

# CANTERBURY DISTRICT EMPLOYMENT LAND REVIEW 2011-2031



**March 2013**

**Worksheets**

**Evidence base study prepared by  
Canterbury City Council**

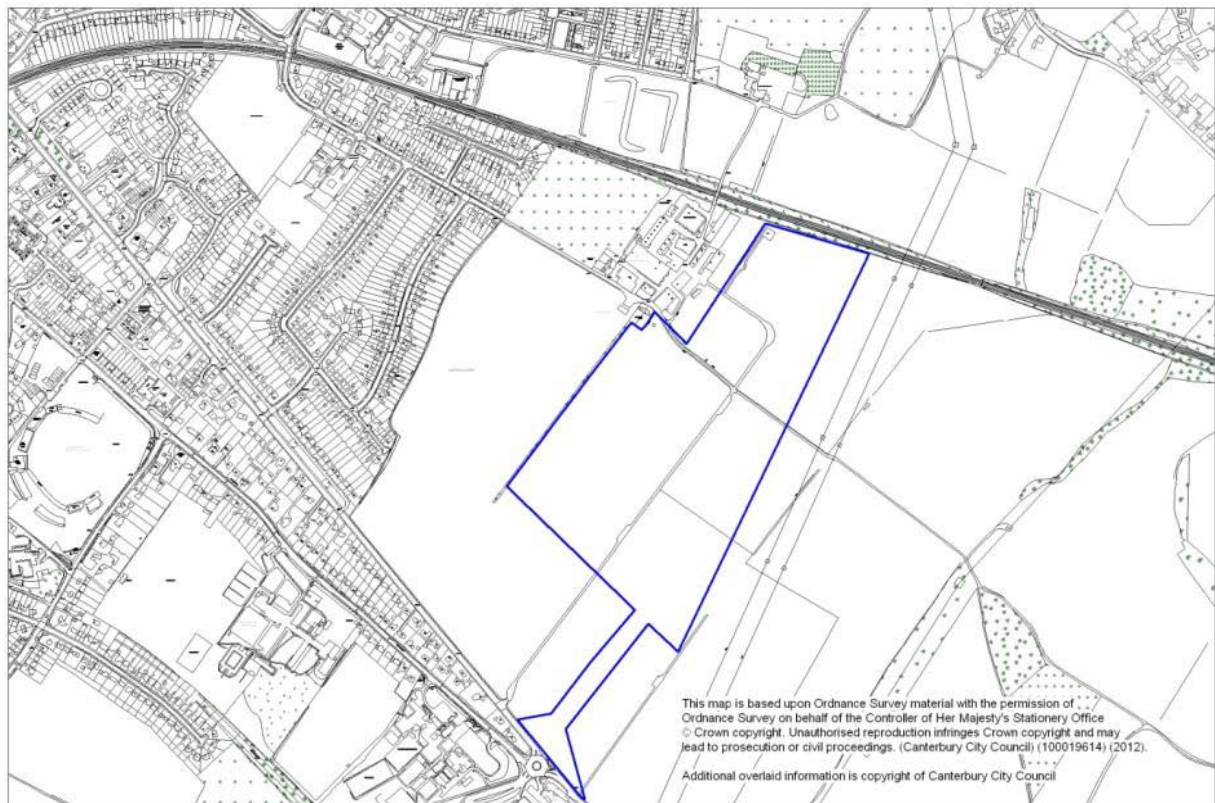




Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL1	NA
Site Name/Address	Little Barton Farm, New Dover Road, Canterbury	NA
Map Location (Grid Ref)	616,560 – 156,090	NA
Current Use/Use Class:	Agricultural land	NA
Potential/Proposed Use (s)	A2, B1a and B1b (financial and professional services, offices, research and development)	NA
Brown/Greenfield/Mixed Agricultural land grade	Greenfield Grade 1 agricultural land	SP1 1
Land/plots left available	20 Ha	NA
Potential floor area	Circa. 70,000 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Agricultural fields currently in grain production, with a small pocket of woodland. The site slopes gently down from New Dover Road to the railway in the north, the majority of the allocation is away from New Dover road at the bottom of the slope next to the railway line. A poorly maintained access road with a wide entrance way runs down the middle of the site serving the business park at the bottom.</p>	NA
<p>Condition of buildings and external areas</p>	N/A	SP17 NA
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>The site and immediate surrounds have a largely rural character especially to the east; there is the "urban fringe" city edge to north, south and west. Predominately residential to the west, with a mix of other urban uses – school; hospital; park &amp; ride; Barton Business Park etc. Largely rural uses to the south and east – primarily farmland. North is the railway line, farmland and houses.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Business Office Node Area of High Landscape Value</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Allocated as an office node</p>	SP3 2
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Part of SHLAA 206 – a mixed use proposal for employment, education and housing  This allocation was strongly supported by the Inspector as an appropriate, viable site, in the recommendations following the Local Plan inquiry on the current Local Plan.</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	NA	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Just outside urban area, 2km to City Centre	SP5 3
Access (external/internal/HGV's/parking)	Current access would need to be substantially improved or relocated	SP6 4
Highway capacity	<p>This would be a major development which has the potential to provide a significant amount of new infrastructure on the strategic road network and in the city provided that the issues of trip generation and congestion can be addressed.</p> <p>The Highways Agency has stipulated that a development of this size would be expected to contribute/provide a new junction on the A2 to replace the existing Bridge interchange. A bus rapid transit system between the site and the city would also help to make the site more sustainable.</p> <p>The site will need to include sufficient amenities to reduce the need to travel.</p>	SP7 2
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	1km to A2	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes and Park and Ride in close proximity.	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	This would all need to be provided. In general Canterbury City has related capacity issues, especially with sewer capacity.	SP10 1
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size – (related to development potential)	A good shape and size for development	SP14 4
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	<p>Line of power line pylons runs NNE to SSW adjacent to the site.</p> <p>An Air Quality Assessment, Noise Assessment and Contaminated Land Assessment will be required.</p>	SP15 3
<b>Flood Zone</b>	NA	SP16 4

<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Extension of urban area, replacement of open fields with business buildings.	SP11 3
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	Site located in Area of High Landscape Value – landscape impact assessment required. This area has been identified by previous Local Plan Inspectors as being a less sensitive part of the AHLV. However, a development of the scale suggested by this proposal would require major design input.  Possibility of protected species, a scoping survey is necessary.	SP12 3
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeology - field survey assessment evaluation required.	SP13 4
<b>Any likely design constraints –</b> massing, height, location	With respect to the AHLV and urban extension	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.16

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Major delivery constraints are well documented and long standing. Principally this refers to the need for off-site transport infrastructure (i.e. a new A2 interchange at Bridge). The cost of this is estimated at £25 million (price quoted in 2008).</p> <p>This is also a greenfield site which would require new on-site infrastructure (both surface and utilities).</p> <p>In its current form these up-front costs effectively prohibit the existing employment allocation from being developed.</p> <p>A SHLAA proposal identifies the potential for future employment development at south Canterbury among a range of options. In terms of securing viability, a new employment site should form part of future mixed development which may be of a sufficient critical mass to deliver required transport infrastructure.</p>	<p style="text-align: center;">DM1 1</p>
<p><b>Site Assembly</b> Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The land is owned by local farming interests but held within a trust (incorporating professional/development industry advice) with the principal aim of developing the site.</p>	<p style="text-align: center;">DM2 3</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The trust has expressed a willingness to develop the site notwithstanding off-site infrastructure constraints.</p> <p>No public/private funding of the scale required is available at present for business park developments.</p> <p>Site is identified as a key east Kent spatial priority (forms part of Canterbury Knowledge City) in the East Kent Growth Plan (2012). This should give the principal delivery constraints (i.e. transport) greater weight in terms of future investment priorities. In its current form a business park of the scale proposed could accommodate between 2,200 and 3,000 jobs.</p>	<p style="text-align: center;">DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> </ul>	<p>The allocation potentially provides a product that Canterbury is lacking. Demand would initially be envisaged to come from</p>	<p style="text-align: center;">DM4 3</p>



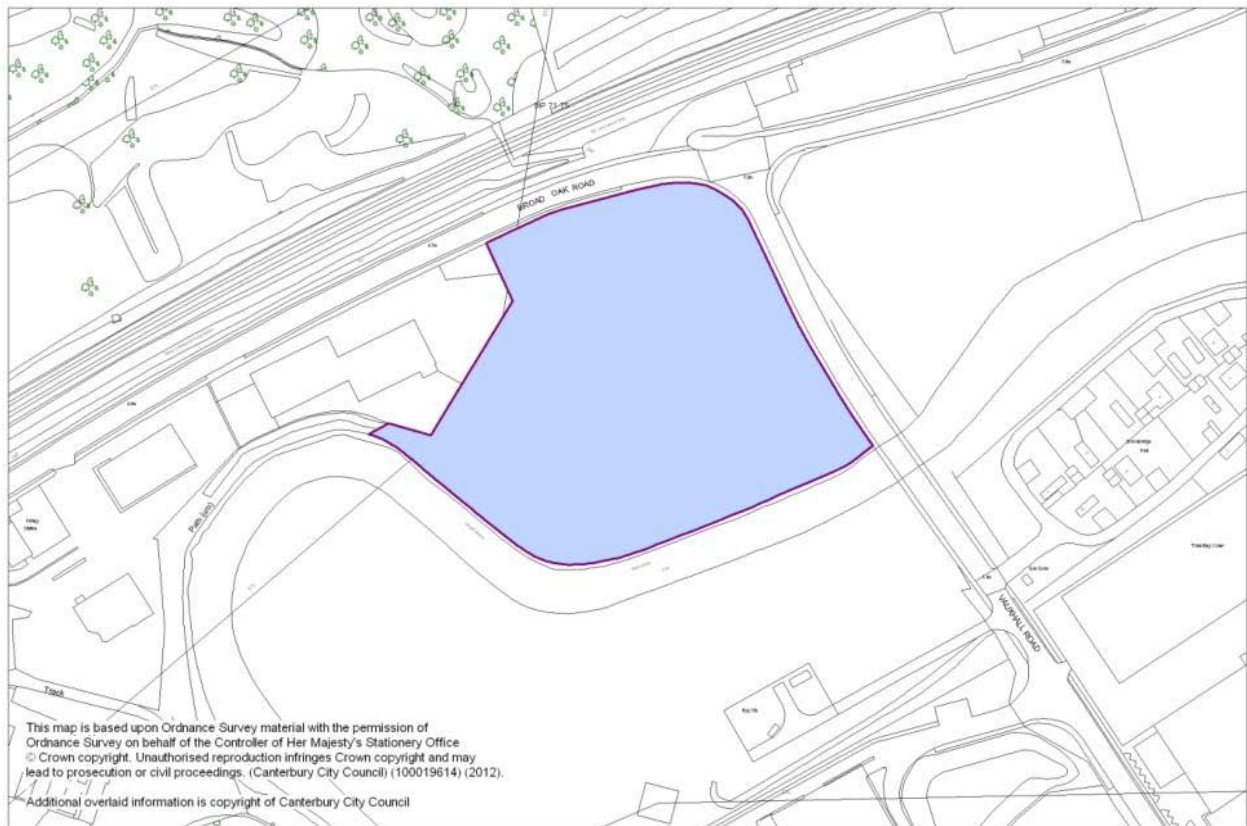
<ul style="list-style-type: none"> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>indigenous firms and businesses connected with university science and technology activity. However, more work would be required to understand whether the full 70,000m<sup>2</sup> could be developed.</p> <p>Site is intended to be a high quality, low density or ‘flagship’ science and technology park while also being attractive to professional services. Competition would be from similar and more established Kent sites for inward investment (e.g. Discovery Park, Kings Hill, Dartford Crossways) and therefore would be relatively high.</p> <p>The site is set in an attractive locality with good access to city’s amenities and services.</p>	DM5 2
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above this site is retains good visibility from the A2050 New Dover Road which serves traffic entering Canterbury via the A2 and leaving the city. It is also located in close proximity to a Park and Ride facility.</p> <p>No activity has taken place on site. Due to prohibitive transport infrastructure constraints site has not been marketed.</p>	DM6 4 DM7 1 DM8 1
<p><b>Developers’ phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	Not as yet	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Under current circumstances (and without intervention or change in delivery strategy) this may take beyond 10 years but possibly within the proposed plan period (up to 2031).	DM9 2
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	N/A	DM10 NA
<p><b>Average Score (weighted at 60%)</b></p>		2.11
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

<b>FINAL ASSESSMENT</b>	
<b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b>	Possibly but in current form this is uncertain due to transport infrastructure constraints. Such a delay will not meet the long-standing need for a 'flagship' business park of this kind.
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Currently yes.
<b>Any there any other material policy considerations?</b>	Local Plan Development Requirements Study (NLP, 2012) indicates a need for new housing in district. The site would need to play an important role in terms of new employment provision for a growing population base and labour force.
<b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?	<p>Though it can be argued a 'flagship' type business site would benefit Canterbury, the site in its current guise, has little or no prospect for delivery without significant intervention. A new delivery strategy will therefore need to be employed.</p> <p>One approach could see a similar sized business development site form part of a new mixed-use allocation to be considered through the Local Plan process.</p> <p>This may require de-allocation of the current site to enable this to take place. The scale, shape, form and potential marketability etc of this site could then be reviewed to ensure this meets local and inward investment requirements.</p> <p>It should be emphasised that a previous technical appraisal (i.e. Terence O'Rourke Ltd and WSP Development Ltd on behalf of the Council in 2004) recommended this site as the best Canterbury location for a major science/ technology park.</p>
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	B1a and B1b (offices, research and development)
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	Site may need to be de-allocated and relocated to enable a more effective delivery strategy to be considered.
<b>Final Averaged score</b>	2.53

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL2	NA
Site Name/Address	Council Land on the southwestern corner of Vauxhall Road, Canterbury	NA
Map Location (Grid Ref)	616,218 – 159,866	NA
Current Use/Use Class:	Vacant Land, allocated Employment	NA
Potential/Proposed Use (s)	B1 & B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed	SP1 1
Site Area Land/plots left available	1.4ha	NA
Potential floor area	5,000 - 6,000m <sup>2</sup>	NA

Plan of site



Aerial



Photo of site looking west along Broad Oak Road

## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is on the outer edge of the Broad Oak commercial industrial area on the urban fringe of Canterbury. Although the site has never been developed it has been substantially disturbed over time. This has included the erection of high-tension power pylons and filling during the 1920/30's.</p> <p>It's covered by low scrub with a few sapling trees and larger boundary trees. High tension power lines run along the western boundary with a large pylon located in the SW corner of the site.</p> <p>The site is situated within a low-lying river plain that has been infilled to a level generally higher than Broad Oak Rd levelling the site to the river where it drops steeply down. A footpath runs along the top of the river bank. The site is frequently targeted by fly tippers.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Power pylons – no other structures on site</p> <p>Site comprises undeveloped scrubland with quantities of rubbish left by fly-tippers.</p>	SP17 NA
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north of the site lies Broad Oak Road beyond which are the rail line and old Shelford Quarry and landfill site. To the west are car sales yards, other vehicle based businesses, light industrial businesses, a nature reserve and the electricity transfer station. Running along the south of the site is the Local Wildlife Site, Great Stour river and Protected Open Space which incorporates an area allocated for community uses. Beyond this, to the south are further car sales yards and similar businesses and a small residential area. To the east of the site are Vauxhall Road then farmland, a gypsy site and a large metal works site (Parker Steel).</p> <p>The area is dominated by light industrial, B1 uses, car sales businesses and the natural environment along the Great Stour river.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Urban Area Employment Allocation 2006 Flood Zone 2/3 SNCI (LWS)</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Development Principles approved 2011 Riverside Strategy</p>	SP3 2

<p><b>Other Planning History:</b>  e.g. Employment Allocation or Planning Permission?  Development Brief.  Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Two Expired Planning Permissions:</p> <ol style="list-style-type: none"> <li>1. CA/93/00799/CAN, Outline - for industrial, storage and distribution, non-food retail, or car show room. Approved 12/11/1993 12 conditions..</li> <li>2. CA/98/01054/CAN Industrial, storage and distribution, or car showroom. Approved 29/10/98 15 conditions.</li> </ol>	NA
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<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within urban boundary – 2.5km from town	SP5 4
Access (external/internal/HGV's/parking)	There is one inappropriate blocked access from Vauxhall Road. Vehicle access would have to be from Broad Oak Road at the western end of the site. The access will need vision splays (70m) and a width of 9m to provide for HGV turning.	SP6 4
Highway capacity	Contributions are likely to be required to Sturry Road bus lane plus possible improvements to roundabout at VR / BOR junction.  Good capacity in the immediate area, however, congestion is more frequent closer to the city and any new, future developments along A28 at Hersden may also impact on traffic volumes and flows in this area.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Located reasonable distance from A2 and traffic would have to travel through Canterbury City to obtain access to A2.	SP8 2
Proximity to public transport (800m to bus stop 2 or more services/hr)	Easily within 800m of local bus stops	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	A Medium Pressure Gas main crosses the northeastern corner of the site. No mechanical excavations are permitted within 0.5 metres of the pipeline.  A high voltage line appears to cross the top northeastern corner of the site.  There are no public sewers in the immediate vicinity of the site so off site infrastructure will also be required.	SP10 1
<b>Renewable energy capacity</b>	Development principles require a very good or excellent rating under bespoke BREAM standards.	NA
Topography shape and size – (related to development potential)	Predominately flat, then drops abruptly down to the river. Predominantly of a squareish shape.	SP14 3

<p><b>Are any re mediation works required? –</b></p> <ol style="list-style-type: none"> <li>1. Electricity Pylons</li> <li>2. Contamination/Pollution</li> <li>3. Adverse Ground Conditions</li> <li>4. Hazardous Risk</li> <li>5. Building/material demolition or removal</li> <li>6. other</li> </ol>	<ol style="list-style-type: none"> <li>1. Power pylons on site</li> <li>2. Sampling shows elevated levels of heavy metals and poly aromatic hydrocarbons. These pose a potential risk to ground and surface water. Further sampling and remediation required.</li> <li>3. Probable fill.</li> <li>4. As Above</li> </ol>	<p>SP15 3</p>
<p><b>Flood Zone</b></p>	<p>Southern ¼ of site is subject to flooding - mainly Zone 2 with some Zone 3 along the very edge. There is sufficient area on site to locate buildings out of flood risk area.</p>	<p>SP16 2</p>
<p><b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b></p>		
<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>This is a semi industrial area. The site has capacity for improvements.</p> <p>There may be lighting restrictions associated with the adjacent wildlife site.</p>	<p>SP11 5</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Contains a SNCI or LWS, immediately adjacent to a river. Also the site comprises undisturbed scrubland. Therefore there is a high probability that the site contains protected species.</p>	<p>SP12 3</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>The floodplain is a landfill site and is of paleogeological interest. Further evaluation and analysis required.</p>	<p>SP13 3</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>See development principles for specific guidance</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>2.91</p>



## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> </ul>	<p>Some minor rather than major constraints to scale of footprint, location and height of buildings.</p> <p>Also a need for some new off-site (transport) and on-site (surface and utilities) infrastructure.</p>	<p>DM1 3</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is owned by Council (single ownership)</p>	<p>DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>See above - the Council has a track record of disposing of sites to market for development (e.g. Eddington Nursery, Herne Bay). An internal process has earmarked this site to market for disposal. However, it would be transferred to an alternative ownership for development.</p> <p>In light of potential constraints and to allow alignment with nearby commercial uses, development brief also expands target planning uses to non-B use (suis generis) (i.e. car sales)</p> <p>It is not anticipated that the site would require public funding to enable delivery.</p>	<p>DM3 4</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>In terms of employment uses, due to greater distance from city centre site this is more likely to be attractive to B1 light industrial.</p> <p>The site is reasonably attractive on this basis with little competition in close proximity. There are few B1 industrial schemes in Canterbury.</p> <p>Site situated within a reasonably attractive locality for business with other commercial uses in relative close proximity.</p>	<p>DM4 3</p> <p>DM5 4</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Attractive site with visibility from two roads (Broad Oak and lesser extent Vauxhall Road).</p> <p>No development on site in last 5 years.</p> <p>No marketing in place as yet but Council</p>	<p>DM6 4</p> <p>DM7 1</p> <p>DM8 4</p>

	<p>seeks to market site for disposal within next twelve months. An agent has been retained to assist with marketing and to help find potential clients/purchasers.</p> <p>Development terms will be flexible to allow design and build, occupational lease or sale on completion of development. However, marketing is likely to be more oriented towards car sales, which has considerable market strength in Canterbury and is of higher value.</p>	
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	Not in place as yet	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Possibly within 1-3 years if disposal process commences within next twelve months.	DM9 5
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	N/A	DM10 NA
<p><b>Average Score (weighted at 60%)</b></p>		3.67
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

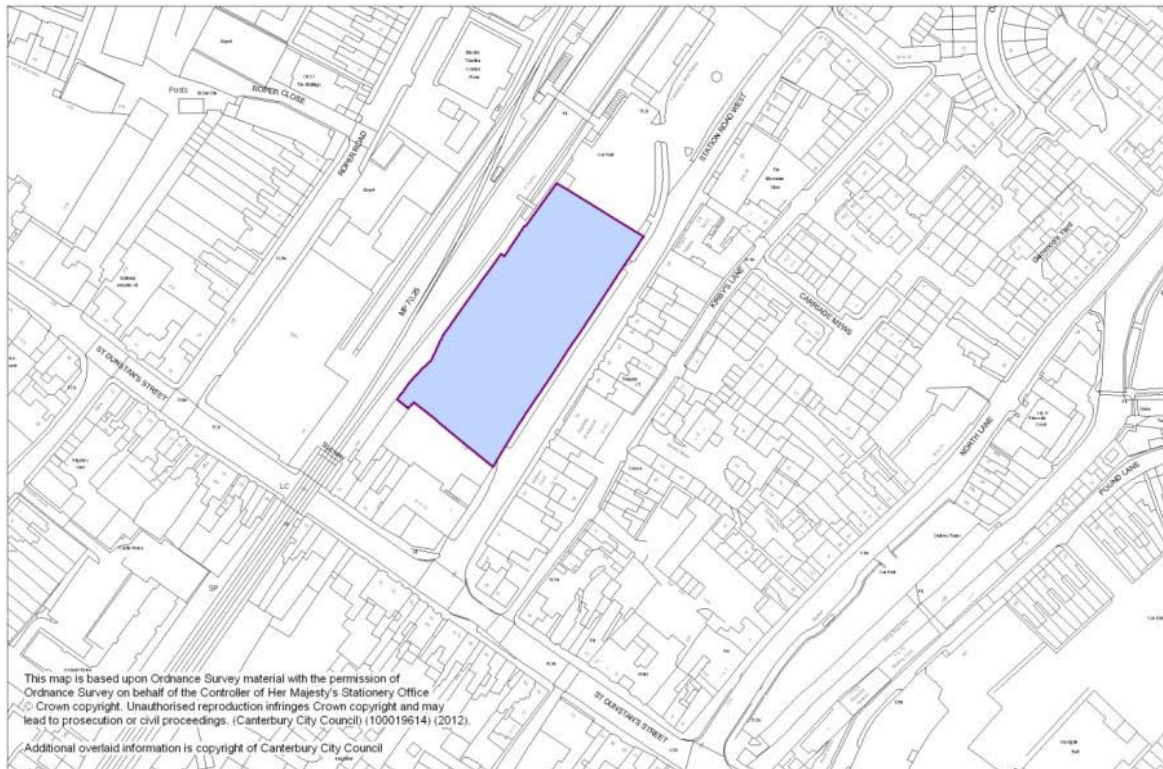
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Yes, although identified constraints alongside current market conditions and likely marketing focus suggest it may be more attractive as site for car sales.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes and associated activities.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – retain for employment and other uses as designated within development brief. Retention required to ensure purchaser delivers site for intended uses following Council disposal.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Light industry (B1), trade counters and / or car sales (suis generis)</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged score</b></p>	<p>3.36</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL3	NA
Site Name/Address	Car Park, Adjacent to Canterbury West Station, Station Road West, Canterbury	NA
Map Location (Grid Ref)	614,498 – 158,225	NA
Current Use/Use Class:	Surface car park	NA
Potential/Proposed Use (s)	Employment – Offices (A2, B1a)	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 5
Site Area	0.43 Ha	NA
Land/plots left available		NA
Potential floor area	1,400 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site, looking north and southwest



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site sits between Station Road West and the high speed Canterbury to Ashford rail line. It is a well-used Council public car park (with 133 spaces) adjacent to Canterbury West Railway Station. The site is lower than the surrounding land but level and nicely finished with attractive paving and some soft landscaping. A row of mature, attractive trees sit on a bank adjacent to the footpath.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Very good – well maintained high quality environment.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north is a Network Rail car park and Canterbury West Station. To the east are residences varying in height between 2 and 4 storeys high in a mix of traditional and modern styles. To the south is a new Sainsbury local store and student flats which overlook the car park. West is the rail line and businesses along Roper Road.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Urban Area Regeneration Zone Employment Conservation Area</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>Development Brief is in place for the whole regeneration area. Recommends office and parking use on the site, as well as some design guidance. Local Plan employment allocation</p>	SP3 2
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA/84/01129 – residential development – refused  CA/85/00307 – Car park – granted subject to a condition that the trees are retained and/or replaced.  CA/12/00578 - Certificate of lawful development (Proposed) for the re-configuration of car park and forecourt area and temporary formation of overflow car park</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Canterbury West Regeneration Area.</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Situated within urban area just outside of the city centre.	SP5 4
Access (external/internal/HGV's/parking)	Site has a fully formed double access to Station Road West. There is sufficient room within the site to provide parking and turning. The existing tree line may limit ability to relocate existing access points.	SP6 4
Highway capacity	There is limited capacity at peak times due to the presence of a pinch point at the rail crossing, London Road roundabout and the Westgate Towers closure.  The site highly sustainable due to its location next to a railway station and town centre. A cycle route on Station Road West linking St Stephen's pathway to St Dunstan's Street would be required.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2, Rail lines for offices</i>	3km to A2, adjacent to main rail station (suitable for office use)	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes – train station and bus stop adjacent	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Site not serviced but services available adjacent.	SP10 3
<b>Renewable energy capacity</b>	Limited	NA
Topography shape and size – (related to development potential)	Rectangular, flat.	SP14 4
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Potential for some contamination from use of the site as a car park.  Air quality in the area may actually be improved by the loss of the car park.	SP15 4
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>Site presently retains an open treed vista. There may be some amenity issues associated with the loss of the openness and car parking. Also the new flats built up to the site's southern boundary have primary windows overlooking the site.</p>	<p>SP11 3</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>The trees along the road frontage are an important element of the street scene and protected by the conservation area.</p> <p>The site is not particularly sensitive in terms of protected species.</p>	<p>SP12 4</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Conservation Area</p>	<p>SP13 3</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>The residential development that overlooks the car park will require a minimum distance to allow access to light and amenity. The site is also in a conservation area so will be subject to design standards.</p> <p>There will be a need to re-provide car parking either on-site or elsewhere within the regeneration zone.</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.77</p>



## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>The major delivery constraint is likely to be the need for any new development to incorporate / or safeguard elsewhere existing levels of parking provision for rail commuters. This is stipulated within Development Principles.</p> <p>On-site remediation would also be necessary in view of site's proximity to nearby rail track and residential developments.</p> <p>In light of the above, value generated by purely office development may not be able to overcome these viability barriers.</p>	DM1 2
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is within single ownership (the Council) though it is important to emphasise that the site forms part of a wider regeneration zone surrounding the station area. Network Rail is also a key land owner in this regeneration zone. However, site could potentially be developed independently by owner (i.e. Council).</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Development of the site or disposing of the site for development is currently under consideration. The Council is presently assessing viability and testing different options in terms of potential development.</p> <p>Current office market dynamics in the city suggest the site is unlikely to be developed speculatively for employment uses within the next few years though the prospect of an office pre-let/sale is a possibility. There are potential constraints (e.g. commuter parking) in terms of strategic objectives for the site.</p> <p>The Council is unlikely to develop the site itself. It is an employment allocation therefore in principle the Council seeks to see the site developed in line with Local Plan policy.</p> <p>Theoretically loans may be available from the Growing Places Fund for development schemes that have stalled though this programme is due to end within two years.</p>	DM3 3
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> </ul>	<p>Previous assessment of employment sites (Savills, 2007) identified this site as the most attractive office development site in the</p>	DM4 3

<ul style="list-style-type: none"> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>district in view of its proximity to a HS1 rail station and city centre.</p> <p>No new speculative office development has taken place in the city in recent years. Therefore any new accommodation is unlikely to be in competition with other schemes.</p> <p>Demand / take up for offices in recent years has been low in Canterbury though some latent demand exists which could trigger a pre-sale/pre-let. Even without marketing, two approaches have been made by local professional services firms. Similarly there is demand for small, serviced office space as illustrated by the success of the Innovation Centre.</p>	DM5 4
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site's visibility has high notably to station patrons and passing traffic. It remains a good location for potential occupiers especially from professional services that require a prestige location with excellent links to existing and new markets (e.g. London).</p> <p>There has been no activity on site in last five years. As development options are being explored by the site owner, the site is not yet being marketed for employment development.</p>	DM6 5 DM7 1 DM8 1
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	Unknown at present	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>The site's potential for office development is currently under consideration by the city council.</p> <p>Development within 5-10 years therefore may be more appropriate.</p>	DM9 3
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	N/A	DM10 NA
<p><b>Average Score (weighted at 60%)</b></p>		3
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

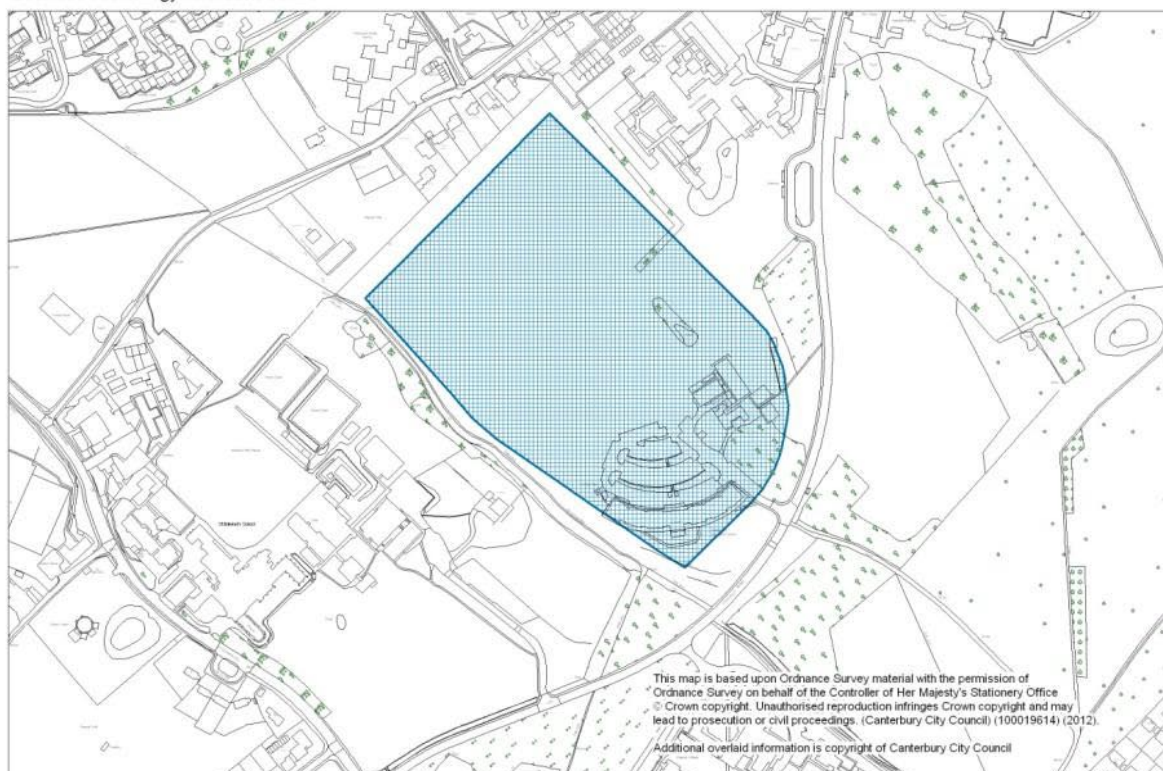
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Unlikely within next five years taking into account emerging evidence and prevailing local office market conditions. Alternatively some office space could be brought forward a part of a mixed residential/office development though the employment floorspace potentially yielded would be smaller.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>The Development Brief indicates that an office scheme (incorporating some residential) would be acceptable. The site is a Local Plan employment allocation.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Offices</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>The site owner is currently assessing different retention verses development options/scenarios. This will influence any decision to either; retain for car parking, develop the site for employment use, develop the site in a different way or release the site for other uses.</p>
<p><b>Final Averaged score</b></p>	<p>3.31</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL4	NA
Site Name/Address	University of Kent Technology Park, University Road Canterbury	NA
Map Location (Grid Ref)	613,760 – 159,290	NA
Current Use/Use Class:	B1 and education	NA
Potential/Proposed Use (s)	B1 (offices, light industrial and research and development)	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed greenfield and education Urban Area	SP1 3
Site Area	Approx 7ha	NA
Land/plots left available	Estimated 4.6 ha left available	NA
Total Floor Area	Phase 1 comprises 3,870 m <sup>2</sup> .	NA
Potential floor area	15,130 m <sup>2</sup> remaining	NA

Plan

Business Technology Innovation Centre



## Aerial Photo

Business Technology Innovation Centre



## Photo of site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The majority of the site is undeveloped meadow inter-dispersed with trees and hedgerows. Beverly Farmhouse is located in the eastern corner of the site and phase 1 of the Innovation Centre (IC) is sited in the southern corner with terraced parking above it.</p> <p>The IC is a modern well designed, large two storey building that curves with the site. It is divided into a number of small units which provide business start-up space. The majority of these units are occupied.</p> <p>The site is accessed through the University off University Road. Terraced car parking is provided behind the building.</p> <p>There has been some encroachment into the top of the site by student accommodation. A new undecided planning application will increase this encroachment if approved.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Very good, new purpose built buildings, well paved and maintained parking area</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>The site sits within the University Campus, the majority of which makes up the area to the north and east of the site. To the west is St Edmunds School. Immediately south is Chaucer College and the residential areas of St Dunstan's. There are also some residential and business properties to the north of the site along Giles Lane. To the east is an area of open space/parkland, known locally as Chaucer Field.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Business Innovation Centre Area of High Landscape Value Grade II listed building (Beverly Farmhouse) Within University Boundary</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Supplementary Planning guidance - Development Brief for University of Kent Innovation Park. Some development on site, but no full planning permission for remainder of site.</p>	SP3 4

