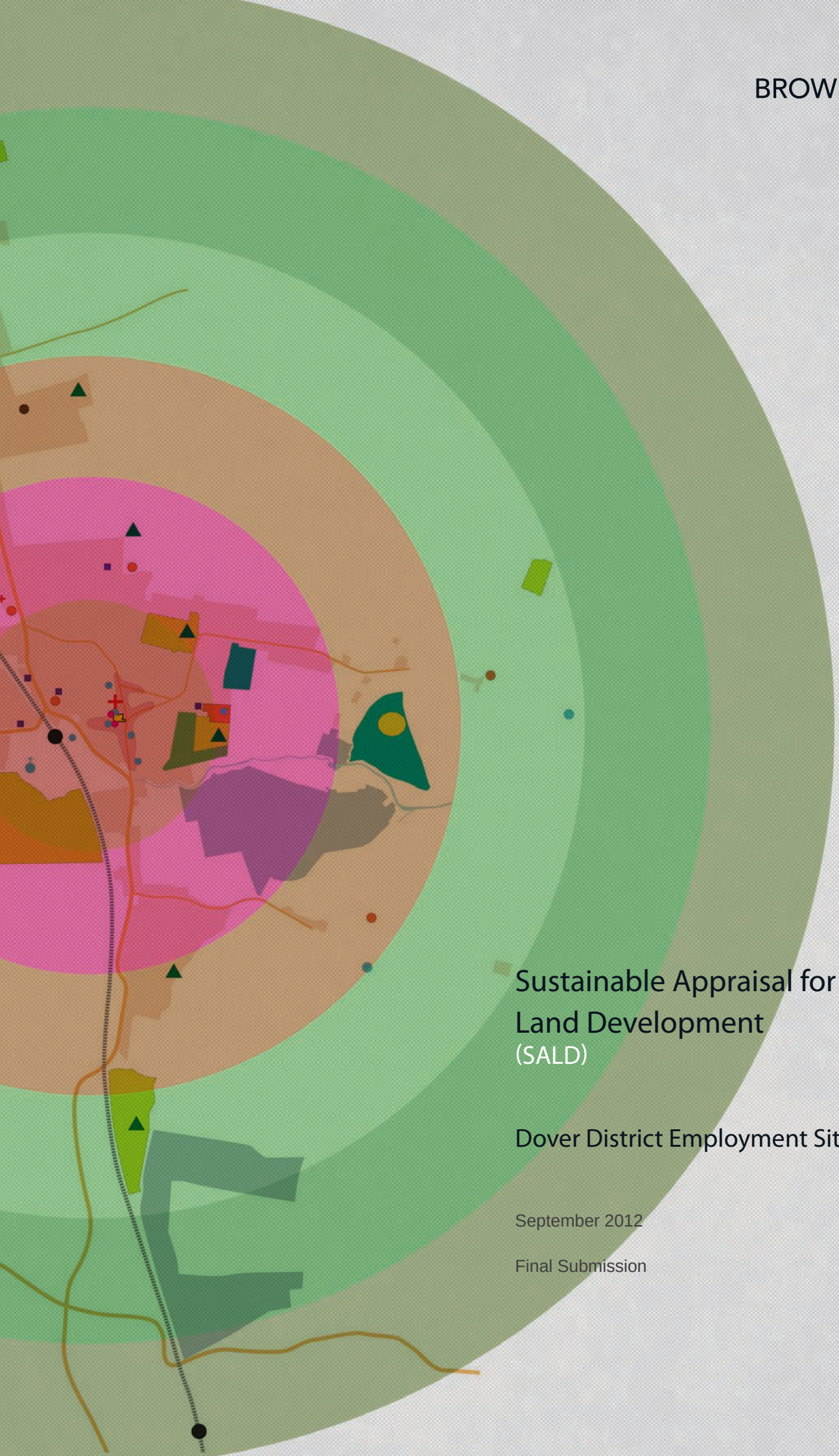
SCOTT BROWNRIGG



Sustainable Appraisal for Land Development (SALD)

Dover District Employment Sites

September 2012

Final Submission

Contents

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1.0 Introduction

Dover District Council has commissioned Scott Brownrigg to apply the Sustainability Appraisal for Land Development (SALD) methodology to assess the sustainability credentials of 17 employment sites within Dover District.

This report firstly describes the SALD methodology and the assessment criteria used for the study. It then presents the results for each site followed by an overall ranking of the 17 sites including recommendations on the type of employment uses appropriate for specific sites and where evident any opportunities for alternative uses.

2.0 Sustainability Assessment for Land Development (SALD)

The SALD assessment comprises five main criteria (Climate change, Balanced Communities, Placemaking, Accessibility, and Economy and Employment) which are sub-divided into eight sub-criteria to cover all relevant BREEAM Communities sustainability criteria that relate to the social, economic and physical characteristics of a development plot.

The assessment is based on recognised and well established sustainability criteria used by:-

BREEAM (Building Research Establishment Environmental Assessment Method).

LEED Neighbourhood Development (Leadership in Energy and Environmental Design Neighbourhood Development).

SuBET (Sustainable Masterplanning Assessment Method from Hilson Moran)

The assessment methodology is primarily based on qualitative measurements of selected indicators based on knowledge of the sites and experience in other similar site assessments.

This qualitative assessment is expressed in some quantitative values (0 to 5) applied to the sub-criteria (a to h) and also illustrated in colour codes from red to green. Red (0) indicates no or limited sustainable credentials and green (5) indicates higher sustainable credentials (see table 1).

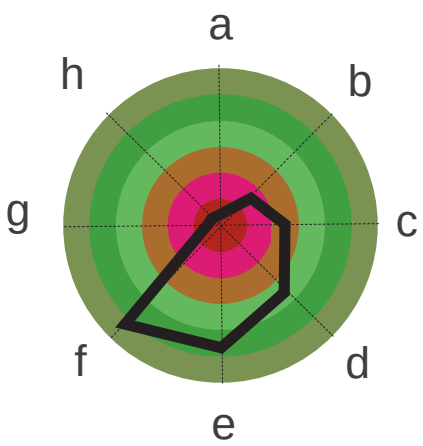
Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					x / 40	xx%
	a		Very Bad		0	
	b		Bad		1	
	c		Neutral		2	
	d		Good		3	
	e		Very Good		4	
	f		Excellent		5	
	g		Not Known	NK		
	h		Not Applicable	NA		

Table 1. Assessment Matrix

The colour coding and the numeric scores combined, inform the 'rose' diagram, which provides a visual illustration of the individual sites' sustainability performance. The numeric scoring system provides a quantitative assessment, which enables sites to be compared accurately. X out of 40 is the sum of numerical scores against a total of 40 points whereas the XX% is the percentage of the total score against the full potential of 40 points available in each criteria.

A total of five criteria sections are assessed including

1. Climate Change
2. Balanced Communities
3. Place Making
4. Accessibility
5. Economy and Employment

A total of 200 points are available per site. Depending on the circumstances for each site the criteria can be further weighted against local priorities and demands. For example a site that promotes a totally car free environment may have additional weighting for enhanced public transport provision.

The concluding section of the assessment for each site is illustrated on a 'rose' diagram showing the performance of each sustainability criterion. This is also accompanied by a quantitative scoring system (out of 40 points) for each sub-criteria as well as a percentage performance of the overall criteria. Such assessment allows for easy comparison between sites and consistent benchmarking.

The assessment within each sub-criteria is made against technical requirements such as the Environmental Agency's flood risk zones or a value judgment based on experience and information from the context surrounding the site in question. The

The table below shows the relationship between different sustainability assessment methods and the SALD methodology employed within this assessment.

Each component of sustainability is presented in a colour, which indicates whether that sustainability indicator is used or not in each method. For instance, accessibility is presented in dark blue and is a component that is used in SuBET, SALD, LEED ND and BREEAM Communities

This table illustrates that SALD is a comprehensive methodology incorporating sustainability criteria used in other international methods acknowledged by the built environment industry.

The summary table is colour-coded in accordance with the SuBET methodology. The credits that included similar issues (such as Land Use and Ecology in SuBET and climate change in SALD) were assigned the same colours. This was done to observe the issues dominating all of the rating systems and to check if the SALD methodology is consistent with the rest of the ratings.

SuBET	BREEAM Communities	LEED ND	SALD
Land Use & Ecology	Climate Change & Energy	Smart Location & Linkages	Climate Change
Mobility	Community	Neighbourhood Pattern & Design	Balanced Communities
Water	Place Shaping	Green Infrastructure & Building	Accessibility
Energy & Climate Change	Buildings		Place Making
Material recycling & Waste	Transport & Movement		Economies & Employment
Pollution	Ecology & Biodiversity		
Usability	Resources		
Place Making	Business		
Cultural & Perceptual			
Economies & Employment			

Table 2. A matrix to compare the assessment criteria of individual site assessment methodologies.

3.0 Assumptions

In order to ensure a consistent approach, the following assumptions have been made in this SALD assessment:

1 SALD will be applied to sites primarily intended for employment uses to both greenfield and brownfield sites.

2 Identified constraints from the overall Urban Design Analysis (including areas of flood risk, protected open space/leisure facilities, nature reserves/woodlands/ wildlife sites etc) have been taken into consideration.

3 The objective of the assessment is to estimate the potential of the site to achieve sustainable development using the least possible amount of resources and irrespective of design and investment added value. A poor performance means that a particular site will require significantly more resources to achieve similar levels of sustainability to other sites that have performed better. For instance, a site poorly connected to the road network and away from a train station and the town centre, scores low in the overall assessment. However, the site's potential for sustainable development can not be ruled out provided that appropriate measures of infrastructure investment are taken and transportation / accessibility issues are addressed particularly where innovative solutions regarding energy generation and low carbon working are proposed.

4 The net developable area and the site potential is based on local authority information or approximate measures taken from digitally downloaded maps. No measured surveys have been provided.

