

Kent and Medway Structure Plan
mapping out the future

Examination in Public
September 2004

Schedule of Further
Amendments Proposed by
Kent and Medway Councils
At the Examination in Public
September 30th 2004



KENT AND MEDWAY STRUCTURE PLAN POLICIES INDICATING THE FURTHER AMENDMENTS PROPOSED BY KENT AND MEDWAY COUNCILS AT THE EXAMINATION IN PUBLIC

NB Proposed further amendments are presented as highlighted text in conjunction with the full wording of policies (including the Proposed Pre EIP Changes of June 2004)

CHAPTER 2: THE SPATIAL STRATEGY FOR KENT AND MEDWAY

SS9: Uses appropriate within the Green Belt

An amendment to SS9 is proposed in response to the points raised in debate at the EIP on Matter 1.

Policy SS9: Uses Appropriate within the Green Belt

Within the Metropolitan Green Belt there is a general presumption against inappropriate development. The construction of new buildings is inappropriate unless for:

- Agriculture or forestry;
- Essential facilities for sport and recreation outdoors, cemeteries, and other uses of land which preserve its openness and do not conflict with its established purposes;
- The limited extension, alteration or replacement of existing dwellings;
- Limited infilling **within, or limited expansion of, existing villages** (including affordable housing for local community needs) **within existing villages** identified in Local Plans/Local Development Documents as suitable for such development;
- Limited infilling or redevelopment of major existing developed sites identified in Local Plans/Local Development Documents as suitable for such development;
- Small scale composting facilities meeting a local need where these can be accommodated without severe impact on the purposes of the Green Belt.

The re-use of buildings is appropriate only where the openness of the Green Belt is maintained and other planning considerations are not prejudiced.

Proposals for mineral extraction must incorporate high quality environmental standards including restoration.

Any development permitted within the Green Belt should be designed and sited to maintain the open character of the area and should not conflict with the purposes of including land in the Green Belt.

CHAPTER 3: KENT AND MEDWAY: AREA BASED POLICIES

NK2: Medway

An amendment is proposed to NK2 in response to the invitation by the Panel to submit wording in respect of 'green grid' provision in Medway to sit alongside that already included for Kent Thameside (NK1)

Policy NK2: Medway

Proposals to regenerate Medway should focus upon the Medway Waterfront including central Chatham, Rochester Riverside and at Strood.

Expansion beyond the Medway urban area to meet development requirements should be concentrated at a new, mixed-use community at Chattenden/Lodge Hill.

Development for the Higher and Further Education sectors including a full-scale university campus, will be supported. Provision will be made for the technology and knowledge sectors at Rochester Airfield, Chatham Maritime and Chattenden/Lodge Hill.

Completion of improvements to the A228 together with rail access improvements to support growth of Thamesport and industrial and commercial development at Grain and Kingsnorth will be promoted.

Major new town centre investment at Chatham on a scale appropriate to one of the region's principal urban centres will be supported, particularly in relation to new public transport capacity, employment provision, retail, cultural, tourism and leisure facilities.

As part of a comprehensive greenspaces strategy, provision will be made for a network of open land ('Green Grid') which will link major areas of open space with the Thames and Medway and with existing and new communities.

NK3: Swale

A further, minor amendment is proposed to NK3 to update and clarify nomenclature applicable to the Sittingbourne Research Centre (NK3 (g))

Policy NK3: Swale

Within the Thames Gateway part of Swale measures to support economic regeneration and diversification at Sittingbourne and Sheerness/Queenborough will be pursued. Provision of the A249 Second Swale Crossing and the Sittingbourne Northern Relief Road (linking the A249 with the A2 to the east) are prime requirements for this. Other strategic provisions include:

- (a) opportunities for mixed business, industrial and distribution and residential development already identified at Ridham/Kemsley;
- (b) expansion of the port of Sheerness in accordance with Policy TP22;
- (c) completion of the strategic expansion of Iwade for c.1200 dwellings (including the initial phase previously allocated through the Swale Local Plan). Provision for development should ensure no infringement upon areas of wildlife importance or on high quality agricultural land and maintain separation between Iwade and Sittingbourne;

- (d) mixed-use urban expansion at North East Sittingbourne (including land currently allocated through the Swale Borough Local Plan) in conjunction with the definition and phased provision of the Sittingbourne Northern Relief Road from its link with the A249. Provision for development should avoid infringement upon areas of wildlife importance and minimise the call upon high quality agricultural land;
- (e) mixed use regeneration involving development around Milton Creek, Sittingbourne for housing, business, retail and leisure development, community facilities and environmental enhancement, and providing good links with the town centre. Development should be phased in conjunction with the Sittingbourne Northern Relief Road;**
- (f) regeneration involving mixed use development at Queenborough and Rushenden on the Isle of Sheppey for housing, employment, and community facilities in conjunction with environmental improvements and transport measures including the Rushenden Link Road to the A249;**
- (e) (g) expansion of the Sittingbourne Research Centre (Kent Science Park) as an innovation hub and science based cluster subject to the provision of improved access arrangements.**

At Faversham conservation of the historic environment remains the prime consideration.

Peripheral growth of Faversham for residential development is not envisaged. Improvement of local employment opportunities will be pursued but should incorporate a review of the scale and location of previous commitments which remain unimplemented with a view to rationalisation, consideration of alternative site provision and husbanding of land in established employment uses.

Within this framework full and effective use should be made of development capacity within the town providing for a balance of business, commercial and residential development with particular attention paid to meeting locally based needs for housing.

EK1: Canterbury

Further amendments are proposed to EK1 in the light of discussion under Matter 7 to (a) establish the relationship between additional land and additional floorspace for business development and (b) confirm that additional land and floorspace for office accommodation /business development at the city should be confined to the B1(a) or B1(b) Use Classes.

Policy EK1: Canterbury

At Canterbury the location of new development will be governed by the need to conserve the built environment and setting of the historic city.

Expansion of the Further and Higher Education sectors in Canterbury will be supported. Knowledge and technology uses linked to this sector will be encouraged, initially through the identification of a site not exceeding 10 hectares.

Proposals for major cultural facilities and high quality tourism accommodation in, or with good access to, the city centre will be encouraged.

New office accommodation contributing to diversification of the economy and urban regeneration will be promoted in the city **and through provision for up to 20 hectares (or its floorspace equivalent of 70,000 square metres) for business development (Use Classes B1(a) and B1(b) at Canterbury at a location easily accessible to the city by way of public transport and cycling as well as by car.**

The transport strategy for the City of Canterbury will be reviewed to:

- (a) bring forward further initiatives to provide for enhanced public transport and facilities for cycling and walking as alternatives to the use of the car;
- (b) **promote junction improvements on the A2 to the west and south of Canterbury.**

At Herne Bay/Whitstable it is strategic policy to enhance and diversify the local economy. A site, or sites **at Herne Bay/Whitstable, providing up to 10 hectares (or its floorspace equivalent of 35,000 square metres) -at Herne Bay/Whitstable** for the relocation and expansion of local firms and inward investment, should be identified.

EK2: Dover

In response to discussion at the EIP under Matter 5b (Dover) an amendment is proposed to EK2 to clarify that the provision of 300 dwellings to support business growth to the north of Sandwich should be treated as a minimum figure.

Policy EK2: Dover

Development in Dover should strengthen and diversify its economy and promote environmental enhancement. This will include support for ~~the innovation hub based on~~ pharmaceuticals research and development in the Sandwich Corridor at Richborough **and** implementation of strategic employment land at Dover (White Cliffs Business Park), **and** **Appropriate expansion and diversification of the port of Dover and mixed use redevelopment of the Dover Town Investment Zone will also be supported.**

The economic prosperity of Deal and Sandwich as market towns will continue to be supported as will their role as service centres for the East Kent coast.