<p><b>Other Planning History:</b>  e.g. Employment Allocation or Planning Permission?  Development Brief.  Previous site proposal at LPI accepted and rejected  1998 plans</p>	<p>CA//12/01887 - Erection of ten buildings standing two, three and four storeys in height to create student accommodation (797 bed spaces) comprising townhouses and cluster blocks and associated administration/catering/welfare facilities, along with refuse and recycling facilities, car and cycle parking, drainage, landscaping and recreation space and new access road off University Road. - <u>Decision pending</u></p> <p>CA//11/00795 - Demolition of existing buildings and erection of children's day nursery. Granted</p> <p>CA//10/00703 - Erection of five detached buildings of three and four storeys to provide 495 student bedrooms, single-storey building to accommodate ancillary facilities, extension to existing catering facilities at Keynes College, bin and cycle storage facilities and associated car parking and landscaping. Granted</p> <p>CA//07/00153 - Erection of 3870m<sup>2</sup> two and three-storey business innovation centre (Use Class B1) with associated parking and access and revised car parking arrangements to serve Beverley Farmhouse. Granted</p> <p>Plus a number of applications related to retention of temporary buildings and parking around Beverly Farm</p>	<p>NA</p>
<p><b>Regeneration Area or Area of high deprivation?</b> (i.e. in a ward having an LSOA in 20% most deprived in England)</p>	<p>If fully developed the Technology Park could accommodate/support 1,500 jobs.</p>	<p>NA</p>

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Located just outside the urban boundary but at a walkable distance to City Centre.	SP5 3
Access (external/internal/HGV's/parking)	Internal roads are close to capacity. Parking campus road improvements and green transport strategies, parking managements would be required.  Possible implementation of residents' parking scheme for residential area south of University Road if overspill parking likely.	SP6 3
Highway capacity	Local and feeder roads in this area are at capacity during peak times. See above. Possible improvements needed to junction may also be required.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approximately 4km from the A2	SP8 2
Proximity to public transport (800m to bus stop 2 or more services/hr)	Bus stops within the University Campus – regular buses run every 10 minutes.	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	In place to support existing development within site.	SP10 2
<b>Renewable energy capacity</b>	There is good potential for this.	NA
Topography shape and size – (related to development potential)	Site is an irregular shape and slopes down steeply at times to the south.	SP14 3
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	The site falls 21m – so is sloped in areas.  No other issues known	SP15 4
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> • Townscape	Site visible from Canterbury City, so there is the potential for some impact on the wider	SP11 4



<ul style="list-style-type: none"> <li>Noise pollution</li> <li>Light pollution</li> <li>Residential Areas</li> </ul>	<p>visual amenity of Canterbury City.</p> <p>There are also residential properties adjacent to the site, on which development could have some impact.</p> <p>Site may be adversely affected (e.g. scale reduced) if proposal to build student accommodation is brought forward.</p>	
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>Trees/TPO – on site</li> <li>Sites of Nature Conservation Interest – on site or adjacent</li> <li>Protected Species/biodiversity – on site or adjacent</li> <li>Water courses/bodies (within 25m)</li> </ul>	<p>The site is located within an AHLV and has been assessed as comprising part of the important views from Canterbury City.</p> <p>There are a number of trees and hedgerows on the site that contribute to the value of the area. Although previous surveys have found no protected species, the possibility exists therefore an up to date scoping survey is necessary. The hedgerows were also found to be important.</p>	<p>SP12 4</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>Conservation Areas</li> <li>Historic Parks and Gardens</li> <li>Listed Buildings</li> <li>Scheduled Ancient Monuments/AAI</li> <li>Potential for Archaeology</li> </ul>	<p>Beverly Farmhouse within the site is Grade II listed. Adjacent to the site is St Edmunds School which is also Grade II listed.</p> <p>Archaeological evaluation required; part of Keynes III &amp; Southern Slopes (Chaucer Fields) proposals</p>	<p>SP13 3</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>Yes see SPD – this has a number of restrictions.</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.35</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Major up-front infrastructure costs (e.g. transport and utilities) are principal constraints to fulfilling the next phase of the park. The high quality infrastructure supporting 'Green' technology park aspirations may also heighten these costs. Attempts are being made by land-owner to reduce /mitigate these costs.</p> <p>Once in place the technology park is likely to be attractive to prospective investors.</p>	<p>DM1 3</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The undeveloped area of the Technology Park is under a single ownership (University of Kent). The IC is, however, owned by the East Kent Spatial development Company.</p> <p>It is understood that the university will want to develop and manage the park itself.</p>	<p>DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The university has made attempts to improve the achievability of the site. For example public funding has been sought (e.g. RGF) to help mitigate costs of installing infrastructure. The landowner is, however, unwilling to finance the development through borrowing. A private sector developer has also expressed interest in building the business accommodation.</p> <p>It should be highlighted that the activity earmarked for the Technology Park is non-core university activity. As a result there will continue to be competing pressures for more on-campus student accommodation, teaching facilities and commercial uses (e.g. hotel) which can help generate heightened income streams.</p> <p>An encroachment into Phase 3 (Upper Plateau) – (approx 1 Ha) has already occurred as a result of Keynes College extension.</p> <p>A new planning proposal to build student accommodation is also being considered by the council. This further encroachment from non-B class uses would reduce the level of employment floorspace that could potentially be yielded from this site by 25%. Equally it could also provide some of the surface infrastructure (e.g. road access) required to enable the remainder of the site to be</p>	<p>DM3 3</p>

	delivered for business development.	
<b>Market Demand</b> <ul style="list-style-type: none"> <li>Market Perception (<i>likely to be high or low demand</i>).</li> <li>Competition (<i>from similar sites in market area</i>)</li> <li>Market requirements (<i>like to met a need</i>)</li> <li>Attractiveness of locality</li> </ul>	<p>Perception is very good, developed in part by the success of the innovation centre and the close alignment and proximity between science/ tech parks and university (e.g. pool of graduate labour, research/knowledge based) facilities. The site also occupies spectacular views across the city / Cathedral. This could be a highly attractive proposition to a variety of investors.</p> <p>However, no clear industry USP or specialism has emerged which can be exploited to promote the site. It is, however, well located to meet the needs of IC tenants seeking add-on space.</p> <p>There is increased competition from established science park sites (Kent SP) and emerging centres (Discovery Park). The market area for this activity is often considered to be regional and national. However, this is the only specialist site within Kent on a University Campus.</p>	DM4 3  DM5 4
<b>Marketability</b> <ul style="list-style-type: none"> <li>Visibility/attractiveness of location.</li> <li>Activity on site (<i>any development in the last 5 years</i>).</li> <li>Site being actively marketed?</li> </ul>	<p>As above.</p> <p>IC built and opened in 2008/9, within last five years.</p> <p>The Technology Park is not being actively marketed. It is understood that the university will want to develop the park itself. However, the IC facility is well marketed.</p>	DM6 5 DM7 5 DM8 3
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	Phasing set out in accompanying supplementary planning guidance (i.e. 3 key phases).	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>During the next 1-3 years</li> <li>During years 3-5 years</li> <li>During years 5-10 years</li> <li>Beyond 10 years and within the plan period</li> <li>Beyond the plan period, if known.</li> </ul>	<p>Much rests on capacity to fund infrastructure and ability to reconcile competing pressures to develop parts of site for other commercial purposes.</p> <p>If some of the infrastructure were to be in built some new delivery could be in place within 3-5 years</p>	DM9 4
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	IC is tenanted but remainder of site is undeveloped.	DM10 5
<b>Average Score (weighted at 60%)</b>		4
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

<b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b>	Yes
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Yes at present
<b>Any there any other material policy considerations?</b>	Supplementary planning guidance
<b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?	Suitable for retention but extra measures would be required to bring site forward for development.
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	At present activity within the B1 use class - offices, light industrial and research and development
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	
<b>Final Averaged weighted score</b>	3.74

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL5	NA
Site Name/Address	Former Kent Messenger Site, Lower Bridge Street, Canterbury	NA
Map Location (Grid Ref)	615,290 – 157,535	NA
Current Use/Use Class:	D1 (non-residential) Education	NA
Potential/Proposed Use (s)	A2, B1a offices	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield - education	SP1 5
Site Area	0.18 Ha	NA
Potential floor area	1,670 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site

### *Street frontage*



### *Front courtyard*



### *Side*



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is located on St George's Place, adjacent to Sun Alliance House (HMRC). The building was formerly the Kent Messenger offices and print works and is now fully occupied by GAU University.</p> <p>It is 1-3 storey office building, The main building on the front of the site is 2 to 3 storeys, L shaped, of brick construction in an attractive art deco style, with a flat roof, the building has been recently re-glazed. To the rear of the site are two large interconnected shed like buildings of light weight concrete sheet construction.</p> <p>On-site parking is provided to the front and behind the building accessed by a carriage arch. A fully formed access from St George's PI is located at the SE end.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The 2 and 3 storey building at the front of the site is in good condition. Some of the single storey sheds to the rear of the site are in poorer condition.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Predominately commercial uses in the area including a supermarket, other office blocks, small shops and businesses, a hotel and another University.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment Urban Area Town Centre Conservation Area Area of Archaeological Importance.</p>	SP2 5
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Fully developed and occupied site, but not in employment use currently. Site is used in connection with education use.</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//09/00423 - Internal and external alterations. Granted CA//08/00668 - Change of use of from office (Class B1 use) to education (Class D1 use). Granted CA//02/00097 - Single-storey side extension and external alterations. Granted Plus other applications for associated works.</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Canterbury East Regeneration Area</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Located within town centre	SP5 5
Access (external/internal/HGV's/parking)	Good fully formed access point onto St George's Place.	SP6 5
Highway capacity	Good in this location plus site is fully developed. Situated within sustainable location providing walking and cycling opportunities.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approximately 3km direct access onto A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Very close to bus station and within good proximity of city's railway stations	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site is fully serviced	SP10 5
<b>Renewable energy capacity</b>	N/A	NA
Topography shape and size – (related to development potential)	Generally rectangular shape with a kink	SP14 NA
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	None known	SP15 NA
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Building in existence but occupies noisy location and has close proximity to houses in Ivy Lane.	SP11 4



<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	NA	SP12 5
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Conservation Area - see CAA  AAI	SP13 4
<b>Any likely design constraints –</b> massing, height, location	NA as fully built	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		4.41

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Major barrier to future employment use is current non B-use of the site which is likely to remain in situ for some time. It is therefore not clear when and / or if it would return to employment use.</p>	<p style="text-align: center;">DM1 1</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is fully built – N/A</p>	<p style="text-align: center;">DM2 NA</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>As above. The site remains in continued non B-use and therefore employment use is not achievable for the foreseeable future.</p>	<p style="text-align: center;">DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>If the site were to revert to B-use class the market perception is likely to be good due to its close proximity to other office uses and central location relative to city centre amenities/facilities. This makes it a potentially attractive site.</p> <p>If the site was to be marketed for offices it would have to compete with a number of similarly sized/aged offices nearby.</p> <p>This is based on an external assessment of the site only.</p>	<p style="text-align: center;">DM4 4</p> <p style="text-align: center;">DM5 3</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above – highly visible with prominent frontage on to St Georges Place.</p> <p>The previous B-use class occupier was in-situ within the last five years.</p> <p>The site is currently occupied (D1 use) and is therefore not being marketed for employment use.</p>	<p style="text-align: center;">DM6 4 DM7 NA DM8 1</p>

<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	<b>N/A</b>	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Not known at present	DM9 1
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	As above – site is occupied for by non B-class use.	DM10 NA
<b>Average Score (weighted at 60%)</b>		2.29
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

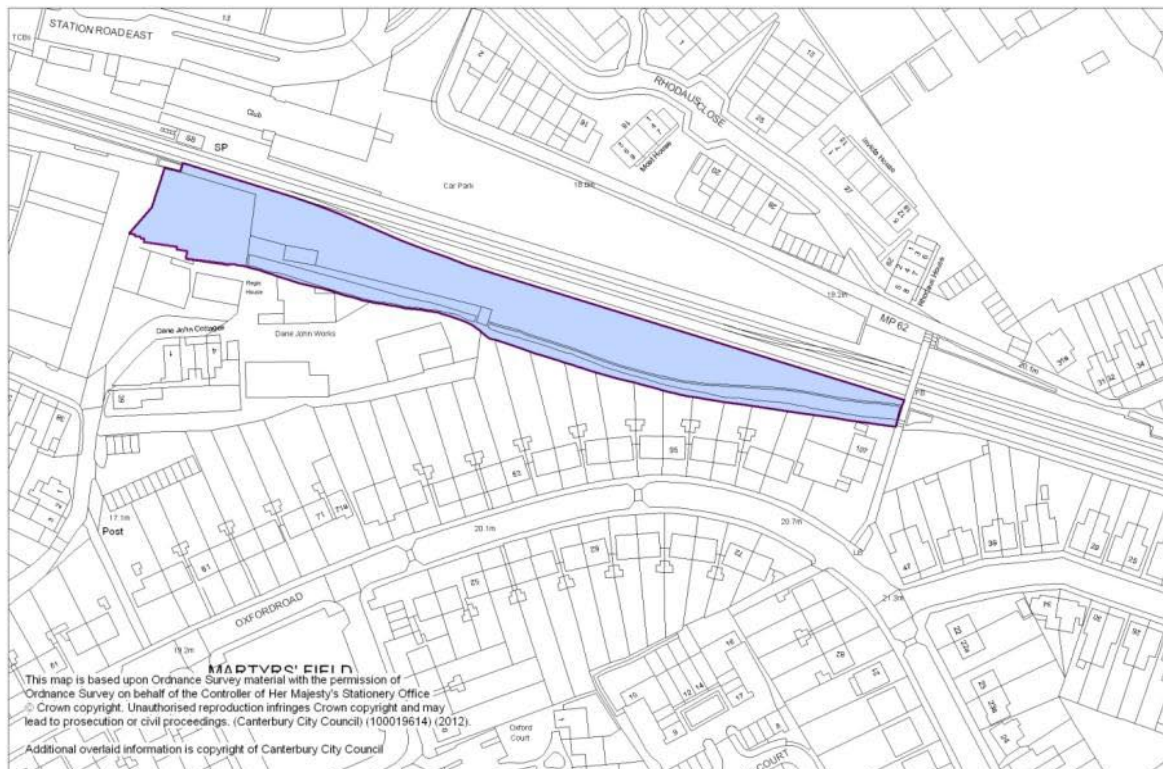
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Site is unlikely to be used for employment purposes in near future.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Site is currently in education (D1) use.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention for employment?</b> Would extra measures be required?</p>	<p>Site is suitable for retention but is unlikely to revert to employment use for some time.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office / education</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.14</p>

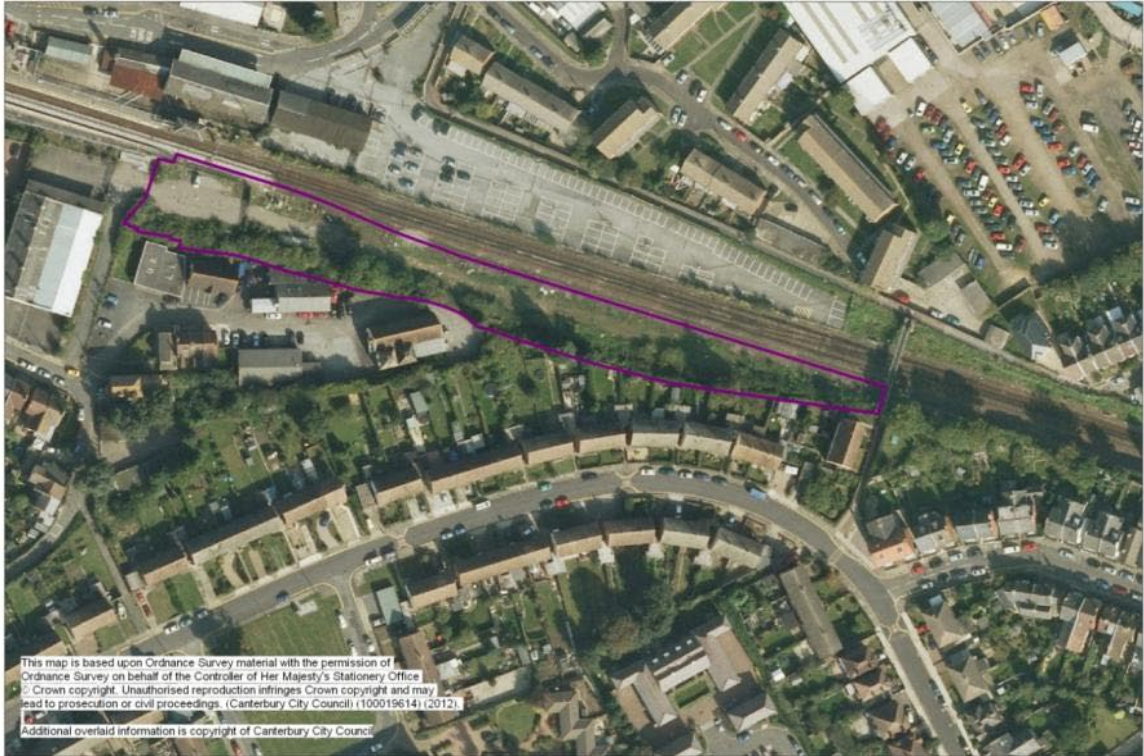
Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL6	NA
Site Name/Address	Land adjacent to Canterbury East Station, Gordon Road, Canterbury	NA
Map Location (Grid Ref)	614,710-157,224	NA
Current Use/Use Class:	Parking and outdoor storage area associated with railway works/activities.	NA
Potential/Proposed Use (s)	B1 (mixed)	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed with some area developed but also comprising grassland and hedgerows.	SP1 3
Site Area	0.43 Ha	NA
Land/plots left available		NA
Potential floor area	1,500m <sup>2</sup>	NA

Plan of site



**Aerial**



**Photo longing west along length of site**



**Looking eastward along site**



**Access road.**



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site occupies a long narrow strip of land immediately adjacent to the Canterbury East Railway Station sidings. The site runs from the footbridge to the station south of the railway line. It is about 230m long and varies between 11m and 25m wide. Most of the site is flat grassed or hardsurfaced. A small but steep bank covered in trees and shrubs runs the length of the southern boundary. The western end is tarmaced for parking and provides access to the site from Dane John Works. The remainder of the site is fenced and seems to be used for outdoor storage, with some small cabinets and sheds associated with the railway. There is limited access to the side via a narrow driveway from Oxford Road which is a residential road.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Site has a moderate level of maintenance and security.</p>	SP17 0
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north are the Canterbury to Dover railway lines and the station sidings, beyond which is the station car park and station. To the east is a footbridge and rail lines, To the southeast are the gardens of residential properties along Oxford Road and to the southwest is a small employment site (the Dane John Works). To the west are railway lines and the station.</p>	SP18 2
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment Western half is in the AAI Western third is in a Conservation Area – Martyrs Field Land other side of railway lines is designated for housing</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Allocation only</p>	SP3 2
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected</p>	<p>None</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Canterbury East Regeneration Area</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within Canterbury Urban area 5 mins walk from town centre.	SP5 4
Access (external/internal/HGV's/parking)	Access via a narrow driveway shared with Dane John Works. This driveway is accessed through a residential area (Oxford Road) from Wincheap Road. This will cause conflict. However, site has potential to be very sustainable being close to public transport and cycle routes and close enough to walk to city centre.	SP6 1
Highway capacity	Wincheap Road is heavily congested.	SP7 1
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	1.3km from A2 slips	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes both	SP9 4
Infrastructure – ○ Water Supply ○ Sewerage/Drainage ○ Electricity supply ○ Gas Supply	On adjacent sites	SP10 2
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Awkward shape, size and location. The steep bank reduces useable area as will the rail lines and sidings which will need a minimum clearance distance.	SP14 2
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Part of land possibly contaminated from former use as railway sidings.	SP15 3
<b>Flood Zone</b>	<b>NA</b>	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		



<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Residential properties to southeast and land opposite over railway lines allocated for housing in current Local Plan.	SP11 3
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	Hedges and trees along southern boundary. Potential for protected species to be present. Ecological survey would be necessary.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Part in Conservation Area and AAI. Archaeological evaluation required for part of site only.	SP13 4
<b>Any likely design constraints –</b> massing, height, location	Likely to be height, massing, design and location constraints related to the nearby railway line, adjacent housing and conservation area.	SP4 2
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		2.71

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Several possible constraints including possible contamination, development footprint limitations together with proximity to rail line and housing. This could lead to increased site preparation costs and reduce viability on a relatively small site.</p>	<p style="text-align: center;">DM1 2</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Not known at present. Probable single owner - Network Rail</p>	<p style="text-align: center;">DM2 4</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Owner to date has shown no apparent interest in redeveloping site for employment use. It has also not been put on market as far as is known.</p> <p>Site is unlikely to be owned by agency etc with track record of delivery.</p> <p>Landowner aspirations unknown but in length of time as allocation site has not been subject to redevelopment plans.</p> <p>Unknown private sector funding position.</p>	<p style="text-align: center;">DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Has not been market tested as such.</p> <p>In general market perception likely to be weak due to constraints above as well as poor access.</p> <p>May interest outdoor storage uses (B8) or possibly small, low budget industrial / commercial units. There are sporadic sites in city providing this type of use but more sites are available outside Canterbury.</p> <p>Overall locality lacks attractiveness to employment uses.</p>	<p style="text-align: center;">DM4 2</p> <p style="text-align: center;">DM5 2</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Site is difficult to find and lacks visibility.</p> <p>Some activity on site but not development related. Site does not appear to be activity marketed.</p>	<p style="text-align: center;">DM6 1 DM7 1 DM8 1</p>

<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	Unknown	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Not known but based on available evidence above the site is unlikely to be developed for employment uses	DM9 1
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	Does not appear to be tenanted or occupied by active commercial use.	DM10 NA
<b>Average Score (weighted at 60%)</b>		1.78
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Not known but achievability is weak overall.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>At present yes – site is employment allocation.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>As above</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>No</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>Site could be released without any adverse implications for city etc.</p> <p>Site requires assessment to determine what more suitable future use/s might be.</p>
<p><b>Final Averaged weighted score</b></p>	<p>2.15</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL7	NA
Site Name/Address	Wincheap Industrial Estate, Wincheap, Canterbury	NA
Map Location (Grid Ref)	614,008 – 156,949	NA
Current Use/Use Class:	B1, B8, A1, D1, D2 and suis generis	NA
Potential/Proposed Use (s)	Predominately retail, and some business	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 5
Site Area Land/plots left available	8.6Ha	NA
Total Floor Area Floor area left vacant	12,409m <sup>2</sup> of employment space 4,839 m <sup>2</sup> (as of Sept 2012)	NA

Plan of site



Aerial photo



Photos of site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>This area is part of a relatively successful commercial estate comprising a mix of uses. The majority of the business offer is retail but there is still a reasonable quantity of B and sui-generis uses as well as a park and ride site. The most substantial office building on the site remains unoccupied.</p> <p>Following intensive commercial use over several decades, the estate currently appears tired in places with some buildings and road surfaces requiring enhancement. Parts of the site are also used for HGV overnight parking by port bound traffic.</p> <p>The highway network within the site is fairly good but there are a number of pinch points while Wincheap Road, which is the only access road, frequently experiences congestion.</p>	NA
<p>Condition of buildings and external areas</p>	Reasonable	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Situated on the City Centre edge, with good access onto the A2. To the west are the Great Stour flood plains and green space. To the north are the gasometer, railway and a small apartment development, the ring road and city centre. East is the Wincheap Road which consists of local retailers, amenities and houses. Located to the south is a retail park together with a park and ride site with the A2 and Thannington residential area beyond.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Retail Node Regeneration Zone Urban Area, Part in town centre Part Flood prone Conservation area to east SNCI and AHLV to west</p>	SP2 2
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	Site is fully developed.	SP3 5

<p><b>Other Planning History:</b>  e.g. Employment Allocation or Planning Permission?  Development Brief.  Previous site proposal at LPI accepted and rejected  1998 plans</p>	<p>An unadopted development brief prepared for the Council proposes housing, retail, leisure and office uses for the estate.</p> <p>There have been many planning applications related to current and previous uses, but nothing that significantly changes the estate or its allocation.</p>	<p>NA</p>
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>The estate is located in the Wincheap regeneration area</p>	<p>NA</p>



<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Part of site is located within the City Centre	SP5 4
Access (external/internal/HGV's/parking)	The estate itself has three entry and exit points with wide roads, sufficient parking and manoeuvring areas. It is capable of carrying current quantities of heavy goods vehicles as well as cars.	SP6 3
Highway capacity	<p>Within the estate and at the Thannington end there is some capacity, with the pinch points located at the entry and exits onto Wincheap Road and at the roundabout with the ring road. Ameliorative road layout measures within the estate are proposed to take some of the traffic from Wincheap Road (A28) and Wincheap roundabout to improve traffic flows.</p> <p>Other discussed improvements include an A2 off slip road, the relocation and extension of the P&amp;R site alongside increased traffic management such as bus priority lanes. These are dependent on the type and scale of the redevelopment plans.</p>	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	500m	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes access to bus and rail connections	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site is fully serviced	SP10 5
<b>Renewable energy capacity</b>	Some potential if site were to be redeveloped	NA
Topography shape and size – (related to development potential)	Site is of a large size, is of a flat shape and is well-located, although it is flood prone	SP14 NA
<b>Are any remediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	<p>Site is fully built out in its current form as an industrial estate.</p> <p>However any future redevelopment (employment or other uses) may require remediation measures due to nature of present and past commercial uses.</p> <p>Nearby traffic congestion problems are also likely to impact air quality.</p>	SP15 NA

<b>Flood Zone</b>	Northern quarter is in flood zone 2 and 3 making up part of the Great Stour flood plain	SP16 2
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	The site is fully developed so impacts are monitored and regulated. In the main employment uses tend not to be associated with adverse impacts on local amenity.	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	To the northwest and west are an SNCI and AHLV. There are some small water courses in the area adjacent to the site.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	The site is adjacent to a conservation area.  An Archaeological assessment exists though further evaluation may be required due to presence of geoarchaeological boreholes.	SP13 4
<b>Any likely design constraints –</b> massing, height, location	Some constraints in terms of development brief but existing estate is built out	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.69

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>The major constraint relates to the site's future as a location in part accommodating existing employment uses. Current plans to redevelop the estate provide reduced scope to incorporate B1-B8 uses.</p> <p>Uncertainty regarding future presence of employment uses may also reduce ability/appetite for reinvestment in expansion and limit improvements and enhancements to current accommodation. This may also be deterring potential new investors.</p>	DM1 2
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is fully built – N/A</p>	DM2 2
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The site is presently in use in part for employment uses. This comprises some 12,409m<sup>2</sup> (16 units) in a mixture of tenures. The site is fully developed.</p> <p>An unadopted development brief for site redevelopment includes scope for office development but due to viability constraints, aspirations generally refers to residential and retail uses.</p>	DM3 NA
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The site remains in reasonable demand though uncertainty regarding site redevelopment is likely to discourage some investors seeking longer leases or freeholds.</p> <p>Traffic congestion has also previously been cited as a problem for occupiers.</p> <p>There are similar sites elsewhere in the city though other B1/B8 units exist north of the city at Broad Oak and near to Sturry Road.</p> <p>The estate appears to meet the needs of businesses occupying employment space. It is best placed to meet needs of firms seeking a Canterbury presence combined with strong connectivity to the A2.</p>	DM4 3  DM5 3
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> </ul>	<p>Wincheap is a well established industrial estate occupying a good urban location with</p>	DM6

<ul style="list-style-type: none"> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	proximity both to the city centre and to the A2 primary road route in both directions.	4 DM7 NA DM8 4
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	N/A	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	The site is fully developed in its current guise.  Any future redevelopment however is unlikely to provide industrial or warehousing space.	DM9 NA
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	The site is partially tenanted by employment space users. Almost two thirds of employment space was occupied in August 2012.  It retains a broad mix of B1, B8, A1, D1, D2 and suis generis class planning uses.	DM10 3
<b>Average Score (weighted at 60%)</b>		3
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

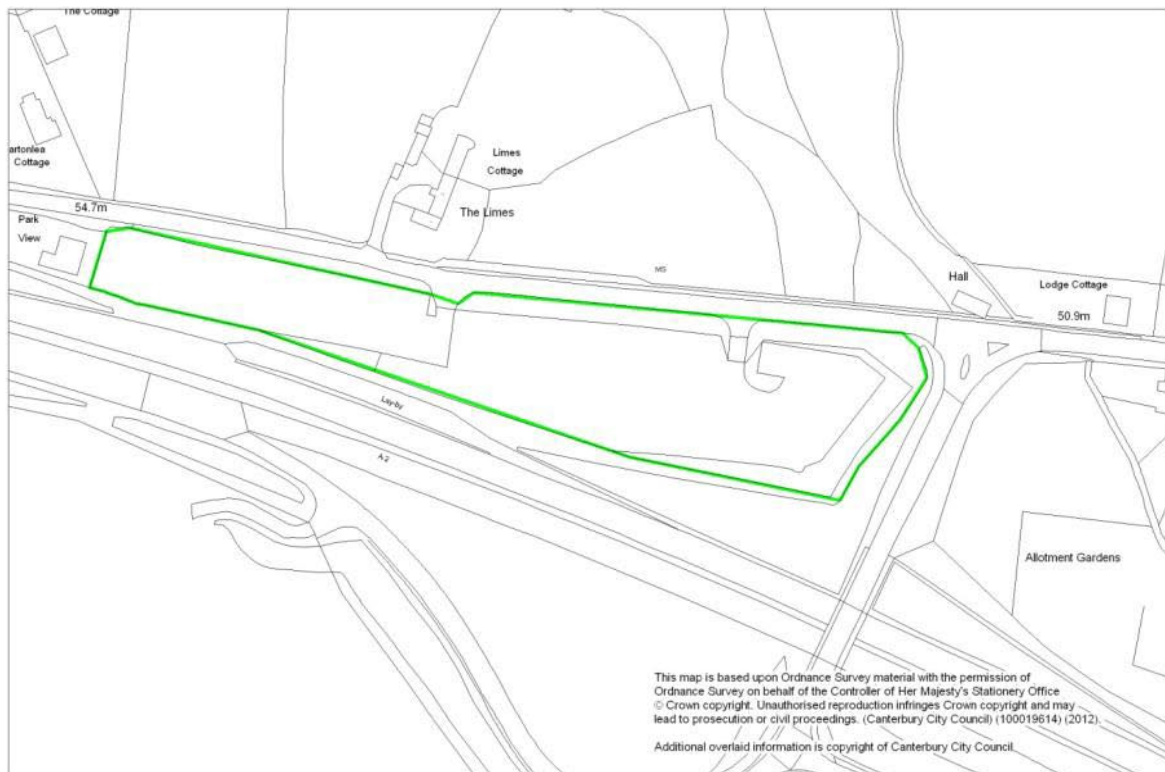
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>N/A</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>No</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>An unadopted Development Brief</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Whilst currently meeting business needs, over the longer term the Council's plans for the site do not appear to strongly favour employment uses.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>In the short-medium term a mix of uses (inc. employment) are likely to continue operating from the site.</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>The site continues to comprise employment space much of which remains occupied. It therefore remains a suitable location for employment space users until such time that a new redevelopment scheme is agreed.</p> <p>Future redevelopment aspirations are unlikely to include any scope to retain existing businesses occupying employment space. In this case any redevelopment scheme needs to also provide suitable relocation options for existing occupiers of employment floorspace (and other users).</p> <p>This will partly rely on nearby employment sites coming forward for development notably Canterbury Business Park and Canterbury Office Park or new site/s may need to be identified at Canterbury specifically for this purpose.</p>
<p><b>Final Averaged weighted score</b></p>	<p>3.28</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL8	NA
Site Name/Address	Canterbury Office Park, (ex-Wyevale) Harbledown, Canterbury	NA
Map Location (Grid Ref)	611,051.20-158,418.08	NA
Current Use/Use Class:	Most recent use A1 (non-food retail)	NA
Potential/Proposed Use (s)	B1 offices	NA
PDL/Greenfield/Mixed Agricultural land Classification	PDL Non-agricultural	SP1 5
Site Area Land/plots left available	1.2 Ha	NA
Potential floor area (at 3500m <sup>2</sup> /ha)	4,720m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site was formerly occupied by a garden centre and is now vacant and cleared. It occupies an elevated position above the A2 at Upper Harbledown. The surrounding area is rural in character being on the western edge of the small village of Upper Harbledown.</p> <p>Just over a third of the scustomer public car park with two way fully formed access. The middle of the site has the remains of concrete foundations and to the east is paving some old nursery beds, as well as a HGV access point and more shed foundations. The entire site is surrounded by trees and hedgerows and a number of saplings and shrubs are growing across the site.</p>	NA
<p>Condition of buildings and external areas</p>	<p>All buildings have been removed with only foundations, paving and hard surfacing left. Sapling trees are growing in cracks on site.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the south the site is bounded by the A2 and to the east the flyover for the A2. To the north the site is bordered by woodland and isolated residential properties. There is a single property on the western boundary of the site.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Conservation area Adjacent - SNCI, SLA</p>	SP2 3
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Currently it has a planning consent for office use which expires in November 2012. Worked has commenced as buildings demolished.</p>	SP3 3
<p><b>Other Relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Office development applications</p> <p>CA//08/00438 - Demolition of existing buildings and erection of four three-storey office buildings with associated access, parking and landscaping. Refused 21/8/08 due to bulk and massing.</p> <p>CA//09/01251/FUL Demolition of existing buildings and erection of four two-storey office buildings (B1 Use Class) with associated access, parking and landscaping (Amended description) (Revised scheme). Granted 13/11/09</p> <p>CA//09/01252/CAC - Demolition of existing buildings and erection of four two-storey</p>	NA



	office buildings (B1 Use Class) with associated access, parking and landscaping (Amended description) (Revised scheme). Granted 13 / 11 / 2009 CA//11/00320 - Non-illuminated advertisement sign. Granted 20/4/11	
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)	Not located in area of high regeneration need. Not previously within B-class use employment uses, therefore essentially a 'windfall' office site.	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Site is adjacent to the village of Upper Harbledown, which has few amenities. Central Canterbury is a few miles away.	SP5 2
Access (external/internal/HGV's/parking)	This site operated successfully as a garden centre with a high level of traffic movements including HGVs. However, the site is relatively remote from facilities and amenities, so additional bus services would help to compensate for this.	SP6 4
Highway capacity	Reasonable capacity available.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Located between A2 and A2 off ramp.	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Not 2 services/hr – is within 30mins public transport to main employment area, health centre, secondary school, town centre etc	SP9 2
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site was previously developed so should be provided with all services. However, its state of repair is unknown. Therefore some upgrading may be required.	SP10 4
<b>Renewable energy capacity</b>	Limited – the site is south facing	NA
Topography shape and size – (related to development potential)	A long, narrow but flat site until bank along south of site where it drops sharply to A2. Flat access from A2 slip/Roman road to site.	SP14 4
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Contaminated land assessment.  Removal of foundations/hard surfacing	SP15 3
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>Site operated successfully as a garden centre with a high level of traffic movements. Some A2 noise impact. Limited impact of B1a office use on local amenity.</p>	<p>SP11 4</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Ancient woodland beyond the site to the north. Blean Woods SLA adjacent to site to the north. Local Wildlife site (SNCI) opposite (north) but site not sensitive in terms of protected species.</p>	<p>SP12 3</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Within the Upper Harbledown Conservation Area. Upper Harbledown House and 1-6 New Cottages (Grade 2 listed buildings) within 100m to the east, opposite is a locally listed semi-detached pair of houses. Archaeological evaluation required.</p>	<p>SP13 3</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>There are height and massing restrictions – see previous planning apps</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.52</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Minor barriers overall in terms of removing foundations and tidying site.</p> <p>There would be a need to secure sufficient pre-lets/sales to help viability of scheme.</p>	<p style="text-align: center;">DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is currently within single ownership (i.e. Palace Estates Ltd)</p>	<p style="text-align: center;">DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The previous acquisition of full planning consent demonstrates initial willingness to develop the site for offices.</p> <p>It is understood that the assumed owner/developer, Palace Estates has developed offices in other Kent towns including Maidstone but not in east Kent.</p> <p>Relative to the size of the site commercial loans could be applied for from Growing Places Fund depending on circumstances.</p> <p>The above is complicated however by a possible planning proposal for a mixed-use scheme on the site. A change in development aspirations would reduce the level of employment space likely to come forward.</p>	<p style="text-align: center;">DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Uncertain demand overall. Resides within untested and un-established location in terms of office development. One to two anchor tenants would assist build-out but is constrained by lack of larger attractive occupiers in market at present.</p> <p>Attractive locality but lacks facilities/ amenities for staff which could accentuate a perception of relative remoteness from city centre.</p> <p>The Innovation Centre is within relatively close proximity but there is no competition in terms of office development on this side of Canterbury.</p>	<p style="text-align: center;">DM4 3</p> <p style="text-align: center;">DM5 3</p>

