

Chapter 11: Implementing & monitoring the effectiveness of the Kent & Medway Structure Plan

Implementation

11.1 The Structure Plan sets out long term strategic planning policy for Kent and Medway. If it is to be successful it needs to be implemented effectively through a wide range of mechanisms and organisations across the public, private, and voluntary sectors.

11.2 The Plan seeks to improve the economic, social and environmental well being of Kent, principally by guiding the scale, general location and phasing of development. To be most effective, it needs to be translated quickly and efficiently into Local Development Documents. Although local planning authorities will lead this process it will be important for them to consult a wide cross section of stakeholders, including local communities.

11.3 Local Plan/Local Development Documents and decisions upon individual planning applications should be consistent with policies in the Structure Plan. This ensures that the Structure Plan is made effective through the day to day policy and development control work of District Councils and the Medway Unitary Authority.

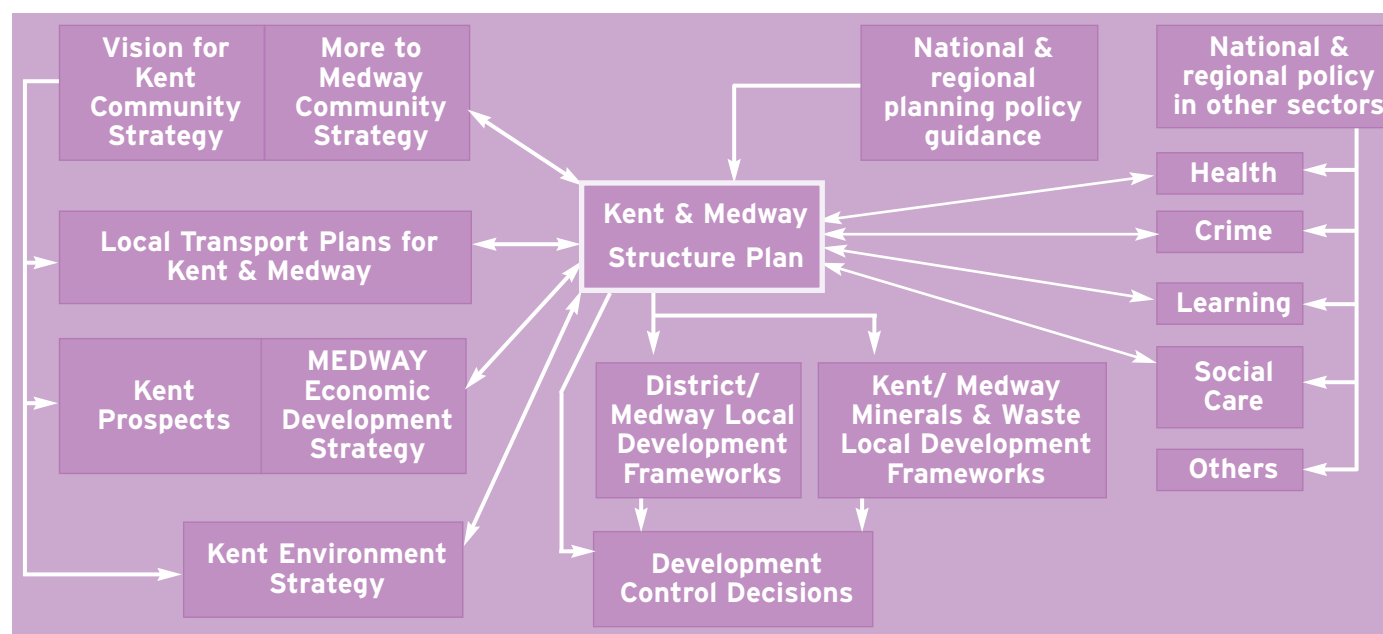
11.4 The private sector will play a major role in implementing the Plan, both by bringing development forward and in managing Kent's land resource. Much of what is currently cherished about the county's countryside has been preserved over the years by the stewardship of the farming community and land-based industries.

11.5 Implementing the Structure Plan will require wide partnership and support. The Local Authorities in Kent will work closely with partners to achieve the objectives of the plan.

11.6 The Structure Plan is strongly linked to other areas of policy. It is an important tool for delivering the Community Strategies produced by Local Strategic Partnerships across Kent. It informs and responds to other policy frameworks. Local Transport Plans for Kent and Medway will translate the transport policies and proposals of the Structure Plan into rolling five-year plans for tackling

transport issues. Public sector policy making which affects areas such as the environment, health, education and community services must be consistent with the Structure Plan because of the potential impact they have on the location and accessibility of services and the demands placed upon the transport network.

11.7 The Structure Plan is part of a wider family of policy and implementation documents which includes community strategies, investment programmes, government plans (including legislation) and those of private sector agencies.



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11.8 Supplementary planning guidance (SPG) brought forward in conjunction with this Plan will also play a part in implementing its objectives. SPG will help to articulate the objectives of the Plan in more detail. Specific supplementary guidance supports policies of this Plan relating to archaeological heritage (Policy QL8), landscape and countryside character (Policy E3), biodiversity (Policy E8) and parking standards (Policy TP19). Other established guidance e.g. the Kent Design Guide, supports the aims and objectives of the Plan's policy approach to design (Policies SP1 and QL1).

Resources

11.9 Since the Structure Plan is a policy rather than a programming document, it has no resources of its own. It is a strategic planning tool which belongs to the organisations and communities of Kent. The resources needed to see it implemented will come from a variety of sources and will be considerable. It will include funding from Government agencies and investment generated by public and private sector development. Some development will be speculative but other projects will be associated with organisations wanting to locate in Kent.

11.10 Kent needs to play a full part in contributing to the economic prosperity of the nation and region but the needs of the area should be fully recognised in wider strategies and funding programmes. To manage change effectively and to address economic disparities across the county will need sufficient resources from central Government, its agencies and

others. Timely investment in transport and community infrastructure is particularly important. Those parts of the county where property and investment markets are weak, such as the Priority Areas for Regeneration in North and East Kent or where accelerated growth is intended (Ashford) are particularly in need of additional funding if the key objectives of the Structure Plan and Government are to be delivered.

