arrival in Thanet of a mission from Pope Gregory in Rome led by the monk Augustine. The growth of the church and its influence on Thanet can be seen in the establishment of the convent at Minster, the presence of a number of monastic granges and parish churches. Evidence for the early development of the villages can also be traced in the fabric of surviving historic buildings and buried deposits in the core of the settlements.
- Archaeological deposits connected with the origins and development of Thanet's main towns of Margate, Broadstairs and Ramsgate, their ports and development as 19th and 20th leisure resorts survive both in the ground and the fabric of the standing remains. Large numbers of wrecks are present around the coast e.g. Goodwin Sands.
- Remains of coastal and other anti-invasion defences and the important military and civilian airfield at Manston which had its origins in the First World War and continued as an important military airfield into the Cold War.

14.4 In response to their likely potential impact on important archaeological remains, the Council considers it essential for new development proposals to assess and understand the effect that they may have on the significance of archaeological remains whether known or as yet undiscovered. Because Thanet's heritage is such a valuable and irreplaceable resource the following policy applies:

Policy HE01 - Archaeology

The Council will promote the identification, recording, protection and enhancement of archaeological sites, monuments and historic landscape features, and will seek to encourage and develop their educational, recreational and tourist potential through management and interpretation

Developers should submit information with the planning application that allows an assessment of the impact of the proposal on the significance of the heritage asset. Where appropriate the Council may require the developer to provide additional information in the form of a desk-based or field assessment. Planning permission will be refused without adequate assessment of the archaeological implications of the proposal.

Development proposals adversely affecting the integrity or setting of Scheduled Monuments or other heritage assets of comparable significance will normally be refused.

Where the case for development which would affect an archaeological site is accepted by the Council, preservation in situ of archaeological remains will normally be sought. Where this is not possible or not justified, appropriate provision for investigation and recording will be required. The fieldwork should define:

- 1) The character, significance, extent and condition of any archaeological deposits or structures within the application site;**
- 2) The likely impact of the proposed development on these features;**
- 3) The means of mitigating the effect of the proposed development.**

Recording should be carried out by an appropriately qualified archaeologist or archaeological contractor and may take place in advance of and during development. No work shall take place until a specification for the archaeological work has been submitted and approved by the Council. Arrangements must also be in place for any necessary post-excavation assessment, analysis and publication of the results, and deposition of the archive in a suitable, accessible repository.

Development in Conservation Areas

14.5 Conservation areas are designated by the Council where there is a valued distinctive character which the Council considers deserve special protection. Key elements of a conservation area include the architectural design or historic interest of buildings; the materials, colour and texture; the contribution of green and open spaces; street patterns and spaces between buildings; and views in and out of the area. The Council will review the boundaries of existing conservation areas and will consider the designation of new conservation areas as necessary and as resources allow.

14.6 The Council will not permit development which fails to retain those essential features upon which the character of a conservation area depends. These features may include natural features, trees, hedges, walls, fences, open areas and ground surfaces, as well as buildings and groups of buildings.

14.7 The character of conservation areas depends on the relationship of buildings to each other and their settings, in the local and wider context. The effect of a proposed development on the character or appearance of a Conservation Area is always a material consideration in the determination of planning applications. All development should preserve or enhance that character or appearance or local distinctiveness. It is also important that the spaces around and within the conservation area are retained, where they add to its character. The first step in the design process must, therefore, be an appraisal of the qualities of the area and the opportunity to reflect and improve on them. Such an appraisal should be submitted as part of a planning application.

14.8 Particular attention should be paid to conserving attractive views out of and into the area, including those from more distant or higher vantage points. Consideration should also be given to the assessment and mitigation against any negative impact the proposal might have on the townscape, roofscape, skyline and landscape.

Policy HE02 - Development in Conservation Areas

Within conservation areas, development proposals which preserve or enhance the character or appearance of the area, and accord with other relevant policies of this Plan, will be permitted, provided that:

Proposals for New Buildings

- 1) They respond sympathetically to the historic settlement pattern, plot sizes and plot widths, open spaces, streetscape, trees and landscape features,**
- 2) They respond sympathetically to their setting, context and the wider townscape, including views into and out of conservation areas**
- 3) The proportions of features and design details should relate well to each other and to adjoining buildings,**
- 4) Walls, gates and fences are, as far as possible, of a kind traditionally used in the locality,**
- 5) Conserve or enhance the significance of all heritage assets, their setting and the wider townscape, including views into and out of conservation areas**
- 6) Demonstrate a clear understanding of the significance of heritage assets and of their wider context,**

Proposals for Extensions

- 7) The character, scale and plan form of the original building are respected and the extension is subordinate to it and does not dominate principal elevations,**
- 8) Appropriate materials and detailing are proposed and the extension would not result in the loss of features that contribute to the character or appearance of the conservation area.**

New development which would detract from the immediate or wider landscape setting of any part of a conservation area will not be permitted.

Listed Buildings and their setting

14.9 The NPPF sets out the general approach to conserving and enhancing the historic environment and the impact of development on designated and non-designated heritage assets and conservation areas (paragraphs 126-141). The Council will assess proposals to alter or extend a listed building against the need to preserve the special architectural or historic interest which led to the building being listed. There is a general presumption in favour of the preservation of listed buildings, and consent to demolish or partly demolish such buildings will only be granted in exceptional circumstances.

14.10 The setting of listed buildings may be affected by development. It is important that applications for planning permission for development affecting listed buildings, or their settings, include full details of the proposal so that an informed decision can be reached and will be supported where they preserve or better reveal the significance of the Listed Building.

Local Heritage Assets

14.11 Local heritage assets, including buildings, structures, features and gardens of local interest, are an important element of the rich history of a settlement and reinforce local distinctiveness and sense of place.

14.12 The National Planning Policy Framework (NPPF) requires local planning authorities to have an up to date understanding of the local historic environment and its significance. Although not likely to meet the current criteria for statutory listing, local heritage assets are important to their locality by reason of their cultural, architectural and historical contribution.

14.13 The retention of local heritage assets may be achieved through appropriate adaptive re-use or change of use. A high quality historic built environment can aid economic regeneration and investment.

14.14 Unlike statutory listed buildings or Registered Parks and Gardens, Local Designated Asset status does not put any extra planning constraints on a property; rather it would be a material consideration if a development was proposed (i.e. the historical and architectural quality of the building would be taken into consideration). In addition, it is intended that the locally designated Asset Register will raise the profile of and give recognition to the buildings and parks that are of special importance to Thanet.

14.15 The NPPF supports the introduction of locally designated heritage assets and heritage best practice encourages further support to this important local designation by the introduction of Article 4 (2) to all locally designated single dwellings within a conservation area.

14.16 Authorised works to single dwellings are permitted under Article 3 of the Town and County (General Permitted Development) Order 1995 as amended by the Town and County Planning General Permitted Development (Amendment) Order 2008 which came into force from 1st October 2008.

14.17 Many of these small scale permitted development works such as the replacement of as built timber windows and doors with plastic in modern styles can significantly harm the character and appearance of historic buildings and areas.

14.18 When a building is statutory listed this problem is avoided by the requirement for listed building consent. In the case of unlisted buildings (even those locally listed) Article 3 of the General

Permitted Development Order allows a vast range of works to be carried out without the need to apply for planning permission.

14.19 Within conservation areas permitted development rights are more limited than elsewhere but even so those works can still degrade the character of individual buildings as a result of inappropriate changes.

14.20 A local planning authority can restrict the permitted development rights of property owners to carry out certain categories of development that would otherwise be automatically allowed through the making of an Article 4 direction. These directions can be made to cover one or more properties and they can restrict one or more classes of development.

14.21 The effect of an Article 4(2) Direction is not that development within the particular class in Schedule 2 of the General Permitted Development Orders cannot be carried out but simply that it is no longer automatically permitted, but instead must be subject to a specific planning application (for which there is no fee). This does not necessarily mean that the local planning authority will refuse permission for the works but it does enable the authority to retain some control over the design and detailing of the proposed development and to grant permission subject to appropriate conditions. The introduction of these directions is not intended to prevent all change, but rather to manage the way building and landscape alterations are carried out.

14.22 Before undertaking any works to a designated heritage asset, the significance of that asset must be clearly understood, as well as the potential impact of the development. Where listed buildings are concerned, it is important to address the full impact of modern building standards concerning aspects such as fire prevention, sound and thermal insulation, energy-efficiency savings and disabled access. Pre-application meetings are strongly recommended to ensure that standards can be accommodated without jeopardising the special interest of the building. Applicants considering works to a listed building are also advised to consult best practice guidance.

Policy HE03 - Local Heritage Assets

The Council supports the retention of local heritage assets, including buildings, structures, features and gardens of local interest. Local heritage assets will be identified in a local list as part of the Heritage Strategy.

Proposals that affect non-designated heritage assets, will be assessed on the scale of harm, both direct and indirect, or loss and the significance of the heritage asset. Proposals will only be permitted where they retain the significance, appearance, local distinctiveness, character or setting of a local heritage asset.

Historic Parks and Gardens

14.23 Thanet has a number of important parks; gardens, planned squares, cemeteries and churchyards. These areas provide significant amenity areas for the immediate environs and support and enhance the setting of significant designated and non-designated heritage assets. Parks and gardens of particular historical importance are listed by English Heritage in a Register of Historic Parks and Gardens - Albion Place Gardens in Ramsgate is included in this register. Kent County Council's Historic Environment Record also includes a number of important gardens and urban spaces locally.

14.24 Planned parks such as Ellington Park and Dane Park were opened to the public in 1898 and include features such as ornate bandstands and fountains. Less formal areas include grounds to substantial historic houses such as George V in Ramsgate (former residence of Sir Moses

Montefiore), Pierremont Park and Northdown Park. The cemeteries at Margate and Ramsgate include a selection of fine memorials, cemetery buildings and mature trees.

14.25 Planned squares are evident within the towns and are typically set pieces subordinate to buildings. These are a particular feature of the coastal towns. Examples include Hawley Square in Margate and Vale Square in Ramsgate where high quality amenity space is closely related to the setting of listed buildings with a high degree of openness and permeability.

14.26 Both registered and non-registered parks and gardens are important because of their design or design history, the plants they contain; their historic significance; or their relationship with adjacent buildings and structures. In many cases, the designed open space is an important element of the design of the surrounding built environment. The Council will resist changes that would harm the character or setting of important parks and gardens, important plant material (particularly trees), views and other features.

In recognising the importance of these heritage assets the following policy applies.

Policy HE04 - Historic Parks and Gardens

Planning permission will not be granted for any development that will adversely affect the visual, historical or horticultural character of an historic park or garden or its setting, whether or not it is included on the statutory register.

Works to a heritage asset to address climate change

14.27 The Council is committed to tackling climate change and reducing the carbon emissions of Thanet. At the same time, the Council is committed to conserving the historic environment, particularly preserving and enhancing the character and appearance of its heritage assets. The Council's aim, therefore, is to ensure a balanced approach between protecting the heritage assets of Thanet and ensuring that they contribute to tackling climate change and reducing the carbon emissions of the district. Such measures could include seeking to encourage and enable the sensitive retrofitting of energy efficiency measures and the appropriate use of micro-renewables in historic buildings (including listed buildings) and conservation areas, whilst safeguarding the special characteristics of these heritage assets for the future.

14.28 The Council has been involved in a joint initiative with the Kent School of Architecture to consider the impact of climate change and energy efficiency on the historic environment. It secured funding from the Technology Strategy Board for a project that looked at how Victorian Seaside houses would perform environmentally in the climate of the year 2080. A building on Dalby Square was chosen as a test bed. The Council worked with Kent School of Architecture who found that terraced Victorian houses can perform environmentally better than some modern dwellings. The findings of this ground breaking study will be published by the Kent School of Architecture as a Climate Change Toolkit for Victorian houses. Further advice on the adaptation of the historic environment in response to climate change issues can be found in the Historic England (formerly English Heritage) publication: Climate Change and the Historic Environment (2008). Adaptive re-use of a building gives significant carbon savings in terms of embodied energy in the fabric of the building, so the focus will be on enhancing the performance of traditional buildings as much as practicable without damaging their significance. Minimal intervention will be required, along with assurance that the works do not harm the building's integrity or significance.

14.29 Planning applications will need to demonstrate a thorough understanding of the building in question via the submission of the following information:

- surveys of existing construction, to include walls, floors, ceilings and roofs;

- submission of baseline energy consumption data before and after improvements have taken place;
- measured data of existing environmental performance of the building's fabric;
- an indication of any national performance standards being targeted as a result of works; and
- recommendations on the environmental performance measures to be implemented in order to achieve the standard.

14.30 Prior to looking at alternative means of generating energy, it is important to investigate and put into practice all possible means of conserving energy (hierarchical approach). The Chartered Institution of Building Services Engineers' guidance on Building Services in Historic Buildings sets out four principal aims when seeking to enhance the sustainability of heritage assets:

- Preserve historic fabric;
- Extend the beneficial use of older buildings;
- Reduce carbon emissions, using the hierarchical approach; and
- Specify environmentally conscious materials.

Policy HE05 - Works to a Heritage Asset to Address Climate Change

Proposals to enhance the environmental performance of heritage assets will be supported where a sensitive and hierarchical approach to design and specification ensures that the significance of the asset is not compromised by inappropriate interventions.

Any works should be undertaken based on a thorough understanding of the building's performance.

15 - Climate Change

15.1 Adaptation is an essential part of addressing the impacts and opportunities created by our changing climate. The Intergovernmental Panel on Climate Change (IPCC) defines adaptation as "adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderate harm or exploit beneficial opportunities". There is a statutory duty on local planning authorities to include policies in their local plan designed to tackle climate change and its impacts. These can range from policies that reduce the need to travel, flood risk and coastal change, sustainable construction and design and renewable low carbon technologies. Local plans can also address appropriate adaptation and mitigation measures to combat climate change.

Fluvial and Tidal Flooding

15.2 Flooding has become a significant issue and the National Planning Policy Framework (NPPF) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but without increasing the risk of flooding elsewhere. This is known as the 'Sequential Test' and is accompanied by an 'Exception Test' to be applied where necessary. Any development that takes place in an area at risk of flooding must incorporate appropriate flood resilient and resistant measures (in line with paragraph 103 of the NPPF). The Strategic Flood Risk Assessment sets out other generic mitigation measures that could be applied to developments in flood risk zones such as ensuring sleeping accommodation of residential development is above ground floor level. Other measures could include those that prevent or limit the amount of water entering the property, flood resilient building techniques such as the siting of electrical controls at higher levels, raising floor levels and the use of sustainable drainage systems and flood barriers.

15.3 Thanet has few areas of low lying land that are at risk of flooding from the sea. The two primary sources of flooding in the district are fluvial and tidal; fluvial flooding from the Wantsum Channel, and tidal flooding from extreme tide levels. The majority of development proposed in this Plan has been directed away from the identified Flood Risk Areas.

15.4 The densely populated Old Town area of Margate falls within an area of low lying land. The financial cost of damage to property in the Old Town area resulting from a major flooding event could be as much as £70m. Such a flooding event could also put the safety of residents and the public at risk. Recent flood defence works have significantly reduced this risk. The Council's flood risk assessment presents advice and recommendations on the implications of flood risk and climate change. Site specific Flood Risk Assessments may be required for developments within identified areas at risk from flooding.

15.5 Areas at risk of flooding are shown on the flood maps on the Environment Agency's website and are updated regularly - www.environment-agency.gov.uk. These should be referred to when considering development in areas at risk from flooding as these are regularly updated.

The following policy seeks to ensure that development is not put at risk by flooding.

Policy CC01 - Fluvial and Tidal Flooding

Development will not usually be appropriate in areas falling within the identified Environment Agency's flood Zones 2 and 3.

Where there is no alternative to developing in an area identified as being at risk of flooding (Zones 2 and 3), the sequential test and exception test as set out in the NPPF will be applied. Development proposals in these areas will need a Flood Risk Assessment to be carried out by the developer.

Any development that takes place in a flood risk area will be expected to incorporate flood resilient measures.

Surface Water Management

15.6 Management of surface water is important in terms of reducing the risk of pollutants draining into the groundwater and bathing waters, and reducing the risk of surface water flooding.

15.7 The Thanet Surface Water Management Plan (SWMP) 2013 assessed historic flooding incidents, and identified the causes of this flooding as surface water, sewer, tidal or blocked drains or gullies. SWMPs identify areas which may be vulnerable to surface water flooding as a result of flooding occurring elsewhere (eg excessive drainage into a site from flooding occurring further along a watercourse). An Action Plan has been developed which identifies a range of recommended actions for the reduction of flood risk across the Thanet area.

15.8 The following actions are identified for the Council, which could be achieved through the planning process:

- Ensure all new developments, where possible, consider the use of Sustainable Urban Drainage Systems (SuDs)
- Ensure new developments do not increase the risk of surcharge of the sewer network within their catchment
- Promote benefits of rainwater reuse and recycling
- Support KCC in the use of SuDs in identified areas

15.9 SuDs are designed to control surface water run-off close to where it falls to and mimic natural drainage as closely as possible minimising pollution and the impacts of flooding (NPPG). Surface water runoff in built up areas tends to flow rapidly into the sewer system, which places a burden on the sewerage network and increases flood risk downstream as piped systems have limited capacity. SuDs can slow the rate at which water disperses, thus reducing the risk of flooding.

15.10 SuDs are more sustainable than traditional drainage methods and they provide opportunities to:

- Reduce the causes and impacts of flooding;
- Remove pollutants from urban run-off at source
- Combine water management with green space with benefits for amenity, recreation and wildlife

15.11 The provision of sustainable drainage within new development became a material consideration in planning decisions from April 2015. Kent County Council is the Lead Local Flood Authority (LLFA) for the county and as such they are the statutory consultee in the planning process to oversee the provision of SuDs for major development within the District. The LLFA provides technical advice and guidance on the surface water drainage strategies, designs and maintenance arrangements proposed by developers for any new major development. Kent County Council has prepared a Drainage and Planning Policy Statement (September 2015) containing guidance on how to integrate sustainable drainage systems into the master planning of large and small developments. Developers should consult and refer to this guidance and any future updates, when preparing applications incorporating SuDs schemes. All applications incorporating a SuDs scheme will also need to include details of a robust maintenance scheme to be agreed with the appropriate authority.

15.12 Sustainable Drainage Systems may have both direct and indirect impacts on the historic environment and historic buildings are often more vulnerable than modern buildings to flood damage to their foundations. Kent County Council has produced guidance on 'The Historic

Environment and Sustainable Drainage' and they maintain the County Historic Environment Record (HER). When preparing SuDs schemes developers should fully consider the potential impact on the historic environment and ensure that any avoidable damage is mitigated.

15.13 Kent County Council has prepared guidance on the process from application to adoption of SuDs 'Drainage and Planning Policy Statement 2017'. Developers should consult KCC's guidance and any future updates, when preparing applications for SuDs schemes. KCC should be consulted early on in the process and further information is available from <http://www.kent.gov.uk/waste-planning-and-land/flooding-and-drainage/sustainable-drainage-systems>.

15.14 Infiltration methods are unlikely to be appropriate in some parts of Thanet due to the quality of the groundwater. Groundwater from the chalk rock beneath Thanet is used to supply water for drinking water, agriculture, horticulture and industry. It also feeds the springs that emerge along the coast and near the marshes. The groundwater is extremely vulnerable to contamination as substances (natural substances and man-made chemicals) are able to pass rapidly through the thin soils and the natural fissures (cracks) in the chalk rock to the groundwater below the ground surface. The acceptability and construction details of infiltration devices is not only based on whether the site is in a Groundwater Source Protection Zone, it also depends on whether the ground conditions are suitable (i.e. free from contamination) and if there are adequate unsaturated area to help reduce any discharge. Proposals for infiltration methods within the Groundwater Source Protection Zone should be discussed with the Environment Agency as it may be possible for SuDs to be lined, or for water to be treated prior to infiltration.

15.15 Under the Water Framework Directive (WFD), the Kent Isle of Thanet Groundwater Body has been classified as poor status for the groundwater quality and quantity. The groundwater is impacted by nitrates, pesticides, solvents and hydrocarbons at levels that are of concern.

15.16 The quality of the groundwater also has an impact on Thanet's bathing waters. The Bathing Water Directive which aims to protect public health and the environment from pollution has been revised and now introduces tighter water quality standards. This was fully implemented in 2015. Thanet has 13 beaches which have been designated as 'Bathing Waters' under the Bathing Water Directive. Thanet received seven European Blue Flag Awards for its beaches in 2015. These are awarded to beaches that have met and maintained a series of stringent environmental, educational, safety and access related criteria. In addition to this Thanet has been awarded three Seaside Awards for Margate Main Sands, Westbrook Bay and Viking Bay, which rewards beaches in England that achieve the highest standards of beach management. There is also 1 shellfish water designated under the EU Shellfish Waters Directive.

15.17 Walpole Bay has previously failed to meet current EC mandatory bathing water standards and is therefore considered to be at significant risk of not meeting the revised Bathing Water Regulations.

15.18 Bathing waters can be nominated for designation or delisting in the annual DEFRA review. The quality of bathing water quality can be affected by pollution that arises from a variety of sources and the amount of pollution from individual sources may be small but the combined effect can be significant. Diffuse pollution, from agricultural or other sources, can run off land or percolate through it in to rivers which drain into the sea.

15.19 The following factors could contribute to poor bathing water quality in Thanet:

- Pollution from sewage - bacteria from sewage can enter our waters as a result of system failures or overflows or directly from sewage works.
- Water draining from farms and farmland - manure from livestock or poorly stored slurry or poor practices in the application of manure on to land can wash into rivers and streams resulting in faecal material entering the sea.

- Animals and birds on or near beaches - dog, bird and other animal faeces can affect bathing water as they often contain high levels of bacteria (much higher than treated human waste).
- Water draining from populated areas - water draining from urban areas following heavy rain can contain pollution from a variety of sources, including animal and bird faeces or incorrect connections of waste water from houses and businesses into surface water drainage
- Domestic sewage - misconnected drains and poorly located and maintained septic tanks can pollute surface water systems.

15.20 The loss of blue flags or the failure of any of Thanet's beaches to meet the requirements of the revised Bathing Water regulations or for Shellfish water failure could have knock-on implications on perception of water quality at neighbouring beaches as well as the local economy and tourist and fishing industry. To ensure development does not negatively impact bathing and shellfish water quality it is important to ensure drainage infrastructure is adequate i.e. sewer capacity is available (or financially viable to increase) and surface water drainage is managed. The following policy seeks to ensure surface water run-off is managed appropriately.

Policy CC02 - Surface Water Management

New development will be expected to manage surface water resulting from the development using sustainable drainage systems (SuDs) wherever possible. SuDs design, together with a robust long term maintenance plan should be considered as an integral part of the master planning and design process for new development. Developers should seek and refer to guidance produced by the Lead Local Flood Authority (LLFA) when submitting a planning application for any major development. Approval for the design and long term maintenance of SuDs will be required prior to development being permitted.

When preparing SuDs schemes developers should fully consider the potential impact on the historic environment and ensure that any damage is mitigated. Proposals for SuDs at sites within the Groundwater Source Protection Zone as shown on the Policies Map, or sites near the Groundwater Source Protection Zone, must demonstrate that the methods used will not cause detriment to the quality of the groundwater.

Sites identified as a Tidally Sensitive Area (as identified in surface water management plans) will need to incorporate Sustainable Drainage Methods and a maintenance schedule where appropriate, at the design stage of a planning application, and a Flood Risk Assessment will be required before planning permission can be granted.

Coastal Development

15.21 There are a number of other discrete areas of flood risk around the coastline; however, the majority of coastline is at risk of erosion and not flooding. Coastal defences have an approximate lifespan of 50 years. If there appears to be an economic justification for maintaining them then they will be maintained; however, feasibility work does not always indicate that a project will be successful in achieving funding, and in such cases defences may cease to be maintained.

15.22 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 seeks to ensure that new development is not put at risk from coastal erosion.

Policy CC03 - Coastal Development

Proposals for new development within 40 metres of the coastline or clifftop must demonstrate to the satisfaction of the Council that it will not:

- 1) Expose people and property to the risks of coastal erosion and flooding, or**
- 2) Accelerate coastal erosion due to increased surface water run off before planning permission can be granted.**

Renewable energy

15.23 There are a number of options for obtaining energy from renewable sources in new or existing developments. These include:

- Solar photo-voltaic panels
- Wind turbines
- Solar water heating
- Ground source heat pumps
- Biomass and biofuel

15.24 The Council will encourage new developments to make provision for renewable installations in their master planning and will encourage the retrofitting of such installations to existing buildings, subject to the criteria in policy CC04. The following policy seeks to encourage the use of renewable energy installations in new and existing development whilst mitigating against any detrimental effects.

Policy CC04 - Renewable energy

Major new developments will be expected to make provision for renewable energy or micro-generation equipment a part of their proposals subject to the following criteria:

Applicants will need to demonstrate that:

- 1) They have considered the environmental, social and economic benefits of their proposals.**
- 2) There are no significant adverse impacts on the surrounding area such as visual, noise and amenity.**
- 3) Visual impacts have been minimised in the design and layout of the scheme;**
- 4) There is no significant loss of residential amenity of local residents.**
- 5) There is no adverse impact on heritage assets.**
- 6) There is no significant impact on the landscape setting, habitats, biodiversity or wildlife assets, particularly protected species and habitats.**
- 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.**

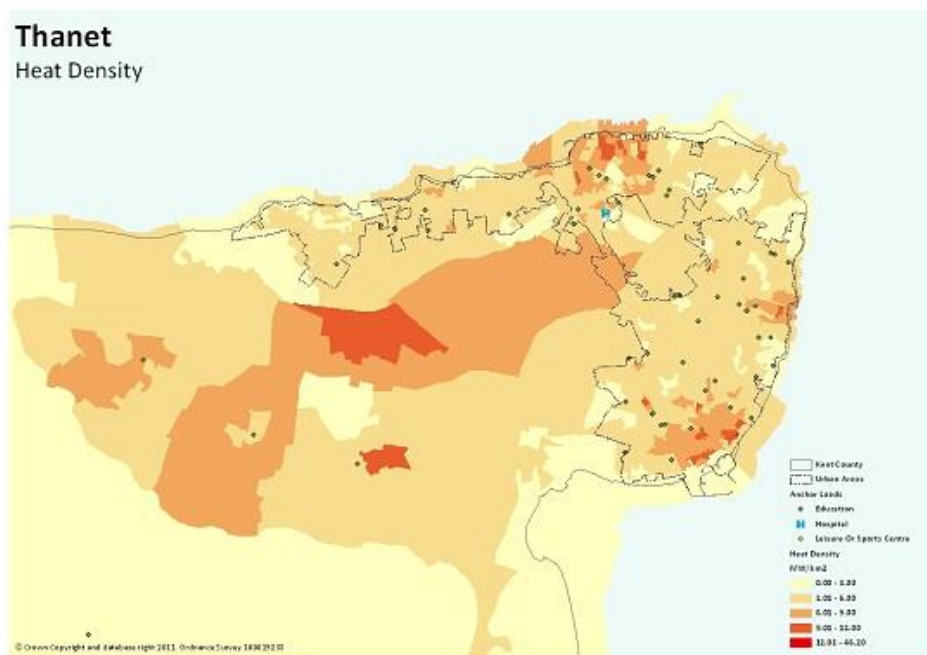
District Heating

15.25 District heating schemes supply heat from a central source directly to homes and businesses through a network of pipes carrying hot water. This means that individual homes and business do not need to generate their own heat on site.

15.26 Large energy users, or 'anchor loads' are an essential part of a district heating network to provide a base heat demand that will allow a system to run efficiently. Anchor loads could be large

energy users such as industry, schools, hospitals or leisure centres with heated swimming pools. Map 3 is a heat map for Thanet showing potential areas suitable for district heating.

Map 3 - Thanet's Heat Density



15.27 District heating is most suitable where there is a high density of built development, and especially where there is a mix of building types. This diversity of energy demand helps to keep combined heat and power (CHP) or boiler plant running in a more steady state for longer - which is more efficient.

15.28 The Renewable Energy for Kent report identifies the following scale and types of district heating networks which may come forward:

Small local networks: Typically between 10 and 50 homes in a street or a block. Gas fired boilers or biomass boilers supplying heat only

Medium size networks: Typically over 200 homes and normally with an 'anchor building' (i.e. a school, hospital or leisure centre)

Large networks: A number of small and medium sized networks linked up and perhaps taking heat from a large biomass or energy from waste power station

15.29 The following policy seeks to encourage district heating schemes where appropriate and feasible.

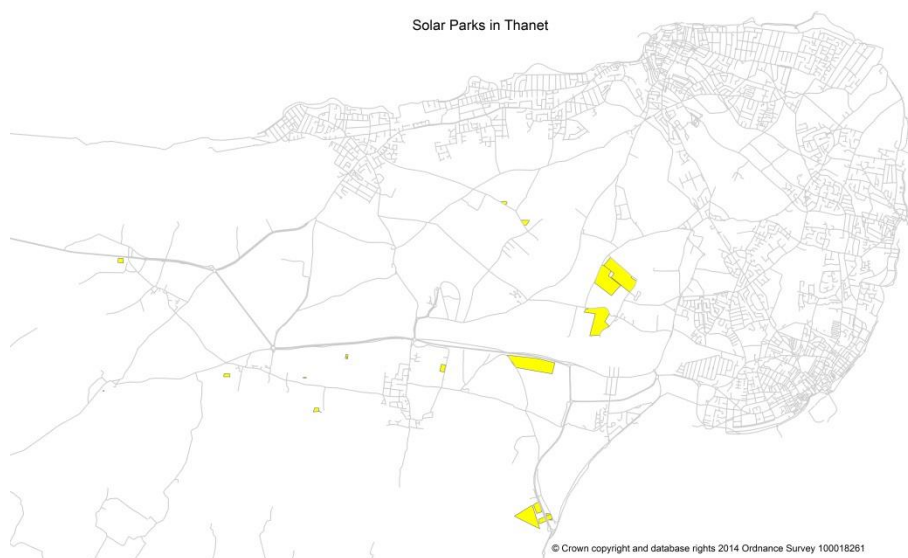
Policy CC05 - District Heating

Support will be given to the inclusion of district heating schemes in new development. Major development proposals should be supported by an Energy Statement to demonstrate why district heating can or cannot be delivered.

Solar Parks

15.30 There have been a number of developments for renewable energy applications in the district to help reduce emissions. A number of solar parks have been granted permission - these are mainly located in fields, or parts of fields, are temporary (most have a 25 year lifespan), and the land can revert to its original use when the panels are removed.

Map 4 - Solar Parks



15.31 The siting for a solar park will usually be near to a connection to the national grid due to cost implications for connection, and will require the erection of a fence surrounding the site for security reasons.

15.32 Map 4 shows sites where permission has been granted for solar parks at the time of writing. It may be possible that other sites could be considered for further development of solar parks. Further sites should be located on previously developed land or non-agricultural land wherever possible. There are potential negative impacts to the countryside, landscapes, and to best and most versatile agricultural land. For proposals on agricultural land, the developer will be expected to demonstrate how the land can still be used for agricultural purposes.

15.33 The developer will be required to outline a management programme to demonstrate that the areas beneath and around the panels will not become overgrown, and to assist with the eventual restoration of the site, normally to its former use.

Policy CC06 - Solar Parks

Applications for solar parks will only be permitted if there is no significantly detrimental impact on any of the following:

- 1) Thanet's historic landscapes**
- 2) Visual and local amenity, including cumulative effects**
- 3) Heritage assets and views important to their setting**

Proposals on agricultural land must demonstrate that the proposal will comply with all of the following:

- 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.

The need for renewable energy does not automatically override environmental considerations.

15.34 The Richborough area, which straddles the district boundary with Dover, has become a focus for waste treatment, renewable and low carbon energy industries. The former Richborough Power Station provides a potential location for such facilities, as well as a connection to the national grid. Thanet and Dover Councils have approved applications for solar parks and anaerobic digesters in the surrounding area, a peaking plant facility and site-wide infrastructure to facilitate the creation of energy from waste site, on the former Richborough Power Station site.

15.35 The Council recognises the potential of the site to help to mitigate against climate change. Therefore in liaison with Dover District Council and Kent County Council (as the Minerals and Waste Authority), the Council will continue to explore, with the promoters of any schemes, how this potential can be realised. Particular regard would need to be had to environmental, transport and wildlife impacts together with visual impact on landscape and on the gateway location to and from Thanet.

15.36 The Kent Minerals and Waste Sites Local Plan 2013-2030 and Waste Sites Plan look to this area as a potential location for energy from waste, green waste treatment and for the treatment/material recycling facilities. Development proposals in this area should also refer to these plans and the relevant National Planning Statements.

15.37 The Secretary Of State for Transport has issued directions under the Town and Country Planning (General Development Procedure) Order 1995 to safeguard the route corridor of the Channel Tunnel Rail Link Project. This includes additional land that may be required for associated works/development. (Such direction and works are not proposals of the District Council, and the routes in question will not be determined through the development plan process but through other statutory procedures which will provide appropriate opportunities for any objections by those directly affected by the project).

15.38 Safeguarding directions for development affecting the route corridor for the channel tunnel rail link project apply to land at Richborough. In accordance with the direction, the Council will consult HS1 (south) limited before granting planning permission or resolving to carry out/authorise development within the limit of land subject to consultation.

Policy CC07- Richborough

Proposals for the development of renewable energy facilities at Richborough will be permitted if it can be demonstrated that the development will not be detrimental to nearby sites of nature conservation value or that any potential effects can be fully and suitably mitigated.

16 - Safe and Healthy Environment

16.1 The National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment. It should prevent both new and existing development from contributing to or being put at unacceptable risk of pollution by soil, air, water or noise or land instability, and remediate and mitigate despoiled, degraded, derelict contaminated and unstable land where appropriate. Consideration must be given to the impacts of noise on health and quality of life from new developments, and the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

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

Potentially Polluting Development

16.3 Activities with the potential to pollute are controlled by wide ranging powers under pollution control legislation. However, the effects of development that might cause the release of pollutants to water, land or air, or from noise, dust, vibration, light, odour or heat, are material considerations when deciding whether or not to grant planning permission. The Council will require any application to include sufficient information to enable the risk of pollution to be assessed.

Policy SE01 - Potentially Polluting Development

Development with potential to pollute will be permitted only where:

1) Applicable statutory pollution controls and siting will effectively and adequately minimise the impact upon existing and proposed land uses and the environment including the effects, including cumulative effects, on health, the natural environment such as significant natural and heritage assets, or general amenity resulting from the release of pollutants to water, land or air or from noise, dust, vibration, light, odour or heat; and

In determining individual proposals, regard will be paid to:

2) The economic and wider social need for the development; and

3) The visual impact of measure needed to comply with any statutory environmental quality standards or objectives.

4) where there is an impact and the development is acceptable, a suitable mitigation is proposed to the satisfaction of the pollution control regimes.

Permission for development which is sensitive to pollution will be permitted only if it is sufficiently separated from any existing or potential source of pollution as to reduce pollution impact upon health, the natural environment or general amenity to an acceptable level, and adequate safeguarding and mitigation on residential amenity.

Landfill Sites and Unstable Land

16.4 Sites that have been used for the deposit of refuse or waste may generate explosive or otherwise harmful gasses. Thanet has approximately 26 such sites which are all listed in the National Landfill Atlas held by the Environment Agency.

16.5 A former landfill site will be unlikely to be actively gassing after 40-50 years of its closure. The Council is required to consult the Environment Agency, as Waste Regulation Authority, before

granting consent for development within 250m of land which is, or has within 30 years of the relevant application, been used for the deposit of refuse or waste.

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

16.7 Where the presence of gas is discovered or it is suspected that it may be present during site development, the Council will require the applicant to arrange for an investigation to be carried out to determine its source and for satisfactory and effective remedial measures to prevent hazards from migrating gas (including accumulation into property or other confined spaces) during the course of development and during subsequent use of the site. Specialist design and construction advice will usually have to be sought by the developer in this regard.

16.8 For development on unstable land, it may be necessary for the developer to carry out specialist investigations and assessments to determine the stability of the site proposed for development and identify any remedial measures that will be needed to deal with instability. Areas known to the Council where land instability is likely to be an issue include:

- Minster Marshes
- Monkton Marshes
- Sarre Marshes
- Wade Marshes
- Land overlying Ramsgate and Margate caves
- Land overlying disused railway tunnel between Ramsgate main sands and the railway line at Broadstairs

Policy SE02 - Landfill Sites and Unstable Land

In considering planning applications on or near landfill sites, or where there is otherwise reason to suspect that potential danger from evolving or migrating gas may be present, or on land for which known or suspected instability might render it unsuitable for development, the local planning authority may require a specialist site investigation and assessment by the developer to identify any remedial measures required before determining such planning applications.

Development or redevelopment, including change of use, will only be permitted where:

- 1) The applicant/developer has demonstrated either that there is no unacceptable risk caused by the development or that appropriate remedial measures can overcome such risk;**
- 2) The development would not adversely affect neighbouring land; and**
- 3) Any necessary remedial measures can be achieved without unacceptable environmental impact.**

Where the local planning authority is satisfied that the risks from landfill or ground instability can be overcome, planning consent may be granted subject to conditions or a legal agreement specifying the necessary measures to be carried out.

Contaminated Land

16.9 Some sites in Thanet are known to be contaminated. The allocation of sites should not be taken as an indication that they are free from any hazardous/physical constraints, or that they are not in the vicinity of other installations handling hazardous substances.

16.10 Development on contaminated land will require a site investigation and assessment to establish the levels of contamination present and identify any remedial measures to clean the site to make it suitable for its proposed end use.

16.11 A County-wide Contaminated Land Strategy is being prepared by the Kent & Medway Contaminated Land Forum and will form part of the evidence base for this Plan once it has been finalised. The strategy provides information across the county in place of former Planning Policy Statement 23 (PPS23). The Council has a Contaminated Land Strategy for the district - this is currently being reviewed.

Policy SE03 - Contaminated Land

Development proposals that would enable contaminated sites to be brought into beneficial use will normally be permitted, so long as the sites can be rendered suitable for the proposed end use in terms of the impact on human health, public safety and the environment, including underlying groundwater resources.

Development on land known or suspected to be contaminated or likely to be adversely affected by such contamination will only be permitted where:

- 1) An appropriate site investigation and assessment (agreed by the Council) has been carried out as part of the application to establish whether contamination is present and to identify any remedial measures necessary to ensure that the site is suitable for the proposed end use;**
- 2) The proposed remedial measures would be acceptable in planning terms and would provide effective safeguards against contamination hazards during the development and subsequent occupation of the site.**

Planning conditions will be attached to any consent to ensure that remedial measures are fully implemented, before occupation.

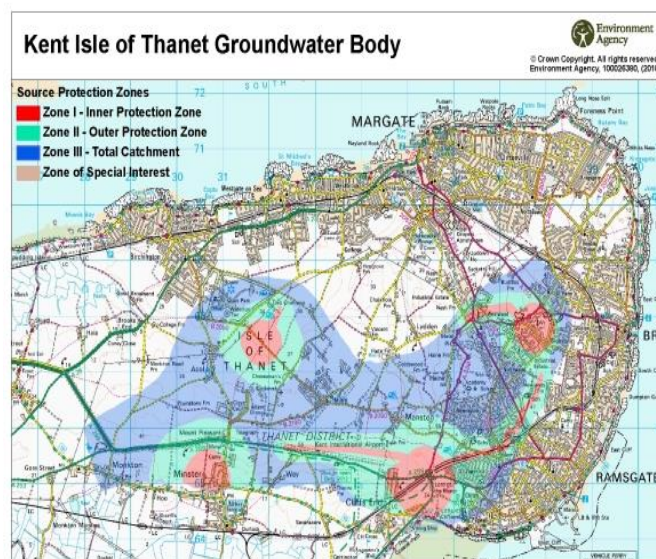
In the case of sites where contamination is only considered to be a possible risk, a site investigation will be required by condition. Sites where contamination is believed to have been removed or where the full site history is unknown should not be able to be considered as contaminated land under Part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

Groundwater Protection

16.12 Thanet's groundwater is of poor quality and is vulnerable to contamination due to Thanet's thin soils and cracks in the chalk rock, which means pollution would soak through quickly to the groundwater. However the groundwater is used to supply water for drinking water, agriculture, horticulture and industry and also feeds the springs that emerge along the coast near the marshes, so it is important that there is no further contamination to the groundwater.

Thanet's groundwater zones are shown on the Policies Map, and in more detail on map 5.

Map 5 - Thanet's Groundwater Protection Zones



16.13 Thanet's groundwater is extremely vulnerable to contamination as substances (natural substances and man-made chemicals) are able to pass rapidly through the thin soils and the natural fissures (cracks) in the chalk rock to the groundwater below the ground surface.

16.14 Once the chalk and groundwater is contaminated at a site by a substance it can take decades to clean-up. The Council and the Environment Agency have worked hard to prevent contamination by consistently applying Groundwater Protection policies to any proposed land-use changes in Thanet to reduce potential future impact.

16.15 Under the Water Framework Directive (WFD), the 'Kent Isle of Thanet Groundwater Body' has been classified as poor status for the groundwater quality and quantity. The groundwater is impacted by nitrates, pesticides, solvents and hydrocarbons at levels that are of concern. Thanet's groundwater is currently a candidate Water Protection Zone (WPZ). These zones are used in areas identified as being at high risk as a 'last resort' when other mechanisms have failed or are unlikely to prevent failure of WFD objectives. WPZs are a new regulatory tool to address diffuse water pollution. They are designed to help enforce measures to prevent pollution and improve water quality where standards set out in the Water Framework Directive (WFD) are not being met. It is hoped that sufficient measures can be taken, by various organisations and individuals, that will help remediate the problems with Thanet's groundwater and avoid a WPZ designation.

16.16 The poor groundwater quality cannot be attributed to just one source. In Thanet there are considerable risks to the groundwater from both urban and rural activities. These risks are intensified by the compact nature of the district. Hazards to Thanet's groundwater include petrol stations, gas works, drainage from roads, leakage from sewers, pesticide storage, septic tanks, sheep dips, and farm buildings. Uses that can cause pollution to the groundwater include dry cleaners, mechanics, scrap metal, photo processing, and some sustainable drainage systems.

16.17 Some methods of Sustainable Drainage can cause detriment to the groundwater. However, well designed SuDs in suitable locations can improve the volume of groundwater available without affecting the quality. 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. Discharges to the ground in sensitive areas should be approved by the Environment Agency.

Policy SE04 - Groundwater Protection

Proposals for development within the Groundwater Source Protection Zones 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.

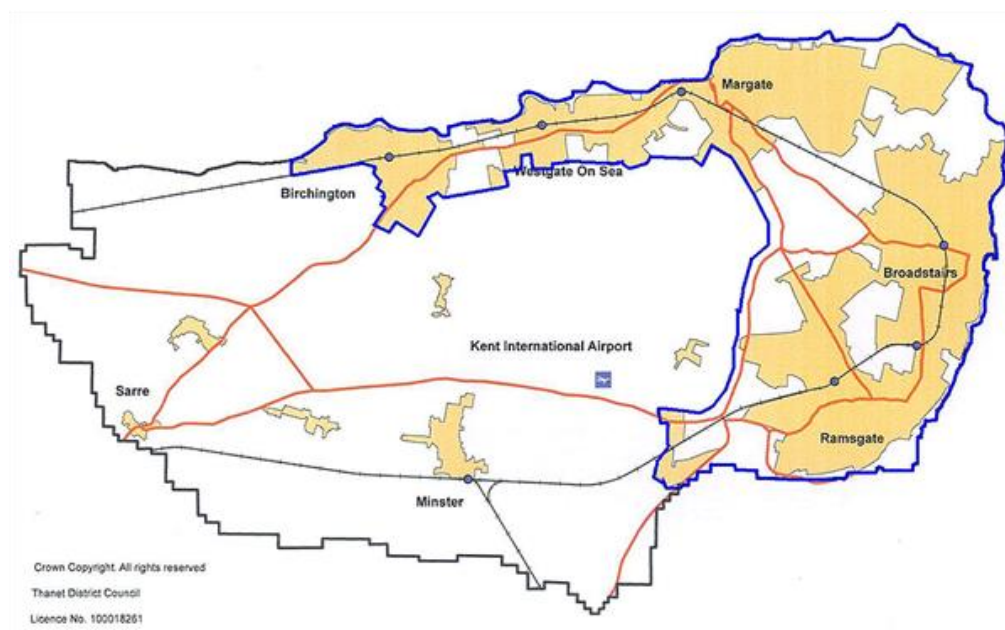
Proposals for Sustainable Drainage systems involving infiltration must be assessed and discussed with the Environment Agency to determine their suitability in terms of the impact of any drainage into the groundwater aquifer.

Air Quality

16.18 The Environment Act 1995 established a local air quality management regime which requires local authorities to review and assess ambient air quality in their areas against health-based standards for a number of specific pollutants as set out in regulations. It is then required to produce an Air Quality Action Plan. If there is a risk that levels of air pollution in any part of an authority's area will be higher than the prescribed objectives then the authority is required to designate an Air Quality Management Area (AQMA).

16.19 Thanet generally has good air quality; however there are areas at The Square in Birchington, the junction of Hereson Road/Boundary Road and High Street St Lawrence, Ramsgate where air quality is poor due to pollution from road transport. An urban wide Air Quality Management Area has been declared to enable effective management of air quality. The transport strategy that accompanies the plan is aiming to address this issue by proposing road improvements and new links to form an "inner circuit". Further details are available in chapter 6 New Strategic Routes Policy.

Map 6 - Thanet Urban Air Quality Management Area



16.20 Planning is an effective tool to improve air quality. It can be used to locate development to reduce emissions overall, and reduce the direct impacts of new development, through policy requirements.

16.21 An AQMA makes consideration of the air quality impacts of a proposed development important. However, there is still a need to regard air quality as a material factor in determining planning applications in any location. This is particularly important where the proposed development is not physically within the AQMA, but could have adverse impacts on air quality within it, or where air quality in that given area is close to exceeding guideline objectives itself.

16.22 The Council has produced an Air Quality Technical Planning Guidance August 2016, in conjunction with the Kent and Medway Air Quality Partnership. The guidance sets out the approach that should be adopted from pre-application stage through to submitting details to the local planning authority. The process involves initial screening to see if the development does not require any assessment and/or mitigation or if the development requires an air quality assessment and/or an emissions mitigation assessment. Advice from the Council's air quality officer should be sought early on in the process.