Total floor space provision = 35% of site area or 3,500 sqm per ha

3.1 List of selected sites

Site no	Site name	Area in Ha
01	Eastry Hospital	3.2
02	Sandwich Industrial Estate	18.3
03	Ramsgate Road	15.5
04	Old Park Barracks	5.75
05	St James' Area	3.5
06	Aylesham Development Area	4.2
07	RM School of Music, Deal	1.4
08	Betteshanger Colliery Pithead	6.9
09	Pike Road, Eythorne	9.3
10	White Cliffs Business Park	54.7
11	PAD Site, Deal	0.42
12	Deal Study Area	16.5
13	Albert Road, Deal	1.8
14	Marlborough Road, Deal	0.15
15	Discovery Enterprise Zone (Pfizers)	81.1
16	Former Channel Tunnel Workers Site, Farthingloe	11.5
17	Coombe Valley Road Eastern Cluster	4.2
18	Coombe Valley Road Western Cluster	5

4.0 Supporting Context analysis

The following is a series of diagrams highlighting significant issues that can inform the assessment process. More site specific constraints and opportunities are included in the site assessment plan

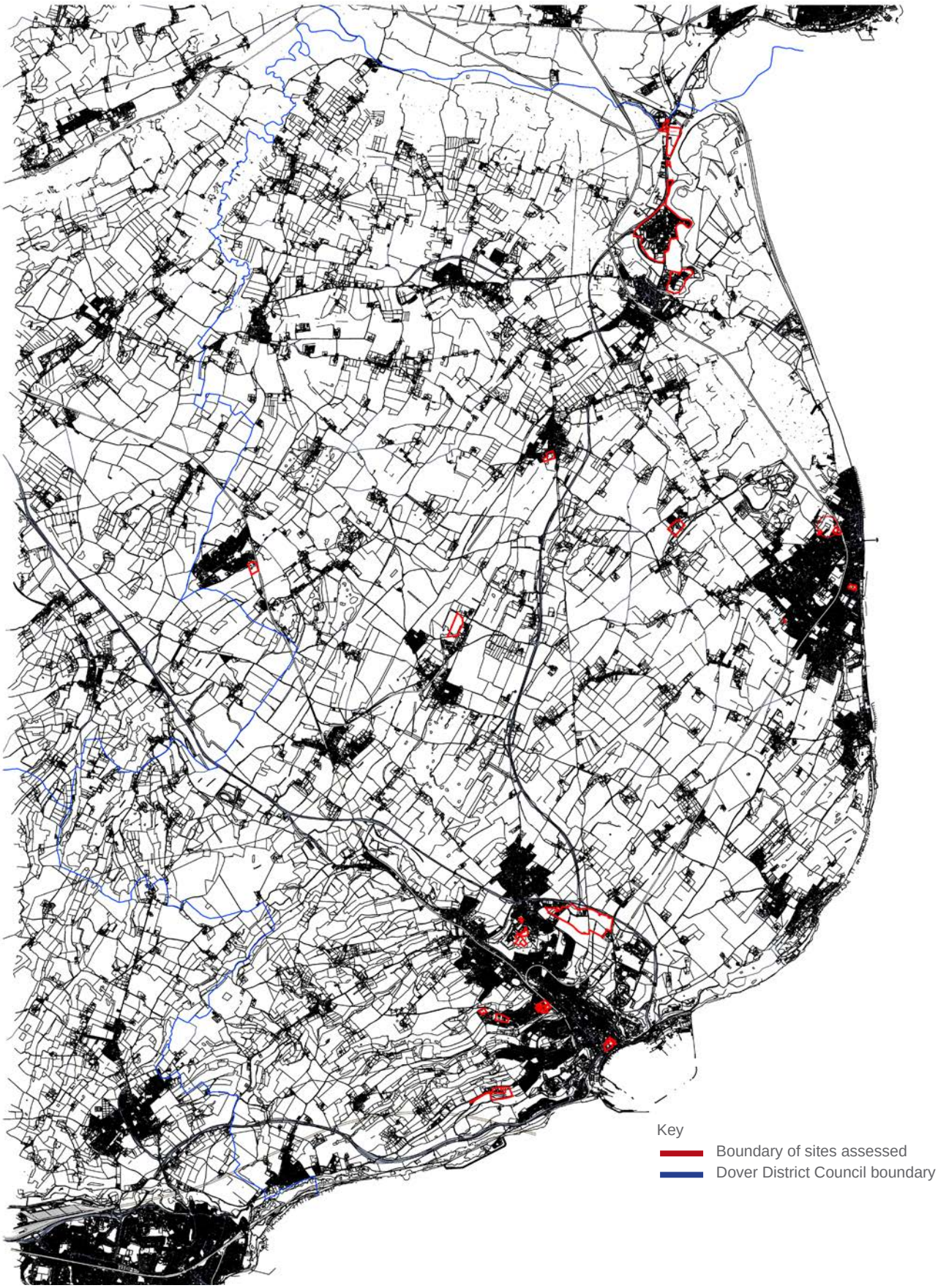


Figure 1. Site Locations

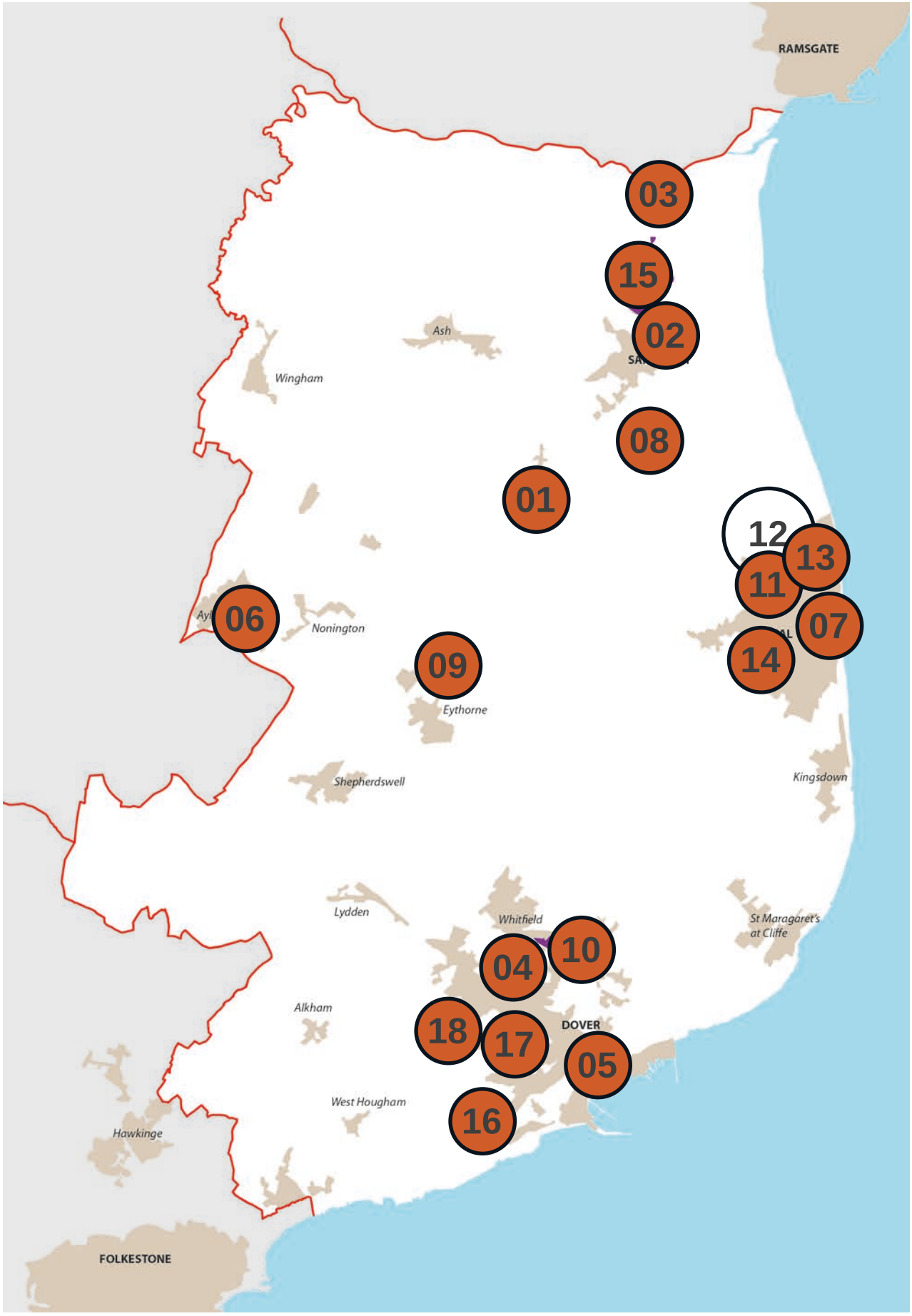


Figure 2. Plan shown the location of sites that have been assessed.