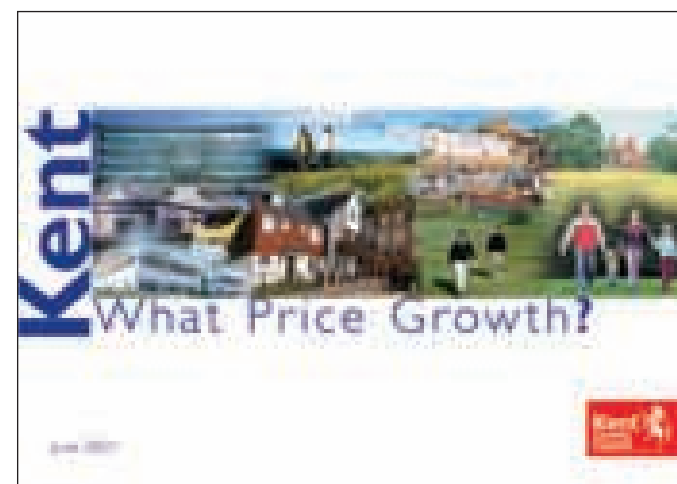
11.11 There will need to be significant shifts in key areas of investment by both the public and private sectors in order to effect the changes and priorities set out in this strategy. These will be particularly important in respect of:

- Investing in high quality development and design
- Fostering sustainable access to jobs and services
- Securing provision of high quality public services
- Providing for mixed use development
- Conserving and enhancing landscape character and biodiversity

11.12 A number of agencies lead on a variety of programmes, which will assist in delivering this Plan. These will inevitably change over time. Current examples include the Highways Agency's Targeted Programme of Improvements, SEEDA's Area Investment Frameworks and the Housing Corporation's Approved Development Programme.

Meeting the costs of new development

11.13 One of the keys to improving well being in Kent will be to ensure that economic or housing development is supported with the necessary physical and social infrastructure such as schools, transport, health and recreation facilities and open space. While the Structure Plan seeks to make the best use of available infrastructure and facilities, the overall strategy will require the funding and provision of additional infrastructure which must be addressed before development can proceed. The local authorities will work with service providers and regeneration agencies to establish what new community services are required, particularly in areas undergoing major change and renewal.



11.14 The demand for new services cannot necessarily be met from the tightly constrained budgets of local authorities and other agencies. The costs should normally be borne by the development unless there are exceptional circumstances why this should not be the case and alternative funding is available. Developers may also be asked to make a contribution to affordable housing, including social and key worker housing, where there is a clearly identified community need for it (see Chapter 7 Housing Provision).

11.15 Kent local authorities have put in place detailed guidelines for negotiating development contributions to the cost of community facilities²⁵. Contributions for educational facilities, affordable housing, highways and public transport are the most common. The size of contributions and the way they are used must have regard to local priorities and take into account evidence of exceptional costs incurred in developing sites particularly where previously developed land is involved. Cost-effective solutions such as the shared use of buildings will be encouraged. Ongoing management and maintenance of facilities and infrastructure must also be considered. The rapid pace of development envisaged for the growth areas presents particular challenges in ensuring that the supporting infrastructure is brought forward in a timely way. Masterplanning and the proactive use of Development Briefs have an important role to play in identifying infrastructure needs and the balance of uses appropriate to a particular locality.



Policy IMP 1: Meeting the costs of community and other infrastructure generated by new development

The local planning authorities will require contributions from developments to meet the costs of providing community, transport and other infrastructure necessary to serve development. Such contributions will be agreed before planning permission is granted and the facilities and/or services will be provided in accordance with an agreed phasing programme and, where appropriate, ongoing management and/or maintenance arrangements.

Monitoring

11.16 The Plan contains the aims, objectives and vision for land use planning in Kent and Medway. Policies provide the direction development should take to help realise that vision. An assessment of the way in which the Key Themes and Core Principles, set out in Chapter One, is carried into policies is set out in Table IMP1, From Vision to Policy. It demonstrates the strong relationship between the objectives of the Plan and the policies it contains.

²⁵ Kent Planning Officers' Group: Good Practice Guide on Development Contributions: 1999 and Addendum 2001

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11.17 Any framework for reaching judgements on the effectiveness of the Structure Plan needs to be straightforward. Several questions need to be addressed.

- **What to monitor?** Local planning authorities are required to keep under review certain factors in their area. These include population dynamics (the size, composition and distribution of population), physical and economic characteristics and the communications, transport system and traffic conditions within the area. Progress towards the main targets of the Structure Plan will need to be measured.
- **How to monitor?** Assessing local plan and Local Development Document proposals, analysing planning decisions and the implementation of development. Undertaking surveys to identify change and by establishing base data against which to assess the level of change. Monitoring needs to link policies and plan targets.
- **What to do with the data?** Bulletins and monitoring papers will be published. They need to be informative, timely and contribute to the decision making process so that informed decisions can be made about policy reviews and development plans in general. Evaluation needs to inform plan reviews.
- **Who might also be interested in monitoring?** Local Planning Authorities will be interested in information that will help them to prepare Local Development Documents. Local Strategic Partnerships will be able to use information in preparing and reviewing community strategies.

The success of Structure Plan policies will also be important in monitoring the progress of regional planning guidance (RPG9) and other regional strategies.

11.18 Regular monitoring of the Plan will ensure that local authorities in Kent and others can respond in an informed way to changing economic, social and environmental circumstances.

Approach to Monitoring

11.19 Table IMP2 Measuring Progress outlines the proposals for monitoring the plan. These will be subject to further detailing and refinement. Drawing upon the Core Principles of the Plan (Chapter 1) it establishes:

- **Issues of Strategic Importance for Monitoring**
- **Draft Performance Indicators**
- **Headline targets for the Structure Plan and related Contextual Targets**

The Structure Plan targets have been selected to focus on the land use planning issues upon which the Structure Plan has significant influence. A number of wider contextual targets, drawn from related plans and strategies have also been identified. For these the Structure Plan is but one of a number of influences on the outcome.

11.20 The headline targets have been drawn either directly from policies in the Plan or derived from their policy objectives. In due course a more detailed technical paper will be produced to amplify the assessment of these targets.

11.21 Regular reviews of progress towards achieving the headline and the relevant contextual targets will be produced, supplemented with more detailed reports on particular themes where these are considered necessary.

Table Imp 1: From Vision to Policy

This table relates the Key Themes and Core Principles contained within Chapter One to the specific policies developed within the succeeding chapters.