16.23 Developments that require the submission of an Air Quality Assessment include the following:

- 1) If the development is likely to have a significant impact upon an AQMA
- 2) If the development has the potential to cause a deterioration in local air quality (i.e. once completed it will increase pollutant concentrations)
- 3) If the development is located in an area of poor air quality (i.e. it will expose future occupiers to unacceptable pollutant concentrations) whether the site lies within a designated AQMA or, if so advised by the Local Authority, or a "candidate" AQMA
- 4) If the demolition/construction phase will have a significant impact on the local environment (e.g. through fugitive dust and exhaust emissions)

16.24 The types of development that are likely to require an air quality assessment are identified in the Kent and Medway Air Quality Partnerships Technical Planning Guidance August 2016, although the Council's air quality officer will confirm whether an air quality assessment is required or if an emissions mitigation assessment will suffice.

16.25 Where an air quality and/or an emissions mitigation assessment are required, they should be carried out by the developer's air quality consultant.

16.26 The Air Quality Technical Planning Guidance provides advice on the level of information required, the process, assessment and possible mitigation and applicants are encouraged to refer to this document. It is vital that air quality is discussed at the pre-application stage where possible, to avoid delays in the processing of the planning application. Applicants should always seek to use the most up to date information on air quality when carrying out an assessment. Early consultation with the Council's air quality officer is recommended to determine whether an air quality assessment is required before submitting a planning application.

16.27 In order to improve air quality generally within the District, the Air Quality Technical Planning Guidance encourages the use of less polluting transport, by requiring proposals for new residential development of 10 or more units and commercial/industrial developments above a certain size, to provide electric car charging points.

16.28 This approach compliments the Council's aim to improve the health and wellbeing of its residents. The Council will also work with the relevant providers of public transport to provide less polluting forms of transport through a Quality Bus Partnership.

Policy SE05 - Air Quality

All major development schemes should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality, Development

will be located where it is accessible to support the use of public transport, walking and cycling.

New development must ensure that users are not significantly adversely affected by the air quality and include mitigation measures where appropriate.

All developments which either individually or cumulatively are likely to have a detrimental impact on air quality, will be required to submit an Air Quality and/or Emissions Mitigation Assessment, in line with the Air Quality Technical Planning Guidance 2016 and any subsequent revisions.

The Air Quality Assessment should address the cumulative effect of further emissions.

The Emission Mitigation Assessment should address any proposed mitigation measures through good design and offsetting measures that would prevent the National Air Quality Objectives being exceeded or reduce the extent of the air quality deterioration. These will be of particular importance within the urban AQMA, associated areas and areas of lower air quality.

Proposals that fail to demonstrate these will not be permitted.

Noise Pollution

16.29 The National Planning Policy Framework (NPPF) outlines that local plan policies and development management decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. It states that where conflict does arise, impacts must as far as possible be mitigated against and be reduced to a minimum.

16.30 The Government's Noise Policy Statement for England stated priority is to:

'Avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development'.

16.31 The second aim is to mitigate and minimise adverse impacts, and the third is to contribute to the improvement of health and quality of life through effective management control of noise.

16.32 Noise is a material consideration when determining planning applications. The Government's National Planning Practice Guidance^[1] states that consideration should be given to:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur; and
- Whether or not a good standard of amenity can be achieved.

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

Table 14 - Noise Hierarchy

Perception	Examples of outcomes	Increasing effect level	Action
Not	No effect	No observed	No specific

noticeable		effect	measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No observed adverse effect	No specific measures required
		Lowest Observed Adverse Effect Level	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; closing windows for some of the time because of the noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
		Significant Observed Adverse Effect Level	
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

16.34 The guidance suggests four broad types of mitigation against noise:

- **engineering:** reducing the noise generated at source and/or containing the noise generated;
- **layout:** where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- **using planning conditions/obligations** to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- **mitigating** the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Further information and guidance can be found in the following sources:

- Chartered Institute of Environmental Health, Acoustic and Noise Consultants and Institute of Acoustics: Professional Practice Guidance on Planning and Noise
- British Standard 4142: Methods for rating and assessing industrial and commercial sound
- British Standard 5228 Code of practice for noise and vibration control on construction and open sites
- British Standard 6472 Vibration

- British Standard 8233 Guidance on sound insulation and noise reduction for buildings

Policy SE06 - Noise Pollution

In areas where noise levels are relatively high, permission will be granted for noise-sensitive development only where adequate mitigation is provided, and the impact of the noise can be reduced to acceptable levels.

Development proposals that generate significant levels of noise must be accompanied by a scheme to mitigate such effects, bearing in mind the nature of surrounding uses. Proposals that would have an unacceptable impact on noise-sensitive areas or uses will not be permitted.

Noise Action Plan Important Areas

16.35 Noise Action Plans have been prepared in line with the terms of the Environmental Noise Directive and cover noise from roads, railways and agglomerations. There are 26 road related 'Important Areas' and 2 rail Important Areas in Thanet. (These correspond with hotspots identified in the AQMA).

16.36 Within the identified areas, residential development will need to include mitigation measures to reduce the impact of noise on residential amenity. Such measures may include screening/barriers, double glazing, locating windows so they are not opposite the noise source. Developers should liaise with Kent County Council as the Highway Authority to agree appropriate mitigation.

Policy SE07 - Noise Action Plan Important Areas

Proposals for residential development within identified Important Areas in the Noise Action Plan must incorporate mitigation measures against the impact of noise on residential amenity.

Light Pollution

16.37 Light pollution is identified as a statutory nuisance under the Clean Neighbourhoods and Environment Act 2005. Poorly designed or installed lighting can be obtrusive by introducing a suburban character into rural areas, and also wastes electricity. Different forms of light pollution are identified as:

- Light Spillage - artificial illumination that results in the spillage of light that is likely to cause irritation, annoyance or distress to others
- Light Trespass - the spilling of light beyond the boundary of the property on which the light source is located
- Light Glare - the uncomfortable brightness of a light source when viewed against a dark background
- Sky Glow - the brightening of the night sky above our towns and cities

16.38 Due to Thanet's open landscapes and vast skies, poor outdoor lighting can have a substantial adverse effect on the character of the area well beyond the site on which the lighting is located.

16.39 Inappropriate lighting has been shown to have major impacts on wildlife. The impacts of light pollution on bat species and potential mitigation measures are particularly well documented.

16.40 The Council refers to the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light^[1]. The guidance identifies environmental zones and corresponding lighting environments as shown in table 15:

Table 15 - Environmental Zones

Zone	Surrounding	Lighting Environment	ILP examples	Corresponding areas in Thanet
E0	Protected	Dark	UNESCO starlight reserves, IDA dark sky parks	None
E1	Natural	Intrinsically dark	National Parks, Areas of Outstanding Natural Beauty etc	Landscape Character Areas associated with Pegwell Bay and former Wantsum Channel, the European Marine Sites
E2	Rural	Low district brightness	Village or relatively dark outer suburban locations	Rural areas outside of the built confines Including Green Wedges
E3	Suburban	Medium district brightness	Small town centres or suburban locations	Urban areas and villages
E4	Urban	High district brightness	Town/city centres with high levels of night time activity	Amusement area at Margate Seafront

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

Table 16 - Obtrusive Light Limitations for Exterior Lighting Installations - General Observers

Environmental Zone	Sky Glow ULR [Max %](1)	Light Intrusion (into windows) Ev [lux] (2)		Luminaire intensity I [candelas] (3)		Building Luminance Pre-curfew (4)
		Pre- curfew	Post- curfew	Pre- curfew	Post- curfew	Average, L
E0	0	0	0	0	0	0
E1	0	2	0 (1*)	2,500	0	0
E2	2.5	5	1	7,500	500	5
E3	5.0	10	2	10,000	1,000	10
E4	15	25	5	25,000	2,500	25

ULR = Upward Light Ratio of the Installation is the maximum permitted percentage of luminaire flux that goes directly into the sky.

Ev = Vertical Illuminance in Lux - measured flat on the glazing at the centre of the window.

I = Light Intensity in Candelas (cd)

L = Luminance in Candelas per Square Metre (cd/m²)

Curfew = the time after which stricter requirements (for the control of obtrusive light) will apply; often a condition of use of lighting applied by the local planning authority. If not otherwise stated - 23.00hrs is suggested.

* = Permitted only from Public road lighting installations

1) **Upward Light Ratio** - Some lighting schemes will require the deliberate and careful use of upward light, e.g. ground recessed luminaires, ground mounted floodlights, festive lighting, to which these limits cannot apply. However, care should always be taken to minimise any upward waste light by the proper application of suitably directional luminaires and light controlling attachments.

2) **Light Intrusion (into Windows)** - These values are suggested maxima and need to take account of existing light intrusion at the point of measurement. In the case of road lighting on public highways where building facades are adjacent to the lit highway, these levels may not be obtainable. In such cases where a specific complaint has been received, the Highway Authority should endeavour to reduce the light intrusion into the window down to the post curfew value by fitting a shield, replacing the luminaire, or by varying the lighting level.

3) **Luminaire Intensity** - This applies to each luminaire in the potentially obtrusive direction, outside of the area being lit. The figures given are for general guidance only and for some sports lighting applications with limited mounting heights, may be difficult to achieve.

4) **Building Luminance** - This should be limited to avoid over lighting, and related to the general district brightness. In this reference building luminance is applicable to buildings directly illuminated as a night-time feature as against the illumination of a building caused by spill light from adjacent luminaires or luminaires fixed to the building but used to light an adjacent area.

Further information, guidance and advice is available from the ILE website

<https://www.theilp.org.uk/resources/free-resources/> and developers are recommended to refer to these.

Policy SE08 - Light Pollution

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:

- 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 developments or those developments with specific lighting requirements or for those that are in or adjacent to sensitive locations.

A Landscape and Visual Impact Assessment will be required for proposed developments that fall in to the E1 category.

Proposals that exceed the Institute of Lighting Professionals standards will not be permitted.[\[i\] https://www.theilp.org.uk/documents/obtrusive-light/](https://www.theilp.org.uk/documents/obtrusive-light/)

17 - Communities

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

17.2 One of the core principles of the National Planning Policy Framework (NPPF) is to take account of and support local strategies to support health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities to meet local needs.

17.3 The NPPF also states that planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services, and to guard against the unnecessary loss of such facilities. It states that planning policy should promote the retention and development of local services and community facilities in villages.

17.4 The NPPF affords protection to existing open space, sports and recreational buildings and land (including playing fields) stating that they should not be built on unless the land is surplus to requirements, or the development will result in better provision of open space or sports and recreational provision.

17.5 Community facilities are defined in this Plan as local and village shops, meeting places, sports venues, nurseries, cultural buildings, public houses, places of worship, public rights of way, other local services including those for education and medical purposes, which enhance the sustainability of communities and residential environments. It also includes, vacant land that was last lawfully used as a community facility or previously occupied by a building whose last lawful use was for a community facility.

17.6 The provision of new facilities can be important in promoting sustainable development by reducing the need to travel and providing a service for those who do not have access to transport.

17.7 To be all inclusive, new community facilities should be designed in accordance with the Changing Places specification set out in Kent County Council's Kent Adult Social Services Glossary document dated October 2008 or any successor document or as modified by legislation or best practice or otherwise agreed which complies with the Disability Discrimination Act.

17.8 Paragraph 42 of NPPF recognises the vital role that high-speed broad band technologies and other communication networks play in enhancing the provision of local community services and facilities. Local authorities and other public sector providers are increasingly reliant on digital infrastructure to provide services and to interact with their customers. It is therefore becoming increasingly important for community facilities to also have this access as this will safeguard their future use making them more viable and adaptable for a range of uses. This will enable them to adapt to the changing demands thereby safeguarding their viability as a commercial concern. The Council will expect proposals for new community facilities to include the provision of high speed broadband to help facilitate the creation of a community hub thereby making the facility more viable in the long term.

Policy CM01 - Provision of New Community Facilities

Proposals for new, or extensions of, or improvements to existing community facilities will be permitted provided they:

- 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**

Protection of Existing Community Facilities

17.9 Community facilities including local shops, services and public houses play a vital economic and social role in both urban and rural areas and their retention can assist in meeting the needs of the local community and reducing the need to travel. The Council recognises that there is a risk that such facilities may be lost to more financially profitable uses, and that such facilities are often difficult to replace. It is therefore considered that the loss of existing facilities should be resisted where they provide for a current or future local need.

17.10 Such facilities that are important to the community should be retained unless genuine but unsuccessful attempts have been made to retain the premises in a community use. To assess applications for the change of use or redevelopment of existing community facilities, the Council will require a thorough analysis of the existing operation and attempts made to secure the future viability of the community use. In all cases, the applicant must demonstrate that:

- the need for the existing or alternative community facilities has been researched and that there is insufficient viable demand,
- opportunities to support the facility by the introduction of other services have been explored, where the dual use of premises for a number of community functions may help support the viability of facilities,
- efforts have been undertaken to secure the viability of the facility through applications for grant aid, business advice and discussions with community groups, parish Councils, Thanet District Council, Kent County Council and other national or local bodies with a direct interest in service provision, and
- the site has been actively marketed for its existing use and alternative community uses, at a realistic price and for a reasonable period of time of at least a year, proportionate to the type and scale of the facility.

17.11 The following policy seeks to ensure that existing community facilities are protected where there is a need for them.

Policy CM02 - Protection of Existing Community Facilities

Proposals which would result in the loss of a community facility as defined in this plan will not be permitted unless:

- 1) It can be demonstrated that there is insufficient viable need for the community use or there is alternative local provision which is accessible to the local community,**
- 2) It can be demonstrated that every reasonable attempt has been made to secure an alternative community use 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.**

Margate Cemetery Expansion

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

Policy CM03 - Expansion of Margate Cemetery

Land is allocated and safeguarded for the expansion of Margate Cemetery and ancillary uses as shown on the Policies Map.

Expansion of Minster Cemetery

17.13 Minster Cemetery is nearing capacity and a need has been identified for its expansion. The precise location of the extension to the existing cemetery has yet to be established. On this basis no specific site is identified however the following policy seeks to address this issue.

Policy CM04 - Expansion of Minster Cemetery

Land 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.

18 - Transport

Transport Assessments and Travel Plans

18.1 Development proposals may need to be accompanied by and judged against transport assessments or statements to assess the impact of development on the highway network and what improvements to transport infrastructure may be needed to accommodate them. Proposals likely to have significant transport implications will also require submission of a travel plan indicating measures to improve accessibility and promote sustainable and low carbon emission travel, such as electric vehicle charging infrastructure. Where feasible, development schemes should incorporate links to walking and cycling networks and/or contribute proportionately to their extension, rationalisation and improvement. Proposals should have regard to the route networks promoted in the walking and cycling strategies and integrate with them and with public transport routes and services. Many people will still choose to travel by car, and development may also need to provide or contribute to improvements to the road network to reduce congestion and improve pedestrian movement and safety.

Policy TP01 - Transport Assessments and Travel Plans

Development proposals which the Council considers would have significant transport implications shall be supported by a Transport Assessment and where applicable a Travel Plan. These should show how multi-modal access travel options will be achieved, and how transport infrastructure needs arising from the expected demand will be provided.

Walking

18.2 Walking and cycling generally improve overall health and fitness levels, can reduce the number of cars on the network, reduce congestion, improve air quality and save money for the individual. Creating active street frontages, with more people walking and cycling, also reduces crime levels and can act as a catalyst for more people to become active. The quality, safety and convenience of access by foot, bicycle and public transport are all key factors in encouraging people to select alternative modes to the private car.

18.3 Thanet has a road network which largely accommodates footways on both sides, not only in the main towns and seaside settlements but also along the distributor routes connecting them. In the rural areas the Public Rights of Way network offers walkers (and sometimes horse riders and cyclists) a good connection across open countryside to the coast, rural settlements and end destinations, with some circular walks offering superb views of both coast and countryside combined. The Thanet Coastal Path follows the longest stretch of chalk coastline in the country, the route having been set up in the 1990s. The Viking Coastal Trail is good for casual walkers, offering good views out to sea. There are other signposted walks in Thanet, including the Turner and Dickens Walk linking Margate and Broadstairs.

18.4 In 2005 "Feet First," a local walking strategy for Thanet was published. This identifies barriers to walking in the district and aims to promote and enable walking, for example by specifying a network of routes for improvements.

Policy TP02 - Walking

New development will be expected to be designed so as to facilitate safe and convenient movement by pedestrians including people with limited mobility, elderly people and people with young children.

The Council will seek to approve proposals to provide and enhance safe and convenient walking routes including specifically connection to and between public transport stops, railway stations, town centres, residential areas, schools and other public buildings.

Cycling

18.5 Cycling can provide an alternative to the private car for short trips and form part of longer journeys by public transport. Popularity of cycling as a healthy, enjoyable, efficient, pollution-free and cheap means of transport is dependent on safe, continuous, direct and attractive cycleways, together with facilities for secure cycle storage at interchange points and destinations.

18.6 The Viking Coastal Trail roughly encircles the former Isle of Thanet providing connections between the towns, leisure and heritage attractions. It forms part of the National Cycle Network and connects to the Oyster Bay Trail to Whitstable. Other routes have designated facilities to make cycling more attractive, such as the shared use footway/cycleways adjacent to New Haine Road. Provision of toucan crossings and facilities such as cycle parking at stations, shopping centres and other key locations, also help to improve the attractiveness popularity of cycling in the district.

18.7 The Council has published a Thanet Cycling Plan (developed in association with local cycling groups), and, in conjunction with the County Council, will seek provision of a network of cycle routes using existing routes and where appropriate extensions to the primary route network. This includes part of the Sustrans national cycle network, which runs through Thanet, together with priority links between residential areas, places of work, schools, stations and town centres. The Council will seek every opportunity to introduce cycle routes in accordance with Thanet Cycling Plan

18.8 Thanet Cycling Plan aims to establish a comprehensive safe network of cycle routes catering for all journey purposes, and features existing and proposed routes. The Cycling Plan may be updated periodically to reflect the evolving network, and its proposed cycle routes are not therefore featured in this document.

18.9 New development generating travel demand will be expected to promote cycling by demonstrating that the access needs of cyclists have been taken into account, and through provision of cycle parking and changing facilities. Secure parking facilities and changing/shower facilities will encourage use of cycling. Cycle parking provision will be judged against the standards set out in the cycle parking standards Appendix C.

Policy TP03 - Cycling

The Council will seek the provision at the earliest opportunity of a network of cycle routes. Development that would prejudice the safety of existing or implementation of proposed cycle routes will not be permitted.

New development will be expected to consider the need for the safety of cyclists and incorporate facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals.

Substantial development generating travel demand will be expected to provide convenient cycle parking and changing facilities.

New residential development will be expected to provide secure facilities for the parking and storage of cycles.

Bus and rail

18.10 Public transport has a major part to play in the realisation of a sustainable lifestyle by reducing car usage and pollution. Thanet has the lowest level of car ownership in Kent, which means that public transport is vital for personal mobility. A good public transport network is therefore important so that both these issues are addressed.

18.11 The Council has no direct control over the provision of bus and rail services. However, in its planning and other functions the Council will support the continuation and improvement of an effective public transport service for both bus and rail. Developer contributions will be used to facilitate implementation of such improvements. In addition the Council will expect new developments to take into account the needs of public transport. This could include various measures such as designing in waiting areas or the provision of sign posting and bus shelters.

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

18.13 In December 2009 HS1 services commenced from Ramsgate to London St. Pancras reducing rail journey times to 1 hour and 16 minutes. For purposes of comparison, the mainline journey time to London Victoria is around 2 hours and to London Charing Cross up to 2 hours and 30 minutes. The three principal stations are Ramsgate, Broadstairs and Margate with routes in three directions:

- London via Faversham and Chatham
- London via Canterbury and Ashford
- Dover and Folkestone via Sandwich

Buses

18.14 Buses have an important role to play in providing a flexible alternative to the private car. This Plan supports development that will facilitate greater use of and improvement to bus services. New development will be expected to provide or contribute towards appropriate improvements.

18.15 In 2000 a Quality Bus Partnership (QBP) was formed between Stagecoach, Thanet District and Kent County Council with the aim of increasing local bus patronage. The formation of the Partnership has seen investment in roadside infrastructure and new vehicles as well as other initiatives to improve services, such as the high frequency LOOP and STAR services. However, there are still areas of congestion and inefficiencies on the highway network that prevent the bus services running as well as they might. The QBP will continue to work to remove these restrictions.

18.16 All bus routes within Thanet are supported by an established QBP between three partners - the commercial bus operator (Stagecoach), Kent County Council and Thanet District Council. This group meets quarterly and includes attendance by Council members from both Local Authorities.

18.17 The purpose of the QBP is to co-ordinate all matters which might affect bus operation, including potential investment opportunities, which could range from new bus stock, localised highway improvements to compliment bus routes to new highway infrastructure associated with new development proposals.

18.18 The re-development of the bus route network in 2004 and the subsequent support for bus services through the QBP have established underlying growth in the bus network. Whilst the projected increases in passenger numbers in future years appear less dramatic in percentage terms they actually constitute greater absolute growth.

Policy TP04 - Public Transport

Development proposals will be expected to take account of the need to facilitate use of public transport. The Council will seek to approve proposals consisting of or incorporating:

- 1) **improvement of passenger and waiting facilities**
- 2) **measures to improve personal security**
- 3) **improved accessibility for people with mobility limitations**
- 4) **bus/rail interchange facilities**
- 5) **secure cycle storage**

Coach parking

18.19 Tourism in Thanet depends to a large extent on coach business. Coach travel is to be encouraged as an acceptable alternative to car based visitor travel. Dedicated sites to park coaches are therefore required. Sites at Dreamland and Vere Road in Broadstairs are currently used for such purposes. Replacement provision for coach parking, displaced by development at the Rendezvous, Margate, is needed;

18.20 Ramsgate has no designated coach park, and Broadstairs has limited provision which may prove to be insufficient at peak times. The Council will seek appropriate solutions to accommodate demand on a temporary basis until such time as a specific site may be justified and identified through a review of potential coach parking sites.

Policy TP05 - Coach Parking

Land at Vere Road, Broadstairs, as identified on the Proposals Map will be retained for use as coach parking to serve the tourist trade.

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

Car parking

18.21 The availability of car parking is a major influence on choice of means of travel. This Plan recognises the need to maintain some car parking provision, for example to provide choice of travel to urban centres, while restricting provision in new development in order to optimise site development potential, and promote sustainable transport choice.

18.22 The Council will expect new development to make efficient use of sites and optimise site development potential. Accordingly it will encourage well designed schemes that correspondingly minimise the proportion of the site used to accommodate the appropriate level of car parking.

18.23 It is anticipated that during peak periods demand for off-street car parking may be created by developments or activities that encourage large numbers of visitors to the area and may exceed current capacity. The Council will proactively seek and encourage suitable opportunities and solutions to manage and accommodate demand for car parking.

Policy TP06 - Car Parking

Proposals for development will be expected to make satisfactory provision for the parking of vehicles.

Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport, likely accumulation of car parking, design considerations and having regard to the guidance referred to below:

In considering the level of parking provision in respect of proposals for residential development (use class C3), the Council will refer to the guidance provided in Kent Design Review: Interim Guidance Note 3-Residential Parking.

In considering the level of parking provision in respect of proposals for other development, the Council will refer to the indicative guidance in Kent Vehicle Parking Standards 2006 (Appendix C).

Where the level of provision implied in the above guidance would be detrimental to the character of a conservation area or adversely affect the setting of a listed building or ancient monument then a reduced level of provision may be accepted.

Within the town centres of Margate, Ramsgate and Broadstairs (as defined on 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.

18.24 The attractiveness of town centres for business, shoppers, residents and tourists depends amongst other things on an adequate level of car parking and effective enforcement of traffic regulations to prevent illegal parking on the highway and on public footpaths. In town centres the objective is to reduce the dominance of the private car in favour of walking, cycling and public transport, and to maximise site development potential. Accordingly the approach is to make better use of parking facilities that already exist, rather than providing more, and to apply charging and enforcement policies designed to encourage use of town centre public car parks for short term parking, and to prevent displacement of parking pressures beyond the immediate town centre area.

18.25 In district centres including Birchington and Northdown Road, non-car transport and optimum use of existing public and on street provision for short stay will be encouraged through appropriate charges and enforcement.

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

Policy TP07 - Town Centre Public Car Parks

In the town centres of Margate, Ramsgate and Broadstairs the existing level of off-street public car parking will be retained. Development resulting in the loss of space at such car parks will be refused unless:

- 1) the proposal includes satisfactory replacement provision as part of the development or on an alternative site considered appropriate and compatible with the operational requirements of the Council's parking service, or**
- 2) exceptional release would enable provision at an alternative location for which there is greater demand and which is compatible with the operational requirements of the Council's parking service, or**
- 3) evidence demonstrates that the car park is under used and/or loss of spaces would be compatible with the operational requirements of the Council's parking service.**

Freight and service delivery

18.27 Effective delivery of goods and services is essential to the health of Thanet's town centres, local business and economic regeneration. Road freight traffic needs to be directed to routes fit for the purpose. Thanet's business parks, industrial estates and the Port of Ramsgate are directly accessible through the primary road network. However, town centre roads are generally unsuited to accommodate large vehicles, and off-street servicing facilities are limited. Proposals for new development in town centres will therefore be expected to include adequate off-street servicing. Where feasible, off-street loading areas, enabling goods to be delivered to shops in smaller loads, will be encouraged in new developments.

Policy TP08 - Freight and service delivery

New development proposals will be expected to demonstrate adequate off street servicing.

Car parking at Westwood

18.28 Due to its historically ad hoc pattern of growth, Westwood has a number of large, free car parks in locations which encourage shoppers to drive between them to visit its various retail stores. As a multi-purpose destination, Westwood is collectively over-provided with car parking. The Council will seek to encourage non-car travel to Westwood. Within the area shown on the map below, it will restrict parking provision, and encourage developers to work with the Council to reduce existing parking provision, develop better access, services and facilities for customers who wish to walk, cycle or arrive by public transport. The Council will seek to achieve this through cooperation with developers and in determining development applications to extend existing or build new commercial development.

18.29 A key objective of the Westwood Relief Scheme is to remove private vehicles from the area around the A256/A254 intersection in favour of a pedestrian friendly public realm enabling safe and convenient movement on foot between various commercial destinations and a smoother flow of through traffic passing around the area. Delivery of the scheme will require some reconfiguration of the road network and land use in the vicinity including potentially locating and rationalising car parking so that access by vehicle is from outside the pedestrian friendly area.

18.30 The most appropriate way for this to be achieved is through a Supplementary Planning Document which sets out the long-term objectives for the area in more detail; and identifies particular schemes or opportunities for bringing this about. Draft Policy SP07 sets this out in more detail.

Policy TP09 - Car parking provision at Westwood

At Westwood, new commercial development proposals will be expected to demonstrate specific measures to encourage at least 20% of customers to arrive at the site by means other than car. Such measures will include restricting total levels of car parking provision as follows and will be the subject of a legal agreement.

- 1) **Car parking provision in new development exceeding 90% of the indicative maximum level set out in the guidance at Appendix 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.**

Traffic Management

18.31 The emerging Transport Strategy identifies a range of issues to be addressed, and which may require traffic management based solutions. Such issues include the need to address deficiencies in the highway network or junction capacity affecting efficient running of bus services, causing congestion or affecting air quality and the need to improve connectivity and address barriers to walking and cycling.

Policy TP10 - Traffic Management

Development required to implement traffic management measures designed to realise the best use of the highway network in terms of safety, traffic capacity and environmental conditions will be approved.

Appendix A - Superseded Policies

Table 1 lists the policies that are to be replaced by the policies in Table 2 - below. The Cliftonville Development Plan Document adopted in February 2010 still applies.

TABLE 1: SUPERSEDED POLICIES

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
Economic Development & Regeneration		
EC1	Land Allocated for Economic Development	yes
EC2	Kent International Airport	yes
EC3	Kent International - surface transport issues	
EC4	Airside Development Area	yes
EC5	Land at, and east of, the airport terminal	yes
EC6	Fire Training School	yes
EC7	Economic Development Infrastructure	yes
EC8	Ramsgate Waterfront	yes
EC9	Ramsgate New Port	yes
EC10	Margate Old Town and Harbour	yes
EC11	Business Hotels	
EC12	Retention of Employment Sites	yes
EC13	Office Accommodation	
EC14	Working from Home	
Housing		
H1	Residential Development Sites	yes
H2	Dwelling Supply	yes
H3	Phasing	yes
H4	Windfall Sites	yes
H5	Monitoring	
H6	Residential Development Site – Westwood	yes

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
H7	Residential Development and Amenity Site – Minster	yes
H8	Size and Type of Housing	yes
H9	Better Use of Land for Housing	
H10	Areas in Need of Special Action	yes
H11	Non-self contained residential accommodation	yes
H12	Retention of existing housing stock	yes
H13	Residential Amenities	
H14	Affordable Housing Negotiations on Housing sites	yes
H15	Rural Local Needs Housing	yes
H16	New Agricultural dwellings	yes
Town Centres & Retailing		
TC1	New Retail Development	yes
TC2	Westwood Cross Town Centre	
TC3	Town Centre Expansion	
TC4	Mixed Use Area	yes
TC5	Retail Warehouse Stores	
TC6	Assessment of Applications	
TC7	Margate, Ramsgate and Broadstairs Core Centres	yes
TC8	District and Local Centres	yes
TC9	Hot Food Takeaways	yes
Transportation		
TR1	Location of Development	
TR2	Appropriate Use of Road Hierarchy	
TR3	Provision of Transport Infrastructure	yes
TR4	New Road and Highway Improvements	yes
TR5	Off-street parking in town centres	yes
TR6	Ramsgate Station Goods Yard	

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
TR7	Roadside services	
TR8	Rail Link Safeguarding Direction	yes
TR9	Ramsgate Renaissance	
TR10	Coach Parking	yes
TR11	Pedestrian Movement	
TR12	Cycling	yes
TR13	Public Transport Facilities	
TR14	Provision of Facilities for Sustainable Transport	
TR15	Green Travel Plans	yes
TR16	Car Parking Provision	yes
TR17	Retention of existing Car Parking	yes
TR18	Car Parking at Westwood and Out of Centre Locations	yes
TR19	Traffic Management Measures	
TR20	Telecommunications	
Design		
D1	Design Principles	yes
D2	Landscaping	yes
D3	Extensions to Dwelling Houses	
D4	Design Statements	
D5	Advertisements	yes
D6	Satellite Antennae	
D7	Areas of High Townscape Value	yes
D8	Seafront Architecture	
D9	Accommodation for Elderly Relatives	yes
D10	Agricultural Buildings	
Heritage		
HE1	Listed Buildings of Special Architectural or Historic interest	

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
HE2	Change of Use of Listed Buildings	
HE3	Listed Rural Buildings	
HE4	Planning Controls in Conservation Areas	
HE5	Conservation Area Consent	
HE6	Demolition in Conservation areas	
HE7	Non-listed buildings in Conservation Areas	
HE8	Street Furniture	
HE9	Importance of Archaeological Resource	
HE10	Scheduled Ancient Monuments	
HE11	Archaeological Assessment	yes
HE12	Archaeological Sites and Preservation	yes
HE13	Royal Sea Bathing Hospital	
HE14	Montefiore Site	yes
Tourism		
T1	Tourist Facilities	yes
T2	Serviced Accommodation	
T3	Self-Catering Accommodation	yes
T4	Former Hoverport Site, Pegwell Bay	yes
T5	The Lido Site	yes
T6	Language Schools	yes
T7	Amusement Uses	yes
T8	Dreamland	yes
T9	Rural Tourism	
Sport & Recreation		
SR1	New Facilities	yes
SR2	Jackey Baker's	yes
SR3	Maximising Use of Facilities	yes

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
SR4	Provision of New Sports Facilities	yes
SR5	Playspace	yes
SR6	Amenity Areas	
SR7	Urban Fringe	yes
SR8	Formal Countryside Recreation	yes
SR9	Informal Countryside Recreation	yes
SR10	Public Open Space	yes
SR11	Private Open Space	yes
SR12	Playing Fields	yes
SR13	Allotments	yes
SR14	Community Woodland	yes
SR15	Golf Courses & Country Park	
SR16	Equestrian Uses and Buildings	yes
SR17	Statutory Rights of Way	
SR18	Major Holiday Beaches	yes
SR19	Intermediate Beaches	yes
SR20	Undeveloped Beaches	yes
SR21	Development on Seafront Esplanades	
Countryside & Coast		
CC1	Development in the Countryside (Urban and rural Confines)	yes
CC2	Landscape Character Areas	yes
CC3	Local Landscape Features	
CC4	Island Approach Routes	
CC5	Green Wedges	yes
CC6	Village Separation Corridors	
CC7	Rural Lanes	yes
CC8	Power Lines	

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
CC9	Best & most versatile Farmland	
CC10	Farm Diversification	yes
CC11	Agriculture Related Development	
CC12	Farm Retail Units	
CC13	Coastal Park Initiative	
CC14	Development Along the Coast	
CC15	Coastal Defence Works	
CC16	Undeveloped Coast	
CC17	Undeveloped Clifftop Sites	
Rural Settlements		
R1	General Levels of Development	yes
R2	Village Gaps	yes
R3	Village Services	yes
R4	Village Shops	yes
R5	Conversion of Rural Buildings	
R6	Traffic in the Villages	
Nature Conservation		
NC1	Habitats	
NC2	Nature Reserve and SSSIs	
NC3	Local Wildlife Sites	yes
NC4	Habitat Management and Creation	
NC5	Lower Stour Valley	
NC6	RIGS Sites	yes
Environmental Protection		
EP1	Potentially Polluting Development	
EP2	Landfill Sites	yes
EP3	Unstable Land	

Policy Number	Policy Name	Saved Policy (Under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)
EP4	Derelict and Contaminated Land	
EP5	Local Air Quality Monitoring	yes
EP6	General Noise Control	
EP7	Aircraft Noise	yes
EP8	Aircraft Noise and Residential Development	yes
EP9	Light Pollution	yes
EP10	Wantsum Channel Flood Risk Area	
EP11	Margate Flood Risk Area	
EP12	Surface Water Run-Off	
EP13	Groundwater Protection Zones	yes
EP14	Renewable Energy	
Community Facilities		
CF1	Community Facilities	yes
CF2	Development Contributions	yes
CF3	Training Facilities	yes
CF4	QEQM Hospital, Margate	yes
CF5	Margate Cemetery	yes
CF6	New Education Site	yes

TABLE 2: SUPERSEDING POLICIES

Policy Number	Policy Name
Strategic proposals	
SP01	Implementation
Economic Strategy	
SP02	Employment Growth
SP03	Land Allocated for Economic Development
SP04	Manston Business Park
Town Centre Strategy	
SP06	Thanet's Town Centres
SP07	Westwood
SP08	Margate
SP09	Ramsgate
SP10	Broadstairs
Housing Strategy	
SP11	Housing Provision
SP12	General Housing Policy
SP13	Strategic Housing Sites – Manston Green
SP14	Strategic Housing Site at Birchington
SP15	Strategic Housing Site at Westgate on Sea
SP16	Westwood Strategic Housing
SP17	Land fronting Nash and Haine Roads
SP18	Land at Manston Court Road/Haine Road
SP19	Type and Size of Dwellings
SP20	Affordable Housing
Environment Strategy	
SP21	Development in the Countryside
SP22	Safeguarding the Identity of Thanet's Settlements
SP23	Landscape Character Areas
SP24	Green Infrastructure
SP25	Protection of the International and European Designated Sites
SP26	Strategic Access management and Monitoring Plan (SAMM) policy
SP27	Biodiversity and Geodiversity Assets
SP28	Biodiversity Opportunity Areas
SP29	Protection of Open Space
SP30	Local Green Space
SP31	Provision of Accessible Natural and Semi Natural Green Space, Parks, Gardens and Recreation Grounds
SP32	Allotments
SP33	Quality Development
SP34	Conservation and Enhancement of Thanet's Historic Environment
SP35	Climate Change
Community Strategy	

SP36	Healthy and Inclusive Communities
SP37	QEQM Hospital, Margate
SP38	New medical centre at Westwood
SP39	Community Infrastructure
SP40	Expansion of Primary and Secondary Schools
Transport Strategy	
SP41	Safe and Sustainable Travel
SP42	Accessible locations
SP43	Transport Infrastructure
SP44	Connectivity
SP45	New Railway Station
SP46	Strategic Road Network
SP47	Strategic Routes
Economy	
E01	Retention of existing employment sites
E02	Home Working
E03	Digital Infrastructure
Town and District Centres	
E04	Primary and Secondary Frontages
E05	Sequential and Impact Test
E06	District and Local Centres
Tourism	
E07	Serviced Tourist Accommodation
E08	Self Catering Tourist Accommodation
E09	Protection of Existing Tourist Accommodation
E10	Major Holiday Beaches
E11	Intermediate Beaches
E12	Undeveloped Beaches
E13	Language Schools
E14	Quex Park
The Rural Economy	
E15	New build development for economic development purposes in the rural area
E16	Conversion of rural buildings for economic development purposes
E17	Farm Diversification
E18	Best and Most Versatile Agricultural Land
E19	Agricultural Related Development
Housing	
HO1	Housing Development
HO2	Land North and South of Shottendane Road, Margate
HO3	Land on west side of Old Haine Road, Ramsgate
HO4	Land fronting Nash Road and Manston Road
HO6	Land south of Brooke Avenue Garlinge
HO7	Land at Haine Road and Spratling Street, Ramsgate

HO8	Land south of Canterbury Road East, Ramsgate
HO9	Land at Melbourne Avenue, Ramsgate
HO10	Cliftonville West and Margate central
HO11	Housing at Rural Settlements
HO12	Land at Tothill Street, Minster
HO13	Land at Manor Road, St Nicholas at Wade
HO14	Land at Walter's Hall Farm, Monkton
HO15	Land south side of A253, Cliffsend
HO16	Land north of Cottington Rd, Cliffsend
HO17	Land south side of Cottington Rd, Cliffsend
HO18	Rural Housing Need
HO19	New agricultural dwellings
HO20	Care and Supported Housing
HO21	Non self-contained residential accommodation
HO22	Accommodation for Gypsy and Travelling Communities
HO23	Residential use of empty property
HO24	Retention of existing housing stock
HO25	Ancillary accommodation for a family member
HO26	Fostering Homes
Green Infrastructure	
GI01	Protection of Nationally Designated Sites (SSSI) and Marine Conservation Zones (MCZ)
GI02	Locally Designated Wildlife Sites
GI03	Regionally Important Geological Sites (RIGS)
GI04	Amenity Green Space and Equipped Play Areas
GI05	Protection of Playing Fields and Outdoor Sports Facilities
GI06	Landscaping and Green Infrastructure
GI07	Jackey Bakers
Quality Development	
QD01	Sustainable Design
QD02	General design principles
QD03	Living Conditions
QD04	Technical Standards
QD05	Accessible and Adaptable Accommodation
QD06	Advertisements
QD07	Telecommunications
Heritage	
HE01	Archaeology
HE02	Development in Conservation Areas
HE03	Local Heritage Assets
HE04	Historic Parks and Gardens
HE05	Works to a heritage asset to address climate change
Climate Change	
CC01	Fluvial and Tidal Flooding

CC02	Surface Water Management
CC03	Coastal Development
CC04	Renewable energy
CC05	District Heating
CC06	Solar Parks
CC07	Richborough
Safe and Healthy Environment	
SE01	Potentially Polluting Development
SE02	Landfill Sites and Unstable Land
SE03	Contaminated Land
SE04	Groundwater Protection
SE05	Air Quality
SE06	Noise Pollution
SE07	Noise Action Plan Important Areas
SE08	Light Pollution
Communities	
CM01	Provision of New Community Facilities
CM02	Protection of Existing Community Facilities
CM03	Expansion of Margate Cemetery
CM04	Expansion of Minster Cemetery
Transport	
TP01	Transport Assessments and Travel Plans
TP02	Walking
TP03	Cycling
TP04	Public Transport
TP05	Coach Parking
TP06	Car Parking
TP07	Town Centre Public Car Parks
TP08	Freight and service delivery
TP09	Car parking provision at Westwood
TP10	Traffic Management

Appendix B - Housing Allocations and Permissions

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
	STRATEGIC SITES															
S511, S553, S447	Westwood	1450	0	50	150	150	150	150	150	150	150	150	100	100	0	0
S515, S498, S499, ST3	Birchington	1600	0	50	100	100	150	150	150	150	150	150	150	150	150	0
ST1, ST2	Westgate	2000	0	50	100	100	150	150	200	200	200	200	200	200	200	50
SS33	Manston Green *Site has planning permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	land at Manston Court Road / Haine Road new	1200		50	80	80	110	110	110	110	110	110	110	110	110	0
	NON STRATEGIC SITES OUTSIDE URBAN AREA															
S415	South of Canterbury Rd, Ramsgate	27	0	0	0	10	17	0	0	0	0	0	0	0	0	0
S505	Land south east of Brooke Avenue, Westbrook	34	0	0	0	14	20	0	0	0	0	0	0	0	0	0
SR60	Land at Haine Rd & Spratling St, Ramsgate	100	0	0	20	40	40	0	0	0	0	0	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
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
S106	End of Seafield Road	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0
S112	Adjacent to 8 Chapel Place, Ramsgate	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0
S113	Adjacent to 21 Royal Road & 9 Townley Street	18	0	0	0	0	0	0	0	0	9	9	0	0	0	0
S141	land adj. Westwood Centre *site has planning permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S158	r/o 7_10 Marine Gardens - 5 Dwellings	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0
S168	Gas Works Boundary Road, Ramsgate	96	0	0	0	30	50	16	0	0	0	0	0	0	0	0
S174	Land at Wilderness Hill and Dane Road	14	0	0	0	0	14	0	0	0	0	0	0	0	0	0
S186a	79-85 High Street, Ramsgate	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0
S196	Gas Holder Station, Addington Street ,Margate	22	0	0	0	11	11	0	0	0	0	0	0	0	0	0
S215	WW Martin, Dane Park Road, Ramsgate	14	0	0	0	7	7	0	0	0	0	0	0	0	0	0
S230	10 Cliff Street, Ramsgate	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0
S276	Complete Car Sales, Willsons Road, Ramsgate	10	0	0	0	0	10	0	0	0	0	0	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
S295	38, 38a and 42 St Peters Road, Broadstairs	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
S322	Units 1-4 Monkton Place Ramsgate	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
S393	Highfield Road, Ramsgate	25	0	0	0	10	15	0	0	0	0	0	0	0	0	0
S410	Fort Hill, Arcadian* site has planning permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S467	Furniture Mart, Booth Place, Grotto Hill	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0
S522	Eurokent, New Haine Rd, Ramsgate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S527	Laleham School, Northdown Park Road, Margate * Site has planning permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S529	Land at Victoria Road & Dane Rd, Margate	35	0	0	0	10	15	10	0	0	0	0	0	0	0	0
S534	Haine Farm, Haine Road, Ramsgate	35	0	0	0	15	20	0	0	0	0	0	0	0	0	0
S536	Land of Northwood Road, Ramsgate	45	0	0	0	20	25	0	0	0	0	0	0	0	0	0
SR09	Dane Valley Arms, Dane Valley Road, Margate	13	0	0	0	7	6	0	0	0	0	0	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
SR16	Builders Yard, The Avenue, Margate	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0
SR45	1 Thanet Road, Margate	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0
SR65	Land at Waterside Drive, Westgate	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0
SR67	Suffolk Avenue, Westgate	14	0	0	0	7	7	0	0	0	0	0	0	0	0	0
SR69	r/o Cecilia Road, Ramsgate	23	0	0	0	0	0	0	0	0	10	13	0	0	0	0
SS16	Margate Delivery Office, 12-18 Addington Street Addington Street	10	0	0	0	0	0	0	0	0	10	0	0	0	0	0
SS20	Ind Units, Marlborough Rd, Margate	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0
SS22	Former Newington Nursery & Infants Nursery & Infants Melbourne Avenue	49	0	0	0	20	29	0	0	0	0	0	0	0	0	0
SS23	Gap House School, 1 Southcliff Parade, Southcliff Parade,	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0
SS24	Foreland School, Lanthorne Rd, Lanthorne Rd,	14	0	0	0	7	7	0	0	0	0	0	0	0	0	0
SS34	Thanet Reach Southern Part	80	0	0	0	20	40	20	0	0	0	0	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
SS35	Manston Road Industrial Estate (2 sites north & south) *Site has planning permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SS36	Part of Pysons Road	26	0	0	0	10	16	0	0	0	0	0	0	0	0	0
SS43	Magnet and Southern, Newington Road, Ramsgate	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0
	Shottendane Farm, Margate	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0
	Lanthorne Court Broadstairs	56	0	0	0	20	36	0	0	0	0	0	0	0	0	0
	Former Club Union Convalescent home, north of Reading Street Broadstairs	24	0	0	0	10	14	0	0	0	0	0	0	0	0	0
	RURAL SITES (in and outside confines)															
S512/S436/S 85	Tothill Street Minster	250	0	30	60	60	50	50	0	0	0	0	0	0	0	0
ST4	Land south side of Foxborough Lane	35	0	0	0	10	25	0	0	0	0	0	0	0	0	0
S509	Land at The Length, St. Nicholas	25	0	0	0	10	15	0	0	0	0	0	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

Extant Planning Permissions as at 31/07/17

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03/1200	Pleasurama Amusement Park Marina Esplanade	Ramsgate	107						20	30	30	27					
04/0700	Royal Sea Bathing Hospital Canterbury Road	Margate	100		20	30	30	20									
05/0018	St Georges hotel Eastern Esplanade	Margate	87						20	20	20	27					
05/0158	The Forge The Length	St Nicholas At Wade	1	1													
06/0177	10-14 Vicarage Crescent	Margate	5			4	1										
08/0929	2 & 3 St Mary's Road	Broadstairs	7	7													
08/1367	47 Lanthorne Road	Broadstairs	2	1	1												
10/0041	10-14 Vicarage Crescent	Margate	2			2											
10/0248	Cliff Cottage Herschell Road	Birchington	5			5											
10/0573	Former Police Station Cavendish Street	Ramsgate	82						10	10	20	20	22				
11/0540	Land Rear of 19 to 23 Harold Road and 9 To 15 Albion Road	Margate	3			3											