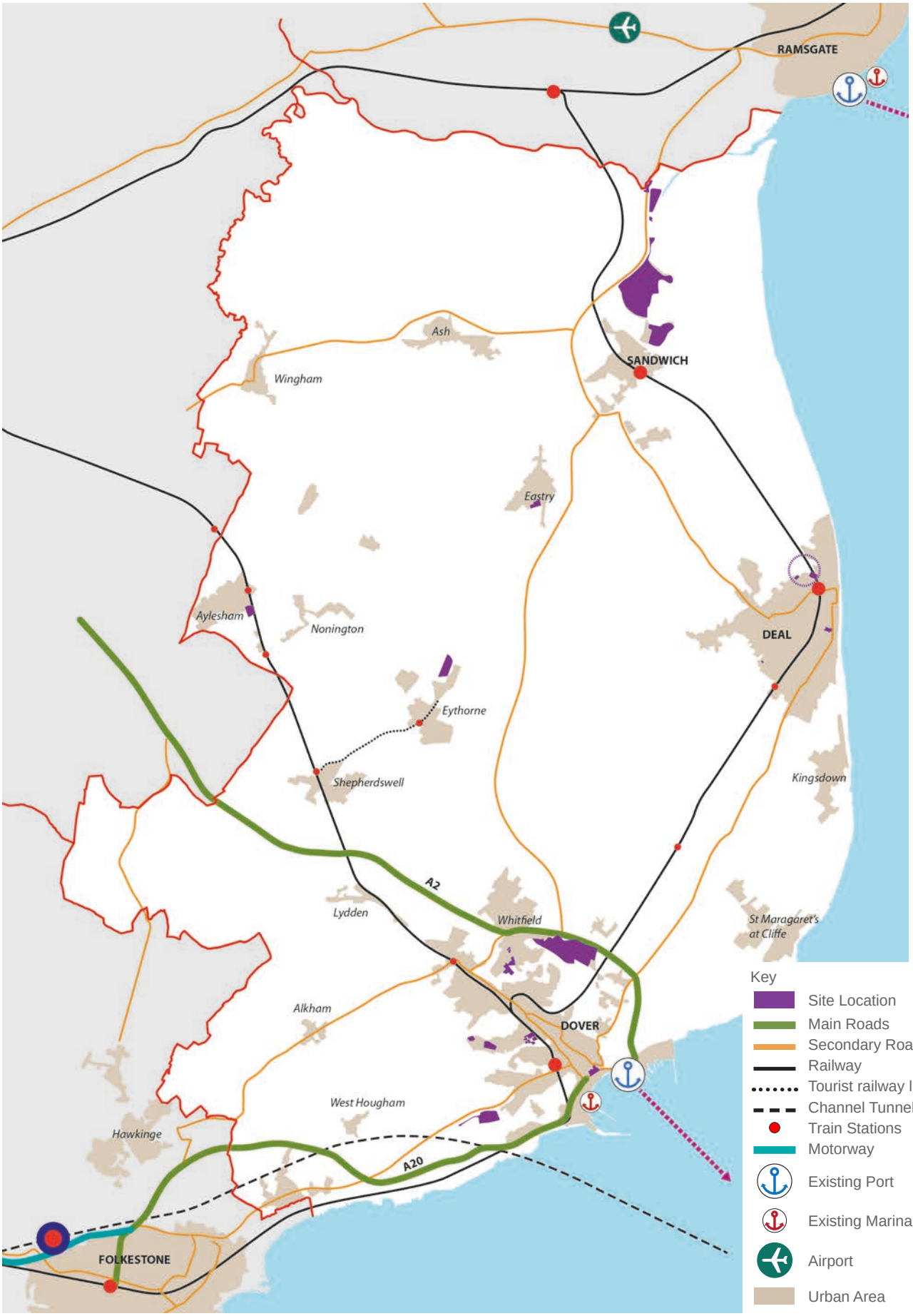


Figure 3. Transport connections

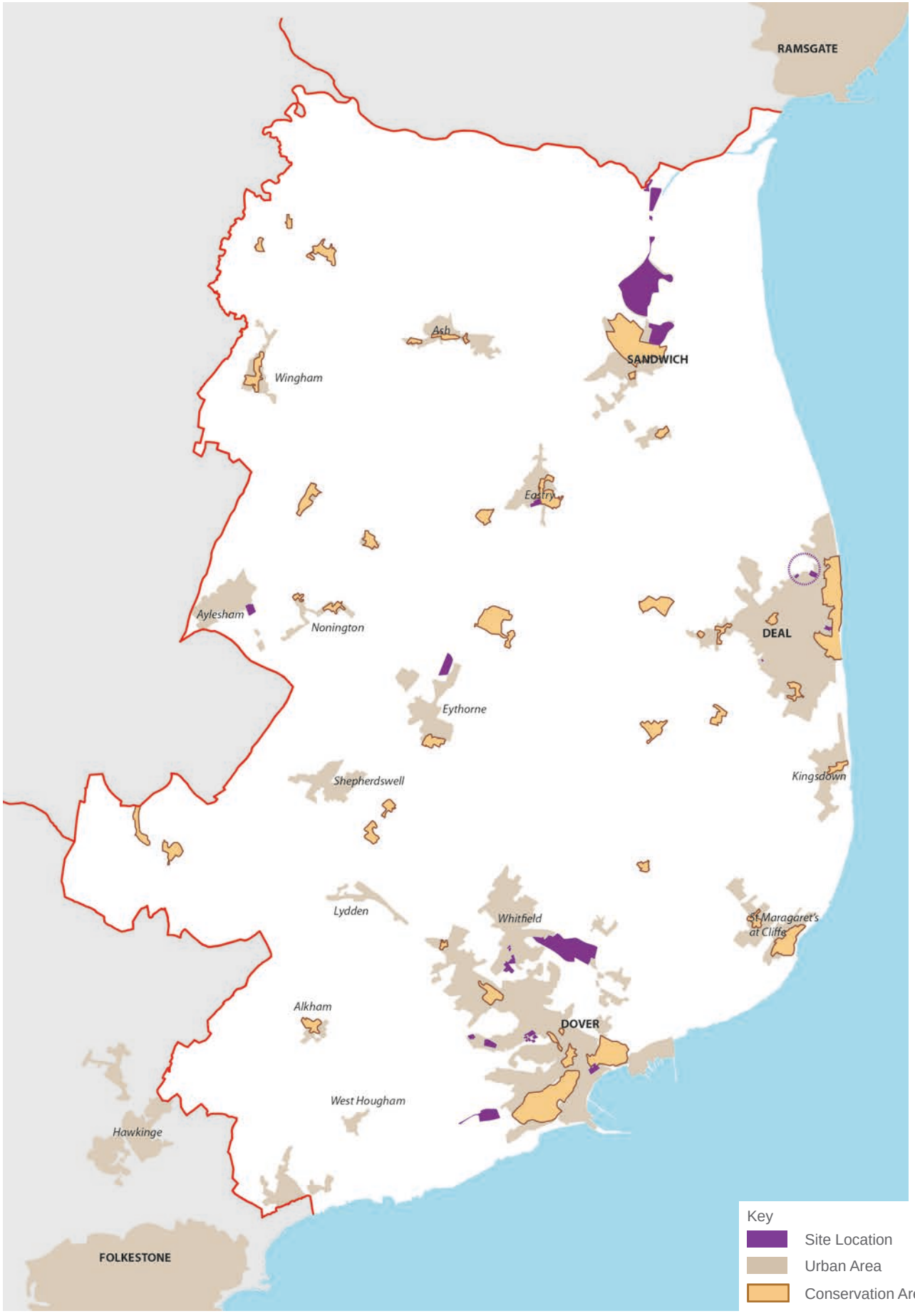


Figure 4. Conservation areas

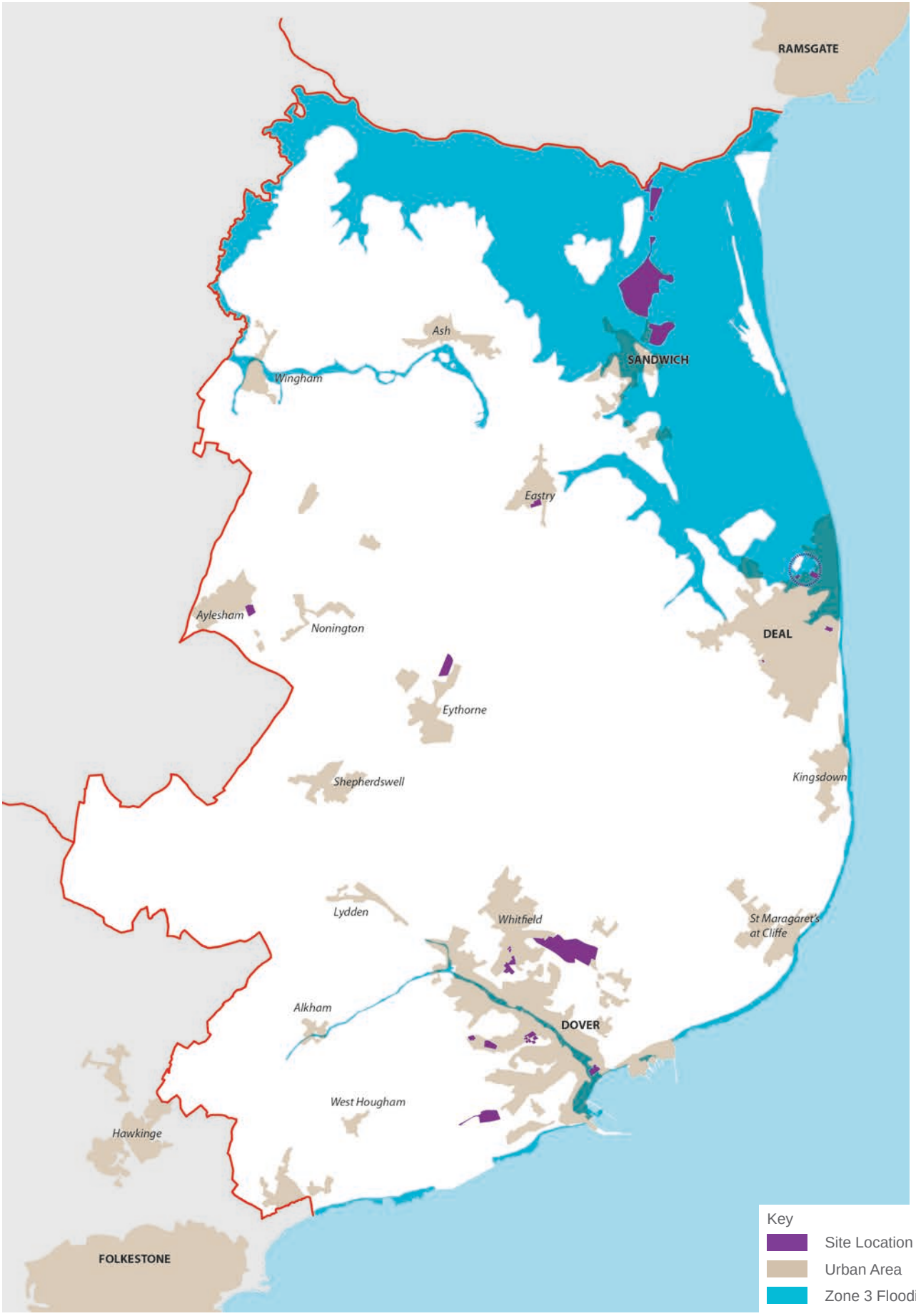


Figure 5. Zone 3 Flood Risk

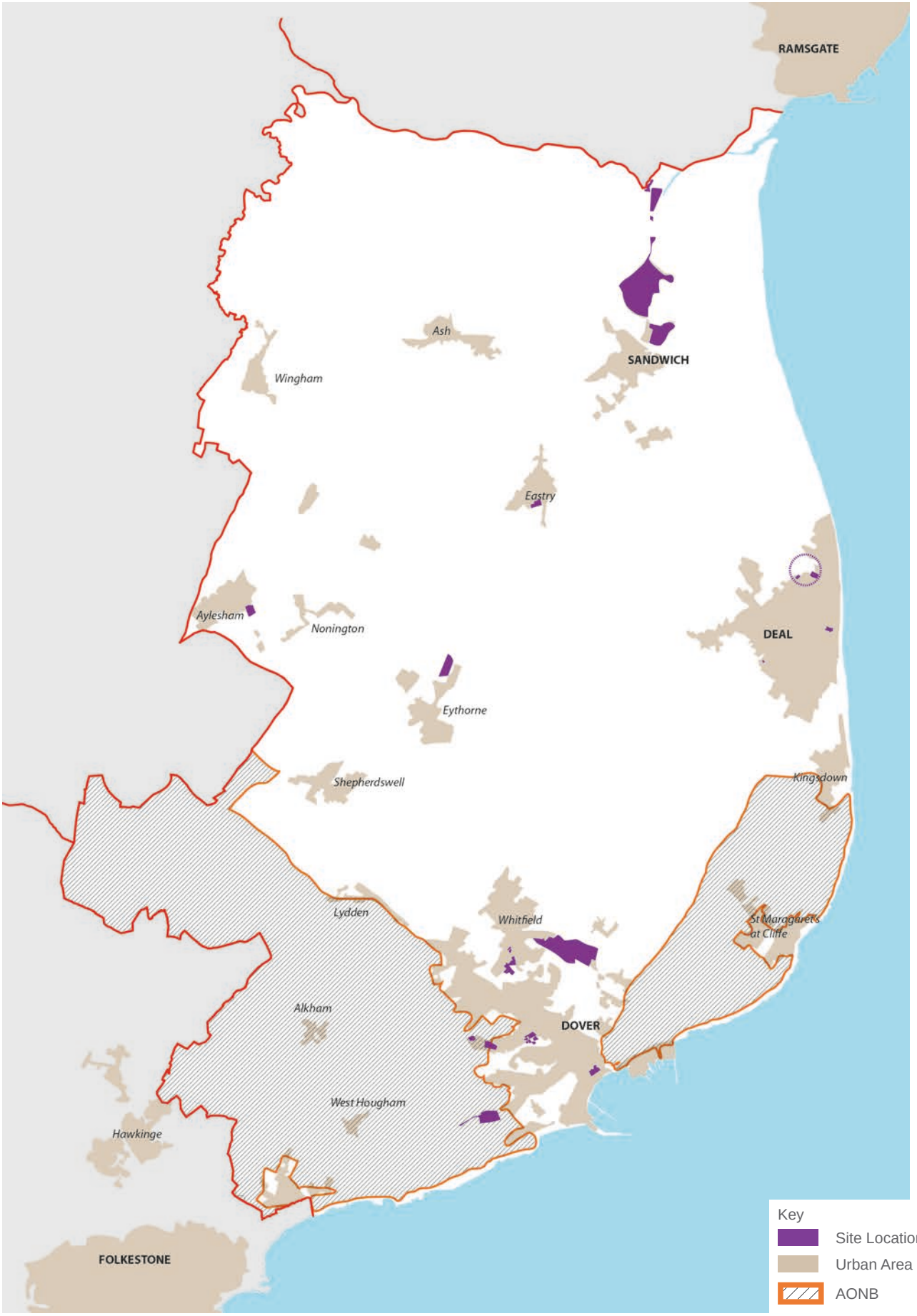


Figure 6. Area of Outstanding Natural Beauty (AONB)

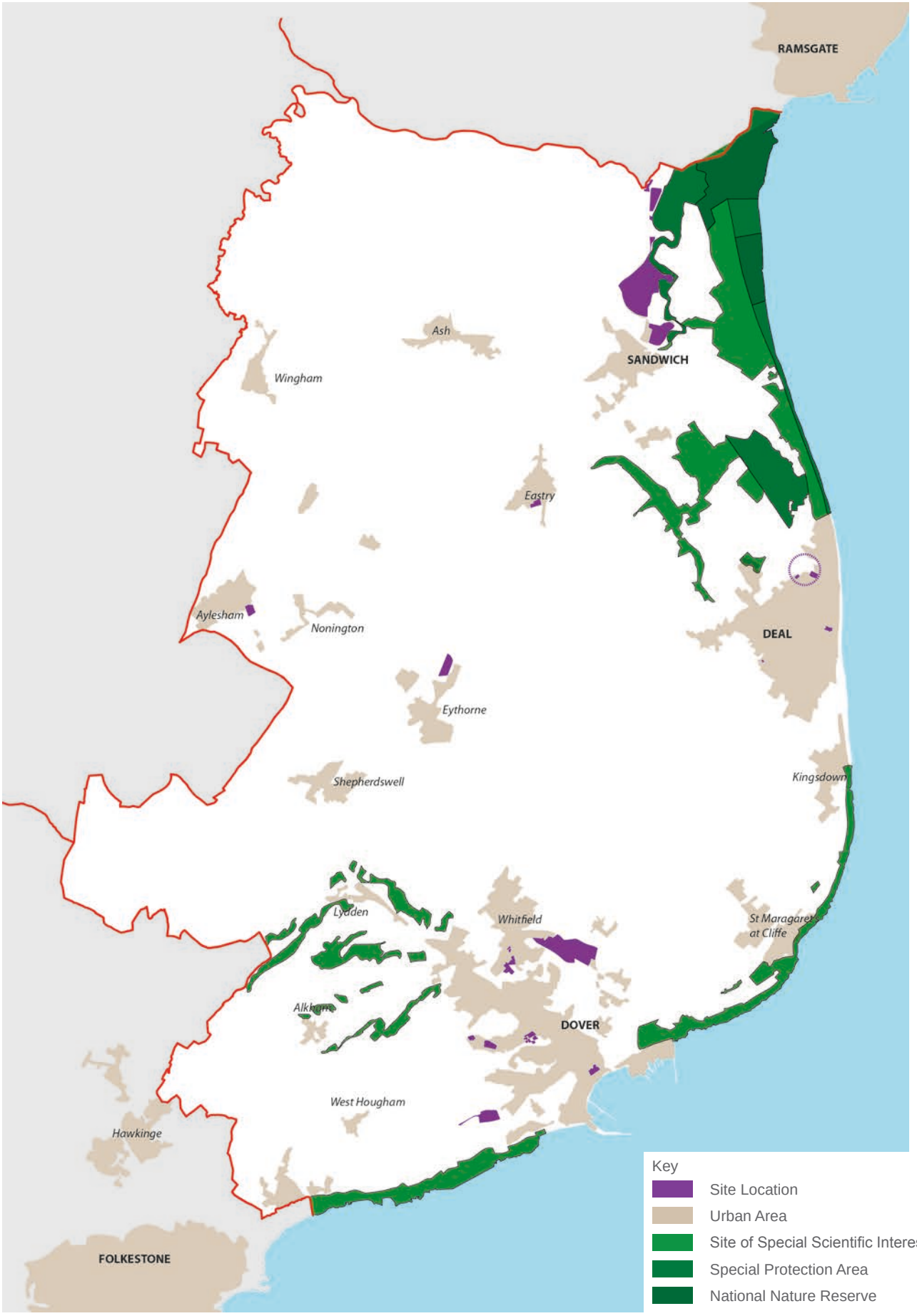


Figure 7. Protected Ecological Areas

Figure 8. Site Location of employment sites assessed in Dover.

5.0 SALD assessment

The following assessment matrix is the content and description of the assessment explaining how the assessment for each criterion is made. This is then followed by the actual assessment of each site.

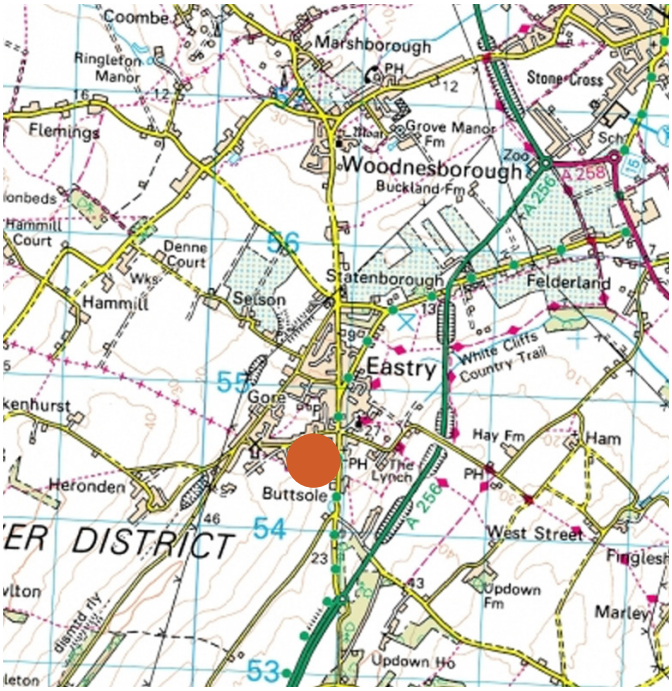
Criteria		Sub-Criteria	Notes
1			
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but considerably far from the nearest Zone 2
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The size of the site (the larger the more flexible to orientate buildings and provide space for renewables), the orientation of the plot, exposure to sunlight and wind are main factors influencing this assessment.
	c	Proximity to existing waste treatment facility.	A waste treatment facility in close proximity to the site is a major factor to use energy generated from waste and reduce overall energy consumption.
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	A site with currently poor ecology and biodiversity but with great potential to improve it can score the highest points whilst a site that currently shelters important flora and fauna on site and has the potential to affect this habitat will score the lowest. Indicators of ecology are mainly the presence of mature trees and woodlands as well as water areas that create the conditions for habitats.
	e	Land & Soil (agriculture value, soil quality)	The natural England map indicates the agricultural classification of land based on which loss of significant amount of grade I scares the lowest whilst brownfield development scores the highest.
	f	Water quality, Demand on Water Supply (potable and irrigation)	Every new development increases demand on water which is a scarce resource. The size of the site is the main factor determining this demand (large site requires more water). Also the presence of existing activity on site already using water indicates that the additional amount of water is less significant.
	g	Usability of existing building stock (age, quality of building)	A site with buildings that need to be demolished that requires the disposal of the materials scores lowest, whilst a site with existing buildings that can be retained and reused scores the highest. If there are no buildings on site there will be a neutral impact.