THEME / PRINCIPLE	SUPPORTED BY PLAN POLICIES
Nurturing Kent and Medway's Environment & Resources	
Protecting the countryside, minimising greenfield development and making the most of opportunities for the re-use of previously developed land especially within existing towns and other substantial communities.	SP1, SS3, SS8, SS10, HP3,HP4, HP6 FP2, E1-8,QL5
Anticipating and reducing the impact of future climate change including stronger protection and management of areas of potential flood risk, reducing demand for energy and moving towards renewable energy sources.	SP1, NR1-3, NR9-10
Protecting and enhancing Kent's land, air and water environments. Ensuring that development does not create unacceptable levels of pollution and that development that would be sensitive to pollution is protected from it.	SP1, NR4 -NR8,TP24
Protecting high quality agricultural land.	FP8
Conserving and enhancing Kent's natural habitats and biodiversity.	SP1, E1-E3, E6-E11
Promoting sensitive and comprehensive approaches to the assessment and protection of the countryside, that reflect its character and biodiversity as well as its natural beauty.	E1-E5,E8
Conserving and enhancing Kent's historic environment.	SP1, QL7-11
Using and managing water and other natural resources wisely, including safeguarding of viable mineral reserves from sterilisation.	SP1,NR7,NR8,M12
Reducing disposable waste to a minimum and disposing of it in a way that achieves maximum benefits from recycling and reduces harmful impacts on the environment.	WM1-7
Taking care in the way that the natural environment is used to provide leisure, recreational, cultural and educational opportunities for local communities.	QI6-QL19, E10-E12

THEME / PRINCIPLE	SUPPORTED BY PLAN POLICIES
Fostering Prosperity and Well Being	
Increasing economic opportunity and reducing economic disparities within Kent by working towards FP3 regeneration and improved economic performance in North Kent, the coastal towns of East Kent and the former East Kent coalfield.	SS1-2, NK1-NK3, EK1, EK2, EK3, CC3, FP1,
Pursuing targeted economic development, including support for high value added activities and skills development, business clusters and knowledge based industries to boost the competitiveness of the Kent economy and existing businesses.	FP1, FP3, FP4
Securing employment led growth and development, especially within the areas in North and East Kent which require regeneration.	SS1, FP1, FP3, FP4
Helping existing businesses to grow and provide new jobs	FP3, FP4, FP5
Providing for sustainable growth in the economically successful parts of Kent, whilst addressing the pockets of deprivation which occur within them.	SS1, WK1, WK2, WK3, WK4, CC2
Sustaining and improving the economic health and vitality of Kent's rural communities and helping the rural economy to diversify.	SS6, SS7, FP5 - FP7
Making the most of the role of Thames Gateway as a national and regional priority for economic growth, regeneration and infrastructure investment and recognising, in this respect, the pivotal role of the main urban areas of North Kent and Medway.	SS1-SS3, NK1-3 FP1, FP3, FP4, HP1
Promoting Ashford as a regional growth point whilst ensuring that the economy of East Kent, in particular, also benefits	SS1, SS2, CC1, FP1, FP3, HP1
Promoting sustainable tourism which capitalises on Kent and Medway's assets.	FP9-12
Securing Quality , Investment and Infrastructure in Regeneration and Development	
Providing attractive new communities which are safe, secure and convenient places in which to live and work and which encourage a sense of place and local distinctiveness	SP1, SS5, QL1-3, QL12-14, QL18, IMP1
Regenerating and revitalising Kent's principal urban areas through neighbourhood renewal,	SS1-5, FP13-15, FP18, HP3, HP5, HP7-8,

THEME / PRINCIPLE	SUPPORTED BY PLAN POLICIES
<p>redevelopment and improving key inner urban locations</p> <p>Balancing the provision of homes, jobs, infrastructure and community services and making sure they are provided at the right time. Ensuring development brings with it improvements in services and infrastructure.</p> <p>Promoting and investing in efficient transport that will serve future needs, tackle congestion, avoid unacceptable environmental damage and make best use of existing road and rail infrastructure.</p> <p>Insisting on high quality design that uses land, water, energy and other resources more efficiently and provides for changing lifestyles and preferences.</p> <p>Maintaining the character and separation of settlements through retention of the Green Belt and definition of strategic gaps.</p>	<p>QL1-QL6, QL12-14, IMP1</p> <p>SP1, SS2, HP1, QL12-13, IMP1</p> <p>SP1, TP1-26</p> <p>SP1, QL1, QL2,</p> <p>SS8-10, QL1, QL4</p>
<p>Enhancing choice, opportunity and accessibility</p>	
<p>Ensuring that planning policies and practice in Kent and Medway promote social independence and take into account the needs of all sections of the community.</p>	<p>SP1, SS1, SS4, SS5, SS6, QL1-3, QL12-19, FP1-7, FP13-18, HP1-10, TP1-2, TP8-10 IMP1</p>
<p>Providing sufficient housing of a suitable range, quality and diversity for people in Kent and Medway.</p>	<p>SP1, HP1, HP7, HP8, HP9, HP10</p>
<p>Concentrating development at the principal urban areas that are the major focal points for employment, public services and transport facilities.</p>	<p>SS2, SS3 , FP14-17</p>
<p>Promoting more mixed use developments of the right pattern and density that uses land efficiently, increases accessibility, reduces the need to travel, particularly by car, and is planned to meet social, cultural and economic needs.</p>	<p>SS4, FP14, QL5</p>
<p>Ensuring that decisions on development and transport make it easy for people to reach local services and jobs and provide a choice of transport for people and goods.</p>	<p>SP1, SS2,SS3 SS6, FP2 ,FP9, FP14 HP4, HP5 ,TP1, TP2, TP8-10</p>
<p>Ensuring that access to all buildings , transport and services is improved for everyone while avoiding undue impact on buildings of important heritage value.</p>	<p>SP1, TP1, TP8</p>

Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
Maintaining the character and separation of settlements through retention of the Green Belt and definition of strategic gaps	SS8, SS10, WK1 E4; E5 E6, E7 E1	Land within the Metropolitan Green Belt or Strategic Gaps lost to built development. Areas of land of national or strategic landscape importance lost or damaged as a result of development Areas of land within sites of international, national or county wildlife importance lost or damaged as a result of development Extent of greenfield land in the countryside newly committed to built development.	[PPG3 - Encourage housing developments between 30 and 50 dwellings per hectare (net). Avoid developments of less than 30 dwellings per hectare.] <i>No net loss of undeveloped land to newly committed built development within the MGB or designated Strategic Gaps.</i> <i>No net loss of land within, or damage to, the natural beauty of areas of national or strategic landscape importance as a result of commitments to development.</i> <i>No net loss of, or damage to, Sites of Special Scientific Interest or other sensitive habitats e.g. County Wildlife Sites through development.</i> [RPG9- No net loss of ,or damage to, sites of international , national or strategic importance through development] <i>To minimise the call upon other greenfield land in the countryside to meet the development requirements of the Structure Plan.</i>
Anticipating and reducing the impact of future climate change including stronger protection and management of areas of potential flood risk, reducing demand for energy and moving towards renewable energy sources	NR9	Undeveloped land within areas identified as being at high risk from flooding newly committed to development	<i>No development allocations or planning permissions on previously undeveloped land within flood plains unless in accordance with the sequential test criteria of PPG25.</i>

Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
			[EU Directive - all designated coastal bathing waters to comply each year with EU standards]
Protecting high quality agricultural land	FP8	Amount of high quality agricultural land (DEFRA Grades 1 and 2) newly committed to built development.	<i>To minimise the loss of best and most versatile agricultural land to irreversible development.</i>
Conserving and enhancing Kent's natural habitats and biodiversity	E6 E9, E10	Proportion of SSSIs in a favourable condition. Extent of key habitats (Habitats Survey) in Kent and Medway Change in woodland cover	[SEERA - All SSSIs to be in a favourable condition by 2010] <i>Maintenance of the proportion of Kent and Medway covered by natural and semi natural habitats.</i> [RPG9 - Increase woodland area in the South East outside London from 11% to 15% by 2016.]
Conserving and enhancing Kent's historic environment	QL7 QL8	Number of Conservation Area Appraisals that have been adopted by local authorities. Number of significant archaeological sites adversely affected by newly committed development. Number of significant archaeological excavations undertaken in advance of development.	<i>Year on year increase in proportion of Conservation Areas covered by adopted Conservation Area Appraisals.</i> Zero adverse impact on significant archaeological sites as a result of development.
Using and managing water and other natural resources wisely	SP1, NR7, NR8	Household water consumption per capita.	

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Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
	<p>M12</p> <p>M1, M2</p> <p>M5, M7, M9, M10</p>	<p>Extent of strategic mineral reserves safeguarded by the Development Plan.</p> <p>Number and capacity of sites provided for the handling of secondary and recycled minerals.</p> <p>Extent of landbanks for strategic minerals.</p>	<p><i>Adequate landbanks in relation to Structure Plan policy requirements for construction aggregates, silica sand,brickearth and chalk and clay.</i></p>
<p>Reducing disposable waste to a minimum and disposing of it in a way that achieves maximum benefits from recycling and reduces harmful impacts on the environment</p>	<p>WM1-7</p>	<p>Quantity of household waste arisings.</p> <p>Movement of waste streams into and out of Kent/Medway.</p> <p>Proportion of biodegradable municipal waste disposed of via landfill.</p> <p>Scale of waste treatment and disposal capacity.</p> <p>Rate of recycling of household waste.</p>	<p><i>Secure net self sufficiency within Kent and Medway in treatment of household waste.</i></p> <p><i>Provision of a network of sites and facilities for waste management sufficient to meet objectives for increased recycling, diversion from landfill and capable of supporting waste treatment and disposal capacity for 15 years ahead.</i></p> <p><i>Proportion of biodegradable municipal waste disposed of via landfill.</i></p> <p>[75% of 1995 levels by 2010+ 50% of 1995 levels by 2013+ 35% of 1995 levels by 2020+] + As required by the European Landfill Directive.</p> <p>[Recycling rates 30% in KCC area by 2005/6 36% in Medway area by 2005/6]</p>

Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
<p>Increasing economic opportunity and reducing economic disparities within Kent</p> <p>Securing employment led growth and development especially in North and East Kent which require regeneration</p> <p>Making the most of the role of Thames Gateway and promoting Ashford as a regional growth point.</p>	<p>SS1, FP1, FP3</p> <p>SS1, SS2, FP1, FP3</p> <p>SS1, SS2, NK1, NK2, NK3, CC3</p>	<p>Change in total employment by District.</p> <p>Unemployment by District.</p> <p>Net development of employment land and floorspace by District.</p> <p>Gross rate of development at strategic employment sites.</p>	<p><i>An increased rate of employment growth in North Kent, East Kent and Ashford.</i></p> <p><i>Reduction in unemployment differentials between Districts.</i></p> <p><i>Increased average annual net gain in the development of employment land and floorspace in North Kent, East Kent and Ashford.</i></p> <p><i>Increased rate of take up at the locations of strategic importance for business, industrial or distribution uses.</i></p>
<p>Pursuing targeted economic development , including support for high value added activities to boost the competitiveness of the Kent economy</p>	<p>FP3, FP4</p>	<p>Change in GDP per capita.</p> <p>Proportion of employees in the knowledge based industries.</p>	<p><i>Increased rate of economic growth relative to other South East counties.</i></p> <p><i>Increased proportion of employment in knowledge based industries.</i></p>
<p>Regenerating and revitalising Kent's major/principal urban areas</p>	<p>SS3, HP4, FP2</p>	<p>Proportion of housing and business development permitted within (a) major or principal urban areas (b) within rural service centres (c) within other rural settlement (d) elsewhere.</p>	<p><i>To optimise the proportion of housing and commercial development located within the major/principal urban areas consistent with the application of a sequential approach and the maintenance of a balanced portfolio of residential and commercial development opportunities.</i></p>

Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
<p>Concentrating development at the major/principal urban areas that are the major focal points for employment , public services and transport facilities</p> <p>Ensuring that decisions on development and transport make it easy for people to reach local services and jobs</p> <p>Balancing the provision of homes, jobs, infrastructure and community services</p> <p>Insisting on high quality design that uses land, water, energy and other resources more efficiently</p> <p>Promoting more mixed use development</p>	<p>FP14, TP2</p> <p>SS2</p> <p>SP1, QL1, QL5</p> <p>QL6</p>	<p>Proportion of new or replacement land for business provided at the major/principal urban areas.</p> <p>Proportion of new retail floorspace and built leisure development located at the strategic network of town and district centres.</p> <p>Number of travel plans prepared and secured in conjunction with major developments.</p> <p>Provision of Development Briefs for major development sites including the Structure Plan's Strategic Development Locations.</p>	<p><i>To maximise the proportion of new retail floorspace and built leisure development accommodated at the strategic network of town and district centres.</i></p> <p><i>All major sites to have Development and Design Briefs prior to submission of planning applications.</i></p>