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11/0602	31 High Street Minster	Ramsgate	2		1	1											
11/0615	19 High Street	Margate	1			1											
11/0910	Land at New Haine Road (Euro)	Ramsgate	496			50	50	50	50	70	70	56	50	50			
12/0005	31 High Street Minster	Ramsgate	2		2												
12/0158	16 The Vale	Broadstairs	3				3										
12/0210	Former Allotment Gardens Manston Road	Ramsgate	64						20	20	24						
12/0270	Land at 34 to 36 Bellevue Road and 25-27 Bellevue Avenue	Ramsgate	5		5												
12/0473	2 Westcliff Terrace Mansions Pegwell Road	Ramsgate	1			1											
12/0537	167 Pegwell Road	Ramsgate	5			3	2										
12/0707	169-171 Pegwell Road and Land Rear of 2-6 & 16 Downs Road	Ramsgate	8			4	4										
12/0765	Land Adjacent 30 and 32 High Street and 9 Cavendish Street	Ramsgate	2			2											
12/1003	Land rear of 122 Grosvenor Place	Margate	1	1													
13/0072	51 Central Road	Ramsgate	2	2													

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13/013/2	The Acorn Inn 6 Park Lane	Birchington	2			2											
13/0147	Land Adjacent St Mildreds Church Plumstone Road	Birchington	1	1													
13/0254	33 Belmont Road	Ramsgate	3	3													
13/0656	Naldera Cliff Promenade	Broadstairs	1	1													
13/0694	Bown Of London 1 Archway Road	Ramsgate	11		11												
13/0701	19-21 Harbour Street	Ramsgate	2	2													
13/0787	Land Adjacent To 39 High Street Minster	Ramsgate	1	1													
13/0887	Land Adjacent 71 Eaton Road	Margate	3		3												
13/1013/	30 Dalby Square	Margate	3		3												
13/1023	Garage Block 34-36 St Peters Road	Broadstairs	6			6											
13/1046	19 Arthur Road	Margate	4		4												
14/0050	Land East And West Of, Haine Road,	Ramsgate	785				30	83	83	83	84	68	68	74	74	74	64
14/0087	Garages adj 82-90 Chichester Road	Ramsgate	3	3													
14/0091	Garages Adjacent 34 Prince Andrew Road	Broadstairs	2	2													

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14/0093	garages adjacent to 1 Norman Road	Broadstairs	2	2													
14/0096	Garages at Kingston Close	Ramsgate	9		9												
14/0118	Land Adjacent Haine Lodge Spratling Lane	Ramsgate	6	2	2	2											
14/0178	Land Between 26 and 30 Princes Gardens	Margate	1	1													
14/0241	Land Adjacent 4 Oakdene Road	Ramsgate	1		1												
14/0242	Land Rear of 1 to 7 Coronation Close	Broadstairs	3		3												
14/0244	Garage Block Prince Andrew Road	Broadstairs	3	3													
14/0252	Garages Adjacent 70 and 72 Perkins Avenue	Margate	2	2													
14/0320	Land North of Haine Road and West of Nash Road Phase 4	Margate	204			50	50	50	54								
14/0480	8-12 High Street	Broadstairs	12		6	6											
14/0518	Laleham School Northdown Park Road	Margate	70		10	20	20	20									
14/0616	36-42 Marine Terrace	Margate	3	3													
14/0636	Former Builders Yard Rear Of 28 High Street	Broadstairs	4		3	1											

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14/0639	Land West Of 33A Alexandra Road	Broadstairs	5		2	3											
14/0698	4 Bellevue Road	Ramsgate	1	1													
14/0837	1 Knights Avenue	Broadstairs	2	2													
14/0847	140 King Street	Ramsgate	6		3	3											
14/0880	Rear of 37 Palm Bay Avenue	Margate	1	1													
14/0934	Land Rear of 31 Royal Road	Ramsgate	1		1												
14/0976	2A Park Road	Ramsgate	8	4	4												
14/1024	47 Dumpton Park Drive	Ramsgate	12		6	6											
14/1051	38-40 Eaton Road	Margate	2		2												
14/1066	Lord Nelson 11 Nelson Place	Broadstairs	5	5													
14/1085	Sopers Yard Store King Street	Margate	25			12	13										
14/1115	135 Minnis Road	Birchington	1		1												
14/114/6	23 Mayville Road And Land To Rear	Broadstairs	4	4													

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15/0020	Jentex Oil Depot Canterbury Road West	Ramsgate	56							10	10	20	16				
15/0029	Mount Lavina 195 Canterbury Road	Birchington	2	2													
15/0087	139-141 High Street	Ramsgate	6		6												
15/0097	49-50 Hawley Square	Margate	9			9											
15/0098	10 Effingham Street	Ramsgate	2			2											
15/0142	Cambay Lodge 91 Kingsgate Avenue	Broadstairs	9	9													
15/0185	62 High Street Minster	Ramsgate	0	0													
15/0187	Flambeau Europlast Ltd, Manston Road, ,	Ramsgate	120				10	30	30	30	20						
15/0202	1 Godwin Road	Margate	2		2												
15/0207	40-46 Sweyn Road	Margate	6		6												
15/0237	270 Northdown Road	Margate	1	1													
15/0238	4 Wrotham Road	Broadstairs	2		2												
15/0246	Land Adjacent To 5 Westfield Road	Margate	1		1												

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15/0250	Land North of Haine Road and West of Nash Road Phase 5	Margate	469				50	50	75	75	75	75	69				
15/0278	44 Canterbury Road	Margate	13	13													
15/0291	41-43 Victoria Road	Margate	8		4	4											
15/0299	16-22 Godwin Road	Margate	12						6	6							
15/0305	59 Sweyn Road	Margate	1		1												
15/0310	Garages To Rear Of 55 Newington Road	Ramsgate	2	2													
15/0348	42 Chatham Street	Ramsgate	1			1											
15/0373	The Lodge Canterbury Road	Margate	7	7													
15/0431	Land adjacent to 34 St Mildred's Avenue,	Ramsgate	1	1													
15/0532	land adj to 12-14 Fort Road	Margate	8			4	4										
15/0537	Cliffsend Farm Cottages Cliffs End Road	Ramsgate	31			10	10	11									
15/0566	50 High Street	Margate	1	1													
15/0571	161 High Street	Ramsgate	9	4	5												

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15/0646	Land Adjacent 4 Alma Cottages Station Road	Birchington	1		1												
15/0648	39 - 41 High Street	Margate	3		3												
15/0699	145 Canterbury Road	Margate	0														
15/0770	Land Rear Of Manor Hall And Heritage Park Manor Road St Nicholas At Wade	Birchington	17		5	5	7										
15/0788	Westwood lodge Poorhole Lane	Broadstairs	151			20	50	50	31								
15/0809	9 Western Esplanade	Broadstairs	1	1													
15/0827	123 Margate Road	Ramsgate	1		1												
15/0854	4C York Street	Ramsgate	0	0													
15/0917	98 - 100 Albion Road	Broadstairs	4		2	2											
15/0956	Land Adjacent Holy Trinity School 99 Dumpton Park Drive	Broadstairs	28				10	18									
15/0961	8 Westleigh Road	Westgateonsea	5	5													
15/1064	101 High Street	Broadstairs	2	2													

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15/1110	Bartletts farm cottage Potten Street St Nicholas At Wade	St Nicholas At Wade	2	1	1												
15/1127	G And W Gardner Building And Decorating Contractors 85 Dane Road	Margate	3			1	2										
15/115/6	Land At Booth Place	Margate	5			2	3										
15/1256	Land At Redhouse Farm Manston Court Road	Margate	40			10	20	10									
15/1261	8 Beach Avenue	Birchington	11			5	6										
15/1293	Land Rear Of 33 Summerfield Road	Margate	4	2	2												
15/1297	Ivor Thomas Amusements Limited 100 Grange Road	Ramsgate	4	4													
15/1303	St Lawrence College College Road	Ramsgate	166			20	30	50	66								
15/1335	Thalasa Cliff Road	Birchington	0	0													
16/0066	144 Grange Road	Ramsgate	1		1												
16/0084	Little Barn Callis Court Road	Broadstairs	2	2													
16/0092	Land adjacent Old Bungalow Egbert Rd Minster	Ramsgate	1		1												

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16/0104	Crown And Sceptre The Street Acol	Birchington	3	2	1												
16/0140	47 Albert Road	Ramsgate	1		1												
16/0171	Land Rear Of 1A Minster Road	Ramsgate	1		1												
16/0194	6 Albion Place	Ramsgate	1		1												
16/0214	Land Rear Of 10 To 16 St Mildreds Avenue	Ramsgate	1	1													
16/0224	E Saunders Ltd 241 Northdown Road	Margate	2		2												
16/0236	Land Adjacent 28 Princess Anne Road	Broadstairs	2	2													
16/0280	45 - 51 Sea Road	Westgateonsea	29	29													
16/0284	Kingsgate Newsagents Parwood George Hill Road	Broadstairs	1		1												
16/0300	Land Adjacent 2 Shaftsbury Street	Ramsgate	1	1													
16/0315	171 Westwood Road	Broadstairs	1		1												
16/0340	(Land adj to) 62 Princess Margaret Avenue	Ramsgate	0														
16/0377	125 Southwood Road	Ramsgate	6			3	3										

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16/0383	79 High Street	Ramsgate	3		3												
16/0412	125 Canterbury Road	Westgateonsea	13	6	7												
16/0424	Sheridans Cliff Road	Broadstairs	14		5	9											
16/0465	39A High Street	Ramsgate	1		1												
16/0502	Bradford House 74 Ellington Road	Ramsgate	1	1													
16/0512	Land Rear Of 25 To 27 Buckingham Road	Margate	1	1													
16/0517	Land Rear Of 18 Saxon Road	Westgateonsea	1		1												
16/0536	7 Grange Road	Broadstairs	1		1												
16/0540	46 Canterbury Road	Margate	1	1													
16/0545	101- 103 High Street	Margate	2		2												
16/0568	58 Park Road	Ramsgate	1	1													
16/0611	36 Grange Road	Ramsgate	1		1												
16/0638	Land Adjacent 2 Linden Avenue	Broadstairs	1		1												
16/0647	Shottendane Nursing HomeShottendane Road	Margate	11			11											

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16/0654	66 Monkton Road Minster	Ramsgate	35			10	10	15									
16/0718	Cliff Cottage Coastguard Cottages Pegwell Road	Ramsgate	1				1										
16/0733	White Stag 70 Monkton Street Monkton	Ramsgate	4		2	2											
16/0746	5 Ramsgate Road	Broadstairs	1		1												
16/0758	Land Adjoining 3 Northumberland Avenue	Margate	3	1	2												
16/0759	Land Rear Of Orchard House 17 Church Street	Broadstairs	5		2	3											
16/0800	Hoo Farm 147 Monkton Road Minster	Ramsgate	2		2												
16/0835	5 Chatham Street	Ramsgate	1	1													
16/0837	9 Augusta Road	Ramsgate	0	0													
16/0842	Land Rear Of 10 Freemans Road	Ramsgate	1		1												
16/0856	Haine Lodge Spratling Lane	Ramsgate	1		1												
16/0890	The Last House Westcliff Gardens	Margate	-1		-1												
16/0934	43 Star Lane	Margate	12		6	6											

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16/0948	Albion Cafe 10 Kent Place	Ramsgate	1	1													
16/0952	131- 137 King Street	Ramsgate	18			18											
16/0967	Land Adjacent 15 Southall Close Minster	Ramsgate	12		6	6											
16/0974	98 King Street	Ramsgate	10			10											
16/0993	Land Rear Of 6 To 8 Parkwood Close	Broadstairs	3		3												
16/1020	1 Dellside Wayborough Hill Minster	Ramsgate	1	1													
16/1037	51 Carlton Avenue	Broadstairs	1		1												
16/1047	Land At Junction Of Sowell Street	Broadstairs	2		2												
16/1067	22-23 Marine Terrace	Margate	4			4											
16/1091	1 Booth Place	Margate	1		1												
16/1101	Land Adjacent To 191 Ramsgate Road	Broadstairs	1	1													
16/1102	Land Rear Of 13 And 15 Albion Street	Broadstairs	1		1												
16/1105	Land Rear Of 24 Devon Gardens	Birchington	1		1												

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16/1109	Land On The East Side Of Leicester Avenue	Margate	5		5												
16/1151	7 Paragon	Ramsgate	2		2												
16/1157	23A Canterbury Road	Margate	1		1												
16/1160	Disused Railway Line College Road	Margate	10		5	5											
16/1203	48 Foads Hill	Ramsgate	1	1													
16/1209	31 Grosvenor Place	Margate	1			1											
16/1232	Mizuri Norman Road	Broadstairs	1		1												
16/1239	Land Adjacent 61 Northdown Road	Broadstairs	1	1													
16/1240	Land Adjacent 12 To 14 Fort Road	Margate	0														
16/1241	41 Crescent Road	Ramsgate	1		1												
16/1289	5-6 Mansion Street, And 5-7 Fort Road, ,	Margate	11			5	6										
16/1290	Thornton Bobby Ltd 240 - 242 Northdown Road	Margate	10			7	3										
16/1295	102 Park Avenue	Broadstairs	0		0												

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16/1299	10 Sparrow Castle,	Margate	1		1												
16/1322	15 - 16 The Broadway	Broadstairs	1		1												
16/1354	40 Canterbury Road West	Ramsgate	1		1												
16/1361	7 Arthur Road	Margate	1		1												
16/1387	2-6 Station Approach	Birchington	2		2												
16/1403	59 Camden Road	Broadstairs	1		1												
16/1407	Post Office 22-23 Cecil Square	Margate	1	1													
16/1418	Yard Rear Of 8 Arnold Road	Margate	3			3											
16/1471	17 Parsonage Fields Monkton	Monkton	1		1												
16/1473	Land South Of Briary Close, ,	Margate	24			5	10	9									
16/1517	Barn Owls Preston Road	Ramsgate	1		1												
16/1551	28 Ethelbert Crescent	Margate	2			2											
16/1579	Disused Railway Line Between Nash Court Gardens And Nash Road	Margate	7			7											

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16/1628	Land Adjacent 84 Tivoli Road	Margate	1		1												
16/1629	93 Victoria Road	Margate	1		1												
16/1636	The Paddock Hengist Road	Birchington	5	5													
16/1638	18 Artillery Road	Ramsgate	-1		-1												
16/1641	Land Adjacent 34 Brooke Avenue	Margate	1		1												
16/1648	11 Northdown Road	Broadstairs	1	1													
16/1650	Land Adjacent To 11 Northdown Road	Broadstairs	1	1													
16/1681	Building Adjacent To Sheriffs Court Farm Sheriffs Court Lane Minster	Ramsgate	1	1													
16/1705	Garages adjacent Pikes lane, susses Street	Ramsgate	8			8											
16/1715	Land South Of Manston Road Adjacent To The Beacon (Former Car Storage Site) Manston Road	Ramsgate	48				10	20	18								
16/1716	Garage Block Between 108 And 110 Clements Road	Ramsgate	2		2												

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16/1756	Rear Of 44 Canterbury Road	Margate	3	3													
16/1766	Land Adjacent To Mallisden Haine Road	Ramsgate	5	5													
17/0004	72 High Street	Margate	1		1												
17/0029	Land Adjacent Apple Garth, Green Road	Birchington	1	1													
17/0127	Bown Of London 1 Archway Road	Ramsgate	3	3													
17/0149	3 North Avenue	Ramsgate	-5		-5												
17/0195	Land Adjacent 12 To 14 Fort Road	Margate	3		3												
17/0209	51 Central Road	Ramsgate	4	4													
17/0212	5 Beach Houses Royal Crescent	Margate	3		3												
17/0223	4 St James Avenue	Ramsgate	0		0												
17/0253	42 Crescent Road	Birchington	1	1													
17/0257	Land Adjacent Wild Thyme Bramwell Court Minster	Ramsgate	1		1												
17/0270	32 Ramsgate Road	Margate	-1	-1													

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17/0286	49 - 50 Hawley Square	Margate	9				9										
17/0295	Plots 5, 6 And 7 Youngs Nursery Arundel Road	Ramsgate	3		1	2											
17/0303	9 Augusta Road	Ramsgate	1	1													
17/0305	Land Rear Of Ashbre Manor Road St Nicholas At Wade	Birchington	2		1	1											
17/0307	10 Chandos Road	Broadstairs	2		2												
17/0314	Land East Side Of Summer Road St Nicholas At Wade	Birchington	6			6											
17/0321	Court Stairs Country Club Pegwell Road	Ramsgate	14		7	7											
17/0364	Royal British Legion Club Legion House 18 St Johns Road	Margate	4			4											
17/0400	46 St Mildreds Road	Westgate	2		2												
17/0403	46 Hereson Road	Ramsgate	-1		-1												

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
17/0415	Winchmore Guest House 8 Grosvenor Place	Margate	4		4												
17/0447	The Yard St Annes Gardens	Margate	3			3											
17/0454	32 Sea View Road	Broadstairs	0		0												
17/0497	3 Northumberland Avenue	Margate	3		3												
17/0507	Cadet Centre Willsons Road	Ramsgate	5	5													
17/0544	Land Rear Of 10 To 16 St Mildreds Avenue	Ramsgate	1	1													
17/0572	Green Lawns 16 Sowell Street	Broadstairs	3		3												
17/0617	6 Shakespeare Passage	Margate	1		1												
17/0621	5 Clifton Gardens	Margate	1		1												
17/0650	Malvern Hotel And The Blues Grill 29 Eastern Esplanade	Margate	1		1												
17/0715	16/16a Cuthbert Road	Westgate	1	1													
17/0726	Land North of Haine Road and West of Nash Road Phase 3C	Margate	97			20	30	30	17								

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
17/0768	Land Adjacent 49 Manston Road	Ramsgate	1		1												
17/0788	3-4 Chatham Place	Ramsgate	8		8												
17/0792	3 Carlton Avenue	Broadstairs	7		7												
17/0829	Haine Lodge Spratling Lane	Ramsgate	1		1												
17/0834	Former Nurses Home Royal Sea Bathing Hospital 38 Canterbury Road	Margate	1	1													
17/0842	64 Edgar Road	Margate	15		15												
17/0852	Land Rear Of 15 Victoria Avenue	Westgate	1	1													
17/0892	85 Dane Road	Margate	2			2											
17/0903	124 High Street	Ramsgate	1		1												
17/0916	Garages Between 22 And 26 Nash Court Gardens	Margate	1		1												
17/0931	Post Office 48 High Street	Ramsgate	2			2											
17/0941	18 Western Esplanade	Broadstairs	5		5												
17/0973	3 Augusta Road	Ramsgate	-1	-1													

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17/0991	160A Northdown Road	Margate	1				1										
17/1005	Land Adjacent 4 Vi	Margate	1		1												
17/1008	12 Weigall Place	Ramsgate	4		4												
17/1020	7 First Avenue And 2 Eastern Esplanade	Margate	5			5											
17/1026	Public Conveniences Westbrook Promenade	Margate	1		1												
17/1047	The Forge Bedlam Court Lane Minster	Minster	1		1												
17/1054	Land Adjacent 7 Southwood Gardens	Ramsgate	1		1												
17/1064	16 Harold Road	Birchington	1	1													
17/1065	Land Rear Of 154 Grange Road	Ramsgate	1		1												
17/1079	83 Sea Road	Westgate	1		1												
17/1081	62 Princess Margaret Avenue	Ramsgate	2		2												
17/1090	27 Elm Grove	Westgate	1		1												
17/1100	7 Arklow Square	Ramsgate	-1	-1													
17/1112	17 Upper Dumpton Park Road	Ramsgate	3			3											

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
17/1115	Barclays Bank107 Station Road	Birchington	1	1													
17/1124	44 Royal Esplanade m	Margate	0	0													
17/1125	7 - 9 Addington Road	Margate	12		6	6											
17/1127	14 The Parade	Margate	2			2											
17/1138	Land Rear Of Walters Hall Oast Monkton Street Monkton	Monkton	1		1												
17/1159	Westcliff House 37A Sea Road	Westgate On Sea	31		10	10	11										
17/1176	53 Canterbury Road	Margate	2	2													
17/1205	7 Roman Road	Ramsgate	1	1													
17/1216	Primark 46A - 48 High Street	Margate	11			5	6										
17/1219	59 - 61 High Street	Margate	9		9												
17/1231	Fard Industries Limited 237 Ramsgate Road	Margate	14			14											
17/1237	33 Beresford Gardens	Margate	7	7													

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17/1245	26 - 27 Marine Terrace	Margate	7		7												
17/1257	61 Norfolk Road	Margate	1		1												
17/1271	Emmanuel Church Vi	Margate	1			1											
17/1291	Former Builders Yard Rear Of 28/30 High Street	Broadstairs	2			2											
17/1313	1 Ethel Road	Broadstairs	1		1												
17/1319	Land At 57 59 61 63 And 67 Eaton Road	Margate	6		3	3											
17/1324	10 Birds Avenue	Margate	1		1												
17/1359	Homebasics 25 - 27 Queen Street	Ramsgate	1		1												
17/1366	156 King Street	Ramsgate	1		1												
17/1426	174 Canterbury Road	Margate	1	1													
17/1485	Land At New Haine Road	Ramsgate	54			10	20	24									

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
17/1515	2 - 4 Arthur Road	Margate	3		3												
17/1535	78 Canterbury Road	Margate	0		0												
17/1554	21 The Retreat	Ramsgate	1		1												
17/1581	2A Addington Street	Ramsgate	-1	-1													
17/1610	7 Westbrook Road	Margate	3		3												
17/1616	Safari House Haine Road	Ramsgate	7	7													
17/1652	157 Grange Road	Ramsgate	1		1												
17/1664	Stone Cottage Haine Road	Ramsgate	1		1												
17/1670	Land Adjacent 89 St Johns Avenue	Ramsgate	1		1												
17/1691	White Lodge 44 - 46 Madeira Road	Margate	9		4	4	1										
17/1699	146 Northdown Road	Margate	1				1										

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
17/1703	Lagny Plumstone Road Ac	Birchington	1			1											
17/1704	7 Wellington Crescent	Ramsgate	2	2													
17/1708	Grummant Heating And Plumbing Services Limited 109 Grange Road	Ramsgate	1	1													
17/1729	The Knot 20 Beach Road	Westgate On Sea	10	10													
17/1736	43 Fitzroy Avenue	Broadstairs	1		1												
17/1755	6 No Foreland Road	Broadstairs	8		2	3	3										
17/1772	145 Canterbury Road	Margate	1		1												
17/1779	3 Royal Esplanade	Margate	1		1												
17/1782	63 - 65 King Street	Ramsgate	1		1												
17/1790	Basement And Ground Floor Flat 10 Adrian Square	Westgate	1		1												
18/0027	38 Sweyn Road	Margate	-3		-3												
18/0057	Euro Parts 188 Northdown Road	Margate	2		2												
18/0074	1-3 Alma Rd	Ramsgate	1		1												

Application Number	Postal address	Town	Total extant units (ie NSor UC)	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
18/0098	Cedarholme Epple Bay Avenue	Birchington	0		0												
18/0150	38 Rockstone Way	Ramsgate	1		1												
18/0158	29 King Street	Ramsgate	2			2											
			4294	229	379	555	530	540	500	354	353	293	225	124	74	74	64

Appendix C - Parking Standards

Guidance on car parking provision (indicative maximum provision)

Retail	Indicative maximum spaces
Food retail up to 1,000m ²	1 per 18m ² (includes staff parking)
Food retail over 1,000m ²	1 per 14 m ² (includes staff parking)
Non food retail	1 per 25m ² (includes staff parking)
Financial and Professional services	Indicative maximum spaces
	1 per 20m ² (includes staff parking)
Restaurants & cafes	Indicative maximum spaces
Restaurants	1 per 6m ² plus 1 per two staff
Transport cafes	1 per 15m ² plus 1 per two staff
Drinking establishments	Indicative maximum spaces
	1 per 10m ² plus 1 space per two staff
Hot food takeaways	Indicative maximum spaces
	1 per 8m ² plus 1 space per two staff
Business	Indicative maximum spaces
Offices up to 500m ²	1 per 20m ²
Offices 501m ² to 2,500m ²	1 per 25m ²
Offices over 2,500m ²	1 per 30m ²
High tech/Research/Industrial	1 per 35m ²
General industrial	Indicative maximum spaces
Up to 200m ²	3 spaces
Over 200m ²	1 per 50m ²
Storage & distribution	Indicative maximum spaces
Storage & Distribution	1 per 110m ²
Wholesale Trade Distribution	1 per 35m ²
Hotels	Indicative maximum spaces
Hotels, motels, boarding & guest houses	1 per bedroom plus 1 per two staff
Other	1 per unit/pitch plus 1 per three units of five person capacity or greater plus 1 per two staff
Residential Institutions	Indicative maximum spaces
Nursing homes/residential care homes	1 per six beds or residents plus 1 per resident staff plus 1 per two other staff
Hospitals & Hospices	2 per three beds plus 1 per two staff
Residential schools, colleges or training centres	1 per fifteen residents plus 1 per resident staff plus 1 per two other staff
Non residential institutions	Indicative maximum spaces
Primary & secondary schools	1 per staff plus 10%
Further & higher education	1 per seven students plus 1 per staff
Libraries/art	1 per 60m ²

galleries/museums/public exhibition hall	
Places of worship	1 per five seats
Medical centres/clinics/surgeries (including veterinary surgeries)	4 per consulting room/treatment room plus 1 per two staff
nurseries/crèches & playschools	1 per 4 children plus 1 space per two staff
Day care centres	1 per four attendees plus 1 per two staff
Law courts	6 per courtroom plus 1 per two staff
Assembly & Leisure	Indicative maximum spaces
Cinemas, concert halls, conference centres, bingo halls	1 per five seats
Social clubs, discotheques, dance halls, ballrooms	1 per 22m2
Multi-activity sports & leisure centres, swimming pools, ice rinks, health & fitness centres, gymnasias	1 per 22m2 plus 1 per fifteen seats where appropriate
Marinas & other boating facilities	1 per mooring or berth
Stadia	1 per 15 seats
Bowling greens/centres/alleys, snooker halls, tennis/squash, badminton clubs	3 per lane/court table plus 1 per fifteen spectator seats where applicable
Outdoor sports facilities, playing fields	1 per two participants plus 1 per fifteen spectators
Golf courses & driving ranges	3 per hole/bay
Equestrian centres, riding stables	1 per stable
Historic house & gardens, country parks	1 per 400 visitors
Theme parks/leisure parks	1 per two hundred visitors per annum
Other	1 per 22m2
Other	Indicative maximum spaces
Car sales	1 per 50m2 plus 1 per two staff
Petrol filling stations	1 per 20m2
Night clubs/casinos	1 per 22m2
Theatres	1 per 5 seats
Retail warehouse clubs	1 per 25m2
Amusement arcades	1 per 22m2
Residential hostels	1 per six residents plus 1 per resident staff and 1 per two other staff
Vehicle servicing and repair	4 per service bay plus 1 per 2 staff
Taxi, vehicle hire, coach & bus depots	1 per four registered vehicles plus 1 per two staff
Open commercial use (e.g. scrap yards, recycling centres)	To be assessed individually plus 1 space per two staff

Guidance on cycle parking provision

Retail	Provision (cycle parking spaces)
Up to 1,000m ²	1 per 200m ² customer & 1 per 200m ² employees
Up to 5000m ²	1 per 400m ² customer & 1 per 400m ² employees
Over 5000m ²	1 per 2500m ² customer & 1 per 2500m ² employees
Financial and Professional services	Provision (cycle parking spaces)
	1 per 1000m ² customer & 1 per 200m ² employees
Restaurants & cafes	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees
Drinking establishments	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees
Hot food takeaways	Provision (cycle parking spaces)
	1 per 10 seats customers & 1 per 20 seats employees
Business	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors
General industrial	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors
Storage & distribution	Provision (cycle parking spaces)
	1 per 200m ² employees & 1 per 1000m ² visitors
Hotels	Provision (cycle parking spaces)
	1 per 10 bed spaces
Residential Institutions	Provision (cycle parking spaces)
Residential institutions & hospitals	1 per 10 bed spaces
Residential schools, colleges and training centres	1 per 5 students.
Dwellings	Provision (cycle parking spaces) 1 per dwelling
Individual residential dwellings	1 per bedroom
Flats & maisonettes	1 per unit
Sheltered accommodation	1 space per 5 units
Non residential institutions	Provision (cycle parking spaces)
Primary schools	1 per 50 pupils
Secondary schools and further & higher education	1 per 5 pupils/students
Medical centres/surgeries	1 per two consulting/treatment rooms
Other (including libraries and places of worship)	1 per 50 seats or 100m ²

Assembly & Leisure	Provision (cycle parking spaces)
Leisure and entertainment venues	1 per 300 seats customers & 1 per 300 seats employees
Sports facilities	1 per 10 participants plus 10% plus 1 per 10 staff

Appendix D - Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ecological networks: These link sites of biodiversity importance.

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

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

EEA: Economic and Employment Assessment.

ELR: Employment Land Review.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Primary and secondary frontages: Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

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

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

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

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

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and

repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

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

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

SCI: Statement of Community Involvement.

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

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

SHMA: Strategic Housing Market Assessment.

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

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

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

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

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

Sui Generis: Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses and casinos.

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

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

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

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

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

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

Use Classes: The [Town and Country Planning \(Use Classes\) Order 1987](#) (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Part A

- A1 Shops
- A2 Financial and professional services
- A3 Restaurants and cafés
- A4 Drinking establishments
- A5 Hot food takeaways

Part B

- B1 Business
- B2 General industrial
- B8 Storage or distribution

Part C

- C1 Hotels
- C2 Residential institutions
- C2A Secure Residential Institution
- C3 Dwellinghouses
- C4 Houses in multiple occupation

Part D

- D1 Non-residential institutions
- D2 Assembly and leisure

Wildlife corridor: Areas of habitat connecting wildlife populations.

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

United Kingdom

Tel: + [REDACTED]
www: [www: www.rpsgroup.com](http://www.rpsgroup.com)

From: [REDACTED]
Sent: 10 October 2017 17:39
To: Tara Barratt
Cc: [REDACTED]
Subject: [EXT] RE: Manston Airport Health Impact Assessment

Further to our telephone conversation last week, I'm now responding on the draft scope of the HIA you have sent me for comment.

As you are aware the population of Thanet is diverse with a range of health needs with some of the most deprived communities in Kent being resident in the district of Thanet. In fact of the 88 Lower Layer Super output areas which make up the population with the highest rates of all age all cause mortality or lowest life expectancy in Kent, some 24 of those are situated in Thanet. A number of these will directly affected by your proposals, particularly Newington and Central Harbour/Eastcliffe areas of Ramsgate. We know that these populations will be more adversely affected by issues such as noise and air pollution than the general population.

The local health economy is also struggling to deliver sustainable health care services and the organisations that are responsible for delivering these (both commissioning and providing) will need to be consulted. This includes Thanet Clinical Commissioning Group, East Kent Hospitals Foundation Trust, Kent Community Healthcare Foundation Trust, Kent and Medway Partnership Trust, Southeast Ambulance Trust, as clearly both the construction phase and the operation phase may have impact on local health services; services that are currently under significant financial and capacity pressure.

I hope this is useful at this stage. Please note that I'm on A/L from today until 20th October inclusive and am happy to discuss further on my return.

Your sincerely

Andrew Scott-Clark | Director of Public Health | Kent County Council | Room 1.61, Sessions House, County Hall, County Road, Maidstone, Kent, ME14 1XQ | [REDACTED] | External: +443000416659 |
| www.kent.gov.uk |
****Please note my new KCC phone number**

From: Tara Barratt [<mailto:Tara.Barratt@rpsgroup.com>]
Sent: 28 September 2017 17:27
To: Scott-Clark, Andrew - AH PH (Public Health)
Cc: Andrew Buroni; Barrett, Catherine - AH PH (Public Health)
Subject: RE: Manston Airport Health Impact Assessment

Hi Andrew,

Thanks for the quick response. Would you be around for a phone call early next week? We are working to a very tight schedule on this one.

Companies House

BETA This is a trial service — your [feedback \(https://www.research.net/r/chbeta\)](https://www.research.net/r/chbeta) will help us to improve it.

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RIVEROAK STRATEGIC PARTNERS LIMITED

Company number 10269461

Date	Type	Description	View / Download
16 Jul 2018	CS01	Confirmation statement made on 8 July 2018 with updates	(4 pages)
14 Jun 2018	AD01	Registered office address changed from 50 Broadway Westminster London SW1H 0BL United Kingdom to Calder & Co 16 Charles II Street London SW1Y 4NW on 14 June 2018	(1 page)
19 Apr 2018	AD03	Register(s) moved to registered inspection location Calder & Co 16 Charles II Street London SW1Y 4NW	(2 pages)
19 Apr 2018	AD02	Register inspection address has been changed to Calder & Co 16 Charles II Street London SW1Y 4NW	(2 pages)
11 Apr 2018	AA	Accounts for a dormant company made up to 31 July 2017	(3 pages)
03 Apr 2018	CS01	Confirmation statement made on 27 March 2018 with no updates	(3 pages)
28 Mar 2017	CS01	Confirmation statement made on 27 March 2017 with updates	(4 pages)
27 Mar 2017	CS01	Confirmation statement made on 23 March 2017 with updates	(6 pages)
11 Jan 2017	SH02	Sub-division of shares on 15 December 2016	(4 pages)
11 Jan 2017	RESOLUTIONS	Resolutions <ul style="list-style-type: none">RES01 - Resolution of adoption of Articles of Association	(29 pages)
04 Jan 2017	SH08	Change of share class name or designation	(2 pages)
09 Dec 2016	AP01	Appointment of Nicholas Rothwell as a director on 9 December 2016	(2 pages)
09 Dec 2016	AP01	Appointment of Rico Seitz as a director on 9 December 2016	(2 pages)
09 Dec 2016	AP01	Appointment of Gerhard Huesler as a director on 9 December 2016	(2 pages)
25 Jul 2016	AP01	Appointment of Niall Lawlor as a director on 22 July 2016	(2 pages)
25 Jul 2016	AP01	Appointment of George Yerrall as a director on 22 July 2016	(2 pages)
08 Jul 2016	NEWINC	Incorporation Statement of capital on 2016-07-08 <ul style="list-style-type: none">GBP 1	(19 pages)

[Is there anything wrong with this page?](#)

McConnell, Pam - AH PH

From: [REDACTED] >
Sent: 15 February 2018 11:13
To: [REDACTED])
Subject: RE: Manston Airport Health Assessment

Thanks Andrew

No need to apologise, as a DPH, I can only imagine how busy you are.

All my best

Andrew

Dr Andrew Buroni
Technical Director of Health - RPS Planning & Development
6-7 Lovers Walk,
Brighton, East Sussex, BN1 6AH.
United Kingdom

Tel: +44 (0) 1273 546 800
Email: BuroniA@rpsgroup.com
www: www.rpsgroup.com

From: Andrew Scott-Clark@kent.gov.uk [mailto:Andrew.Scott-Clark@kent.gov.uk]
Sent: 15 February 2018 10:47
To: Andrew Buroni
Subject: [EXT] RE: Manston Airport Health Assessment

Andrew

- Thanet Clinical Commissioning Group; OGILVIE, Ailsa (NHS THANET CCG) ailsaogilvie@nhs.net, Clinical Chair is Tony Martin <tony.martin@nhs.net>
- [East Kent Hospitals](#) Foundation Trust; Acting CEO is Susan Acott (susan.acott@nhs.net)
- Kent Community Healthcare Foundation Trust; CEO is Paul Bentley (p.bentley@nhs.net)
- Kent and Medway Partnership Trust; and CEO is Helen Greateorex (helen.greateorex@nhs.net)
- Southeast Ambulance Trust. CEO is new, and not sure his email address; link to Trust is: http://www.secamb.nhs.uk/about_us/trust_board1.aspx

Apologies for delay

Andrew Scott-Clark | Director of Public Health | Kent County Council | Room 1.61, Sessions House, County Hall,
County Road, Maidstone, Kent, ME14 1XQ | [REDACTED] | External: +443000416659 |
| www.kent.gov.uk |

From: Andrew Buroni [mailto:BuroniA@rpsgroup.com]
Sent: 24 January 2018 17:00
To: Tara Barratt <Tara.Barratt@rpsgroup.com>; Scott-Clark, Andrew - AH PH (Public Health) <Andrew.Scott-Clark@kent.gov.uk>

Manston - Initial Meeting Record 160309

Present

- [REDACTED]
- [REDACTED] (Chair)
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

Background

- Sold Dec 13, closed Mar 14, licence surrendered May 14
- Thanet stated aim to re-open airfield
- Dec 15 NL met AW to discuss planning consent and compulsory purchase
 - Believe there is a strong case based on DFT National Policy Statement
- Airport main business:
 - Cargo imports
 - Some pax flights
 - Expect 10,000+ movements/ yr
 - Acft dismantling facility
 - Skills base
- NL writing a national cargo policy; currently there is none
- Current developer wants to use the site for housing

Planning Act 08

- CAA statutory consultee for nationally significant infrastructure projects
- Sec 23 Thresholds; 10m pax or 10k movements/yr (capacity available, not planned operating levels)
- Currently all facilities including radar have been removed
- All handled by Planning Inspectorate in Bristol
- Timeline:
 - First step Environmental Impact Assessment
 - Early summer compulsory purchase
 - Develop consent order and Statutory Instrument
 - Conduct consultation
 - Application towards end 2016
 - 28 day examination period
 - 6 months including hearings
 - 3 months for inspectors
 - Prepare report for SofS
 - 3 months for SofS to make decision

Further detail discussed

- CAP 168 (National) Licence or EASA Certificate
 - EASA scope aerodromes explained and whether they suit 2 certificate route.
 - Explained the benefits of either Licence or Certificate. They indicate they would prefer a Certificate
 - Indicated possible timelines and effort required to obtain certificate.
- Thanet and London Array TMZ
 - Effect on radar discussed and advised to get appropriate radar to mitigate issues
- Airspace Change Process explained as it stands today, with explanation of the current consultation regarding CAP 725 and how this process may evolve in the future
- Consultation requirements
 - Recency of consultation will determine requirements for ACP?
 - Dependent on material changes in the intervening period, a further full consultation may be necessary at ACP stage
- Requirements for ATZ
 - 6 month process to get a CAA decision including NATMAC consultation
- Planning applications for tall structures south of airfield within 2.5nm ATZ
 - These will be addressed in due course



Civil Aviation Authority

Date: 18 May 2017
Ref: 70992 008

**Meeting between the CAA and RiverOak Strategic Partners (RSP) on Manston Airport
Airspace Development held at CAA House on 15 May 2017**

Attendance:

██████████	- CAA	██████████	- RSP	██████████	- BDB
██████████	- CAA	██████████	- RSP	██████████	- Osprey
██████████	- CAA	██████████	AMEC FW		
██████████	- RSP	██████████	- BDB		

Agenda Item 1 – Introductions

- Introductions and description of roles and responsibilities were conducted.

Agenda Item 2 – RSP Manston update

- ██████████:
 - Described the rationale to reactivate Manston and RSPs commitment to its long term development and investment.
 - Provided the background and context for the decision to pursue a Development Consent Order (DCO) to allow RSP to acquire the Manston site.
 - Outlined the timetable for the DCO and subsequent airport development; consultation will begin immediately after the election leading to a DCO submission in Q4 of 2017. It is anticipated that operations will commence in 2020.

Agenda Item 3 – Airspace and Procedures

- ██████████ described the current plans for airspace and procedures for Manston. These included:
 - Re-establishment of the Air Traffic Zone (ATZ).
 - RNAV approaches to both runway ends.
 - ILS approach procedures to both runway ends.
 - Standard Instrument Departures for both runways.
 - Establishing network connectivity.
- The status of the London Array and Thanet Transponder Mandatory Zones were discussed.

- The CAA stated that:
 - The re-establishment of the ATZ would likely require a proportionate airspace change proposal (ACP); this could be expected to be similar to the current CAP 724 process and Policy Statement.
 - The approach and departure procedures would require a full ACP.
 - Due to the different processes that would be followed, there may be value in submitting the ATZ and the approach and departure procedures as separate ACPs.
 - The issues regarding the TMZs was noted and would require further discussion.

Agenda Item 4 – Revision of the CAP 725 process

- [REDACTED] described the revised CAP 725 process; guidance on its application was currently under consultation.
 - The revised process was considerably longer than the current process (estimated to be 108 weeks compared to the previous 57 weeks). It aimed to be more transparent and understandable by the non-aviation community. The new process was more scalable than previously and sign-off levels have been reviewed to allow a proportionate approach to be taken but the standards to be achieved were generally higher and the introduction of 'Gateways' allowed compliance with process to be assessed.
 - While the timing for introduction of the revised process was uncertain, it would be reasonable for RSP to assume that they would be applied to the Manston Airport Project.
- In terms of phasing with the DCO, [REDACTED] suggested that, due to the lengthening of the process, RSP could not afford to wait for a DCO decision before initiating the ACP; the CAA did not disagree with this. It was also suggested that elements of the DCO process could be used to satisfy the early stages of the revised ACP; the CAA accepted this in principle but stressed that such activities must be clearly identified as both 'DCO Consultation' and 'ACP Engagement'.
- Decision:
 - RSP would ensure that any DCO activities that may be employed as part of the subsequent ACP would be clearly identified to the public.

Agenda Item 5 – Interaction with the Planning Inspectorate (PINS)

- The CAA agreed to a 'generic' Process Workshop with PINS to discuss their respective roles, processes and responsibilities with regard to the Manston Project – but without any specific airspace design proposals being discussed. The Workshop may also allow the respective level of detail required in both the DCO and the ACP submission to be

identified; ie the use of potential flightpath 'swathes' in the DCO submission compared to specific flightpaths in the ACP submission.

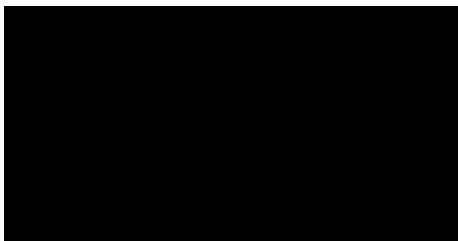
- The Workshop would allow propositions to be discussed on how the DCO and ACP processes may be co-ordinated and how duplication of effort may be minimised. It would also allow discussion on how the PINS may resolve an ACP decision that was outside what had been environmentally assessed for the DCO; however, RSP contended that its current approach of taking into account both the DCO and ACP processes significantly reduces the risk of this.
- Decisions:
 - The CAA would participate in a Process Workshop with PINS at CAA House on 12 June 2017 (timing tbc).
 - Osprey (through RSP) would develop an Agenda for the Workshop and would circulate proposition statements to be discussed.

Agenda Item 6 – next steps

- Timescales for submission of the ACP were discussed. CAA resources in this area are extremely tight. Therefore, while RSP could submit an application immediately, realistically the CAA would not identify a Case Officer and commit resource until resources were available and their use could be justified, i.e. once a planned implementation date was known and DCO approval likely.
- It was agreed that submission of the DCO could be a suitable threshold, both in terms of timescale and project maturity, at which point an ACP request would be submitted. This would also allow material prepared for the DCO to inform the initial stages of the ACP.
- Decision:
 - It was agreed that the respective timing of the DCO and the ACP processes would be subject for discussion at the CAA/PINs Process Workshop.

Agenda Item 7 - Any other business

- There was no other business.



Date: 18 May 2017
Ref: 70992 008

**Meeting between the CAA and RiverOak Strategic Partners (RSP) on Manston Airport
Airspace Development held at CAA House on 15 May 2017**

Attendance:

CAA	- RSP	- BDB
- CAA	- RSP	
- CAA	- AMEC FW	- Osprey
- RSP	- BDB	

Agenda Item 1 – Introductions

- Introductions and description of roles and responsibilities were conducted.

Agenda Item 2 – RSP Manston update

- [REDACTED]:
 - Described the rationale to reactivate Manston and RSPs commitment to its long term development and investment.
 - Provided the background and context for the decision to pursue a Development Consent Order (DCO) to allow RSP to acquire the Manston site.
 - Outlined the timetable for the DCO and subsequent airport development; consultation will begin immediately after the election leading to a DCO submission in Q4 of 2017. It is anticipated that operations will commence in 2020.

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- [REDACTED] described the current plans for airspace and procedures for Manston. These included:
 - Re-establishment of the Air Traffic Zone (ATZ).
 - RNAV approaches to both runway ends.
 - ILS approach procedures to both runway ends.
 - Standard Instrument Departures for both runways.
 - Establishing network connectivity.
- The status of the London Array and Thanet Transponder Mandatory Zones were discussed.

- The CAA stated that:
 - The re-establishment of the ATZ would likely require a proportionate airspace change proposal (ACP); this could be expected to be similar to the current CAP 724 process.
 - The approach and departure procedures would require a full ACP.
 - Due to the different processes that would be followed, there may be value in submitting the ATZ and the approach and departure procedures as separate ACPs.
 - The issues regarding the TMZs was noted and would require further discussion.

Agenda Item 4 – Revision of the CAP 725 process

- [REDACTED] described the revised CAP 725 process; guidance on its application was currently under consultation.
 - The revised process was considerably longer than the current process (estimated to be 108 weeks compared to the previous 57 weeks). It aimed to be more transparent and understandable by the non-aviation community. The new process was more scalable than previously and sign-off levels have been reviewed to allow a proportionate approach to be taken but the standards to be achieved were generally higher and the introduction of 'Gateways' allowed compliance with process to be assessed.
 - While the timing for introduction of the revised process was uncertain, it would be reasonable for RSP to assume that they would be applied to the Manston Airport Project.
- In terms of phasing with the DCO, [REDACTED] suggested that, due to the lengthening of the process, RSP could not afford to wait for a DCO decision before initiating the ACP; the CAA agreed with this. It was also suggested that elements of the DCO process could be used to satisfy the early stages of the revised ACP; the CAA accepted this in principle but stressed that such activities must be clearly identified as both 'DCO Consultation' and 'ACP Engagement'.
- Decision:
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- The CAA agreed to a Process Workshop with PINS to discuss their respective roles and responsibilities with regard to the Manston Project. The Workshop may also allow the respective level of detail required in both the DCO and the ACP submission to be identified; ie the use of potential flightpath 'swathes' in the DCO submission compared to specific flightpaths in the ACP submission.