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The plot size is crucial to achieve critical mass to deliver efficient heating and cooling systems. Another factor of influence is proximity to sites that can be joined to combine the heating and cooling system and increase efficiency.
2			
Balanced Community	a	Promoting community networks and interaction	Location of the site in regard to existing community (integrated or isolated site), connectivity with the surrounding area, potential of the site to improve connections and link other parts of community and the potential of the site to provide (or take away) additional community facilities that can promote community interaction (allotments, community buildings, play areas, education facilities etc)
	b	Promoting local economy	Ability of the site to provide activities that directly or indirectly promote other local economic activities. For instance, a new office block can trigger demand for fast food activities. A large site with wider choices of employment uses with good access has more potential to promote local economy.
	c	Safeguard the countryside from encroachment	Greenfield development is an encroachment to countryside.
	d	Current image and reputation	Perception of image of the area (perception of safety, crime history, value of surrounding properties, quality of landscape etc) is important in influencing decisions of business to locate there.
	e	Prevent neighbouring Town mergers	Development along urban edges primarily on greenfield towards nearby urban centres sets a precedent of Town mergers
	f	Potential for affordable accommodation	The size of the site indicates the potential to provide affordable units without much effect on viability. Other factors such as the location of the site and the surrounding space rental levels have an impact on this assessment
	g	Contribution to regeneration of surrounding context	If the development of the site can have an influence to regeneration of nearby land and improve development prospect for other sites due to access, improvement of quality of environment or attracting businesses than this component will score high. Low points for sites that are in total isolation from the urban environment.
	h	Availability of and impact on existing infrastructure	A site already served by proper infrastructure and good road access scores maximum. If there is no infrastructure on site and no road access the score is the lowest