	Alternatively the site could be suitable for mixed B-class uses including offices and low key light industrial uses. This formula has worked reasonably well in rural/non-urban locations in the district.	
<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above.</p> <p>Site is neither within Canterbury or rural but does occupy a relatively attractive position, capitalising on good visibility from Dover/ Canterbury bound traffic on A2.</p> <p>No development activity in last five years.</p> <p>Site being marketed by local agents (Caxtons). However proposed office costs (at £18/sq ft) exceed values currently achieved in local office market.</p>	DM6 3 DM7 1 DM8 4
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	Not at this point. No timescale set for development.	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	If developed for employment uses this could take place in 3-5 years though consent is shortly due to expire.	DM9 4
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	Currently vacant – previously in retail use.	DM10 NA
<b>Average Score (weighted at 60%)</b>		3.22
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Potentially but is constrained by limited market activity as of late 2012.</p> <p>Also prospects for site to be delivered for offices are poor while any application for alternative uses is under consideration.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes at current time</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes it is suitable for retention but landowner aspirations appear to be changing which will reduce appetite to renew current consent and continue marketing site for offices.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>B1 offices at present.</p>
<p><b>If No</b> – should site be released and what alternative uses, ie retain current use or other?</p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.34</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL9	NA
Site Name/Address	Barton Business Park, New Dover Road, Canterbury	NA
Map Location (Grid Ref)	616,560 – 156,090	NA
Current Use/Use Class:	Mixed B uses	NA
Potential/Proposed Use (s)	Long term this site maybe incorporated as part of the wider development plans for South Canterbury	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 5
Site Area	3.8Ha	NA
Total Floor Area Floor area left vacant	10,912m <sup>2</sup> 546 m <sup>2</sup> (as of Sept 2012)	NA

Plan of site



Aerial



Photo of site





<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>A level site formerly part of Little Barton Farm lying between the Canterbury to Dover Railway line and the Pilgrims Way /New Dover Road. The site is accessed from the New Dover Road via a long straight access road (Appledown Way). The site rises up to the west before falling away to the Spring Lane residential estate. The land rises slightly to the west towards Hode farm.</p> <p>The site is surrounded by trees and agricultural land. The long distance national cycle route 1 passes along the southern edge of the site.</p> <p>The site is formerly a collection of cold storage buildings associated with the previous agricultural use that have been converted into a successful local business park.</p> <p>Currently a mix of uses is in-situ ranging from a print works to small storage units.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Reasonably good in the main relative to the types of industrial uses in-situ.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Largely rural character to the south and east while an “urban fringe” city edge exists further to the north and west.</p> <p>Largely residential to the west, with a mix of other urban uses including a school, hospital, park &amp; ride etc. Largely rural uses to the south and east but primarily farmland. To the north is the railway line.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Business Office Node adjacent Area of High Landscape Value Adjacent conservation area</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Fully developed site</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>SHLAA 65 - Housing as part of mixed use development – employment</p> <p>CA/92/01133 - Change of use from B8 (Storage and distribution) to mixed B8 and B1 (c) (light industrial) uses. Refused</p> <p>CA/96/00691 - Erection of 46 dwellings and two buildings comprising 940m2 of Class B1 and Class B8 use. Refused</p>	NA

	<p>CA/98/00278 - Replacement B1 and B8 units and associated parking and landscaping. Granted</p> <p>CA/10/00576 - Erection of business units (Class B1 (c) Use). (Outline application).</p> <p>CA/11/00942 - Change of use from light industrial (Use Class B1) to gymnasium (Use Class D2). Granted</p> <p>CA/11/01792 - Sub-division of existing industrial unit to provide four units with associated external alterations. Granted</p>	
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	NA	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town or well serviced Village (services and workforce).	Located just outside urban area - 2km to City Centre	SP5 3
Access (external/internal/HGV's/parking)	Current access is satisfactory but it could be improved	SP6 3
Highway capacity	A bus transit system between the site and the city would help to make the site more sustainable. There also may be safety and capacity issues relating to the A2 junction, should more intensive development take place.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approx. 1km to A2	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site is fully serviced	SP10 5
<b>Renewable energy capacity</b>	N.A	NA
Topography shape and size – (related to development potential)	Site is generally of a square shape with flat topography	SP14 NA
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Site is fully developed. Possibly contamination issues stemming from current uses. Some noise from railway.	SP15 NA
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Site is already developed and screened from road and adjacent residential area by trees and hedgerows.	SP11 4

<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Any new development would need to respect the landscape setting of the site in relation to City and AHLV.</p> <p>Site not particularly sensitive regarding biodiversity although there is a pond on the site so a protected species survey may be required.</p>	<p>SP12 4</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Archaeological evaluation relevant to south east section of site only</p> <p>New development could potentially have an impact on the adjacent Conservation Area which would need to be taken into account. Listed buildings are located to the south-west of the site (Cottages 1 &amp; 2 at Little Barton Farm).</p>	<p>SP13 3</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>Yes in relation to AHLV, railway and nearby residential area.</p>	<p>SP4 0</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.97</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site is built and in occupation.</p> <p>However, the uncertainty created by SHLAA proposal could impact site, encouraging occupiers to seek options elsewhere while deterring potential new investors.</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is fully built therefore not applicable.</p>	<p>DM2 NA</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The site is in continued employment use.</p> <p>It is understood that this site maybe incorporated as part of a SHLAA proposal which may seek to redevelop this and surrounding land for residential, employment and other uses.</p>	<p>DM3 NA</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Site appears to be in good demand – close to full occupation, relatively busy and vibrant. It therefore meets a need for low budget, basic business accommodation locally.</p> <p>There may be some competition with rural sites that offer basic business premises but these are located away from Canterbury.</p> <p>Canterbury Business Park may also provide new industrial opportunities in the future.</p> <p>Reasonably attractive locality, particularly for noisier and potentially conflicting uses though physical access is constrained.</p>	<p>DM4 5</p> <p>DM5 4</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As it the site was previously a complex of agricultural buildings, site is not highly visible though this does not appear to adversely impact its marketability.</p> <p>There has been development activity on the site in the last 5 years (e.g. unit sub-division) which has enhanced the attractiveness of the</p>	<p>DM6 3 DM7 5 DM8 4</p>

	<p>site to prospective occupiers seeking smaller premises.</p> <p>Available properties are marketed via agents (Fort Knight Group), online etc.</p>	
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	N/A	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Site in current occupation and is fully developed.	DM9 NA
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	Employment space at site is tenanted and appears to be near to full occupancy (95% in August 2012).	DM10 4
<b>Average Score (weighted at 60%)</b>		4.14
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>N/A</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>In the main yes</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes. Site is suitable for continued retention for employment uses. It provides almost 11,000 m<sup>2</sup> of employment floorspace therefore to release this site alternative provision would have to be made elsewhere south/east of the city where currently it is difficult to meet this need for low budget business space.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Mixed employment</p>
<p><b>If No</b> – should site be released and what alternative uses, ie retain current use or other?</p>	
<p><b>Final Averaged weighted score</b></p>	<p>4.08</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL10	NA
Site Name/Address	Becket House, New Dover Road, Canterbury	NA
Map Location (Grid Ref)	615,359 - 157,385	NA
Current Use/Use Class:	B1a offices and associated vehicle parking	NA
Potential/Proposed Use (s)	B1a, A2 and residential	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 5
Site Area	1.1 ha all of site currently in office associated use 0.7 Ha (not in residential allocation)	NA
Total Floor Area	5,050m <sup>2</sup>	NA

Plan of site





Aerial



Photo of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Five storey office block. Built in the interwar period. Beckett House has an attractive frontage onto St George's Place. The building has a grand centrally located front door and nice brick detailing. The building has been extended to the rear to double the footprint.</p> <p>To the rear is a large parking area which is allocated for housing.</p> <p>The building currently houses a BT telephone exchange and call centre/back-office function with car and van parking.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Very good</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Predominately commercial uses in the area including a supermarket, other office blocks, small shops and businesses, a hotel and two Universities. To the west of the site is a new apartment development.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>The entire site is positioned in the regeneration area. The rear half of the site is currently allocated for housing and is within the AAI. Front of the site is in the conservation area. Urban Area</p>	SP2 2
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Site fully developed</p>	SP3 5
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>No recent applications of note.  New Dover Road Design Guidance</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>St Georges/Canterbury East Regeneration Area</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	In urban area outside city walls but has excellent proximity to centre.	SP5 4
Access (external/internal/HGV's/parking)	To rear of site from Upper Chantry Lane. Fully formed access that takes large vehicles. Plenty of on site parking and manoeuvring areas.	SP6 5
Highway capacity	Good in this location plus site fully developed. Sustainable location, walking and cycling opportunities.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approximately 3km direct access to A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	5mins walk from Canterbury bus station – 450m	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site will be fully serviced. Although there are presently sewer capacity issues in Canterbury.	SP10 5
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Flat, large city centre site	SP14 NA
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	None known	SP15 NA
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Close proximity to residential uses.	SP11 4

<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Possibility of protected species around periphery of site from trees on adjacent property, scoping survey necessary.</p>	<p>SP12 4</p>
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Front of site in CAA</p> <p>Rear of site in AAI – archaeological assessment and evaluation required.</p>	<p>SP13 4</p>
<b>Any likely design constraints –</b> massing, height, location	<p>With respect to the conservation area and adjacent residential properties and housing allocation. However, the site is fully built.</p>	<p>SP4 NA</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<b>Average Score (weighted at 40%)</b>		<p>4.08</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site remains in full occupation by B1 (office) use.</p> <p>Rear half of site is allocated for housing which could hamper marketing (e.g. reduce parking capacity), restrict future commercial operations or other related changes.</p> <p>While in good condition and well-maintained and used etc, building is also significant in scale which may work against any future letting or sale of building as offices only.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is fully developed – N/A</p>	DM2 NA
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>N/A as building is in B-class use</p>	DM3 NA
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>If the occupier were to vacate, the prospects of letting or selling a large 5,000+ m<sup>2</sup> office building to a single office user are low.</p> <p>The building is arranged across four floors each comprising some 700-800m<sup>2</sup>. To market site on a floor by floor basis or in smaller parcels may improve letting potential as most recent local office requirements relate to 500m<sup>2</sup> or less. There are other large offices along New Dover Road (e.g. Rochester House) which though currently occupied, may provide competition if these were to be marketed on a similar basis. The site also abuts a residential development.</p> <p>This summary is based on an external assessment only.</p>	DM4 3  DM5 3

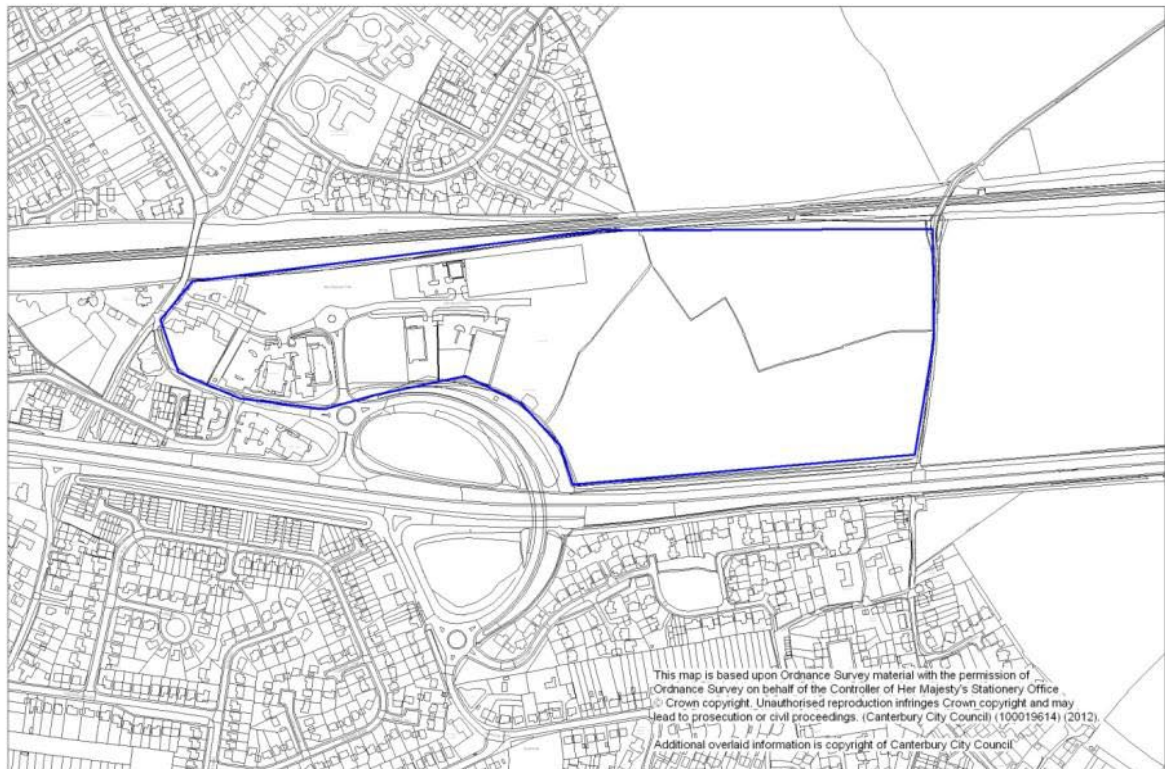
<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	Site occupies prominent frontage, is highly visible with dedicated parking and has excellent pedestrian links to the city centre. This could serve to heighten its attractiveness to prospective tenants.	DM6 4 DM7 NA DM8 NA
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	N/A	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	N/A	DM9 NA
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	Site is tenanted by owner	DM10 5
<b>Average Score (weighted at 60%)</b>		3.8
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

<b>FINAL ASSESSMENT</b>	
<b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b>	N/A
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Currently Yes
<b>Any there any other material policy considerations?</b>	Site is protected by Local Plan office retention policy
<b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?	<p>Yes the site has continued suitability for employment uses (e.g. is currently occupied).</p> <p>However, in view of its age, size and prominence, the Council may wish to consider how this site is used through the Local Plan period in the event of a change in circumstances.</p> <p>Part of site is already allocated for residential use. Therefore entire site could provide a balanced mix of uses (e.g. office and residential).</p> <p>If considered as a whole, the site could help secure new investment in modern office provision over the Local Plan period while providing other regenerative benefits to the city.</p> <p>This might also reduce the potential for long-term vacancy and help mitigate any gradual degradation of the building.</p>
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	Offices presently (but see above)
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	
<b>Final Averaged weighted score</b>	3.91

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL11	NA
Site Name/Address	Altira Business Park, Herne Bay (remaining plots)	NA
Map Location (Grid Ref)	619,160 – 167,240	NA
Current Use/Use Class:	B1, B2 and B8 uses (with some A3 retail, C1 hotel and one plot in sui generis use).	NA
Potential/Proposed Use (s)	B1, B2 and B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Grade 2	SP1 3
Site Area Land/plots left available	15 Ha <i>Estimated</i> 9.6 hectares remaining (Source: CIA, 2011)	NA
Total Floor Area Potential floor area (at 3500m <sup>2</sup> /ha)	2,983 m <sup>2</sup> employment space to date CIA (2011) suggests 44,100m <sup>2</sup> floor area potentially left but actual capacity may be lower.	NA

Plan of site





Aerial



Photos of site – undeveloped western end and the developed area (below)



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is located between the railway line and the A299 new Thanet Way. Development has started on the western end of the site with two employment premises in situ plus one other building, a hotel and restaurant. A new access to the A299 and a series of roundabouts and roads has also been installed. The majority of the site is, however, undulating, flat, open and unfarmed arable land.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The built area is new and of good quality with well formed roads, parking and hard surfacing together with some landscaping. The remainder of the site is undeveloped grassland.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north is housing and farmland. To the east is farmland and beyond this the FDS employment allocation at Hawthorn Corner. South is the A299 then the Broomfield residential area. There are further employment and commercial uses to the west of the site.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>No current allocation - outline permission for whole site in place. Development Brief indicates site is appropriate for B1 (75%) and B8 (25%).</p>	SP2 NA
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Blacksole Farm Business Park) Development Brief September 1998 for employment. Outline and full planning permissions.</p>	SP3 4
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>SHLAA 134 on western quarter of site 10-15 dwellings. MAFF agreed the development brief at previous LPI. CA//89/01378 &amp; 1379 - Proposed business, residential and roadside facilities, highway improvements, footbridge and landscaping works. REFUSED CA//98/00544 - Business park comprising Class B1, B2 and B8 uses, including landscaping, drainage and highway access to Thanet Way/Margate Road. Erection of pedestrian/cycle bridge over railway. Granted 11/04/03 plus details applications granted CA//05/01193, CA//05/01193, CA//07/00504 CA//07/00765 - Development of a 50 bedroom hotel with public house/restaurant and associated parking. Granted on Appeal 25 / 07 / 2008.</p>	NA

	CA//07/01211 - Erection of 16 business units for Class B1, B2 and B8 uses. Granted CA//08/00898 - Erection of two commercial buildings for use as offices, workshop and warehousing. Granted	
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)	Situated on edge of area designated as Herne Bay Action Plan zone	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Beyond urban boundary. 30mins public transport to town centre.	SP5 4
Access (external/internal/HGV's/parking)	New access already formed onto A299 to current standards.	SP6 5
Highway capacity	Sufficient capacity onto Margate Road and A299. Construction of pedestrian and cycle footbridge at Margate Road due to be provided at specific stage of progress (as per development brief)	SP7 5
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Roundabout access already formed onto A299	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	No	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Services and utilities could be made available as part of adjacent and existing development on site.	SP10 3
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size – (related to development potential)	Large site which is generally flat with some undulations and is rectangular in shape.	SP14 5
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Issues to be aware of relate to the need for traffic and railway noise assessment, air quality assessment. Also possible contaminated land issues at Blacksole Farm  Site is also adjacent to railway line.	SP15 3
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Some residential areas beyond railway and A299.	SP11 4

<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Thanet Coast and Sandwich Bay SSSI, SPA and Ramsar some distance to the north at coastline</p> <p>Potential for protected species to be present. Ecological surveys will be necessary.</p>	<p>SP12 4</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Archaeological evaluation due to evidence of multi-period settlement. This is of local/regional importance.</p>	<p>SP13 3</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>Some related to railway and nearby primary road route as well as the need to improve Blacksole Bridge and provide a pedestrian bridge over railway. Landscaping also a consideration.</p>	<p>SP4 4</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40 %)</b></p>		<p>4.11</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Some initial site delivery has commenced though most plots remain undeveloped.</p> <p>No major constraints identified other than those relating to site owner aspirations (discussed below). Developer cites viability, lack of demand etc as reason for delayed development.</p> <p>Legal constraint - Once 17,000m<sup>2</sup> is delivered, the developer is required to construct a pedestrian footbridge over the nearby railway line.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is within a single ownership – Kitewood Estates though other developers appear to have options on individual plots.</p>	DM2 4
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Dates back to planning policy from 1994 and Development Brief (1998). Outline consent issued in 2003.</p> <p>It is hard to confirm that owner aspirations seek to fully develop the site for employment uses – the owners consider the site to also be attractive to many uses including higher value ones (e.g. residential, retail).</p> <p>The Council has received a SHLAA and planning application for a supermarket both of which would impact the site and reduce anticipated employment space capacity.</p> <p>Some enabling development (e.g. non B-class uses) has already been permitted by the local authority to assist delivery of rest of site for employment purposes but this has not resulted.</p> <p>As above there are few major obstacles to delivery and other local developers have managed to secure sufficient interest to deliver employment schemes (e.g. Lakesview, Eddington Nursery).</p> <p>Difficult to attract public sector funding for site as there are seemingly no prohibitive infrastructure constraints to overcome.</p>	DM3 2

<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The site appears to be in reasonable demand but this is not translating into deals.</p> <p>This is despite a site at Eddington Nursery being brought forward recently. Furthermore a commercial developer has applied to develop a site for B-use classes at Whitstable in order to meet unsatisfied demand there.</p> <p>No competition at Herne Bay but in terms of offices there may be competition with sites at Whitstable and now Thanet. However, location and infrastructure should mean that Altira is arguably one of best business development sites in north east Kent.</p> <p>Locality attractive with excellent access on to A299 and links to Herne Bay town centre.</p> <p>Options on development plots are now being offered by the owner/developer.</p>	<p>DM4 4</p> <p>DM5 4</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Highly visible and attractive site from new Thanet Way (A299)</p> <p>Some employment development activity on site in last five years though this has halted recently.</p> <p>Site being actively marketed (e.g. online, brochures, agents etc) though this not translating into new deals being secured.</p>	<p>DM6 5</p> <p>DM7 5</p> <p>DM8 4</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>There is a delivery plan for site though this has changed over time.</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>Uncertain prospects for delivery at present - delivery of site is presently complicated by Altira forming part of a new planning proposal which also includes sites at Hillborough. Similarly various plots at Altira are subject to a non B-class use proposal for a new foodstore.</p> <p>Whilst these various proposals take their course, any further development of employment space is unlikely.</p>	<p>DM9 4</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>Employment space built to date is fully tenanted.</p>	<p>DM10 5</p>
<p><b>Average Score (weighted at 60 %)</b></p>		<p>4.1</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

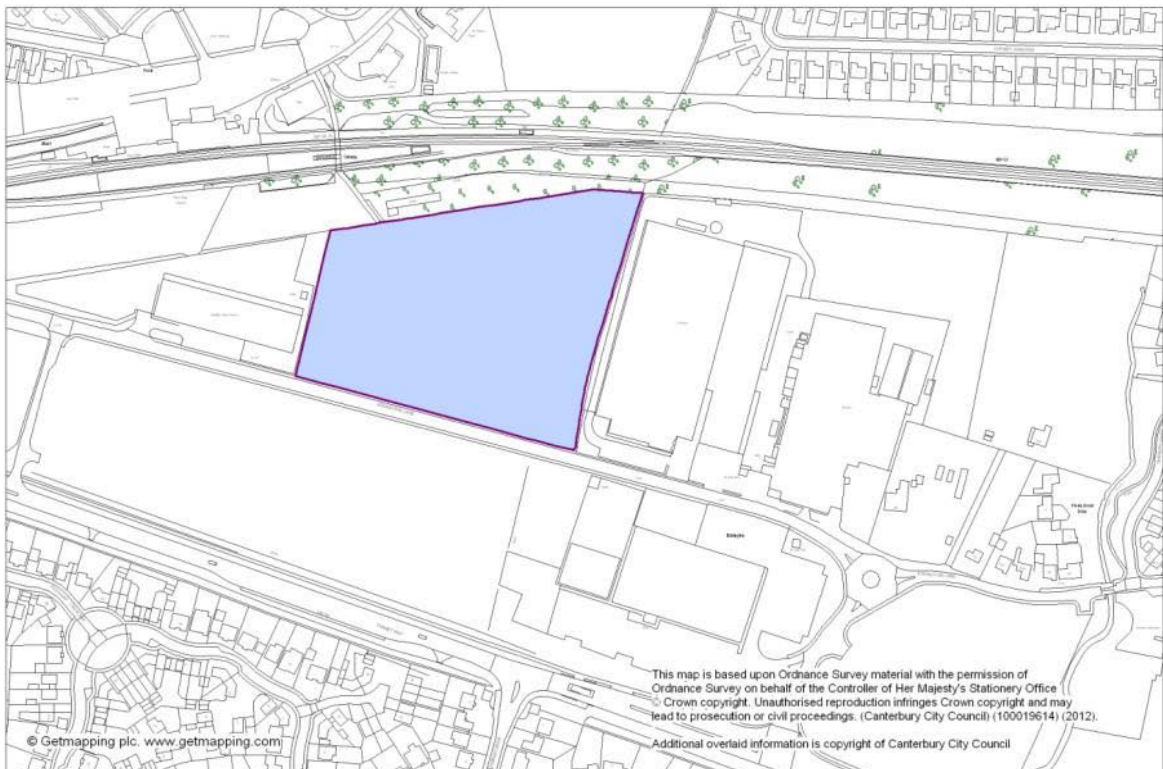
<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>The site has no major physical constraints to prevent its delivery for employment uses. However, the recent planning application for a new foodstore suggests aspirations are oriented towards other uses.</p> <p>Whilst a small element of B1 space forms part of this application there is unlikely to be any employment development until the current proposal is determined and resolved.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes - although some non-B uses has previously been permitted with the intention that this enable employment development.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Development Brief</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – notwithstanding current proposals for retail development, the site is assessed as being suitable for future employment development.</p> <p>This is justified due to its location and infrastructure being in place, existing fully tenanted B1 accommodation and absence of physical constraints. Similarly the current retail proposal includes some B1 space which reinforces its suitability for employment use.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>B1 and B8 employment uses primarily.</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>4.1</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL12	NA
Site Name/Address	Eddington Lane (North), Eddington Lane, Herne Bay	NA
Map Location (Grid Ref)	617,301 – 167,272	NA
Current Use/Use Class:	Employment	NA
Potential/Proposed Use (s)	B1 (offices and light industrial), B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Urban	SP1 3
Site Area	2.12 Ha	NA
Total Floor Area Potential floor area (at 3500m <sup>2</sup> /ha)	604m <sup>2</sup> (eastern half of plot) 7,000m <sup>2</sup>	NA

Plan of site



# Aerial



Photos of site – road frontage and looking westward along site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is bisected northwest to southeast by a public footpath/cycleway. This creates 2 triangles of land both of which are fenced and maintained to some extent. The eastern triangle appears to have previously contained buildings but now a hardstanding and formed driveway remains, which is used in part for open air storage and car parking. The rest of the site is grassland bordered by trees. The western triangle contains grass and a number of established trees and the strip along the boundary contains some temporary and permanent industrial buildings and is used for vehicle storage. The site has 3 fully formed vehicle entrance ways.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Poor</p>	SP17 2
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north is the railway. East are industrial buildings (Crown Products). To the south is Eddington Lane together with another empty employment plot and the A2990 Old Thanet Way. To the west are the former workshops and Wachers builders yard.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>An employment allocation in 2006 Local Plan. The site is also within an employment cluster as identified in the 2006 Local Plan.</p>	SP2 5
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>The site is allocated for employment use, is an employment cluster in the Local Plan and is therefore protected for employment uses.</p>	SP3 4
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//87/01443 - Erection of office accommodation to replace portacabin granted 02/11/87 CA//87/01029 - Continued use of portacabin as office, Granted 19 / 08 / 1987 CA//88/01200 - Erection of car showroom, workshop, parts storage and offices, surrounded by hard standing for the display of used vehicles and parking. Refused 13/09/88 CA//90/01180 - Erection of storage building. granted 31/03/92, renewals CA//96/01239, CA//99/00596, CA//03/00098 CA//91/00005 - Erection of fourteen industrial units, construction of access road and parking. Granted 04/02/92 CA//08/00208 - Permanent stationing of storage building. Granted 30/04/08</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Situated on the edge of Herne Bay. 20mins public transport or a 1.5km walk to the town centre.	SP5 4
Access (external/internal/HGV's/parking)	Access possible from Eddington Lane.	SP6 4
Highway capacity	Site has a good road link to A2990 Old Thanet Way via Eddington Way although a poor junction exists east onto Canterbury Road and constrained link to west onto Cobblers Bridge Road (shuttle working over railway bridge). The capacity of Eddington Way / Thanet Way junction should also be checked.  A traffic management scheme may be required to improve the junction on Eddington Lane / Canterbury Road or to reduce its use.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	A2990 Old Thanet Way connects to A299 New Thanet Way	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes – bus stop and the main railway station is located to the north of the site and there is a direct pedestrian link to the station via a tunnel.	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	On adjacent sites	SP10 3
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Flat square – awkwardly bisected by public footpath.	SP14 4
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Possible contaminated land  Proximity of railway lines and associated issues.	SP15 4
<b>Flood Zone</b>	NA	SP16 4

<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	None	SP11 5
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	As the site has remained relatively undisturbed there may be presence of protected species such as slowworms and newts. Sensitive site, ecological surveys required.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeological evaluation required	SP13 4
<b>Any likely design constraints –</b> massing, height, location	Potential for cycle route connection to town centre.	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.96

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>No major physical constraints known of or identified. Some lesser constraints include proximity to the public footpath and different ownerships.</p>	<p style="text-align: center;">DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Some uncertainty in that site comprises two distinct portions of land. These appear to have two different owners and therefore are likely to have to be developed independently.</p>	<p style="text-align: center;">DM2 2</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>It is understood that one of the known owners (a local manufacturer) has acquired at least the northwestern triangle of the site adjoining its factory in case the firm needed to expand production etc. This was acquired approx. 10 years ago.</p> <p>Since this time no attempt has been made to develop the whole site for employment uses. With just one application for a B8 use on the eastern boundary in the last 5 years.</p>	<p style="text-align: center;">DM3 3</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>If the site were to be put on market now, demand is likely to be moderate to good. Nearby schemes such as Eddington Nursery are fully committed.</p> <p>Some potential competition for industrial users from Altira Business Park and existing businesses parks in Whitstable.</p>	<p style="text-align: center;">DM4 3</p> <p style="text-align: center;">DM5 3</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Site likely to be moderately attractive to industrial/distribution uses. The unoccupied building opposite (former post-sorting facility) has attracted interest and until recently was under offer.</p> <p>The site has good access to Herne Bay and on to new/old Thanet Way. It is however located to the rear of Eddington Lane and is less visible from the highway.</p> <p>No activity on site in last five years. The site is not being marketed.</p>	<p style="text-align: center;">DM6 3 DM7 5 DM8 1</p>

<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	None	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	No plans/indications as yet that the site will be fully developed for employment uses in the short-medium term.	DM9 3
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	This site forms part of a wider business park/employment cluster (i.e. Eddington Business Park) but remains predominately undeveloped at present.	DM10 5
<b>Average Score (weighted at 60%)</b>		3.2
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

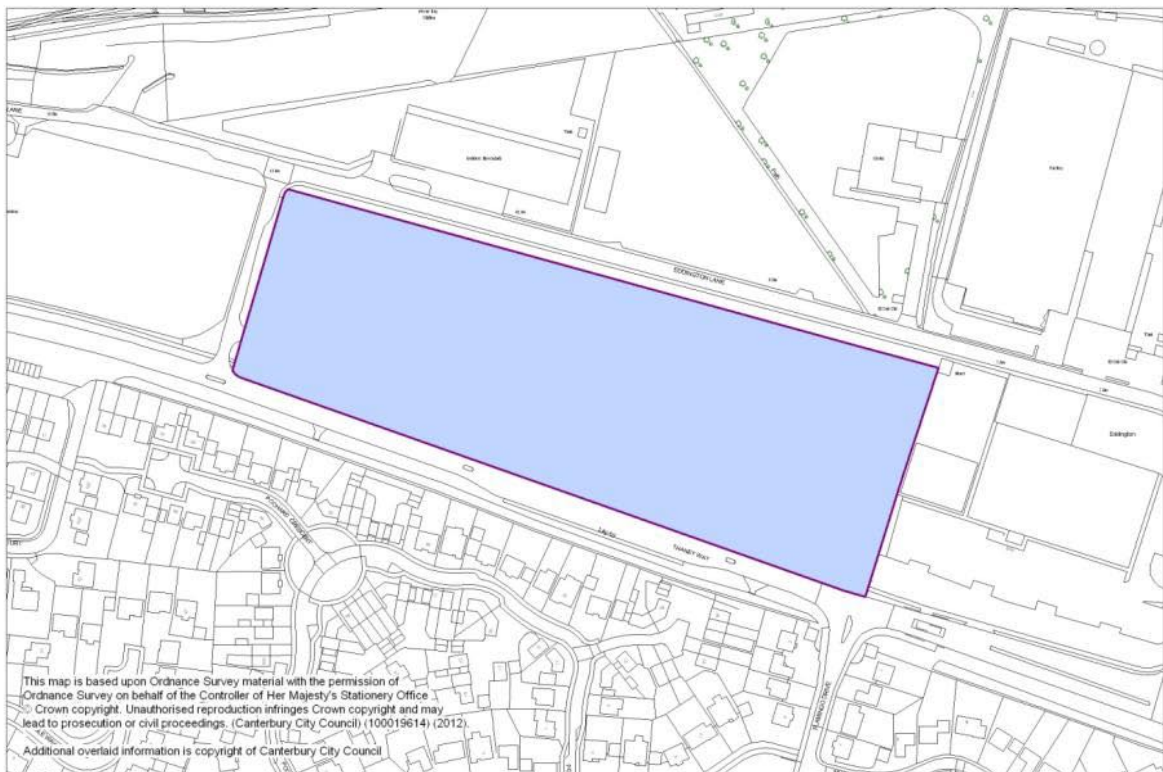
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed for constraints, market and delivery factors?</b></p>	<p>Unknown at present but perhaps more likely to be delivered for employment uses before other undeveloped plots to south of Eddington site due to its proximity to the existing Crown Products factory.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>At present yes</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – notwithstanding lack of activity the site is well-located, forms part of a wider business park/cluster and is therefore well placed to serve future expansion of the existing landowner's company.</p> <p>Therefore it would be premature to consider releasing the site at this juncture particularly when very little other land is coming forward for development at Herne Bay.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, light industrial, warehousing</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged score weighted 60%DM 40%SP</b></p>	<p>3.5</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL13	NA
Site Name/Address	Eddington Lane Southwest, Land between Eddington Lane and Old Thanet Way, Herne Bay	NA
Map Location (Grid Ref)	617,329 – 167,251	NA
Current Use/Use Class:	Employment	NA
Potential/Proposed Use (s)	B1, B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Greenfield Agricultural Land Classification: Grade 3, but urban and not in agricultural use.	SP1 1
Site Area	3.27 Ha	NA
Potential floor area (at 3500m <sup>2</sup> /ha)	10,000 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>A large plot of scrub and grassland. This is a long strip of land situated between Eddington Lane to the north and the Old Thanet Way A2990 to the south. There are two further vacant plots surrounding the site. The site is adjacent to employment uses and allotments. The land contains some self sown trees and a ditch runs around its edge. A public footpath cross the site along the western edge of the allocation.</p>	<p>NA</p>
<p>Condition of buildings and external areas</p>	<p>Scrubland which has been relatively undisturbed for more than 20 years.</p>	<p>SP17 NA</p>
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>The area is a mix of employment, limited retail warehousing with a large residential area to the south of the A2990. To the north and across Eddington Lane there is an empty site and the old coal yard which has planning permission for a new bus depot. Beyond this lies the railway. East is a commercial area including Wachers, Crown Products, Homebase and Halfords. To the south is the A2990 and a residential area while to the west are allotments.</p>	<p>SP18 5</p>
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Site was first allocated for employment use in 1998 Canterbury District Local Plan and remains an employment allocation in 2006 Local Plan. The site is also within an employment cluster as identified in the 2006 Local Plan.</p>	<p>SP2 5</p>
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>The site is allocated for employment use and is an employment cluster in the Local Plan. It is therefore protected for employment uses.</p>	<p>SP3 2</p>
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//87/01593 - Erection of light industrial, retail warehouse and business park, Granted by appeal 04 / 10 / 1989 – EXPIRED CA//94/00278 - Erection of retail foodstore (Class A1), restaurant and petrol filling station with associated parking. Refused 19 / 09 / 1995 SHLAA175 Housing as part of mixed use development – retail 50-75 units as part of a mixed use scheme. Could include some live work units.</p>	<p>NA</p>