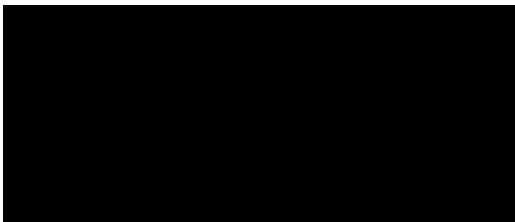
- The Workshop would allow propositions to be discussed on how the DCO and ACP processes may be co-ordinated and how duplication of effort may be minimised. It would also allow discussion on how the CAA and PINS may resolve an ACP decision that was outside what had been environmentally assessed for the DCO; however, it should be noted that RSPs current approach of aligning the DCO and ACP processes significantly reduces the risk of this.
- Decisions:
 - The CAA would participate in a Process Workshop with PINS at CAA House on 12 June 2017 (timing tbc).
 - Osprey (through RSP) would develop an Agenda for the Workshop and would circulate proposition statements to be discussed.

Agenda Item 6 – next steps

- Timescales for submission of the ACP were discussed. CAA resources in this area are extremely tight. Therefore, while RSP could submit an application immediately, realistically the CAA would not identify a Case Officer and commit resource until resources were available and their use could be justified.
- It was agreed that submission of the DCO could be a suitable threshold, both in terms of timescale and project maturity, at which point an ACP request would be submitted. This would also allow material prepared for the DCO to inform the initial stages of the ACP.
- Decision:
 - It was agreed that the respective timing of the DCO and the ACP processes would be subject for discussion at the CAA/PINs Process Workshop.

Agenda Item 7 - Any other business

- There was no other business.



Date: 5 Jun 17
Ref: 70992 008

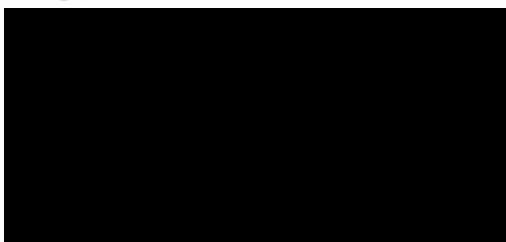
Agenda for CAA/PINS Process Workshop

We would like to propose the following Agenda for the CAA/PINS Process Workshop:

Item	Topic	Lead
1	Introductions	All
2	Confirm Purpose of Workshop	All
3	Manston Project Update	RSP
4	DCO Process Overview	PINS
5	Airspace Change Proposal Process Overview	CAA
6	Timescale and Phasing Challenges	RSP
7	Combining Activities	RSP
8	Respective Levels of Detail	RSP
9	Resolving differences in approvals	All
10	Any other business	All

If you would like to propose any significant changes to this Agenda please let me know; minor changes can be agreed at the meeting.

Regards



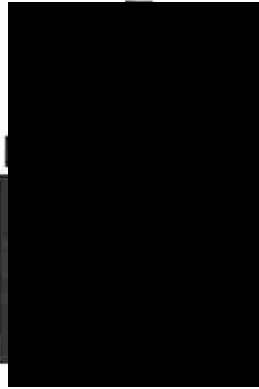
Walker James

From: [REDACTED]
Sent: 30 May 2017 08:40
To: [REDACTED]
Subject: CAA/RSP Meeting Notes - Manston Airport
Attachments: 70992 006 Minutes of a meeting between CAA and RSP on the Manston Airport Project - May 17.docx

[REDACTED] and Team

Thanks very much for both your time but also your consideration during the recent meeting with RiverOak on Manston airport. All agreed it was enormously valuable and extremely positive.

Attached are my draft notes of the meeting – they have been approved by RiverOak and the other attendees – could I check whether you are content please? Subject to your comments or amendments I will issue as a record of the meeting.



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[REDACTED]

From:

Sent:

To:

31 May 2017 15:57

Cc:

Subject:

RE: CAA/RSP Meeting Minutes

[REDACTED]

One minor point, on a second reading, it isn't explicit that that the CAA use acronym ACP as Airspace Change Process, not airspace change proposal. So I am always taking about the general application of the Process not the specifics of an individual proposal.

[REDACTED]

From:

Sent: 31 May 2017 15:32

To:

Cc:

Subject: CAA/RSP Meeting Minutes

Thanks all for your review and comments on the draft minutes for our recent meeting at CAA House.

Having now reviewed and adopted comments made, please find attach the Final version of the meeting notes.

Regards

[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 14 June 2017 09:21
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: mahston
Attachments: 70992 007 CAA-PINS Process Workshop V2.pptx

[REDACTED]

No problem at all – I promised them to [REDACTED] too so that is helpful.

Everyone came away from the meeting saying how useful and constructive it was – once again, thank you to you all for agreeing to it in the first place and then making it so valuable.

Best wishes

[REDACTED]



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From: [redacted] [mailto:[redacted]@caa.co.uk]
Sent: 14 June 2017 08:00
To: [redacted]@osprevcsl.co.uk>
Cc: [redacted]@caa.co.uk>; [redacted]@caa.co.uk>
Subject: manston

Good morning [redacted]

I know that we only met a couple of days ago, but would it be possible to have a copy of your slides from the meeting at your earliest convenience please?

many thanks
[redacted]

[redacted]
Airspace, ATM & Aerodromes
Civil Aviation Authority

Tel: [redacted]
Mob: [redacted]

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From: [REDACTED] <[REDACTED]@ospreyco.uk>
Sent: 20 February 2017 16:30
To: [REDACTED]
Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March



ESAS 16
WINNER

Hi

Thank you for offering the 7th March to meet to discuss the Manston License application - we would like to go for the 7th please.

I'll be getting the early train from North Wales which gets me into Gatwick Airport station at 10:51
Would it be possible to meet slightly later at 11:30 to allow me a little extra travelling time please?

Many thanks for your assistance with this.

Regards



Email: [redacted]@ospreyvcsl.co.uk

Web: www.ospreyvcsl.co.uk

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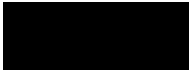
From: [redacted]

Sent: 13 February 2017 09:37

To: [redacted]@caa.co.uk; [redacted]@rospltd.com; [redacted]
[redacted]@ospreyvcsl.co.uk [redacted]@ospreyvcsl.co.uk

Cc: ASD ERMS <ASDERMS@caa.co.uk>; [redacted]@caa.co.uk; [redacted]

Subject: Manston Airport - Draft Licence Application



Further to the assurances you sought from [redacted] of RiverOak (attached), please find attached a draft Aerodrome Licence application for Manston Airport. As you suggested, I think there would be value in us all meeting both to bring you up to speed on the project and its latest developments but also to discuss the application before formal submission.

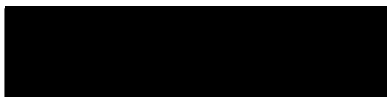
Clearly a number of the entries are 'to be confirmed' but I suggest we consider this a living document and continue to develop and refine it as more information becomes available until, ultimately, all areas are completed to the satisfaction of the CAA.

Could I therefore request a meeting between yourself, RiverOak and Osprey. Topics we would like to discuss would include:

- RiverOak update on the Manston Airport project
- CAA description of the Licencing process
- Review of the draft Licence application
- Establishing engagement between CAA and the Planning Inspectorate
- Next steps – including fee submission

RiverOak have asked if there would be any possibility of a meeting at Kingsway? However, we appreciate you may want to involve more of your team in which case Aviation House may be preferable. I am sure your diary and that of any Team members may be the critical factor so could I ask you to suggest 2 or 3 potential dates (perhaps not before 11 am to allow time to travel) and we will look at that most favourable?

Many thanks – look forward to meeting you again.



Tel [Redacted]
Mob [Redacted]
Email [@osprevcsi.co.uk](mailto:[Redacted]@osprevcsi.co.uk)
Web www.osprevcsi.co.uk

Follow us on: [Twitter](#) | [LinkedIn](#)



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Stephen Rihanne

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED] riveroakic.com
Cc: ASD ERMS; [REDACTED]
Subject: Manston Aerodrome

Dear [REDACTED]

First and foremost I would like to introduce myself as the [REDACTED] (Aerodromes) taking over from [REDACTED], who has moved to a different roles within the Aerodromes team.

I write following your meeting with CAA on 3 November, to talk through the Riveroak plans for Manston - namely that they plan to develop a cargo airport hub airport which is likely to come within the scope of the EU Regulation 216/2008 (The Basic Regulation). This would require them to apply for an aerodrome certificate, as detailed in the EU Aerodrome regulation (EU 139/2014).

As promised, we have considered the certification possibility when Riveroak, as the applicant, does not own the site or have a relationship with the landowner. Technically, as detailed in the aerodrome regulation at ADR.OR.B.015 (b)(6), Riveroak does not meet the conditions necessary to apply for a certificate. However, knowing their plans to acquire the aerodrome and the timescales required to do this and then to achieve certification (together with the necessary airspace elements), the CAA Aerodromes Sector is prepared to accept an application. It must be understood that we will not issue an aerodrome certificate until clause (b)(6) is met, notwithstanding progress against all the certification requirements. Additionally, as discussed at the meeting, Riveroak understands that it holds the risk with this approach as the ownership of the site or the agreement of the landowner is required for us to issue a certificate. We would appreciate your confirmation of this, following which we would be willing to allow the certification process to commence.

I trust the above is clear, however please do not hesitate to contact me if you require any further clarification.

Kind regards

[REDACTED]
Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority



[REDACTED]
Please consider the environment. Think before printing this email.

Stephen Rihanne

From: [REDACTED] <[REDACTED]@riveroakic.com>
Sent: 17 January 2017 18:00
To: [REDACTED]; [REDACTED]@ospreydsl.co.uk
Cc: ASD ERMS; [REDACTED]; [REDACTED]
Subject: Re: Manston Aerodrome

Dear [REDACTED]

I confirm that we are prepared to proceed at our risk.

I will get back to you tomorrow with suggested dates.

Kind regards
[REDACTED]

Sent from my Samsung Galaxy smartphone.

[REDACTED] <[REDACTED]@riveroakic.com>
[REDACTED] <[REDACTED]@ospreydsl.co.uk>
[REDACTED] <[REDACTED]@caa.co.uk>

Date: 17/01/2017 17:49 (GMT+00:00)

To: [REDACTED] <[REDACTED]@riveroakic.com>, [REDACTED] <[REDACTED]@ospreydsl.co.uk>

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED]

[REDACTED] <[REDACTED]@caa.co.uk>

Subject: RE: Manston Aerodrome

Hi [REDACTED]

As requested, please confirm you acknowledge you are wishing to proceed at risk and provide some dates when you are available to attend Aviation House to discuss.

Kind regards
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@riveroakic.com]

Sent: 17 January 2017 17:42

To: [REDACTED]; [REDACTED]@ospreydsl.co.uk

Cc: ASD ERMS; [REDACTED]; [REDACTED]

Subject: Re: Manston Aerodrome

Dear [REDACTED]

Really good to hear from you and thank you for the clarification. We are happy to proceed as proposed.

Kind regards
[REDACTED]

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED]@caa.co.uk>

Date: 17/01/2017 16:26 (GMT+00:00)

To: [REDACTED]@ospreyco.uk, [REDACTED] <[REDACTED]@riveroakic.com>

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>

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Kind regards

[REDACTED]

[REDACTED]

Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority

[REDACTED]@caa.co.uk

Tel: [REDACTED]
Mob: [REDACTED]
Follow us on Twitter: @UK_CAA

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Stephen Rihanne

From: [REDACTED] <[REDACTED]@ospreycsl.co.uk>
Sent: 13 February 2017 09:37
To: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]
Cc: ASD ERMS; [REDACTED]; [REDACTED]
Subject: Manston Airport - Draft Licence Application
Attachments: Re: Manston Aerodrome; Manston Licence Application SRG2002 Draft D.pdf

[REDACTED]

Further to the assurances you sought from [REDACTED] of RiverOak (attached), please find attached a draft Aerodrome Licence application for Manston Airport. As you suggested, I think there would be value in us all meeting both to bring you up to speed on the project and its latest developments but also to discuss the application before formal submission.

Clearly a number of the entries are 'to be confirmed' but I suggest we consider this a living document and continue to develop and refine it as more information becomes available until, ultimately, all areas are completed to the satisfaction of the CAA.

Could I therefore request a meeting between yourself, RiverOak and Osprey. Topics we would like to discuss would include:

- RiverOak update on the Manston Airport project
- CAA description of the Licencing process
- Review of the draft Licence application
- Establishing engagement between CAA and the Planning Inspectorate
- Next steps – including fee submission

RiverOak have asked if there would be any possibility of a meeting at Kingsway? However, we appreciate you may want to involve more of your team in which case Aviation House may be preferable. I am sure your diary and that of any Team members may be the critical factor so could I ask you to suggest 2 or 3 potential dates (perhaps not before 11 am to allow time to travel) and we will look at that most favourable?

Many thanks – look forward to meeting you again.

[REDACTED]
[REDACTED]

Tel [REDACTED]
Mob [REDACTED]
Email [REDACTED]@ospreycsl.co.uk
Web www.ospreycsl.co.uk

Follow us on: [Twitter](#) | [LinkedIn](#)



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Sent: 17 January 2017 18:00
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Date: 17/01/2017 17:49 (GMT+00:00)
To: [REDACTED] <[REDACTED]@riveroakic.com>, [REDACTED] <[REDACTED]@ospreyvcs1.co.uk>
Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>
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To: [REDACTED]@ospreycl.co.uk, [REDACTED] <[REDACTED]@riveroakic.com>

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED]

[REDACTED] <[REDACTED]@caa.co.uk>

Subject: Manston Aerodrome

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Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority

[REDACTED]@caa.co.uk

Tel: [REDACTED]
Mob: [REDACTED]
Follow us on Twitter: @UK_CAA

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Application for an Aerodrome Licence

Please complete this form online (preferred method) then print, sign and submit as instructed.
Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.



FALSE REPRESENTATION STATEMENT

It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

Please read attached Guidance Notes before completing the technical sections of this form

1. APPLICANT TYPE

Individual	Complete Section 2. a)	Limited Company	Complete Section 2. b)
Partnership	Complete Section 2. a)	Charity	Complete Section 2. c)
Limited Liability Partnership	Complete Section 2. b)	Trust	Complete Section 2. c)

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

2. APPLICANT DETAILS (The Applicant is the person responsible for payment of CAA charges but may not necessarily be the Licence Holder)

a) Individual (including sole traders and partnerships)

Title: Forename: Surname:
Address: Not Applicable
Country: Postcode:
Telephone: Mobile Telephone:
E-mail: Fax:
Trading Name: (if applicable)
Website address:
In the case of a partnership, please complete details of all partners. Continued on a separate sheet

This application will be considered in respect of and, if appropriate, granted to, the Company Name as registered under the Company Number provided on this form.

or b) A Company

Registered Company Name (in full): Riveroak Operations Limited
Registered Company Number: 10311804
Country of Company Registration: England and Wales
Registered Office Address: 50 Broadway, London
Country: UK Postcode: SW1H 0BL
Telephone: [REDACTED] Fax Number:
E-mail: [REDACTED]@rspltd.com
Trading Name: (if applicable)
Trading Address (primary site): 50 Broadway, London
Country: UK Postcode: SW1H 0BL
Website address: <http://www.riveroakinvestments.co.uk/>

Authorised Representative of Company

This application is to be signed by either a Director or Company Secretary or a person authorised by the Board to act on behalf of the Company.

Title: [REDACTED] Forename: [REDACTED] Surname: [REDACTED]
Position in Company: [REDACTED]
E-mail: [REDACTED]@rspltd.com Telephone: [REDACTED]

If you are not a Director or Company Secretary and have been authorised to sign the application form on behalf of the Company, proof of that authority must be provided with the completed application form.

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

c) An Unincorporated Association or other body

Name of Unincorporated Association or other body: Not applicable

Address:

Country: Postcode:

Telephone: Fax:

E-mail: Mobile Telephone:

Website address:

Authorised Representative

This application is to be signed by a person or persons authorised by the body named above to act on behalf of it. This should normally be a member or members of the managing committee of the association or other body. Evidence of the authorisation to act on behalf of the association or body should be provided with the application.

Title: Forename: Surname:

Position:

Charity Number (if applicable):

3. ADDRESS FOR CORRESPONDENCE (if different from above)

Postal Address (if different from above):

Postcode:

4. DETAILS OF LICENCE HOLDER (as required to be shown on the licence – may not necessarily be the person named at Section 2)

NOTES: 1) The licence holder must be a legal entity. If the licence holder is a group or club and is not incorporated, the name(s) of the person(s) who will hold the licence and be responsible for giving effect to the conditions of the licence should be stated.

2) Where the applicant is an individual, his/her current Curriculum Vitae (CV) must be enclosed. (All CVs will be destroyed once the application has been processed.)

Full Name of Licence Holder: Riveroak Operations Limited

Licence Holder's Accountable Manager: To be confirmed

Address of Licence Holder:

Telephone:

Fax:

E-mail:

5. DETAILS OF AERODROME (as required to be shown on the licence)

Proposed Name of Aerodrome: Manston Airport (EGMH)

Address of Aerodrome: Manston Road, Ramsgate, Kent, CT12 5BQ

Telephone: To Be Confirmed

Fax: To Be Confirmed

Website address: To Be Confirmed

E-mail: To Be Confirmed

Position of proposed Aerodrome with reference to nearest town (in nautical miles): 2.2 nm west of Ramsgate

Elevation: 178 feet

Latitude/Longitude in WGS 84 of Reference Point: 512032N 0012046E

Grid Reference in OSGB of Reference Point: TR 3314 6566

Purpose for which Aerodrome is to be Used (e.g. Public Transport, flying training): Public Transport (cargo)

NOTE: This application must be accompanied by an Ordnance Survey map, size A4, showing by means of a red line the exact boundary of the proposed licensed area of the aerodrome. This map will be a Schedule attached to the Licence. (See CAP 168 Chapter 1 paragraph 5.)

6a. KEY MANAGEMENT PERSONNEL (please enter details when applicable)

SECTION 6a TO BE COMPLETED ONLY WHERE THE APPLICANT IS A COMPANY OR OTHER CORPORATE BODY

Board Member or person having specific responsibility for safety:

Name: [REDACTED]

Telephone: [REDACTED]

E-mail: [REDACTED]@rspltd.com

Managing Director (if different from above):

Name:

Telephone:

E-mail:

6b. KEY MANAGEMENT PERSONNEL (please enter details when applicable)

SECTION 6b TO BE COMPLETED BY ALL APPLICANTS

The person in charge of day-to-day operation of the aerodrome:

(Please enclose a current CV)

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

The person responsible for aerodrome safety (if different from the above):

(Please enclose a current CV)

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

Person responsible for overseeing the day-to-day provision of Rescue & Fire Fighting Services (RFFS):

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

Provider of the Air Traffic Control Service:

Name: To be confirmed - CAA will be informed

Address:

.....

.....

Person responsible for overseeing the day-to-day provision of the Air Traffic Control Service:

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

7. AERODROME ACTIVITIES

a) Period for which licence is required, if less than 12 months (i.e. Seasonal Licence):

From: To:

b) Do you require a Public Use licence, as defined in Article 214 of The Air Navigation Order 2016, or an Ordinary licence?

PUBLIC

☒

ORDINARY

☐

c) Is a licence for night use required?

YES

☒

NO

☐

d) If the aerodrome is NOT intended for night use, is it intended to display aeronautical lights?

YES

☒

NO

☐

If the answer to 8c) or 8d) above is YES, a Permission to display aeronautical lights will be required. Please provide details of proposed lighting. (See CAP 168 Chapter 6.)

In compliance with regulatory requirements

Please give details of other proposed aviation activities not requiring the use of a licensed aerodrome (e.g. gliding, parachuting, microlights).

N/A

N/A

Classification of aircraft to be operated at the aerodrome (e.g. aeroplanes, helicopters, gyroplanes).

Code F fixed wing aircraft (cargo)

Type and maximum total weight authorised of the heaviest aircraft engaged on flights requiring the use of a licensed aerodrome expected to use the aerodrome per annum, including overall length and maximum fuselage width.

Commercial Air/Public Transport of Passengers

Instruction in Flying

Type: Fixed wing (cargo)

Weight(kg): >140 tonnes

Length: 65m up to but not including 80m (Code F)

FuselageWidth: 8m (Code F)

RFF Category to be provided (see CAP 168 Chapter 8 Table 8.1 and Table 8B.1).

Aeroplanes

Helicopters

In compliance with regulatory requirements

8. CONTROL OF THE AERODROME

Are you the owner of the aerodrome site?

YES

☐

NO

☒

If NO, please state:

a) Details of the rights you hold over the site.

Seeking Development Consent Order

This application will enable co-ordination of activities between the Planning Inspectorate and the CAA as part of the DCO process

b) The period for which you hold these rights, including terminating date.

From:

To:

c) The name and address of the owner or the tenant whose permission has been obtained for the site to be used as an aerodrome.

Does any third party hold rights over any part of the site (e.g. lease)?

YES

☒

NO

☐

If YES, would the exercise of these rights interfere with the use of the site as an aerodrome?

YES

☐

NO

☒

If there is a risk of interference with the use of the site as an aerodrome, has any agreement been made with the holder of the rights (e.g. Letter of Agreement)?

YES

☐

NO

☒

If YES, please give details of the agreement.

Once granted, Development Consent Order will enable compulsory purchase of the site.

Land owned by Crown Estates will be purchased through negotiation.

Does any public or private right of way exist on or near the proposed aerodrome?

YES

☒

NO

☐

If YES, would the use of the site as an aerodrome interfere with such rights?

YES

☐

NO

☒

If there is a risk of interference with such rights, has any agreement been made with the holder of the rights for the use of the site as an aerodrome (e.g. Letters of Agreement)?

YES

☐

NO

☐

If YES, please give details of the agreement.

Do you have sole charge of aircraft movements at the aerodrome?

YES

☒

NO

☐

If NO, please give details of the nature of aircraft movements outside your control, and the person controlling such movements, and any agreements made regarding co-ordination of movements, including any agreement with third parties (e.g. Letters of Agreement).

9. PERMISSIONS AND APPROVALS

Before submitting this application, the authorities, as indicated below, should be consulted and, if appropriate, their approvals obtained. There may also be other bodies that applicants should inform, in their own interests. However, the application for planning permission and the request for the aerodrome licence are not interdependent and are made separately.

The following list is not comprehensive, and is for guidance only.

Land Aerodromes, or Water Aerodromes in Inland Waters

Local Planning Authority
Local Emergency Services (Emergency Plan)
Port and Harbour Authority
Environment Agency (Rivers)
Utilities Bodies (e.g. power cables)

Water Aerodromes in Coastal Waters

Local Planning Authority
Pilotage Authority
Port and Harbour Authority
Utilities Bodies (e.g. power cables)

Are there any local planning conditions or other relevant approvals which may affect the use of the site as an aerodrome?

YES ☐

NO ☐

If YES, please provide details.

To be confirmed - in progress with the Planning Inspectorate and why it is essential that their approvals are aligned to CAA regulatory requirements

Has any of the authorities mentioned above raised any objections to the proposed use of the site as an aerodrome?

YES ☐

NO ☒

If YES, please state the Authority concerned and the nature of any objections.

Under consultation as part of the Development Consent Order process

Is a safeguarding map to be deposited with the Local Planning Authority, to show the height above which new constructions in the vicinity of the aerodrome may interfere with its use?

YES ☒

NO ☐

(See CAP 738 Safeguarding of Aerodromes.)

10. SCHEME OF CHARGES

The following table conforms to the CAA Scheme of Charges (Aerodrome Licensing and Aerodrome Air Traffic Services Regulation). Please enter against the highest weight category appropriate to your aerodrome the total number of movements of aircraft in that Category flying for the purpose of public transport of passengers (or instruction in flying or both) which you expect to take place at the aerodrome during the twelve month period starting on 1 April.

NOTE: The figure required is the combined total for the year, each take-off and each landing counting as a movement.

No. of Movements

Category (by maximum total weight authorised of aircraft)

a)	Not exceeding 2730 kg (not flying training)
b)	Exceeding 2730 kg but not exceeding 6 Tonnes
c)	Exceeding 6 Tonnes but not exceeding 35 Tonnes
d)	Exceeding 35 Tonnes but not exceeding 140 Tonnes
e)	Exceeding 140 Tonnes	10,000

11. AERODROME MANUAL

Has an Aerodrome Manual been submitted to the CAA?(See Note below.)

YES

☐

NO

☒

If NO, please indicate below when this is likely to be submitted.

To be agreed with the CAA following the Development Consent Order decision

NOTE: An aerodrome licence will not be granted until an Aerodrome Manual has been received and accepted by the CAA. The Aerodrome Manual should be submitted in electronic format to asddocs@caa.co.uk. (See CAP 168, Chapter 2, Paragraph 7.)

12. AIP REQUIREMENTS

The Aeronautical Information Publication (AIP) is identified as the publication used for the provision of aeronautical information/data necessary for the regularity and efficiency of air navigation. The holder of an aerodrome licence should ensure that all information relating to the aerodrome and its facilities, which is significant for the conduct of flights to and from the aerodrome, is available to users of the aerodrome. (See CAP 168 Chapter 10.)

You should apply separately to Aeronautical Information Service, Heathrow House, Bath Road, Cranford, Middlesex TW5 9AT telephone 020 8750 3773/3774, www.ais.org.uk.

13. ANY FURTHER COMMENTS

Period of licence to be confirmed in agreement with the CAA.

This application will enable the CAA to engage with the applicant and other relevant bodies

(e.g. the Planning Inspectorate) as the development process moves forward.

Map showing Aerodrome Boundary attached as Annex A

14. CHARGES

The charge(s) required as calculated in accordance with the CAA Aerodrome Licensing and Aerodrome Air Traffic Services Regulation Scheme of Charges (published in CAA Official Record Series 5) (www.caa.co.uk/ors5) to be paid on application are enclosed herewith. NB: This application will not be processed until the applicable charges have been received.

Total charges included are: £ 30,980.00

Where charges are to be paid other than by the applicant, please enter the name of the person/company who is paying:

IMPORTANT NOTES:

Additional Charges: Where the cost of the CAA investigations exceeds the application charge payable, the applicant shall pay additional charges to recover those excess costs incurred by the CAA in accordance with the Scheme of Charges.

Overseas Visits: If a Member or employee of the CAA is required to travel overseas in respect of this application you are advised to read the CAA Scheme of Charges to which this application relates and the section entitled 'Additional charge where functions are performed abroad'. All expenses incurred in pursuance of this application by virtue of travelling overseas will be payable by the applicant on demand.

Withdrawal/Cancellation of Application: In the event that this application is withdrawn or cancelled by the applicant, the application fee less the cost of any work carried out by the CAA to that date, may be refunded. Please see the CAA Refunds Policy at www.caa.co.uk/refunds for more information.

15. FINANCIAL DECLARATION

I am applying for an Aerodrome Licence

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate.

I enclose the charges payable on application in accordance with the Scheme of Charges (www.caa.co.uk/ors5).

I agree to pay any additional charges which may become payable in respect of this application under the Scheme of Charges.

Name of Applicant: Riveroak Operations Limited

(as shown in 2 (a), (b) or (c))

Signature of Applicant (named in 2 (a)):

or Signature of Authorised Representative (named in 2(b) or (c)):

Date:

16. SUBMISSION INSTRUCTIONS

When you have completed this Form, please send it, with attachments as listed below, to:
Aerodrome and Air Traffic Standards Division
CAA, Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

CAA USE ONLY	Applicant's name	Date of application
Department: Contact Name:		
Job No: Folio No: CAA Account Number:		
Nominal Code: Cost Centre: Date received:		
If payment is received by cheque, attach a copy to this application form.		
The sum of £..... has been received by: Date:		
Amount paid by: Cheque Cash Card Bank Transfer*		
£..... £..... £..... £.....		
*Receipt of Bank Transfer to be verified by Treasury.		
Cheque drawn against account of:		
Bank Account No: Sort Code:		
Is this part of a Company payment? Yes No If Yes - Total amount paid:£		
Amount to be deducted from NATS account: £.....		
Enclosures: FedEx paid Yes/No Loaded by: Signed/Despatched:		
Legal Entity Details		
Company – Date of incorporation of Company:		
If declaration is signed on behalf of a Company:		
is declaration signed by a Director or Company Secretary? <input type="checkbox"/>		
if not, then does signatory have authority to sign? <input type="checkbox"/>		
Individual – Identification Document Details e.g. Passport/Driving Licence.		
Type of identification:		
Signature on ID checked against Form Signature: Appropriately certified:		

PAYMENT AUTHORISATION



Please complete this form online or in BLOCK CAPITALS using black or dark blue ink, before printing, signing and submitting as instructed on the associated Application Form.

PLEASE NOTE: One Payment Authorisation Form is required for each application.

1. PAYMENT DETAILS	
a) Payment type (please tick your chosen method of payment).	
Visa <input type="checkbox"/>	Mastercard <input type="checkbox"/>
Debit Card <input type="checkbox"/>	Cheque/Banker's Draft <input type="checkbox"/>
Bank Transfer <input type="checkbox"/>	Cash (max.£1000) <input type="checkbox"/>
We do not accept American Express, Diners Club or JCB cards. Cash payments will only be accepted in person at Aviation House, Gatwick. Please do not send cash by post.	
Cheques shall be made payable to ' Civil Aviation Authority '. Please write the CAA Application Form No. on the reverse of your cheque.	
National Westminster Bank plc Bloomsbury Parr's Branch PO Box 158 214 High Holborn London WC1V 7BX	Account Name: Civil Aviation Authority Account Number: 36029769 Sort Code: 60-30-06 Swift Code: NWBK GB 2L IBAN: GB90 NWBK 6030 0636 0297 69
Please supply the following information:	
Amount: £.....	BACS/CHAPS Reference*:
* When making a bank transfer please instruct your bankers to quote the CAA Application Form number followed by the application date in the description field (i.e. SRG XXXXddmmyyyy).	
Payer:	Date of Transfer:
b) Card Details (for payment by Credit/Debit Card)	
Card number: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Expiry date: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Security Code (last 3 digits on signature strip on reverse of card) <input type="text"/> <input type="text"/> <input type="text"/>
Debit cards only:	
Start date: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Amount: £.....
Issue No: <input type="text"/> (if applicable)	
Name (as written on card): (BLOCK CAPS)	
Full postal address of card holder:	
Postcode:	
Card holder's signature:	
Please tick box if paying with Company Card <input type="checkbox"/>	Company Name:
This information is provided at the applicant's risk and will be used by the CAA for this payment only and will not be used for any other purposes	

Application for an Aerodrome Licence – GUIDANCE NOTES

Dear Applicant

It is important that you answer all relevant questions as fully as possible as this will help to avoid delays in processing your application. Your responses to these questions should provide the CAA with the information it needs to give proper consideration to your application.

It may be helpful to explain why this information is required. The CAA may grant a licence only if it is satisfied that both the aerodrome and the applicant meet the safety-related requirements for licence issue. This will involve an inspection and assessment of the aerodrome against internationally agreed criteria as laid out in Civil Aviation Publication (CAP) 168 Licensing of Aerodromes, appropriate to the nature and scale of operations proposed. The CAA also has to satisfy itself that the applicant is competent to provide a safe operating environment for aircraft. Many of the questions on the application form seek information relevant to that end; for example:

- a) Sections 1 to 5 will provide information about the applicant and the aerodrome; some of these details will be included on the aerodrome licence itself.
- b) Section 6 will provide details of key personnel with safety-related responsibilities. (All CVs provided will be destroyed once the application has been processed.)
- c) Section 7 will provide details on the nature, scale, and type of operations proposed.
- d) Sections 8 and 9 will provide information on the applicant's rights to use the site as an aerodrome, and to exercise control over the activities that will take place.
- e) Section 10 will provide information on which the licence fee will be assessed.
- f) Section 11 deals with the Aerodrome Manual, which is viewed by the CAA as a major indicator of the competency of the licence holder to operate the aerodrome safely.

You should apply separately to the CAA for the following:

Air Traffic Permissions: You should apply to ATS via e-mail at ats.enquiries@caa.co.uk alternatively you can contact the relevant regional office – see Air Traffic Services Enquiries for details.

Radio Licensing: You can apply using form SRG 1417 Application to establish or change an Aeronautical Ground Radio Station. Should you wish to discuss your requirements, you can contact the Directorate of Airspace Policy on:

Tel. +44 (0) 20 7453 6555

Fax. +44 (0) 20 7453 6556

e-mail: radio.licensing@caa.co.uk

Aerodrome Traffic Zone (ATZ): You should apply to the Directorate of Airspace Policy on:

Tel: +44 (0) 20 7453 6545

Fax: +44 (0) 20 7453 6565 – this is a generic DAP fax number therefore it is essential that ATZ-related faxes are annotated 'For the attention of ORA5'.

email: airspace@caa.co.uk

A formal application for any ATZ would be processed in accordance with an associated work process set out at Annex G of the Airspace Charter (CAP 724).

If you have any difficulty completing the form please do not hesitate to contact us at aerodromes@caa.co.uk.

Stephen Rihanne

From: [REDACTED]
Sent: 10 March 2017 18:40
To: [REDACTED] ([REDACTED]@ospreycl.co.uk); [REDACTED]@rospltd.com; [REDACTED]@ospreycl.co.uk
Cc: [REDACTED]@ospreycl.co.uk; ASD ERMS; [REDACTED]; [REDACTED]; [REDACTED]
Subject: Manston Aerodrome: visit to CAA 7 March

Dear [REDACTED]/All

Thank you for coming along to brief us on progress towards the certification of Manston aerodrome, which you wish to open as an international cargo airport offering significant services up to Code F aircraft (A380). We briefly discussed the status of your aerodrome certificate application form and the work you are engaged in whilst preparing for the anticipated operation; some of our discussions centred around the possible changes to the airspace categorisation, at which time I advised you to contact the CAA Airspace Team to establish the lead-in times for any such changes.

We would like to take this opportunity of confirming that we, within the CAA Aerodromes Team, will not be engaging with the Planning Inspectorate as you develop your plans. The award of an aerodrome certificate is a separate consideration from that relating to planning matters and is outwith the CAA's remit. Hopefully this clarifies your understanding of our involvement with the Planning Inspectorate. We would, however, draw your attention to the European Aviation Safety Agency, Acceptable Means of Compliance (AMC) ADR.OR.B.015(b)(6) which states:

AMC1 ADR.OR.B.015(b)(6) Application for a certificate

RELATIONSHIP OF THE APPLICANT WITH THE AERODROME OWNER

The applicant should demonstrate to the Competent Authority, in accordance with the applicable national legislation that he/she is duly authorised to undertake all activities necessary under the provisions of the Basic Regulation, and its Implementing Rules, and any other applicable national or European Union rule. The applicant should also provide the Competent Authority with all information necessary, under the applicable national legislation, to demonstrate to the Competent Authority its relationship with the aerodrome owner, and/or the owner of the land to be used for the aerodrome development. Such documentation should include, but is not limited to, contracts, lease agreements, authorisations between the persons involved, etc.

Until such time as you own the land, or have the landowner's permission, you continue with your application 'at risk'. We have had these discussions previously, so there is no need to press this home again.

I thought it would be helpful to summarise when to communicate with CAA, so that we only meet up when specific milestones are established. This will ensure the meetings are both relevant and productive and expectations are appropriately set.

Aerodromes:

The appropriate application forms, including the EASA Certification Basis, Operations Basis and Aerodrome Manual Checklist, are all available on the CAA website, at the following address:

<http://www.caa.co.uk/Commercial-Industry/Airports/Aerodrome-licences/>. The documents as listed need to be completed, in full, prior to submission, as they form the basis for the pre-certification review. The most suitable time to make the formal application will be approximately 1-1½ years prior to opening. Once we have received the certification fee, completed application form and Aerodrome Manual, we can allocate an Inspector(s) to the workstream. It will be necessary to conduct a pre-certification site inspection and audit which ideally should be done approximately 9 months to 1 year before opening; this normally provides sufficient time to put in place any changes necessary in order to meet compliance and

ahead of certification. There will be no CAA engagement with the Planning Inspectorate regarding the application for a Certificate.

Air Traffic Management:

We advise that you make contact with the Air Traffic Management Section of the CAA when you are in a position to confirm the Service you wish to introduce. I would recommend you make contact with [REDACTED] [@caa.co.uk](mailto:[REDACTED]@caa.co.uk) when you have more specific, detailed information to share.

Airspace:

You may be aware the CAA is shortly consulting on the new ACP process that will be implemented in 2017 Q4. This process will amend the way airspace changes will need to be managed by the CAA and Sponsors in the future. Considering your timescales regarding airspace, you would need to follow this new process. An earlier consultation was conducted regarding the new proposed process and this can be found on our website as CAP 1389 at [this location](#); page 137 provides a draft comparative timeline for the new process against the current process described in CAP 725, [linked here](#). It is anticipated that the new process will take at least 108 weeks. CAP 1465 provides detail on the outcome of the first consultation and can be found [here](#). You may wish to look out for the next consultation that is expected to go live in early April. This will also be published as a CAA CAP that can be found on the CAA website under publications [here](#).

Hopefully the above provides clarity on the different aspects of CAA involvement and when you need to engage with us.

We wish you well as you progress with your plans to develop Manston as a cargo aerodrome and look forward to hearing from you as and when those plans mature.

Kind regards

[REDACTED]

[REDACTED]

Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority

[REDACTED] [@caa.co.uk](mailto:[REDACTED]@caa.co.uk)

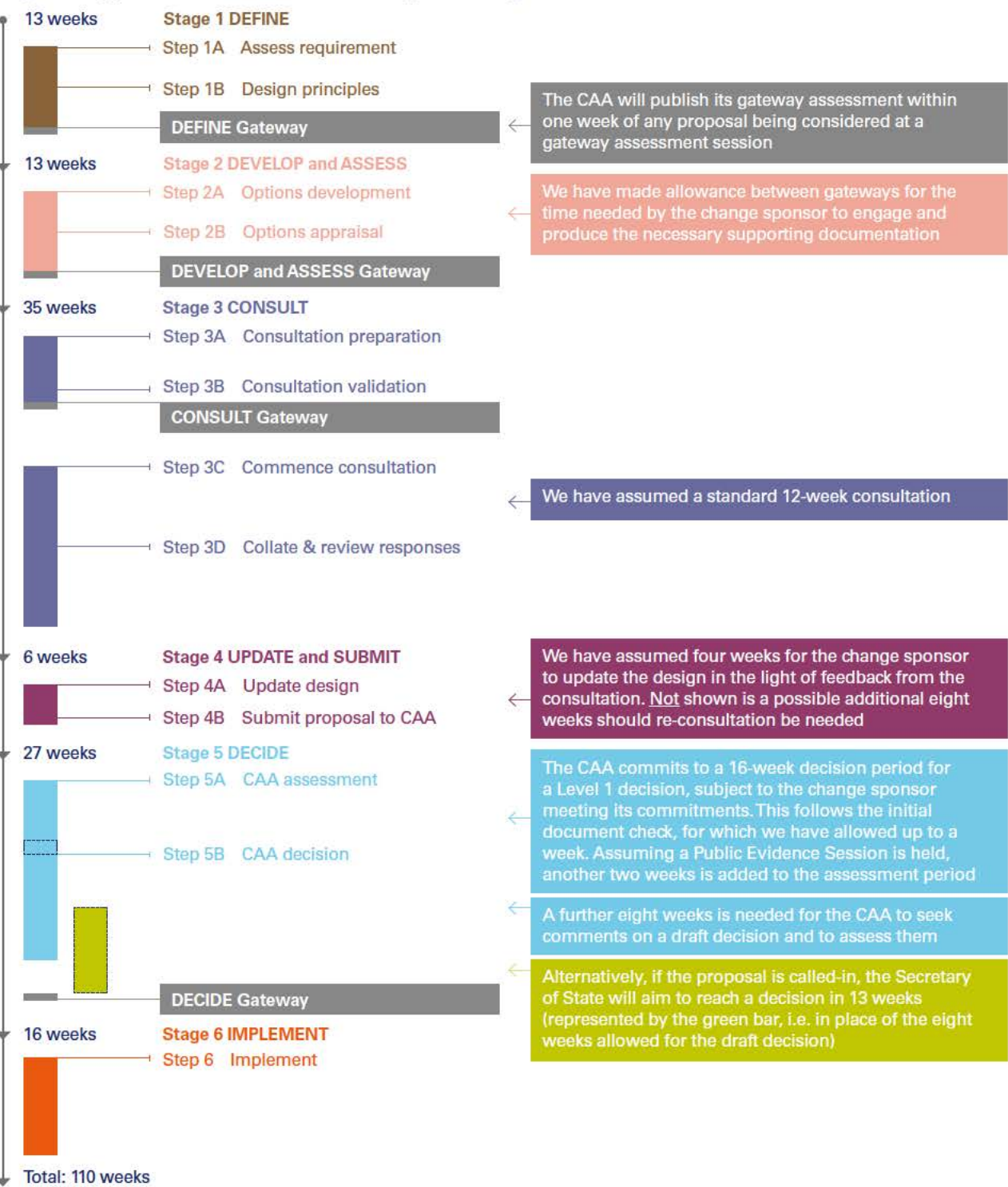
Tel: [REDACTED]
Mob: [REDACTED]
Follow us on Twitter: [@UK_CAA](#)

Please consider the environment. Think before printing this email



The airspace change process (permanent changes to the notified airspace design)

Figure 2: Typical timeline for a Level 1 airspace change



Airspace portal	H: PIR
Stage 7	G: Decision
Stage 6	F: Submission
Stage 5	E: Options
Stage 4	D: Design
Stage 3	C: Consultation
Stage 2	B: Environment
Stage 1	A: S of Need
Airspace Design	Other categories
Glossary	



Samara Jones-Hall <[REDACTED]>

FCS 1521 Form Submission id: 241813 - Manston Airport Reactivation - (Enquiry Ms S Jones-Hall)

Airspace User Response <Airspace.UserResponse@caa.co.uk>

Mon, Jan 14, 2019 at 10:51 AM

To: [REDACTED]

Dear Ms Jones-Hall,

Thank you for the e-mail message below in which you pose questions related to the Manston Airport ACP. The answers are as follows:

1. To date, no formal ACP has been received by us. However, a "Statement of Need" was sent to us on 9 Nov 2018. The reason why the Manston ACP details do not yet appear on the CAA Portal is because the ACP Sponsor has failed to obtain the necessary Portal access permissions from us as required by the requirements of CAP 1916. The Sponsor has been hastened on this requirement. Once Portal access has been granted the Sponsor will then be able to update the information and the Portal will reflect the ACP progress.
2. As the ACP has not yet been received by us, a case officer has yet to be assigned. We will endeavour to publish time scales once the scope of the airspace change and work load required has been assessed.

Thank you again for contacting the CAA,

Yours sincerely,

Aviation Related Environmental Enquiry (AREE)**Airspace Regulator (Co-ordination)**

Airspace, ATM and Aerodromes

Safety and Airspace Regulation Group

Civil Aviation Authority

From: Samara Jones-Hall [REDACTED]**Sent:** 09 January 2019 19:54

[Quoted text hidden]

[Quoted text hidden]

[Information](#)

Our site uses cookies to provide you with the best possible user experience, if you choose to continue then we will assume that you are happy for your web browser to receive all cookies from our website. If you would like more information, please visit our [cookie policy](#) ([Cookie Policy](#)) page.

[Close](#)

Gateway assessment schedule

Schedule for our monthly assessment of airspace change proposal gateways

Gateway Assessment meetings are scheduled to take place on the last working Friday of each calendar month. For a proposal to be considered at a Gateway Assessment meeting, the change sponsor must have submitted all of the relevant material to the CAA at least two weeks in advance of the meeting.

2018

- 26 January
- 23 February
- 23 March
- 27 April
- 25 May
- 29 June
- 27 July
- 31 August
- 28 September
- 26 October
- 30 November
- 21 December

2019

- 25 January
- 22 February
- 29 March
- 26 April
- 31 May
- 28 June
- 26 July
- 30 August
- 27 September
- 25 October
- 29 November
- 20 December

2020

- 31 January
- 28 February
- 27 March
- 24 April
- 29 May
- 26 June
- 31 July
- 28 August
- 25 September
- 30 October
- 27 November
- 18 December

2021

- 29 January
- 26 February
- 26 March
- 30 April
- 28 May
- 25 June
- 30 July
- 27 August
- 24 September
- 29 October
- 26 November
- 17 December

2022

- 28 January
- 25 February
- 25 march
- 29 April
- 27 May
- 24 June
- 29 July
- 26 August
- 30 September
- 28 October
- 25 November
- 23 December



[Home \(/\)](#) / Search

Airspace change proposals that match your search

Enter Airport Name Or Post Code to Search Changes

MANSTON

Search

Manston, Ramsgate CT12 5BB, UK

2 results (Page 1 of 1)

Ministry of Defence
Relocation of RAFAT training airspace
Change type: Permanent
Level: TBC
Step: Step 1a
Created: Thursday, November 22, 2018
Last updated: Monday, February 4, 2019

IN PROGRESS

[Find out more about this airspace change \(/PublicProposalArea?pid=109\)](#)

RiverOak Strategic Partners Limited
Manston Airport
Change type: Permanent
Level: TBC
Step: Step 1a
Created: Monday, January 14, 2019
Last updated: Monday, January 14, 2019

IN PROGRESS

[Find out more about this airspace change \(/PublicProposalArea?pid=112\)](#)

Policy Statement

ESTABLISHMENT AND DIMENSIONS OF AERODROME TRAFFIC ZONES (ATZ)

1 Scope

- 1.1 The following Policy Statement sets out the Civil Aviation Authority policy and guidance regarding the establishment of ATZs.

2 Definition and Meaning of an ATZ

- 2.1 Regulation (EU) No. 923/2012 ('Standardised European Rules of the Air' (SERA)) Article 2(11)¹ defines an ATZ as an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.
- 2.2 Regulation (EU) No. 923/2012 Article 2(09) defines 'aerodrome traffic' as all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome².
- 2.3 In the UK, an ATZ is established for the purposes of Rule 11 of the Rules of the Air Regulations 2015 ('Rule 11').
- 2.4 The meaning of ATZ is set out in Article 5 of the Air Navigation Order (ANO) 2016 as follows:
- a) Subject to paragraphs (3) and (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as 1850 metres or less is that specified in paragraph (2).
 - b) The aerodrome traffic zone at an aerodrome referred to in paragraph (1) is the airspace extending from the surface to a height of 2000 foot above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two nautical miles.
 - c) Paragraph (4) applies if:

¹ Commission Implementing Regulation (EU) No. 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No. 1035/2011 and Regulations (EC) No. 1265/2007, (EC) No. 1794/2006, (EC) No. 730/2006, (EC) No. 1033/2006 and (EU) No. 255/2010.