Core Principle / Issue of Strategic Importance for Monitoring	Relevant Kent and Medway Structure Plan Policies	Performance Indicator	Structure Plan Headline Target (in italics) [Related Contextual targets]
Providing attractive communities which are safe secure and convenient places for people in which to live and work and which encourage a sense of place and local distinctiveness	QL1, QL2, QL6, QL12, QL13, IMP1	Progress with development of open space strategies for major/principal urban areas.	<i>All major/principal urban areas to have adopted open space strategies by 2006.</i>
Promoting and investing in efficient transport and making best use of existing road and rail infrastructure	TP3, TP4, TP7, TP8	Evaluation of strategic transport schemes against assessment criteria (Policy TP1) and progress with their implementation.	<i>Secure phased implementation of strategic transport schemes identified by the Structure Plan by 2021 in accordance with 5 year rolling programme of LTPs.</i> <i>Secure reduced rail journey times between major centres in Kent and London by 2008.</i> [KCC - Local Transport Plan. 6% increase in modal share for cycle journeys 2002-2010 in selected urban centres. Achieve growth in bus patronage on Kent's bus network of at least 2% per annum from 2002. With progressive implementation of 'Fastrack' increase the share of peak work trips within Kent Thames-side made by public transport to 21% by 2006 and 30% by 2011(16% in 2000).]

Kent and Medway Structure Plan: Appendix 1: Index of Policies

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SS2	Role of Major Urban Areas, Principal Urban Areas And Rural Service Centres	CC1	Ashford
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SS7	Development in the countryside	WK3	Tonbridge and Malling
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FP7	Farm diversification
FP8	Protection of agricultural land
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FP10	Tourism development and regeneration
FP11	Tourist accommodation
FP12	Major tourism/visitor attractions
FP13	Development at the strategic network of town and district centres

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FP15	Development for core comparison goods shopping	TP3	Safeguarding of programmed strategic transport schemes
FP16	Development of bulky comparison goods retailing	TP4	Support for strategic rail schemes
FP17	Development of large food stores	TP5	Major Transport Corridors
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HP4	Sequential approach to Location of New Housing Provision	TP11	Development and Access to the Primary/Secondary Road Network
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NR5	Development sensitive to pollution	M7	Silica Sand
NR6	Air Quality Management Areas	M8	Building Stone
NR7	Water Quality	M9	Brickearth
NR8	Water Supply and Wastewater Treatment	M10	Chalk and clay
NR9	Development and flood risk	M11	Oil, Gas and Coalbed Methane
NR10	Flood Protection	M12	Safeguarding of Mineral Resources
Chapter 10 : Managing our waste and mineral resources		Chapter 11 : Implementing & Monitoring the effectiveness of the Kent and Medway Structure Plan	
WM1	Integrated Waste Management	IMP1	Meeting the costs of community and other infrastructure generated by new development
WM2	Assessment criteria for waste proposals		
WM3	Securing waste reduction		

Appendix 2: Abbreviations and Glossary of Terms

Abbreviations in alphabetical order

AONB	Areas of Outstanding Natural Beauty - nationally designated landscapes identified by the Countryside Agency and confirmed by the Secretary of State.	CTRL	Channel Tunnel Rail Link - a new high-speed rail route linking the Channel Tunnel with Ashford, Ebbsfleet and London.
AQMA	Air Quality Management Area. A local authority designation (under the Environment Act 1995) for an area having potential for one or more of the national air quality objectives to be exceeded. The National Air Quality Strategy requires the local authority to prepare an Air Quality Action Plan (AQAP) for such areas.	DEFRA	Department for the Environment, Food and Rural Affairs
BAPs	Biodiversity Action Plans. Three types of BAPs have been developed in the UK to set priorities for nationally important and locally important habitats and wildlife. - Species Action Plans, Habitat Action Plans and Local Biodiversity Action Plans.	DfT	Department for Transport
BPEO	Best Practicable Environmental Option. An efficient and environmentally sound solution which is the outcome of a systematic and consultative decision making procedure. This establishes, for a given set of objectives, the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost in both the short and long terms.	EU	European Union
CAMS	Catchment Abstraction Management Strategies. Prepared by the Environment Agency to make information on water resources and licensing practice available and to provide a consistent approach to managing local water resources including public involvement in the process.	GOSE	Government Office for the South East - regional office integrating several Government Departments
		IPS	International Passenger Station (Ashford and Ebbsfleet)
		KWT	Kent Wildlife Trust
		LNR	Local Nature Reserve - declared and managed by the local authority
		LTP	Local Transport Plan
		MGB	Metropolitan Green Belt - The Green Belt surrounding Greater London.
		mppa	million passengers per annum
		mt	million tonnes
		NNR	National Nature Reserve established by English Nature
		ODPM	Office of the Deputy Prime Minister
		PAER	Priority Areas for Economic Regeneration identified by Regional Planning Guidance (RPG9)
		PPG	Planning Policy Guidance published by the Office of the Deputy Prime Minister

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RAMSAR SITES	Sites designated by the Ramsar Convention on the Conservation of Wetlands of International Importance ratified by the UK government in 1976. English Nature have the responsibility for identifying both Ramsar sites and SPAs. Both are required to be SSSIs.
RES	Regional Economic Strategy
RPG	Regional Planning Guidance (RPG9 relates to the South East). Prepared by the South East Regional Assembly and issued by the First Secretary of State. Under the proposed Planning and Compulsory Purchase Bill 2002 RPG would be replaced by Regional Spatial Strategies. These would be statutory.
RTS	Regional Transport Strategy - prepared as part of Regional Planning Guidance.
SAC	Special Areas of Conservation - sites of the rarest and most threatened habitat types designated under the European Habitats Directive 1992 (92/43) SPAs and SACs collectively make up the European Union's 'Natura 2000' network of habitats of European wide nature conservation importance.
SEEDA	South East England Development Agency. The regional development agency for the South East region.
SEERA	South East England Regional Assembly
SLA	Special Landscape Area - areas now excluding AONBs designated in the Kent and Medway Structure Plan where the landscape value is of strategic significance.
SNCI	Sites of Nature Conservation Interest - non statutory sites identified by KWT and subject to public consultation through the local plan process.