Criteria		Sub-Criteria	Notes
3			
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Nature outlook, green space, woodlands, water areas and pleasant environment scores high
	b	Impact on surrounding Landscape and Townscape	The potential for the new development to affect positively or negatively existing landscape features (trees, green space water areas etc)
	c	Noise & Light pollution (current condition and future impact).	Noise and light pollution from road traffic, industrial activities, flight paths etc from current site activities and the likelihood impact from the new development
	d	Quality of Air (current condition and future impact).	Current air quality (proximity to main roads, industrial odours and chemical substances) and potential impact from new development
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	Flight path, Electromagnetic fields, railways and other neighbourhood safety issues (crime, theft)
	f	Potential for mixed use	The composition of land uses in the immediate context is essential to judge the potential for land use (the more uses around the more potential to mix different uses and protect the context). Also the size of the site allows for more (large) or less (small) flexibility in mixing uses. Capacity to provide mix of uses is essential for sustainable development.
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	The composition of the surrounding area is important to determine the type and length of operation on site. If adjacent to residential properties or a care home compound the site will me highly sensitive of any employment uses that require a lot of parking, is noisy or has activity around the clock. In this case the site will score lowest.
	h	Cultural Heritage - historic setting, trends and character	In the wider context the site should address the historical development of the town and check compliance with any significant historical trends of growth. In local aspect the presence of listed buildings on site or adjacent and impact from conservation area can affect the development potential of the site and limit its employment use.
4			
Accessibility (Transport and Movem >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	There is a clear point value for each distance range provided. This is based on walkable communities distances.
	b	Access to Bus service	
	c	Connectivity / Workforce catchment	
	d	Access to Cycle Network and public footpaths	
	e	Proximity to existing services and amenities	
	f	Proximity to Town centre	
	g	Proximity to sea and Air Freight	
	h	Road access and impact on local traffic	
5			
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Contextual density is a clear indicator of potential density on site to determine the commercial value of the development. The higher density and scale surrounding the site the more value can be achieved and higher the score for this sub-criteria.
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	How desirable is this location for potential users
	c	Potential for high value uses	A large site with good road access and prominent location to attract significant footfall and clientele has more potential for high value uses than a small site lacking road access and hidden from the prime public realm.
	d	Level of potential contribution to infrastructure (S106, Highways, CIL) and cost of Internal Infrastructure	Need for new infrastructure to remedy potential impact on existing infrastructure such as road connections, high improvements, flood risk measures etc increase the S106 premium and therefore effect negatively on the viability of the scheme.
	e	Potential Land Ownership & Construction issues	Public or private land and the likelihood for single or multiple ownership has major impact on the development process.
	f	Potential for local employment (critical mass / size of development)	Size of development and the potential use of the site determine the assessment of this factor.
	g	Potential remediation cost	Contamination issues, flood measures
	h	Dependance on other developments or infrastructure projects	The adjacent community or sites may have impact on the site development such as access issues, planning objections, appropriateness of activity etc.

5.1 Eastry Hospital

Eastry is a small village about 3 miles to the southwest of Sandwich. Eastry Hospital, formerly known as the workhouse, was under the management of NHS and Social care partnership Trust and is currently closed. The site is located towards the southern fringes of the village with access along Mill Lane.

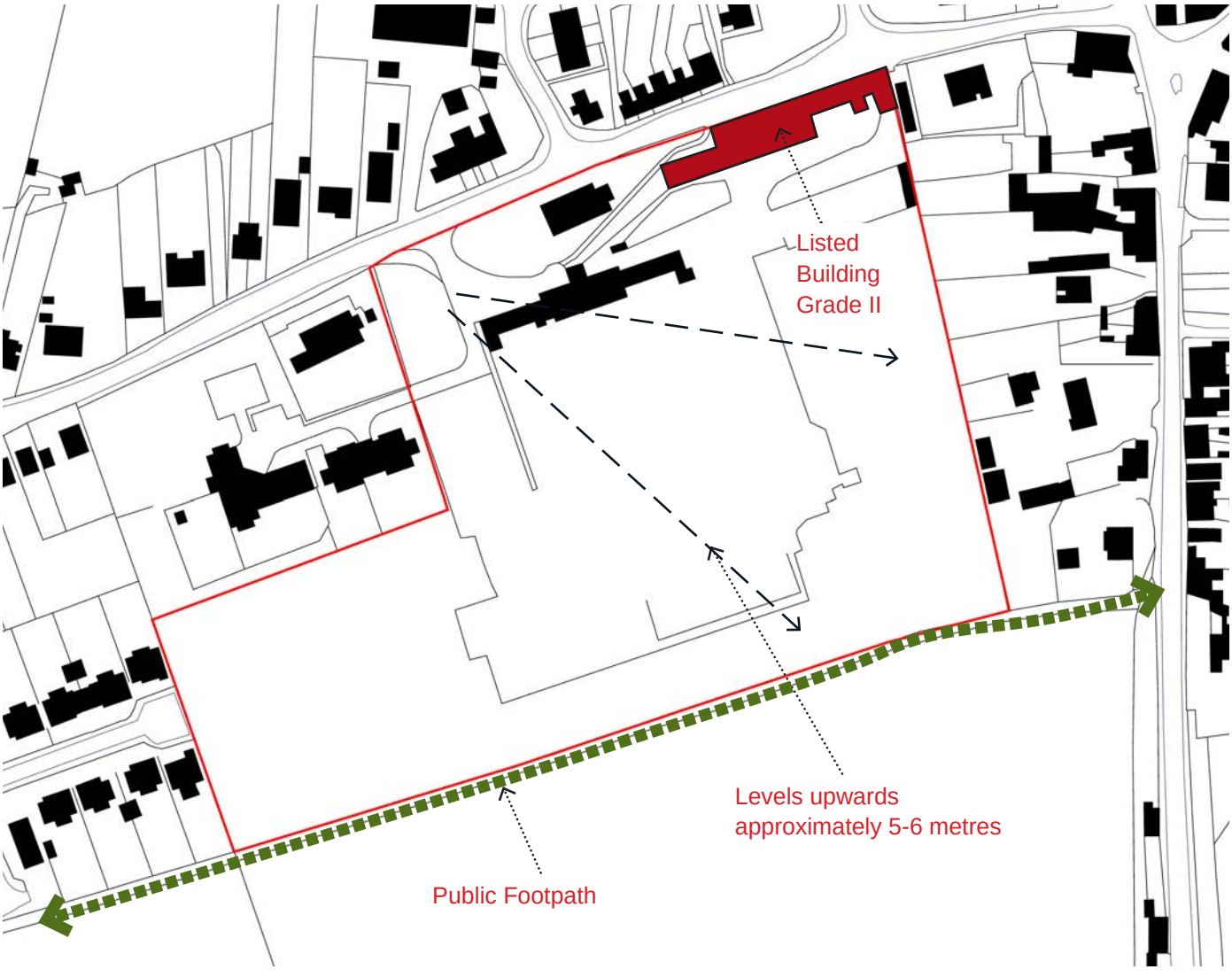
Policy AS11 promotes the re-use of Eastry Hospital for a mixed use scheme including B1 employment, institutional, community and residential uses.



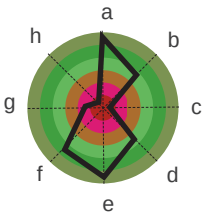
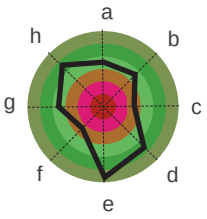
Location Plan

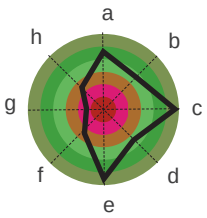
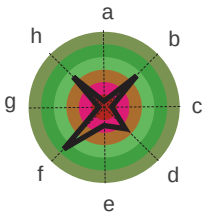
Size	3.2 ha
Current use	Employment
Land Status	Vacant with derelict buildings