² An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.

- (1) the aerodrome traffic zone specified in paragraph (b) would extend less than 1½ nautical miles beyond the end of any runway at the aerodrome; and
 - (2) this paragraph is notified as being applicable.
- d) The aerodrome traffic zone is that specified in paragraph (5) as though the length of the longest runway at the aerodrome were notified as greater than 1850 metres.
 - e) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as greater than 1850 metres is that specified in paragraph (6).
 - f) The aerodrome traffic zone is the airspace extending from the surface to a height of 2000 foot above the level of the aerodrome within the area bounded by a circle centred on the notified midpoint of the longest runway and having a radius of 2½ nautical miles.
 - g) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is on an offshore installation is the airspace extending from mean sea level to 2000 feet above mean sea level and within 1½ nautical miles of the offshore installation.
 - h) The aerodrome traffic zone of a notified aerodrome excludes any airspace which is within the aerodrome traffic zone of another aerodrome which is notified for the purposes of this article as being the controlling aerodrome.

3 Establishment of ATZ

- 3.1 The establishment of an ATZ will be progressed as a Level 2C airspace change in accordance with the process described within Annex A.
- 3.2 In accordance with the underlying policy for any proposed changes to the UK airspace structure, the establishment of any ATZ is subject to the CAA's assessment that its introduction will be to the overall benefit of the UK aviation community. Such assessment will necessarily take into account the type and level of activity at an aerodrome but must also take account of the needs of other airspace users and neighbouring aerodromes.
- 3.3 The CAA will consider the establishment of an ATZ at a government aerodrome. Details of such ATZs, including hours of ATZ activation, will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.4 The CAA will consider the establishment of an ATZ at an EASA certificated aerodrome or a national licensed aerodrome at which an Air Traffic Control service (ATC), Aerodrome Flight Information Service (AFIS) is provided or Air/Ground Communication (AGC) is available. Hours of ATZ activation will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service, as published in the UK AIP AD2 in individual aerodrome entries at AD2.18, and for heliports in AD3 at AD3.16.

-
- 3.5 The CAA will consider the establishment of an ATZ at an unlicensed aerodrome at which an air traffic control service or flight information service is provided. Details of such ATZs, including hours of ATZ activation (will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service), will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.6 The CAA will consider the temporary establishment of an ATZ. Applications for temporary ATZs are submitted through AR Ops - (min 90 days when associated with a RA(T) or 28 days when no RA(T) required). The operator/licensee of an aerodrome at which a temporary ATZ is to be established will be required to ensure that the appropriate air traffic control service, flight information service or air/ground communication service is provided throughout the promulgated periods of ATZ activation.

4 ATS Provision at Non-Government Aerodromes

- 4.1 In line with Rule 11, in respect of non-government aerodromes, the level of ATC/AFIS or AGC support that an aerodrome requires to be considered for the establishment or retention of an ATZ will depend upon its licensed status. Whereas a licensed aerodrome need only be served by a “means of two-way radio communication” (AGC availability) to support an ATZ, an unlicensed aerodrome requires the support of an ATC or AFIS unit.
- 4.2 The difference is associated with regulatory oversight. An unlicensed aerodrome and an unregulated ‘service’ (i.e. AGCS) would result in an unacceptable lack of regulatory oversight aimed at ensuring that the airspace was being appropriately managed. In order to prevent such a situation an unlicensed aerodrome will need a minimum of AFIS for the establishment or maintenance of an ATZ to be considered.
- 4.3 In accordance with 4.1 and 4.2 above, unless supported by ATC or AFIS, an existing ATZ will necessarily be withdrawn on revocation of the national aerodrome licence or EASA certification (as applicable).

5 Exemptions

- 5.1 Applications for exemptions from the requirements of Rule 11 are co-ordinated by the Safety and Airspace Regulation Group (AAA, Airspace Regulation).

6 SARG Point of Contact:

SARG FS Airspace/ATM Policy
CAA House
45-59 Kingsway
London
WC2B 6TE

Annexes:

- A. Guidance for the Establishment of Aerodrome Traffic Zones
- B. Instructions for the completion of Appendix 1

**AERODROME TRAFFIC ZONE SUBMISSION REQUEST – GUIDANCE ON APPLICATION
PROCESS**

A1 Requesting an ATZ - Action by Sponsor

A1.1 Having first ascertained that the aerodrome for which the ATZ is required conforms with one of the establishment criteria prescribed in Rule 11 above. The sponsor shall apply for the establishment of an ATZ using the online [DAP1916](#) (Statement of Need: Intended Change to Notified Airspace) proforma.

A1.2 SARG Airspace [Regulation](#) will acknowledge receipt of the DAP 1916 and confirm that the application falls under the requirements of CAP 1616 and this policy. Once a Case Officer has been assigned to the task, detail of the proposal as outlined in Appendix 1 is to be submitted directly to airspace@caa.co.uk.

A2 Post decision – Action by Sponsor

A2.1 On receipt of the CAAs decision, and subject to the Airspace Change being approved, the Sponsor is responsible for carrying out the following actions:

- a. Establish a date for the activation of the new ATZ and arrange for promulgation in the UK AIP using Form 933. Where the ATZ is associated with the granting of an aerodrome licence SARG AAA AR will liaise with SARG AAA Aerodromes.
- b. Submit an application to NATS (AIS) to update the UK AIP and VFR Charts.
- c. AIC action as appropriate.

Annex B

INSTRUCTIONS FOR COMPLETION OF APPENDIX 1

B1 Stage 1

B1.1 In Appendix 1 paragraph 1, the sponsor is to complete the details as shown.

B2 Stage 2

B2.1 Proposals for the establishment of an ATZ do not require Options Development to have been undertaken. However, where the operating authority has considered alternative options, detail of these is to be included as appropriate.

B3 Stage 3

B3.1 Consultation should be undertaken with operators of adjacent aerodromes and any aviation organisations within the vicinity of the proposed ATZ. Confirmation that consultation has been conducted is to be provided in accordance with Appendix 1 paragraph 3.1. Detail of any objections to the proposed ATZ is to be included where appropriate.

B3.2 No formal consultation material is required but the sponsor is to ensure that detail pertaining to the proposed ATZ is clearly communicated to all stakeholders.

B3.3 In the ATZ analysis, the Case Officer will confirm that the necessary evidence of consultation has been provided.

B4 Stage 4

B4.1 To meet Stage 4 requirements the sponsor is responsible for providing the details as outlined at paragraph 3.2 of Appendix 1 to this policy statement.

B4.2 The sponsor is to submit a Safety Assessment³ which covers the following:

- Describes the scope of the proposed airspace change.
- identifies new and changing hazards.
- Identifies and quantifies risks arising from those hazards.
- Sets mitigations for those risks.

Proposals are additionally to demonstrate that appropriate adaptation requirements have been considered and changes can be effected on the AIRAC date required.

B4.3 In the ATZ analysis, the Case Officer will confirm that the safety assessment has been completed.

³ The CAA has published separate guidance (CAP760) about the safety assessment.

B5 Stage 5

B5.1 The Case Officer will complete a full analysis of the proposal as soon as possible after it is received and will present a recommendation to the Gateway Panel at the first available gateway meeting. Given the nature of the proposal, the CAA is prepared to permit an ATZ proposal to be sequentially assessed under more than one Gateway in the same Gateway Meeting.

B5.2 On receipt of the ATZ submission proposal, SARG Airspace will verify the following;

- that the aerodrome conforms to establishment criteria prescribed in Rule 11.
- ATZ position co-ordinates and airfield reference point detail.
- position of the proposed ATZ in relation to established CAS, danger and restricted areas and neighbouring aerodromes and traffic patterns.
- potential impact on other aviation activity in the vicinity.

B6 Stage 6

B6.1 Once verification is complete and, if approved, the Case Officer will confirm approval of the ATZ to the sponsor and will authorise that the appropriate AIP amendments (if appropriate) and AIS change request may be submitted to AIS. This will include a copy of the completed application form.

B6.2 The sponsor is to copy the AIS change request to the appropriate SARG Case Officer.

B7 Stage 7

B7.1 A Post Implementation Review may be a requirement of any approval.

Appendix 1

ATZ ESTABLISHMENT REQUEST

SUBMISSION DATE:

ATZ Sponsor Details:

	ACP Sponsor	Airport Operator/Licensee
Unit		
Name		
Contact details		
Phone:		
E mail:		

1. Stage 1

1.1 Statement of Need

Insert statement of need details from submitted DAP 1916.

1.2 Date of assessment meeting/teleconference or e-mail confirmation from the CAA confirming that the proposal falls within the Airspace Change Process and informing the sponsor that Appendix 1 should be submitted: dd mmm year

2. Stage 2

2.1 Options Appraisal.

Options:

Options proposed and why:

Options discounted and why:

3. Stage 3

3.1 Consultation and Sponsor Confirmation Statement

<p>As sponsor/co-sponsor we confirm that:</p> <ul style="list-style-type: none">• following consultation with the organisations listed no objections to the establishment of an ATZ have been received. <p>or</p> <ul style="list-style-type: none">• the following objections to the establishment of an ATZ have been received (<i>sponsor to list as appropriate</i>).	
<p>Sponsor:</p> <p>Name:</p> <p>Date:</p>	<p>Aerodrome:</p> <p>Name:</p> <p>Date:</p>

Stage 4

3.2 ATZ Submission Details

Requirements	Detail to Be Submitted by Sponsor
ATZ Co-ordinates	
Airfield Reference Point	
Length of longest Runway	
Airfield status: MOD / EASA certified / National Licenced / Unlicensed	
Hours of Operation of the ATC, FIS or AGC facility	
Detail of adjacent / overlapping airspace and IFR/VFR traffic patterns	
Detail of other aviation activity within vicinity of proposed ATZ	
Unit based movements data	

AIP Amendments:	
Changes to AD 2.17 where appropriate (licensed aerodromes only)	
Revisions to chart:	
Any other amendments:	

When complete, please return with safety assessment and supporting maps to airspace@caa.co.uk.

SARG Airspace Regulatory Approval use only.

Serial	Design Check	Design Approved/Not Approved	Verified By (Case Officer Signature)
1	Ascertain that the aerodrome for which the ATZ is required conforms with one of the establishment criteria prescribed in Rule 11.		
2	Verify ATZ Co-ordinates including airfield reference point, normally the centre of the longest runway or for grass airfields, and the centre of the landing area.		
3	<p>Visit the unit applying for the establishment of the ATZ and any other aerodrome or aviation activity site that might be affected by the planned ATZ.</p> <ul style="list-style-type: none"> • Gather statistical evidence of existing unit-based movements and adjacent unit movements information on the respective levels of activity, taking into account the type of aircraft involved. • Obtain details of any co-ordination procedures (MOU, LOA) that might exist and copies of extant documents to provide evidence of co-ordination for future use. 		
4	Determine size of the proposed ATZ in accordance with Article 5 of the Air Navigation Order 2016 and establish the hours of operation of the ATC, FIS or AGC facility.		
5	<p>Liaise with Surveillance & Spectrum Management (S&SM) for frequency allocation requirement.</p> <p>(Note: when an ATZ is disestablished the continued requirement for the frequency is to be reviewed and FS Spectrum and Surveillance Policy informed if no longer needed).</p>		
6	<p>Ensure that the proposed ATZ is clear of:</p> <ul style="list-style-type: none"> • Established or planned controlled airspace • Notified areas, danger areas, restricted areas, HIRTAs 		

7	Determine if the proposed ATZ lies close to another aerodrome or overlaps an associated ATZ or MATZ. Consider the need for operating agreements with adjacent aerodromes or activity centre.		
8	Determine if the proposed ATZ affects the established IFR or VFR traffic patterns of other aerodromes.		
9	Determine through liaison with DAATM what impact the proposed ATZ will have on military low-level operations.		
10	Determine whether there is any other aviation activity (gliding, parachuting, microlite site, etc.) in the vicinity of the proposed ATZ.		
11	When the above co-ordination has been completed, promulgate to NATMAC via a Consultative Letter		

Change recommended by:

Name:

Date: / /

Change referred to sponsor for the following reason (insert details)

Change approved by:

Name:

Appointment:

Date: / /

Manston - Kent's International Airport.

August 2010



Average Noise Level Report Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.

Average Noise Level Monitoring Information

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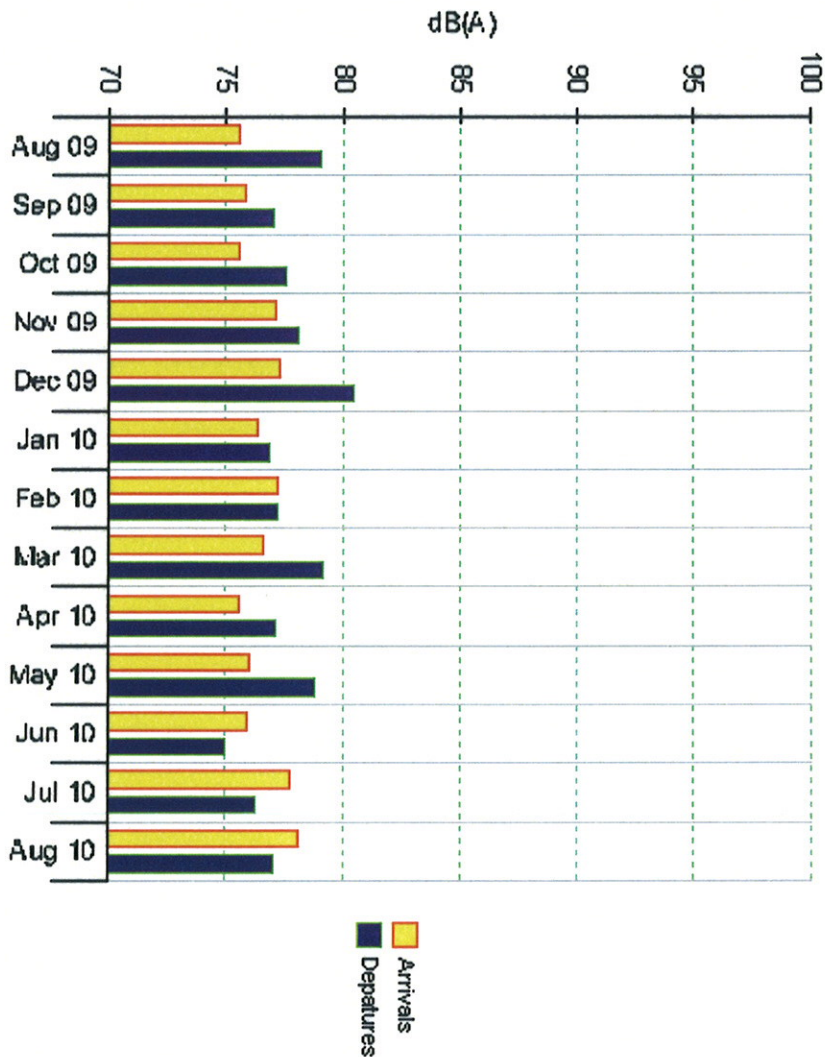
5.0 Future Reports

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Manston - Kent's International Airport.
Average Noise Level Report
August 2010

Monitor EMU1 10 - St Nicholas

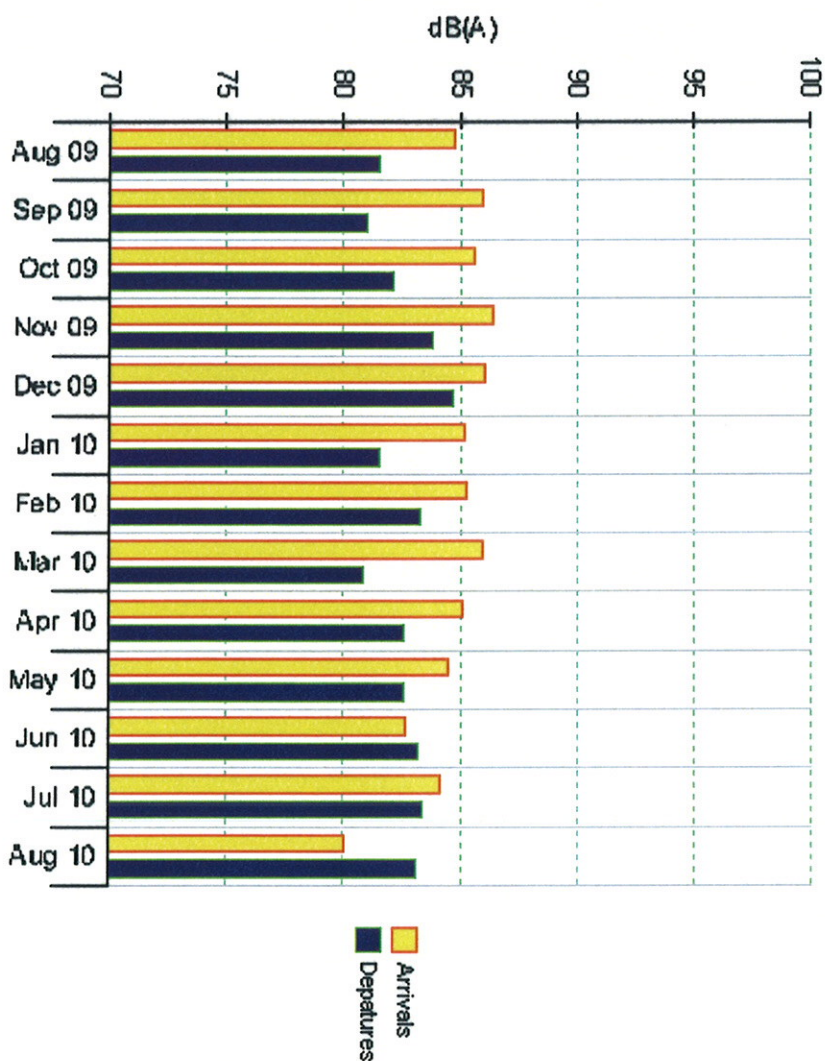


Period	Arrival/Departure	Avg. LMax dB(A)
August 2009	A	75.6
August 2009	D	79.1
September 2009	A	75.9
September 2009	D	77.1
October 2009	A	75.6
October 2009	D	77.6
November 2009	A	77.2
November 2009	D	78.1
December 2009	A	77.4
December 2009	D	80.5
January 2010	A	76.4
January 2010	D	76.9
February 2010	A	77.3
February 2010	D	77.3
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1



Manston - Kent's International Airport.
Average Noise Level Report
August 2010

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
August 2009	A	84.8
August 2009	D	81.6
September 2009	A	86.0
September 2009	D	81.1
October 2009	A	85.6
October 2009	D	82.2
November 2009	A	86.4
November 2009	D	83.8
December 2009	A	86.1
December 2009	D	84.7
January 2010	A	85.2
January 2010	D	81.6
February 2010	A	85.3
February 2010	D	83.3
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1



Manston - Kent's International Airport.

Quarterly Noise Events - Top Twenty Movements

August 2010



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
GTL	D	27/06/2010	17:53		B742	N517MC	100.4	93.2
MAG	D	25/06/2010	20:43	10	DC86	9GAXC	96.8	91.0
KZU	D	05/06/2010	15:28	10	A30B	TCABK	96.6	91.0
ACE	D	25/06/2010	08:31	10	DC86	9GAED	98.3	90.3
CLX	A	01/07/2010	12:24	28	B744	LXOCV	95.7	88.7
CLX	A	08/07/2010	11:16	28	B744	LXNCV	95.9	87.9
VIK	D	27/06/2010	06:12	10	MD83	SXSMS	95.8	87.6
CLX	A	22/06/2010	11:31	10	B744	LXPCV	93.6	87.6
CLX	A	08/06/2010	11:58	28	B744	LXGCV	96.1	87.3
CLX	A	02/07/2010	15:16	28	B742	TFAAA	94.4	87.1
ABD	A	14/07/2010	11:56	28	GLF5	VTBRS	96.3	87.1
JEP	A	29/06/2010	18:22	28	MD11	N382WA	95.8	87.0
ANA	A	14/07/2010	12:14	28	GLF5	VTBRS	95.2	86.8
JEP	D	24/06/2010	11:44	28	B744	LXUCV	94.9	86.7
CLX	A	14/07/2010	12:51		A306	SUGAS	94.0	86.5
MSR	A	22/06/2010	12:53	10	B744	LXPCV	94.6	86.3
CLX	D	11/06/2010	15:43	28	B742	TFAAA	94.4	86.3
CLX	A	06/07/2010	09:36	28	MD11	N382WA	94.5	86.1
ANA	A	14/07/2010	11:32	28	DH8D	GECOV	93.9	85.9
BEE	A	29/06/2010	07:55	28	DC86	9GAXA	93.8	85.8
ACE	A							

Manston - Kent's International Airport.

December 2010



Average Noise Level Report Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.



Average Noise Level Monitoring Information

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5.0 Future Reports

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Manston - Kent's International Airport.
Average Noise Level Report
December 2010



Monitor EMU1 10 - St Nicholas



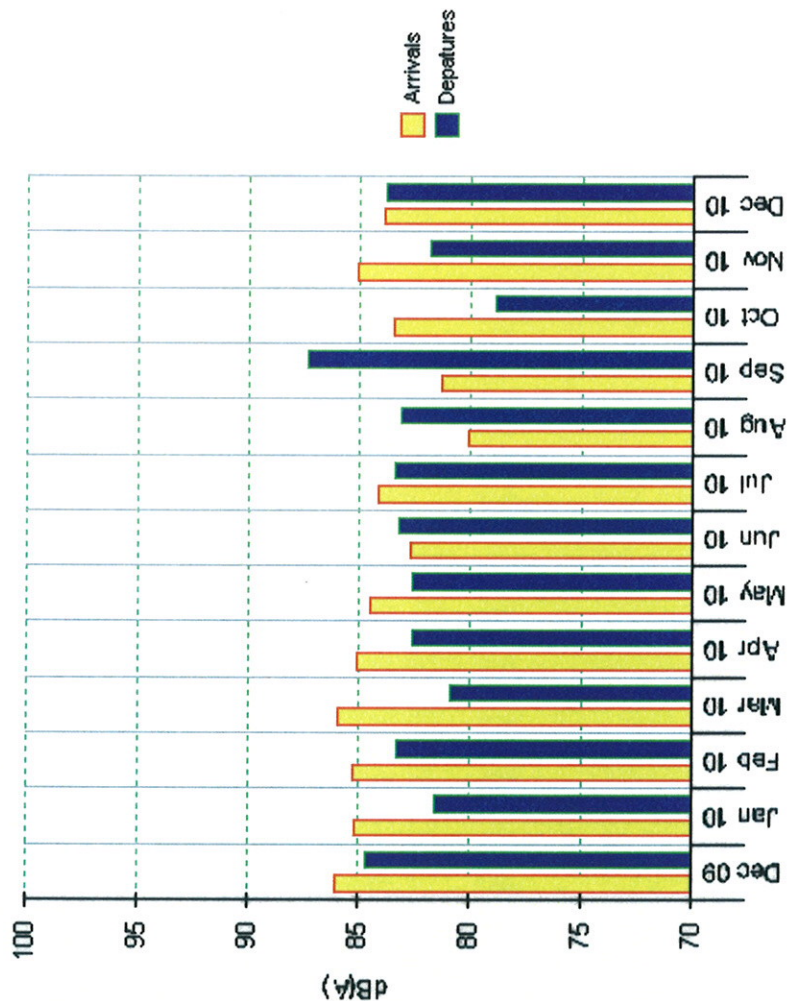
Period	Arrival/Departure	Avg. LMax dB(A)
December 2009	A	77.4
December 2009	D	80.5
January 2010	A	76.4
January 2010	D	76.9
February 2010	A	77.3
February 2010	D	77.3
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	-
October 2010	A	76.9
October 2010	D	79.0
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6



Manston - Kent's International Airport.
Average Noise Level Report
December 2010



Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
December 2009	A	86.1
December 2009	D	84.7
January 2010	A	85.2
January 2010	D	81.6
February 2010	A	85.3
February 2010	D	83.3
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8

Manston - Kent's International Airport.
 Quarterly Noise Events - Top Twenty Movements
 December 2010



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	21/12/2010	16:31	10	DC86	9GAED	99.3	94.0
ACE	D	09/11/2010	11:56	10	DC86	9GAED	100.3	91.3
CLX	A	11/11/2010	18:59	28	B744	LXTCV	97.8	90.2
CLX	A	02/11/2010	14:33	28	B744	LXPCV	96.3	89.3
CLX	A	12/11/2010	17:12	28	B744	LXNCV	97.2	89.1
CLX	A	24/11/2010	06:12	28	B744	LXVCV	95.9	88.3
CLX	A	05/11/2010	11:38	28	B744	LXSCV	96.5	88.2
BOO	A	05/11/2010	11:40		CJ2	GHCSA	96.5	88.2
CLX	A	04/11/2010	13:18	28	B744	LXTCV	96.4	88.0
CLX	A	26/10/2010	15:06		B744	LXTCV	96.1	87.8
CLX	A	22/10/2010	12:30	28	B744	LXOCV	95.6	87.6
ACE	D	10/11/2010	14:11	28	DC86	9GAED	98.2	87.5
CLX	A	16/12/2010	19:32	28	B744	LXVCV	95.8	87.5
CLX	A	26/10/2010	09:54	28	B744	LXRCV	95.0	87.0
CLX	A	15/12/2010	09:56	28	B744	LXWCV	96.1	86.9
WOA	A	28/10/2010	13:59	28	MD11	N380WA	93.3	86.7
STX	D	17/11/2010	11:39	10	DC86	ZSOSI	97.9	86.6
CLX	D	16/11/2010	19:34	10	B742	TFAAA	96.4	86.5
VTF	D	15/12/2010	13:53	28	B742	EK74798	95.7	86.5
CLX	A	15/12/2010	13:56	28	B744	LXZCV	95.7	86.5

Manston - Kent's International Airport.

March 2011



Average Noise Level Report Quarterly Noise Events - Top Twenty Movements

Manson - Kent's International Airport.

Average Noise Level Monitoring Information

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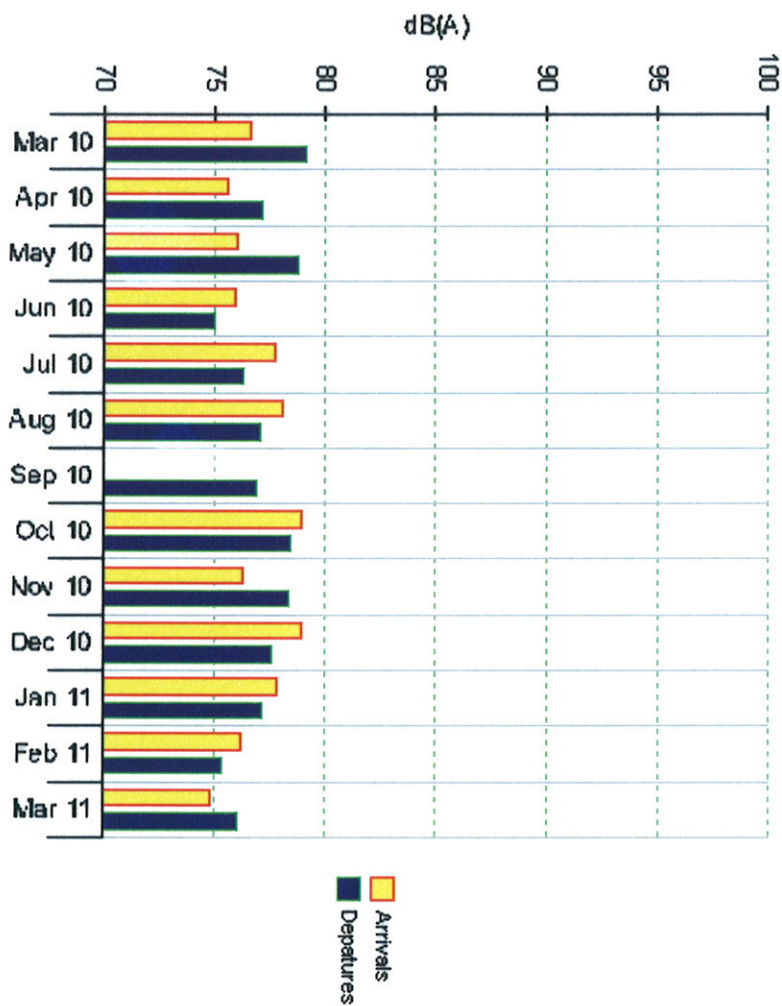
5.0 Future Reports

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Manston - Kent's International Airport. Average Noise Level Report

March 2011

Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	76.9
October 2010	A	79.0
October 2010	D	78.5
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6
January 2011	A	77.9
January 2011	D	77.2
February 2011	A	76.2
February 2011	D	75.4
March 2011	A	74.9
March 2011	D	76.1

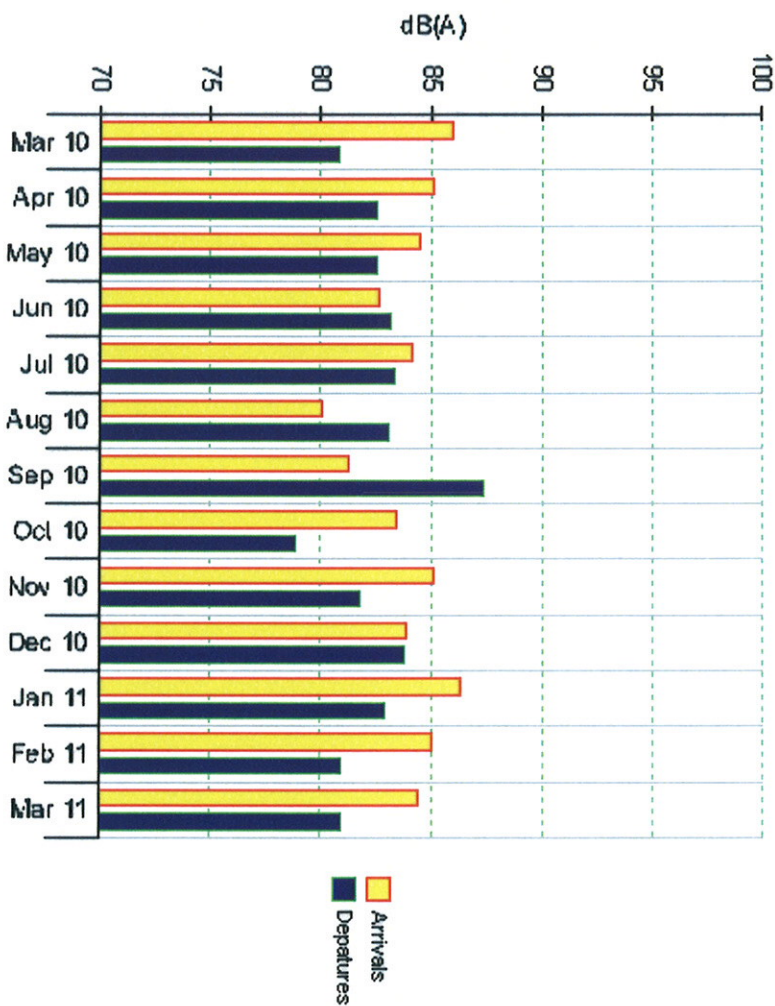


Manston - Kent's International Airport.

Average Noise Level Report

March 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8
January 2011	A	86.3
January 2011	D	83.0
February 2011	A	85.0
February 2011	D	81.0
March 2011	A	84.4
March 2011	D	81.0



Manston - Kent's International Airport. Quarterly Noise Events - Top Twenty Movements

March 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	10/01/2011	17:57	10	DC86	9GAED	102.3	94.8
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
CLX	A	14/01/2011	12:14	28	B744	LXRCV	99.0	92.2
CLX	A	04/02/2011	16:55	28	B744	LXZCV	99.1	90.1
CLX	A	13/01/2011	10:31	28	B744	LXNCV	97.7	89.2
ABD	A	06/02/2011	13:21	28	B742	TFATX	96.1	89.1
CLX	A	11/01/2011	14:06	28	B744	LXRCV	96.2	88.8
BEE	D	17/03/2011	12:17	28	DH8D	GECOO	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	11/01/2011	10:06	28	B744	LXSCV	97.0	88.5
CLX	A	07/02/2011	12:26	28	B744	LXTCV	96.9	88.3
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	25/01/2011	13:14	28	B744	LXTCV	96.8	88.1
CLX	A	10/02/2011	11:48	28	B744	LXWCV	96.1	88.0
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ACE	D	22/02/2011	17:58	10	B742	TFAAA	97.0	87.8
CLX	A	23/01/2011	20:07	28	DC86	9GAED	95.4	87.8
CLX	A	25/02/2011	20:21	28	B742	TFAAA	95.7	87.7
CLX	A	21/01/2011	14:14	28	B744	LXSCV	95.2	87.5
CLX	A	01/02/2011	17:23	28	B744	LXRCV	96.5	87.5

Manston - Kent's International Airport.

May 2011



Average Noise Level Report Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.

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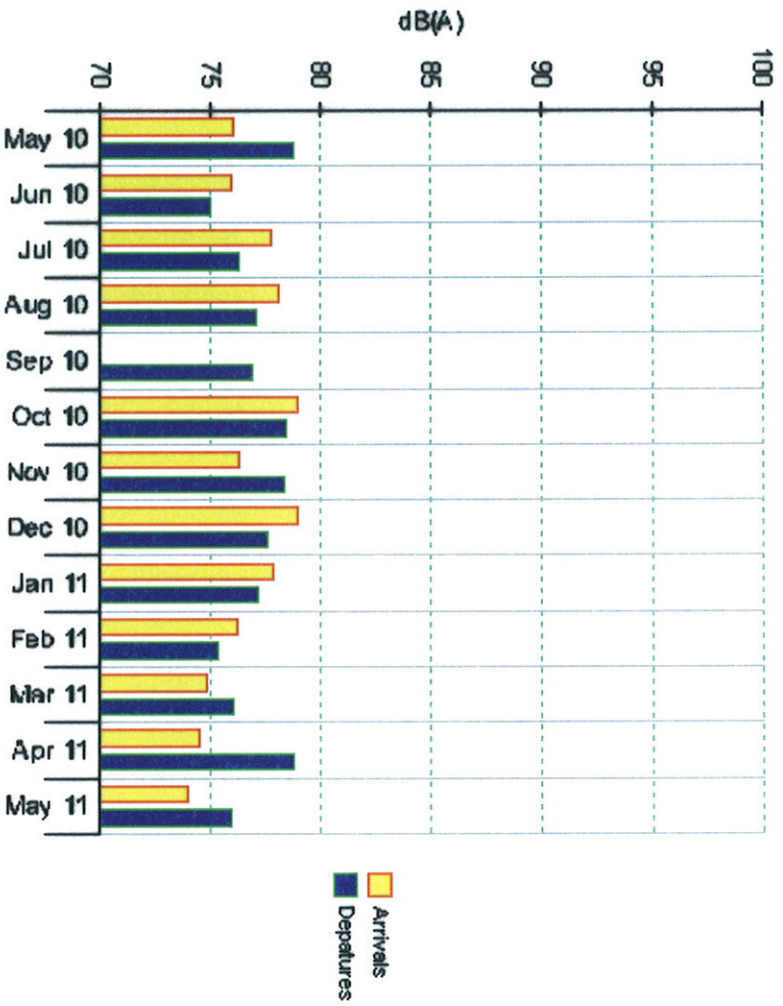
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Manston - Kent's International Airport.

Average Noise Level Report

May 2011

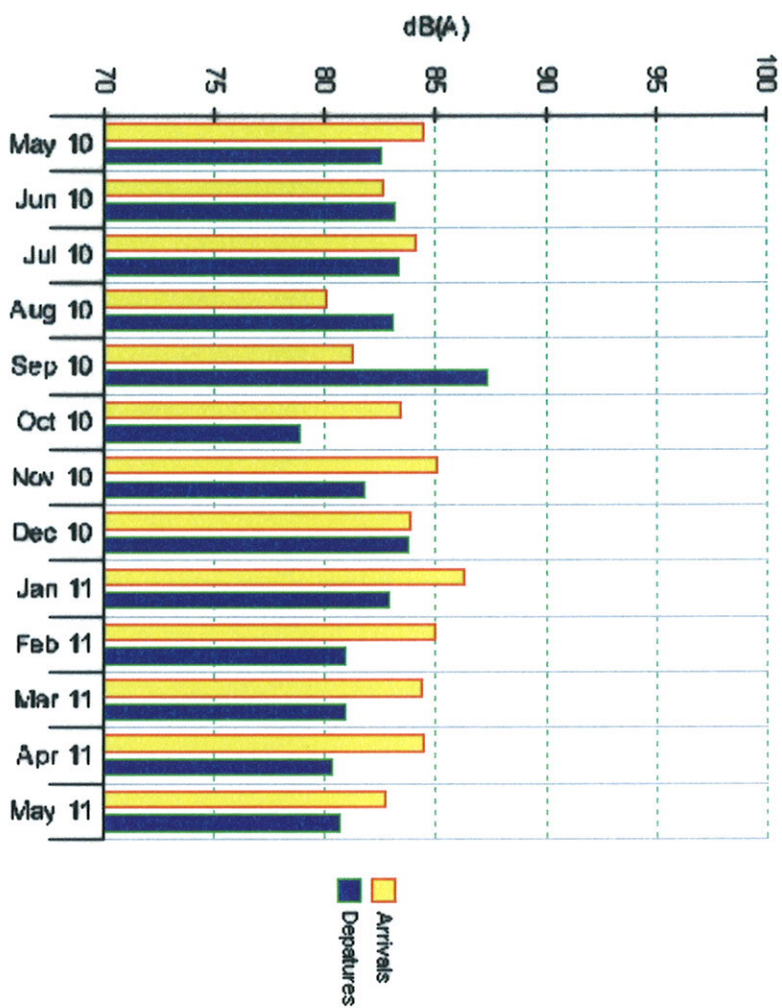
Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	76.9
October 2010	A	79.0
October 2010	D	78.5
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6
January 2011	A	77.9
January 2011	D	77.2
February 2011	A	76.2
February 2011	D	75.4
March 2011	A	74.9
March 2011	D	76.1
April 2011	A	74.5
April 2011	D	78.8
May 2011	A	74.0
May 2011	D	76.0

Manston - Kent's International Airport.
Average Noise Level Report
May 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8
January 2011	A	86.3
January 2011	D	83.0
February 2011	A	85.0
February 2011	D	81.0
March 2011	A	84.4
March 2011	D	81.0
April 2011	A	84.5
April 2011	D	80.4
May 2011	A	82.8
May 2011	D	80.7

Manston - Kent's International Airport.
Quarterly Noise Events - Top Twenty Movements
May 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
KZU	D	05/05/2011	10:03	10	A30B	TCKZV	97.1	90.0
BEE	D	17/03/2011	12:17	28	DH8D	GECOO	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	26/04/2011	11:25	28	B744	LXWCV	95.2	88.6
CLX	A	26/04/2011	15:10	28	B744	LXVCV	95.4	88.5
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ABD	A	08/05/2011	11:06	28	B742	TFATX	95.1	87.9
MON	D	17/05/2011	20:23	28	A320	GMPCD	95.7	87.9
CLX	A	17/05/2011	20:27	28	B744	LXZCV	95.7	87.9
ABD	A	08/04/2011	15:12	28	B742	TFAAA	94.8	87.5
CLX	A	17/05/2011	17:50	28	B744	LXVCV	94.7	87.0
CLX	A	10/05/2011	16:22	28	B744	LXVCV	94.6	87.0
CV-	A	05/04/2011	09:51	28	B744	LXACV	94.7	86.7
CLX	A	12/04/2011	12:04	28	B744	LXRCV	95.2	86.6
ABD	A	20/03/2011	14:15	28	B742	TFATX	94.5	86.6
CLX	A	08/03/2011	16:44	28	B744	LXRCV	95.3	86.5
ABD	A	13/03/2011	12:05	28	B742	TFATX	94.8	86.4
CLX	A	25/03/2011	18:54	28	B742	TFAAA	95.0	86.4

FREUDMANN TIPPLE INTERNATIONAL LIMITED

**UNAUDITED
FINANCIAL STATEMENTS
INFORMATION FOR FILING WITH THE REGISTRAR
For the Year Ended 30 March 2018**

SATURDAY



A09 *A7797BK9*
02/06/2018 #330
COMPANIES HOUSE

FREUDMANN TIPPLE INTERNATIONAL LIMITED
Registered number: 05429140

STATEMENT OF FINANCIAL POSITION
As at 30 March 2018

	Note	30 March 2018 £	31 March 2017 £
Current assets			
Debtors: amounts falling due within one year	5	220,168	69,213
Cash at bank and in hand	6	548,647	176,146
		<u>768,815</u>	<u>245,359</u>
Creditors: amounts falling due within one year	7	(680,778)	(246,185)
Net current assets/(liabilities)		<u>88,037</u>	<u>(826)</u>
Total assets less current liabilities		<u>88,037</u>	<u>(826)</u>
Net assets/(liabilities)		<u>88,037</u>	<u>(826)</u>
Capital and reserves			
Called up share capital	8	100	100
Profit and loss account	9	87,937	(926)
		<u>88,037</u>	<u>(826)</u>

The directors consider that the Company is entitled to exemption from audit under section 477 of the Companies Act 2006 and members have not required the Company to obtain an audit for the period in question in accordance with section 476 of Companies Act 2006.

The directors acknowledge their responsibilities for complying with the requirements of the Companies Act 2006 with respect to accounting records and the preparation of financial statements.

The financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime and in accordance with the provisions of FRS 102 Section 1A - small entities.

The financial statements have been delivered in accordance with the provisions applicable to companies subject to the small companies regime.

The Company has opted not to file the statement of income and retained earnings in accordance with provisions applicable to companies subject to the small companies' regime.

The financial statements were approved and authorised for issue by the board and were signed on its behalf on 23 April 2018.

Mr A Freudmann
Director

The notes on pages 2 to 7 form part of these financial statements.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies

1.1 Basis of preparation of financial statements

The financial statements have been prepared under the historical cost convention unless otherwise specified within these accounting policies and in accordance with Section 1A of Financial Reporting Standard 102, the Financial Reporting Standard applicable in the UK and the Republic of Ireland and the Companies Act 2006.

The following principal accounting policies have been applied:

1.2 Revenue

Revenue is recognised to the extent that it is probable that the economic benefits will flow to the Company and the revenue can be reliably measured. Revenue is measured as the fair value of the consideration received or receivable, excluding discounts, rebates, value added tax and other sales taxes. The following criteria must also be met before revenue is recognised:

Rendering of services

Revenue from a contract to provide services is recognised in the period in which the services are provided in accordance with the stage of completion of the contract when all of the following conditions are satisfied:

- the amount of revenue can be measured reliably;
- it is probable that the Company will receive the consideration due under the contract;
- the stage of completion of the contract at the end of the reporting period can be measured reliably; and
- the costs incurred and the costs to complete the contract can be measured reliably.

1.3 Tangible fixed assets

Tangible fixed assets under the cost model are stated at historical cost less accumulated depreciation and any accumulated impairment losses. Historical cost includes expenditure that is directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management.

Depreciation is charged so as to allocate the cost of assets less their residual value over their estimated useful lives, using the straight-line method.

Depreciation is provided on the following basis:

Office equipment	-	33%
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The assets' residual values, useful lives and depreciation methods are reviewed, and adjusted prospectively if appropriate, or if there is an indication of a significant change since the last reporting date.

Gains and losses on disposals are determined by comparing the proceeds with the carrying amount and are recognised in the Statement of income and retained earnings.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies (continued)

1.4 Debtors

Short term debtors are measured at transaction price, less any impairment. Loans receivable are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method, less any impairment.

1.5 Cash and cash equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents are highly liquid investments that mature in no more than three months from the date of acquisition and that are readily convertible to known amounts of cash with insignificant risk of change in value.

1.6 Financial instruments

The Company only enters into basic financial instrument transactions that result in the recognition of financial assets and liabilities like trade and other debtors and creditors, loans from banks and other third parties, loans to related parties and investments in non-puttable ordinary shares.

Debt instruments (other than those wholly repayable or receivable within one year), including loans and other accounts receivable and payable, are initially measured at present value of the future cash flows and subsequently at amortised cost using the effective interest method. Debt instruments that are payable or receivable within one year, typically trade debtors and creditors, are measured, initially and subsequently, at the undiscounted amount of the cash or other consideration expected to be paid or received. However, if the arrangements of a short-term instrument constitute a financing transaction, like the payment of a trade debt deferred beyond normal business terms or financed at a rate of interest that is not a market rate or in the case of an out-right short-term loan not at market rate, the financial asset or liability is measured, initially, at the present value of the future cash flow discounted at a market rate of interest for a similar debt instrument and subsequently at amortised cost.

Financial assets that are measured at cost and amortised cost are assessed at the end of each reporting period for objective evidence of impairment. If objective evidence of impairment is found, an impairment loss is recognised in the Statement of income and retained earnings.

For financial assets measured at amortised cost, the impairment loss is measured as the difference between an asset's carrying amount and the present value of estimated cash flows discounted at the asset's original effective interest rate. If a financial asset has a variable interest rate, the discount rate for measuring any impairment loss is the current effective interest rate determined under the contract.

For financial assets measured at cost less impairment, the impairment loss is measured as the difference between an asset's carrying amount and best estimate of the recoverable amount, which is an approximation of the amount that the Company would receive for the asset if it were to be sold at the reporting date.

Financial assets and liabilities are offset and the net amount reported in the Statement of financial position when there is an enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS For the Period Ended 30 March 2018

1. Accounting policies (continued)

1.7 Creditors

Short term creditors are measured at the transaction price. Other financial liabilities, including bank loans, are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method.

1.8 Finance costs

Finance costs are charged to the Statement of income and retained earnings over the term of the debt using the effective interest method so that the amount charged is at a constant rate on the carrying amount. Issue costs are initially recognised as a reduction in the proceeds of the associated capital instrument.

1.9 Dividends

Equity dividends are recognised when they become legally payable. Interim equity dividends are recognised when paid. Final equity dividends are recognised when approved by the shareholders at an annual general meeting. Dividends on shares recognised as liabilities are recognised as expenses and classified within interest payable.