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Situated on edge of Herne Bay. 20mins on public transport to town centre or a 1.5km walk.	SP5 4
Access (external/internal/HGV's/parking)	Access is possible via Eddington Lane. Presumption against access direct onto A2990	SP6 4
Highway capacity	Site has a good road link to A2990 Thanet Way via Eddington Way although a poor junction exists east onto Canterbury Road and a constrained link west onto Cobblers Bridge Road (shuttle working over railway bridge). The capacity of Eddington Way / Thanet Way junction should also be checked. A traffic management scheme could improve junction Eddington Lane / Canterbury Road or to reduce its use.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	A2990 Old Thanet Way connects to A299 New Thanet Way.	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes – Bus stop and the main railway station is located to the north of the site and there is a direct pedestrian link to the station via a tunnel.	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	On adjacent sites	SP10 2
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Undulating but generally a flatish, rectangular shape.	SP14 5
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Traffic Noise Assessment and possible contaminated land.	SP15 4
<b>Flood Zone</b>	NA	SP16 4

<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Noise from old Thanet Way nearby residential areas and allotments.	SP11 5
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	As the site has remained relatively undisturbed there may be presence of protected species such as slowworms and newts. Sensitive site, ecological surveys required.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeological evaluation required	SP13 4
<b>Any likely design constraints – massing, height, location</b>	Cycle route connection to town centre.	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.82

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>No major physical constraining factors apparent.</p> <p>Viability is unknown factor.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is within single ownership.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>This site was acquired approx. 10 years ago.</p> <p>Landowner has given no indications either that this site will be developed for employment purposes or sold to a developer that delivers commercial schemes.</p> <p>The landowner has submitted a SHLAA rep to develop the site for mixed use (e.g. residential and employment purposes).</p>	DM3 2
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Site has not been marketed since 2002.</p> <p>If site were to be put on market now demand is likely to be moderate to good. Sites like nearby Eddington Nursery are fully committed.</p> <p>Some competition for industrial users from Altira Business Park and existing businesses parks in Whitstable.</p>	DM4 4  DM5 3
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Site is likely to be attractive to industrial and due to the highly visible frontage (from Old Thanet Way) office users may also be attracted to the site.</p> <p>No activity on site in last five years.</p> <p>The site is not being marketed.</p>	DM6 4  DM7 1  DM8 1
<p><b>Developers' phasing</b></p> <p>Is there a clear plan for development phasing (delivery plan)</p>	<p>None</p>	

<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>No plans/indications as yet that the site will be developed for employment uses in the LP period.</p> <p>Site submitted as SHLAA rep (for residential) means that no development will take place at least in next 3 years as this takes its course through Planning Inquiry etc.</p>	<p>DM9 3</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>This site forms part of a wider business park/employment cluster (i.e. Eddington Business Park) but remains undeveloped at present.</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>3</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Unknown at present.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – the site is well-located, forms part of a wider business park/employment cluster and is therefore well placed to support local employment opportunities. The only evident constraint posed appear to be landowner aspirations for the site.</p> <p>Therefore it would be premature to consider its release at this juncture particularly when very little other land is coming forward for development elsewhere at Herne Bay.</p> <p>Also the current (mixed-use) SHLAA for this site includes scope for employment which reinforces its continued suitability for this use.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, light industrial, warehousing</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.33</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL14	NA
Site Name/Address	Eddington Road South - Corner of Eddington Road, Eddington Way and Thanet Way, Herne Bay	NA
Map Location (Grid Ref)	617,515 - 167,138	NA
Current Use/Use Class:	Employment Allocation	NA
Potential/Proposed Use (s)	B1, B8 uses	NA
Brown/Greenfield/Mixed Agricultural land grade	Greenfield	SP1 1
Site Area	1.74 Ha	NA
Potential floor area (at 3500m <sup>2</sup> /ha)	7,000 m <sup>2</sup>	NA

Plan of site



Aerial



Photos of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.	The site is scrub and grassland adjacent to the Plenty Brook. The site is relatively flat, although it slopes down to the east and Plenty Brook. The site is flood-prone while the land is overgrown. It is a virtual island with roads on 3 sides and the Plenty Brook on the other. There are some trees along the eastern boundary.	NA
Condition of buildings and external areas	Overgrown undeveloped land.	SP17 NA
<b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.	The character of the area is a mix of uses – residential and commercial. To the north is the railway line and main line station along with some housing and businesses. East is Plenty Brook and Vincent Nursery (a commercial garden nursery). South is the old Thanet Way A2990 then some houses and fields. To the west are more commercial areas (e.g. Halfords, Homebase, Crown Products and Wachters).	SP18 4
<b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation	Employment Allocation and within an Employment cluster. Northern and eastern edges are in the Eddington Conservation Area. Flood Zone.	SP2 4
<b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.	The site is allocated for employment use in the Canterbury District Local Plan 2006. The site is also protected as an employment cluster.	SP3 2
<b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans	CA//87/01593 - Erection of light industrial, retail warehouse and business park, Granted by appeal 04 / 10 / 1989 – EXPIRED CA//94/00278 - Erection of retail foodstore (Class A1), restaurant and petrol filling station with associated parking. Refused 19 / 09 / 1995  SHLAA 176 - housing as part of mixed use development – care home. 30-40 units	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Situated on edge of Herne Bay. 20mins via public transport to town centre or a 1.5km walk.	SP5 4
Access (external/internal/HGV's/parking)	Double width access formed onto Eddington Way. Access possible via Eddington Lane / Eddington Way. Presumption against access direct onto A2990 Old Thanet Way.	SP6 4
Highway capacity	Site has a good road link onto A2990 Thanet Way via Eddington Way although a poor junction exists east onto Canterbury Road and constrained link to west onto Cobblers Bridge Road (shuttle working over railway bridge). The capacity of Eddington Way / Thanet Way junction should also be checked. A traffic management scheme could improve junction Eddington lane / Canterbury Road or reduce its use.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	On old Thanet Way A2990 which connects with A299 new Thanet Way.	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes - close to railway station and bus route.	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Available on adjacent sites.	SP10 2
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Relatively flat sloping to Plenty Brook	SP14 4
<b>Are any remediation works required?</b> – <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Possible contaminated land, flood protection	SP15 3
<b>Flood Zone</b>	Over ¾ of the site is identified by the Environment Agency as being at risk from flooding Zones 2 and 3.	SP16 2

<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Noise from A2990	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	Loss of trees along Plenty Brook  May be an issue of protected species given the relatively undisturbed nature of the site and the close proximity to Plenty Brook. Sensitive site, ecological surveys required.	SP12 3
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	A small part of site falls within a Conservation Area.  Archaeological evaluation also required.	SP13 3
<b>Any likely design constraints –</b> massing, height, location	Possible flood prevention measures. Cycle route connection to town centre.	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.36

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Flood prone and as yet unknown but possible environmental constraints.</p> <p>In the main landowner aspirations appear to be principal barrier.</p>	DM1 3
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is within single ownership (i.e. Crown Products Ltd).</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>This site was acquired approx. 10 years ago.</p> <p>Landowner has given no indications either that this site will be developed for employment purposes or sold to a developer that delivers commercial schemes.</p> <p>The landowner has submitted a SHLAA rep to develop the site for mixed uses (e.g. residential and employment) purposes.</p>	DM3 2
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Site has not been marketed since 2002.</p> <p>If site were to be put on market now demand is likely to be moderate to good. Sites like nearby Eddington Nursery are fully committed.</p> <p>Some competition for industrial users from Altira Business Park and existing businesses parks in Whitstable.</p>	DM4 4  DM5 3
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Site likely to be reasonably attractive to industrial uses (nearby site acquired and let for industrial use very quickly) and has good access to Herne Bay and on to new/old Thanet Way.</p> <p>No activity on site in last five years.</p> <p>The site is not being marketed.</p>	DM6 4  DM7 1  DM8 1
<p><b>Developers' phasing</b></p> <p>Is there a clear plan for development phasing (delivery plan)</p>	<p>None</p>	

<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>No plans/indications as yet that the site will be developed for employment uses in the LP period.</p> <p>Submitted SHLAA rep (for mixed use inc. residential and employment) means that no development will take place in at least the next 3-5 years as this takes its course through Local Plan Inquiry etc.</p>	<p>DM9 3</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>This site forms part of a wider business park/employment cluster (i.e. Eddington Business Park) but remains undeveloped at present.</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>2.89</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

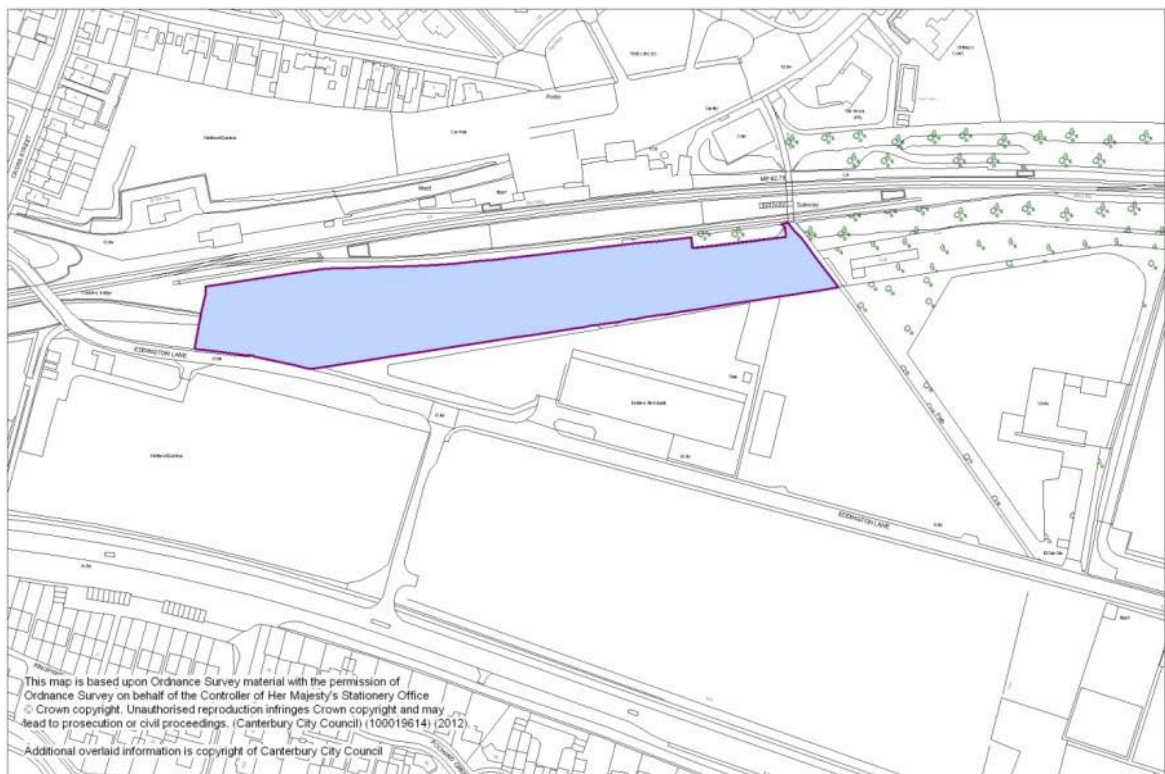
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Unknown at present.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>At present yes</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – the site is well-located, forms part of a wider business park/employment cluster and is therefore well placed to support local employment opportunities. There are some potential physical constraints but the major barrier to development/achievability appears to be differing landowner aspirations.</p> <p>Therefore it would be premature to consider its release at this juncture particularly when very little other land is coming forward for development elsewhere at Herne Bay.</p> <p>Also the current (mixed-use) SHLAA for this site includes scope for employment which reinforces its continued suitability for this use.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, light industrial, warehousing</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>As above</p>
<p><b>Final Averaged weighted score</b></p>	<p>3.08</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL15	NA
Site Name/Address	Eddington Coal Yard, Herne Bay	NA
Map Location (Grid Ref)	616,966 – 167,356	NA
Current Use/Use Class:	Previously in B8 uses but current planning permission is for bus depot (sui generis use)	NA
Potential/Proposed Use (s)	B1/B8 sui generis (bus depot) uses	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield Urban	SP1 3
Site Area	1.07 Ha	NA
Potential floor area (at 3500m2/ha)	3,700 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site comprises a long narrow strip of land running alongside the railway line behind a builder merchants' site (Wacher), opposite Herne Bay Railway Station. The site was a former coal yard so is fenced with areas of hard surfacing. The site has not been maintained so there are areas of scrub and wilding trees and long grass. The site is flat with road level access from Eddington Lane. The access point, although double width, is located on a bend in the road so visibility is poor.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Some hard surfacing in poor condition. It also includes old buses, empty cable reels and other industrial related refuse material.</p>	SP17 2
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north is the railway line and Herne Bay Station with a housing allocation and allotments beyond. Southward is the builders yard and Eddington Lane, then beyond this more employment land allocations and allotments. Located to the east resides Wacher, an employment land allocation, then the Crown Products factory. West is Cobblers Bridge which crosses over the railway line alongside more gardens.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Urban, Employment Land Allocation, Employment Cluster. North and east is a Conservation Area.</p>	SP2 5
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Employment Allocation and cluster in 2006 Local Plan. Current Planning permission for development of the site for a bus depot and associated uses. (CA//11/00206)</p>	SP3 3
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//11/00206 – renewal of CA/08/0280 Granted 02/12/11 CA//08/01277 - Variation of condition 19. Granted 05/ 03/2009 CA//08/00280 - Bus depot with offices, workshops, fuel storage and wash facilities, bus parking and car parking. Granted 28/05/2008. CA//91/00794 - Display of sectional buildings. Granted 16/ 12/1991 CA//88/01904 - Storage and disposal of materials from demolition projects Refused 30/12/88 CA//86/00997 - Change of use of goods yard</p>	NA

	<p>to open storage of building materials and parking for adjoining builders merchants, Granted 07/01/88</p> <p>CA//84/00620 – Storage of tyres. Granted 5/6/84</p> <p>CA//83/00330, CA//82/00574, CA/80/00252</p> <p>CA//79/00811, CA//78/00709 – Temporary Offices, parking and goods storage and renewals. Granted</p>	
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<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Located on edge of Herne Bay. 20mins journey via public transport to town centre or a 1.5km walk.	SP5 4
Access (external/internal/HGV's/parking)	Access possible via Eddington Lane. Poor sight lines overall.	SP6 4
Highway capacity	Site has good road link to A2990 Old Thanet Way via Eddington Way although relatively poor junction east onto Canterbury Road and constrained link to west onto Cobblers Bridge Road (shuttle working over railway bridge). The capacity of Eddington Way and Thanet Way junction should also be checked. A traffic management scheme to improve Eddington Lane / Canterbury Road junction or to reduce its use could also be considered.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	A2990 Old Thanet Way connects to A299 new Thanet Way	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Services in place on nearby sites but some extensions maybe required.	SP10 3
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	The site is flat being generally rectangular in shape. A railway line lies adjacent.	SP14 3
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Some potential land contamination due to previous uses.  Proximity of railway lines and associated issues.	SP15 4
<b>Flood Zone</b>	<b>NA</b>	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	None – development of site would improve it.	SP11 5
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	Potential for protected species to be present. Ecological surveys will be necessary.	SP12 4
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Adjacent conservation area  Archaeological evaluation required	SP13 4
<p><b>Any likely design constraints – massing, height, location</b></p>	Cycle route connection to town centre. Conservation area	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.77

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>There are no known major delivery constraints in terms of physical factors to the current planning consent.</p> <p>The principal constraint concerns a legal covenant which restricts allowable uses to transport related activities only. Also deliverability for owner is reliant upon market conditions generating value in current site.</p> <p>There was previously a condition on operating hours but a variation on the condition was extended following approval.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is in single ownership (i.e. Stage Coach East Kent) and there is unopposed access to the local highway network.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The owner has indicated a willingness to develop the site. This is reaffirmed by the owner's need to extend the time limit for implementation through replacing the existing planning consent with a new permission.</p> <p>The delivery of this consent relies on the proposed relocation of the Herne Bay bus depot, from a site identified for mixed-use redevelopment. The relocation of the existing bus depot out of the centre of Herne Bay is an important facet of the proposals for the regeneration of the town centre.</p> <p>It is not intended or anticipated that the delivery of the site would require public sector funding.</p>	DM3 3
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>An available development site in this area would be attractive though demand would be reduced by the restriction to transport related uses.</p> <p>No competition for this type of site in the market area.</p> <p>The site could be attractive for transport related activity in respect of its proximity to bus routes and railway station.</p>	DM4 3  DM5 3

<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	As above. No development activity on site in last five years. The site is not being actively marketed as the owner has planning permission.	DM6 3 DM7 1 DM8 NA
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	N/A – it is a relatively small single user site.	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	This could happen within the next 3 years depending on the intended delivery of Stage Coach's Bus Depot site in Herne Bay town centre. Much rests on the owner securing sufficient value in its existing depot site within the town centre.	DM9 5
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	No tenants on site though it remains part of an existing local employment cluster/ business park (i.e. Eddington Lane).	DM10 NA
<b>Average Score (weighted at 60%)</b>		3.38
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		



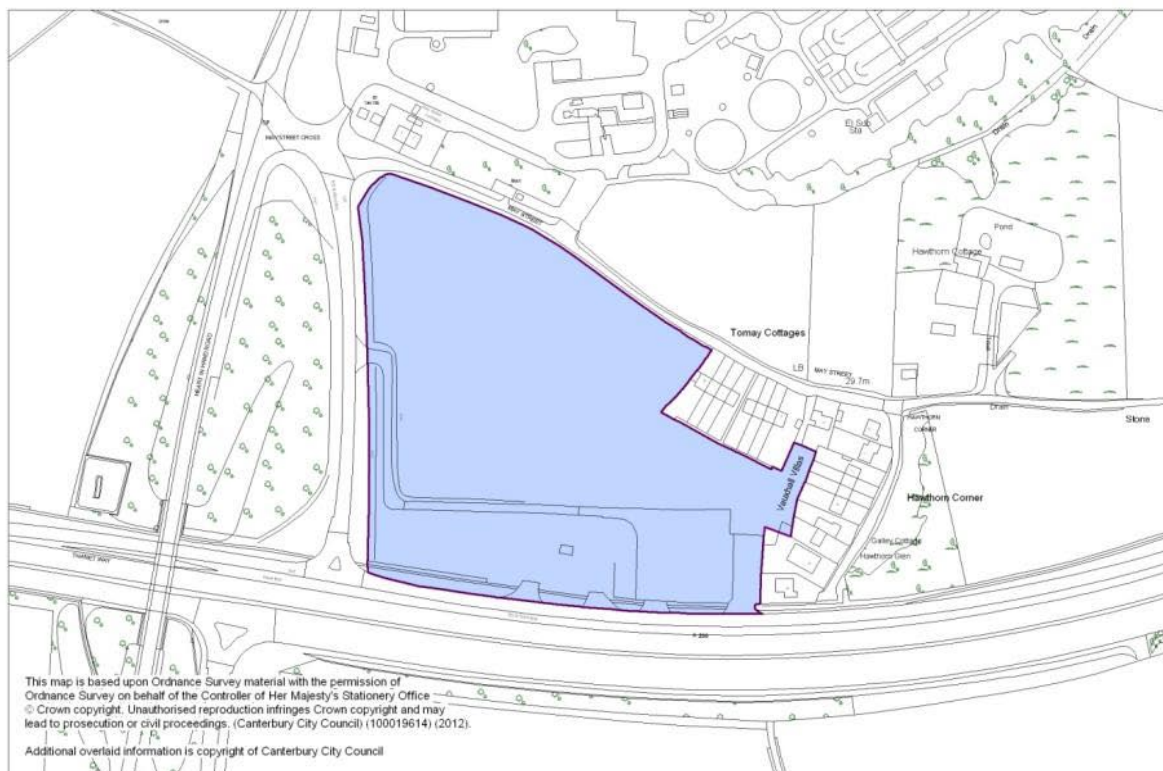
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Yes</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes alongside transport related activities outside B-use classes (e.g. sui generis).</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Transportation improvements, supported by current local plan policy.</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>B1 and B8, sui generis transport</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.53</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL16	NA
Site Name/Address	Former FDS site, Hawthorn Corner, Hillborough	NA
Map Location (Grid Ref)	620,940 – 167,190	NA
Current Use/Use Class:	Vacant Land	NA
Potential/Proposed Use (s)	B1a (offices)	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Grade 2	SP1 3
Site Area	2.9 Ha	NA
Land/plots left available		NA
Potential floor area (at 3500m <sup>2</sup> /ha)	7,500 m <sup>2</sup>	NA

Plan of site



# Aerial



Photos of site, showing site access and view across site towards the north



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Historically the site accommodated a nightclub, which was demolished to make way for the relocation for the FDS Group in the 1990's but their offices were never built. The site has been derelict since this time. Most of the site is now covered in established trees, scrub and hedgerows. South of the site access is gained from the nearby A299 Thanet Way slip road.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The site is overgrown with scrub and trees and continuous fly tipping is apparent. The foundations for the planned building and access road are cracked.</p>	SP17 na
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Northwards towards May Street is the sewerage works and railway line. Further to the east are the Hillborough and Metric business/employment sites. Along the eastern boundary is a small collection of 19 houses. To the south is the A299 (dual carriageway) beyond which is farmland. Along the western boundary is the A299 on/off slip, a small copse of scrubby woodland and then farmland. Further to the west is the Altira Business Park.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment</p>	SP2 5
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Several expired permissions</p>	SP3 2
<p><b>Other Relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>0.06ha of the site to the east adjacent to houses has permission for the erection of a dwelling (CA//98/01110, CA/03/01681, CA//08/01241, CA//11/01708) CA//99/00678 - Replacement offices, production and storage facilities and residential flat.(Revised scheme). Granted 03/07/2000 CA//97/01170 - Temporary siting of building for use as office/storage/production. Granted 09/01/1998 CA//97/00621 - Replacement offices, production and storage facilities and residential flat. Granted 21/08/1998</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	3km from Herne Bay town centre.	SP5 2
Access (external/internal/HGV's/parking)	May Street, east of the junction with Sweechbridge Road, is not a highway but is a single track road which is not fully surfaced. The site is adjacent to a bus route on the Sweechbridge Road but is otherwise relatively remote from local amenities. In the context of this individual site, it is unlikely that a new junction could be created onto the A299.	SP6 3
Highway assessment	There is sufficient capacity in this area but entrance point on to the A299 is awkward. Existing on / off slips are substandard and will need improving to cater for additional traffic. This could be a large employment site with potential to create a considerable number of traffic movements. Achieving any meaningful sustainability of the site will be difficult and it may need extensive highway improvements to cater for traffic generated.	SP7 2
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Adjacent to access road and fronting A299	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Adjacent to bus route	SP9 2
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Will be supplied to houses adjacent but unlikely to be on site or in very poor repair.	SP10 2
<b>Renewable energy capacity</b>	Limited	NA
Topography shape and size – (related to development potential)	Flat, square in shape	SP14 5
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Permission for high voltage line but none evident  Hardstanding, maybe some contamination for previous and adjacent uses.	SP15 4
<b>Flood Zone</b>	NA	SP16 4

<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Likelihood of noise and light from A299. However the intended employment use for the site would not have a greater impact on amenity than the A299 and sewerage works.	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	A number of trees and hedgerows have established on the site.  Potentially sensitive site, ecological surveys will be required.	SP12 3
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeological evaluation required	SP13 4
<b>Any likely design constraints –</b> massing, height, location	Possible constraints in terms of preserving the boundary with nearby houses (e.g. overlooking, shadowing and lighting) alongside road improvements.	SP4 3
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.31

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Possible required access improvements on to A299 Thanet Way west bound are likely to be substantial and therefore expensive. This issue will be a major constraining factor.</p>	<p>DM1 2</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site may have been sold but is likely to remain within a single ownership.</p>	<p>DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>As above, recent history suggests the site owner has not sought to either market, dispose or deliver the site for employment uses.</p> <p>A previous aspiration towards a residential use for the site (from last known owner) is also a likely barrier though this has not translated into any planning proposal.</p>	<p>DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Untested in local market. There is potential competition from Altira Business Park, various better located office sites at Whitstable and sites within Thanet.</p> <p>The site is well located in relation to Thanet way access but has perception of relative remoteness from Herne Bay town centre and proximity to waste treatment plant.</p> <p>The footings of planned office building remain in place which, if usable, could help to moderate build costs.</p>	<p>DM4 2</p> <p>DM5 2</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above.</p> <p>No activity on site in last five years.</p> <p>No marketing activity or informal pre-planning discussions etc</p>	<p>DM6 2</p> <p>DM7 1</p> <p>DM8 1</p>
<p><b>Developers' phasing</b></p> <p>Is there a clear plan for development phasing (delivery plan)</p>	<p>No</p>	

<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>Evidence suggests that the site offers very limited prospects for new employment development within the new plan period and beyond.</p>	<p>DM9 1</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>No tenants.</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>2</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		



## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Possible if there is a change in emphasis and if areas adjacent are developed.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes – due to location and previous uses.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes but due to above factors the Council may wish to reconsider the site's future as a pure employment allocation.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Yes – but as site is partly brownfield, there may be potential for other commercial uses (e.g. leisure or some suis generis car related uses such as petrol filling station).</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>Limited prospects for B-use class development overall so release may need to be considered as above.</p>
<p><b>Final Averaged weighted score</b></p>	<p>2.52</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL17	NA
Site Name/Address	Former Metric Site, Sweechbridge Road, Herne Bay	NA
Map Location (Grid Ref)	620,989 – 167,830	NA
Current Use/Use Class:	B1	NA
Potential/Proposed Use (s)	B1a (offices)	NA
Brown/Greenfield/Mixed Agricultural land grade	Previously developed land (employment) non agricultural / urban	SP1 5
Site Area	0.2 Ha	NA
Land/plots left available		NA
Potential floor area	1,000 m <sup>2</sup>	NA

Plan of site



Aerial



Photos of site – Frontage and site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>This is the front portion of the former Metric group factory site.</p> <p>The majority of the land behind the site has been developed for housing.</p> <p>The site sits on the corner of Neville Road and Sweechbridge Road. The junction of Neville Road and Sweechbridge Road is poor not being fully formed. It is an empty and flat site of grass and concrete foundations surrounded by a high wooden panel fence. The site has an agent's erected though this is not prominent.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The site is tidy and appears to be maintained on a basic level. The grass was being trimmed while the site was visited. Concrete foundations also appear to be in place.</p>	SP17 na
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Mixture of residential property, business uses and farmland. To the north and west of the site is residential. Southeast is farmland and to the south is Hillborough Business Park beyond which lies farmland and the sewerage works.</p>	SP18 3
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Mixed-use for the whole allocation with employment on this specific site - Policy TC4</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Hillborough Farm/Metric Site Development Brief identifies this area as suitable for commercial and the land immediately north as mixed use.</p> <p>Commenced planning permission for 1,000m<sup>2</sup> of office floor space.</p>	SP3 3
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Part of the business park was omitted from a housing allocation in the Local Plan and this was supported by the Inspector as a useful employment resource in eastern Herne Bay and therefore should not be lost.</p> <p>CA//06/00475 - Redevelopment of site to provide 61 houses/flats and 1,000m<sup>2</sup> of commercial accommodation. Granted 21/12/06 – 2 storey commercial building wrapping the street frontages with car parking behind. Condition 17 <i>The "commercial" premises identified in the application shall only be used for office, research and development or light</i></p>	NA

	<p><i>industrial purposes as set out in Class B1 of Part A of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). REASON: The use of the premises for other purposes would be contrary to the adopted development brief for the site and would require further assessment of employment, traffic and amenity issues</i></p>	
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<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within 20mins bus ride of town centre	SP5 4
Access (external/internal/HGV's/parking)	Access could be achieved onto Sweechbridge Road and Neville Road. Current junction is poor with reduced sightlines at present.	SP6 4
Highway capacity	Capacity of Sweechbridge Road acceptable. Some widening may be required to cater for right turns.  An initial transport assessment has already been submitted for this site which proposes improvements at the Margate Road junction as mitigation. Sustainable transport links will also be required.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	800m from A299 but is a difficult junction and one way access.	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Site would have been serviced and surrounding area is also serviced.	SP10 3
<b>Renewable energy capacity</b>	Limited	NA
Topography shape and size – (related to development potential)	Flat, rectangular but small.	SP14 4
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Potential for some contamination from previous uses therefore further investigation necessary	SP15 4
<b>Flood Zone</b>	No	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>Noise, light pollution and activity from industrial area.</p> <p>A residential area is adjacent.</p>	<p>SP11 3</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Thanet Coast and Sandwich Bay SSI, SPA and Ramsar to the north.</p>	<p>SP12 5</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>NA</p>	<p>SP13 5</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>Limits to boundary with residential area.</p>	<p>SP4 4</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.82</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>No major constraints/barriers to delivery appear to be present.</p> <p>There have been delays in delivery (e.g. where housing has been developed first in isolation of employment use), together with low key marketing and uncertain landowner aspirations.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is within a single ownership.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Owned by a developer (primarily of housing) that also owns Altira Business Park which has experienced delivery delays.</p> <p>It is not known what the aspirations of the landowner are at this point.</p> <p>The employment site was not developed at the same time as the housing component although this formed part of the same planning permission.</p>	DM3 3
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>There is demand for sites in Herne Bay though very little available provision. Competition is therefore low in the town. There is more office space available in Whitstable area.</p> <p>The area on the edge of Herne Bay is reasonably attractive to businesses with nearby Hillborough Business Park emphasising continuing local demand/need for premises.</p>	DM4 3  DM5 2
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site sits on the corner of Neville Road and Sweechbridge Road and is therefore visible from the local highway.</p> <p>No activity on site in last five years though residential element of mixed use scheme is complete.</p> <p>The site is being marketed though this seems relatively low-key (agent's board is difficult to see - not facing on to main road). The Agent is, however, based in Kent so should have experience of local market.</p>	DM6 3  DM7 1  DM8 3



<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	<b>N/A</b>	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	3-5 years	DM9 4
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	Site is not tenanted	DM10 NA
<b>Average Score (weighted at 60%)</b>		3.11
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

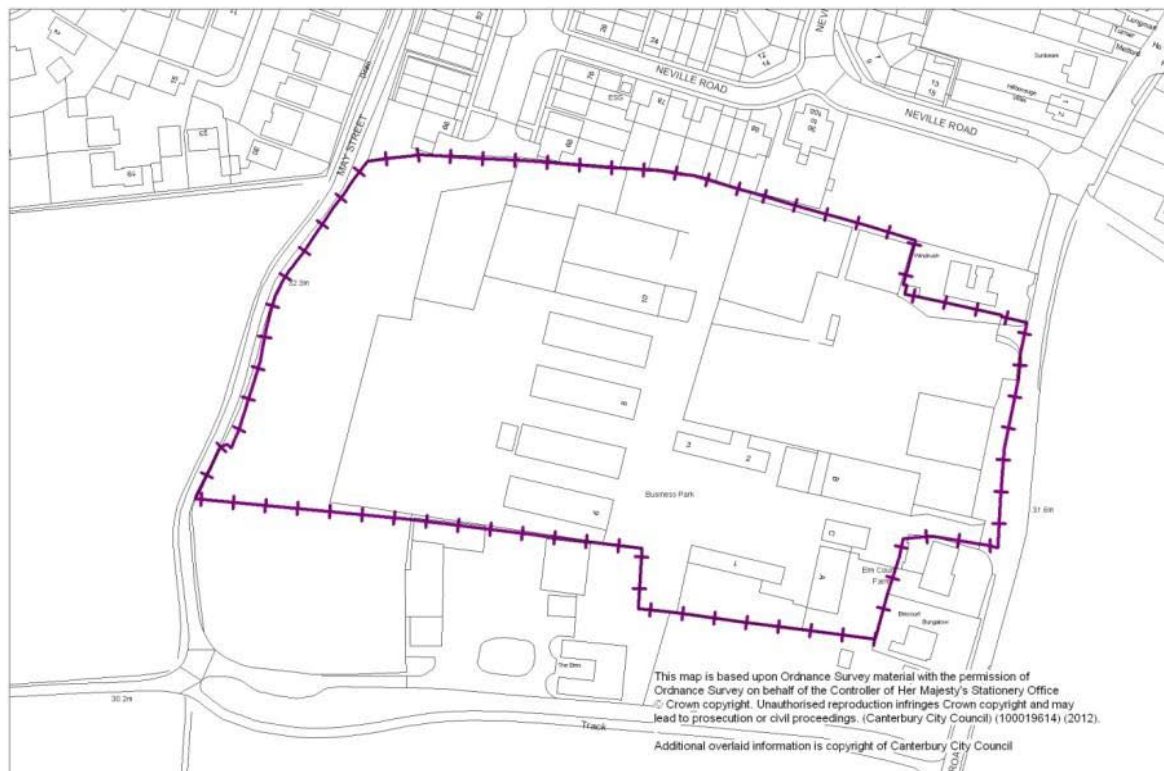
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Yes</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes – though other commercial uses could be considered provided this delivers new job opportunities in this area of Herne Bay.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes – it has continued suitability for employment uses as there does not appear to be any major constraints.</p> <p>The Council may need to be more proactive in helping the land-owner deliver the site.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Offices</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.4</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL18	NA
Site Name/Address	Hillborough Business Park, Sweenchbridge Road, Herne Bay	NA
Map Location (Grid Ref)	620.979 167.772	NA
Current Use/Use Class:	Former agricultural complex business park (inc. B-class uses). Mixed commercial	NA
Potential/Proposed Use (s)	SHLAA 66 & 132	NA
Brown/Greenfield/Mixed Agricultural land grade	Previously developed (employment) land non agricultural / urban	SP1 5
Site Area Land/plots left available	2.3ha	NA
Total Floor Area	Estimated 1,281m <sup>2</sup> in employment uses (B1, B8) of total commercial space	NA