Proposals supporting the regeneration of the former East Kent Coalfield sites primarily involving the provision of new employment and recreational uses should be continued.

The mixed-use expansion of Aylesham, incorporating provision for up to 1,000 dwellings by 2016, is supported.

The housing provision for Dover District (Policy HP1) includes **a minimum of** 300 dwellings for the post 2006 period to be accommodated at a location, or locations, that can support, and offer good accessibility to, business growth to the north of Sandwich.

Improvements to transport infrastructure and accessibility should include early implementation of the East Kent Access proposals in the A256 corridor, A2 improvements between Lydden and Dover, rail access to the port of Dover, and rail infrastructure and service improvements between Dover and Canterbury, Thanet, and Ashford.

CC1: Ashford

Further amendments are proposed to CC1 in the light of discussion under Matter 7 to establish the relationship between additional land and additional floorspace for business development

Policy CC1: Ashford

Ashford is identified as a regional centre for growth. The location and phasing of development will be comprehensively planned. Expansion will be focused on high quality and sustainable developments in and around central Ashford and, where further greenfield development is required, in an arc to the south of the town.

Early measures to improve the public realm and quality of life in Ashford should include major investment in educational, cultural, retail, leisure, convention and community facilities.

Provision will be made for up to 40 hectares of additional land **(or its floorspace equivalent of 140,000 square metres)** for business development to meet requirements beyond 2011.

Major investment in physical infrastructure, social and community facilities, public transport enhancement, other sustainable transport initiatives and environmental management will be required to support the growth in residential and business development proposed and the existing community. This will include:

- Enhanced junction capacity on the M20 ~~at or near Junction 10~~ **involving improvements to Junction 10, a new Junction 10a** (and, in the longer term, **improvements** at Junction 9);
- Quality bus corridors, Park and Ride facilities and a new centrally located bus interchange possibly linked to the International Passenger Station;
- Measures to manage flood risk in the Stour Valley including surface water drainage improvements;
- Provision for sustainable management of water resources, including facilities for increasing water supply and the treatment of wastewater in conjunction with the maintenance of water quality standards;
- An enhanced network of water and public greenspaces;
- **Positive management of the urban fringe around Ashford for recreation and the enhancement of biodiversity.**

An assessment will be undertaken to examine the potential role of new transport links between the A2070 and the A28 to the south west of the town.

Following masterplanning of Ashford's growth, Local Development Documents should identify the outer limit of Ashford's planned expansion and measures to:

- (a) protect the open countryside in the M20/A20 corridor towards Folkestone, **taking account of the requirement for a new motorway junction on the M20 to the south east of Ashford (Junction 10a)**; and
- (b) maintain the separate identity of rural settlements around an enlarged Ashford urban area.

In the rest of Ashford Borough the principal planning policy will be to protect and enhance the character of the countryside and the rural setting of its towns and villages.

CC2: Maidstone

Amendments are proposed to CC2 in the light of debate at the EiP under Matters 5 (c) and 7d to clarify the approach to new greenfield land release for both housing and business development in Maidstone

Description of one of the transport schemes within CC2 is amended to accord with the scheme description in TP7 (Table TP7)

Policy CC2: Maidstone

Proposals for new office and residential uses should focus on the centre of Maidstone to provide close integration between employment, housing and public transport facilities.

Proposals to enhance and broaden the town centre's retail, leisure, tourism and cultural draw will be supported. Transport improvements to support these initiatives will include the A229 Upper Stone Street ~~contraflow~~ and improvements and All Saints Link.

No large-scale release of greenfield land for housing will be provided beyond ~~land already allocated for built development~~ an amount equivalent to that already allocated for housing development in the Maidstone Local Plan.