1.10 Interest income

Interest income is recognised in the Statement of income and retained earnings using the effective interest method.

1.11 Taxation

Tax is recognised in the Statement of income and retained earnings, except that a charge attributable to an item of income and expense recognised as other comprehensive income or to an item recognised directly in equity is also recognised in other comprehensive income or directly in equity respectively.

The current income tax charge is calculated on the basis of tax rates and laws that have been enacted or substantively enacted by the reporting date in the countries where the Company operates and generates income.

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

2. Judgments in applying accounting policies and key sources of estimation uncertainty

In the application of the company's accounting policies management is required to make judgements, estimates and assumptions about the carrying value of assets and liabilities that are not readily ascertainable from other sources. The estimates and underlying assumptions are based on historical experience and other factors that are considered to be relevant. Actual outcomes may differ from these estimates.

The estimates and underlying assumptions are reviewed on a continuing basis. Revisions to accounting estimates are recognised in the period in which the estimates are revised.

The key areas of estimation uncertainty that have a significant effect on the amounts recognised in the financial statements are described below:

Accrued Expenditure

The company includes a provision for invoices which are yet to be received from and amounts paid in advance to suppliers. These provisions are estimated based upon the expected values of the invoices which are issued and services received following the period end.

3. Employees

The average monthly number of employees, including directors, during the period was 2 (2017 - 2).

4. Tangible fixed assets

	Office equipment £
Cost or valuation	
At 1 April 2017	3,724
At 30 March 2018	3,724
Depreciation	
At 1 April 2017	3,724
At 30 March 2018	3,724
Net book value	
At 30 March 2018	-
At 31 March 2017	-

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

5. Debtors

	30 March 2018 £	<i>31 March 2017 £</i>
Trade debtors	42,457	20,857
Director's loan account	146,018	36,495
Other debtors	31,693	11,861
	220,168	69,213

6. Cash and cash equivalents

	30 March 2018 £	<i>31 March 2017 £</i>
Cash at bank and in hand	548,647	176,146
	548,647	176,146

7. Creditors: Amounts falling due within one year

	30 March 2018 £	<i>31 March 2017 £</i>
Trade creditors	9,069	9,296
Amounts owed to participating interests	588,905	187,324
Corporation tax	40,686	29,260
Other taxation and social security	40,319	18,507
Accruals and deferred income	1,799	1,798
	680,778	246,185

FREUDMANN TIPPLE INTERNATIONAL LIMITED

NOTES TO THE FINANCIAL STATEMENTS
For the Period Ended 30 March 2018

8. Share capital

	30 March 2018 £	31 March 2017 £
Allotted, called up and fully paid		
45 'A' Ordinary shares of £1 each	45	45
45 'B' Ordinary shares of £1 each	45	45
10 'C' Ordinary shares of £1 each	10	10
	<hr/> 100 <hr/>	<hr/> 100 <hr/>

9. Reserves

Profit & loss account

The profit and loss account is fully distributable.

10. Related party transactions

At the balance sheet date, Mr A Freudmann, a director and shareholder owed the company £Nil (2017: £36,495). Interest has been charged on all outstanding balances at 3%. During the year, the company held funds in trust for Riveroak Operations Limited, a company of which Mr A Freudmann is a director. At the balance sheet date, the company held £588,906 (2017: £187,324).

SJH_1

LOCATION INFORMATION

Transport Links



Become familiar with public transport links

Being able to choose to travel by public transport is important for many reasons. It helps to reduce congestion, provides access to work and education, and facilitates use of health and leisure facilities. If you or your family members travel abroad, access to the nearest ferry terminals is also likely to be a significant factor in choosing a new property. Using the maps below, you can pinpoint the precise locations of transport links for **Prospect Terrace**. Tables for each type of transport indicate the property's distance from the nearest bus stops, railway stations, coach stops and ferry terminals (providing that these facilities are within the scale proximity of the maps.)

Transport Links



LOCATION INFORMATION

Transport Links

Airports	Approx Distance	
	Lydd London Ashford Airport	33.34 miles
	London Southend Airport	34.92 miles
Ferry ports	Approx Distance	
	Ramsgate Ferry Terminal	0.26 miles
	Dover Eastern Docks Ferry Terminal	14.63 miles
	Dover Western Docks Ferry Terminal	15.39 miles
	Folkestone Eurotunnel Terminal	20.68 miles
	Burnham on Crouch Ferry Landing	32.75 miles
	Wallasea Island Ferry Landing	33.51 miles
	Point Clear Ferry Landing	36.76 miles
	Brightlingsea Ferry Landing	36.87 miles

Disclaimer: The information represented in this section has been sourced from the Department of Transport's Open Data and is based on the property's postcode. It is recommended that this information is independently verified.



Miles and Barr 14 Lower Chantry Lane, Canterbury, CT1 1UF 01227 200600

SJH_2



Ramsgate Press Pack

www.visitthanet.co.uk

How to reach Ramsgate?

The resort is easily accessible by car, coach and train. The country's only high speed train service, HS1, brings travellers from St Pancras, London, to Ramsgate in just 75 minutes.

There are regular train and bus services, including the Thanet Loop, to the neighbouring resorts of Broadstairs (2 miles/ 3.2km) and Margate (5.3 miles/ 8.5km). The City of Canterbury is 17.3 miles (27.8km) away and the Port of Dover, with its cross-channel services, just 20.5 miles (33km) distant taking the A256.





Westcliff Arcade



Madeira Gardens



Royal Harbour

Escape to Ramsgate

- UK's only Royal Harbour
- Elegant Georgian, Regency and Victorian architecture – hundreds of listed buildings
- Golden sands, famous family-friendly beach and bay, boat trips and clifftop walks
- Modern marina filled with luxury yachts
- Thriving continental café culture along the waterfront, cosmopolitan feel
- Fine eateries serving local produce including seafoods
- Retro and contemporary boutique hotels, guesthouses, B&Bs, self-catering.

Ramsgate, a favourite seaside destination of Princess Victoria, is an architectural jewel in the coastal crown of the Isle of Thanet on the north eastern edge of Kent – the Garden of England.

The importance of the town's long maritime history as a port and its fine hospitality were recognised by King George IV when he awarded the harbour Royal status – a unique accolade in mainland Britain.

He was particularly impressed by the harbour, the warm welcome and the hospitality he received when he set off from Ramsgate with the Royal Squadron for Hanover in 1820.

Today the historic harbour and its thriving modern marina are the perfect setting for a relaxing Mediterranean-style waterfront filled with a wealth of bustling bistros and restaurants. The resort's fine weather, superb sands, sea air and stunning views from the chalk cliffs alongside elegant side streets, independent shops, galleries and seaside entertainments add even more flavour to Ramsgate's popular café culture.



Ramsgate Main Sands



Pegwell Bay

Beaches and Royal Harbour

Ramsgate Main Sands – a south-facing Blue Flag award-winning spacious sandy beach, next to the Royal Harbour, popular with visitors and local people of all ages, throughout the day and into the long summer evenings. The sands slope gently into the sea and are ideal for young children as well as more confident swimmers. Plenty of beach activities to enjoy with ice creams and fish 'n chips readily available just a few steps away.

Pegwell Bay – a superb destination for landscape lovers, geologists seeking rare cliff faces, bird watchers, photographers and outdoor enthusiasts. Country park.

Discover more of Thanet's award-winning beaches and bays at www.visitthanet.co.uk/beaches-bays



Galleries

Ramsgate's galleries offer artworks and crafts, many inspired by Thanet and the surrounding countryside, to suit all tastes.

Something Fishy – The Little Arch Gallery - ceramics and crafts by Suzy Curtis.

Updown Gallery
www.updowngallery.co.uk – one of the county's finest commercial galleries hosting exhibitions of modern and contemporary British, European and American Art.

York Street Gallery
www.yorkstreetgallery.co.uk - home to the works of Thanet and Kent artists, and regular exhibitions throughout the year.

Attractions

Maritime Museum

www.ramsgatemaritimemuseum.org – recording the harbour's seafaring history and including Ramsgate's own Meridian – five minutes and 41 seconds ahead of GMT.

Also **Steam Tug Cervia** – a 320-ton steam tug moored next to the Maritime Museum. Discover the history of this hard working vessel and the people who served on board. Open to visitors during summer weekends.

The Ramsgate Tunnels

www.ramsgatetunnels.org – deep tunnels linking to a former railway tunnel. The tunnels were capable of sheltering 60,000 people in WW2.

Defence of the Nation – Operation Dynamo Exhibition. Situated in the tunnels. Exhibition and education centre dedicated to Thanet's role in defending the nation during WW2.
www.defenceofthenationeducationcentre.org

The Micro Museum

www.themicromuseum.org – a celebration of personal computers and their roles in our lives.

The Grange

www.landmarktrust.org.uk – the first “modern house” and Grade I listed, designed and lived in by Augustus Pugin, who designed the interiors of the Houses of Parliament. Situated on the clifftop with stunning views.

St Augustine's Church

www.augustinefriend.co.uk – again designed by Augustus Pugin. The Pugin family vault is located here beneath the Pugin Chantry.

Italianate Greenhouse

www.visitthanet.co.uk – an early 19th century delight constructed for Sir Moses Montefiore and now exquisitely restored, George VI Memorial Park.

Montefiore Mausoleum

www.ramsgatemontefioreheritage.org.uk – a replica of Rachel's Tomb on the road from Jerusalem to Bethlehem. The tomb is the resting place of Sir Moses Montefiore, Jewish campaigner and great philanthropist, and his wife Judith, Lady Montefiore.

St Augustine's Cross

www.english-heritage.org.uk – the 19th century cross with Saxon design marking where it is thought the missionary Augustine landed in AD 597 bringing Christianity to England.

Spitfire and Hurricane Memorial Museum

www.spitfiremuseum.org.uk and **RAF Manston History Museum** www.rafmanston.co.uk – an RAF airfield was established at Manston in 1916. Manston served as a forward airbase in the Battle of Britain. The museums capture the lives of the pilots and the challenges they faced. Genuine aircraft to admire.



Ramsgate Tunnels



Italianate Greenhouse



Spitfire and Hurricane Museum

Entertainment

Look out for impromptu entertainments on the waterfront overlooking Ramsgate Royal Harbour, theatrical performances and cinema screenings after enjoying the many outdoor activities on offer.

Granville Theatre

www.granvilletheatre.com

Cinema and theatre on Ramsgate's East Cliff.

Ramsgate Music Hall

www.ramsgatemusichall.com

An intimate venue with a capacity of just 125, offering a passionate music experience.

Granville Theatre



Outdoor adventures

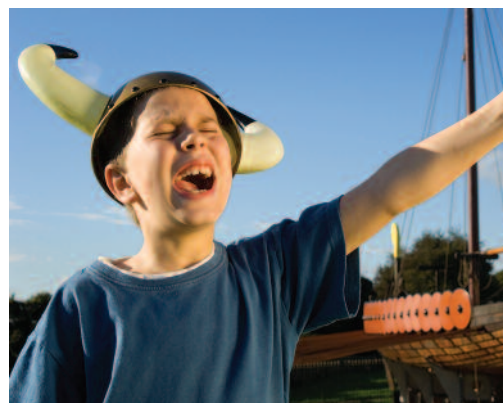
Active Ramsgate has introduced three new walks, The Contra Trail from Ramsgate to Pegwell Bay, Sea it All from Ramsgate to Broadstairs, and Ramsgate Town Rounders – Regency, Royal and Riviera, alongside a wealth of established popular routes. Also geocaching and cycle trails.

www.ramsgatetown.org/activeramsgate

Head out on bike or on foot along the 32 mile (51.4 km) **Viking Coastal Trail** and discover dramatic scenery and a wealth of local historical gems. The trail can be split into smaller themed sections and is also known as Regional Route 15 of the National Cycle Network – www.vikingcoastaltrail.co.uk

Join a **Costumed Walk** for a fresh look at some of Ramsgate's more colourful past, or follow a themed trail to discover the town during the Blitz. There's also the Pugin Town Trail, which traces Augustus Pugin's architectural legacy – www.visitthanet.co.uk

Viking Ship 'Hugin'



Boat trips – see the seals on the Goodwin Sands, admire the beauty of one of the world's largest offshore windfarms, tour the harbour or go fishing.

Sandwich & Pegwell Bay Nature Reserve –

www.kentwildlifetrust.org.uk part of a Natural England Green Flag National Nature Reserve. winter, thousands of wading birds gather here. In summer, orchids and other wild flowers flourish in the grasslands. Hugin, a reconstructed Viking longship overlooking Pegwell Bay is a longstanding family favourite.

Golfing opportunities

include St. Augustines Golf Club (www.staugustinesgolfclub.co.uk), Manston Golf Centre (www.manstongolfcentre.co.uk) and Stonelees (www.stonelees.com). There is also the newly opened Rascal Bay Mini Golf featuring huge dinosaurs.

Seal trips





Montefiore Museum



Pugin's Grange



Bandstand

Artistic impressions

Princess Victoria enjoyed visiting and staying in the resort and, as Queen, she was eager to capture those memories and buy **William Powell Frith's** popular painting *Ramsgate Sands* (Life at the Seaside) completed in the 1850s.

Artist **Vincent Van Gogh** taught at a local school when he was 23 years old and made his home at Spencer Square. **Karl Marx** (1818 – 1883) stayed in the town on several occasions as did his mentor and supporter Frederik Engels.

Jane Austen's brother Frances Austen (1774 – 1865), who served as Admiral of the Fleet, lived in Ramsgate. Jane Austen visited him in the town and in her novel *Pride and Prejudice* Georgiana Darcy spends a summer in the town.

Victorian Gothic architect **Augustus Pugin** created his family home at The Grange. Pugin's son Edward completed the work his father had started at St Augustine's Church.

A Blue Plaque in Wellington Crescent marks the lodgings of **Samuel T Coleridge** (1772 – 1834) poet and author famed for *The Rime of the Ancient Mariner*. A plaque in Nelson Crescent records time spent in the town by **Wilkie Collins** (1824 – 1889) who wrote the detective novel *The Woman in White*.

Other celebrated residents include: **Anthony Buckeridge** (1912 – 2004) author of the Jennings school stories; actor **John Le Mesurier** (1912 – 1983) much remembered as *Sgt Wilson* in the BBC comedy series *Dad's Army*; and Golden Globe winner and Academy Award nominee **Brenda Blethyn**.



Great Bucket and Spade Run



Pugin's Grange



Ramsgate Week

Annual events

JUNE (first weekend)

The Great Bucket and Spade Run - classic cars head to Ramsgate gathering at Government Acre. This fun event for all the family presented by the Ramsgate Old Motor and Motorcycle Club. Vehicles dating from the 1920s to the 21st century. Sideshows and children's rides.
www.rommcc.org.uk

JULY

Ramsgate Week the Royal Temple Yacht Club's annual international regatta, known as the friendly alternative to Cowes, plus special events and entertainments around the harbour and waterfront.
www.ramsgateweek.com

AUGUST BANK HOLIDAY WEEKEND

Ramsgate Festival offers a feast of creative and performance workshops, exhibitions, film, theatre and dance at venues across the resort.
www.ramsgatearts.org

SEPTEMBER

Heritage Open Days – explore behind the scenes in historic and heritage buildings many of which are not usually open to the public.
www.heritageopendays.org.uk

Food and drink, where to stay

As King George IV noted, Ramsgate has a long tradition of providing great hospitality for all its guests. Today that tradition flourishes.

ON THE MENU

Restaurants and cafés across the town serve local fish and seafoods often alongside chips made with Thanet potatoes.

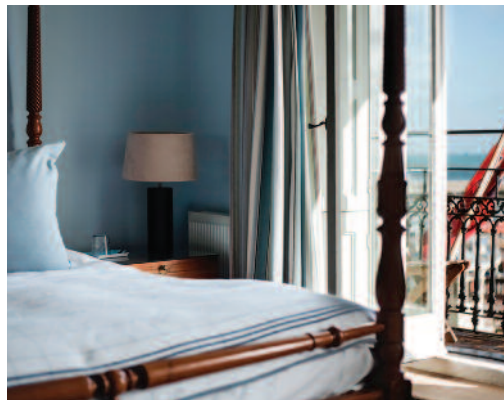
Meanwhile, as well as a growing range of wines, ciders and fruit juices produced in Kent readily available, there are plenty of opportunities to sample *Gadd's No 3* from Ramsgate Brewery selected as Kent's Best Beer in the 2015 Taste of Kent Awards.

Look out for Sorbetto Ice Cream Parlour, at Harbour Parade, Ramsgate, with its freshly-made traditional recipes and a wealth of different flavours www.sorbetto.co.uk or make a date with the Thanet Farmers Market for freshly sourced Kent produce www.kfma.org.uk/thanet.

WHERE TO STAY?

Ramsgate has a long tradition of providing visitor accommodation from clifftop hotels overlooking the sea, quality guesthouses and B&Bs, self-catering town houses and cottages to camping. One of the latest additions to the long list of places to stay is the restored late 18th century Albion House boutique hotel - once popular with Royalty and politicians. The ever popular Royal Harbour Hotel now has additional rooms and a new restaurant – The Empire Room – which serves good quality food in a club-style setting.

Find out more about quality places to stay in Ramsgate at www.visitthanet.co.uk



Viking Ship Hugin



Ramsgate Arches



The Boating Pool



Roots, revival and regeneration

Ramsgate's roots lie in fishing, boat building and farming – a history still reflected in the town's passion for local produce and fish dishes. Construction of the Royal Harbour started in the mid-18th century and finished approximately 100 years later. Much of the fine maritime architecture around the harbour – the main embarkation point for the Napoleonic Wars – still stands today.

The town was perfectly placed to be adopted as a fashionable health and pleasure destination by the wealthier aristocracy during the 18th century with many aspiring to have a second residence at the seaside.

Development of the railways in the mid-19th century made the town and its beaches even more accessible to holiday makers, group excursions and day trippers from the capital and beyond. The growing number of tourists gave a welcome boost to the local economy well into the 20th century.

Today Ramsgate's many visitors are a new generation of weekend breakers, day trippers, family holiday makers, outdoor enthusiasts seeking sailing and water sports alongside walking and cycling opportunities, second homers and boat owners taking advantage of the marina and its service trades.

Their enthusiasm for coastal escapes, staycations and short breaks away from major towns and cities in exhilarating landscapes is rapidly regenerating Thanet's three distinctive resort towns and their neighbouring villages.

Exciting 21st century attractions, entertainments, activities for outdoor enthusiasts and events are now on offer alongside state-of-the-art boutique hotels, B&Bs, waterfront cafés, bistros and restaurants. Further investment in the seaside town is planned for new attractions and high quality accommodation.

The Heritage Lottery Fund is supporting the development of a state-of-the-art Pugin and St Augustine education, research and visitor centre at St Augustine Church. The visitor centre is scheduled to open in 2016.

The revival of Ramsgate's visitor economy is greatly enhancing the quality of life for the town's 42,000 plus residents, and leisure and pleasure seekers alike.





Dreamland ©Oliver Dixon



Margate Main Sands



Margate Old Town

So close

MARGATE

Margate is a classic seaside destination with deep roots in the original development of visits to the coast for the health benefits of exhilarating sea air and salt water bathing.

As the passion and fashion for seaside fun and frivolity became more accessible with boat trips from London and the arrival of the railways, Margate and neighbouring Cliftonville became synonymous with family holiday fun, weekend escapes (including romantic liaisons) and daytrips.

Visitors today soak up the sun, sands and sea with all the enthusiasm of previous generations of the bucket 'n spade brigade as well as a wealth of retro and vintage seaside pleasures presented in 21st century style.

The re-opened and re-imagined Dreamland Pleasure Park is the newest addition and celebrates the age of the Great British seaside amusement experience, including the country's oldest wooden roller coaster, the Grade II* listed Scenic Railway.

Along with the resort's 50,300 residents, visitors find themselves at the heart of the cultural and creative arts revolution sweeping along the coast of Kent.

- Old Town packed with quirky shops, gourmet and unusual eateries and art galleries.
- World-class art and cultural exhibitions at Turner Contemporary gallery
- Dreamland, the UK's original pleasure park - Lonely Planet named Kent the Best in Europe for family holidays 2015 citing the retro thrills of Dreamland

- Classic seaside heritage – magnificent sands, beaches and bays, water sports, rock pools, cockles and whelks, fish 'n chips and candyfloss
- Major attractions and entertainments alongside many hidden gems
- Time and space to relax and enjoy the resort's famous sunsets, clifftop walks and trails, and contemporary culture
- Independent galleries, vintage and retro hotspots, and quirky shops along cobbled streets
- Events include GEEK (February), Margate Beach Cross (March and October/November), Margate Meltdown (May), Soul Weekend and Carnival and Volleyball Beach England Finals (August).

A Margate press pack is available, see back cover.



Botany Bay



Joss Bay



Viking Bay

BROADSTAIRS

Broadstairs succeeds in more than satisfying the needs of today's generations of short break, weekend visitors and daytrippers who flock to its beaches. Yet the coastal honeypot retains all the charms and features of a traditional seaside destination.

Morelli's, the quintessential 1950s ice cream parlour, still stands at the top of the chalk cliffs overlooking the flowers planted along the promenade and the gently sloping sands and rock pools of Viking Bay.

Charles Dickens, one of the town's most famous former visitors and residents, would easily recognise the narrow streets and flint walls in the older parts of the town and the streets winding down to the small fishing harbour.

Throughout the summer demand is high for the town's many guesthouses and B&Bs, self-catering houses and apartments.

As a resort, and a long-standing favourite destination for people of all ages and interests, Broadstairs has more than held its own and is thriving in the 21st century.

- Seven sand-filled, family-friendly Blue Flag and Seaside Award beaches and bays
- Stunning chalk cliffs including caves and much-photographed stacks at Botany Bay
- Closest surfing beaches to London and best in the south east
- Timeless seaside charm
- Traditional fishing harbour, cobbled squares and narrow streets
- Vibrant nightlife economy and exciting eateries
- Classic ice cream parlours and coffee shops
- Clifftop gardens and bandstand

- Clifftop and foreshore strolls, cycling and golf
- Blues Bash (February), Spring Fair (Easter), Dickens Festival (June), Folk Week and Water Gala (August), Broadstairs Food Festival (October).

A Broadstairs press pack is available, see back cover.



Quex House



Spitfire and Hurricane Memorial Museum



Minnis Bay

THANET VILLAGES

Just a short distance from the coast visitors discover a treasure chest of delights in Thanet's traditional villages.

Popular visitor gems include:

- Quex Park Estate and the Powell-Cotton Museum, plus their annual events diary, including I Love Vintage (April), Museum at Night (May), Gears of Change and Fought for Freedom (September), Quexmas (November)
- The Spitfire and Hurricane Memorial Museum at Manston
- RAF Manston History Museum
- Minster Show
www.minstershow.org.uk
Minster and neighbouring villages work together to present action-packed, entertainment celebrating the success of flower and vegetable growers, cooks, jam and preserve makers and more
- Minster Abbey at Minster – possibly the oldest inhabited house in the country near where St Augustine led the first Christian mass in Britain
- Monkton Nature Reserve and Observatory – trails, UK's first artificial bat cave, fossils and visitor centre
- Birchington and Westgate – coastal villages with Blue Flag beaches at Minnis Bay, West Bay and St. Mildred's Bay.



Margate, Broadstairs, Ramsgate – why visit?

Londoners have been **escaping** to the Isle of Thanet for more than 200 years ... for the **laidback** seaside vibe ... breathtaking sandy beaches ... **fresh** sea air ... and **romantic** Turner skies ...

Here at the very **edge** of the **Garden of England**, three **Georgian and Victorian** resorts, each with its own distinctive character – Margate, Broadstairs and Ramsgate – **cluster** around the **bays** at the far end of the **peninsula**.

There's a **retro** feel to these harbour towns, with their remarkable 18th and 19th century **architecture**, their **classic seaside heritage** and kitsch, their eclectic attractions and live arts and music venues. And there is a variety of **independent** places to shop, eat, drink and stay.

Miles of low **chalk cliffs** edge the peninsula, sheltering a string of **secluded, unspoilt sandy bays**. Chalk **rockpools**, chalk stacks and **rare**

chalk reefs teem with **wildlife**. These are the closest **surfing beaches** to the capital city: a popular choice with southeast boarders.

Artists, writers and musicians have long been inspired by this almost-island ... and continue to be drawn here. **Turner** said Thanet had "the loveliest skies in all Europe" ... for **Dickens**, Broadstairs was "the freshest, freest place" ... and Tracey **Emin** declares in green neon on Margate seafront: "I never stopped loving you".

The Isle's a **historic landing place** steeped in symbolism for the story of Britain ... the **first Saxons, Hengist and Horsa**, arrived and settled here ... and **St Augustine** first stepped onto these shores on his way to nearby **Canterbury**.

For this is the **furthest** south east you can go in Britain ... almost touching mainland **Europe** ... yet these days only 75 minutes from central London ...

And now with the **Turner Contemporary** gallery, the return of the iconic pleasure park **Dreamland**, reimagined for the 21st century, and **high-speed trains** from the capital ... **a new generation** is discovering this **original seaside escape**.

In person

Ramsgate Visitor Information
Customs House
Harbour Parade
Ramsgate CT11 8LN

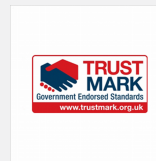
Visitor Information

Thanet Visitor Information Centre
The Droit House
Stone Pier
Margate CT9 1JD
Tel: 01843 577577
visitorinformation@thanet.gov.uk

For further information about all Thanet visitor destinations and attractions go to Visit Thanet www.visitthanet.co.uk. For further media information, press trips and access to up-to-date images, please contact Julie Edwards, Senior Tourism Officer at Visit Thanet, tel: 01843 577671 or email: Julie.edwards@thanet.gov.uk

VISIT THANET
Margate • Broadstairs • Ramsgate





CUSTOMER DETAILS



BUSINESS DETAILS

PREMIER SASH WINDOW CARE LTD

08007566389
7A, HIGH STREET
ST. LAWRENCE
RAMSGATE
KENT
CT11 0QH
VAT: 153643317

QUOTE

QUOTE DATE: [REDACTED] 18

QUOTE NUMBER:



Quote 2: Timber Double Glazed Sash Windows on Springs

- Supply & Fit
- For full specification please see attached data sheet 002

DESCRIPTION	QTY	UNITCOST	AMOUNT	VAT RATE	VAT AMOUNT	
Top Floor Front: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,425.00	£1,425.00	20%	£285.00	£1,710.00
Rear Top Floor & Rear Bed: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	3	£1,250.00	£3,750.00	20%	£750.00	£4,500.00
Complete replacement Double glazed 3 sided bay window	2	£5,950.00	£11,900.00	20%	£2,380.00	£14,280.00

DESCRIPTION	QTY	UNITCOST	AMOUNT	VAT RATE	VAT AMOUNT	
Bathroom: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Casement Sash Only	1	£250.00	£250.00	20%	£50.00	£300.00
Dining Room: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Kitchen: Complete replacement double glazed (24mm clear) box sash window (frame & sashes) made from softwood with hardwood sill, style 1 over 1	1	£1,250.00	£1,250.00	20%	£250.00	£1,500.00
Casement Sash Only	1	£250.00	£250.00	20%	£50.00	£300.00
AMOUNT					£21,325.00	
VAT					£4,265.00	
AMOUNT INCLUDING VAT					£25,590.00	

Quote valid for 30 days.

Companies House

BETA This is a trial service — your [feedback \(https://www.research.net/r/chbeta\)](https://www.research.net/r/chbeta) will help us to improve it.

Search for companies or officers

RIVEROAK STRATEGIC PARTNERS LIMITED

Company number 10269461

Date	Type	Description	View / Download
16 Jul 2018	CS01	Confirmation statement made on 8 July 2018 with updates	(4 pages)
14 Jun 2018	AD01	Registered office address changed from 50 Broadway Westminster London SW1H 0BL United Kingdom to Calder & Co 16 Charles II Street London SW1Y 4NW on 14 June 2018	(1 page)
19 Apr 2018	AD03	Register(s) moved to registered inspection location Calder & Co 16 Charles II Street London SW1Y 4NW	(2 pages)
19 Apr 2018	AD02	Register inspection address has been changed to Calder & Co 16 Charles II Street London SW1Y 4NW	(2 pages)
11 Apr 2018	AA	Accounts for a dormant company made up to 31 July 2017	(3 pages)
03 Apr 2018	CS01	Confirmation statement made on 27 March 2018 with no updates	(3 pages)
28 Mar 2017	CS01	Confirmation statement made on 27 March 2017 with updates	(4 pages)
27 Mar 2017	CS01	Confirmation statement made on 23 March 2017 with updates	(6 pages)
11 Jan 2017	SH02	Sub-division of shares on 15 December 2016	(4 pages)
11 Jan 2017	RESOLUTIONS	Resolutions <ul style="list-style-type: none">RES01 - Resolution of adoption of Articles of Association	(29 pages)
04 Jan 2017	SH08	Change of share class name or designation	(2 pages)
09 Dec 2016	AP01	Appointment of Nicholas Rothwell as a director on 9 December 2016	(2 pages)
09 Dec 2016	AP01	Appointment of Rico Seitz as a director on 9 December 2016	(2 pages)
09 Dec 2016	AP01	Appointment of Gerhard Huesler as a director on 9 December 2016	(2 pages)
25 Jul 2016	AP01	Appointment of Niall Lawlor as a director on 22 July 2016	(2 pages)
25 Jul 2016	AP01	Appointment of George Yerrall as a director on 22 July 2016	(2 pages)
08 Jul 2016	NEWINC	Incorporation Statement of capital on 2016-07-08 <ul style="list-style-type: none">GBP 1	(19 pages)

[Is there anything wrong with this page?](#)

McConnell, Pam - AH PH

From: Andrew Buroni <BuroniA@rpsgroup.com>
Sent: 15 February 2018 11:13
To: Scott-Clark, Andrew - AH PH (Public Health)
Subject: RE: Manston Airport Health Assessment

Thanks Andrew

No need to apologise, as a DPH, I can only imagine how busy you are.

All my best

Andrew

Dr Andrew Buroni
Technical Director of Health - RPS Planning & Development
 6-7 Lovers Walk,
 Brighton, East Sussex, BN1 6AH.
 United Kingdom

Tel: +44 (0) 1273 546 800
Email: BuroniA@rpsgroup.com
www: www.rpsgroup.com

From: Andrew Scott-Clark@kent.gov.uk [mailto:Andrew.Scott-Clark@kent.gov.uk]
Sent: 15 February 2018 10:47
To: Andrew Buroni
Subject: [EXT] RE: Manston Airport Health Assessment

Andrew

- Thanet Clinical Commissioning Group; OGILVIE, Ailsa (NHS THANET CCG) ailsaogilvie@nhs.net, Clinical Chair is Tony Martin <tony.martin@nhs.net>
- [East Kent Hospitals](#) Foundation Trust; Acting CEO is Susan Acott (susan.acott@nhs.net)
- Kent Community Healthcare Foundation Trust; CEO is Paul Bentley (p.bentley@nhs.net)
- Kent and Medway Partnership Trust; and CEO is Helen Greateorex (helen.greateorex@nhs.net)
- Southeast Ambulance Trust. CEO is new, and not sure his email address; link to Trust is: http://www.secamb.nhs.uk/about_us/trust_board1.aspx

Apologies for delay

Andrew Scott-Clark | Director of Public Health | Kent County Council | Room 1.61, Sessions House, County Hall,
 County Road, Maidstone, Kent, ME14 1XQ | Internal 7200 416659 | External: +443000416659 |
 | www.kent.gov.uk |

From: Andrew Buroni [<mailto:BuroniA@rpsgroup.com>]
Sent: 24 January 2018 17:00
To: Tara Barratt <Tara.Barratt@rpsgroup.com>; Scott-Clark, Andrew - AH PH (Public Health) <Andrew.Scott-Clark@kent.gov.uk>

United Kingdom

Tel: +44 (0) 1273 546 800

www: www.rpsgroup.com

From: Andrew.Scott-Clark@kent.gov.uk [mailto:Andrew.Scott-Clark@kent.gov.uk]

Sent: 10 October 2017 17:39

To: Tara Barratt

Cc: Andrew Buroni; Catherine.Barrett@kent.gov.uk

Subject: [EXT] RE: Manston Airport Health Impact Assessment

Further to our telephone conversation last week, I'm now responding on the draft scope of the HIA you have sent me for comment.

As you are aware the population of Thanet is diverse with a range of health needs with some of the most deprived communities in Kent being resident in the district of Thanet. In fact of the 88 Lower Layer Super output areas which make up the population with the highest rates of all age all cause mortality or lowest life expectancy in Kent, some 24 of those are situated in Thanet. A number of these will directly affected by your proposals, particularly Newington and Central Harbour/Eastcliffe areas of Ramsgate. We know that these populations will be more adversely affected by issues such as noise and air pollution than the general population.

The local health economy is also struggling to deliver sustainable health care services and the organisations that are responsible for delivering these (both commissioning and providing) will need to be consulted. This includes Thanet Clinical Commissioning Group, East Kent Hospitals Foundation Trust, Kent Community Healthcare Foundation Trust, Kent and Medway Partnership Trust, Southeast Ambulance Trust, as clearly both the construction phase and the operation phase may have impact on local health services; services that are currently under significant financial and capacity pressure.

I hope this is useful at this stage. Please note that I'm on A/L from today until 20th October inclusive and am happy to discuss further on my return.

Your sincerely

Andrew Scott-Clark | Director of Public Health | Kent County Council | Room 1.61, Sessions House, County Hall, County Road, Maidstone, Kent, ME14 1XQ | Internal 7200 416659 | External: +443000416659 | www.kent.gov.uk |

****Please note my new KCC phone number**

From: Tara Barratt [mailto:Tara.Barratt@rpsgroup.com]

Sent: 28 September 2017 17:27

To: Scott-Clark, Andrew - AH PH (Public Health)

Cc: Andrew Buroni; Barrett, Catherine - AH PH (Public Health)

Subject: RE: Manston Airport Health Impact Assessment

Hi Andrew,

Thanks for the quick response. Would you be around for a phone call early next week? We are working to a very tight schedule on this one.

Manston - Initial Meeting Record 160309

Present

- [REDACTED]
- [REDACTED] (Chair)
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

Background

- Sold Dec 13, closed Mar 14, licence surrendered May 14
- Thanet stated aim to re-open airfield
- Dec 15 NL met AW to discuss planning consent and compulsory purchase
 - Believe there is a strong case based on DFT National Policy Statement
- Airport main business:
 - Cargo imports
 - Some pax flights
 - Expect 10,000+ movements/ yr
 - Acft dismantling facility
 - Skills base
- NL writing a national cargo policy; currently there is none
- Current developer wants to use the site for housing

Planning Act 08

- CAA statutory consultee for nationally significant infrastructure projects
- Sec 23 Thresholds; 10m pax or 10k movements/yr (capacity available, not planned operating levels)
- Currently all facilities including radar have been removed
- All handled by Planning Inspectorate in Bristol
- Timeline:
 - First step Environmental Impact Assessment
 - Early summer compulsory purchase
 - Develop consent order and Statutory Instrument
 - Conduct consultation
 - Application towards end 2016
 - 28 day examination period
 - 6 months including hearings
 - 3 months for inspectors
 - Prepare report for SofS
 - 3 months for SofS to make decision

Further detail discussed

- CAP 168 (National) Licence or EASA Certificate
 - EASA scope aerodromes explained and whether they suit 2 certificate route.
 - Explained the benefits of either Licence or Certificate. They indicate they would prefer a Certificate
 - Indicated possible timelines and effort required to obtain certificate.
- Thanet and London Array TMZ
 - Effect on radar discussed and advised to get appropriate radar to mitigate issues
- Airspace Change Process explained as it stands today, with explanation of the current consultation regarding CAP 725 and how this process may evolve in the future
- Consultation requirements
 - Recency of consultation will determine requirements for ACP?
 - Dependent on material changes in the intervening period, a further full consultation may be necessary at ACP stage
- Requirements for ATZ
 - 6 month process to get a CAA decision including NATMAC consultation
- Planning applications for tall structures south of airfield within 2.5nm ATZ
 - These will be addressed in due course



Civil Aviation Authority

Date: 18 May 2017
Ref: 70992 008

**Meeting between the CAA and RiverOak Strategic Partners (RSP) on Manston Airport
Airspace Development held at CAA House on 15 May 2017**

Attendance:

■ - CAA	■ - RSP	■ - BDB
■ - CAA	■ - RSP	■ - Osprey
■ - CAA	■ AMEC FW	
■ - RSP	■ - BDB	

Agenda Item 1 – Introductions

- Introductions and description of roles and responsibilities were conducted.

Agenda Item 2 – RSP Manston update

- ■:
 - Described the rationale to reactivate Manston and RSPs commitment to its long term development and investment.
 - Provided the background and context for the decision to pursue a Development Consent Order (DCO) to allow RSP to acquire the Manston site.
 - Outlined the timetable for the DCO and subsequent airport development; consultation will begin immediately after the election leading to a DCO submission in Q4 of 2017. It is anticipated that operations will commence in 2020.

Agenda Item 3 – Airspace and Procedures

- ■ described the current plans for airspace and procedures for Manston. These included:
 - Re-establishment of the Air Traffic Zone (ATZ).
 - RNAV approaches to both runway ends.
 - ILS approach procedures to both runway ends.
 - Standard Instrument Departures for both runways.
 - Establishing network connectivity.
- The status of the London Array and Thanet Transponder Mandatory Zones were discussed.

- The CAA stated that:
 - The re-establishment of the ATZ would likely require a proportionate airspace change proposal (ACP); this could be expected to be similar to the current CAP 724 process and Policy Statement.
 - The approach and departure procedures would require a full ACP.
 - Due to the different processes that would be followed, there may be value in submitting the ATZ and the approach and departure procedures as separate ACPs.
 - The issues regarding the TMZs was noted and would require further discussion.

Agenda Item 4 – Revision of the CAP 725 process

- [REDACTED] described the revised CAP 725 process; guidance on its application was currently under consultation.
 - The revised process was considerably longer than the current process (estimated to be 108 weeks compared to the previous 57 weeks). It aimed to be more transparent and understandable by the non-aviation community. The new process was more scalable than previously and sign-off levels have been reviewed to allow a proportionate approach to be taken but the standards to be achieved were generally higher and the introduction of 'Gateways' allowed compliance with process to be assessed.
 - While the timing for introduction of the revised process was uncertain, it would be reasonable for RSP to assume that they would be applied to the Manston Airport Project.
- In terms of phasing with the DCO, [REDACTED] suggested that, due to the lengthening of the process, RSP could not afford to wait for a DCO decision before initiating the ACP; the CAA did not disagree with this. It was also suggested that elements of the DCO process could be used to satisfy the early stages of the revised ACP; the CAA accepted this in principle but stressed that such activities must be clearly identified as both 'DCO Consultation' and 'ACP Engagement'.
- Decision:
 - RSP would ensure that any DCO activities that may be employed as part of the subsequent ACP would be clearly identified to the public.

Agenda Item 5 – Interaction with the Planning Inspectorate (PINS)

- The CAA agreed to a 'generic' Process Workshop with PINS to discuss their respective roles, processes and responsibilities with regard to the Manston Project – but without any specific airspace design proposals being discussed. The Workshop may also allow the respective level of detail required in both the DCO and the ACP submission to be

identified; ie the use of potential flightpath 'swathes' in the DCO submission compared to specific flightpaths in the ACP submission.

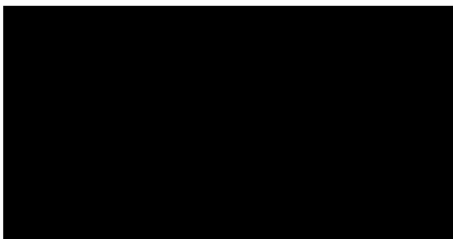
- The Workshop would allow propositions to be discussed on how the DCO and ACP processes may be co-ordinated and how duplication of effort may be minimised. It would also allow discussion on how the PINS may resolve an ACP decision that was outside what had been environmentally assessed for the DCO; however, RSP contended that its current approach of taking into account both the DCO and ACP processes significantly reduces the risk of this.
- Decisions:
 - The CAA would participate in a Process Workshop with PINS at CAA House on 12 June 2017 (timing tbc).
 - Osprey (through RSP) would develop an Agenda for the Workshop and would circulate proposition statements to be discussed.

Agenda Item 6 – next steps

- Timescales for submission of the ACP were discussed. CAA resources in this area are extremely tight. Therefore, while RSP could submit an application immediately, realistically the CAA would not identify a Case Officer and commit resource until resources were available and their use could be justified, i.e. once a planned implementation date was known and DCO approval likely.
- It was agreed that submission of the DCO could be a suitable threshold, both in terms of timescale and project maturity, at which point an ACP request would be submitted. This would also allow material prepared for the DCO to inform the initial stages of the ACP.
- Decision:
 - It was agreed that the respective timing of the DCO and the ACP processes would be subject for discussion at the CAA/PINs Process Workshop.

Agenda Item 7 - Any other business

- There was no other business.



Date: 18 May 2017
Ref: 70992 008

**Meeting between the CAA and RiverOak Strategic Partners (RSP) on Manston Airport
Airspace Development held at CAA House on 15 May 2017**

Attendance:

CAA	- RSP	- BDB
CAA	- RSP	
CAA	- AMEC FW	- Osprey
- RSP	- BDB	

Agenda Item 1 – Introductions

- Introductions and description of roles and responsibilities were conducted.

Agenda Item 2 – RSP Manston update

- [REDACTED]:
 - Described the rationale to reactivate Manston and RSPs commitment to its long term development and investment.
 - Provided the background and context for the decision to pursue a Development Consent Order (DCO) to allow RSP to acquire the Manston site.
 - Outlined the timetable for the DCO and subsequent airport development; consultation will begin immediately after the election leading to a DCO submission in Q4 of 2017. It is anticipated that operations will commence in 2020.

Agenda Item 3 – Airspace and Procedures

- [REDACTED] described the current plans for airspace and procedures for Manston. These included:
 - Re-establishment of the Air Traffic Zone (ATZ).
 - RNAV approaches to both runway ends.
 - ILS approach procedures to both runway ends.
 - Standard Instrument Departures for both runways.
 - Establishing network connectivity.
- The status of the London Array and Thanet Transponder Mandatory Zones were discussed.

- The CAA stated that:
 - The re-establishment of the ATZ would likely require a proportionate airspace change proposal (ACP); this could be expected to be similar to the current CAP 724 process.
 - The approach and departure procedures would require a full ACP.
 - Due to the different processes that would be followed, there may be value in submitting the ATZ and the approach and departure procedures as separate ACPs.
 - The issues regarding the TMZs was noted and would require further discussion.

Agenda Item 4 – Revision of the CAP 725 process

- [REDACTED] described the revised CAP 725 process; guidance on its application was currently under consultation.
 - The revised process was considerably longer than the current process (estimated to be 108 weeks compared to the previous 57 weeks). It aimed to be more transparent and understandable by the non-aviation community. The new process was more scalable than previously and sign-off levels have been reviewed to allow a proportionate approach to be taken but the standards to be achieved were generally higher and the introduction of 'Gateways' allowed compliance with process to be assessed.
 - While the timing for introduction of the revised process was uncertain, it would be reasonable for RSP to assume that they would be applied to the Manston Airport Project.
- In terms of phasing with the DCO, [REDACTED] suggested that, due to the lengthening of the process, RSP could not afford to wait for a DCO decision before initiating the ACP; the CAA agreed with this. It was also suggested that elements of the DCO process could be used to satisfy the early stages of the revised ACP; the CAA accepted this in principle but stressed that such activities must be clearly identified as both 'DCO Consultation' and 'ACP Engagement'.
- Decision:
 - RSP would ensure that any DCO activities that may be employed as part of the subsequent ACP would be clearly identified to the public.

Agenda Item 5 – Interaction with the Planning Inspectorate (PINS)

- The CAA agreed to a Process Workshop with PINS to discuss their respective roles and responsibilities with regard to the Manston Project. The Workshop may also allow the respective level of detail required in both the DCO and the ACP submission to be identified; ie the use of potential flightpath 'swathes' in the DCO submission compared to specific flightpaths in the ACP submission.

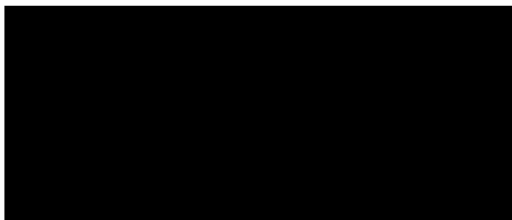
- The Workshop would allow propositions to be discussed on how the DCO and ACP processes may be co-ordinated and how duplication of effort may be minimised. It would also allow discussion on how the CAA and PINS may resolve an ACP decision that was outside what had been environmentally assessed for the DCO; however, it should be noted that RSPs current approach of aligning the DCO and ACP processes significantly reduces the risk of this.
- Decisions:
 - The CAA would participate in a Process Workshop with PINS at CAA House on 12 June 2017 (timing tbc).
 - Osprey (through RSP) would develop an Agenda for the Workshop and would circulate proposition statements to be discussed.

Agenda Item 6 – next steps

- Timescales for submission of the ACP were discussed. CAA resources in this area are extremely tight. Therefore, while RSP could submit an application immediately, realistically the CAA would not identify a Case Officer and commit resource until resources were available and their use could be justified.
- It was agreed that submission of the DCO could be a suitable threshold, both in terms of timescale and project maturity, at which point an ACP request would be submitted. This would also allow material prepared for the DCO to inform the initial stages of the ACP.
- Decision:
 - It was agreed that the respective timing of the DCO and the ACP processes would be subject for discussion at the CAA/PINs Process Workshop.

Agenda Item 7 - Any other business

- There was no other business.