SPA	Special Protection Areas - areas designated under EC Directive 79/409 on the Conservation of Wild Birds requiring the UK government to take special measures to conserve the habitats of rare or vulnerable species and of all regularly occurring migratory species.
SSSI	Site of Special Scientific Interest - a national designation of areas identified by English Nature under the Wildlife and Countryside Act 1981.
SUDS	Sustainable Urban Drainage System. These provide for more environmentally sustainable urban drainage through systems designed to reduce run off, slow its rate or provide for filtering, sedimentation and biological degradation of the water.

Glossary of Terms

Affordable housing	Housing provided for those people who need to be in an area but who are unable to afford open market prices or rents.
After-use	The final use to which former mineral or waste disposal sites are returned
Ancient Semi Natural Woodland	Woodland likely to have existed prior to 1600 and containing trees and shrubs that are predominantly native.
Biodiversity	The variety of life on Earth. The term refers to all species of plants and animals, their genetic variation and the complex ecosystems of which they are part.
Brownfield land	See Previously Developed Land

Bulky Goods	Retail goods such as home improvement and DIY products, major electrical items, motor accessories, furniture, carpets and garden products.	Comparison Shopping	Higher value non-food goods (consumer durables such as clothing, footwear, jewellery, books, etc) - purchases tend to be less frequent than everyday items, and often involve comparison between different items and brands. Traditionally associated with High Street shopping.
Catchment Flood Management Plans	Prepared by the Environment Agency to assess and address flood risk issues within river catchments in a sustainable manner taking social, economic and environmental considerations into account.	Conservation Area	An area designated under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 on account of its special architectural or historic interest with the intention to preserve and enhance its character and appearance.
Cluster	A geographical concentration of inter connected businesses.	Convenience Shopping	Food, drink and other frequently purchased lower value items e.g. household cleaning materials, newspapers, confectionery.
Combined heat and power (CHP)	Technology for energy recovery systems which provides both electricity and heat and can be linked to community heating schemes or to individual premises.	Damaged land	Derelict and/or despoiled land, or other land in a degraded condition.
Commitment	A development proposal which is allocated in a development plan or for which planning permission has been granted.	Derelict land	Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.
Community Strategy	Under the Local Government Act 2000 a plan, developed by a local authority in partnership with other public, private and community sector organisations, to promote economic, social and environmental well-being of the area, and to contribute to the achievement of sustainable development. <i>A Vision for Kent and More to Medway</i> provide these for the KCC area and Medway areas respectively.	Despoiled land	Land which is temporarily damaged (e.g. an active mineral working or waste disposal site) but which will see some restoration (e.g. through enforceable planning conditions) to achieve a beneficial use.
		Development	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.
		Edge of centre	A location within easy walking distance of a town or district centre.

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Energy from Waste	The burning of waste to create heat that can be used directly or to generate electricity.	Greenhouse Gas	A gas in the Earth's atmosphere (such as carbon dioxide) that absorbs infra-red radiation emitted by the Earth's surface as a result of exposure to solar ultra-violet radiation, thus increasing the mean temperature of the planet.
Farm Diversification	A broadening of the economic base of agricultural enterprises to include new crops, added value processing of crops, farm shops, tourism or non agricultural commercial enterprises which improve the viability of existing holdings.	Household	One person living alone or a family or group of people living at the same address and sharing domestic facilities and housekeeping arrangements.
Fresh Land	Land outside the confines of built-up areas, neither with planning permission nor already allocated for new built development in a development plan.	Informal Recreation	Recreation which does not require formal facilities or organisation (e.g. walking in the countryside).
Green Belt	Predominantly open land around urban areas and other settlements with the strategic role of preventing the outward expansion of built up areas, safeguarding the surrounding countryside from encroachment, assisting urban regeneration and providing areas for outdoor recreation.	Innovation Hub	A location area designated as a focus for growth based on the co-location of research and business activities.
Green Corridors /Green Grid	A network of open spaces, often linear in nature, where possible linked and providing connections between town and country.	Landbank	A supply of land intended for a particular purpose. For minerals it relates to the mineral reserves associated with land that has planning permission.
Green Tourism	Tourism projects and facilities based on environmental good practice.	Large food stores	Superstores or large supermarkets concentrating on the retailing of food and convenience goods and occupying at least 1000 sq. m gross floorspace.
Greenfield land	Previously undeveloped land within or beyond the confines of built up areas. National definition of this (PPG3) includes former mineral working which has been the subject of an agreed restoration programme.	Listed Building	Building of special historic or architectural interest listed by the Secretary of State for Culture, Media and Sport under the Town and Country Planning(Listed Buildings & Conservation Areas) Act 1990.

Local Development Documents (LDDs)

Proposed under the Planning and Compulsory Purchase Bill 2002. Will comprise both statutory development plan documents and non statutory Supplementary Planning Documents. LDDs are likely to include core policies, area action plans, proposals map, site specific policies and a Statement of Community Involvement.

Local Development Framework (LDF)

Proposed under the Planning and Compulsory Purchase Bill 2002 and representing a 'folder' of Local Development Documents (LDDs). Will replace the current framework of District Local Plans, Minerals and Waste Local Plans and Supplementary Planning Guidance.

Local Plans

The lower tier of the current statutory development plan setting out detailed policies and proposals for a local authority's area, or for a particular subject (e.g. the Kent Waste and Minerals Local Plans are prepared for the KCC area). Local Plans are required to be in general conformity with the adopted Structure plan for the area.

**Local Strategic
engaging
Partnership**

A mechanism for community involvement, a wide range of interests including local business, residents, tenants and voluntary groups.

**Low Cost
Market Housing**

Housing provided at a purchase price significantly below prevailing open market prices in the locality. Does not mean either smaller housing or housing built to a lower standard.

**Mixed Use
Development**

Areas where a mixture of commercial, retail and residential uses predominate thereby meeting social, economic and cultural needs in one area and contributing to communities with good access to a full range of services and reduced need to travel.

Net Density

A measure of density which includes only those areas to be developed. Land for major distributor roads, primary schools, open space serving a wider area and significant landscaping areas are not taken into account.

Non-conforming use

A land use that does not conform to a development plan designation and may have an adverse impact on an area's principal use.

**Previously
Developed Land**

Land in urban or rural areas which is, or was, occupied by a permanent (non-agricultural) structure and associated fixed surface infrastructure, including the curtilage of the development, It includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made.

Out of Centre

Locations separate from a town or district centre but not necessarily outside existing built up areas.

**Quality Bus
Partnership**

A co-operative arrangement between local authorities and operators to improve bus services.