Plan of site



## Aerial



## Photos of site



Rear of site (western area)



Front of site (eastern side)

## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Basic business site (with no landscaping) comprising mix of single-storey and double-height business and related commercial uses.</p> <p>In the west of site is a high bund used to screen and secure the industrial area. The bund is covered in trees, scrub and rubbish. The flat areas to the east of the bund (majority of the site) contain a variety of buildings including large corrugated iron sheds and smaller brick and concrete single storey units. There are large areas of asphalt and gravel used for associated activities from car parking to bin storage. These are predominantly conversions from farm buildings.</p> <p>Uses include metal recycling, a BT yard, engineering, a skip hire company, caravan sales, a taxi office, confectionary company, joiners and building services. Very busy with traffic coming and going, appears fully tenanted at time of site visit.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Reasonable relative to function - suited to small scale, low costs users.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Mixture of residential property, business uses and farmland. Primarily urban mix of housing, business uses, with backdrop of open farmland.</p> <p>To the south, west and east is farmland currently used for cropping. Along some of the southern and northwestern boundary are dwellings. Immediately north is an employment allocation (former Metric site).</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment Cluster - Current Local Plan identifies site for retention for employment uses (Policy ED1).</p>	SP2 5
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Site in use</p>	SP3 5

<p><b>Other Planning History:</b>  e.g. Employment Allocation or Planning Permission?  Development Brief.  Previous site proposal at LPI accepted and rejected  1998 plans</p>	<p>SHLAA 66 and 132 - housing</p> <p>Proposed for housing development at previous Local Plan Inquiry. <u>Inspectors comments:</u> "This is an edge-of-settlement, former agricultural site, where useful, affordable, basic employment accommodation has been allowed since 1988 in former agricultural buildings... I take the point that there will come a time, perhaps in the next 10 years, when the physical, capacity or access deficiencies of these converted premises will make major change on the site inevitable. However, this affordable, useful employment resource in eastern Herne Bay should not be lost, for the next few years at least."</p> <p>CA//88/01911 - Change of use of eight redundant agricultural buildings to small workshop unit. Granted 30 / 03 / 1990  CA/95/0782/HBA for the erection of eleven 180 sqm industrial units.  CA//90/01005 - Erection of eleven 180 square metre industrial units.  CA/00/466 – increase bund height and erect a 2.75M high fence for a secure compound  CA/00/1098 – industrial units - granted  CA//05/00076 - Change of use of Unit C1 to snack bar: change of use and surfacing of part of residential garden land for additional parking. 18/01/2005  CA//03/00980 - Use of land for the open storage of touring caravans and construction of storage compounds with 2.75 metre high fencing. 14/07/2003  CA//04/01069 - Change of use of land from storage of cranes and diesel tanks to the storage, display and selling of caravans.13/07/2004  CA//11/00104 Addition of M.O.T testing centre to Motorhomes sales service and vehicle repairs. Granted 21 / 03 / 2011</p>	<p>NA</p>
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<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within 20mins bus ride of town centre	SP5 4
Access (external/internal/HGV's/parking)	Access is achieved onto Sweechbridge Road.	SP6 4
Highway capacity	Capacity of Sweechbridge Road acceptable. Widening may be required to cater for right turns.  Initial transport assessment already submitted for this site which proposes improvements at Margate Road junction and Heart in Hand junctions as mitigation. Sustainable transport links will also be required	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	700m from A299, but difficult junction with single access.	SP8 4
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Site already served by infrastructure.	SP10 5
<b>Renewable energy capacity</b>	None	NA
Topography shape and size – (related to development potential)	Flat with bund to west	SP14 NA
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Both contamination and pollution issues from current and previous uses and fill used to create bund. 3m+ high man made bund  Fully developed site	SP15 NA
<b>Flood Zone</b>	na	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> • Townscape • Noise pollution • Light pollution	Possible land contamination and issues associated with active industrial area (e.g. noise, light pollution). Also adjacent to residential area.	SP11 4

<ul style="list-style-type: none"> <li>Residential Areas</li> </ul>		
<b>Environment</b> <ul style="list-style-type: none"> <li>Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>Trees/TPO – on site</li> <li>Sites of Nature Conservation Interest – on site or adjacent</li> <li>Protected Species/biodiversity – on site or adjacent</li> <li>Water courses/bodies (within 25m)</li> </ul>	<p>Thanet Coast and Sandwich Bay SSI, SPA and Ramsar to the north.</p> <p>Potential for protected species to be present in bund and hedgerows. Scoping surveys would be necessary. Otherwise no relevant issues.</p>	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>Conservation Areas</li> <li>Historic Parks and Gardens</li> <li>Listed Buildings</li> <li>Scheduled Ancient Monuments/AAI</li> <li>Potential for Archaeology</li> </ul>	Archaeological evaluation required on western edge only.	SP13 4
<b>Any likely design constraints – massing, height, location</b>	Limited to boundary with residential area.	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		4.23



## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site is currently in full occupation (mixed commercial uses).</p> <p>Possible constraints in terms of mix of uses (e.g. loss of employment space to retail) as well as cost effectiveness/viability of investing in future improvements (e.g. re-cladding) to premises and buildings.</p> <p>Also uncertainty created by SHLAA proposal for site may encourage occupiers to relocate from site and deter potential new investors.</p>	DM1 4
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is fully built with no undeveloped plots remaining – N/A</p>	DM2 NA
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Site in current occupation and fully developed.</p> <p>Site owner however appears to have aspirations to redevelop the site for residential use.</p>	DM3 NA
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>High occupation of site (appears to be near full occupancy) displays clear demand and need. Also it appears premises are available on leasehold basis only. Site is mixed commercial and is unlikely to be attractive to all employment users.</p> <p>There are very few sites providing small scale, low budget accommodation in Herne Bay and across coastal corridor.</p> <p>Concern has been expressed by tenants (that have contacted the Council) about the future of the site which could constrain interest in available properties. Some may be forced to relocate as a result.</p>	DM4 4  DM5 4
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in</i></li> </ul>	<p>Buildings are 20+ year old conversions so new developments not applicable.</p>	DM6 3

<p><i>the last 5 years).</i></p> <ul style="list-style-type: none"> <li>• Site being actively marketed?</li> </ul>	Site does not appear to be marketed online /through agents etc and is presumably let more informally via word of mouth.	DM7 NA DM8 3
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	Site fully developed	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	N.A.	DM9 NA
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	Appears fully tenanted.	DM10 5
<b>Average Score (weighted at 60%)</b>		3.83
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

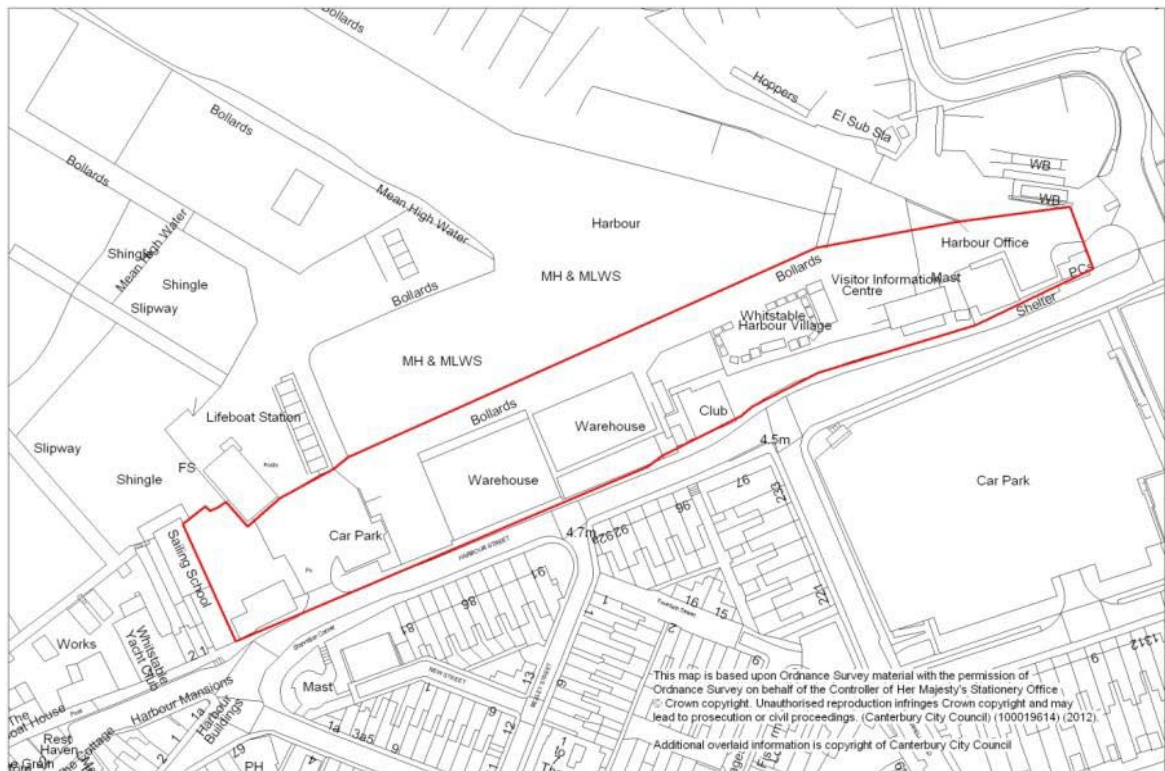
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>NA</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>No – employment uses alongside suis generis (e.g. car repairs) and retail type uses.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Local Plan Inspectors report</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Suitable for retention in the medium term as the site appears to meet a niche and demand in the market, for smaller local units.</p> <p>Also other Herne Bay sites (identified by Inspector) have not come forward with new space for small businesses (e.g. Altira, Eddington Lane). Therefore there is no similar accommodation to relocate employment related occupiers to.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Light industry, suis generis and associated retail.</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>Preferred approach would be to periodically review in order to assess whether improvements to buildings should be encouraged or site released if other local employment sites begin to come forward.</p>
<p><b>Final Averaged weighted score</b></p>	<p>3.99</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL19	NA
Site Name/Address	Whitstable Harbour (South Quay), Whitstable	NA
Map Location (Grid Ref)	610,974 – 167,011	NA
Current Use/Use Class:	Mixed commercial	NA
Potential/Proposed Use (s)	Mixed commercial (inc. employment – B1, B8)	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield Urban	SP1 5
Site Area	0.75 Ha	NA
Land/plots left available		NA
Total Floor Area	1,087 m <sup>2</sup>	NA

Plan of site



Aerial



Photos of site – *Looking west*



*Artists beach huts*



*Harbour*



*Looking east*



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is situated within a typical open working harbour located at the eastern end of Whitstable town centre. There are a range of sheds and warehouses in this area.</p> <p>The South Quay is approximately 300m long and varies in width between 10 and 30m. It is fully developed with buildings many of which contain a mix of commercial uses including, A1, A2, A3, B1, B8 and D and car parking uses. It includes a number of beach huts which provide an artisan area for sales and working from spring to autumn.</p> <p>In terms of height the buildings are generally two storey comprising a mix of materials that relate to their ages and usage. There are several warehouse type premises, some weatherboard clad offices, a restaurant as well as some brick-built harbour offices.</p> <p>Access both pedestrian and vehicular is achieved at either end of the quay. The west end incorporates a small car park while the eastern end forms the main entrance past the Harbour Master's Offices. A promenade runs the northern length of the South Quay.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Mixed although quite tidy in general – appropriate for a harbour location. Some improvements have recently been completed especially in the public amenity and small artisan areas.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north is the harbour and sea and east is the main area of the harbour. To the south is the Gorrell Tank car park then southeast are some community facilities. Further to the south and east is the start of the residential area. West is the main retail core of Whitstable.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Urban Area Town Centre Mixed Use Flood Zones 2 and 3 At the SW end is the conservation area and an article 4 direction. The Swale RAMSAR and SSSI run along the western boundary of the site.</p>	SP2 3

<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Fully developed site. There are 2 redevelopment documents in place.</p> <ul style="list-style-type: none"> <li>Whitstable Harbour, South Quay Development consultation document.</li> <li>Whitstable Harbour South Quay, Design Code</li> </ul>	<p>SP3 5</p>
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Whitstable Harbour, South Quay Development consultation document. Whitstable Harbour South Quay, Design Code. A large number of planning applications and permissions related to the uses that presently exist including some CoU from Harbour operations to A1/A5.</p>	<p>NA</p>
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>		<p>NA</p>

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within town centre	SP5 5
Access (external/internal/HGV's/parking)	<p>Vehicular access to the South Quay should be provided from the existing east and west gates. Through vehicle movements along the length of the South Quay will not be permitted. In addition the amount of vehicle movements, including servicing, should be kept to an absolute minimum.</p> <p>The South Quay will need to retain pedestrian access along its whole length. A new pedestrian access from Harbour Street could be provided at the Gorrell Tank pipe outfall position.</p>	SP6 3
Highway capacity	Traffic management measures in town centre to ease traffic flow such as loading restrictions and reconstruction of Cromwell Road may be required.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	4km	SP8 2
Proximity to public transport (800m to bus stop 2 or more services/hr)	Served by the triangle bus route which runs every 10mins	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site fully serviced, however, additional development would require stormwater to be taken out of the sewage to provide capacity.	SP10 5
Renewable energy capacity	Limited	NA
Topography shape and size – (related to development potential)	Long 300m and narrow, varying in depth between 10 and 40m.	SP14 na
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	<p>Buildings in place.</p> <p>There may be contamination issues from pervious and present uses.</p> <p>Air quality as the site is part of a working harbour that includes a road-stone coating plant and fish odours.</p> <p>Ground and soil surveys would be required to ascertain the bearing capacity of the land especially so close to the sea.</p>	SP15 na



<b>Flood Zone</b>	Yes coastal flood zones 2 and 3. Any development should be phased so that the new sea defence wall is in place complete with flood doors to any openings before the existing wall is demolished.	SP16 2
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	The site is in close proximity to housing so there may be restrictions on hours of operations although site is fully developed.  The noise from a working harbour is considerable. Buildings may need sound insulation materials and techniques used in their construction.	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	Site not particularly sensitive regarding protected species although westernmost part of site designated SSSI, SPA and RAMSAR.  Site sits on the harbour.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeological assessment needed (e.g. industrial archaeology). Part of the site is a former reservoir.  The western end of the site is in the Conservation Area and carries an Article 4 Direction.	SP13 4
<b>Any likely design constraints –</b> massing, height, location	These relate to flooding, noise and air pollution, height, design and massing - see design code and development document.	SP4 0
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.85

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Noise and air quality (i.e. commensurate with working harbour) and cost of new sea defences (e.g. potential for flooding).</p> <p>Minimum levels of on-site parking. Non-employment uses on site.</p> <p>Constraints on access. It is also located in an environment used/shared with harbour visitors (e.g. pedestrians), notably at peak visitor periods.</p>	<p style="text-align: center;">DM1 3</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is within single ownership (City Council), however, it is managed by the Harbour Board, so development decisions are subject to an additional decision making process.</p>	<p style="text-align: center;">DM2 3</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The Council on several occasions has sought to promote the site as a redevelopment opportunity.</p> <p>Employment alongside other commercial uses will be considered.</p> <p>DEFRA grants may be available to help fund activities that support fishing related businesses.</p>	<p style="text-align: center;">DM3 NA</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Whitstable is a highly desirable location with a buoyant retail and cultural and creative economy. The harbour is also a distinctive and active asset and therefore would be an attractive site to a variety of commercial uses. There is also scope to retain existing occupiers.</p> <p>There are no other schemes of this type in the town. Therefore competition would be low.</p> <p>The site represents an opportunity for a range of employment uses including light industrial, offices and storage and distribution, particularly harbour/marine related activities.</p> <p>There would however be strong competition from other commercial uses such as leisure and A1/A3 retail.</p>	<p style="text-align: center;">DM4 4</p> <p style="text-align: center;">DM5 4</p>

<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above, the site forms part of a well-known and distinctive landmark in Whitstable.</p> <p>No employment development activity on site in last five years.</p> <p>Site is not currently being actively marketed for redevelopment. Last marketed in 2006. However, site is tenanted and in use.</p>	<p>DM6 4</p> <p>DM7 NA</p> <p>DM8 3</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>Not as yet</p>	<p style="background-color: #cccccc;"></p>
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>3-5 years</p>	<p>DM9 na</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>Site retains tenants engaged in employment related uses.</p>	<p>DM10 5</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>3.71</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

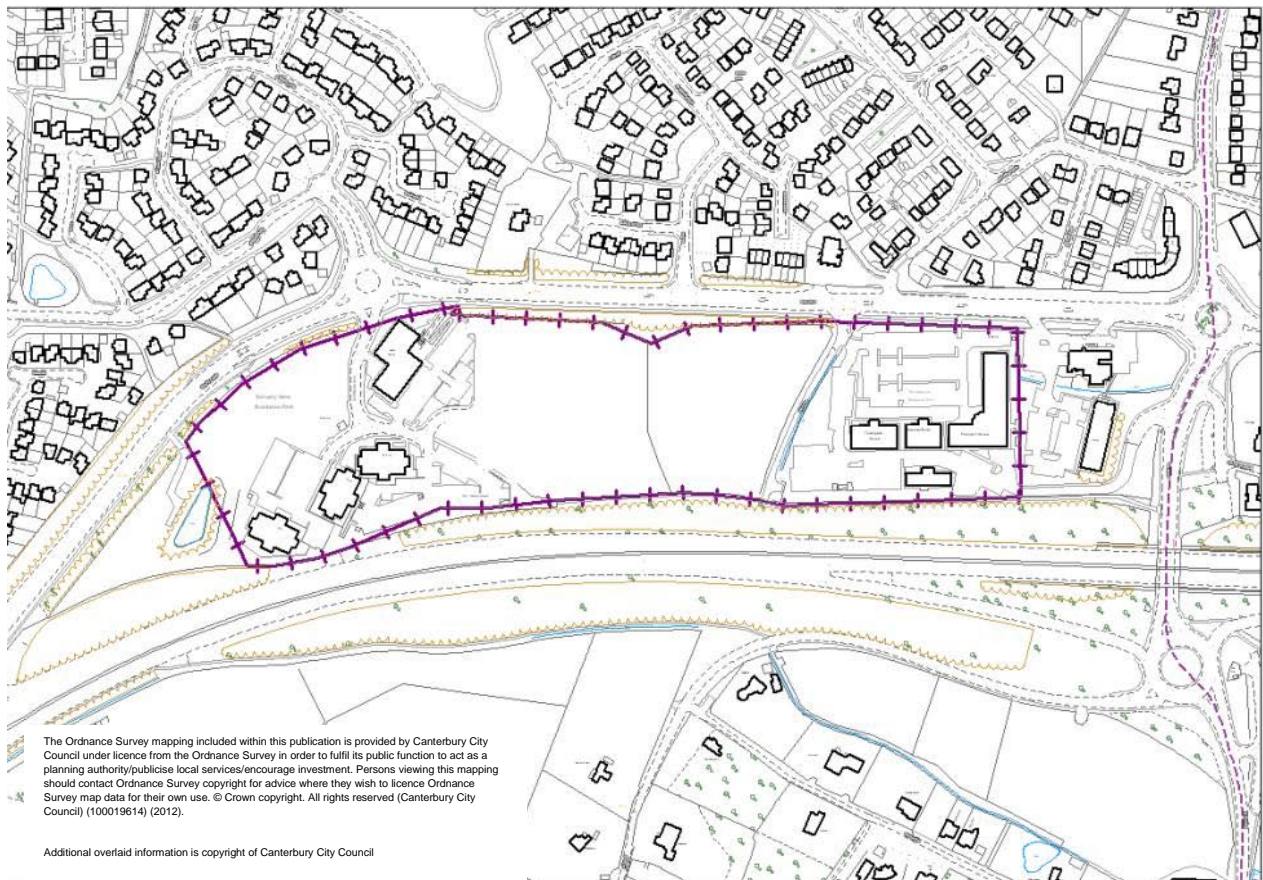
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Yes</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>No – the site is mixed use but retaining an employment presence in this area is important to the viability of the Harbour as a whole.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Re-development brief and design code promotes redevelopment for B1 uses.</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, light industrial and distribution and / or warehousing, within a mix of commercial uses.</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.77</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
<b>Site Reference Number</b>	EL20	NA
<b>Site Name/Address</b>	Land Between A229, A2990 and Clapham Hill, Wraik Hill, Whitstable (including Estuary View and Chaucer Business Parks	NA
<b>Map Location (Grid Ref)</b>	610,055-164,556	NA
<b>Current Use/Use Class:</b>	Office – B1a allocation with offices on 2 thirds of site D1 health clinic, nursery, C1 hotel, A3 restaurant	NA
<b>Potential/Proposed Use (s)</b>	Office – B1a	NA
<b>Brown/Greenfield/Mixed Agricultural land classification</b>	Mixed PDL/Greenfield Grade 4	SP1 3
<b>Site Area Land/plots left available</b>	8 Ha approx 3.2ha	NA
<b>Built employment floor space Potential floor area (at 3500m<sup>2</sup>/ha)</b>	7,091 m <sup>2</sup> c.12,000m <sup>2</sup>	NA

Plan of site



## Aerial



Photos – *Lakesview Business Park*



*Chaucer Business Park*



*Land between the business parks looking west*



*Looking east*



**SITE ASSESSMENT AND PLANNING**

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site lies on top of the London Clay ridge which forms a series of hills that separate the coast from pasture and the Blean Woods inland. Much of the site has spectacular views over the Thames Estuary.</p> <p>The western end of the site comprises Estuary View Business Park which contains four substantial architecturally designed two-storey office buildings with access roads, parking, hard and soft landscaping. This area has 3 empty plots, currently grass covered with road access formed, which has outline planning permission. Estuary View currently contains a Health Centre, offices (Kent Messenger) and 2 other office buildings with a mix of occupiers.</p> <p>The middle of the site is a large area of scrub and grass surrounded in part by heras fencing and hedgerows. Part of the site is being used for the storage of bricks and building materials. The former Wraik Hill Road now cut off by the A299 runs through the middle of the site and used by dog walkers. There is a rough spinal access route that runs west from the road.</p> <p>The eastern end of the site contains Chaucer Business Park which comprises a large office block (insurance call centre) and other smaller units containing financial service offices and a nursery. Beyond this is a travel lodge and associated restaurant.</p>	<p align="center">NA</p>
<p>Condition of buildings and external areas</p>	<p>The buildings, hard surfaced and landscaped areas are of a modern, high quality design and buildings are in good condition. The remainder of the allocation is predominately undeveloped undulating scrub land with a rough spinal access route.</p>	<p align="center">SP17 4</p>
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>A residential area, business uses and the A299 new Thanet Way. The site lies beyond the urban boundary.</p> <p>To the north and west of the site are the old Thanet Way and a new residential area. Due south is the A299 dual carriageway. To the east is Clapham Hill Road and roundabout with a few houses on large plots.</p>	<p align="center">SP18 4</p>

<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>A Local Plan Office Node exists on 2/3 of the site and the remainder is developed for commercial uses.</p>	<p>SP2 5</p>
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>4 plots developed with outline planning for 3 plots within Office Node. Land beyond office node fully developed for B-class and other commercial uses.</p>	<p>SP3 4</p>
<p><b>Other Relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>SHLAA192 – 60-100 family houses on middle 1/3 of allocation.</p> <p>CA//96/011 - Erection of conference facilities and ancillary meeting rooms and associated car parking. Granted 09/04/97</p> <p>CA//99/00255 - Erection of one three-storey office building (full details) and two, three-storey office buildings and one, two-storey office building (outline details) with associated parking and access. Granted 01/07/99 with additional details dealt with in CA//00/00441, CA//00/00668, CA//01/00522</p> <p>CA//02/00187 - Erection of a two-storey office building. (Revised scheme). Granted 26/03/02 with additional details dealt with in CA//03/00894, CA//04/00296</p> <p>CA//10/00155 - Change of use from offices (Class B1 Use) to a children's nursery (Class D1 Use) for a period of two years. 28/05/10</p> <p>CA//04/01689 – temporary soil and spoil storage associated with the building of Chaucer Business Park, Granted 17/1/05.</p> <p>CA//06/00681 Erection of seven two-storey and one three-storey office blocks (Use Class B1) (11,744 sqm), units 1-3 and site layout detailed planning permission, units 4-8 outline planning permission. Granted subject to conditions 9/8/06.</p> <p>CA//07/00067 – Resubmission - Erection of seven 2 storey and one 3 storey office blocks (Class B1 use). Granted 12.4.07</p> <p>CA//07/00594 - Erection of GP Surgery and pharmacy. (Outline application). Granted with conditions 25/7/07</p> <p>CA//07/01467 - Details submitted pursuant to outline planning permission CA//07/0067/WHI for the erection of office building for Plot 5. Granted 5/12/07</p>	<p>NA</p>



	CA/08/00284 - Erection of Polyclinic GP Surgery and Pharmacy with associated parking. Granted with conditions 15/4/08	
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)		NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town or well serviced Village (services and workforce).	Residential area on the edge of Whitstable town with several local services and facilities within the vicinity. Medical centre, nursery, public house with restaurant. 20mins on bus from town centre.	SP5 3
Access (external/internal/HGV's/parking)	The site has two fully formed accesses. It may be possible to access new development off Boorman Way (Estuary View) which would help with junction issues as the Thanet Way is congested on the approach to Long Reach roundabout in peak periods.	SP6 4
Highway capacity	Transport assessment should consider A299 Longreach roundabouts, Estuary View roundabout and access to the site by non-car means. It would be difficult to support another junction onto Thanet Way at this location.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A28, A2</i>	The site is very close to the A299 and associated off slip road and related roundabouts.	SP8 5
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes, 600-800 metres away. 20-30 minutes to town centre.	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Available to western end of site and available on adjacent sites	SP10 3
<b>Renewable energy capacity</b>	Limited	<b>NA</b>
Topography shape and size – (related to development potential)	Site slopes towards west and is generally uneven – but could be levelled. Generally rectangular and wide enough to allow substantial development. Views over Whitstable and A299 on southern boundary.	SP14 4
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>● Electricity Pylons</li> <li>● Contamination/Pollution</li> <li>● Adverse Ground Conditions</li> <li>● Hazardous Risk</li> <li>● Building/material demolition or removal</li> <li>● other</li> </ul>	Road traffic noise	SP15 4

<b>Flood Zone</b>	N/A	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Townscape – Any development would have to be in keeping with the existing area and consider the visibility of the site. Road traffic including a busy arterial road nearby. Large residential to west and north of Thanet Way. Undeveloped area within a wider area of developed businesses.	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	The Swale SSSI, SPA and Ramsar located at the coast to the north and west. SNCI is within 1km. SLA associated with the Swale located to the west. Potential for protected species to be present. Ecological surveys will be necessary. There are trees/hedgerows on several of the site's boundaries therefore a tree survey would be required.	SP12 4
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	An archaeological evaluation would be required.	SP13 4
<b>Any likely design constraints – massing, height, location</b>	None beyond the normal/planning permission	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.88

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>The main obstacles appear to be uncertainty around nearby highway capacity.</p> <p>There also competition based challenges presented by the introduction of considerable new office supply to east Kent market at Discovery Park, Sandwich. Also some non B-class uses in occupation.</p>	DM1 3
<p><b>Site Assembly</b> Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is within a single ownership.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The owner has a strong track record of employment development.</p> <p>Landowner has developed office space on site but has also submitted a SHLAA for a portion of the site and other areas have gone to non B-class use developments.</p>	DM3 3
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>In terms of demand for office space this is limited at present due to prevailing market conditions though this situation may improve over time.</p> <p>There is also strong competition from new office space supplied to the market at Discovery Park (with incentives such as rent/rates free periods).</p> <p>The site has been attractive as demonstrated by the number of occupiers that have relocated to the site.</p>	DM4 2  DM5 2
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site for the most part is well located and highly visible from the nearby primary road route (Thanet Way).</p> <p>There has been development activity on this site within the last five years.</p> <p>It is being marketed both for built and available office space and new office development.</p>	DM6 5  DM7 5  DM8 4

<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	Unknown at present	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Possibly 3-5 years due to need to consider, determine and resolve SHLAA submission and for office market to recover.  No other major achievability/development constraints so more office space could potentially be delivered now.	DM9 4
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	Some vacant office space available but the larger offices are occupied/ tenanted.	DM10 4
<b>Average Score (weighted at 60%)</b>		3.7
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

**FINAL ASSESSMENT**

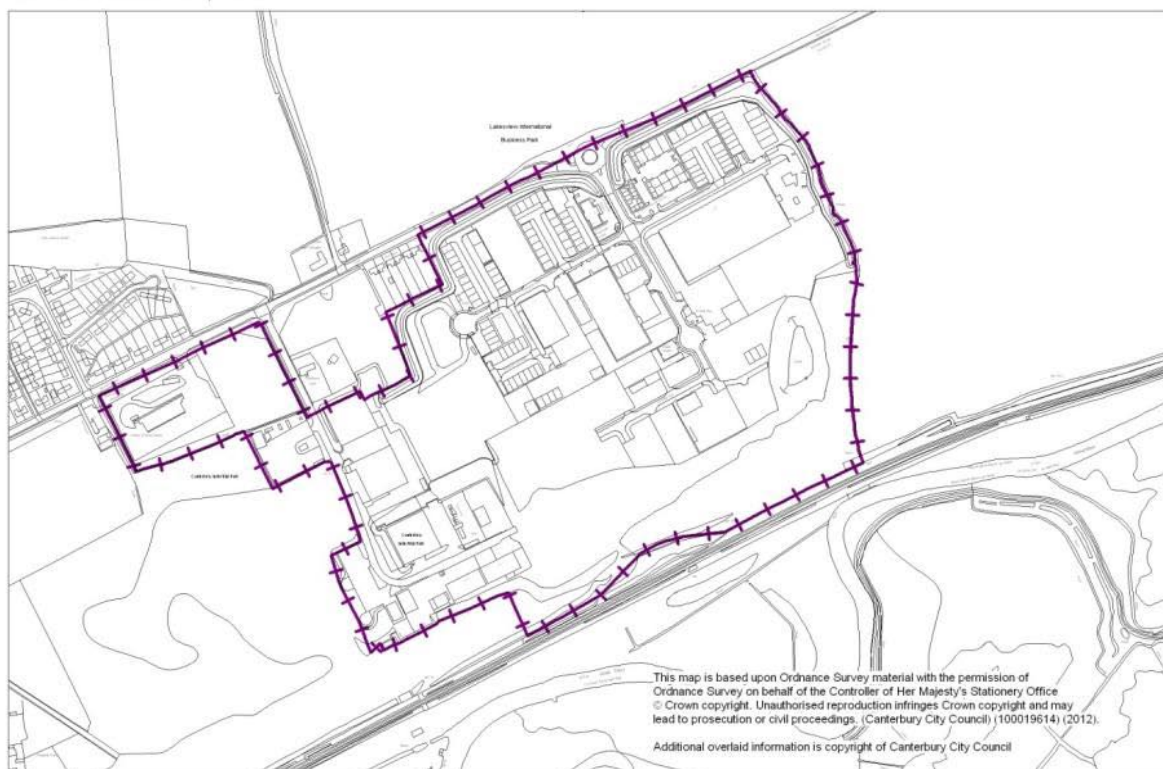
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Yes</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>B1 (offices) is the predominant use but a number of other planning uses have also been permitted which provide for other local needs (e.g. healthcare, nursery, hotel).</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Office node policy, Office protection policy</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>At this particular time in the Whitstable sub-area the need for further office space is limited although this could improve over the Local Plan period.</p> <p>At the same time however there may also be an additional local need for other B-class employment /A2 alongside other community facilities/amenities (D1, D2 etc).</p> <p>In light of the limited range of site options at Whitstable this site could help to meet some of these needs over the Plan period.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>As above</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>As above</p>
<p><b>Final Averaged weighted score</b></p>	<p>3.77</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL22	NA
Site Name/Address	Lakesview Business Park and Canterbury Industrial Park employment cluster, Island Road, Hersden	NA
Map Location (Grid Ref)	621,290-162,400	NA
Current Use/Use Class:	B1, B2, B8	NA
Potential/Proposed Use (s)	B1, B2 or B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Probable Grade 2 and 3 but previously mined land.	SP1 3
Site Area Land/plots left available	29.32 Ha Circa 2.45 Ha across seven individual plots at Lakesview Business Park	NA
Total Floor Area Floor area left vacant Potential floor area remaining	50,778 m <sup>2</sup> 11,477 m <sup>2</sup> (as of Sept 2012) Circa. 9,424 m <sup>2</sup> - Lakesview Business Park	NA