~~Any re-appraisal of land provision for economic development at Maidstone should not:~~

~~(i) involve net additional release of greenfield land above land allocated or permitted for such purposes at 2001;~~

~~Provision of land for economic development at Maidstone should be re-appraised to ensure that sufficient land and floorspace is available to comply with Policy FP1 (c). This re-appraisal should not:~~

~~(ii)(i) _____ undermine the principal role of the Strategic Gap in separating north Maidstone, as defined by the M20, from the Medway Towns urban area and the north western edge of Maidstone from Aylesford/Ditton;~~

~~(ii)(ii) _____ prejudice the role of the North Downs Special Landscape Area in protecting the foreground of the North Downs Area of Outstanding Natural Beauty.~~

CC3: Shepway

Further amendments are proposed to CC3 in the light of discussion under Matter 7 to establish the relationship between additional land and additional floorspace for business development

Policy CC3: Shepway

Proposals which assist in regenerating Folkestone, including improvement of its shopping, service and tourism functions will be supported. Provision for mixed-use regeneration of the harbour and seafront should incorporate a major residential element and consider opportunities for alternative uses of the port.

The strategic expansion of Hawkinge should be completed on the basis identified in the Shepway Local Plan with no further major development on the Downs. Provision

for up to 20 hectares of additional land (or its floorspace equivalent of 70,000 square metres) for business development should be identified and be well-related to the Folkestone/Hythe urban area or New Romney/Lydd.

Proposals to strengthen the rural economy of Romney Marsh should be concentrated at New Romney and/or Lydd. ~~Elsewhere, protection of the environment and countryside will be foremost.~~ Proposals to retain and strengthen the current uses at Lydd Airport and Folkestone Racecourse should be pursued.

CHAPTER 6: FOSTERING PROSPERITY

A new policy at the beginning of Chapter 6 is proposed in the light of discussion at the EIP under Matter 7 to reflect within the Plan (i) the references within Working Paper 2 to objectives for balance between jobs and the workforce including a reduction over time in the volume of out commuting (particularly from North Kent (ii) the strategic principles addressed on pages 69-70 of the deposit plan and (iii) to recognise the importance of skills and education to achieving economic objectives.

New Policy FP0: Land, Workforce, Education and Skills

Sufficient land and floorspace will be provided throughout Kent and Medway to sustain full employment and reduce the need to travel.

The varied character of the employment land provided, together with the development of other economic sectors, will provide opportunities for the workforce as a whole.

To improve the skills and qualifications of the workforce in Kent and to support the development of the Kent economy, particularly the technology, research and knowledge based industries:

- land and premises will be provided for education and skills training purposes;
- the improvement of education and skills training will be encouraged and fostered having regard to the spatial strategy and regeneration priorities of this Plan.

FP1: Employment Land Provision

Further amendments are proposed to FP1(b) in the light of discussion under Matter 7 to:

- establish the relationship between provision for additional land and additional floorspace for business development*
- confirm that additional land and floorspace for office accommodation /business development at Canterbury should be confined to the B1(a) or B1(b) Use Classes*
- correct the footnote defining the net commitment element of FP1*

An amendment to FP1 (d) to reflect a factual correction to the net commitment for Tonbridge and Malling Borough as discussed and agreed between the County Council and Tonbridge and Malling Borough Council.

Policy FP1: Employment Land Provision

- (a) Priority will be given to developing sites in Kent with planning consent or identified in local plans for financial and professional services, business, industrial and warehousing uses (Use Classes A2/B1-8) as at 2001.
- (b) In addition new land **(or its floorspace equivalent)** should be identified as follows:
- In Medway at least 20 hectares **(70,000 square metres)** for a wide range of employment uses including the knowledge and technology sectors as part of mixed use development at Chattenden/Lodge Hill;
 - At Canterbury City up to 10 hectares to provide specifically for knowledge and technology uses linked to the **higher** education sector in Canterbury **and up to 20 hectares (70,000 square metres) for office accommodation and business development within Use Classes B1(a) and B1(b) at the city;**
 - At Herne Bay-Whitstable up to 10 hectares **(35,000 square metres)** to ensure a continuing supply of land for the relocation and expansion of local firms and to attract inward investment to the coastal towns;
 - In Shepway provision of up to 20 hectares **(70,000 square metres)** to improve choice and support inward investment;
 - At Ashford further employment land up to 40 hectares **(140,000 square metres)** will be provided to give support, for the longer term, to its role as a regional growth point based on balanced employment and housing growth;
- (c) Accordingly the total provision for net additional floorspace provision for financial and professional services, business, industrial and warehousing uses will be:

Local Authority Area	Net Commitment at 2001 (000's sq.m)	New Provision	Total 2001-21 (000's sq. m)
Ashford	592	140	732
Canterbury	161	70 140	231 301
Dartford	892		892
Dover	512**		512**
Gravesham	435		435
Maidstone	129		129
Sevenoaks	84		84
Shepway	162	70	232
Swale	938		900&
Thanet	304		304
Tonbridge & Malling	346 359		241 284#
Tunbridge Wells	74		74
KCC Area	4,599 4642	280 350	4,766 4,836 4,879
Medway	505	70	575
Kent	5,104 5147	350 420	5,344 5,411 5454
North Kent	2,770	70	2,802&
East Kent Triangle	977**	70 140	1,047 1,117**
West Kent	474 517		399 442#
Channel Corridor	883	210	1,093

- (d) At Sevenoaks, Swanley, Tonbridge, **the Medway Gap**, Tunbridge Wells, Maidstone and Faversham the existing supply of land and premises for business

use should be carefully managed. Best use will be made of existing employment sites and previously developed land to sustain the provision of business space.

- (e) **Existing employment sites that are well located and otherwise well suited to employment use should be retained for this purpose.** Existing commitments may be reviewed through Local Development Documents. Sites, **which have not succeeded because of constraints or poor quality including constrained or poor quality sites,** may be replaced by alternative, more marketable and better located allocations provided that this:
- does not prejudice the scale and implementation of strategic locations for business development supported and safeguarded by this Plan (Policy FP3);
 - does not conflict with other Structure Plan policies.
- Measures, including investment by the public and private sectors to provide serviced sites and/or land reclamation, should be taken to bring forward sites that the market alone would not develop. Schemes will be encouraged to improve unattractive sites where this is a main reason for their lack of investment.
- (f) Local Development Documents should identify land for the appropriate location of businesses likely to cause environmental disturbance ~~to~~, **particularly in** residential or mixed use areas.
- (g) Employment uses other than those covered by Policy FP1 (but excluding retail **and leisure**) may be included on the major sites provided that this does not conflict with the policies of this Plan, notably in respect of the location of major generators of travel demand.

Notes to Policy FP1:

*** Includes land at Richborough-Sandwich previously occupied by a variety of uses and now available for redevelopment.*

Figures for Tonbridge and Malling allow for revised mix of land uses at Kings Hill and reduced B1 content pursuant to Policies HP1 and WK3.

& Figures for Swale allow for some rationalisation of business floorspace at Faversham pursuant to Policy NK3

*Net Commitments include **net completions 2001 – 2002, local plan allocations at 2002, net planning permissions at 2001-2002, net completions 2001-2002** and vacant plots within existing employment sites at 2002.*

New provision based on 3,500 sq. m per hectare.

FP2: Location of New or Replacement Employment Land

A minor amendment is proposed to clarify the reference to urban areas and clarify that the last clause of the first sentence relates to proposals.

Policy FP2: Location of New or Replacement Employment Land

Proposals for employment and business development other than (a) those already identified in adopted local plans or (b) at the specific locations identified in Policy FP4 (b) or identified pursuant to Policy FP6, should be located in, or adjacent to, **major or** principal urban areas ~~where they are and easily be easily~~ accessible by a choice of transport. Such proposals should be attractive to the market place.