**Regional Growth
Areas**

Areas identified by Government in its Sustainable Communities Plan (2003) as locations for major growth. Areas include Thames Gateway (partly within Kent) and Ashford.

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Retail warehousing	Stores specialising in an aspect of comparison goods retailing occupying a single-storey warehouse-type building of 500 sq. m gross floorspace or more with adjacent ground level car parking and frequently trading in bulky goods such as home improvement products, major electrical items, motor accessories, furniture, carpets and garden products.	Strategic Gap	An area of predominantly open land between existing urban areas which serves to maintain their separate identity and prevent their coalescence with each other or with smaller nearby settlements.
Rural Service Centre	Settlements within rural areas which provide an important service role (e.g. employment, shops, community facilities) to their local population and their immediate rural hinterland.	Supplementary Planning Guidance (SPG)	Elaboration and interpretation of the policies of a Development Plan to assist their implementation. SPG is non-statutory but may be taken into account as a material consideration in deciding planning applications.
Scheduled Ancient Monument	An archaeological site of national importance included within a schedule compiled by the Secretary of State for Culture, Media and Sport under the Ancient Monuments and Archaeological Areas Act 1979 (as amended by the National Heritage Act 1983).	Sustainability	The maintenance of social, economic and environmental systems in a way that avoids long-term damage to the environment and depletion of natural resources.
Sequential approach to the location of development/ Sequential test	A process that assesses categories of site in turn in order to give priority to certain types of land e.g. previously developed land and/or to certain locations e.g. town centres/ areas well served by public transport.	Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Shoreline Management Plans (SMPs)	Prepared by a grouping of agencies including local maritime authorities and the Environment Agency. SMPs provide a large scale assessment of the risks associated with coastal processes and present a framework to reduce these risks to people, property and the environment.	Thames Gateway	The regional growth area on both sides of the Thames Estuary within North Kent, South Essex and East London which is of national and regional importance for economic regeneration, redevelopment of brownfield sites and the promotion of sustainable development.
		Traffic calming	Measures to reduce vehicle speeds to improve safety and enhance an area's quality of life.
		Travel Plans	A package of practical measures to encourage staff and/or users of a development to choose alternatives to single occupancy car use and to reduce the need to travel.

Urban Capacity The assessment of the potential for additional housing that can be accommodated within an urban area.

Urban Fringe Countryside on the periphery of urban areas often subject to development pressures or activities which threaten the appearance/management of the countryside.

Urban Renaissance The encouragement of renewal and redevelopment of the urban environment to raise environmental quality and reduce the pressure for the decentralisation of people and economic activity from urban areas.

Use Classes A classification of land uses for development control purposes defined by the Town & Country Planning (Use Classes) Order 1987 and subsequent amendment orders. Changes of use of buildings or other land between uses within a single 'use class' are excluded from the definition of development in the Town & Country Planning Act 1990, thus making planning permission unnecessary.

The uses referred to in the Fostering Prosperity Chapter are defined as follows

A1 - shops

A2 - Financial/professional services

B1 - Business Use for all or any of the following purposes:

(a) As an office other than a use within Class A2 (financial and professional services)

(b) For research and development of products or processes; or

(c) For any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit

B2 - General industrial processes

B8 - Storage or distribution

Waste

Refers to all types of waste including trade, commercial, industrial, construction and demolition, agricultural, mineral and quarrying and household waste.

Windfall sites

Sites which become available for development which were not previously identified as allocations or identified as commitments through previous planning permissions.

World Heritage Site

A site approved by the World Heritage Committee for inclusion on Unesco's World Heritage List.

Road Hierarchy - Criteria for Classification**A: INTER-URBAN HIERARCHY**

Designation	Description	Classification
(i) Primary Routes	Inter urban routes which Kent and Medway Councils have selected, in agreement with the Department for Transport, to provide access to within 5 miles of the larger urban centres in Kent and Medway (those with populations of 25,000 or more) and other strategic centres of traffic generation such as the County's ports and the Channel Tunnel terminal. These roads support the national road network in carrying substantial international and inter-regional traffic.	Motorways Trunk Roads Primary 'A' Roads
(ii) Secondary Routes	The preferred routes linking urban centres with populations of 25,000 or more to the Motorway and Primary Route Networks and providing access to within 5 miles of smaller urban centres with population exceeding 10,000. Routes which do not meet these criteria but which provide a parallel alternative to a Motorway or Primary Route may also be selected as Secondary Routes.	Other 'A' Roads
(iii) Local Routes	The preferred routes linking urban centres with populations larger than 3,000, or connecting them to a higher category of road, where an alternative access does not exist, are classified as B roads. Those routes linking together, or providing access to, smaller settlements are classified as C roads.	'B' roads or 'C' roads
(iv) Access Roads	The remainder of the inter-urban network which provides access to, and from, the higher classes of road.	Unclassified roads

B: URBAN HIERARCHY (Based on the distributor road system of local plans)

Designation	Description	Classification
(i) Primary Distributors	<ul style="list-style-type: none"> - Through routes to the urban area - Linking separately identifiable communities with populations greater than 10,000 - Linking separately identifiable communities with populations of between 3,000 and 10,000 	Continue classification of inter urban road A' Road 'B' Road
(ii) District/Secondary Distributors	<ul style="list-style-type: none"> - Linking separately identifiable communities with populations of between 3,000 and 10,000 with each other or to the Primary or Secondary Route Network - Linking separately identifiable communities with populations of less than 3,000 with each other or to the Primary or Secondary Route Network 	'B' Roads 'C' Roads
(iii) Local Distributors	<ul style="list-style-type: none"> - As shown on local plans - Not specifically mentioned in local plans 	Unclassified Unclassified
(iv) Access Roads		Unclassified

MINOR ROAD 'C' class and unclassified roads

Appendix 3: Documents referred to in the Draft Kent and Medway Structure Plan*

Chapter 1: Our Vision and Guiding Principles

Sustainable Communities: building for the future. Office of the Deputy Prime Minister 2003

A Vision for Kent. Kent Partnership, 2002

More to Medway: Medway Community Strategy 2002-2005. Medway Council. 2002

Chapter 2: The Spatial Strategy for Kent and Medway

Kent Countryside 2000 - Understanding Rural Change. Kent County Council, 2001

Chapter 3: Kent and Medway Area Based Policies

Ashford's Future: The Overarching Report: Ashford Borough Council and Partners. 2002

Chapter 4: Protecting Our Natural Environment

UK Biodiversity Action Plan. Department of the Environment, 1994

Kent Biodiversity Action Plan. Kent County Council, 1997

Medway Landscape and Urban Design Framework: Rumney Environmental Ltd for Medway Council. 2001

Kent Historic Landscape Characterisation Study. Oxford Archaeological Unit . 2001

Chapter 5: Promoting Quality of Life in Town and Country

Better Places to Live by Design: A Companion Guide to PPG3, Office of the Deputy Prime Minister. 2001

By Design: Commission for Architecture and the Built Environment.