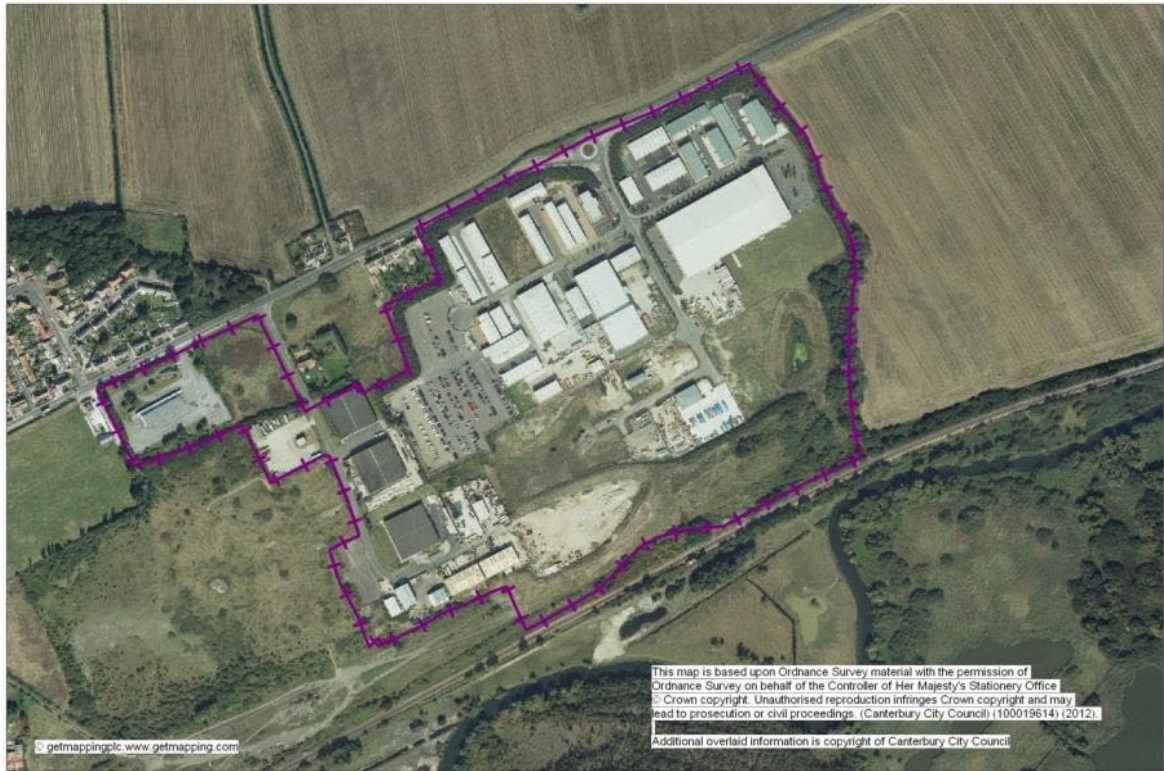
Plan of site

Lakesview Business Park, Hersden



# Aerial

Lakesview Business Park, Hersden



Photos of Lakesview Large and small units





Photos of Canterbury Industrial Park



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Located on the former Chislet Colliery site. This employment cluster is made up of 2 adjoining commercial sites with Lakesview (to the east) comprising 2/3's of the cluster. Canterbury Industrial Park (CIP) lies at the western end.</p> <p>Lakesview Business Park is very modern offering a range of employment unit sizes and facilities. Development is ongoing with capacity still available. There are also currently some vacant units on Lakesview. Canterbury Industrial Park (CIP) is older and fully developed containing non-conforming and less desirable (but important) neighbouring uses such as material recycling.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The majority of the buildings are in good repair. Lakesview provides a good quality environment composed of modern buildings, well formed roads and soft landscaping. The CIP buildings are in reasonable repair but the quality of the environment is lower reflecting the different and arguably more intensive uses on this site.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the northeast are some residences, to the south the railway and the Westbere Marshes and RAMSAR site. Northwest, west and east is farmland.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment Cluster RIGS site Adjacent to a RAMSAR, SSSI and SNCI.</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>Many Planning Permissions – works commenced with majority of site built out.</p>	SP3 4
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//87/01574 CA//87/01575 - Residential and industrial developments including village centre, public open space, roads and amenity land. Refused and Dismissed at Appeal 11/05/90</p> <p>CA//98/00224 - Use of land as business estate (Class B1 and B8) (Outline application). Granted 05/ 05/00</p> <p>Note that there have been many other planning applications granted for employment related developments on these sites. Most of the unbuilt area of the Lakesview site now has detailed planning permission.</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Close to Hersden but over 5km from Canterbury City Centre	SP5 1
Access (external/internal/HGV's/parking)	Formed to support HGVs with good sight lines.	SP6 5
Highway capacity	Capacity of A28 through Hersden is acceptable for additional traffic and existing junction is acceptable, but the additional traffic through junction A28 / A291 and over railway level crossing, and then onto Sturry Road is not acceptable. An alternative route bypassing junction and level crossing and providing bus priority scheme would need to be provided with support from proposed development schemes in Sturry, Hersden and Herne Bay.	SP7 2
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Site is well served by public transport but remote from other amenities.	SP8 1
Proximity to public transport (800m to bus stop 2 or more services/hr)	Bus stop	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Fully serviced	SP10 5
<b>Renewable energy capacity</b>	NA	NA
Topography shape and size – (related to development potential)	Flat Land with some slope down towards marshes and railway.	SP14 5
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	None Known	SP15 4
<b>Flood Zone</b>	Adjacent	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>Adjacent terrace of houses</p>	<p>SP11 4</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>RAMSAR, SSSi, SNCI and marshes all adjacent</p> <p>Possibility of protected species around periphery of site therefore a scoping survey would be necessary in respect of new development.</p>	<p>SP12 2</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>RIGS site – Colliery Tip</p>	<p>SP13 4</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>Transport, Ramsar/SSSi and visual landscape restrictions on design</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.52</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>No major constraints – majority of infrastructure in place.</p> <p>Some minor delays, however, on developing remaining plots primarily relating to market need, competition elsewhere (e.g. available units), finance etc.</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Outline planning permission for the whole of the site in place.</p> <p>The remaining undeveloped plots on Lakesview have different owners probably with differing expectations and timescales for delivery. Overall this is not likely to adversely impact their potential for development.</p> <p>Also a joint site management arrangement is in place on Canterbury Industrial Park (i.e. Business Improvement District) representing the multiple business interests.</p>	<p>DM2 4</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>As above, these small plots are at different stages but continued development activity provides confidence they will be developed within the Local Plan period. Elsewhere on the site development is underway.</p> <p>The plots are coming forward for development as required by the market / individual occupiers. To this extent public sector funding is not required.</p> <p>Yes, aside from national difficulties in accessing private finance.</p>	<p>DM3 5</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Small, undeveloped plots / units built are likely to be in high demand in line with take-up of employment space across the Lakesview site. Site's distance from Canterbury may adversely impact its perception to potential office users.</p> <p>Also it should be noted that the largest site (former Blighline area) is currently available and could be attractive to a single user or potentially broken down into smaller office/light industrial packages. This released capacity could delay the delivery of remaining undeveloped plots.</p>	<p>DM4 4</p> <p>DM5 3</p>

	Where schemes comprising multiple small units are proposed there will be some competition with projects elsewhere on the site. However, these tend to come forward as required by market need/demand.	
<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Lakesview is a well-established business park and is consequently the brand is well known in the east Kent property market.</p> <p>There has been continuous construction activity on site over the last five years as well as new deals completed and transactions made. The site remains one of the more attractive locations for business in the district.</p> <p>Where units and other sites are available these tend to be actively marketed by a range of different commercial agents. One plot is still being actively marketed (for sale) to prospective investors (1.3ha) by three separate agents. This has potential for B1 (light industrial) uses.</p>	DM6 3  DM7 5  DM8 5
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	These remaining plots are likely to come forward within the new Local Plan period according to market need/demand.	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	1-3 years	DM9 5
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	<p>The undeveloped plots of land are undeveloped at present. Some are yet to obtain detailed planning consent while others await construction. One is being marketed.</p> <p>Across the wider business park some 38,258m<sup>2</sup> has been built to date with over 119 separate units in place. As of August (2012) approx. 11,477m<sup>2</sup> of space was available. The vast majority is contained within the former Blighline site.</p> <p>Level of occupancy at Canterbury Industrial Park tends to vary but appeared to be full in August 2012.</p>	DM10 3
<b>Average Score (weighted at 60%)</b>		4.1
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

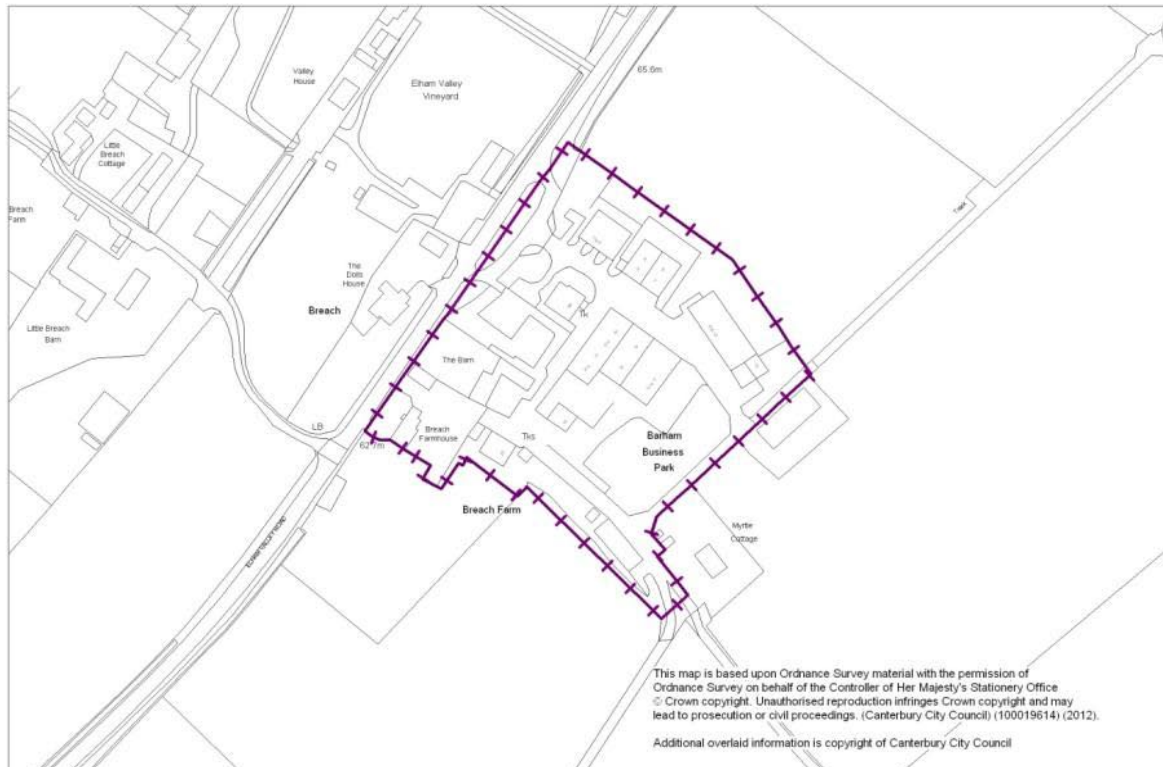
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Yes</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Employment cluster</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>Yes</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, industrial and/or warehousing</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged weighted score</b></p>	<p>3.87</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL23	NA
Site Name/Address	Barham Business Park, Breach Farm, Elham Valley Road, Barham	NA
Map Location (Grid Ref)	619,890 – 147,740	NA
Current Use/Use Class:	B1, B8	NA
Potential/Proposed Use (s)	B1, B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 5
Site Area Land/plots left available	2.3Ha 0.2ha (approx)	NA
Total Floor Area Floor area left vacant Potential floor area	2,606 m <sup>2</sup> 130 m <sup>2</sup> 853 m <sup>2</sup>	NA

Plan of site





## Aerial



## Photos of site



Looking north



Vacant land with planning permission

## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Site is situated on Elham Valley Road in a former farmyard that has been converted into a cluster of small employment units. There is a large sweep in and out driveway leading on to a wide access road with informal parking provided outside the units. The site is screened from the road by a hedgerow. The units are single storey and used for a mix of storage, offices, a vet clinic and small scale production. The buildings are generally shed like built from a mix of brick, concrete slab and corrugated iron.</p>	NA
<p>Condition of buildings and external areas</p>	<p>While some of the buildings are not tidy their condition is sound. The hard standing areas are serviceable.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Opposite is a garden centre. There are a couple of residential properties on site and nearby otherwise the area is rural farmland.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Employment cluster. Listed and Locally Listed buildings on site. Locate in SLA and AONB.</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Predominately developed. Undeveloped plots have planning permissions in place that are due to expire in late 2012.</p>	SP3 4
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Inspector comments at Local Plan 2006 inquiry – The site has no positive planning credentials for housing and should remain employment on an un-expanded site. CA//09/00184 - Erection of seven light industrial units (B1 Use Class) (682 m2 gross). Granted 25/06/09 3yrs CA//09/01243 - Erection of building to provide workshop/office (Use Class B1) Unit 8 of CA/09/0184/FUL. Granted 07/12/09 CA//08/00865 - Subdivision of units (B1 Use) with associated exterior alterations and creation of new access with associated parking areas. Granted 04/09/08 CA//07/01155 - Change of use from office (class B1) to veterinary clinic (class D1). Granted 12/10/07 CA//03/01717 - Formation of new access road. Granted 03/03/04 CA//03/01063 - Change of use from office building to one dwelling and conversion of barn/outbuildings to one dwelling. Granted 04/06/04</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town or well serviced Village (services and workforce).	11km to Canterbury City Centre	SP5 1
Access (external/internal/HGV's/parking)	The wide sweep in/out access from Elham Valley Road has good sightlines	SP6 4
Highway capacity	There is capacity in this area. However, the road is a rural one and the site is some distance from A2 junction.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	2-3km to A2 access point.	SP8 3
Proximity to public transport (800m to bus stop with 2 or more services/hr)	none	SP9 2
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site fully serviced	SP10 5
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	An almost rectangular area left to develop	SP14 5
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Potential for ground contamination.	SP15 4
<b>Flood Zone</b>	45m from Nailbourne Flood Zone.	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Nominal effects. Potential of some impact from lighting as site is located in a rural area/AONB.	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on</li> </ul>	In Kent Downs AONB In SLA 200m from SNCI Walderchain to Bedlam Woods, under 1km of Covert Wood and pasture.	SP12 4

site or adjacent • Water courses/bodies (within 25m)		
<b>Historic Environment – on site or adjacent</b> • Conservation Areas • Historic Parks and Gardens • Listed Buildings • Scheduled Ancient Monuments/AAI • Potential for Archaeology	Broome Park CA is under 1km away Breach Farm house is a Grade II listed C16 timber-framed building with plastered front. The Barn is locally listed.	SP13 3
<b>Any likely design constraints –</b> massing, height, location	Design and height constraints associated with the listed buildings on site and being located in the AONB.	SP4 3
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.67

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>None major constraints identified - infrastructure etc in place.</p> <p>Possible minor delays in terms of finance and market requirements (e.g. planning consent for new units has not yet been implemented)</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is under single ownership.</p>	<p>DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The business park site has proved successful in attracting businesses.</p> <p>This ongoing activity provides confidence that the current planning consent or any other future plans for infilling of the site can be implemented in 3 years or so.</p> <p>It is likely to come forward for development as required by the market / individual occupiers and as finance becomes more easily available.</p> <p>To this extent public sector funding is not likely to be required.</p> <p>Potential difficulties with availability of finances and certainty of demand in current economic climate.</p>	<p>DM3 5</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>As above, this self-contained business park site (dating from 2007) has become a small but successful and attractive business location with two further schemes in the pipeline. The site has attracted a range of different business users from engineering firms to training companies. Provides for small scale local demand.</p> <p>There is no real competition in this area of the district at present.</p> <p>Its success stems from the site's market offer which is practical, budget accommodation for micro businesses together with some scope for businesses to expand on-site without the</p>	<p>DM4 5</p> <p>DM5 4</p>

	<p>need to relocate.</p> <p>The site is rurally located but this does not appear to have adversely impacted marketability. It appears to respond well to local market.</p>	
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The undelivered site is located to the rear of the business park and so is less visible than other units. However the business park is set back from the highway anyway so this does not appear to hinder marketability.</p> <p>There has been activity on site in last five years.</p> <p>The site is also marketed to prospective tenants via its website and through third party endorsement which assists marketing to local businesses.</p>	<p>DM6 2</p> <p>DM7 5</p> <p>DM8 4</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	As above – the undeveloped schemes are likely to come forward according to market demand	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	1-3 years	DM9 5
<p><b>Tenancy</b> If built is the site full tenanted or has it been vacant for any period of time.</p>	Site is largely tenanted aside from small amount of vacant space (130 sq ms) and unimplemented development plots.	DM10 5
<b>Average Score (weighted at 60%)</b>		4.4
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

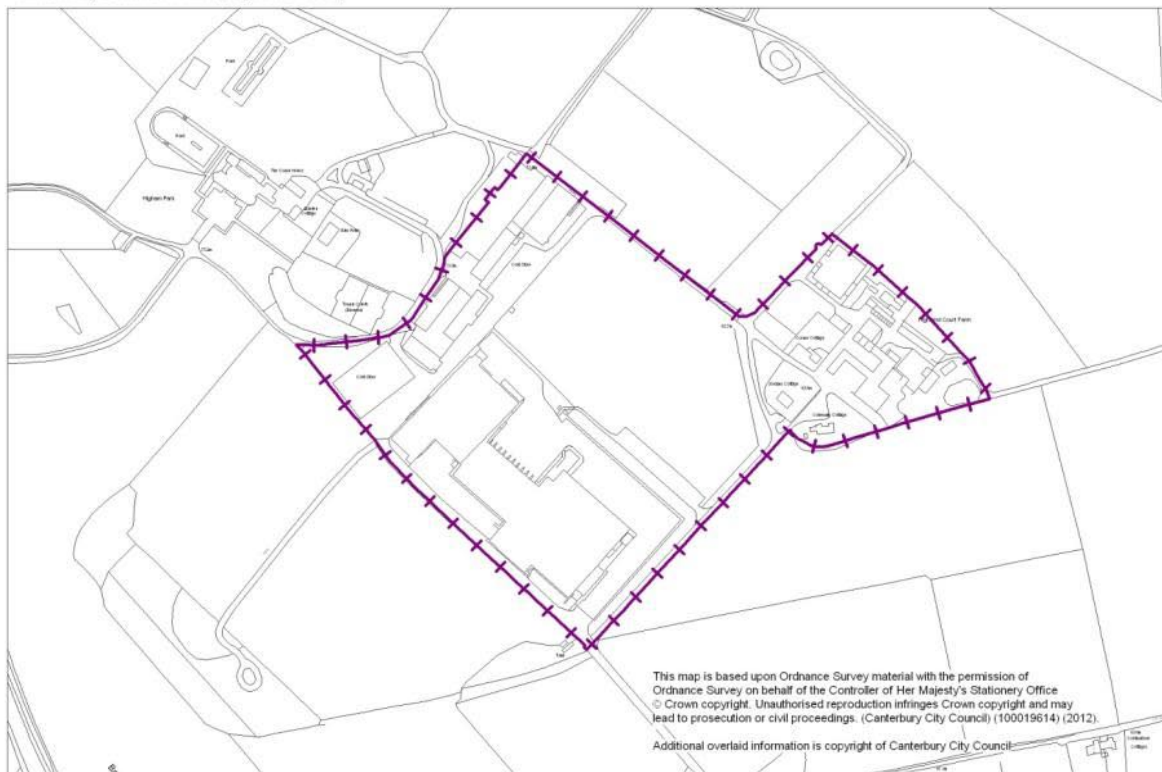
<b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b>	Yes
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Yes though there appears to be one and possibly more non B-class occupiers on site.
<b>Any there any other material policy considerations?</b>	No
<b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?	Retain employment allocation, site well utilised.
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	Yes remain as existing and as per the planning permission.
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	
<b>Final Averaged weighted score</b>	4.11

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL24	NA
Site Name/Address	Canterbury Business Park, Highland Court, Canterbury	NA
Map Location (Grid Ref)	619,710 – 153,500	NA
Current Use/Use Class:	B1, B2 and B8 sui generis	NA
Potential/Proposed Use (s)	B1, B2 and B8	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Grade 2	SP1 3
Site Area	10.4 Ha	NA
Land/plots left available	3ha	NA
Potential floor area remaining	10,500m <sup>2</sup> (outline pp for 14,074m <sup>2</sup> )	NA

Plan of site

Canterbury Business Park (Highland Court)





# Aerial

Canterbury Business Park (Highland Court)



Photos of site - *Empty plot with old office block to NW*



*Model farm buildings*



*Existing fruit packing shed complex*



*Office buildings*



<b>SITE ASSESSMENT AND PLANNING</b>		
<b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.	Former model farm site associated with Higham Court. The southwestern portion of the site is given over to agriculturally related activities with a large packhouse and associated cold storage and distribution centre (Gomez). The northern portion of the site has some old offices that are no longer fit for purpose. The middle of the site is a sloping empty paddock. In the southeastern corner of the cluster is the brick model farmyard buildings built in 1929 by Walter Whigham.	NA
Condition of buildings and external areas	Good in general but some of the internal roads are of varying condition (e.g. potholes) and the old office buildings in the north west have limited use.	SP17 3
<b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.	Rural environment with some houses. Highland Court Hospital which is a listed building to the NW. A2 to south west beyond fields.	SP18 4
<b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation	Conservation Area Highland Court Hospital ANOB – Kent Downs SLA Employment land and Employment Cluster.	SP2 4
<b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.	Conservation Area Appraisal Current planning permission for full development and redevelopment of the site, application included a development brief.	SP3 4
<b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans	CA//12/01843 - Extensions to existing distribution depot. Undecided CA//08/00322 - Outline application for the construction of new business units (B1, B2 & B8) with associated parking, landscaping, roads and yards. Conversion of Model Farm buildings into Class B1 units. Retention of residential uses and removal of ancillary agricultural structures. Granted, Outline matters CA//09/01188, CA//09/01392, CA//11/00179 CA//04/00757 - Erection of Class B1/B8 storage warehouse building with ancillary parking and servicing. Granted. CA//03/00960 - Erection of new distribution centre. (Gomez 3). Granted CA//99/00133 – 2 Storey office extension. Granted CA//89/01438 – Replacement and new cold stores. Granted CA//89/00855 – Erection of farm offices and pack house. Granted CA//87/00724 – Replacement packhouse and covered loading bay. Granted Plus various extension to offices, packhouse and coldstore.	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Over 5km from Canterbury City Centre and although there are bus routes and amenities in Bridge, the site is remote from public highways and amenities (1.5miles).	SP5 1
Access (external/internal/HGV's/parking)	Traffic should not be encouraged to travel through settlement of Bridge to access site. Access on and off A2 at Coldharbour Lane is acceptable although improvements may be needed at junctions on Coldharbour Lane and Bonnybush Hill if a significant volume of traffic is generated by the development.	SP6 4
Highway capacity	There is capacity on the A2. Possible improvements needed to nearby junctions to accommodate additional traffic. Potential to improve bus frequency and / or cycle routes to Bridge if sufficient mass of development on site.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	680m to A2 junction.	SP8 5
Proximity to public transport (800m to bus stop with 2 or more services/hr)	Yes	SP9 4
Infrastructure – ○ Water Supply ○ Sewerage/Drainage ○ Electricity supply ○ Gas Supply	Site is serviced	SP10 5
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size – (related to development potential)	Gentle slope to SW	SP14 5
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	None known	SP15 4
<b>Flood Zone</b>	No	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>Careful light placement especially in AONB.</p>	<p>SP11 4</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/AONB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>AONB – Kent Downs</p> <p>Some established trees especially around model farm which are protected by the Conservation Area.</p> <p>Potential for protected species to be present. Ecological surveys will be necessary.</p>	<p>SP12 3</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Conservation Area with Conservation Area appraisal in place.</p> <p>Setting of listed building and model farm is important.</p> <p>Archaeological evaluation - part already evaluated with much ground disturbance identified.</p>	<p>SP13 3</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>Protection of the model farm buildings and their visual environment. Conservation Area status and location in the AONB will put some design and height restrictions on buildings.</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.77</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>A series of planning conditions were attached to the outline consent. These relate to landscaping and off-site infrastructure improvements (e.g. Coldharbour Lane) among other conditions.</p> <p>A detailed planning application has recently been submitted for new employment scheme which would kick-start Phase 2.</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Vacant and redevelopment sites A (open land/field), B (Model Farm) and C (existing buildings) as indicated within the outline consent) are within a single ownership.</p>	<p>DM2 5</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The site has outline planning permission.</p> <p>The owner is currently working with a local commercial developer to bring forward Site A (2.83 hectares). It is understood that a scheme, which will help kick-start development is being prepared though this remains at a pre-planning stage at this time.</p> <p>Therefore it appears that landowner aspirations remain in line with intended use.</p> <p>The Growing Places Fund (commercial loans) could be in a position to assist where funding obstacles are delaying delivery though this scheme ends in two years.</p>	<p>DM3 5</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The undeveloped areas of the site form part of an existing cluster of commercial activity with a key occupier Gomez located in close proximity. However, the business park has a relatively low profile compared to other sites.</p> <p>The site is likely to be in reasonable demand notably from potential distribution/industrial users seeking sites with good access on to the A2 primary road route in a reasonably attractive locality. Local services and amenities are available in Bridge and Bekesbourne.</p> <p>It is understood that there is continuing interest from prospective investors though this has not yet translated into completed deals.</p>	<p>DM4 3</p> <p>DM5 3</p>

	The principal competition would come from White Cliffs Business Park (110 hectares), Dover, though CBP would be more attractive to users preferring faster access to Canterbury City.	
<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The business park has good access on to A2 in both directions via Coldharbour Lane but is not visible from the road and there is a little roadside site marketing (e.g. on A2).</p> <p>Site is being actively marketed via (website and brochure – attached) and using agents to react to interest but this appears to be quite low key.</p> <p>No development activity on site in last five years on vacant site. However, Gomez has been extending their business.</p>	DM6 3  DM7 5  DM8 4
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	There is a plan for the development which includes phasing. This has entered Phase 2 with scope to deliver subsequent phases in the future.	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	The recent involvement of an active commercial developer, with a recent track record in delivery, gives confidence that an employment development scheme will come forward in next 3-5 years.	DM9 4
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	No tenants in-situ at Site A at present, but tenants remain in occupation elsewhere on the business park.	DM10 5
<b>Average Score (weighted at 60%)</b>		4.1
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

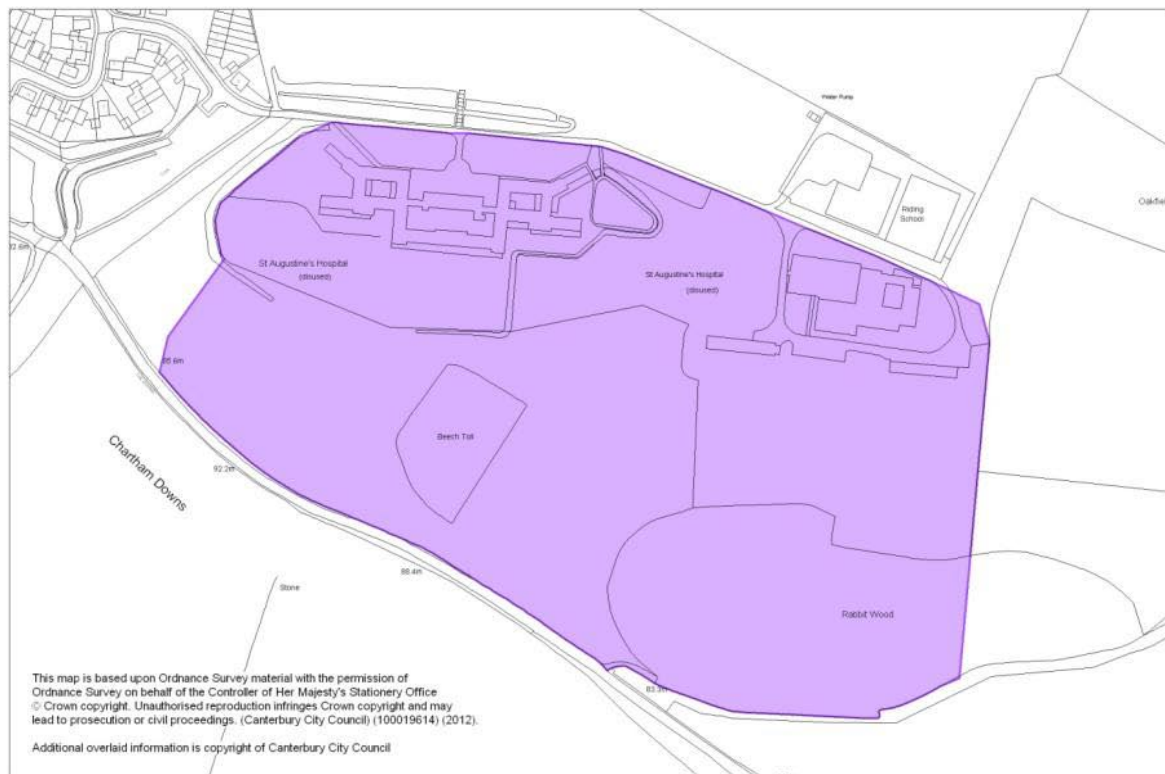
## FINAL ASSESSMENT

<b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b>	Yes
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Yes
<b>Any there any other material policy considerations?</b>	Employment Allocation, Employment Cluster, Conservation Area Appraisal.
<b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?	Yes - suitable for retention
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	B1, B2 and B8
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	
<b>Final Averaged weighted score</b>	3.97

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL25	NA
Site Name/Address	Land at former St Augustine's Hospital, Chartham	NA
Map Location (Grid Ref)	611,977 – 153,802	NA
Current Use/Use Class:	Vacant site, mixed use allocation, A2, B1(a) & (b), C1, C2, D1, D2	NA
Potential/Proposed Use (s)	A2 - professional and financial services only, C1 - Hotel only, D1, D2 - leisure or tourism, C2 and D1 health care, D1 – non-residential education and training.	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield	SP1 3
Site Area	11.3 hectares	NA
Land/plots left available		NA
Potential floor area	6,000 m <sup>2</sup> existing building platform	NA

Plan of site





## Aerial



## Photos of site



Oak House – the main complex



Other buildings on the site

## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site is positioned on a ridgeline, on the northeastern boundary of the Kent Downs Area of Outstanding Natural Beauty (AONB), east of the recent St Augustine's housing development, Chartham.</p> <p>The main building is Oak House (1939) a hospital unit, slightly sunken below surrounding ground level. To the east of Oak House there are three other buildings Juniper House, Redwood House and Beech House School. The remainder of the site is open sloping grassed open space with two large pockets of woodland to the south and southeast.</p> <p>The majority of the building is single storied but the central part of the western elevation is two storey. The other buildings are two storey. The buildings are constructed of red brick with tile roofs and are currently boarded up and subject to vandalism.</p> <p>The total combined external footprint of the buildings presently on site is approximately 5,240m<sup>2</sup>.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The buildings are in very poor condition.</p>	SP17 2
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>The residential development of St Augustine's is to the northwest. To the north are playing fields and the riding school. The rest of the site is surrounded by sloping farmland.</p>	SP18 2
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Mixed Use Allocation including employment uses. SNCI, Iffin Wood, SLA, Petham CAA, ANOB, within 1km The PDS covers the whole of Chartham Parish including this site.</p>	SP2 3
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>Approved development principles for mixed use including employment. Planning application approved subject to s106 for education (D-class use).</p>	SP3 2
<p><b>Other relevant Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>Allocated in the previous Local Plan (1998) and current Local Plan (2006) for mixed-use business/leisure development. In the 1990's and 2007 a brief was prepared to guide development and reuse of the site. CA//12/00149 - Conversion of redundant hospital to education purposes (Canterbury Steiner School). – Approved pending s106</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Over 5km from Canterbury City Centre (some services in Chatham including a bus and train service)	SP5 1
Access (external/internal/HGV's/parking)	<p>The existing vehicular access to site C is via Cockering Road and Beech Avenue along the southern edge of the St Augustine's residential development.</p> <p>The existing vehicular access via Candlers Way is not suitable to enable the redevelopment of site C. With respect to the creation or reopening of an access to the site from Chartham Downs Road, there are serious highway safety issues.</p> <p>Access to the site would be taken from end of Beech Avenue turning right across the end of the playing fields running behind the houses in Sycamore Close/Chestnut Close and Candlers Way to connect with the existing entrance road thereby avoiding the St Augustine's housing development. This route has been safeguarded until 2018 by the second deed of variation to the Section 106 agreement for the St Augustine's site.</p>	SP6 2
Highway capacity	See above Through residential and rural areas to A28. Some capacity but also potential conflicts.	SP7 3
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approx 2km from A28 over small residential and rural roads. Over 5km from A2.	SP8 1
Proximity to public transport (800m to bus stop with 2 or more services/hr)	Not 2 per hour	SP9 2
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	The site would have previously been serviced however if services remain they are likely to be in a substandard and poor condition.	SP10 2
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size – (related to development potential)	The topography of the site falls both to the north and to south. The levels across the site vary from 100m AOD (to the east) and 92m (to the west). The site is generally oval in shape.	SP14 4

<p><b>Are any re mediation works required? –</b></p> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	<p>A human health risk based assessment will need to be undertaken with regard to contaminated land issues in view of the previous use of the site as a hospital.</p> <p>It is also noted that the buildings on the site may contain asbestos. They are also in poor condition so may need removing completely.</p>	<p>SP15 2</p>
<p><b>Flood Zone</b></p>	<p>None</p>	<p>SP16 4</p>
<p><b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b></p>		
<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>The site is adjacent to and gains access from a residential area. Any development of the site will increase traffic associated effects.</p>	<p>SP11 2</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Area of Outstanding Natural Beauty, which will impact on the design and layout of the site as well as having to take consideration of the management plan for the AONB.</p> <p>Two areas of woodland coppice in need of management.</p> <p>Special Landscape Area (SLA).</p> <p>The site currently features semi improved grassland, which provides habitat for insects and a seed source for birds. The long grass and abandoned buildings on the site are also likely to support reptiles. Woodland edge and hedgerow birds will use the site. Any old or veteran trees should be assessed for bat use and any hedgerows and trees in the vicinity of the development should be assessed for use by nesting, feeding or roosting birds. An ecological study will be required to assess the site and outline any requirements for mitigation and/or management plans.</p>	<p>SP12 3</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>Archaeological watching brief required.</p>	<p>SP13 4</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>Proposals would need to be of a high quality design, low building height and be sustainable. Buildings to be restricted to current building platform.</p>	<p>SP4 2</p>

How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		2.38

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Current consent for non B-class use constrains the potential for any employment development. There are also other constraints such as site access, location and perception of remoteness.</p> <p>There is also considerable resistance from the nearby residential area to redevelopment of site for uses that will increase traffic generation.</p>	DM1 1
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is currently in single ownership – Homes &amp; Community Agency (HCA).</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Remit of HCA is to redevelop and regenerate former public sector owned sites. In this sense the prospects for delivery would be good if any occupier/s were secured.</p> <p>Although HCA are involved it is unlikely any public sector funding could be used to facilitate or enable delivery.</p> <p>It is understood that a local specialist school seeks to relocate and redevelop the site and has submitted a planning application which is approved pending a s106 agreement.</p>	DM3 1
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Site likely to be in low demand due to a poor market perception. Site does not appear to have wide enough scope to be of interest to broad range of investors. Although it might potentially make an attractive business office HQ site these sites are rarely sought.</p> <p>Also Council has received more interest in the site for education, leisure/recreation and visitor based attractions.</p> <p>Competition is low with few if any schemes of this type.</p> <p>Locality is aesthetically attractive but also remains relatively remote from services/ amenities in Chartham village which are accessed via roads through residential estate.</p>	DM4 1  DM5 3

<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>Site set in attractive, rural surroundings but remote with inadequate public transport provision, road access and visibility. Marketability is therefore poor.</p> <p>No activity on site in last five years while current owner is not actively marketing this for employment uses.</p>	<p>DM6 1 DM7 1 DM8 1</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>None as yet</p>	<p style="background-color: #cccccc;"></p>
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>For above reasons prospects for any employment development (in this case B1) are minimal.</p>	<p>DM9 1</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>Empty for a long time</p>	<p>DM10 1</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>1.6</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>No – previous assessment (Savills, 2007) suggests site is no longer available for employment generating uses of any significance. This position does not appear to have changed.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>No – most recent interest to date has centred on D1 education type uses a planning application has been received and approved by the council. In view of the difficulties in attracting employment uses to the site other commercial / non-commercial uses could be considered so long as this brings the site back into active and productive use.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Mixed use allocation, development brief.</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>No - In light of the above factors, site is no longer considered suitable for employment uses.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>Site should be formally released for alternative commercial or non-residential uses that are viable (as per development brief), but which remain compatible with other local policy/ non-policy considerations</p>
<p><b>Final Averaged weighted score</b></p>	<p>1.91</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL26	NA
Site Name/Address	Rochester House, St Georges Place, Canterbury	NA
Map Location (Grid Ref)	615,351 – 157,456	NA
Current Use/Use Class:	Offices and education	NA
Potential/Proposed Use (s)	Offices (B1a), Education/training (D1)	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield – office block na	SP1 5
Site Area Land/plots left available	0.11Ha	NA
Total Floor Area	2,622 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photos of site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site sits on a prominent corner of St George's Place and Upper Chantry Lane in Canterbury City Centre. It is 3- 5 storey office block building of a standard concrete steel construction. Nice design that is in keeping with the area. Some under-croft parking towards the rear of the site.</p> <p>The building is currently in use by Canterbury Christchurch University primarily as office space.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The building is fit for current purpose and is well maintained by the university.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Predominately commercial uses in the area including a supermarket, other offices, small shops and businesses, a hotel another university and an apartment building.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Area of Archaeological Importance City Centre Conservation Area Regeneration Zone Urban Area</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Site fully developed and occupied by B1/D1 uses.</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//11/00759 - Use of building as offices (Class B1(a)) in addition to permitted educational use (Class D1). Granted CA//98/00700 - Change of use to D1 educational use. Granted for non-residential education only. Plus other applications related to maintenance and signage.</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Canterbury East regeneration area</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within town centre	SP5 5
Access (external/internal/HGV's/parking)	Slightly difficult existing access from Upper Chantry Lane, suitable for smaller vehicles.	SP6 5
Highway capacity	Good in this location plus site fully developed.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Just under 3km direct access to A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Close to bus station and railway stations	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site fully serviced	SP10 5
<b>Renewable energy capacity</b>	Permission granted for the installation of solar panels (CA//12/00112)	NA
Topography shape and size – (related to development potential)	Small rectangular site	SP14 NA
<b>Are any remediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Site fully developed	SP15 NA
<b>Flood Zone</b>	na	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Site fully developed	SP11 5
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> </ul>	Site fully developed	SP12 5