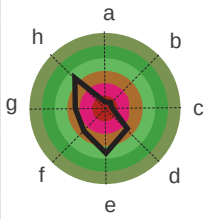
Aerial Photo

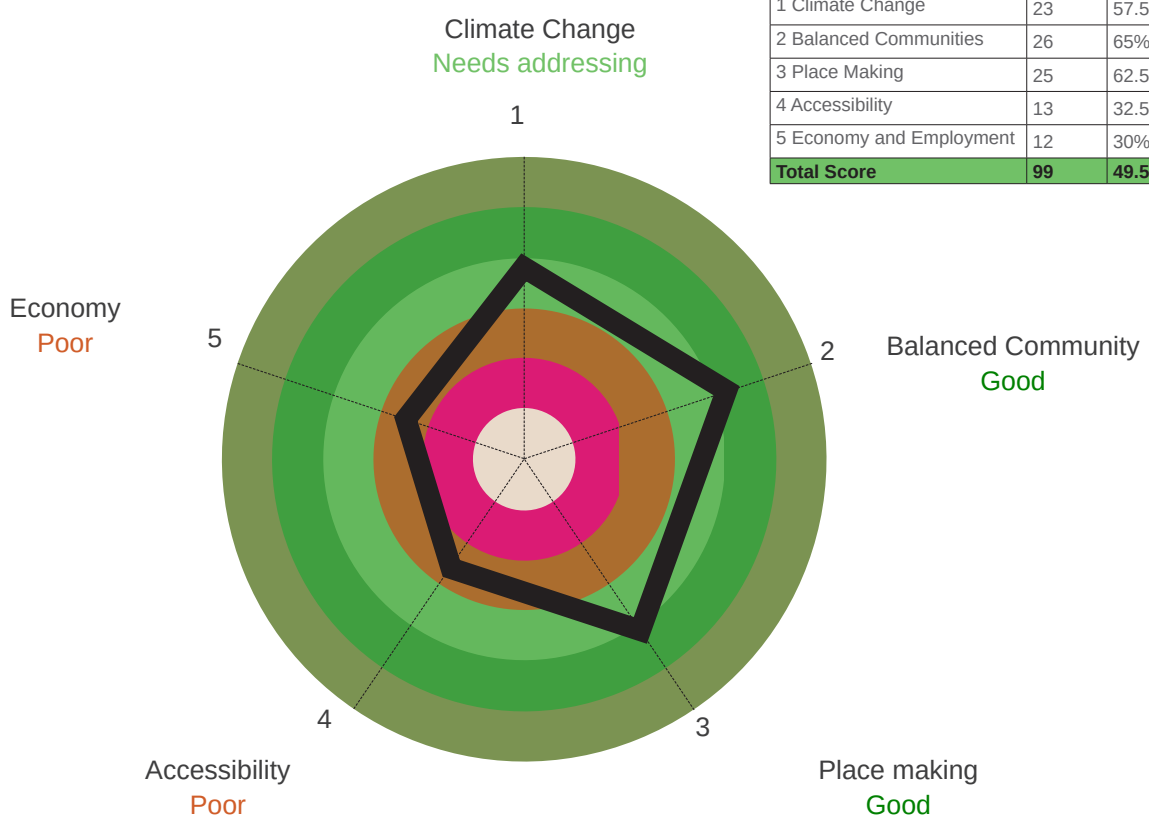

Listed
Building
Grade II
Levels upwards
approximately 5-6 metres
Public Footpath
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					23/40	57.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 outside of flood risk area		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site is relatively small but stretching from west to east, which allows for south facing building orientations and open views towards the south.		3	
	c	Proximity to existing waste treatment facility.	No waste treatment facility is in close proximity to the site.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	The site is predominantly built up although there is significant green land as part of the hospital green area. The redevelopment of the site has the potential to improve ecology, particularly considering the proximity to green fields to the south.		3	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may retain or at best reduce the current demand in water considering the water usage rates for medical uses.		4	
	g	Usability of existing building stock (age, quality of building)	There are a few buildings on site that may be retained (subject to conditions)including a grade II listed.		3	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The plot size is relatively small to allow for efficient heating or cooling systems on site.		0	
2					26/40	65%
Balanced Community	a	Promoting community networks and interaction	The site is surrounded primarily by residential properties. Its potential development for employment uses could create appropriate mix of uses to promote a better community integration.		3	
	b	Promoting local economy	Provision of employment uses in close proximity to the village centre and in easy reach to the local residents is a good indicator to promote local economy.		3	
	c	Safeguard the countryside from encroachment	The site is partly a brownfield development and partly green open space.		2	
	d	Current image and reputation	The site visit observations indicate that the location can be perceived as a positive environment safe and it is within a pleasant natural environment. Therefore, this site would be a desirable location for prospective users.		4	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	The site is located relatively central to Eastry, which may be a factor of increased development cost, which may reduce opportunity for affordable provision.		2	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to have a significant impact in the regeneration of the area in transforming the current almost derelict area into a high quality development.		3	
	h	Availability of and impact on existing infrastructure	The site is currently served by infrastructure services (Water, power supply, drainage and road access) that may be sufficient for the potential redevelopment.		4	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					25/40	62.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded by good quality landscape including both the open fields to the south and residential properties around it.		4	
	b	Impact on surrounding Landscape and Townscape	The development of the site has potential to protect and improve the surrounding landscape by providing access to green area to the south and improve connections of the town centre with the green.		3	
	c	Noise & Light pollution (current condition and future impact).	The site is located in a very quiet location.		5	
	d	Quality of Air (current condition and future impact).	Currently the site benefits from high air quality. It is important that the proposed employment uses have minimal impact on air quality in regard to both operational uses and traffic levels.		3	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues		5	
	f	Potential for mixed use	There is limited scope for mixed use considering the residential context around the site.		2	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Due to the residential context around the site, any future development may be limited to certain operations that do not have significant impact to the surrounding area. Therefore, limited parking needs and normal working hours may be required for the development.		1	
	h	Cultural Heritage - historic setting, trends and character	Eastry Hospital is a Grade II Listed building, which may have an impact on the potential redevelopment of the site.		2	
4					13/40	32.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	There is no train station in Eastry. The nearest station is in Sandwich, which is approximately 2.1 miles (3.5 km) away.		0	
	b	Access to Bus service	The nearest bus stop to the site is on Mill Lane adjacent to the northern boundary. Bus 14, 14A (Deal to Canterbury City centre) is a one every hour service route. Route 87,88 from Dover to Ramsgate is also available from the high street in about 0.12 miles (200 metres) from the current site entrance.		3	
	c	Connectivity / Workforce catchment	The site is limited to mostly the local Eastry community in terms of immediate catchment area for workforce. Lack of train services in close proximity is a significant constraint by making the site primarily accessible by car.		0	
	d	Access to Cycle Network and public footpaths	The site has direct access to existing public footpaths along the southern boundary. There are no established off-road cycle routes in the area.		2	
	e	Proximity to existing services and amenities	There are few services and amenities on site and around it although the high Street is in close proximity - 0.12 to 0.24 miles (200 to 400 metres).		1	
	f	Proximity to Town centre	The site's entrance is approximately 0.12 to 0.24 miles (200 to 400 metres) from the Town centre.		4	
	g	Proximity to sea and Air Freight	Relatively far from Dover and Ramsgate ports as well as Kent International Airport and Folkestone Channel Tunnel.		0	
	h	Road access and impact on local traffic	There is existing access to Mill Lane that can potentially serve for the site development. The increased traffic due to potential development may be insignificant provided they are compatible with a the residential location.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					12/40	30%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Low density residential development surrounding the site.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location but very poorly connected to the local and regional market.		0	
	c	Potential for high value uses	Very limited potential for high value uses due to sensitive context around the site and potential access issues		0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the existing infrastructure available on site. Conversion of the existing listed building requires that the reminder of the site is developed in a sympathetic style, which may incur additional cost.		2	
	e	Potential Land Ownership & Construction issues	There are no known land ownership issues and any potential construction issues.		3	
	f	Potential for local employment (critical mass / size of development)	The site is sufficient to supply the employment market in town but has limited capacity to provide beyond the Eastry catchment area		2	
	g	Potential remediation cost	Contamination issues are to be investigated due to hospital use		2	
	h	Dependance on other developments or infrastructure projects	The site is relatively independent of other development around due to location at urban edge. The adjacent residential community may be a factor to determine the type of employment activities to be located.		3	



Criteria	Assessment		
1 Climate Change	23	57.5%	
2 Balanced Communities	26	65%	
3 Place Making	25	62.5%	
4 Accessibility	13	32.5%	
5 Economy and Employment	12	30%	
Total Score	**99**	**49.5%**	

5.1.1 Conclusions and recommendations

Eastry Hospital site is located in a very central location in the village surrounded by a good quality environment and access to green fields. Being close to existing residential community provides workforce and promotes cycle/walk to work which is essential for good placemaking and balanced communities.

However these very factors limit the employment capacity of the site by restricting certain uses that may affect the quality of life of the surrounding community.

In addition, the site is particularly isolated from the wider economic area and the regional network. As a result the site will only be appropriate for car depended employment uses. This affects sustainability and restricts even further the amount of employment uses that can be provided on site. The economic criteria have scored particularly low as a result of the above mentioned limitations of the site.

Therefore the redevelopment of this site requires a very particular use that can fit with the distinctively residential surroundings and can in the meantime generate enough economic value to make the development viable. Alternative uses for this site may have greater sustainability prospects.

5.2 Sandwich Industrial Estate

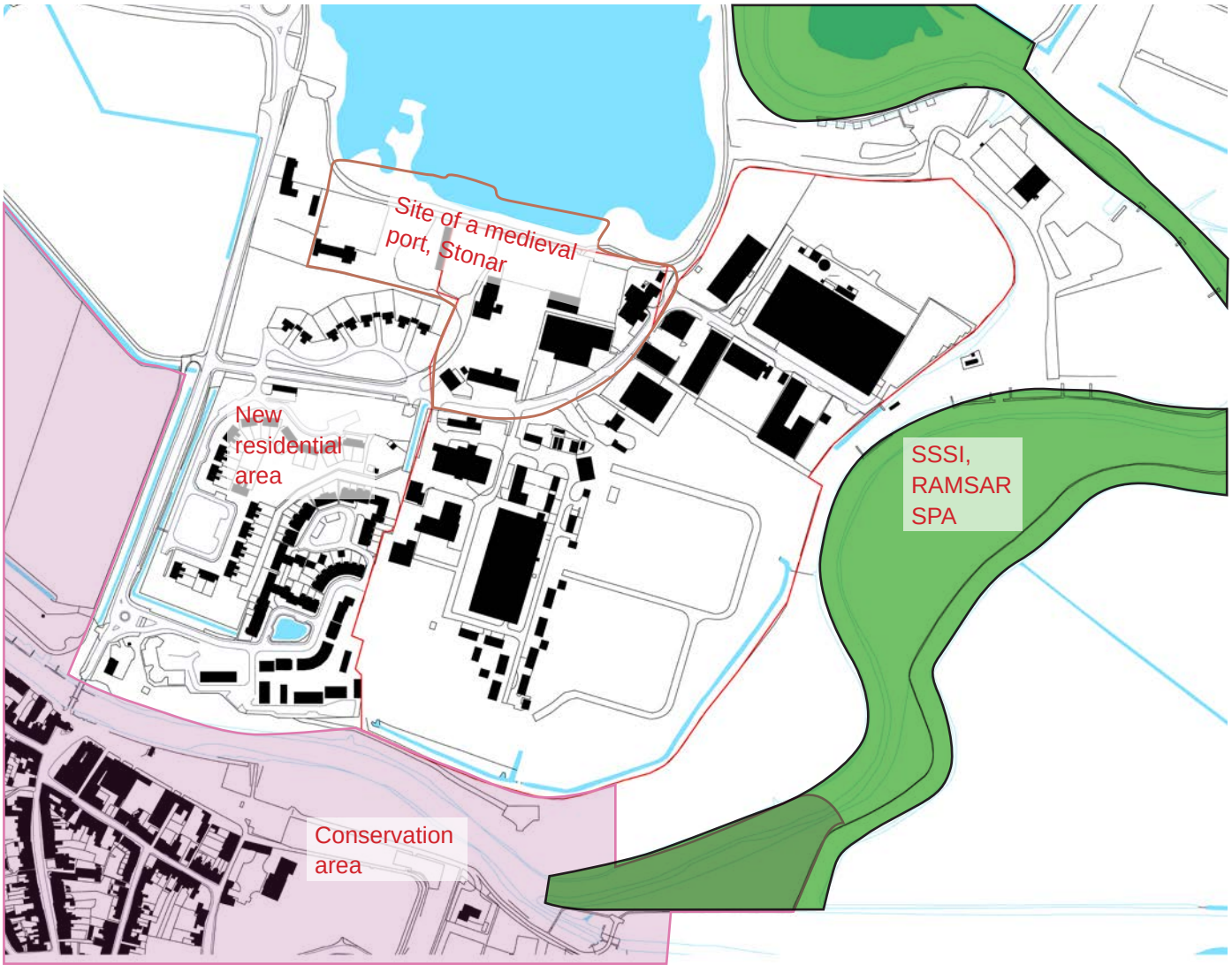
Sandwich Industrial Estate is located to the northeast of Sandwich Town. The site is allocated for a mixed use redevelopment to include; B1/B2/B8 employment uses, a hotel, residential development, a coach and car park, and small-scale leisure use in association with non-powered water sports at Stonar Lake. The indicative site boundary excludes the currently developed housing area to the west.