FP3 : Locations of strategic Importance for Business, Industrial or Distribution Uses

In the light of discussion at the EIP under Matter 7a amendments are proposed to FP3 in respect of (i) Ashford to provide for the broader definition of strategic employment sites in south east Ashford in recognition of current masterplanning and new infrastructure (M20 junction) arrangements (ii) to make reference to Ebbsfleet rather than Ebbsfleet Valley to provide for consistency of description with NK1

Policy FP3: Locations of Strategic Importance for Business, Industrial or Distribution Uses

In contributing to the provisions of Policy FP1 the safeguarding and implementation of the following strategic employment locations will have priority:

- Ashford: Eureka Science Park
- Ashford: Orbital Park
- Ashford: Waterbrook (Sevington)
- Ashford: Cheeseman's Green
- Ashford : South East Sector including or replacing land at Orbital Park, Waterbrook and Cheeseman's Green
- Dartford: North Dartford (including Fresh Marshes)
- Dartford: Crossways Business Park
- Dartford: Eastern Quarry
- Dartford/Gravesham: Ebbsfleet Valley
- Dover: Land at Richborough
- Dover: White Cliffs Business Park
- Shepway: Shearway Business Park: Folkestone
- Shepway: Link Park: Lympne
- Swale: Neatscourt: Queenborough
- Swale: Lappel Bank: Sheerness
- Swale: Ridham Kemsley
- Swale: Eurolink: Sittingbourne
- Thanet: Eurokent
- Thanet: Manston Park
- Tonbridge and Malling: Kings Hill*
- Medway: Kingsnorth and Grain
- Medway: Rochester Airfield

**Subject to the provisions of Policy WK3*

FP4: Land for Technology and Knowledge Clusters

Minor amendments are proposed to FP4 to update and clarify descriptions of certain of the proposed clusters

Policy FP4: Land for technology and knowledge clusters

High quality proposals for ~~the~~ intensification or expansion ~~of established key employers and/or institutions~~ in the technology and knowledge sectors will be

supported at the following locations unless there are exceptional and overriding environmental impacts which cannot be adequately mitigated:

- (a) a new site at Canterbury linked to the University (pursuant to Policy FP1);
(b) expansion of technology and knowledge activities at:

- Fort Halstead (Sevenoaks District);
- **Horticultural Research Institute (HRI); East Malling Research;**
- Kings Hill;
- Pfizer and land in the Sandwich Corridor at Richborough;
- Sittingbourne Research Centre **(Kent Science Park);**
- Rochester Airfield;
- Chatham Maritime.

(c) the expansion, **in-situ at existing locations**, of other key employers in the technology and knowledge sectors.

In the light of discussion under Matter 10 amendments are proposed to FP14 and FP15 to provide for consistent reference to the strategic hierarchy of retail and service centres in Kent across Policies FP13-FP15

Policy FP14: Sequential consideration of sites for retail and leisure development

New retail and leisure development should be located on sites within **town and district** centres **forming the strategic hierarchy of retail and service centres in Kent, as identified in the Key Diagram**, **taking account of the scale of development proposed in relation to the size and function of the centre**. If there are no **such sites suitable sites or buildings that are, or will become, available** then sites on the edge of these centres may be considered.

In the absence of edge of centre sites development of large food or bulky goods stores may be considered, exceptionally, at out of centre locations but within the confines of a major/principal urban area.

Development (including extensions to existing retail development) on the edge of, or outside, town and district centres must demonstrate that:

- there is a need for the development; and
- more suitable sites do not exist within town or district centres, or on their edge; and
- Individually or cumulatively the development does not undermine the viability or vitality of existing town and district centres; and
- the development is accessible to a choice of public and private transport, and by walking and cycling; and
- the development will not prejudice readily available and accessible sites **identified** for **housing**, business and industrial development.