<ul style="list-style-type: none"> <li>• Water courses/bodies (within 25m)</li> </ul>		
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Conservation Area - see CAA  AAI	SP13 4
<b>Any likely design constraints –</b> massing, height, location	NA	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		4.44

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site in use for both offices and low key education use.</p> <p>No major constraints identified.</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Fully developed – N/A</p>	<p>DM2 NA</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>N/A</p>	<p>DM3 NA</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The building has been consistently occupied and therefore appears to meet a local need.</p> <p>The building occupies an attractive and prominent position adjoining other commercial uses, has close proximity to the city centre and dedicated under-croft parking.</p> <p>There are other large offices along New Dover Road which though currently occupied, may provide competition if marketed simultaneously.</p>	<p>DM4 4</p> <p>DM5 3</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above</p> <p>The site has been in constant occupation.</p>	<p>DM6 4</p> <p>DM7 NA</p> <p>DM8 NA</p>
<p><b>Developers' phasing</b></p> <p>Is there a clear plan for development phasing (delivery plan)</p>	<p>N/A</p>	<p style="background-color: #cccccc;"></p>
<p><b>Is new employment development likely to take place?</b></p>	<p>N/A</p>	<p>DM9 NA</p>

<ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>		
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	Fully tenanted	DM10 5
<p><b>Average Score (weighted at 60%)</b></p>		4
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>N/A</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Local Plan office protection policy</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>The site appears to have continued suitability for employment (B1 offices) by way of its continued occupation.</p> <p>The building also has a permitted educational use (Class D1) which appears to be utilised periodically according to the tenant's operational needs.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Offices, education/training</p>
<p><b>If No</b> – should site be released and what alternative uses, ie retain current use or other?</p>	
<p><b>Final Averaged weighted score</b></p>	<p>4.17</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL27	NA
Site Name/Address	Block A, Office Connection site, St Andrew's Close, (former Telephone House site), Canterbury	NA
Map Location (Grid Ref)	614,427 – 157,419	NA
Current Use/Use Class:	B1	NA
Potential/Proposed Use (s)	B1a (offices)	NA
Brown/Greenfield/Mixed Agricultural land grade	PDL - foundations	SP1 5
Land/plots left available	0.1Ha	NA
Potential floor area (at 3500m <sup>2</sup> /ha)	1,058 m <sup>2</sup>	NA

Plan of site



Ariel Photo



Site Photo



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site occupies a prominent location on the corner of Rheims Way (the main road into/out of Canterbury) and St Andrew's Close. The site is low lying and flat. Foundations have been laid, otherwise the site remains unbuilt.</p> <p>The site is accessed from Canterbury ring road via St Andrews Close alongside the residential apartments.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Predominately unbuilt, foundations currently in immediately useable repair.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>To the north of the site is Rehiems Way ring Road and the City walls, Canterbury Castle/church gardens. To the east are a new Aldi supermarket and the Wincheap Road. Southbound is the railway line then Wincheap Industrial Estate while to the west is the new apartment housing development at Bingley Court and the Stour.</p>	SP18 3
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Urban Area Regeneration Zone Mixed Use TC4 Adjacent to Road Safeguarding area</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Full planning permission for offices</p>	SP3 4
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA/04/01322 - Demolition of existing buildings and redevelopment to provide 260 dwellings (9 houses and 251 flats) and office accommodation (1,952m<sup>2</sup> gross), together with access and servicing, car parking, landscaping, river walk and footbridge. Granted</p> <p>CA/11/00811 - Erection of building to provide retail use (Class Use A1) on ground floor and offices (Class Use B1) on first and second floor with associated undercroft parking. Pending</p> <p>CA/12/00455 - Erection of a four storey building comprising 12 residential apartments with associated undercroft parking and external works. Refused</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Wincheap Regeneration Zone</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Just outside of city walls but within the urban area.	SP5 4
Access (external/internal/HGV's/parking)	Newly formed road off the ring road built to current highway standards to serve the office and housing development.	SP6 5
Highway capacity	Some rush hour capacity issues at Wincheap roundabout.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	1.5km to A2.	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Walking distance to train and bus stations	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Services available on adjacent site.	SP10 4
<b>Renewable energy capacity</b>	Nominal	NA
Topography shape and size – (related to development potential)	Small site of a regular shape, foundation already built, in prominent location.	SP14 4
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Ground contamination investigations were undertaken as part of the original development.	SP15 4
Flood Zone	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Possible noise and air pollution from Ring Road.  Adjacent residential development	SP11 4
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation</li> </ul>	NA – partially developed site	SP12 5

<p>Interest – on site or adjacent</p> <ul style="list-style-type: none"> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>		
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	CA and AAI and adjacent Scheduled Ancient Monument nearby.	SP13 4
<p><b>Any likely design constraints –</b> massing, height, location</p>	Yes with respect to adjacent housing development and the Conservation Area. Planning permission requires approval of detailed designs and materials.	SP4 4
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		4.02

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>No major constraints identified. The developer has already completed the residential element of this mixed residential/employment scheme.</p> <p>The owner suggests viability is an issue with difficulties in attracting clients with requirement for 1,000 m<sup>2</sup> + of office floorspace.</p> <p>Also uncertainty in terms of current planning appeal which could deter potential investors.</p>	DM1 3
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is within a single ownership.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Until recently Block A was owned by a housing developer that does not have a track record of commercial development in the study area.</p> <p>Having now been transferred to another developer, aspirations are directed towards housing/affordable housing. Therefore the site is no longer being marketed to prospective office investors.</p> <p>An application for affordable housing on Block A has recently been refused by the Council and is currently subject to an appeal.</p>	DM3 2
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Block A could provide 1,200 m<sup>2</sup> of office floorspace.</p> <p>Whilst few individual occupiers have sought this amount of space several enquiries remain unsatisfied. The Council understands that at least one is interested in the site. However, generally most local enquiries for offices are smaller - up to 500m<sup>2</sup>.</p> <p>There is no other land available for office development within the city, nearest being the Office Connection site (Harbledown).</p> <p>There are no other office uses at St Andrews Way. An Aldi retail store has opened in an adjoining newly refurbished retail unit.</p>	DM4 3  DM5 4

<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site is located in close proximity to the city centre. It also occupies a prominent position off the Rheims Way. This serves traffic entering and leaving Canterbury via the A2 London Road.</p> <p>There has been no activity on site in the last five years.</p> <p>The site has been sold as is no longer being marketed for employment use.</p>	<p>DM6 5 DM7 1 DM8 4</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>The offices were part of a mixed-use scheme together with housing. However, the housing has been built and occupied in isolation of the commercial element.</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>Unknown at present.</p> <p>Owner aspirations are such that the site is currently subject to a planning appeal.</p> <p>This decision will determine whether the site remains available for future employment use.</p>	<p>DM9 NA</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>Untenanted at present</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>3.38</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

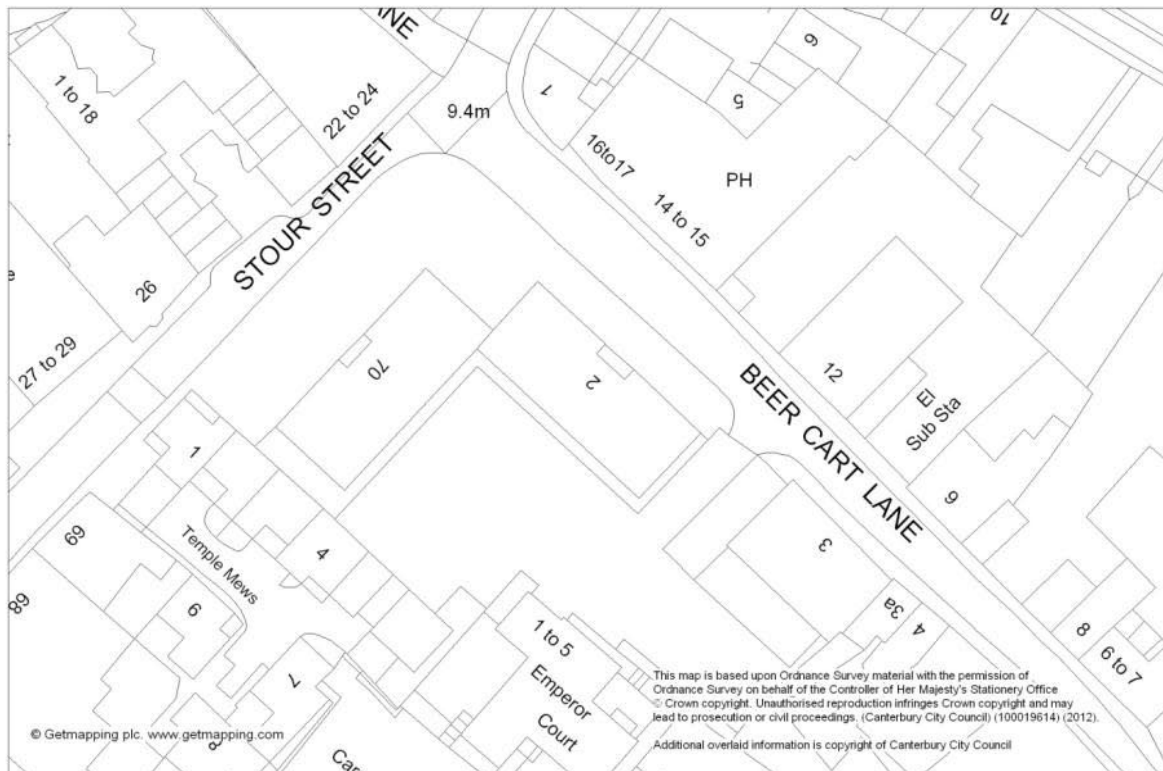
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed for constraints, market and delivery factors?</b></p>	<p>The site is within the ownership of a residential developer therefore it is not known whether and when the site will be delivered for employment purposes.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes currently</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Local Plan office protection policy</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>The Council regards this site as suitable to be retained for employment uses though landowner aspirations may constrain its delivery for this purpose.</p> <p>It is currently subject to a planning appeal which will help determine how the site will be used.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Offices</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged score weighted 60%DM 40%SP</b></p>	<p>3.63</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL28	NA
Site Name/Address	Former Kent County Council Building, Beer Cart Lane, Canterbury, CT1 2NW	NA
Map Location (Grid Ref)	614,728 – 157,718	NA
Current Use/Use Class:	B1a	NA
Potential/Proposed Use (s)	B1 (a) and residential	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield site	SP1 5
Site Area Land/plots left available	0.14Ha	NA
Total Floor Area Floor area left vacant	1,500 m <sup>2</sup> 1,500 m <sup>2</sup>	NA

Plan of site



## Aerial



## Photo of site



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site contains a large office block that is approx. 40 years old. It fronts on to Stour Street and Beer Cart Lane. It is a modern four storey building in two sections facing the two roads. The building is steel concrete construction with some brick cladding and single glazed steel windows. The building is set back from the road with a small landscaped area in front of the building. There is a small parking court to the rear accessed from Beer Cart Lane. 34 parking spaces are provided. The building is currently empty but shows a sold sign subject to contract. For an empty building it is in reasonable repair.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Considering the buildings have been empty for sometime the condition is reasonable though this is based on external inspection only.</p>	SP17 2
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>There is a mix of businesses including small scale retail and residential uses in this area. It is located with the city centre but outside the main retail area.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Conservation Area Area of Archaeological Importance Flood Zone 2 and 3 Urban Area Town Centre Scheduled Ancient Monument under car park. Not allocated – existing use class Offices.</p>	SP2 3
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>The site is presently fully developed.</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans.</p>	<p>CA//10/00579 - Extensions and alterations to existing building. Refused as out of keeping with historic environment.</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Excellent - in city centre	SP5 5
Access (external/internal/HGV's/parking)	Access is gained from Beer Cart Lane to a small parking area behind the building. This access is shared. The roads in this area are quite narrow making access of larger vehicles or greater quantities of vehicles difficult.	SP6 4
Highway capacity	Highway capacity around Canterbury City Centre is limited especially at peak times. However, this is a very sustainable site for offices in the city centre close to the bus and rail stations.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	1.8km to A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Bus station and train station	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	Site is fully serviced	SP10 5
<b>Renewable energy capacity</b>	Unlikely	NA
Topography shape and size – (related to development potential)	The site is fully developed.	SP14 NA
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	None known Although some building repairs required.	SP15 3
<b>Flood Zone</b>	Both Flood Zone 2 and 3 cover the north eastern ¾ of the site.	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> • Townscape • Noise pollution • Light pollution • Residential Areas	The site is fully developed in an area of mixed-uses.	SP11 4

<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>Its city centre location means that the site has little ecological value. Site is fully developed.</p>	<p>SP12 5</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>This site potentially has a significant impact on the historic environment, as it is in the middle of Canterbury Conservation Area, AAI, and part of the site is a Scheduled Ancient Monument. Archaeological assessment and evaluation required. Preservation in situ.</p>	<p>SP13 2</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>There will be a number of constraints on the site related to its location in a flood zone, the historic environment and as it includes a scheduled ancient monument.</p>	<p>SP4 NA</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.9</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>The offices are over 40 years old and due to a period of inactivity, are likely to require investment to bring up to a lettable condition. Due to the buildings size, internal layout, configuration etc this could be significant.</p> <p>Site preparation costs could also be considerable due to site archaeology.</p>	DM1 3
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is fully developed – N/A</p>	DM2 0
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The owner is seeking to redevelop the site as indicated through pre-planning discussions.</p> <p>The owner has a recent track record in delivering employment space across east and north Kent.</p> <p>The site owner is prepared redevelop part of the site for office use (approx. 800m<sup>2</sup>) which equates to 50% of the existing site.</p> <p>It is understood that private sector funding can deliver this redevelopment though a number of dwellings will be required to 'enable' the employment element.</p>	DM3 3
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Site is well located for offices in the city centre and retains dedicated parking.</p> <p>However, the building is old and according to the owner requires re-investment to prolong its useful life and meet current/future demands for office space.</p> <p>There are also few single office requirements in the city for this large size (i.e.1,500m<sup>2</sup>) currently. Pure office redevelopments of this size are rare.</p> <p>It is doubtful therefore whether this site (as is) meets local office needs.</p>	DM4 2 DM5 2
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> </ul>	<p>As above. Site occupies central position in city and within popular business area.</p> <p>The site has been vacant for some years</p>	DM6 4

<ul style="list-style-type: none"> <li>• Site being actively marketed?</li> </ul>	<p>though until recently was being actively marketed (on freehold basis).</p> <p>It has been marketed but not necessarily on a multiple tenant basis.</p> <p>Developer is actively seeking pre-sales/lets for potential new scheme.</p>	DM7 1 DM8 4
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	Pre-planning is being prepared for mixed residential / office development. Potentially the office element could be delivered first.	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Based on site-owner's track record in delivery, redevelopment could take place during next 3 years.	DM9 5
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	Vacant	DM10 1
<p><b>Average Score (weighted at 60%)</b></p>		2.78
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

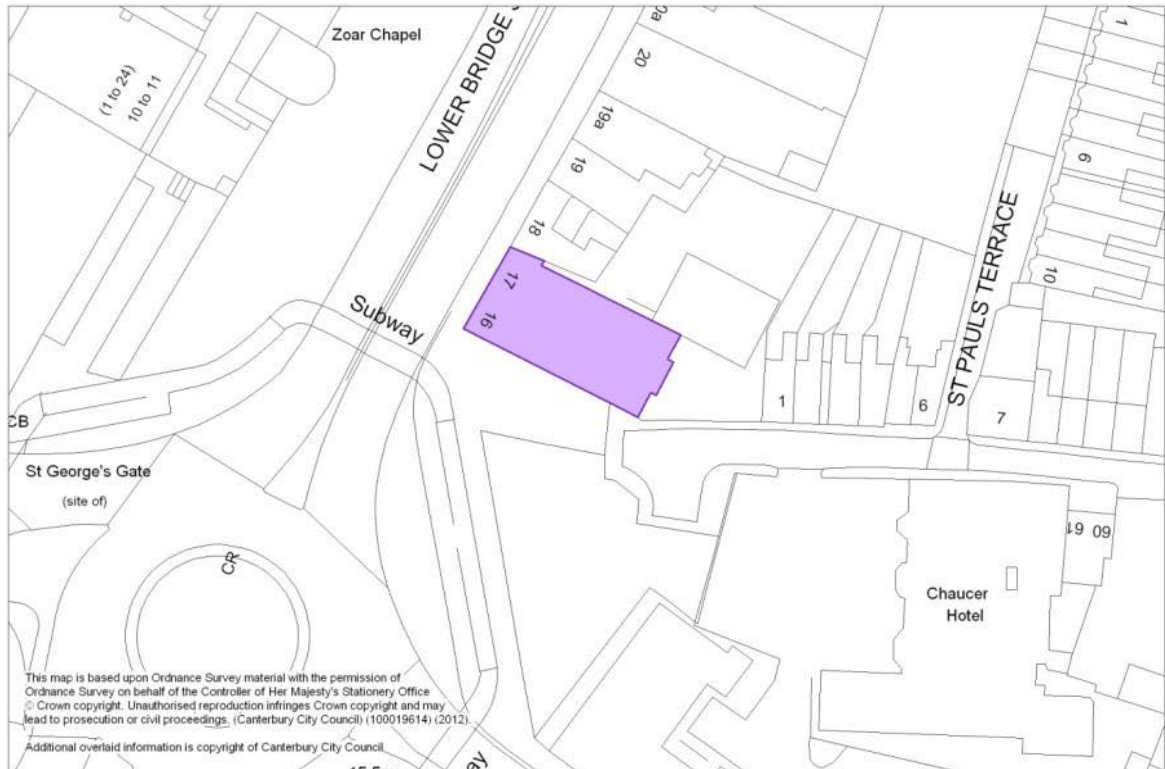
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Though in net terms office space would be lost the proposed redevelopment scheme would result in some new/refurbished office provision which could be achieved within the Local Plan period</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Currently yes but as above some residential may be accepted in order to deliver new office space.</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Local Plan protection of office policy</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>The site is suitable for offices/partial use as offices. Under current circumstances, however, the building may not secure single user office occupation.</p> <p>In light of above observations a local developer has expressed interest in redeveloping the offices.</p> <p>To enable this to happen a mixed-use development of the site would be required which would result in the net loss of office space (-50% loss). Equally, however, this approach could provide 800m<sup>2</sup> of office space providing a range of mixed sized, tenure, modern office suites which could instantly be attractive to the local office market.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Offices are most appropriate commercial use</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>See above – some residential development may be required to secure refurbishment of half the current office space.</p>
<p><b>Final Averaged weighted score</b></p>	<p>3.23</p>



Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL29	NA
Site Name/Address	Newingate House, 16-17 Lower Bridge St, Canterbury, CT1 2LG	NA
Map Location (Grid Ref)	615,213 – 157,640	NA
Current Use/Use Class:	B1a offices	NA
Potential/Proposed Use (s)	Mixed use – offices and education	NA
Brown/Greenfield/Mixed	Brownfield, fully developed	SP1 5
Site Area	0.1 Ha	NA
Total Floor Area Floor area left vacant	1,902 m <sup>2</sup> 1,902 m <sup>2</sup>	NA

Plan of site



Aerial



Photo of site



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site sits on a prominent corner of Lower Bridge Street and Ivy Lane in Canterbury City Centre.</p> <p>Newingate House is an older style five storey office building of a standard concrete and steel construction with brick cladding in places.</p> <p>The building is now owned by GAU University but does not appear to be utilised at present.</p> <p>On-site parking is provided behind the building and a fully formed access from Ivy Lane is located to the southeast.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Poor but appears sound. Building is showing some neglect and some windows and doors are boarded up.</p>	SP17 2
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Predominately commercial uses in the area including, other offices, small shops and businesses, a hotel, another University. Opposite historic city walls.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Area of Archaeological Importance Conservation Area Regeneration Zone Urban Area Mixed use – Policy TC4 – Office, residential and retail.</p>	SP2 3
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>Fully developed site, but empty.</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//09/01196 - Conversion of upper floors and erection of roof and side extensions to provide 91 units of student accommodation and the use of ground floor and basement for either retail, office or education purpose. Refused</p> <p>CA//07/01370 - Retention of offices on ground and lower ground floor, conversion of upper floors and new roof top and side extension to provide 24 dwellings. (Renewal of planning permission CA/06/0183/CAN). Granted</p> <p>CA//06/00183 - Retention of offices on ground and lower ground floor, conversion of upper floors and new roof top and side extension to provide 24 dwellings. (Revised scheme). Granted</p>	NA

	CA/05/01032 - Retention of offices on ground and lower ground floor, conversion of upper floors and new roof top extension to provide 24 dwellings. Granted CA/97/00907 - Change of use of second floor from offices to radio station. Granted	
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)	Canterbury East Regeneration Area	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Adjacent to town centre	SP5 4
Access (external/internal/HGV's/parking)	Good fully formed access point from Ivy Lane a narrow residential street	SP6 4
Highway capacity	Good in this location plus site fully developed. Sustainable location, walking and cycling opportunities. Some congestion at peak times	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Just over 3km direct access to A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Close to bus station and railway station	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site fully serviced	SP10 5
<b>Renewable energy capacity</b>	N/A	NA
Topography shape and size	Odd shaped site, building designed around it.	SP14 NA
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Noise and air pollution issues from traffic volumes on Ring road.  Empty building so is likely to need repairs before any occupation.	SP15 3
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Issues with noise and air pollution from Ring Road especially if some of the site were to be developed for non-commercial purposes.	SP11 5
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on</li> </ul>	N.A	SP12 5

site or adjacent <ul style="list-style-type: none"> <li>• Water courses/bodies (within 25m)</li> </ul>		
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Conservation Area,  It is located opposite city walls and is a Scheduled Ancient Monument  AAI – Archaeological evaluation required	SP13 4
<b>Any likely design constraints –</b> massing, height, location	Associated with city walls and CAA. Fully developed site	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		3.98

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>External area of building appears would benefit from remedial enhancement (e.g. cladding) in order to bring it up to marketable / lettable standard.</p> <p>The internal layout and condition is also assumed to be poor and again may require investment to be made lettable.</p> <p>It is also currently owned by a University which is less likely to require this building for B1a office use.</p>	<p style="text-align: center;">DM1 2</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site is fully built – N/A</p>	<p style="text-align: center;">DM2 NA</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>It is not entirely clear what the future aspirations are for this site.</p> <p>There does not appear to be any move to secure new tenant activity within the building.</p> <p>A number of planning applications have been submitted for different uses over the last ten years. The most recent (for student accommodation with other ancillary uses) was refused in 2009.</p> <p>It is anticipated that the site will be used for offices/education use by the current owner.</p>	<p style="text-align: center;">DM3 1</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>If marketed in current condition, the building is likely to be in low demand.</p> <p>Historically office rents for poorer office space are low achieving around £3/sq ft. There is little demand for very low quality office space of this size. Rents of this level provide little incentive to improve marketability of building.</p> <p>The building is highly visible from ring road but its condition is poor compared with adjoining/nearby premises (e.g. Travelodge).</p> <p>Forms part of area comprising largely commercial uses.</p>	<p style="text-align: center;">DM4 2</p> <p style="text-align: center;">DM5 2</p>

<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	Building occupies attractive and prominent position on ring road with close proximity to parking and city centre amenities.  No activity on site in last few years.  Site is not being marketed at moment.	DM6 4 DM7 1 DM8 1
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	N/A	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Unknown but is unlikely to be reused in full as employment space in next five years. As above owner may seek to use for office/ education use at a yet undetermined point in the future.	DM9 3
<b>Tenancy</b> If built is the site full tenanted or has it been vacant for any period of time.	Building is presently vacant.	DM10 1
<b>Average Score (weighted at 60%)</b>		1.89
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		



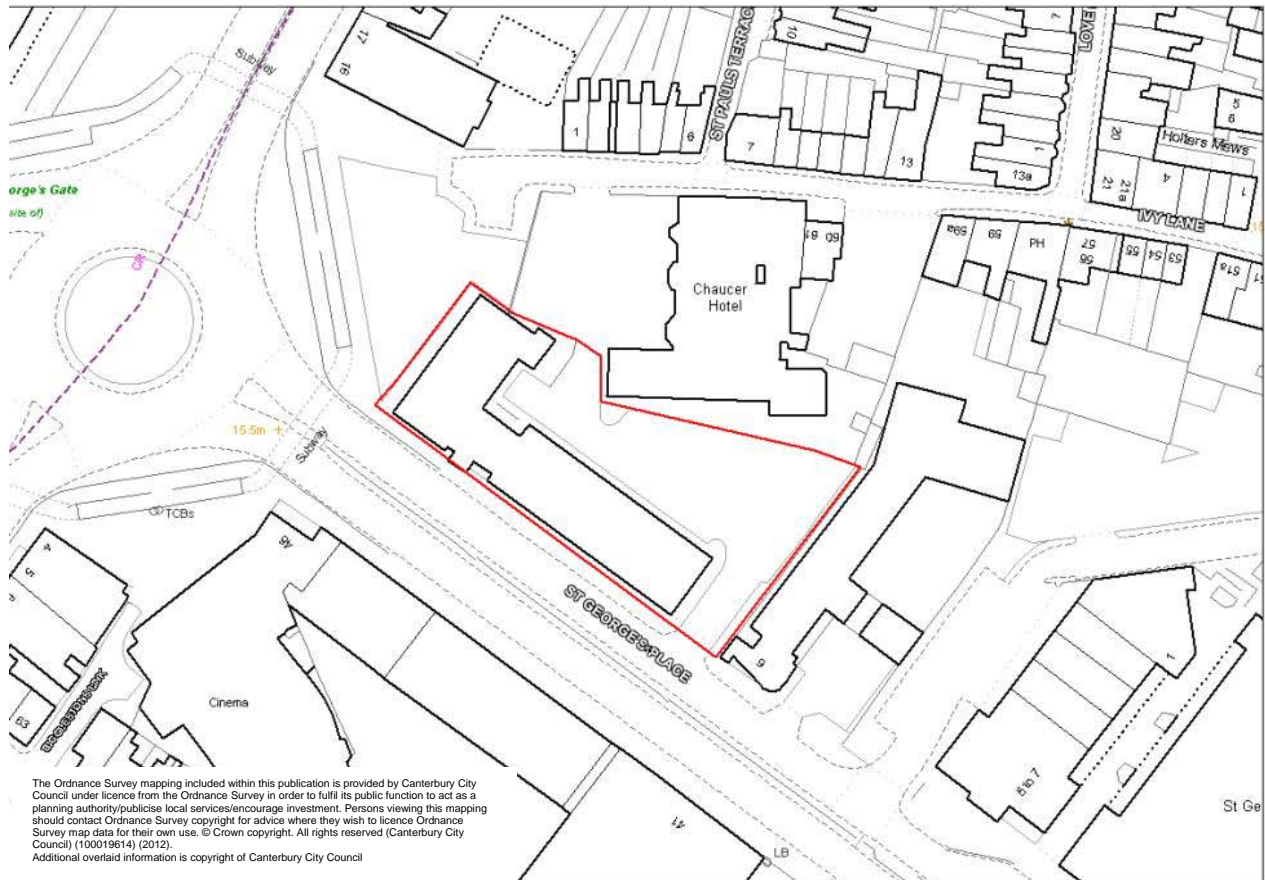
## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Following some refurbishment the site could provide some (non-commercial) office space alongside other uses (e.g. education) relevant to the current owner.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>There have been consents granted for mix of uses (inc. employment) and non-employment uses. However the most likely use will be offices/education.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>As a mixed-use site only part of this capacity is likely to be used as B1 offices.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Probably a combination of education/offices uses</p>
<p><b>If No</b> – should site be released and what alternative uses, ie retain current use or other?</p>	<p>As above</p>
<p style="text-align: center;"><b>Final Averaged score weighted 60%DM 40%SP</b></p>	<p style="text-align: center;">2.72</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	EL 30	NA
Site Name/Address	HM Revenue & Customs, Sun Alliance House, St George's Place, Canterbury, CT1 1UQ	NA
Map Location (Grid Ref)	615,273 – 157,548	NA
Current Use/Use Class:	B1a	NA
Potential/Proposed Use (s)	B1a	NA
Brown/Greenfield/Mixed Agricultural land grade	Brownfield, fully developed Town Centre	SP1 5
Site Area	0.2Ha	NA
Total Floor Area Floor area left vacant	Approx 600m <sup>2</sup> Half the building	NA

Plan of site



## Aerial



## Photos of site

**Front**



**Rear**



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>The site sits on a prominent corner of St George's Place and Lower Bridge Street in Canterbury City Centre. It is a 3-4 storey L shaped office block building, of standard concrete/steel construction with some brick detailing.</p> <p>On site parking is provided behind the building and a fully formed access from St George's Place is located at the south east end.</p> <p>The building is partially used by HMRC while other parts are currently vacant.</p>	NA
<p>Condition of buildings and external areas</p>	<p>Building and parking areas are fairly well maintained but parts show wear and tear.</p>	SP17 4
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Predominately commercial uses in the area including a supermarket, other offices, small shops and businesses, a hotel and 2 Universities. Opposite historic city walls.</p>	SP18 5
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Area of Archaeological Importance City Centre Conservation Area Regeneration Zone Urban Area</p>	SP2 4
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>Site fully developed B1 use</p>	SP3 5
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>CA//75/00015 – Erection, extension and demolition to form 3 storey office block. Granted</p> <p>Other applications for general alterations associated with B1 use.</p>	NA
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>	<p>Canterbury East Regeneration Area</p>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Within city centre	SP5 5
Access (external/internal/HGV's/parking)	Good fully formed access point onto St George's Place.	SP6 5
Highway capacity	Good in this location plus site fully developed. Sustainable location, walking and cycling opportunities.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Approximately 3km direct access to A2	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Close to bus station and railway station	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	Site is fully serviced	SP10 5
<b>Renewable energy capacity</b>	N/A	NA
Topography shape and size – (related to development potential)	Odd shaped site with building designed around it.	SP14 NA
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Noise and air pollution issues from high volume of traffic on ring road	SP15 NA
<b>Flood Zone</b>	N.A	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	Building in existence but air pollution and noise likely to reduce its suitability to non-commercial uses.	SP11 5
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> </ul>	NA – fully developed site	SP12 5

<ul style="list-style-type: none"> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>		
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Conservation Area - see CAA  AAI	SP13 4
<b>Any likely design constraints –</b> massing, height, location	NA	SP4 NA
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 40%)</b>		4.44

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site partly occupied by B1 class (office) use.</p> <p>This suggests building has continued suitability though longer-term prospects for site are unknown.</p>	<p>DM1 4</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>Site is fully developed - N/A</p>	<p>DM2 NA</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The building has been in long-term occupation by current tenants.</p> <p>Future aspirations for the site are unknown. Public sector organisations (e.g. HMRC) are increasingly rationalising on buildings etc in order to reduce costs. Therefore longer-term plans are uncertain.</p> <p>The unused office space is not being marketed, which may suggest the owner does not seek long-term office tenants.</p>	<p>DM3 NA</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The vacant space, if marketed, would need to compete with similar space elsewhere in the city.</p> <p>However, there remain a few outstanding enquiries of around 1,000m<sup>2</sup>. Therefore if fully vacated there is scope to test the premises against demand in the market.</p>	<p>DM4 4</p> <p>DM5 3</p>
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site is attractively located with close proximity to the city centre and related amenities with dedicated, secure parking.</p> <p>Any remaining vacant space does not appear to be marketed at present. As a single user.</p>	<p>DM6 4</p> <p>DM7 NA</p> <p>DM8 NA</p>
<p><b>Developers' phasing</b></p> <p>Is there a clear plan for development phasing (delivery plan)</p>	<p>N/A</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> </ul>	<p>N/A</p>	<p>DM9 NA</p>

<ul style="list-style-type: none"> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>		
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	Partially tenanted	DM10 4
<p><b>Average Score (weighted at 60%)</b></p>		3.8
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		



## FINAL ASSESSMENT

<b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b>	N/A
<b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).	Yes
<b>Any there any other material policy considerations?</b>	LP office protection policy
<b>Is the site suitable for retention/ allocation / protection for employment?</b> Would extra measures be required?	Site appears suitable for continued office use but this may need to be kept under review as circumstances (such as local commercial needs) change.
<b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use	Offices
<b>If No – should site be released and what alternative uses, ie retain current use or other?</b>	
<b>Final Averaged score weighted 60%DM 40%SP</b>	4.05

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	SR1	NA
Site Name/Address	Land adjacent to Hall Place	NA
Map Location (Grid Ref)	612,825 – 158,330	NA
Current Use/Use Class:	Part car park and storage, part field and woodland.	NA
Potential/Proposed Use (s)	Employment uses	NA
Brown/Greenfield/Mixed Agricultural land grade	Mixed Grade 2 and 3	SP1 3
Site Area	1.3Ha	NA
Potential floor area	4,500m <sup>2</sup>	NA

Plan of site



# Aerial

SR1 - Land adjacent to Hall Place



Photographs of site showing car parking area, farm building, surrounding fields and woodland



<b>SITE ASSESSMENT AND PLANNING</b>		
<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>Part of the site is being used as a car park. There are also large corrugated iron storage buildings. The remainder consists of fields and woodland areas. There is a small slope angling down from west to east.</p> <p>The site consists of a car parking area, redundant farm buildings surrounded by a large field and areas of woodland.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The buildings and car park have been well maintained and the farmland and woodland seem in good condition.</p>	SP17 3
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>Surrounded by large fields and woodland areas. To the west are the Christchurch University buildings (Hall Place) with associated areas for parking. The A2050, main access road into Canterbury is located to the south.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>Harbledown Conservation Area Area of High Landscape Value Parking allocation for Park and Ride</p>	SP2 2
<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.</p>	<p>None</p>	SP3 1
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>SR1 – Promotion of site for - Use of the land for knowledge based employment/B1 high quality research and development.</p> <p>CA/03/1054 – Change of use of surplus farm building to Class B1 and or B8 use – Granted 29.10.03</p> <p>RN017 &amp; RN359 – Request for a green gap between Harbledown &amp; Canterbury. Proper adherence by the Council to its existing open countryside policies should meet potential problems affecting separation in all the areas that understandably concern objectors. The Council amendments appear to me to refine the text and make it more effective in controlling development. Land north of Hall Place ... is identified as a fourth park and ride facility for north-west Canterbury. He supported the proposal subject to further research.</p>	NA