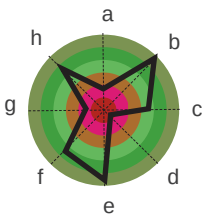
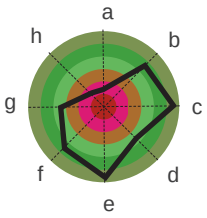
The site is currently used partly for industrial operations whilst there is vacant land to accommodate future uses. The site is entirely in flood zone 3 with River Stour flowing adjacent to eastern boundary.

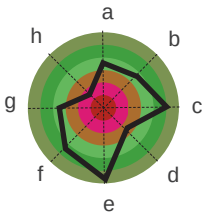
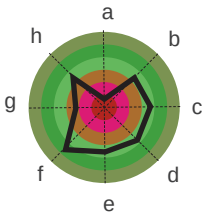
Location Plan

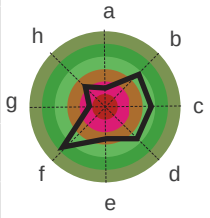
Size	18.3 ha
Current use	B1
Land Status	Industrial and partly vacant

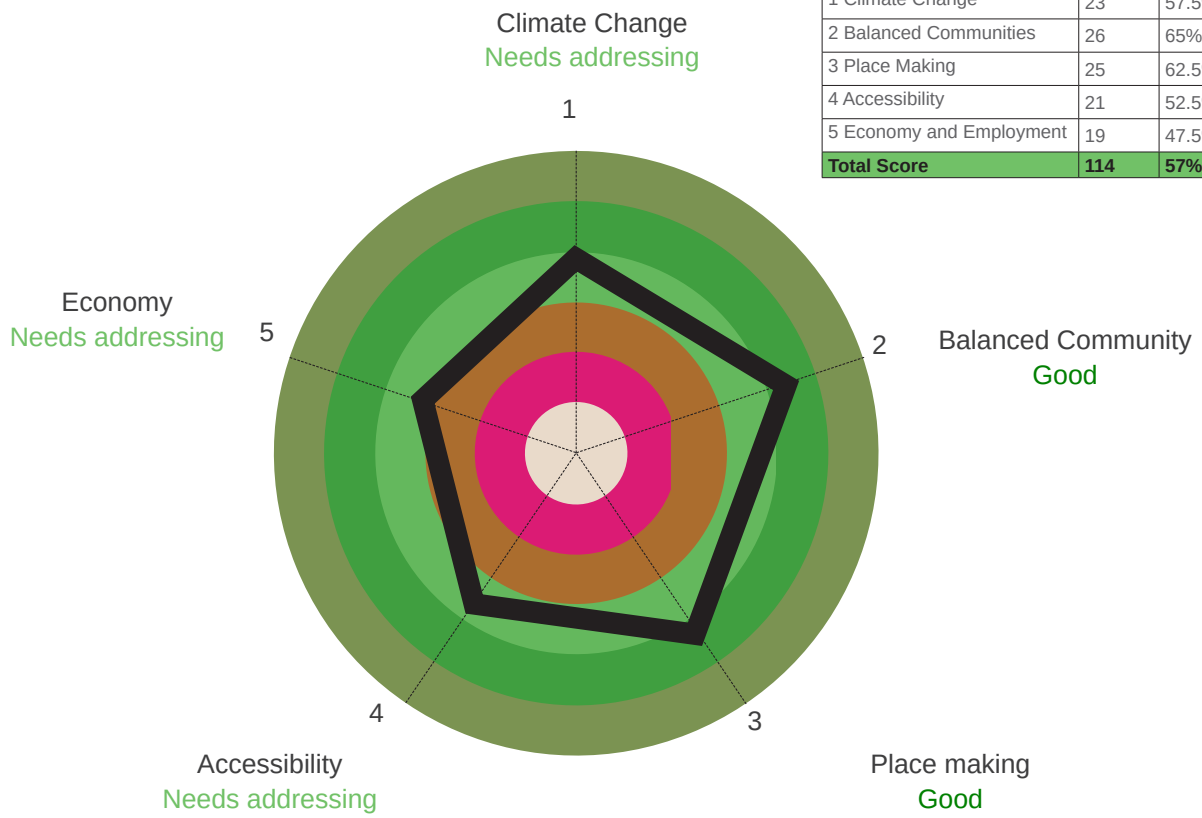
Aerial Photo


Site of a medieval port, Stonar
New residential area
SSSI, RAMSAR SPA
Conservation area
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					23/40	57.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 3 High probability of flooding. Flood mitigation measures have been put in place on part of the site.		1	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site has significant size to allow for optimal orientation of buildings and maximise Wind and Solar potential. The coastal location of the site is an advantage to maximise wind potential. In addition the site benefits from potential heat transfer from the adjacent lake to the north.		5	
	c	Proximity to existing waste treatment facility.	TW Waste Management Facility is to the north although in some distance to be effectively used by the site for generating energy.		3	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Current ecology on site is very poor due to industrial uses and potential for land contamination. Therefore the regeneration of the site has the opportunity to improve the ecology. The surrounding context is ecologically well developed and as most of the eastern boundary is a protected zone and a Site of Specific Scientific Interest. This will limit the potential development of the site to address the local ecology.		0	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may retain (or at best reduce) the current demand in water. Natural water sources close to the site improve potential for sustainable water usage.		4	
	g	Usability of existing building stock (age, quality of building)	Existing buildings are currently industrial sheds of low quality materials and structural value. Significant demolition work and material removals may be required.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The large size of the site gives potential for the inclusion of a combined and centralised heat and power system. Proximity to residential area is an opportunity for efficient complimentary energy generation and use systems.		4	
2					26/40	65%
Balanced Community	a	Promoting community networks and interaction	New residential has already taken place to the west along Ramsgate Road. However, the site is relatively isolated from the Town centre and the wider community mainly due to physical obstacles such as the river, the lake, open fields to the west and green fields to the east.		1	
	b	Promoting local economy	Depending on type of employment uses, the size of the site creates a critical mass that can enhance the local economy by providing high quality employment including potential community facilities.		4	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	Positive image due to the quality of surrounding environment including residential area and natural features.		3	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	The relative distance from the town centre and its remote location is an opportunity to provide affordable units of good quality. The large size of the plot is also a factor to improve the potential for affordable units.		4	
	g	Contribution to regeneration of surrounding context	Redevelopment of the site needs to be integrated with the new residential development that has taken place to the west and provide conditions for an upgrade of this area just north of the town centre.		3	
	h	Availability of and impact on existing infrastructure	The site is currently served by infrastructure services and new infrastructure is provided as part of the residential development to the west. However, the intensification of development including vacant land may require additional improvements on infrastructure to increase capacity for a larger site.		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					25/40	62.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The river bank presents a pleasant landscape outlook whilst the new residential site to the west has improved landscape features around the site.		3	
	b	Impact on surrounding Landscape and Townscape	The development of the site has potential to improve the surrounding landscape by providing better quality public realm and replacing the industrial sites with higher quality buildings. This will though depend on the type of employment uses placed on site.		3	
	c	Noise & Light pollution (current condition and future impact).	Potential noise pollution from Works area to the north may affect the site but in general not affected by noise pollution.		4	
	d	Quality of Air (current condition and future impact).	Potential odour pollution from Works area to the north may affect the site		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues (flood risk issues are considered separately in 1a)		5	
	f	Potential for mixed use	It is unlikely to provide significant residential uses on site although other uses such as leisure and hotel could be complementary to both business and residential demands providing there is no town centre site to accommodate these uses.		4	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	The physical isolation from the existing residential community helps to reduce its potential impact. However, there are currently residential uses adjacent to the western site boundary so an appropriate distribution of employment uses on site is required.		3	
	h	Cultural Heritage - historic setting, trends and character	There is a site of archeological interest encroaching the site boundary to the northwest that may affect the potential development of the site. Consideration should also be given the southern boundary abutting the conservation area.		1	
4					21/40	52.5%
Accessibility (Transport and Movement) <200m (for a standard frequency of about every 10-15 minutes during the day) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m	a	Proximity to Train Station and access to regional network (speed, frequency)	The site access point on Ramsgate Road is about 0.8 miles (1250 metres) away from the Train Station.		0	
	b	Access to Bus service	The nearest bus stop on Ramsgate Road is approximately 0.12 miles (200 metres) away from the site entrance and approximately 0.43 miles (700 metres) from the furthest point on site. Route 87,88 is an hourly service from Dover to Ramsgate		3	
	c	Connectivity / Workforce catchment	The river is a significant barrier to connectivity with the adjacent community although distance from Sandwich Town is favourable.		3	
	d	Access to Cycle Network and public footpaths	Although there are no dedicated cycle routes, access to cycle network and public footpaths is good due to proximity to Sandwich town centre.		3	
	e	Proximity to existing services and amenities	Proximity to Sandwich provides access to retail and community facilities.		3	
	f	Proximity to Town centre	The site's entrance is approximately 0.12 miles (200 metres) from the northern end of the town centre.		4	
	g	Proximity to sea and Air Freight	The site is about 6.2 miles (10 Km) from Ramsgate port and Kent International Airport.		2	
	h	Road access and impact on local traffic	Ramsgate Road provides access to the site, which is shared with the residential community to the west and Stonar gardens. Increase of traffic due to redevelopment of the site may require improvements to junction at Ramsgate Road.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					19/40	47.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Low residential to the south and east (new development) and sensitive ecological environment to the east and south		1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location in good distance from the town although slightly unconnected.		3	
	c	Potential for high value uses	Possibly mainly due to proximity to the town centre.		3	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the existing infrastructure available on site		3	
	e	Potential Land Ownership & Construction issues	Ownership issues to be confirmed. Protection against flooding may become an issue of construction		2	
	f	Potential for local employment (critical mass / size of development)	The site has the potential to create opportunities for local employments due to the relatively large size and proximity to town		4	
	g	Potential remediation cost	Flood protection measures may be costly. SUDS and permeable development are required.		1	
	h	Dependance on other developments or infrastructure projects	New residential community to the east may object to the development of the site due to additional traffic levels		2	