Policy FP15: Development for core comparison goods shopping

- a) Proposals for core comparison shopping should be accommodated at **town or district** centres **forming the strategic hierarchy of retail and service centres in Kent, as identified on the Key Diagram**.
- b) Development of comparison goods shopping in the sub-regional and principal town centres will be supported, particularly at:
- (i) Maidstone;

- (ii) Chatham;
 - (iii) Ashford;
 - (iv) Tunbridge Wells;**
 - (v) Folkestone;**
 - (vi) Dover;**
 - (vii) Sittingbourne.**
- c) The scale and character of development at Canterbury should not prejudice investment in, and strengthening of, the **principal town centres existing town and district centres** in East Kent and development of Ashford as a sub regional centre.
- d) Any development at Bluewater should not prejudice investment in, and strengthening of, the sub regional centres of Chatham and Maidstone nor conflict with the role of principal town centres in North Kent as the prime focus for local retail, service, cultural and leisure facilities.
- e) Development of a new mixed use town centre for Thanet at Westwood, adjacent to and integrated with existing major retail provision, and incorporating up to 25,000 sq. m of gross retail floorspace will be supported.

Table FP4 : Strategic Network of Retail Centres in Kent and Medway

To clarify the description of centres within the strategic hierarchy of retail centres in Kent and Medway and the definition of district centres within PPG6 amendments are proposed to Table FP4

District Centres (1) Urban District Centres /Other Town Centres

District Centres (2) Rural Service Centres

District Centres/Local Centres: To be defined in Local Development Documents

CHAPTER 7: HOUSING PROVISION AND DISTRIBUTION

HP2: Phased provision of housing land

In the light of discussion at the EIP under Matter 5 an amendment is proposed to HP2 to reorder its clauses and therefore reinforce that the phasing provisions of HP1 are met and, subject to this, to secure the development of previously developed sites prior to greenfield sites

Policy HP2: Phased Provision of Housing Land

The local planning authorities will phase and manage the release of sites for housing development, including taking account of the expected contribution of windfalls, to ensure that generally previously developed sites are brought forward before greenfield sites whilst meeting the housing requirements for the phasing periods set out in Policy HP1.

Whilst ensuring that the housing requirements for each of the phasing periods set out in Policy HP1 are met the local planning authorities will phase and manage the release of sites for housing development to ensure that, generally, previously

developed sites are brought forward before greenfield sites and having taken account of the expected contribution of windfall sites.

HP3: Contribution of previously developed land to housing provision 2001-2016

An amendment is proposed to Policy HP3 to reflect the status of the policy targets for the use of previously used land and provision for their testing through preparation of urban capacity studies and local plans/local development documents. This reflects the provisions of para 7.35 of the Explanatory Memorandum.

Policy HP3: Contribution of Previously Developed Land to Housing Provision: 2001-2016

The local planning authorities will test, through the conduct of urban capacity studies and the formulation of local plans/local development documents, the following indicative targets for the proportionate contribution of dwellings from previously developed land or the re-use of previously used buildings to the housing provisions of Policy HP1 for the 2001-2016 period.

	Total Housing Provision 2001-2016	Target for Previously Developed Land /Previously used buildings (%)
Ashford	14,000	30
Canterbury	6,200	70
Dartford	12,400	95*
Dover	4,500	65
Gravesham	4,400	75
Maidstone	6,500	65
Sevenoaks	2,400	90
Shepway	4,700	60
Swale	7,500	30
Thanet	5,100	80
Tonbridge & Malling	6,400	90
Tunbridge Wells	4,000	90
Medway	11,500	80
Kent	89,600	70

Note to policy HP3

* Policy target **for Dartford** includes former mineral workings and other damaged land that falls outside the definition of previously developed land within the terms of PPG3

CHAPTER 8: QUALITY, CHOICE AND ACCESSIBILITY IN THE TRANSPORT NETWORK

TP18: Roadside Services

A further amendment is proposed to TP18 to rescind that element of the Proposed Change (June 2004) that deleted reference to the evidence of need.