	RN331- Request allocation for mixed use site. He found that the site is open land that is an important barrier to incremental sprawl. This would be a significant, visually destructive urban extension.	
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)	<b>No</b>	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Located within rural area outside of the urban boundary. It is 1.8km from Canterbury's city walls and over 2km from city centre.	SP5 2
Access (external/internal/HGV's/parking)	The boundary with the highway appears to overlap Hall Place Enterprise Centre. Access at the entrance to the Enterprise Centre would be suitable assuming agreement with the landowner was secured for a joint access. There is a left turn only down to the roundabout due to the volume and speed of traffic on the A2050 road.	SP6 3
Highway capacity	Capacity is available. A footway/cycleway would be required to allow access to Canterbury as well as a footbridge connecting with the village of Harbledown.  The site is remote from local amenities.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Less than 1km, but only in one direction.	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	There is a regular bus service due to proximity of Hall Place.	SP9 4
Infrastructure – ○ Water Supply ○ Sewerage/Drainage ○ Electricity supply ○ Gas Supply	On adjacent site	SP10 2
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size – (related to development potential)	Part of the site is level, the remainder is gently sloping.	SP14 3
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	This site would need a contamination investigation due to Hall Place having been an industrial works site in the past as well as the proposed site's current use as a storage depot. There are also likely to be noise measures due to the proximity of the main road.	SP15 3
<b>Flood Zone</b>	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>The proposal could impact on the existing properties on the far western side of the site. Similarly a number of large buildings would appear to stretch the urban boundary and be highly visible.</p>	<p>SP11 2</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>A landscaping scheme would be required to ensure the views across the landscape are maintained. Previous proposals were considered to have a potential impact on the landscape and green area around Canterbury.</p> <p>The site is surrounded by trees on three boundaries including woodland. A tree survey would therefore be required.</p> <p>There is potential for protected species to be present - an ecological survey would be necessary and possibly further species surveys.</p>	<p>SP12 3</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>The site is in the Harbledown Conservation Area.</p> <p>An archaeological assessment would need to be carried out.</p>	<p>SP13 3</p>
<p><b>Any likely design constraints –</b> massing, height, location</p>	<p>Yes in relation to the CA, rural area and AHLV</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>2.92</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Not a great deal of information is available in the proposal regarding the intended use for the site.</p> <p>There are identified and highlighted policy and environmental considerations along with likely access issues and in turn site assembly and preparation costs which together may constrain the site's potential for employment uses.</p>	DM1 1
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is not clear who owns the land at this point. Also access to the highway would require agreement with the Hall Place landowner (CCCU). This issue could potentially affect site assembly.</p>	DM2 2
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>Connected to the above there is no evidence that the landowner has a track record in facilitating or directly assisting the delivery of employment space (e.g. start-up units, business workspace).</p> <p>It is not known how any scheme might be funded. There may be achievability constraints if any project were to rely on availability of public sector grants (e.g. RGF funding).</p> <p>The site has an expired planning consent for a change of use of an existing building to enterprise units, which was not implemented. This was granted to CCCU which currently leases this land.</p>	DM3 2
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>With limited information available this is difficult to assess. It appears to be focused on professional services type businesses within the city. However, there is no clear incentive for firms to relocate from the city centre to this site. It is likely to be more attractive as business workspace connected with activities of Hall Place Enterprise Centre but the university does not appear to be involved with this proposal.</p> <p>The innovation centre provides obvious competition in terms of a quality workspace offer. In general there is scarce multiple tenant workspace (e.g. serviced offices/light industrial space) in the Canterbury area. Evidence suggests quality serviced office</p>	DM4 2  DM5 2



	space is attractive to the market. However, it is unlikely this site could replicate an innovation centre type environment.	
<b>Marketability</b> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	Site appears is not generally visible from main road etc. It may appear (to prospective investors) to be relatively distant from activities in the city centre.  No development activity in last five years.  Site marketing – N/A	DM6 3  DM7 NA DM8 NA
<b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)	No clear plan in place/none aware of as yet	
<b>Is new employment development likely to take place?</b> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	Not known at present..	DM9 3
<b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.	N/A	DM10 NA
<b>Average Score (weighted at 40%)</b>		2.14
Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Depends on type of scheme pursued. Smaller, low key scheme relying on activity/collaboration etc with Enterprise Centre would have good potential. It is less clear how any scheme would be target unconnected businesses in a more speculative manner.</p> <p>Also not clear how this would be funded though the direct involvement of a large organisation (e.g. university) would assist this.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>N/A</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/ allocation /protection for employment?</b> Would extra measures be required?</p>	<p>Scheme comprising enterprise units similar to that previously given consent (2005) could have potential to work. This would require testing via a new planning application but does not necessarily require inclusion as a new employment allocation.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Based on previous planning consent for enterprise units, this is most likely to be office and light industrial.</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p style="text-align: center;"><b>Final Averaged score</b></p>	<p style="text-align: center;">2.61</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	SR2	NA
Site Name/Address	Land opposite the former Huyck site, Millstrood Road, Whitstable	NA
Map Location (Grid Ref)	611,823 – 165,439	NA
Current Use/Use Class:	Agriculture	NA
Potential/Proposed Use (s)	Mix of employment, indoor leisure uses and as a site for a new site of worship	NA
Brown/Greenfield/Mixed Agricultural land grade	Greenfield Ungraded – but is likely to be Grade 3	SP1 1
Site Area	2 Ha	NA
Land/plots left available		NA
Potential floor area	7,000m <sup>2</sup>	NA

Plan of site

SR2



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## Aerial

SR2 - Land opposite Huyck



Photograph of site from the Southern end



<b>SITE ASSESSMENT AND PLANNING</b>		
<b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.	Large field surrounded by trees on three boundaries. Immediately adjacent to the Old Thanet Way. The site is a large grassed area surrounded by hedging on all boundaries. It is used as a large open amenity space by local residents primarily for dog walking.	NA
Condition of buildings and external areas	NA	SP17 NA
<b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.	East is the arterial road of the Old Thanet Way and beyond this the intensive residential development at the former Huyck site. To the west are the large gardens of properties fronting Clifford Road, and Whitstable Community College. To the north is further open space and residential areas. Looking southwards is the open space and across the road the Tesco superstore, Joseph Wilson Business Park and further housing.	SP18 1
<b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation	Area of Protected Existing Open Space Urban Area	SP2 1
<b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission.	Application for mixed use leisure/commercial pending	SP3 1
<b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans	SHLAA 94 – 35 residential units CA//12/00160 - Development comprising public open space, church, indoor sports facilities, business park and associated landscaping and access. (Outline application). – PENDING  Local Plan Inquiry 2004 RN200 – para 3.3.46-51– Recommendation No allocation of site for residential development. – While the site would be easy to develop it is “visually pleasing to the eye” and of local value as a stop to development west of the road. It makes up part of a larger area of good quality open space “which still has coherence, and which mitigates much of the inevitably adverse environmental effects of a major highway running through an urban area of no great visual distinction.” There is no strong reason or need to allocate the site for housing.	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	In urban area and 20mins by bus from town.	SP5 4
Access (external/internal/HGV's/parking)	An access would need to be created along the A2990.  Difficult to access from Millstrood Road or Thanet Way as close to roundabout.	SP6 4
Highway capacity	Millstrood Road has traffic calming in place. Capacity of roundabout / A2990 would also need to be checked.  Sustainability - infrequent bus route but Tesco foodstore and Whitstable Community College are located close by. Possible linkages to the Invicta Way cycle route.	SP7 4
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	1800m from A299 new Thanet Way	SP8 3
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	No services on site but available in the locality.	SP10 1
<b>Renewable energy capacity</b>	Some	NA
Topography shape and size– (related to development potential)	Fairly level site flat site of a good shape and size.	SP14 5
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Noise assessment required due to proximity to old Thanet Way.  Contamination assessment due to uses.	SP15 4
Flood Zone	NA	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		

<p><b>Perceived local amenity</b></p> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	<p>This area currently acts a buffer for local residents against the main road therefore its development would impact the character of the area. Previous Planning Inspectors' reports have supported the retention of this open space for amenity and quality of life reasons.</p>	<p>SP11 1</p>
<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>The site is within an area for Protection of Existing Open Space. Trees are present on site, therefore a tree survey would be required Potential for protected species to be present – an ecological survey would be necessary and possibly further surveys.</p>	<p>SP12 2</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>An archaeological evaluation will be required.</p>	<p>SP13 4</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>Yes - protected open space as well as adjacent residences.</p>	<p>SP4 2</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>2.76</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>Site requires preparation including formation of access and related improvements.</p> <p>There is uncertainty whether in principle the site can be used for any development (e.g. protected open space). The planning application is currently being determined by the Council.</p>	DM1 1
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>It is understood that the site is currently in single ownership.</p>	DM2 5
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The owner's extensive track record in delivering both employment space and non B-class uses across east Kent provides confidence that the proposed business accommodation would be achieved.</p> <p>This is likely to be delivered via a high proportion of pre-sales/lets. Therefore there is strong potential for private sector funding and investment to be secured.</p>	DM3 4
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>There is continuous, steady demand for light industrial space in the Whitstable area.</p> <p>Competition from other local sites providing B1c and B8 space is limited due to land-owner aspiration based site constraints elsewhere along coastal corridor (e.g. Altira BP and Eddington Lane BP). There is an additional employment site at Estuary View at Whitstable with scope for employment uses.</p> <p>As above much of the scheme appears to be pre-committed. It therefore would seem to meet local market needs.</p> <p>The proposer seeks to provide 2,288 m<sup>2</sup> 15-16 new B1 light industrial units in the current planning application.</p> <p>Location is likely to be attractive to businesses due to access to amenities, road network, other business developments etc,</p>	DM4 4  DM5 3
<p><b>Marketability</b></p>	<p>Site has good visibility from old Thanet Way</p>	



<ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>and other local amenities (e.g. supermarket).</p> <p>N/A</p> <p>Subject to pre-planning, therefore N/A but employment space has been partly pre-committed without any formal marketing.</p>	<p>DM6 4 DM7 0 DM8 0</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>Partly – this involves the delivery of employment units but also non B-class space.</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>If consented this could take place within 1-3 years due to prospective user demand. If allocated through the Local Plan, delivery would be longer perhaps, 3-5 years.</p>	<p>DM9 4</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>N/A</p>	<p>DM10 0</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>3.57</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Notwithstanding relevant policy concerns (e.g. potential for the loss of open space) the site has good deliverability and achievability in terms of its potential to provide new employment space over the Plan period.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>The site is local within protected open space. The current proposal includes employment as well as non B-class uses (non-residential). However,</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Protected Open Space</p>
<p><b>Is the site suitable for retention/ allocation /protection for employment?</b> Would extra measures be required?</p>	<p>Currently subject to planning application. A refusal would significantly reduce the site's suitability as an allocation for future mixed-employment uses.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>If the site were granted there is the potential for the proposal to come forward for mixed employment, indoor leisure, place of worship</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	<p>Protected Open Space</p>
<p><b>Final Averaged score</b></p>	<p>3.08</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	SR3	NA
Site Name/Address	Land adjacent to Lakesview, Lakesview, Hersden, Canterbury	NA
Map Location (Grid Ref)	621,680 – 162,610	NA
Current Use/Use Class:	Greenfield	NA
Potential/Proposed Use (s)	B1, B2 & B8 uses	NA
Brown/Greenfield/Mixed Agricultural land grade	Arable farmland Grade 2 and 3	SP1 1
Site Area	24 ha	NA
Potential floor area	5,600m <sup>2</sup>	NA

Plan of site



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## Aerial

SR3 - Lakesview, Hersden



Photograph of site showing Lakesview Business Park to the South and A28 to East



Photograph of the site showing far reaching views across the landscape



<b>SITE ASSESSMENT AND PLANNING</b>		
<b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.	Large open arable field with far reaching views on either side across the landscape.	NA
Condition of buildings and external areas	NA	SP17 NA
<b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.	Lakesview Business Park to the west of the site. To the north and east are large areas of agricultural land and open fields with very open views. Due north is the A28 highway. Looking south are the rail lines and the Westbere Marshes SSSI and Ramsar site.	SP18 3
<b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation	None on the site. Adjacent is an employment cluster, SSSI and Ramsar, Flood zone 2 and 3	SP2 2
<b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.	None	SP3 1
<b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans	None	NA
<b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)	None	NA

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	5km +	SP5 1
Access (external/internal/HGV's/parking)	A secondary access may be required. Access points could be located along the A28, one at the most westerly point and one further east towards Upstreet. Otherwise links could be made to the existing business park.	SP6 4
Highway capacity	There is potential for a development of the scale proposed to generate considerable traffic between the site and the direction of Sturry. In turn the developer would need to demonstrate how this might be mitigated. It would also be beneficial to extend the existing cycleway from Hersden to connect with the site. The site remains remote from facilities and amenities.	SP7 2
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	5km+	SP8 1
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – o Water Supply o Sewerage/Drainage o Electricity supply o Gas Supply	None	SP10 1
<b>Renewable energy capacity</b>	Yes	NA
Topography shape and size – (related to development potential)	Flat square, large site	SP14 5
<b>Are any re mediation works required? –</b> • Electricity Pylons • Contamination/Pollution • Adverse Ground Conditions • Hazardous Risk • Building/material demolition or removal • other	Unknown although none apparent.  A noise assessment would be required.	SP15 4
<b>Flood Zone</b>	No – just beyond flood zone	SP16 4
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> • Townscape • Noise pollution • Light pollution • Residential Areas	The proposal will change the open character of the area.	SP11 3

<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>The proposal will alter the landscape which at present has far reaching views across the site.</p> <p>There are several trees on boundaries to the east and west. A tree survey would be required.</p> <p>There is potential for protected species to be present therefore a scoping survey is necessary and possibly further surveys. The site is also adjacent to Stodmarsh SSSI, Stodmarsh SAC and Stodmarsh SPA.</p>	<p>SP12 1</p>
<p><b>Historic Environment – on site or adjacent</b></p> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	<p>An archaeological evaluation would be required.</p>	<p>SP13 4</p>
<p><b>Any likely design constraints – massing, height, location</b></p>	<p>Yes SSI, RAMSAR, Landscape</p>	<p>SP4 3</p>
<p>How and when could any constraints be overcome and effects mitigated?</p>		<p>NA</p>
<p><b>Average Score (weighted at 60%)</b></p>		<p>2.58</p>

## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>On one hand potential deliverability is assisted by the fact the proposed site would form an extension to a modern and successful business park. The existing site is served by installed infrastructure which in turn could reduce site preparation costs and those associated with creation of new access etc.</p> <p>However there are clear constraints relating to future off-site highways capacity on the A28, potential impact on residential amenity as well as wider environmental considerations and change of land use.</p>	<p>DM1 2</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site appears to be in dual ownership/control though this is not yet clarified. Access to the new site is assumed to be required via Sparrow Way part of which is understood to be within the control of another landowner (Tesco) who own the former Blighline site. Again it is not confirmed whether this access point is possible or constrained.</p>	<p>DM2 3</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The owner's extensive track record in delivering both employment floorspace across east Kent provides confidence that every effort will be made to achieve the proposed business site.</p> <p>It is too early to assess the ability to secure private sector funding for this site. Public sector funding is unlikely to be available.</p>	<p>DM3 4</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>Lakesview Business Park is a well established and successful business site and therefore would continue to attract interest. Moreover it could continue to benefit from constrained sites elsewhere.</p> <p>This site would be expected to primarily operate an east Kent market for employment space. Therefore competition would be relatively strong. Also there is a reasonable amount of built space available (e.g. former Blighline site) and several undeveloped plots on the existing business park site.</p>	<p>DM4 3</p> <p>DM5 3</p>



	<p>In addition the site's distance from Canterbury could adversely impact its perception to potential office users.</p> <p>It is likely to be more attractive to B1c, B8 and possibly B2 users. However, evidence indicates limited future demand for industrial floorspace in the district.</p> <p>The locality is set within a reasonably attractive physical environment.</p>	
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>As above. Site is well known, signposted and is clearly visible from the A28 Canterbury to Thanet road.</p> <p>Activity - N/A</p> <p>Marketing – N/A</p>	<p>DM6 3</p> <p>DM7 NA</p> <p>DM8 NA</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>The proposers suggest the site could provide some 17 separate plots ranging between 1-2 acres in size. This approach is a similar to the model adopted to deliver the existing Lakesview Business Park. This has proved attractive to the market and provides a range of development opportunities (e.g. design and build, speculative builds, multiple tenanted accommodation) including freehold opportunities.</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>Proposer's track record suggests site could potentially deliver employment space over the Plan period. If this were to be allocated this could take place between 5-10 years.</p>	<p>DM9 3</p>
<p><b>Tenancy</b> If built is the site fully tenanted or has it been vacant for any period of time.</p>	<p>N/A</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at %)</b></p>		
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

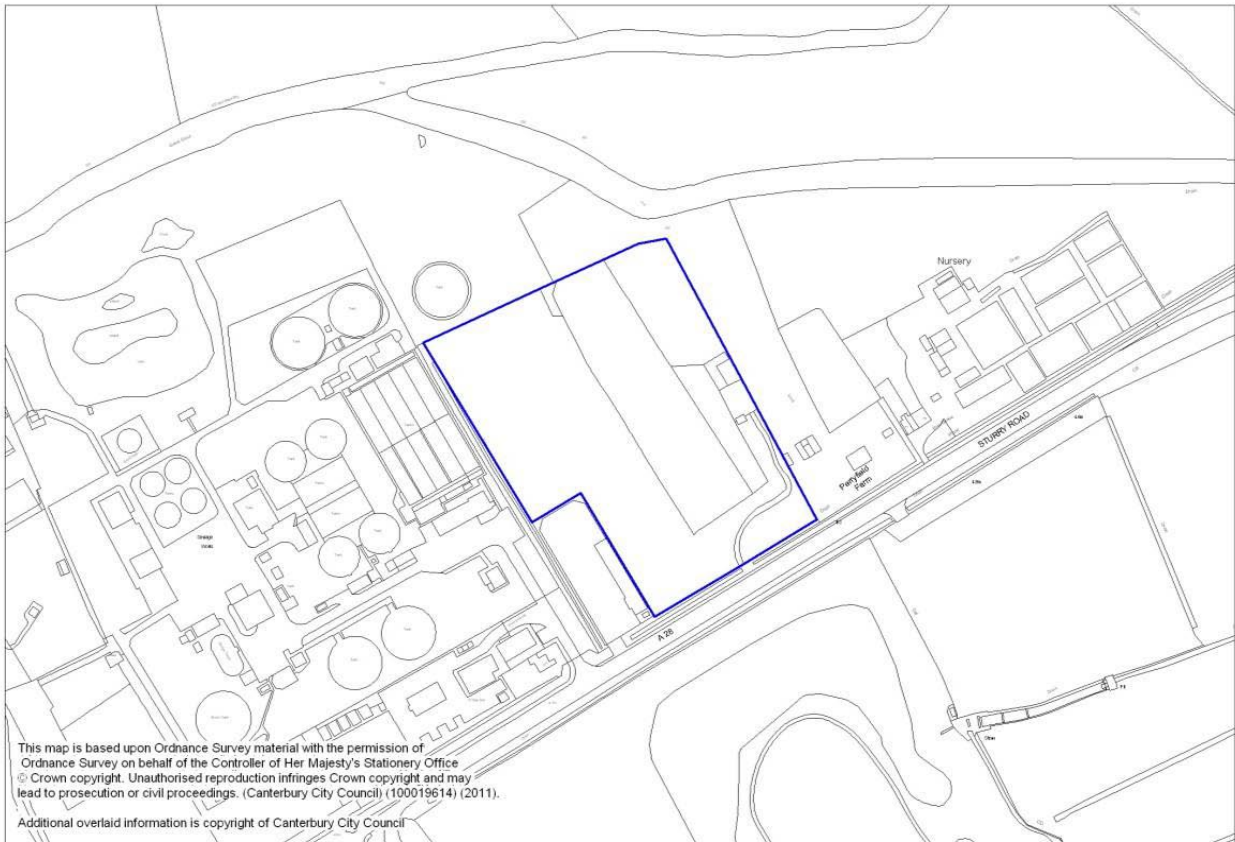
<p><b>Can development of the site be achieved during the plan period having taken into account the previously listed constraints, market and delivery factors?</b></p>	<p>Notwithstanding the proposer's track record of delivery in district and elsewhere in Kent and ability to deliver the proposed extension there is clearly a need to weigh this against identified environmental and transport considerations.</p> <p>At the same time the forecast future demand for industrial floorspace in the district (and in rural areas) is limited although there will be an ongoing need to replenish obsolete stock etc. This must also be taken into account.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Yes</p>
<p><b>Any there any other material policy considerations?</b></p>	<p>Productive agricultural land.</p>
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>The site may be potentially deliverable for employment but it is questionable whether this is the appropriate location for a development so large in scale and with potential for significant impacts on the landscape of the area.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Office, industrial and warehousing (mixed-employment)</p>
<p><b>If No – should site be released and what alternative uses, ie retain current use or other?</b></p>	
<p><b>Final Averaged score</b></p>	<p>2.75</p>

Site Assessment form (Non-residential)

SITE DETAILS		Score
Site Reference Number	SR6	NA
Site Name/Address	Land north west of Sturry Road, Canterbury	NA
Map Location (Grid Ref)	616,998 – 159,720	NA
Current Use/Use Class:	Grazing	NA
Potential/Proposed Use (s)	Mixed Use - commercial, employment and retail	NA
Brown/Greenfield/Mixed Agricultural land grade	Greenfield Grade 3	SP1 1
Site Area	2.2ha	NA
Approximate Potential floor area	7,700m <sup>2</sup> mixed	NA

Plan of site

SR6



# Aerial

SR6



Photos of site Photo 1 - Urban edge



Photo 2- View to the north east with the site in the foreground



## SITE ASSESSMENT AND PLANNING

<p><b>Description of Site:</b> Including age/state/type of any buildings/external areas, topography, site shape, amenity/parking, trees/hedges, water bodies etc, tenancy/vacancy/type of businesses.</p>	<p>This greenfield site is located beyond the edge of the Canterbury City urban area. The site is characterised by rural land uses and is related to the surrounding rural area. The site is currently used for rough grazing. There are remnants of hedgerows crossing the site and it contains a number of mature trees. A substantial but poorly maintained tree line forms a boundary to the Sturry Road.</p> <p>The area forms part of a designated 'Green Gap' between the periphery of Canterbury and Sturry to the north east. The adjacent nursery is a built presence in the green gap making the openness of this site very important in maintaining the perception of an open rural area. There are long views across the site to the valley sides beyond.</p>	NA
<p>Condition of buildings and external areas</p>	<p>The site is rough pasture and as such is not highly maintained.</p>	SP17 NA
<p><b>Surrounding Uses:</b> What - Compatible or sensitive, residential, commercial, competition.</p>	<p>The Great Stour River lies a short distance to the north of the site. Between the river and site are pasture land and a treatment pond. Canterbury Waste Water Treatment Works and a used car centre, abut the site to the west.</p> <p>To the east is Perryfield Farm and 1-3 Providence Place. A substantial nursery business is associated with the latter. Sturry Road then Sturry Road Community Park lies south of the site. The Sturry Road Park and Ride is located a short distance to the south west.</p> <p>Further along the Sturry Road towards the city, and also to the south west, is a Retail Node, along with a range of uses, including industrial and car sales on Vauxhall Road.</p>	SP18 4
<p><b>Planning allocations and designations:</b> Affecting or adjacent to site, length of any employment allocation. Length of any employment allocation</p>	<p>The site lies within the Area of High Landscape Value and Canterbury to Sturry Green Gap.</p> <p>The site is located within flood zones 2 and 3. To the south of the site, beyond the Sturry Road Community Park lie the Chequers Wood and Old Park SSSI. There is ancient woodland some distance to the north beyond the railway line. Stodmarsh, an internationally important site, is located to the east beyond Sturry and Fordwich.</p>	SP2 1

<p><b>Planning status</b> Pre-planning, Development Principles etc, Allocation, Outline Planning, Full Planning Permission for employment.</p>	<p>Submitter proposed site.</p>	<p>SP3 1</p>
<p><b>Other Planning History:</b> e.g. Employment Allocation or Planning Permission? Development Brief. Previous site proposal at LPI accepted and rejected 1998 plans</p>	<p>The inspector to the Canterbury District Local Plan 2006 supported the retention of the site as green gap:</p> <p>“... In an edge-of-town area of scrappy visual character, this appears to me to be land of unquestionably rural character. .. It is a significant part of a Green Gap, the pinch point designation intended to keep the separate identities of Canterbury and Sturry...I find that the predominant characteristic of the designated Green Gap on the north side of Sturry Road is openness, a quality which is highly vulnerable to any greater degree of physical development... The case against development is increased by the location of the omission site within a river floodplain... I conclude that the site is rightly located outside a well defined Urban Area Boundary and that is an essential part of a worthwhile Green Gap designation.”</p> <p>Planning application CAO/92/0003 - ‘a certificate of appropriate alternative development for B1 use’ - withdrawn.</p>	<p>NA</p>
<p><b>Regeneration Area or Area of high deprivation?</b> (ie in a ward having an LSOA in 20% most deprived in England)</p>		<p>NA</p>

<b>SUSTAINABILITY/PHYSICAL ASSESSMENT</b>		
<b>Does the site have any of the following physical or infrastructure constraints?</b>		
Proximity to Town (services and workforce).	Adjacent to urban area approx. 2.7km from town centre.	SP5 2
Access (external/internal/HGV's/parking)	Difficult to support another greenfield development and new access onto Sturry Road which is nearing capacity. However, site is situated on a frequent bus route and cycle route so is reasonably sustainable.	SP6 4
Highway capacity	Difficult to support another greenfield development and new access onto Sturry Road which is nearing capacity.	SP7 2
Proximity to significant transport routes <i>Major A roads such as A299, A2</i>	Over 5km to A2	SP8 1
Proximity to public transport (800m to bus stop 2 or more services/hr)	Yes	SP9 4
Infrastructure – <ul style="list-style-type: none"> <li>○ Water Supply</li> <li>○ Sewerage/Drainage</li> <li>○ Electricity supply</li> <li>○ Gas Supply</li> </ul>	The site is likely to contain little if any infrastructure.	SP10 1
<b>Renewable energy capacity</b>	Limited	NA
Topography shape and size	Flat, square and reasonable size	SP14 4
<b>Are any re mediation works required? –</b> <ul style="list-style-type: none"> <li>• Electricity Pylons</li> <li>• Contamination/Pollution</li> <li>• Adverse Ground Conditions</li> <li>• Hazardous Risk</li> <li>• Building/material demolition or removal</li> <li>• other</li> </ul>	Electricity pylons appear to run along the rear of the site Contaminated land assessment due to past land use and adjacent land use. Old landfill opposite the site and sewage works adjacent. Drainage ditches.	SP15 2
<b>Flood Zone</b>	The site is located within flood zones 2 and 3	SP16 2
<b>Would development have a detrimental impact on the environment, either within or adjacent to the site or in its vicinity? Including:</b>		
<b>Perceived local amenity</b> <ul style="list-style-type: none"> <li>• Townscape</li> <li>• Noise pollution</li> <li>• Light pollution</li> <li>• Residential Areas</li> </ul>	The site lies within the Area of High Landscape Value and the Canterbury – Sturry Green Gap. Development here could have a significantly detrimental impact on the functioning of the Green Gap and contribute to coalescence between Canterbury and Sturry village.  It would also have a detrimental impact on	SP11 1

	the AHLV and the city's setting.	
<b>Environment</b> <ul style="list-style-type: none"> <li>• Landscape (AHLV/SLA/ANOB) - within 1km</li> <li>• Trees/TPO – on site</li> <li>• Sites of Nature Conservation Interest – on site or adjacent</li> <li>• Protected Species/biodiversity – on site or adjacent</li> <li>• Water courses/bodies (within 25m)</li> </ul>	<p>To the south of the site, beyond the Sturry Road Community Park lie the Chequers Wood and Old Park SSSI. There are blocks of ancient woodland to the north beyond the railway line. Stodmarsh, an internationally important site, is located to the east beyond Sturry and Forwich. The site lies within the Area of High Landscape Value and the Canterbury to Sturry Green Gap.</p> <p>The site is within 15m of the Great Stour river and lies within the water meadows. The Great Stour and surrounds carry a Local Wildlife Site protection.</p> <p>Potential for protected species to be present. Ecological surveys will be necessary.</p>	SP12 2
<b>Historic Environment – on site or adjacent</b> <ul style="list-style-type: none"> <li>• Conservation Areas</li> <li>• Historic Parks and Gardens</li> <li>• Listed Buildings</li> <li>• Scheduled Ancient Monuments/AAI</li> <li>• Potential for Archaeology</li> </ul>	Archaeological evaluation also required. Paleo-environmental assessment.	SP13 3
<b>Any likely design constraints – massing, height, location</b>	Yes due to presence of green gap and nearby sewerage works.	SP4 2
How and when could any constraints be overcome and effects mitigated?		NA
<b>Average Score (weighted at 60%)</b>		2.2



## DELIVERABILITY AND MARKETABILITY

<p><b>Key delivery/suitability constraints</b></p> <ul style="list-style-type: none"> <li>• Viability issues, access, site preparation costs.</li> <li>• On-site and off-site planning and infrastructure requirements.</li> <li>• Viability, requirement for reinvestment, letting problems, occupation non-employment uses etc</li> </ul>	<p>In terms of employment uses there are likely to be a number of constraints and related costs to development of this site predominately relating to its location in the Green Gap, need for infrastructure and flood zone and archaeology issues.</p> <p>It is not clear at this stage what role, if any, employment space would play in any future scheme.</p> <p>There are possible viability issues. The nearby site (i.e. Sturry Road trade counters/ retail scheme) has struggled to secure finance and this does not include any B1 or B8 accommodation. There is no existing B1 or B8 space in the immediate area.</p>	<p style="text-align: center;">DM1 1</p>
<p><b>Site Assembly</b></p> <p>Is site in public, single ownership or management or in multiple ownership likely to result in protracted site assembly or part of the site being unavailable for development or a ransom strip situation?</p>	<p>The site appears to be in single ownership thereby enabling unconstrained access on to the highway but this is not confirmed.</p>	<p style="text-align: center;">DM2 4</p>
<p><b>Achievability</b></p> <ul style="list-style-type: none"> <li>• The willingness of an owner or owners to sell or develop the site.</li> <li>• Is the site owner by developer or agency known to undertake employment development? Size/capacity of developer.</li> <li>• Are landowner aspirations realistic/in line with employment use?</li> <li>• Is public or other funding available?</li> <li>• Is private sector funding in place to allow delivery?</li> </ul>	<p>The submission also proposes retail/other commercial uses. This presumably refers to car sales which has a strong presence in this area.</p> <p>This is a use that may enable the site to be developed but the intrinsic higher value associated with car sales reduces likelihood of employment space being delivered.</p> <p>A nearby scheme has applied for a Growing Places Fund loan to help kick-start development but this finance scheme is time limited.</p>	<p style="text-align: center;">DM3 2</p>
<p><b>Market Demand</b></p> <ul style="list-style-type: none"> <li>• Market Perception (<i>likely to be high or low demand</i>).</li> <li>• Competition (<i>from similar sites in market area</i>)</li> <li>• Market requirements (<i>like to met a need</i>)</li> <li>• Attractiveness of locality</li> </ul>	<p>The proposal (in respect of employment uses) appears to be speculative, untested and does not appear to be linked to any designated users or group of specific users of employment space.</p> <p>There is no competition in this locality though Lakesview Business Park (Hersden) is an established location for B1, B2 and B8 space.</p>	<p style="text-align: center;">DM4 2</p> <p style="text-align: center;">DM5 3</p>

	<p>The locality is not prominent in respect of B1 (a) office development. It is some distance from the city centre and is not a recognised non-urban office location (e.g. Pean Hill).</p> <p>There is available industrial space in more established commercial/industrial areas in Canterbury (e.g. Marshwood Close, Broad Oak Rd).</p>	
<p><b>Marketability</b></p> <ul style="list-style-type: none"> <li>• Visibility/attractiveness of location.</li> <li>• Activity on site (<i>any development in the last 5 years</i>).</li> <li>• Site being actively marketed?</li> </ul>	<p>The site is located on the A28 main road so is highly visible. However it does not form part of any contiguous area of employment activity.</p> <p>Activity/marketing on site – N/A</p>	<p>DM6 3 DM7 NA DM8 NA</p>
<p><b>Developers' phasing</b> Is there a clear plan for development phasing (delivery plan)</p>	<p>Unknown at this time</p>	
<p><b>Is new employment development likely to take place?</b></p> <ul style="list-style-type: none"> <li>• During the next 1-3 years</li> <li>• During years 3-5 years</li> <li>• During years 5-10 years</li> <li>• Beyond 10 years and within the plan period</li> <li>• Beyond the plan period, if known.</li> </ul>	<p>The owner's representatives suggest this could take place in 5 years.</p>	<p>DM9 3</p>
<p><b>Tenancy</b> If built is the site full tenanted or has it been vacant for any period of time.</p>	<p>N/A - Site newly proposed</p>	<p>DM10 NA</p>
<p><b>Average Score (weighted at 40%)</b></p>		<p>2.57</p>
<p>Information on the timing of overcoming physical, infrastructure, and legal constraints, identified, will be taken into account, together when determining the time of development.</p>		

## FINAL ASSESSMENT

<p><b>Can development of the site be achieved during the plan period having taken into account the previously accounted for constraints, market and delivery factors?</b></p>	<p>Site is purely speculative and very much an unknown quantity in terms of delivering employment space. This locality appears to be more closely associated with non B-class use commercial activity.</p> <p>There is also limited future demand for industrial space projected for the period 2011-2031 although replenishment will be required to replace obsolete stock.</p> <p>Possible viability issues (e.g. addressing or mitigating physical constraints, installing new infrastructure) therefore any employment development is likely to require enabling works such as retail uses.</p>
<p><b>Is employment the only acceptable form of built development on this site?</b> (Due to constraints such as contamination, adjoining uses, sustainable development etc).</p>	<p>Pre-planning proposal at present - N/A</p> <p>However, SHLAA submission comprises a range of commercial uses.</p>
<p><b>Any there any other material policy considerations?</b></p>	
<p><b>Is the site suitable for retention/allocation/protection for employment?</b> Would extra measures be required?</p>	<p>It is difficult to justify the allocation of this site due to its sensitive location (forming part of designated Green Gap). To allocate would likely require overriding economic rationale but the prospects for new employment space appear limited and uncertain. Entirely speculative.</p>
<p><b>If yes - What are the appropriate use classes? Which Market sector?</b> Office, industry, warehouse, mixed employment, mixed use</p>	<p>Mixed commercial proposed.</p>
<p><b>If No</b> – should site be released and what alternative uses, ie retain current use or other?</p>	
<p><b>Final Averaged score</b></p>	<p>2.35</p>