Date: 5 Jun 17
Ref: 70992 008

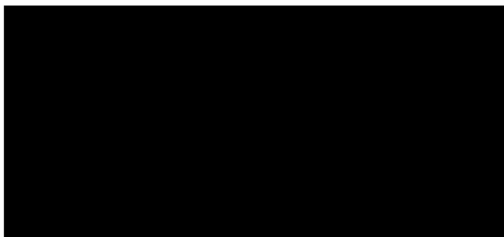
Agenda for CAA/PINS Process Workshop

We would like to propose the following Agenda for the CAA/PINS Process Workshop:

Item	Topic	Lead
1	Introductions	All
2	Confirm Purpose of Workshop	All
3	Manston Project Update	RSP
4	DCO Process Overview	PINS
5	Airspace Change Proposal Process Overview	CAA
6	Timescale and Phasing Challenges	RSP
7	Combining Activities	RSP
8	Respective Levels of Detail	RSP
9	Resolving differences in approvals	All
10	Any other business	All

If you would like to propose any significant changes to this Agenda please let me know; minor changes can be agreed at the meeting.

Regards



Walker James

From: [REDACTED]
Sent: 30 May 2017 08:40
To: [REDACTED]
Subject: CAA/RSP Meeting Notes - Manston Airport
Attachments: 70992 006 Minutes of a meeting between CAA and RSP on the Manston Airport Project - May 17.docx

[REDACTED] and Team

Thanks very much for both your time but also your consideration during the recent meeting with RiverOak on Manston airport. All agreed it was enormously valuable and extremely positive.

Attached are my draft notes of the meeting – they have been approved by RiverOak and the other attendees – could I check whether you are content please? Subject to your comments or amendments I will issue as a record of the meeting.



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[REDACTED]

From: [REDACTED]

Sent: 31 May 2017 15:57

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: CAA/RSP Meeting Minutes

[REDACTED]

One minor point, on a second reading, it isn't explicit that that the CAA use acronym ACP as Airspace Change Process, not airspace change proposal. So I am always taking about the general application of the Process not the specifics of an individual proposal.

[REDACTED]

From: [REDACTED]

Sent: 31 May 2017 15:32

To: [REDACTED]

Cc: [REDACTED]

Subject: CAA/RSP Meeting Minutes

Thanks all for your review and comments on the draft minutes for our recent meeting at CAA House.

Having now reviewed and adopted comments made, please find attach the Final version of the meeting notes.

Regards

[REDACTED]



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[REDACTED]

From: [REDACTED]
Sent: 14 June 2017 09:21
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: mahston
Attachments: 70992 007 CAA-PINS Process Workshop V2.pptx

[REDACTED]

No problem at all – I promised them to [REDACTED] too so that is helpful.

Everyone came away from the meeting saying how useful and constructive it was – once again, thank you to you all for agreeing to it in the first place and then making it so valuable.

Best wishes

[REDACTED]



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From: [redacted] [mailto:[redacted]@caa.co.uk]
Sent: 14 June 2017 08:00
To: [redacted]@osprevcsl.co.uk>
Cc: [redacted]@caa.co.uk>; [redacted]@caa.co.uk>
Subject: manston

Good morning [redacted]

I know that we only met a couple of days ago, but would it be possible to have a copy of your slides from the meeting at your earliest convenience please?

many thanks
[redacted]

[redacted]
Airspace, ATM & Aerodromes
Civil Aviation Authority

Tel: [redacted]
Mob: [redacted]

Follow us on Twitter: @UK_CAA

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From: [REDACTED] <[REDACTED]@ospreyco.uk>
Sent: 20 February 2017 16:30
To: [REDACTED]
Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March

From: [REDACTED] <[REDACTED]@ospreycsl.co.uk>

Sent: 20 February 2017 16:30

To: [REDACTED]
Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March

Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March

Hi [REDACTED]

That is ideal, thank you.

There will be myself and [REDACTED] (Riveroak) attending.
See you on the 7th.

Regards

Website: www.ospreycsl.co.uk

www.ospreycsi.co.uk

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From: [REDACTED]mailto:[REDACTED]@caa.co.uk]

Sent: 20 February 2017 15:47

To [REDACTED]@ospreycsl.co.uk>

Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March

Hi [REDACTED]

1130 is fine - please let Reception know when you arrive. I estimate we will need about 1.5/2 hours. I've asked [REDACTED] - our EASA [REDACTED] - to join us, and hopefully a member of ATM.

See you on 7th.

From: [REDACTED] [mailto:\[REDACTED\]@ospreyco.uk](mailto:[REDACTED]@ospreyco.uk)

Sent: 13 February 2017 14:27

To: [REDACTED]

Subject: RE: Manston Airport - Draft Licence Application - Meeting Date 7th March

Hi [REDACTED]

Thank you for offering the 7th March to meet to discuss the Manston License application - we would like to go for the 7th please.

I'll be getting the early train from North Wales which gets me into Gatwick Airport station at 10:51
Would it be possible to meet slightly later at 11:30 to allow me a little extra travelling time please?

Many thanks for your assistance with this.

Regards



Email: [redacted]@ospreyvcsl.co.uk

Web: www.ospreyvcsl.co.uk

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From: [redacted]

Sent: 13 February 2017 09:37

To: [redacted]@caa.co.uk; [redacted]@rospltd.com; [redacted]
[redacted]@ospreyvcsl.co.uk [redacted]@ospreyvcsl.co.uk

Cc: ASD ERMS <ASDERMS@caa.co.uk>; [redacted]@caa.co.uk; [redacted]

Subject: Manston Airport - Draft Licence Application



Further to the assurances you sought from [redacted] of RiverOak (attached), please find attached a draft Aerodrome Licence application for Manston Airport. As you suggested, I think there would be value in us all meeting both to bring you up to speed on the project and its latest developments but also to discuss the application before formal submission.

Clearly a number of the entries are 'to be confirmed' but I suggest we consider this a living document and continue to develop and refine it as more information becomes available until, ultimately, all areas are completed to the satisfaction of the CAA.

Could I therefore request a meeting between yourself, RiverOak and Osprey. Topics we would like to discuss would include:

- RiverOak update on the Manston Airport project
- CAA description of the Licencing process
- Review of the draft Licence application
- Establishing engagement between CAA and the Planning Inspectorate
- Next steps – including fee submission

RiverOak have asked if there would be any possibility of a meeting at Kingsway? However, we appreciate you may want to involve more of your team in which case Aviation House may be preferable. I am sure your diary and that of any Team members may be the critical factor so could I ask you to suggest 2 or 3 potential dates (perhaps not before 11 am to allow time to travel) and we will look at that most favourable?

Many thanks – look forward to meeting you again.

Tel [REDACTED]
Mob [REDACTED]
Email [@osprevcsi.co.uk](mailto:[REDACTED]@osprevcsi.co.uk)
Web www.osprevcsi.co.uk

Follow us on: [Twitter](#) | [LinkedIn](#)



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Stephen Rihanne

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED] riveroakic.com
Cc: ASD ERMS; [REDACTED]
Subject: Manston Aerodrome

Dear [REDACTED] [REDACTED] [REDACTED]

First and foremost I would like to introduce myself as the [REDACTED] (Aerodromes) taking over from [REDACTED], who has moved to a different roles within the Aerodromes team.

I write following your meeting with CAA on 3 November, to talk through the Riveroak plans for Manston - namely that they plan to develop a cargo airport hub airport which is likely to come within the scope of the EU Regulation 216/2008 (The Basic Regulation). This would require them to apply for an aerodrome certificate, as detailed in the EU Aerodrome regulation (EU 139/2014).

As promised, we have considered the certification possibility when Riveroak, as the applicant, does not own the site or have a relationship with the landowner. Technically, as detailed in the aerodrome regulation at ADR.OR.B.015 (b)(6), Riveroak does not meet the conditions necessary to apply for a certificate. However, knowing their plans to acquire the aerodrome and the timescales required to do this and then to achieve certification (together with the necessary airspace elements), the CAA Aerodromes Sector is prepared to accept an application. It must be understood that we will not issue an aerodrome certificate until clause (b)(6) is met, notwithstanding progress against all the certification requirements. Additionally, as discussed at the meeting, Riveroak understands that it holds the risk with this approach as the ownership of the site or the agreement of the landowner is required for us to issue a certificate. We would appreciate your confirmation of this, following which we would be willing to allow the certification process to commence.

I trust the above is clear, however please do not hesitate to contact me if you require any further clarification.

Kind regards

[REDACTED]
Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority



[REDACTED]
Please consider the environment. Think before printing this email.

Stephen Rihanne

From: [REDACTED] <[REDACTED]@riveroakic.com>
Sent: 17 January 2017 18:00
To: [REDACTED]; [REDACTED]@ospreydsl.co.uk
Cc: ASD ERMS; [REDACTED]; [REDACTED]
Subject: Re: Manston Aerodrome

Dear [REDACTED]

I confirm that we are prepared to proceed at our risk.

I will get back to you tomorrow with suggested dates.

Kind regards
[REDACTED]

Sent from my Samsung Galaxy smartphone.

[REDACTED]
[REDACTED] [REDACTED] [REDACTED]@caa.co.uk>

Date: 17/01/2017 17:49 (GMT+00:00)

To: [REDACTED] <[REDACTED]@riveroakic.com>, [REDACTED]@ospreydsl.co.uk

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED]

[REDACTED] <[REDACTED]@caa.co.uk>

Subject: RE: Manston Aerodrome

Hi [REDACTED]

As requested, please confirm you acknowledge you are wishing to proceed at risk and provide some dates when you are available to attend Aviation House to discuss.

Kind regards
[REDACTED]

From: [REDACTED] [mailto:[REDACTED]@riveroakic.com]

Sent: 17 January 2017 17:42

To: [REDACTED]; [REDACTED]@ospreydsl.co.uk

Cc: ASD ERMS; [REDACTED]; [REDACTED]

Subject: Re: Manston Aerodrome

Dear [REDACTED]

Really good to hear from you and thank you for the clarification. We are happy to proceed as proposed.

Kind regards
[REDACTED]

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: [REDACTED]@caa.co.uk>

Date: 17/01/2017 16:26 (GMT+00:00)

To: [REDACTED]@ospreyco.uk, [REDACTED] <[REDACTED]@riveroakic.com>

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>

Subject: Manston Aerodrome

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I trust the above is clear, however please do not hesitate to contact me if you require any further clarification.

Kind regards

[REDACTED]

[REDACTED]

Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority

[REDACTED]@caa.co.uk

Tel: [REDACTED]
Mob: [REDACTED]
Follow us on Twitter: @UK_CAA

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Stephen Rihanne

From: [REDACTED] <[REDACTED]@ospreycsl.co.uk>
Sent: 13 February 2017 09:37
To: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]
Cc: ASD ERMS; [REDACTED]; [REDACTED]
Subject: Manston Airport - Draft Licence Application
Attachments: Re: Manston Aerodrome; Manston Licence Application SRG2002 Draft D.pdf

[REDACTED]

Further to the assurances you sought from [REDACTED] of RiverOak (attached), please find attached a draft Aerodrome Licence application for Manston Airport. As you suggested, I think there would be value in us all meeting both to bring you up to speed on the project and its latest developments but also to discuss the application before formal submission.

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[REDACTED]
[REDACTED]

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Mob [REDACTED]
Email [REDACTED]@ospreycsl.co.uk
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Cc: ASD ERMS; [REDACTED]; [REDACTED]
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Date: 17/01/2017 17:49 (GMT+00:00)
To: [REDACTED] <[REDACTED]@riveroakic.com>, [REDACTED] <[REDACTED]@ospreyvcs1.co.uk>
Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>
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Subject: Re: Manston Aerodrome

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----- Original message -----

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Date: 17/01/2017 16:26 (GMT+00:00)

To: [REDACTED]@ospreycl.co.uk, [REDACTED] <[REDACTED]@riveroakic.com>

Cc: ASD ERMS <ASDERMS@caa.co.uk>, [REDACTED] <[REDACTED]@caa.co.uk>, [REDACTED]

[REDACTED] <[REDACTED]@caa.co.uk>

Subject: Manston Aerodrome

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I trust the above is clear, however please do not hesitate to contact me if you require any further clarification.

Kind regards

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[REDACTED]
[REDACTED]
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Civil Aviation Authority

[REDACTED]@caa.co.uk

Tel: [REDACTED]
Mob: [REDACTED]
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Application for an Aerodrome Licence

Please complete this form online (preferred method) then print, sign and submit as instructed.
Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.



FALSE REPRESENTATION STATEMENT

It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

Please read attached Guidance Notes before completing the technical sections of this form

1. APPLICANT TYPE

Individual	Complete Section 2. a)	Limited Company	Complete Section 2. b)
Partnership	Complete Section 2. a)	Charity	Complete Section 2. c)
Limited Liability Partnership	Complete Section 2. b)	Trust	Complete Section 2. c)

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

2. APPLICANT DETAILS (The Applicant is the person responsible for payment of CAA charges but may not necessarily be the Licence Holder)

a) Individual (including sole traders and partnerships)

Title: Forename: Surname:
Address: Not Applicable
Country: Postcode:
Telephone: Mobile Telephone:
E-mail: Fax:
Trading Name: (if applicable)
Website address:
In the case of a partnership, please complete details of all partners. Continued on a separate sheet

This application will be considered in respect of and, if appropriate, granted to, the Company Name as registered under the Company Number provided on this form.

or b) A Company

Registered Company Name (in full): Riveroak Operations Limited
Registered Company Number: 10311804
Country of Company Registration: England and Wales
Registered Office Address: 50 Broadway, London
Country: UK Postcode: SW1H 0BL
Telephone: [REDACTED] Fax Number:
E-mail: [REDACTED]@rspltd.com
Trading Name: (if applicable)
Trading Address (primary site): 50 Broadway, London
Country: UK Postcode: SW1H 0BL
Website address: <http://www.riveroakinvestments.co.uk/>

Authorised Representative of Company

This application is to be signed by either a Director or Company Secretary or a person authorised by the Board to act on behalf of the Company.

Title: [REDACTED] Forename: [REDACTED] Surname: [REDACTED]
Position in Company: [REDACTED]
E-mail: [REDACTED]@rspltd.com Telephone: [REDACTED]

If you are not a Director or Company Secretary and have been authorised to sign the application form on behalf of the Company, proof of that authority must be provided with the completed application form.

This application will be considered in respect of and, if appropriate, granted or issued to, the applicant(s) named below.

c) An Unincorporated Association or other body

Name of Unincorporated Association or other body: Not applicable

Address:

Country: Postcode:

Telephone: Fax:

E-mail: Mobile Telephone:

Website address:

Authorised Representative

This application is to be signed by a person or persons authorised by the body named above to act on behalf of it. This should normally be a member or members of the managing committee of the association or other body. Evidence of the authorisation to act on behalf of the association or body should be provided with the application.

Title: Forename: Surname:

Position:

Charity Number (if applicable):

3. ADDRESS FOR CORRESPONDENCE (if different from above)

Postal Address (if different from above):

Postcode:

4. DETAILS OF LICENCE HOLDER (as required to be shown on the licence – may not necessarily be the person named at Section 2)

NOTES: 1) The licence holder must be a legal entity. If the licence holder is a group or club and is not incorporated, the name(s) of the person(s) who will hold the licence and be responsible for giving effect to the conditions of the licence should be stated.

2) Where the applicant is an individual, his/her current Curriculum Vitae (CV) must be enclosed. (All CVs will be destroyed once the application has been processed.)

Full Name of Licence Holder: Riveroak Operations Limited

Licence Holder's Accountable Manager: To be confirmed

Address of Licence Holder:

Telephone:

Fax:

E-mail:

5. DETAILS OF AERODROME (as required to be shown on the licence)

Proposed Name of Aerodrome: Manston Airport (EGMH)

Address of Aerodrome: Manston Road, Ramsgate, Kent, CT12 5BQ

Telephone: To Be Confirmed

Fax: To Be Confirmed

Website address: To Be Confirmed

E-mail: To Be Confirmed

Position of proposed Aerodrome with reference to nearest town (in nautical miles): 2.2 nm west of Ramsgate

Elevation: 178 feet

Latitude/Longitude in WGS 84 of Reference Point: 512032N 0012046E

Grid Reference in OSGB of Reference Point: TR 3314 6566

Purpose for which Aerodrome is to be Used (e.g. Public Transport, flying training): Public Transport (cargo)

NOTE: This application must be accompanied by an Ordnance Survey map, size A4, showing by means of a red line the exact boundary of the proposed licensed area of the aerodrome. This map will be a Schedule attached to the Licence. (See CAP 168 Chapter 1 paragraph 5.)

6a. KEY MANAGEMENT PERSONNEL (please enter details when applicable)

SECTION 6a TO BE COMPLETED ONLY WHERE THE APPLICANT IS A COMPANY OR OTHER CORPORATE BODY

Board Member or person having specific responsibility for safety:

Name: [REDACTED]

Telephone: [REDACTED]

E-mail: [REDACTED]@rspltd.com

Managing Director (if different from above):

Name:

Telephone:

E-mail:

6b. KEY MANAGEMENT PERSONNEL (please enter details when applicable)

SECTION 6b TO BE COMPLETED BY ALL APPLICANTS

The person in charge of day-to-day operation of the aerodrome:

(Please enclose a current CV)

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

The person responsible for aerodrome safety (if different from the above):

(Please enclose a current CV)

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

Person responsible for overseeing the day-to-day provision of Rescue & Fire Fighting Services (RFFS):

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

Provider of the Air Traffic Control Service:

Name: To be confirmed - CAA will be informed

Address:

Person responsible for overseeing the day-to-day provision of the Air Traffic Control Service:

Name: To be confirmed - CAA will be informed

Job Title:

Telephone:

E-mail:

7. AERODROME ACTIVITIES

a) Period for which licence is required, if less than 12 months (i.e. Seasonal Licence):

From: To:

b) Do you require a Public Use licence, as defined in Article 214 of The Air Navigation Order 2016, or an Ordinary licence? PUBLIC ☒ ORDINARY ☐

c) Is a licence for night use required? YES ☒ NO ☐

d) If the aerodrome is NOT intended for night use, is it intended to display aeronautical lights? YES ☒ NO ☐

If the answer to 8c) or 8d) above is YES, a Permission to display aeronautical lights will be required. Please provide details of proposed lighting. (See CAP 168 Chapter 6.)

In compliance with regulatory requirements

Please give details of other proposed aviation activities not requiring the use of a licensed aerodrome (e.g. gliding, parachuting, microlights).

N/A

N/A

Classification of aircraft to be operated at the aerodrome (e.g. aeroplanes, helicopters, gyroplanes).

Code F fixed wing aircraft (cargo)

Type and maximum total weight authorised of the heaviest aircraft engaged on flights requiring the use of a licensed aerodrome expected to use the aerodrome per annum, including overall length and maximum fuselage width.

Commercial Air/Public Transport of Passengers

Instruction in Flying

Type: Fixed wing (cargo)

Weight(kg): >140 tonnes

Length: 65m up to but not including 80m (Code F)

FuselageWidth: 8m (Code F)

RFF Category to be provided (see CAP 168 Chapter 8 Table 8.1 and Table 8B.1).

Aeroplanes

Helicopters

In compliance with regulatory requirements

8. CONTROL OF THE AERODROME

Are you the owner of the aerodrome site?

YES

☐

NO

☒

If NO, please state:

a) Details of the rights you hold over the site.

Seeking Development Consent Order

This application will enable co-ordination of activities between the Planning Inspectorate and the CAA as part of the DCO process

b) The period for which you hold these rights, including terminating date.

From:

To:

c) The name and address of the owner or the tenant whose permission has been obtained for the site to be used as an aerodrome.

Does any third party hold rights over any part of the site (e.g. lease)?

YES

☒

NO

☐

If YES, would the exercise of these rights interfere with the use of the site as an aerodrome?

YES

☐

NO

☒

If there is a risk of interference with the use of the site as an aerodrome, has any agreement been made with the holder of the rights (e.g. Letter of Agreement)?

YES

☐

NO

☒

If YES, please give details of the agreement.

Once granted, Development Consent Order will enable compulsory purchase of the site.

Land owned by Crown Estates will be purchased through negotiation.

Does any public or private right of way exist on or near the proposed aerodrome?

YES

☒

NO

☐

If YES, would the use of the site as an aerodrome interfere with such rights?

YES

☐

NO

☒

If there is a risk of interference with such rights, has any agreement been made with the holder of the rights for the use of the site as an aerodrome (e.g. Letters of Agreement)?

YES

☐

NO

☐

If YES, please give details of the agreement.

Do you have sole charge of aircraft movements at the aerodrome?

YES

☒

NO

☐

If NO, please give details of the nature of aircraft movements outside your control, and the person controlling such movements, and any agreements made regarding co-ordination of movements, including any agreement with third parties (e.g. Letters of Agreement).

9. PERMISSIONS AND APPROVALS

Before submitting this application, the authorities, as indicated below, should be consulted and, if appropriate, their approvals obtained. There may also be other bodies that applicants should inform, in their own interests. However, the application for planning permission and the request for the aerodrome licence are not interdependent and are made separately.

The following list is not comprehensive, and is for guidance only.

Land Aerodromes, or Water Aerodromes in Inland Waters

Local Planning Authority
Local Emergency Services (Emergency Plan)
Port and Harbour Authority
Environment Agency (Rivers)
Utilities Bodies (e.g. power cables)

Water Aerodromes in Coastal Waters

Local Planning Authority
Pilotage Authority
Port and Harbour Authority
Utilities Bodies (e.g. power cables)

Are there any local planning conditions or other relevant approvals which may affect the use of the site as an aerodrome?

YES ☐

NO ☐

If YES, please provide details.

To be confirmed - in progress with the Planning Inspectorate and why it is essential that their approvals are aligned to CAA regulatory requirements

Has any of the authorities mentioned above raised any objections to the proposed use of the site as an aerodrome?

YES ☐

NO ☒

If YES, please state the Authority concerned and the nature of any objections.

Under consultation as part of the Development Consent Order process

Is a safeguarding map to be deposited with the Local Planning Authority, to show the height above which new constructions in the vicinity of the aerodrome may interfere with its use?

YES ☒

NO ☐

(See CAP 738 Safeguarding of Aerodromes.)

10. SCHEME OF CHARGES

The following table conforms to the CAA Scheme of Charges (Aerodrome Licensing and Aerodrome Air Traffic Services Regulation). Please enter against the highest weight category appropriate to your aerodrome the total number of movements of aircraft in that Category flying for the purpose of public transport of passengers (or instruction in flying or both) which you expect to take place at the aerodrome during the twelve month period starting on 1 April.

NOTE: The figure required is the combined total for the year, each take-off and each landing counting as a movement.

No. of Movements

Category (by maximum total weight authorised of aircraft)

a) Not exceeding 2730 kg (not flying training)
b) Exceeding 2730 kg but not exceeding 6 Tonnes
c) Exceeding 6 Tonnes but not exceeding 35 Tonnes
d) Exceeding 35 Tonnes but not exceeding 140 Tonnes
e) Exceeding 140 Tonnes	10,000

11. AERODROME MANUAL

Has an Aerodrome Manual been submitted to the CAA?(See Note below.)

YES

☐

NO

☒

If NO, please indicate below when this is likely to be submitted.

To be agreed with the CAA following the Development Consent Order decision

NOTE: An aerodrome licence will not be granted until an Aerodrome Manual has been received and accepted by the CAA. The Aerodrome Manual should be submitted in electronic format to asddocs@caa.co.uk. (See CAP 168, Chapter 2, Paragraph 7.)

12. AIP REQUIREMENTS

The Aeronautical Information Publication (AIP) is identified as the publication used for the provision of aeronautical information/data necessary for the regularity and efficiency of air navigation. The holder of an aerodrome licence should ensure that all information relating to the aerodrome and its facilities, which is significant for the conduct of flights to and from the aerodrome, is available to users of the aerodrome. (See CAP 168 Chapter 10.)

You should apply separately to Aeronautical Information Service, Heathrow House, Bath Road, Cranford, Middlesex TW5 9AT telephone 020 8750 3773/3774, www.ais.org.uk.

13. ANY FURTHER COMMENTS

Period of licence to be confirmed in agreement with the CAA.

This application will enable the CAA to engage with the applicant and other relevant bodies

(e.g. the Planning Inspectorate) as the development process moves forward.

Map showing Aerodrome Boundary attached as Annex A

14. CHARGES

The charge(s) required as calculated in accordance with the CAA Aerodrome Licensing and Aerodrome Air Traffic Services Regulation Scheme of Charges (published in CAA Official Record Series 5) (www.caa.co.uk/ors5) to be paid on application are enclosed herewith. NB: This application will not be processed until the applicable charges have been received.

Total charges included are: £ 30,980.00

Where charges are to be paid other than by the applicant, please enter the name of the person/company who is paying:

IMPORTANT NOTES:

Additional Charges: Where the cost of the CAA investigations exceeds the application charge payable, the applicant shall pay additional charges to recover those excess costs incurred by the CAA in accordance with the Scheme of Charges.

Overseas Visits: If a Member or employee of the CAA is required to travel overseas in respect of this application you are advised to read the CAA Scheme of Charges to which this application relates and the section entitled 'Additional charge where functions are performed abroad'. All expenses incurred in pursuance of this application by virtue of travelling overseas will be payable by the applicant on demand.

Withdrawal/Cancellation of Application: In the event that this application is withdrawn or cancelled by the applicant, the application fee less the cost of any work carried out by the CAA to that date, may be refunded. Please see the CAA Refunds Policy at www.caa.co.uk/refunds for more information.

15. FINANCIAL DECLARATION

I am applying for an Aerodrome Licence

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate.

I enclose the charges payable on application in accordance with the Scheme of Charges (www.caa.co.uk/ors5).

I agree to pay any additional charges which may become payable in respect of this application under the Scheme of Charges.

Name of Applicant: **██████████, Riveroak Operations Limited**

(as shown in 2 (a), (b) or (c))

Signature of Applicant (named in 2 (a)):

or Signature of Authorised Representative (named in 2(b) or (c)):

Date:

16. SUBMISSION INSTRUCTIONS

When you have completed this Form, please send it, with attachments as listed below, to:
Aerodrome and Air Traffic Standards Division
CAA, Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

CAA USE ONLY	Applicant's name	Date of application
Department: Contact Name:		
Job No: Folio No: CAA Account Number:		
Nominal Code: Cost Centre: Date received:		
If payment is received by cheque, attach a copy to this application form.		
The sum of £..... has been received by: Date:		
Amount paid by: Cheque Cash Card Bank Transfer*		
£..... £..... £..... £.....		
*Receipt of Bank Transfer to be verified by Treasury.		
Cheque drawn against account of:		
Bank Account No: Sort Code:		
Is this part of a Company payment? Yes No If Yes - Total amount paid:£		
Amount to be deducted from NATS account: £.....		
Enclosures: FedEx paid Yes/No Loaded by: Signed/Despatched:.....		
Legal Entity Details		
Company – Date of incorporation of Company:		
If declaration is signed on behalf of a Company:		
is declaration signed by a Director or Company Secretary? <input type="checkbox"/>		
if not, then does signatory have authority to sign? <input type="checkbox"/>		
Individual – Identification Document Details e.g. Passport/Driving Licence.		
Type of identification:		
Signature on ID checked against Form Signature: Appropriately certified:		

PAYMENT AUTHORISATION



Please complete this form online or in BLOCK CAPITALS using black or dark blue ink, before printing, signing and submitting as instructed on the associated Application Form.

PLEASE NOTE: One Payment Authorisation Form is required for each application.

1. PAYMENT DETAILS	
a) Payment type (please tick your chosen method of payment).	
Visa <input type="checkbox"/>	Mastercard <input type="checkbox"/>
Debit Card <input type="checkbox"/>	Cheque/Banker's Draft <input type="checkbox"/>
Bank Transfer <input type="checkbox"/>	Cash (max.£1000) <input type="checkbox"/>
We do not accept American Express, Diners Club or JCB cards. Cash payments will only be accepted in person at Aviation House, Gatwick. Please do not send cash by post.	
Cheques shall be made payable to ' Civil Aviation Authority '. Please write the CAA Application Form No. on the reverse of your cheque.	
National Westminster Bank plc Bloomsbury Parr's Branch PO Box 158 214 High Holborn London WC1V 7BX	Account Name: Civil Aviation Authority Account Number: 36029769 Sort Code: 60-30-06 Swift Code: NWBK GB 2L IBAN: GB90 NWBK 6030 0636 0297 69
Please supply the following information:	
Amount: £.....	BACS/CHAPS Reference*:
* When making a bank transfer please instruct your bankers to quote the CAA Application Form number followed by the application date in the description field (i.e. SRG XXXXddmmyyyy).	
Payer:	Date of Transfer:
b) Card Details (for payment by Credit/Debit Card)	
Card number: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
Expiry date: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Security Code (last 3 digits on signature strip on reverse of card) <input type="text"/> <input type="text"/> <input type="text"/>
Debit cards only:	
Start date: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Amount: £.....
Issue No: <input type="text"/> (if applicable)	
Name (as written on card): (BLOCK CAPS)	
Full postal address of card holder:	
Postcode:	
Card holder's signature:	
Please tick box if paying with Company Card <input type="checkbox"/>	Company Name:
This information is provided at the applicant's risk and will be used by the CAA for this payment only and will not be used for any other purposes	

Application for an Aerodrome Licence – GUIDANCE NOTES

Dear Applicant

It is important that you answer all relevant questions as fully as possible as this will help to avoid delays in processing your application. Your responses to these questions should provide the CAA with the information it needs to give proper consideration to your application.

It may be helpful to explain why this information is required. The CAA may grant a licence only if it is satisfied that both the aerodrome and the applicant meet the safety-related requirements for licence issue. This will involve an inspection and assessment of the aerodrome against internationally agreed criteria as laid out in Civil Aviation Publication (CAP) 168 Licensing of Aerodromes, appropriate to the nature and scale of operations proposed. The CAA also has to satisfy itself that the applicant is competent to provide a safe operating environment for aircraft. Many of the questions on the application form seek information relevant to that end; for example:

- a) Sections 1 to 5 will provide information about the applicant and the aerodrome; some of these details will be included on the aerodrome licence itself.
- b) Section 6 will provide details of key personnel with safety-related responsibilities. (All CVs provided will be destroyed once the application has been processed.)
- c) Section 7 will provide details on the nature, scale, and type of operations proposed.
- d) Sections 8 and 9 will provide information on the applicant's rights to use the site as an aerodrome, and to exercise control over the activities that will take place.
- e) Section 10 will provide information on which the licence fee will be assessed.
- f) Section 11 deals with the Aerodrome Manual, which is viewed by the CAA as a major indicator of the competency of the licence holder to operate the aerodrome safely.

You should apply separately to the CAA for the following:

Air Traffic Permissions: You should apply to ATS via e-mail at ats.enquiries@caa.co.uk alternatively you can contact the relevant regional office – see Air Traffic Services Enquiries for details.

Radio Licensing: You can apply using form SRG 1417 Application to establish or change an Aeronautical Ground Radio Station. Should you wish to discuss your requirements, you can contact the Directorate of Airspace Policy on:

Tel. +44 (0) 20 7453 6555

Fax. +44 (0) 20 7453 6556

e-mail: radio.licensing@caa.co.uk

Aerodrome Traffic Zone (ATZ): You should apply to the Directorate of Airspace Policy on:

Tel: +44 (0) 20 7453 6545

Fax: +44 (0) 20 7453 6565 – this is a generic DAP fax number therefore it is essential that ATZ-related faxes are annotated 'For the attention of ORA5'.

email: airspace@caa.co.uk

A formal application for any ATZ would be processed in accordance with an associated work process set out at Annex G of the Airspace Charter (CAP 724).

If you have any difficulty completing the form please do not hesitate to contact us at aerodromes@caa.co.uk.

Stephen Rihanne

From: [REDACTED]
Sent: 10 March 2017 18:40
To: [REDACTED] ([REDACTED]@ospreycl.co.uk); [REDACTED]@rospltd.com;
[REDACTED]@ospreycl.co.uk
Cc: [REDACTED]@ospreycl.co.uk; ASD ERMS; [REDACTED]; [REDACTED]; [REDACTED]
Subject: Manston Aerodrome: visit to CAA 7 March

Dear [REDACTED]/All

Thank you for coming along to brief us on progress towards the certification of Manston aerodrome, which you wish to open as an international cargo airport offering significant services up to Code F aircraft (A380). We briefly discussed the status of your aerodrome certificate application form and the work you are engaged in whilst preparing for the anticipated operation; some of our discussions centred around the possible changes to the airspace categorisation, at which time I advised you to contact the CAA Airspace Team to establish the lead-in times for any such changes.

We would like to take this opportunity of confirming that we, within the CAA Aerodromes Team, will not be engaging with the Planning Inspectorate as you develop your plans. The award of an aerodrome certificate is a separate consideration from that relating to planning matters and is outwith the CAA's remit. Hopefully this clarifies your understanding of our involvement with the Planning Inspectorate. We would, however, draw your attention to the European Aviation Safety Agency, Acceptable Means of Compliance (AMC) ADR.OR.B.015(b)(6) which states:

AMC1 ADR.OR.B.015(b)(6) Application for a certificate

RELATIONSHIP OF THE APPLICANT WITH THE AERODROME OWNER

The applicant should demonstrate to the Competent Authority, in accordance with the applicable national legislation that he/she is duly authorised to undertake all activities necessary under the provisions of the Basic Regulation, and its Implementing Rules, and any other applicable national or European Union rule. The applicant should also provide the Competent Authority with all information necessary, under the applicable national legislation, to demonstrate to the Competent Authority its relationship with the aerodrome owner, and/or the owner of the land to be used for the aerodrome development. Such documentation should include, but is not limited to, contracts, lease agreements, authorisations between the persons involved, etc.

Until such time as you own the land, or have the landowner's permission, you continue with your application 'at risk'. We have had these discussions previously, so there is no need to press this home again.

I thought it would be helpful to summarise when to communicate with CAA, so that we only meet up when specific milestones are established. This will ensure the meetings are both relevant and productive and expectations are appropriately set.

Aerodromes:

The appropriate application forms, including the EASA Certification Basis, Operations Basis and Aerodrome Manual Checklist, are all available on the CAA website, at the following address:

<http://www.caa.co.uk/Commercial-Industry/Airports/Aerodrome-licences/>. The documents as listed need to be completed, in full, prior to submission, as they form the basis for the pre-certification review. The most suitable time to make the formal application will be approximately 1-1½ years prior to opening. Once we have received the certification fee, completed application form and Aerodrome Manual, we can allocate an Inspector(s) to the workstream. It will be necessary to conduct a pre-certification site inspection and audit which ideally should be done approximately 9 months to 1 year before opening; this normally provides sufficient time to put in place any changes necessary in order to meet compliance and

ahead of certification. There will be no CAA engagement with the Planning Inspectorate regarding the application for a Certificate.

Air Traffic Management:

We advise that you make contact with the Air Traffic Management Section of the CAA when you are in a position to confirm the Service you wish to introduce. I would recommend you make contact with [REDACTED] [@caa.co.uk](mailto:[REDACTED]@caa.co.uk) when you have more specific, detailed information to share.

Airspace:

You may be aware the CAA is shortly consulting on the new ACP process that will be implemented in 2017 Q4. This process will amend the way airspace changes will need to be managed by the CAA and Sponsors in the future. Considering your timescales regarding airspace, you would need to follow this new process. An earlier consultation was conducted regarding the new proposed process and this can be found on our website as CAP 1389 at [this location](#); page 137 provides a draft comparative timeline for the new process against the current process described in CAP 725, [linked here](#). It is anticipated that the new process will take at least 108 weeks. CAP 1465 provides detail on the outcome of the first consultation and can be found [here](#). You may wish to look out for the next consultation that is expected to go live in early April. This will also be published as a CAA CAP that can be found on the CAA website under publications [here](#).

Hopefully the above provides clarity on the different aspects of CAA involvement and when you need to engage with us.

We wish you well as you progress with your plans to develop Manston as a cargo aerodrome and look forward to hearing from you as and when those plans mature.

Kind regards

[REDACTED]

[REDACTED]

Airspace, ATM and Aerodromes (AAA)
Civil Aviation Authority

[REDACTED] [@caa.co.uk](mailto:[REDACTED]@caa.co.uk)

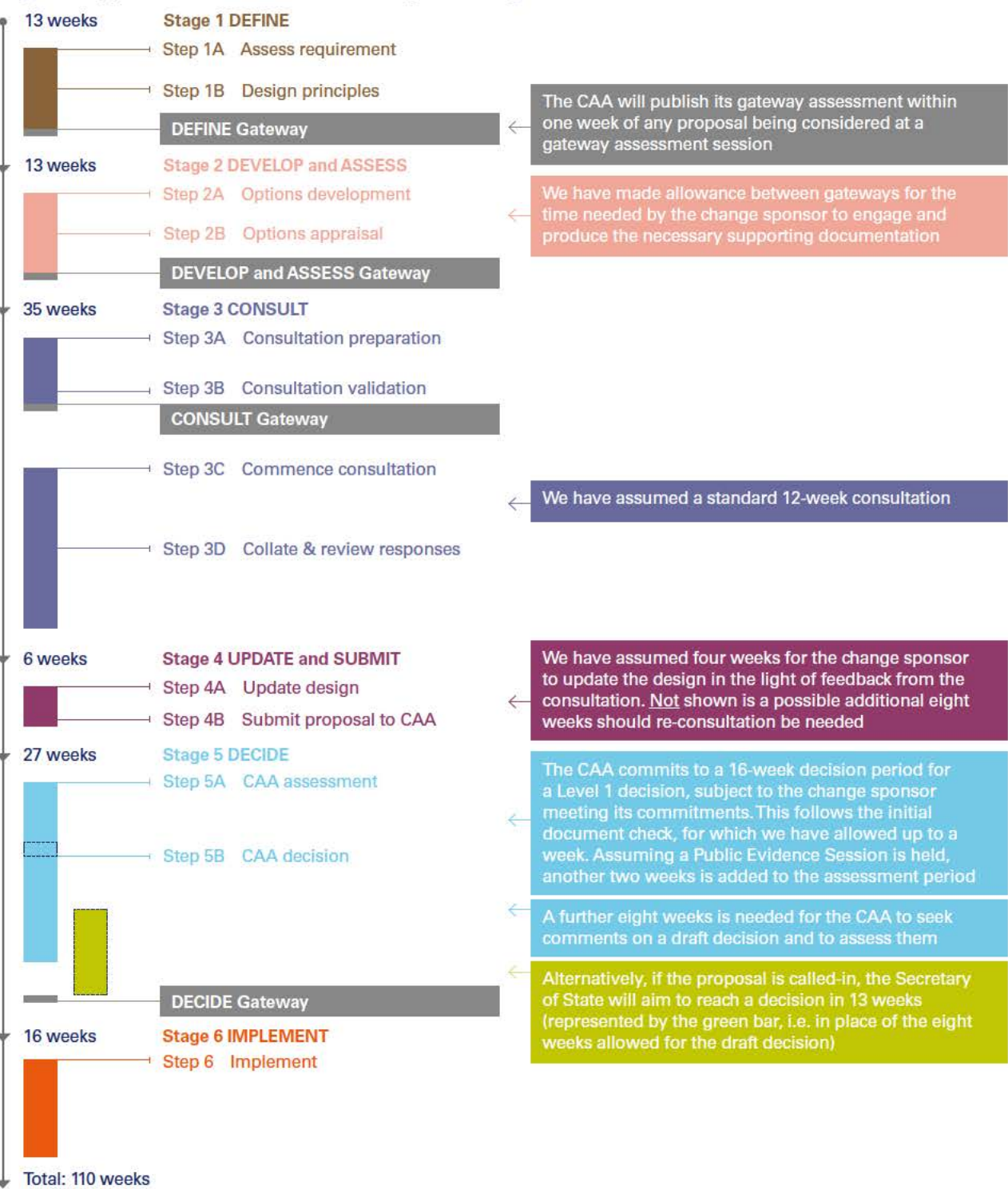
Tel: [REDACTED]
Mob: [REDACTED]
Follow us on Twitter: [@UK_CAA](#)

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The airspace change process (permanent changes to the notified airspace design)

Figure 2: Typical timeline for a Level 1 airspace change



Airspace portal	H: PIR
Stage 7	G: Decision
Stage 6	F: Submission
Stage 5	E: Options
Stage 4	D: Design
Stage 3	C: Consultation
Stage 2	B: Environment
Stage 1	A: S of Need
Airspace Design	Other categories
Glossary	



Samara Jones-Hall <[REDACTED]>

FCS 1521 Form Submission id: 241813 - Manston Airport Reactivation - (Enquiry Ms S Jones-Hall)

Airspace User Response <Airspace.UserResponse@caa.co.uk>

Mon, Jan 14, 2019 at 10:51 AM

To: [REDACTED]

Dear Ms Jones-Hall,

Thank you for the e-mail message below in which you pose questions related to the Manston Airport ACP. The answers are as follows:

1. To date, no formal ACP has been received by us. However, a "Statement of Need" was sent to us on 9 Nov 2018. The reason why the Manston ACP details do not yet appear on the CAA Portal is because the ACP Sponsor has failed to obtain the necessary Portal access permissions from us as required by the requirements of CAP 1916. The Sponsor has been hastened on this requirement. Once Portal access has been granted the Sponsor will then be able to update the information and the Portal will reflect the ACP progress.
2. As the ACP has not yet been received by us, a case officer has yet to be assigned. We will endeavour to publish time scales once the scope of the airspace change and work load required has been assessed.

Thank you again for contacting the CAA,

Yours sincerely,

Aviation Related Environmental Enquiry (AREE)**Airspace Regulator (Co-ordination)**

Airspace, ATM and Aerodromes

Safety and Airspace Regulation Group

Civil Aviation Authority

From: Samara Jones-Hall [REDACTED]**Sent:** 09 January 2019 19:54

[Quoted text hidden]

[Quoted text hidden]

Information

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Gateway assessment schedule

Schedule for our monthly assessment of airspace change proposal gateways

Gateway Assessment meetings are scheduled to take place on the last working Friday of each calendar month. For a proposal to be considered at a Gateway Assessment meeting, the change sponsor must have submitted all of the relevant material to the CAA at least two weeks in advance of the meeting.

2018

- 26 January
- 23 February
- 23 March
- 27 April
- 25 May
- 29 June
- 27 July
- 31 August
- 28 September
- 26 October
- 30 November
- 21 December

2019

- 25 January
- 22 February
- 29 March
- 26 April
- 31 May
- 28 June
- 26 July
- 30 August
- 27 September
- 25 October
- 29 November
- 20 December

2020

- 31 January
- 28 February
- 27 March
- 24 April
- 29 May
- 26 June
- 31 July
- 28 August
- 25 September
- 30 October
- 27 November
- 18 December

2021

- 29 January
- 26 February
- 26 March
- 30 April
- 28 May
- 25 June
- 30 July
- 27 August
- 24 September
- 29 October
- 26 November
- 17 December

2022

- 28 January
- 25 February
- 25 march
- 29 April
- 27 May
- 24 June
- 29 July
- 26 August
- 30 September
- 28 October
- 25 November
- 23 December

Safety and Airspace Regulation Group

1 February 2019



Policy Statement

ESTABLISHMENT AND DIMENSIONS OF AERODROME TRAFFIC ZONES (ATZ)

1 Scope

- 1.1 The following Policy Statement sets out the Civil Aviation Authority policy and guidance regarding the establishment of ATZs.

2 Definition and Meaning of an ATZ

- 2.1 Regulation (EU) No. 923/2012 ('Standardised European Rules of the Air' (SERA)) Article 2(11)¹ defines an ATZ as an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.
- 2.2 Regulation (EU) No. 923/2012 Article 2(09) defines 'aerodrome traffic' as all traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome².
- 2.3 In the UK, an ATZ is established for the purposes of Rule 11 of the Rules of the Air Regulations 2015 ('Rule 11').
- 2.4 The meaning of ATZ is set out in Article 5 of the Air Navigation Order (ANO) 2016 as follows:
- a) Subject to paragraphs (3) and (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as 1850 metres or less is that specified in paragraph (2).
 - b) The aerodrome traffic zone at an aerodrome referred to in paragraph (1) is the airspace extending from the surface to a height of 2000 foot above the level of the aerodrome within the area bounded by a circle centred on the notified mid-point of the longest runway and having a radius of two nautical miles.
 - c) Paragraph (4) applies if:

¹ Commission Implementing Regulation (EU) No. 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No. 1035/2011 and Regulations (EC) No. 1265/2007, (EC) No. 1794/2006, (EC) No. 730/2006, (EC) No. 1033/2006 and (EU) No. 255/2010.

² An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.

- (1) the aerodrome traffic zone specified in paragraph (b) would extend less than 1½ nautical miles beyond the end of any runway at the aerodrome; and
 - (2) this paragraph is notified as being applicable.
- d) The aerodrome traffic zone is that specified in paragraph (5) as though the length of the longest runway at the aerodrome were notified as greater than 1850 metres.
 - e) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is not on an offshore installation and at which the length of the longest runway is notified as greater than 1850 metres is that specified in paragraph (6).
 - f) The aerodrome traffic zone is the airspace extending from the surface to a height of 2000 foot above the level of the aerodrome within the area bounded by a circle centred on the notified midpoint of the longest runway and having a radius of 2½ nautical miles.
 - g) Subject to paragraph (8), the aerodrome traffic zone of a notified aerodrome which is on an offshore installation is the airspace extending from mean sea level to 2000 feet above mean sea level and within 1½ nautical miles of the offshore installation.
 - h) The aerodrome traffic zone of a notified aerodrome excludes any airspace which is within the aerodrome traffic zone of another aerodrome which is notified for the purposes of this article as being the controlling aerodrome.

3 Establishment of ATZ

- 3.1 The establishment of an ATZ will be progressed as a Level 2C airspace change in accordance with the process described within Annex A.
- 3.2 In accordance with the underlying policy for any proposed changes to the UK airspace structure, the establishment of any ATZ is subject to the CAA's assessment that its introduction will be to the overall benefit of the UK aviation community. Such assessment will necessarily take into account the type and level of activity at an aerodrome but must also take account of the needs of other airspace users and neighbouring aerodromes.
- 3.3 The CAA will consider the establishment of an ATZ at a government aerodrome. Details of such ATZs, including hours of ATZ activation, will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.4 The CAA will consider the establishment of an ATZ at an EASA certificated aerodrome or a national licensed aerodrome at which an Air Traffic Control service (ATC), Aerodrome Flight Information Service (AFIS) is provided or Air/Ground Communication (AGC) is available. Hours of ATZ activation will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service, as published in the UK AIP AD2 in individual aerodrome entries at AD2.18, and for heliports in AD3 at AD3.16.