Policy TP18: Roadside Services

~~New facilities and services for road users and development of existing facilities will be permitted on the motorway, trunk road and primary route network only where a demonstrable need can be established and unless there is no an overriding conflict with other planning and environmental considerations.~~

New facilities and services for road users and development of existing facilities will be permitted on the motorway, trunk road and primary route network where a need is established and where there is no overriding conflict with other planning and environmental considerations

TP23: Major distribution and transshipment centres

Further amendments are proposed to TP23 to

(h) correct a drafting error in the first clause;

(i) in the light of discussion at the EIP under Matter 8c to provide for the use of terminology consistent with the Regional Transport Strategy in respect of inter modal interchanges

Policy TP23: Major distribution and transshipment centres

Proposals which encourage the transfer of freight from road to rail, ~~or between~~ or between road and air or between road and sea or river, which are designed and landscaped to a high standard, will be supported including at the following locations:

- on the Isle of Sheppey (Sheerness) ~~and north of Sittingbourne (Ridham and Kemsley area)~~ subject to the completion of the A249 second Swale crossing scheme
- north of Sittingbourne (Ridham and Kemsley area);
- serving Thamesport on the Isle of Grain, subject to improvements to the A228 and to rail access;
- at Dover on allocated employment land to provide inland freight facilities for the port;
- at Dover through extension of the Dover Western Docks to provide a road-rail freight interchange, subject to economic and environmental considerations;
- at Manston Airport.

The provision of an inland ~~road-rail facility inter modal~~ intermodal ~~to~~ interchange to serve the Channel Tunnel, or a major new distribution and transshipment centre elsewhere in Kent, will be permitted only where:

- the site is easily accessible to the trunk road system and served by rail sidings and/or water;
- strong evidence is provided that the proposal is necessary and viable, and will reduce the overall volume of freight traffic carried by roads in Kent;
- there are no significant adverse effects on the local economy, **the local highway network**, countryside character or **the environment including the Kent Downs Area of Outstanding Natural Beauty.**

The long-term use of the rail facility as an integral part of the operation of the site should be secured.

TP25: Lydd Airport

An amendment is proposed to TP25 in line with the Councils' Statement on Matter 9b (para 12)

Policy TP25: Lydd Airport

The expansion of **general** aviation at Lydd Airport will be supported. Proposals related to the development of the airport will be assessed against the following criteria:

- the impact upon the surrounding environment, landscape and local settlements;
- the economic and employment advantages;
- access from the main centres of population and the availability of a choice of transport modes; **and**
- ~~the existence of suitably located alternative flying facilities.~~

CHAPTER 9: Climate Change and Managing Our Natural Resources

In response to discussion under Matter 12 an amendment (as originally proposed by Swale BC) is proposed to NR9 (d) to include reference to the improvement of existing wetlands.

Policy NR9: Development and Flood Risk

Development will be planned to avoid the risk of flooding and will not be permitted:

- if it would be subject to an unacceptable risk of flooding or where it would increase the risk of flooding elsewhere ~~or require the construction of new defences;~~
- Where it would prejudice the capacity and integrity of flood plains or planned flood protection or coastal defence measures;
- Where it will hinder the implementation of future flood protection or coastal defence measures;
- if it would adversely affect the ability of the land to drain.

Where development is necessary in areas at risk of flooding it should be designed and controlled to mitigate the impact of flood risk.

Local Development Documents will include policies to:

- a) ensure that a risk based sequential approach, reflecting degrees of flood risk, is adopted in guiding specified categories of development away from flood risk areas;
- b) secure the provision and maintenance of appropriate drainage systems in new developments to ~~alleviate~~ mitigate flood risk;
- c) ensure that proposals for development are accompanied by flood risk assessments appropriate to the scale and nature of the development and the risk;
- d) seek to create new or improve existing wetland wildlife habitats where these complement flood risk reduction measures.**