Kent Design: A Guide to Sustainable Development, Kent Association of Local Authorities. 2001

Register of Parks and Gardens of Special Historic Interest in England. English Heritage.

Enabling development and the Conservation of Heritage Assets. English Heritage. 2001

Kent: The Champion County: The Strategic Framework for Sport in Kent 2003-2008, Kent County Council.

Developers' Guide to Development contributions for Community Facilities. Draft. Kent County Council, 2003

Chapter 6: Fostering Prosperity

Kent Prospects - Economic Development and Regeneration Framework to 2006, Kent County Council, 2002

Medway Economic Development Strategy 1999-2010. Medway Council. 1999

Regional Economic Strategy for South East England 2002-2012, South East England Development Agency. 2003

Employment Land Monitoring Survey 2001: Kent County Council. 2002

Our Competitive Future: Building the Knowledge Driven Economy. Department for Trade & Industry. 1998

Our Countryside: The Future - A Fair Deal for Rural England (Rural White Paper). Department for the Environment, Transport and the Regions. 2000

The Land Based Economy of Kent: Final Report. Land Use Consultants, /Kernon Countryside Consultants for Kent County Council and SEEDA. 2003

* excluding Kent and Medway Structure Plan Working Papers (separately listed)

Chapter 7: Housing Provision and Distribution

Sustainable Communities: building for the future. Office of the Deputy Prime Minister 2003

Mapping out the future: Policy Directions for the Kent & Medway Structure Plan. Kent County Council and Medway Council. 2002

Housing Land Supply in Kent 2001: Kent Planning Officers Group .2002

Urban Capacity Study Protocol for Kent and Medway: Kent Planning Officers Group 2002

Gypsy Sites Policy and Unauthorised Camping (Circular 18/94), Department of the Environment, 1994

Chapter 8: Quality, Choice and Accessibility in the Transport Network

Draft Regional Transport Strategy - From Crisis to Cutting Edge, South East England Regional Assembly, 2003

Transport 2010: The 10 Year Plan: Department for the Environment, Transport and the Regions .2000

Local Transport Plan for Kent 2001/02 - 2005/06 and subsequent Annual Progress Reports. Kent County Council

Local Transport Plan for Medway 2001/02-2005/06 and subsequent Annual Progress Reports. Medway Council.

London Orbital Multi-Modal Study (Orbit), Halliburton KBR, 2002

Access to Hastings Multi-Modal Study, Steer Davis Gleave, 2000

South Coast Multi-Modal Study. Halcrow, 2002

Mayor of London's Transport Strategy, The Mayor of London, 2001

Modern Ports: A UK Policy. Department for the Environment, Transport and the Regions .2000

The Future Development of Air Transport in the UK: South East. Department for Transport. July 2002

Chapter 9: Climate Change and Managing Our Natural Resources

Our Energy Future - creating a low carbon economy: Department for Trade and Industry. 2003

Proposed Alterations to RPG9: Energy Efficiency and Renewable Energy. SEERA. 2003.

Renewable Energy in Kent: Resources and Prospects: Altechnica for Kent County Council .2002

Statutory Instrument 2002 No 914. The Renewables Obligation Order. HMSO 2002

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Department for Environment, Transport and the Regions. 2000

South East Water Resources Strategy. Environment Agency. 2001

Water Framework Directive 2000/60/EC : European Commission.2000

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Chapter 10: Managing Our Waste and Mineral Resources

Landfill Directive 99/31/EC. European Commission, 1999

Strategic Waste Management Assessment 2000 - South East, Environment Agency, 2000

South East Regional Waste Management Statement (final report). South East Region Technical Advisory Board (SERTAB) 2003

No Time to Waste: Regional Waste Management Strategy: Consultation Draft. SEERA, 2003

Chapter 11: Implementing the Structure Plan and Monitoring its Effectiveness

Good Practice Guide on Development Contributions, Kent Planning Officers Group, 1999, and Addendum 2001.

National and Regional Planning Policy Guidance**Regional Planning Guidance:**

RPG9: Regional Planning Guidance for the South East. Government Office for the South East, 2001

RPG9a: Thames Gateway Planning Framework . Department for the Environment, 1995.

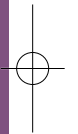
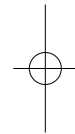
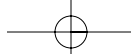
National Planning Policy Guidance (PPGs)

PPG1	General Policy and Principles (1997)
PPG2	Green Belts (1995)
PPG3	Housing (2000)
PPG4	Industrial and Commercial Development and Small Firms (1992)
PPG5	Simplified Planning Zones (1992)
PPG6	Town Centres and Retail Developments (1996)
PPG7	The Countryside - Environmental Quality and Economic and Social Development (1997)
PPG8	Telecommunications (2001)
PPG9	Nature Conservation (1994)
PPG10	Planning and Waste Management (1997)
PPG11	Regional Planning (2000)
PPG12	Development Plans (1999)
PPG13	Transport (2001)
PPG14	Development on Unstable Land (1990)

PPG15	Planning and the Historic Environment (1994)
PPG16	Archaeology and Planning (1990)
PPG17	Planning for Open Space, Sport and Recreation (2002)
PPG18	Enforcing Planning Control (1991)
PPG19	Outdoor Advertisement Control (1992)
PPG20	Coastal Planning (1992)
PPG21	Tourism (1992)
PPG22	Renewable Energy (1993)
PPG23	Planning and Pollution Control (1994)
PPG25	Development and Flood Risk (2001)

Mineral Planning Policy Guidance Notes (MPGs)**In particular:**

MPG1	General Considerations and the Development Plan System (1996)
MPG6	Guidelines for Aggregates Provision in England (1994)
MPG6 (Amendment)	National and Regional Guidelines for Aggregates Provision in England, 2001-2016 (2003)
MPG10	Provision of Raw Material for the Cement Industry (1991)
MPG15	Provision of Silica Sand in England (1996)



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