-
- 3.5 The CAA will consider the establishment of an ATZ at an unlicensed aerodrome at which an air traffic control service or flight information service is provided. Details of such ATZs, including hours of ATZ activation (will be limited to the notified hours of watch of the air traffic service unit or of the air/ground communication service), will be as promulgated at UK AIP ENR 2.2 OTHER REGULATED AIRSPACE.
- 3.6 The CAA will consider the temporary establishment of an ATZ. Applications for temporary ATZs are submitted through AR Ops - (min 90 days when associated with a RA(T) or 28 days when no RA(T) required). The operator/licensee of an aerodrome at which a temporary ATZ is to be established will be required to ensure that the appropriate air traffic control service, flight information service or air/ground communication service is provided throughout the promulgated periods of ATZ activation.

4 ATS Provision at Non-Government Aerodromes

- 4.1 In line with Rule 11, in respect of non-government aerodromes, the level of ATC/AFIS or AGC support that an aerodrome requires to be considered for the establishment or retention of an ATZ will depend upon its licensed status. Whereas a licensed aerodrome need only be served by a “means of two-way radio communication” (AGC availability) to support an ATZ, an unlicensed aerodrome requires the support of an ATC or AFIS unit.
- 4.2 The difference is associated with regulatory oversight. An unlicensed aerodrome and an unregulated ‘service’ (i.e. AGCS) would result in an unacceptable lack of regulatory oversight aimed at ensuring that the airspace was being appropriately managed. In order to prevent such a situation an unlicensed aerodrome will need a minimum of AFIS for the establishment or maintenance of an ATZ to be considered.
- 4.3 In accordance with 4.1 and 4.2 above, unless supported by ATC or AFIS, an existing ATZ will necessarily be withdrawn on revocation of the national aerodrome licence or EASA certification (as applicable).

5 Exemptions

- 5.1 Applications for exemptions from the requirements of Rule 11 are co-ordinated by the Safety and Airspace Regulation Group (AAA, Airspace Regulation).

6 SARG Point of Contact:

SARG FS Airspace/ATM Policy
CAA House
45-59 Kingsway
London
WC2B 6TE

Annexes:

- A. Guidance for the Establishment of Aerodrome Traffic Zones
- B. Instructions for the completion of Appendix 1

**AERODROME TRAFFIC ZONE SUBMISSION REQUEST – GUIDANCE ON APPLICATION
PROCESS**

A1 Requesting an ATZ - Action by Sponsor

A1.1 Having first ascertained that the aerodrome for which the ATZ is required conforms with one of the establishment criteria prescribed in Rule 11 above. The sponsor shall apply for the establishment of an ATZ using the online [DAP1916](#) (Statement of Need: Intended Change to Notified Airspace) proforma.

A1.2 SARG Airspace [Regulation](#) will acknowledge receipt of the DAP 1916 and confirm that the application falls under the requirements of CAP 1616 and this policy. Once a Case Officer has been assigned to the task, detail of the proposal as outlined in Appendix 1 is to be submitted directly to airspace@caa.co.uk.

A2 Post decision – Action by Sponsor

A2.1 On receipt of the CAAs decision, and subject to the Airspace Change being approved, the Sponsor is responsible for carrying out the following actions:

- a. Establish a date for the activation of the new ATZ and arrange for promulgation in the UK AIP using Form 933. Where the ATZ is associated with the granting of an aerodrome licence SARG AAA AR will liaise with SARG AAA Aerodromes.
- b. Submit an application to NATS (AIS) to update the UK AIP and VFR Charts.
- c. AIC action as appropriate.

Annex B

INSTRUCTIONS FOR COMPLETION OF APPENDIX 1

B1 Stage 1

B1.1 In Appendix 1 paragraph 1, the sponsor is to complete the details as shown.

B2 Stage 2

B2.1 Proposals for the establishment of an ATZ do not require Options Development to have been undertaken. However, where the operating authority has considered alternative options, detail of these is to be included as appropriate.

B3 Stage 3

B3.1 Consultation should be undertaken with operators of adjacent aerodromes and any aviation organisations within the vicinity of the proposed ATZ. Confirmation that consultation has been conducted is to be provided in accordance with Appendix 1 paragraph 3.1. Detail of any objections to the proposed ATZ is to be included where appropriate.

B3.2 No formal consultation material is required but the sponsor is to ensure that detail pertaining to the proposed ATZ is clearly communicated to all stakeholders.

B3.3 In the ATZ analysis, the Case Officer will confirm that the necessary evidence of consultation has been provided.

B4 Stage 4

B4.1 To meet Stage 4 requirements the sponsor is responsible for providing the details as outlined at paragraph 3.2 of Appendix 1 to this policy statement.

B4.2 The sponsor is to submit a Safety Assessment³ which covers the following:

- Describes the scope of the proposed airspace change.
- identifies new and changing hazards.
- Identifies and quantifies risks arising from those hazards.
- Sets mitigations for those risks.

Proposals are additionally to demonstrate that appropriate adaptation requirements have been considered and changes can be effected on the AIRAC date required.

B4.3 In the ATZ analysis, the Case Officer will confirm that the safety assessment has been completed.

³ The CAA has published separate guidance (CAP760) about the safety assessment.

B5 Stage 5

B5.1 The Case Officer will complete a full analysis of the proposal as soon as possible after it is received and will present a recommendation to the Gateway Panel at the first available gateway meeting. Given the nature of the proposal, the CAA is prepared to permit an ATZ proposal to be sequentially assessed under more than one Gateway in the same Gateway Meeting.

B5.2 On receipt of the ATZ submission proposal, SARG Airspace will verify the following;

- that the aerodrome conforms to establishment criteria prescribed in Rule 11.
- ATZ position co-ordinates and airfield reference point detail.
- position of the proposed ATZ in relation to established CAS, danger and restricted areas and neighbouring aerodromes and traffic patterns.
- potential impact on other aviation activity in the vicinity.

B6 Stage 6

B6.1 Once verification is complete and, if approved, the Case Officer will confirm approval of the ATZ to the sponsor and will authorise that the appropriate AIP amendments (if appropriate) and AIS change request may be submitted to AIS. This will include a copy of the completed application form.

B6.2 The sponsor is to copy the AIS change request to the appropriate SARG Case Officer.

B7 Stage 7

B7.1 A Post Implementation Review may be a requirement of any approval.

Appendix 1

ATZ ESTABLISHMENT REQUEST

SUBMISSION DATE:

ATZ Sponsor Details:

	ACP Sponsor	Airport Operator/Licensee
Unit		
Name		
Contact details		
Phone:		
E mail:		

1. Stage 1

1.1 Statement of Need

Insert statement of need details from submitted DAP 1916.

1.2 Date of assessment meeting/teleconference or e-mail confirmation from the CAA confirming that the proposal falls within the Airspace Change Process and informing the sponsor that Appendix 1 should be submitted: dd mmm year

2. Stage 2

2.1 Options Appraisal.

Options:

Options proposed and why:

Options discounted and why:

3. Stage 3

3.1 Consultation and Sponsor Confirmation Statement

<p>As sponsor/co-sponsor we confirm that:</p> <ul style="list-style-type: none">• following consultation with the organisations listed no objections to the establishment of an ATZ have been received. <p>or</p> <ul style="list-style-type: none">• the following objections to the establishment of an ATZ have been received (<i>sponsor to list as appropriate</i>).	
<p>Sponsor:</p> <p>Name:</p> <p>Date:</p>	<p>Aerodrome:</p> <p>Name:</p> <p>Date:</p>

Stage 4

3.2 ATZ Submission Details

Requirements	Detail to Be Submitted by Sponsor
ATZ Co-ordinates	
Airfield Reference Point	
Length of longest Runway	
Airfield status: MOD / EASA certified / National Licenced / Unlicensed	
Hours of Operation of the ATC, FIS or AGC facility	
Detail of adjacent / overlapping airspace and IFR/VFR traffic patterns	
Detail of other aviation activity within vicinity of proposed ATZ	
Unit based movements data	

AIP Amendments:	
Changes to AD 2.17 where appropriate (licensed aerodromes only)	
Revisions to chart:	
Any other amendments:	

When complete, please return with safety assessment and supporting maps to airspace@caa.co.uk.

SARG Airspace Regulatory Approval use only.

Serial	Design Check	Design Approved/Not Approved	Verified By (Case Officer Signature)
1	Ascertain that the aerodrome for which the ATZ is required conforms with one of the establishment criteria prescribed in Rule 11.		
2	Verify ATZ Co-ordinates including airfield reference point, normally the centre of the longest runway or for grass airfields, and the centre of the landing area.		
3	<p>Visit the unit applying for the establishment of the ATZ and any other aerodrome or aviation activity site that might be affected by the planned ATZ.</p> <ul style="list-style-type: none"> • Gather statistical evidence of existing unit-based movements and adjacent unit movements information on the respective levels of activity, taking into account the type of aircraft involved. • Obtain details of any co-ordination procedures (MOU, LOA) that might exist and copies of extant documents to provide evidence of co-ordination for future use. 		
4	Determine size of the proposed ATZ in accordance with Article 5 of the Air Navigation Order 2016 and establish the hours of operation of the ATC, FIS or AGC facility.		
5	<p>Liaise with Surveillance & Spectrum Management (S&SM) for frequency allocation requirement.</p> <p>(Note: when an ATZ is disestablished the continued requirement for the frequency is to be reviewed and FS Spectrum and Surveillance Policy informed if no longer needed).</p>		
6	<p>Ensure that the proposed ATZ is clear of:</p> <ul style="list-style-type: none"> • Established or planned controlled airspace • Notified areas, danger areas, restricted areas, HIRTAs 		

7	Determine if the proposed ATZ lies close to another aerodrome or overlaps an associated ATZ or MATZ. Consider the need for operating agreements with adjacent aerodromes or activity centre.		
8	Determine if the proposed ATZ affects the established IFR or VFR traffic patterns of other aerodromes.		
9	Determine through liaison with DAATM what impact the proposed ATZ will have on military low-level operations.		
10	Determine whether there is any other aviation activity (gliding, parachuting, microlite site, etc.) in the vicinity of the proposed ATZ.		
11	When the above co-ordination has been completed, promulgate to NATMAC via a Consultative Letter		

Change recommended by:

Name:

Date: / /

Change referred to sponsor for the following reason (insert details)

Change approved by:

Name:

Appointment:

Date: / /

Manston - Kent's International Airport.

August 2010



Average Noise Level Report

Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.

Average Noise Level Monitoring Information

1.0 Introduction

1.1 The most obvious environmental impact of the airport is noise. Though aircraft standards are constantly improving, with quieter engines being part of that process, it is noise levels that are the most frequent source of complaint.

Residents are therefore entitled to know how aircraft noise is measured, and what the monitoring results actually mean.

2.0 Noise Measurement

2.1 Sound, or what we call noise when it disturbs us and is unwanted, is caused by pressure variations in air. The human ear can detect a vast range of pressure difference. So for example, a very loud noise, like a road drill, represents a sound pressure several million times greater than leaves rustling in a breeze. To account for the range noise is measured on the decibel scale (dB) which runs from zero to 140 dB.

2.2 Humans hear different frequencies of air pressure better than others. The A scale, usually written as dB (A) takes this into account and is therefore the measurement most commonly used for reports.

3.0 Monitoring at Manston - Kent's International Airport

3.1 KIA has provided and installed two sound level metres. One is in central Ramsgate, close to the centre of the flightpath. The other is near St. Nicholas roundabout.

3.2 The instruments are regularly calibrated, and checked. This means that monitoring results are reliable.

4.0 Average and Peak Noise Levels

4.1 This report shows both average and peak results. Average noise, written as LAeq shows the total noise over a specific period of time.

Therefore by comparing a recent three month period with those from before we can see if in overall terms there is more or less noise. Subsequently discussion on why differences occur can take place.

4.2 But average noise measures, though they electronically capture all pressure changes in air do not tell the full story. It is the moments of aircraft take-off and landing, as 'peak' noise levels, which are the most intrusive to residents and so these are separately reported. Sometimes it is possible to correlate peaks with especially movement of particularly large and noisy aircraft.

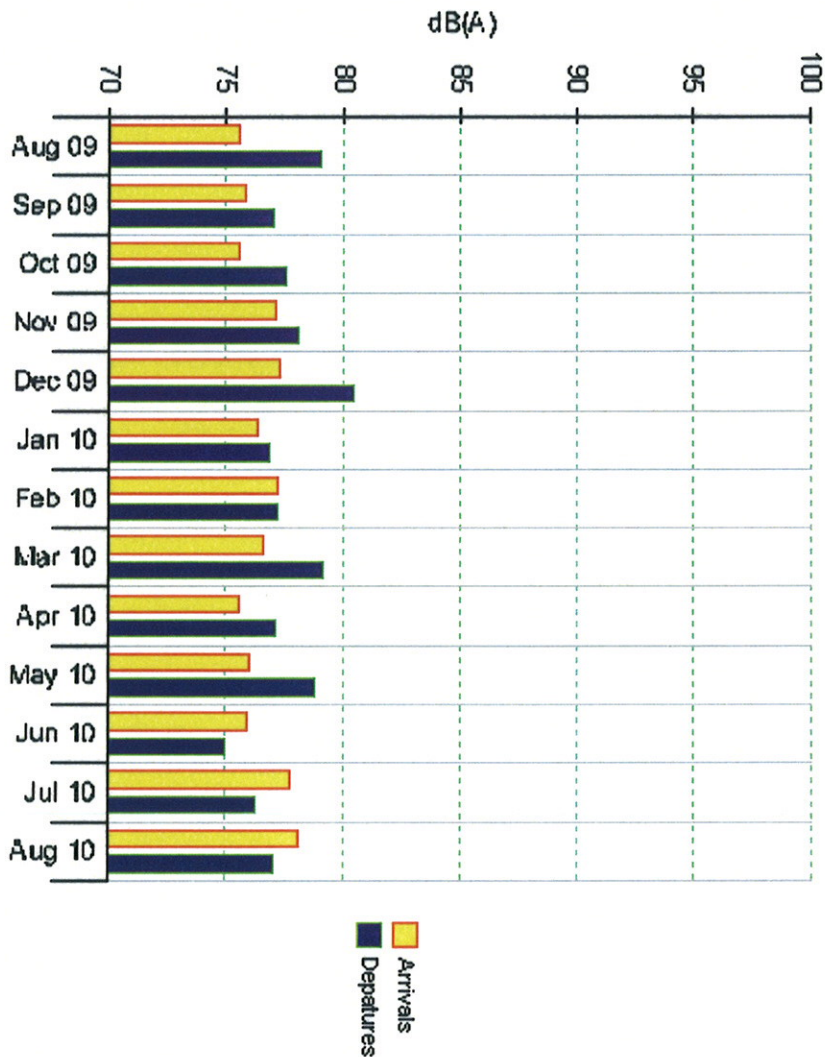
5.0 Future Reports

5.1 Manston - Kent's International Airport pays for the noise monitoring and provides all data in this report to the Council.



Manston - Kent's International Airport.
Average Noise Level Report
August 2010

Monitor EMU1 10 - St Nicholas

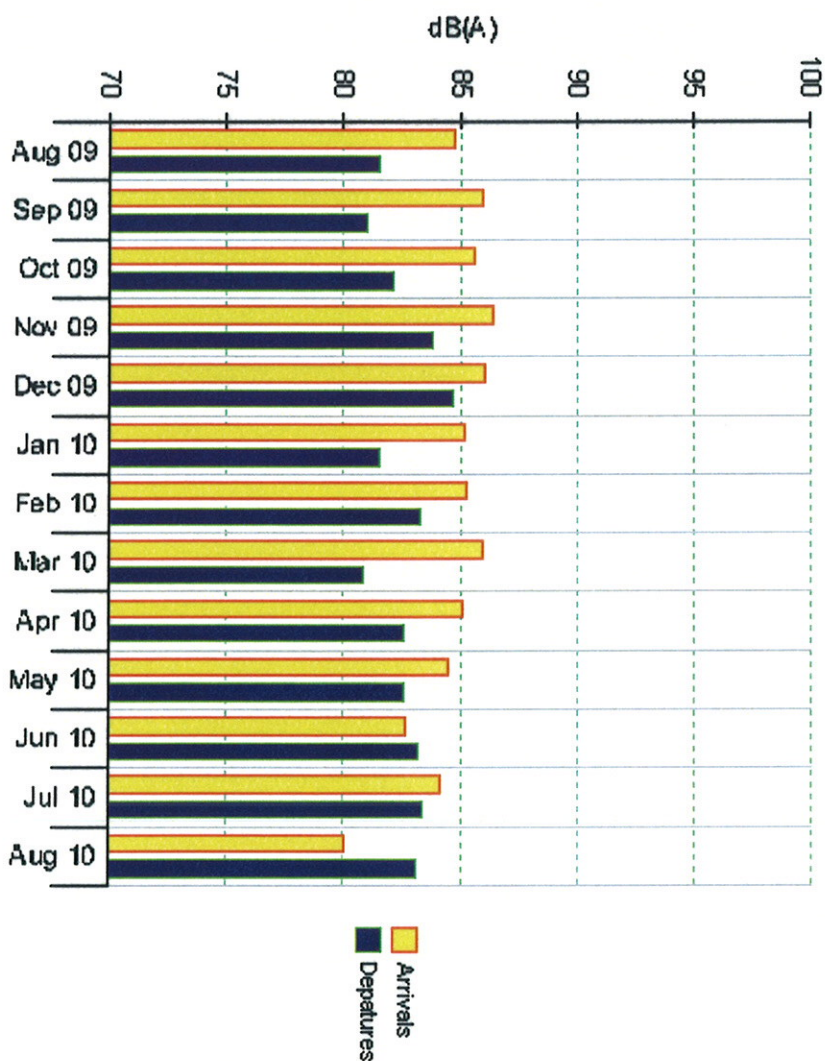


Period	Arrival/Departure	Avg. LMax dB(A)
August 2009	A	75.6
August 2009	D	79.1
September 2009	A	75.9
September 2009	D	77.1
October 2009	A	75.6
October 2009	D	77.6
November 2009	A	77.2
November 2009	D	78.1
December 2009	A	77.4
December 2009	D	80.5
January 2010	A	76.4
January 2010	D	76.9
February 2010	A	77.3
February 2010	D	77.3
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1



Manston - Kent's International Airport.
Average Noise Level Report
August 2010

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
August 2009	A	84.8
August 2009	D	81.6
September 2009	A	86.0
September 2009	D	81.1
October 2009	A	85.6
October 2009	D	82.2
November 2009	A	86.4
November 2009	D	83.8
December 2009	A	86.1
December 2009	D	84.7
January 2010	A	85.2
January 2010	D	81.6
February 2010	A	85.3
February 2010	D	83.3
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1



Manston - Kent's International Airport.
 Quarterly Noise Events - Top Twenty Movements
 August 2010



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
GTL	D	27/06/2010	17:53		B742	N517MC	100.4	93.2
MAG	D	25/06/2010	20:43	10	DC86	9GAXC	96.8	91.0
KZU	D	05/06/2010	15:28	10	A30B	TCABK	96.6	91.0
ACE	D	25/06/2010	08:31	10	DC86	9GAED	98.3	90.3
CLX	A	01/07/2010	12:24	28	B744	LXOCV	95.7	88.7
CLX	A	08/07/2010	11:16	28	B744	LXNCV	95.9	87.9
VIK	D	27/06/2010	06:12	10	MD83	SXSMS	95.8	87.6
CLX	A	22/06/2010	11:31	10	B744	LXPCV	93.6	87.6
CLX	A	08/06/2010	11:58	28	B744	LXGCV	96.1	87.3
CLX	A	02/07/2010	15:16	28	B742	TFAAA	94.4	87.1
ABD	A	14/07/2010	11:56	28	GLF5	VTBRS	96.3	87.1
JEP	A	29/06/2010	18:22	28	MD11	N382WA	95.8	87.0
ANA	A	14/07/2010	12:14	28	GLF5	VTBRS	95.2	86.8
JEP	D	24/06/2010	11:44	28	B744	LXUCV	94.9	86.7
CLX	A	14/07/2010	12:51		A306	SUGAS	94.0	86.5
MSR	A	22/06/2010	12:53	10	B744	LXPCV	94.6	86.3
CLX	D	11/06/2010	15:43	28	B742	TFAAA	94.4	86.3
CLX	A	06/07/2010	09:36	28	MD11	N382WA	94.5	86.1
ANA	A	14/07/2010	11:32	28	DH8D	GECOV	93.9	85.9
BEE	A	29/06/2010	07:55	28	DC86	9GAXA	93.8	85.8
ACE	A							

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Airspace change proposals that match your search

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MANSTON

Search

Manston, Ramsgate CT12 5BB, UK

2 results (Page 1 of 1)

Ministry of Defence	
Relocation of RAFAT training airspace	IN PROGRESS
Change type: Permanent	
Level: TBC	
Step: Step 1a	
Created: Thursday, November 22, 2018	
Last updated: Monday, February 4, 2019	
Find out more about this airspace change (/PublicProposalArea?piD=109)	
RiverOak Strategic Partners Limited	
Manston Airport	IN PROGRESS
Change type: Permanent	
Level: TBC	
Step: Step 1a	
Created: Monday, January 14, 2019	
Last updated: Monday, January 14, 2019	
Find out more about this airspace change (/PublicProposalArea?piD=112)	

Manston - Kent's International Airport.

December 2010



Average Noise Level Report
Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.



Average Noise Level Monitoring Information

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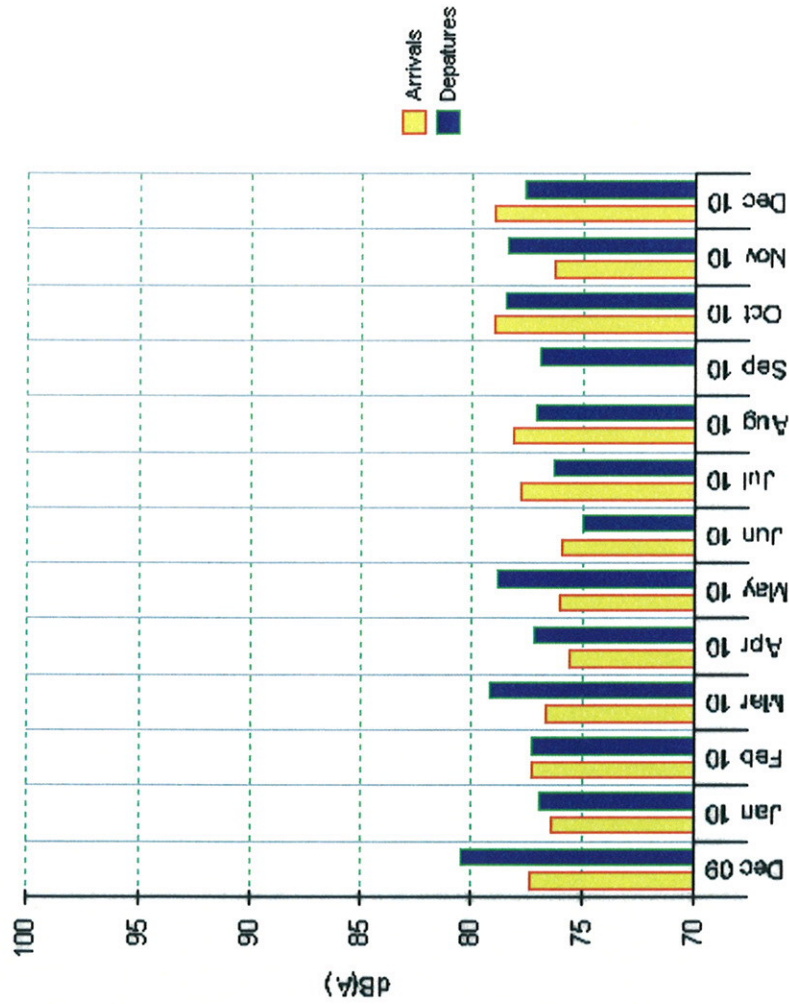
5.0 Future Reports

5.1 Manston - Kent's International Airport pays for the noise monitoring and provides all data in this report to the Council.

Manston - Kent's International Airport.
Average Noise Level Report
December 2010



Monitor EMU1 10 - St Nicholas



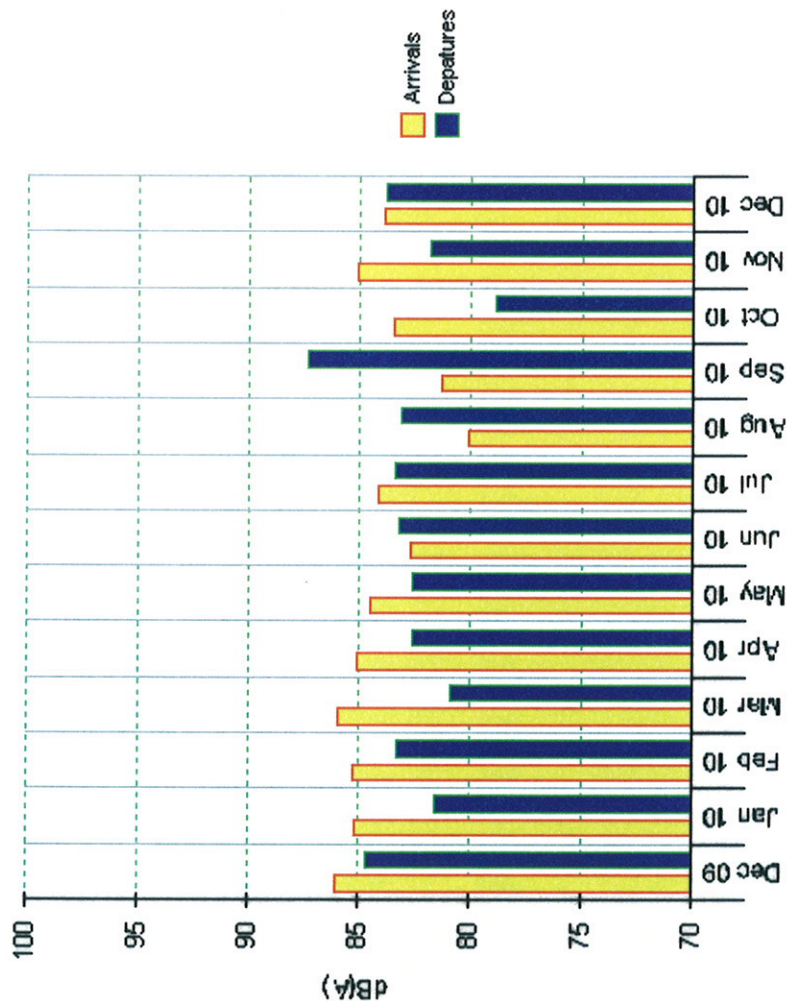
Period	Arrival/Departure	Avg. LMax dB(A)
December 2009	A	77.4
December 2009	D	80.5
January 2010	A	76.4
January 2010	D	76.9
February 2010	A	77.3
February 2010	D	77.3
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	-
October 2010	A	76.9
October 2010	D	79.0
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6



Manston - Kent's International Airport.
Average Noise Level Report
December 2010



Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
December 2009	A	86.1
December 2009	D	84.7
January 2010	A	85.2
January 2010	D	81.6
February 2010	A	85.3
February 2010	D	83.3
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8

Manston - Kent's International Airport.
 Quarterly Noise Events - Top Twenty Movements
 December 2010



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	21/12/2010	16:31	10	DC86	9GAED	99.3	94.0
ACE	D	09/11/2010	11:56	10	DC86	9GAED	100.3	91.3
CLX	A	11/11/2010	18:59	28	B744	LXTCV	97.8	90.2
CLX	A	02/11/2010	14:33	28	B744	LXPCV	96.3	89.3
CLX	A	12/11/2010	17:12	28	B744	LXNCV	97.2	89.1
CLX	A	24/11/2010	06:12	28	B744	LXYCV	95.9	88.3
CLX	A	05/11/2010	11:38	28	B744	LXSCV	96.5	88.2
BOO	A	05/11/2010	11:40		CJ2	GHCSA	96.5	88.2
CLX	A	04/11/2010	13:18	28	B744	LXTCV	96.4	88.0
CLX	A	26/10/2010	15:06		B744	LXTCV	96.1	87.8
CLX	A	22/10/2010	12:30	28	B744	LXOCV	95.6	87.6
ACE	D	10/11/2010	14:11	28	DC86	9GAED	98.2	87.5
CLX	A	16/12/2010	19:32	28	B744	LXVCV	95.8	87.5
CLX	A	26/10/2010	09:54	28	B744	LXRCV	95.0	87.0
CLX	A	15/12/2010	09:56	28	B744	LXWCV	96.1	86.9
WOA	A	28/10/2010	13:59	28	MD11	N380WA	93.3	86.7
STX	D	17/11/2010	11:39	10	DC86	ZSOSI	97.9	86.6
CLX	D	16/11/2010	19:34	10	B742	TFAAA	96.4	86.5
VTF	D	15/12/2010	13:53	28	B742	EK74798	95.7	86.5
CLX	A	15/12/2010	13:56	28	B744	LXZCV	95.7	86.5

Manston - Kent's International Airport.

March 2011



Average Noise Level Report
Quarterly Noise Events - Top Twenty Movements

Manson - Kent's International Airport.

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5.0 Future Reports

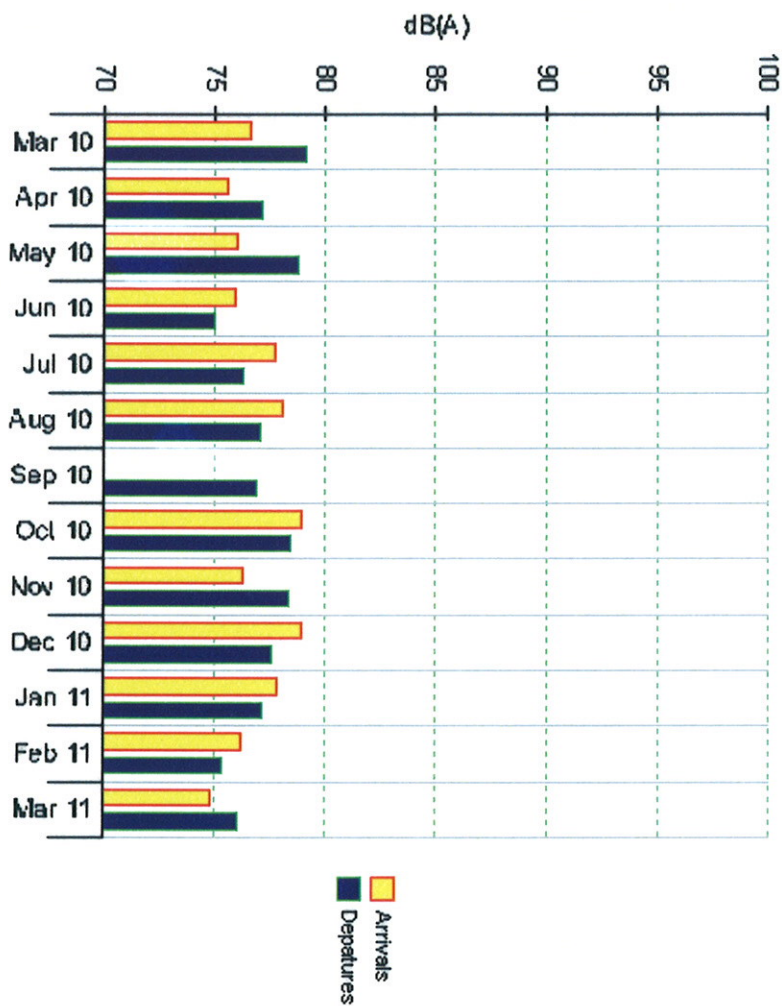
5.1 Manson - Kent's International Airport pays for the noise monitoring and provides all data in this report to the Council.

Manston - Kent's International Airport.

Average Noise Level Report

March 2011

Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
March 2010	A	76.7
March 2010	D	79.2
April 2010	A	75.6
April 2010	D	77.2
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	76.9
October 2010	A	79.0
October 2010	D	78.5
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6
January 2011	A	77.9
January 2011	D	77.2
February 2011	A	76.2
February 2011	D	75.4
March 2011	A	74.9
March 2011	D	76.1

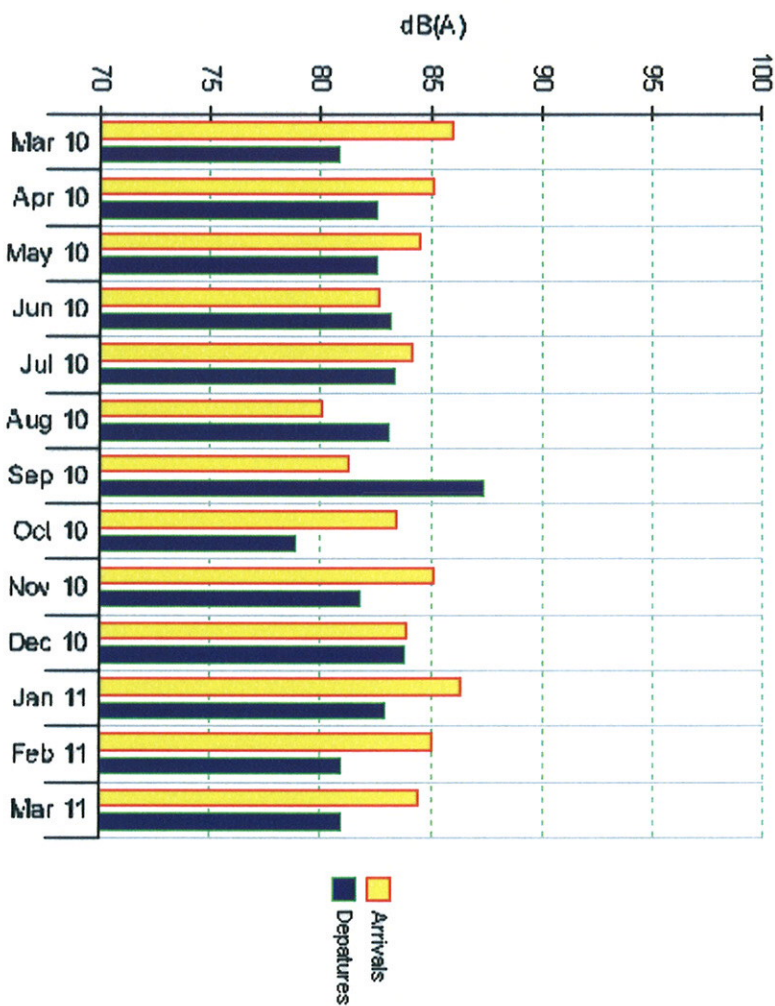


Manston - Kent's International Airport.

Average Noise Level Report

March 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
March 2010	A	86.0
March 2010	D	80.9
April 2010	A	85.1
April 2010	D	82.6
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8
January 2011	A	86.3
January 2011	D	83.0
February 2011	A	85.0
February 2011	D	81.0
March 2011	A	84.4
March 2011	D	81.0



Manston - Kent's International Airport. Quarterly Noise Events - Top Twenty Movements

March 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
ACE	D	10/01/2011	17:57	10	DC86	9GAED	102.3	94.8
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
CLX	A	14/01/2011	12:14	28	B744	LXRCV	99.0	92.2
CLX	A	04/02/2011	16:55	28	B744	LXZCV	99.1	90.1
CLX	A	13/01/2011	10:31	28	B744	LXNCV	97.7	89.2
ABD	A	06/02/2011	13:21	28	B742	TFATX	96.1	89.1
CLX	A	11/01/2011	14:06	28	B744	LXRCV	96.2	88.8
BEE	D	17/03/2011	12:17	28	DH8D	GECOO	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	11/01/2011	10:06	28	B744	LXSCV	97.0	88.5
CLX	A	07/02/2011	12:26	28	B744	LXTCV	96.9	88.3
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	25/01/2011	13:14	28	B744	LXTCV	96.8	88.1
CLX	A	10/02/2011	11:48	28	B744	LXWCV	96.1	88.0
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ACE	D	22/02/2011	17:58	10	B742	TFAAA	97.0	87.8
CLX	A	23/01/2011	20:07	28	DC86	9GAED	95.4	87.8
CLX	A	25/02/2011	20:21	28	B742	TFAAA	95.7	87.7
CLX	A	21/01/2011	14:14	28	B744	LXSCV	95.2	87.5
CLX	A	01/02/2011	17:23	28	B744	LXRCV	96.5	87.5

Manston - Kent's International Airport.

May 2011



Average Noise Level Report

Quarterly Noise Events - Top Twenty Movements

Manston - Kent's International Airport.

Average Noise Level Monitoring Information

1.0 Introduction

1.1 The most obvious environmental impact of the airport is noise. Though aircraft standards are constantly improving, with quieter engines being part of that process, it is noise levels that are the most frequent source of complaint.

Residents are therefore entitled to know how aircraft noise is measured, and what the monitoring results actually mean.

2.0 Noise Measurement

2.1 Sound, or what we call noise when it disturbs us and is unwanted, is caused by pressure variations in air. The human ear can detect a vast range of pressure difference. So for example, a very loud noise, like a road drill, represents a sound pressure several million times greater than leaves rustling in a breeze. To account for the range noise is measured on the decibel scale (dB) which runs from zero to 140 dB.

2.2 Humans hear different frequencies of air pressure better than others. The A scale, usually written as dB (A) takes this into account and is therefore the measurement most commonly used for reports.

3.0 Monitoring at Manston - Kent's International Airport

3.1 KIA has provided and installed two sound level metres. One is in central Ramsgate, close to the centre of the flightpath. The other is near St. Nicholas roundabout.

3.2 The instruments are regularly calibrated, and checked. This means that monitoring results are reliable.

4.0 Average and Peak Noise Levels

4.1 This report shows both average and peak results. Average noise, written as LAeq shows the total noise over a specific period of time.

Therefore by comparing a recent three month period with those from before we can see if in overall terms there is more or less noise. Subsequently discussion on why differences occur can take place.

4.2 But average noise measures, though they electronically capture all pressure changes in air do not tell the full story. It is the moments of aircraft take-off and landing, as 'peak' noise levels, which are the most intrusive to residents and so these are separately reported. Sometimes it is possible to correlate peaks with especially movement of particularly large and noisy aircraft.

5.0 Future Reports

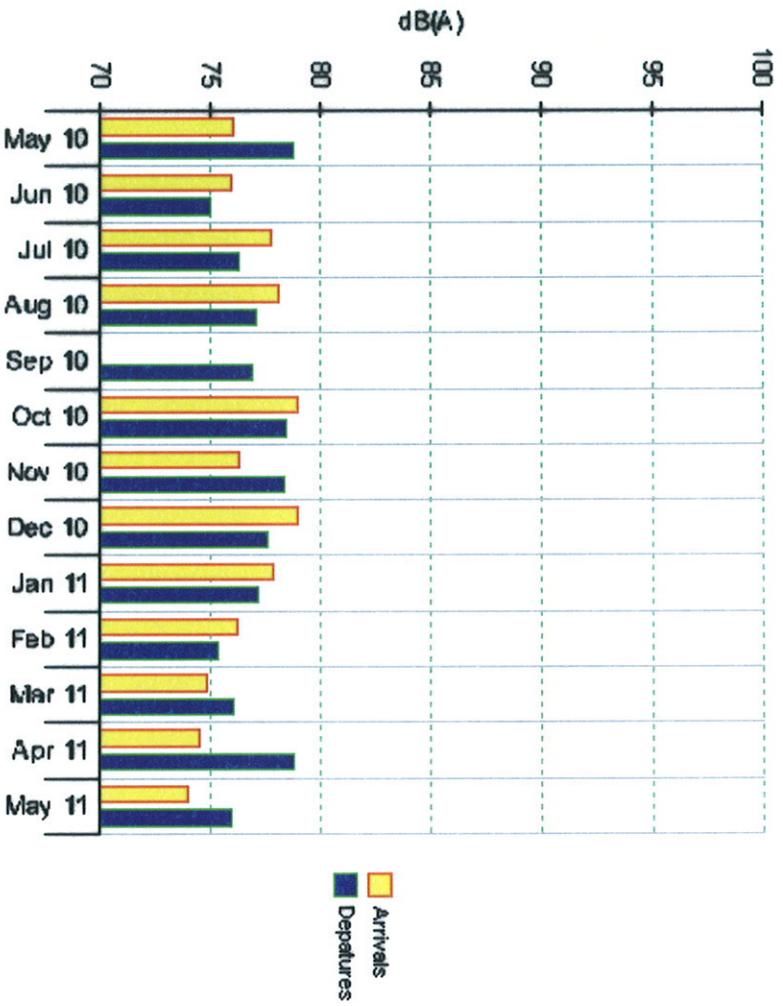
5.1 Manston - Kent's International Airport pays for the noise monitoring and provides all data in this report to the Council.

Manston - Kent's International Airport.

Average Noise Level Report

May 2011

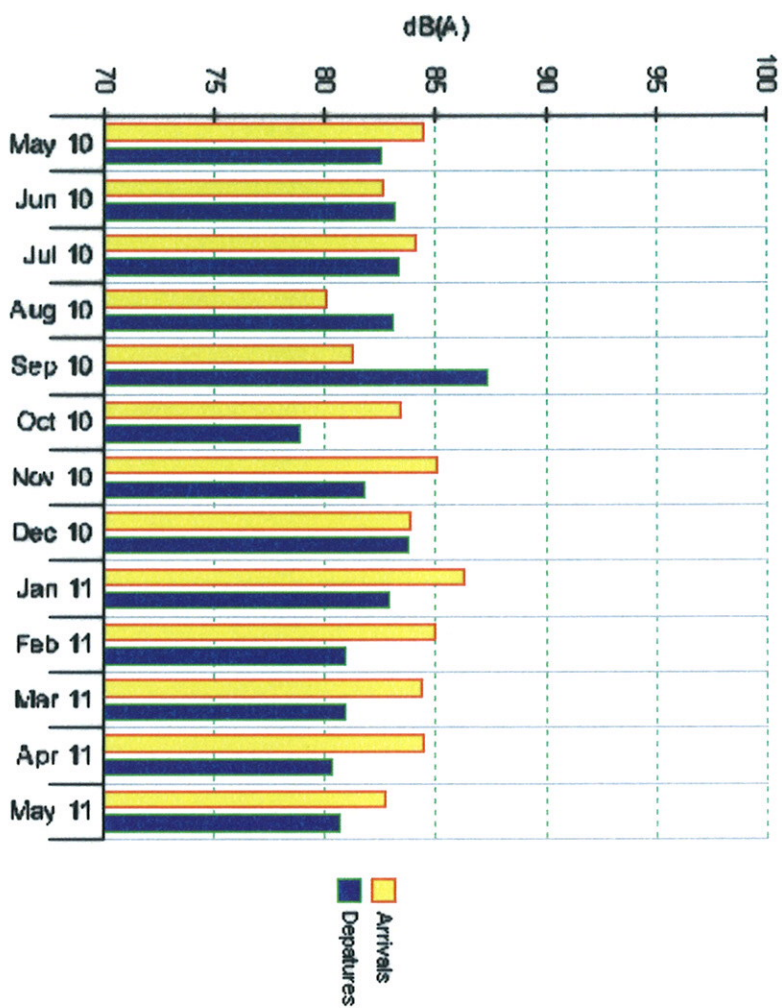
Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
May 2010	A	76.1
May 2010	D	78.8
June 2010	A	76.0
June 2010	D	75.0
July 2010	A	77.8
July 2010	D	76.3
August 2010	A	78.1
August 2010	D	77.1
September 2010	A	-
September 2010	D	76.9
October 2010	A	79.0
October 2010	D	78.5
November 2010	A	76.3
November 2010	D	78.4
December 2010	A	79.0
December 2010	D	77.6
January 2011	A	77.9
January 2011	D	77.2
February 2011	A	76.2
February 2011	D	75.4
March 2011	A	74.9
March 2011	D	76.1
April 2011	A	74.5
April 2011	D	78.8
May 2011	A	74.0
May 2011	D	76.0

Manston - Kent's International Airport.
Average Noise Level Report
May 2011

Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
May 2010	A	84.5
May 2010	D	82.6
June 2010	A	82.7
June 2010	D	83.2
July 2010	A	84.2
July 2010	D	83.4
August 2010	A	80.1
August 2010	D	83.1
September 2010	A	81.3
September 2010	D	87.4
October 2010	A	83.5
October 2010	D	78.9
November 2010	A	85.1
November 2010	D	81.8
December 2010	A	83.9
December 2010	D	83.8
January 2011	A	86.3
January 2011	D	83.0
February 2011	A	85.0
February 2011	D	81.0
March 2011	A	84.4
March 2011	D	81.0
April 2011	A	84.5
April 2011	D	80.4
May 2011	A	82.8
May 2011	D	80.7

Manston - Kent's International Airport.
Quarterly Noise Events - Top Twenty Movements
May 2011



Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)
STX	D	22/03/2011	18:42	10	DC86	ZSOSI	101.6	93.7
KZU	D	05/05/2011	10:03	10	A30B	TCKZV	97.1	90.0
BEE	D	17/03/2011	12:17	28	DH8D	GECOO	96.5	88.7
CLX	A	17/03/2011	12:21	28	B744	LXZCV	96.5	88.7
CLX	A	26/04/2011	11:25	28	B744	LXWCV	95.2	88.6
CLX	A	26/04/2011	15:10	28	B744	LXVCV	95.4	88.5
CLX	A	11/03/2011	14:23	28	B742	TFAAA	95.6	88.3
CLX	A	08/03/2011	17:39	28	B742	TFAAA	95.5	88.0
ABD	A	08/05/2011	11:06	28	B742	TFATX	95.1	87.9
MON	D	17/05/2011	20:23	28	A320	GMPCD	95.7	87.9
CLX	A	17/05/2011	20:27	28	B744	LXZCV	95.7	87.9
ABD	A	08/04/2011	15:12	28	B742	TFAAA	94.8	87.5
CLX	A	17/05/2011	17:50	28	B744	LXVCV	94.7	87.0
CLX	A	10/05/2011	16:22	28	B744	LXVCV	94.6	87.0
CV-	A	05/04/2011	09:51	28	B744	LXACV	94.7	86.7
CLX	A	12/04/2011	12:04	28	B744	LXRCV	95.2	86.6
ABD	A	20/03/2011	14:15	28	B742	TFATX	94.5	86.6
CLX	A	08/03/2011	16:44	28	B744	LXRCV	95.3	86.5
ABD	A	13/03/2011	12:05	28	B742	TFATX	94.8	86.4
CLX	A	25/03/2011	18:54	28	B742	TFAAA	95.0	86.4