Criteria	Assessment		
1 Climate Change	23	57.5%	
2 Balanced Communities	26	65%	
3 Place Making	25	62.5%	
4 Accessibility	21	52.5%	
5 Economy and Employment	19	47.5%	
Total Score	**114**	**57%**	

5.2.1 Conclusions and recommendations

The site is located within a zone of high risk of flooding and surrounded by areas of ecological interest to the east, conservation area to the south and archeological area to the north. This affects slightly its performance against climate change, placemaking and economy.

Measures against flood risk may have a significant impact on the viability as well as potential land contamination and infrastructure improvements.

Accessibility is an issue affecting the site's sustainability despite being in close proximity to the town. Distance from the Station and to some extent the town centre and other social and commercial services will increase car dependance and reduces the potential of the site for sustainable transport. Significant improvements will be required to improve connectivity across the river and access to existing and proposed footpaths and cycle ways.

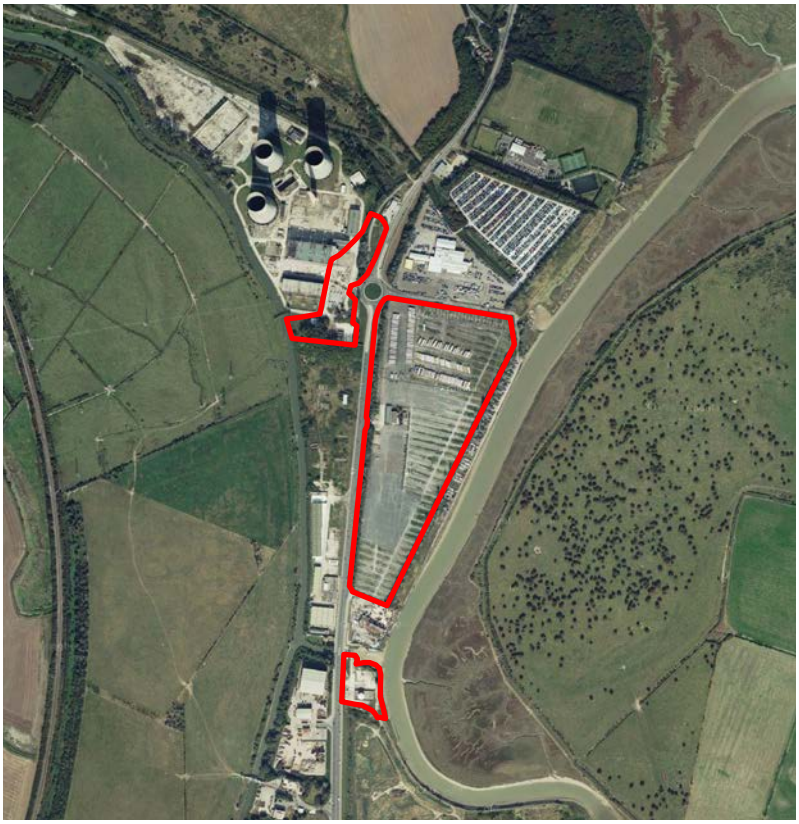
The SALD performance of the site indicates that most appropriate employment uses are predominantly B8 requiring larger footprint buildings.

5.3 Ramsgate Road

Site formerly occupied by the The Port Richborough is currently used as a storage facility for containers and car industry. The site is surrounded by heavy industry such as the Richborough Power Station to the northwest, car industry related sites to the north and North Stonar Works site to the south.

Location Plan

Size	15.5 ha
Current use	B2/B8
Land Status	Industrial use

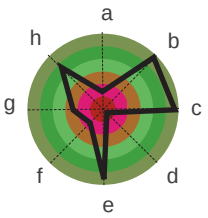
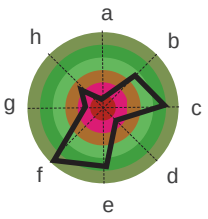


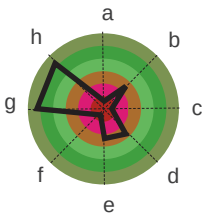
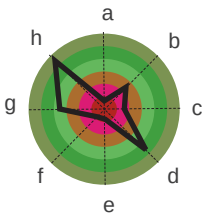
Aerial Photo

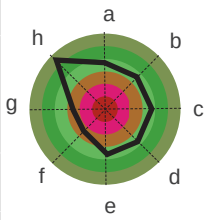


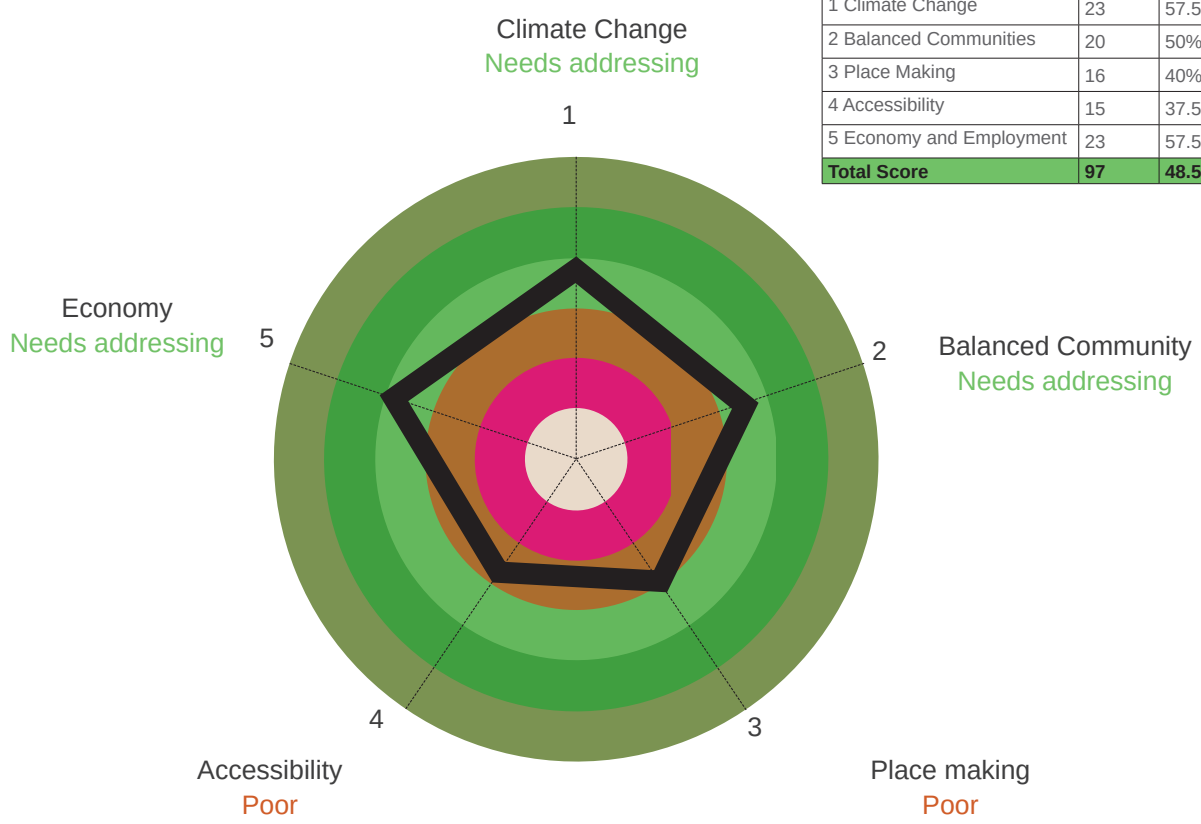



0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					23/40	57.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Partly on Zone 2 surrounded by Zone 3		1	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site is significantly large to allow for optimal orientation of buildings and maximise Wind and Solar potential. The coastal location of the site is an advantage to maximise wind potential.		5	
	c	Proximity to existing waste treatment facility.	The site is located just east of the existing Commercial Waste Processing & Recycling Centre and in very close proximity to allocated site with potential for waste for energy		5	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Current ecology is very poor due to industrial use on site with potential for land contamination. The entire eastern boundary abuts an ecologically sensitive area designated as Site of Special Scientific Interest, RAMSAR zone (wetlands of international importance designated under the Ramsar Convention), special area of conservation and Special Protection Area.		0	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may increase demand of water supply in the area despite access to natural water sources.		1	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained or demolished		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The large size of the site means there is a potential for the inclusion of a combined and centralised heat and power system. Proximity to other industrial uses is an opportunity for efficient combined energy generation and use systems.		4	
2					20/40	50%
Balanced Community	a	Promoting community networks and interaction	The remote location of the site means little scope to promote community networks and interaction.		0	
	b	Promoting local economy	Depending on type of employment uses, the size of the site creates a critical mass that can enhance the local economy by providing high quality employment accommodation. Road access and low land value may be attractive for out of town industrial activity.		3	
	c	Safeguard the countryside from encroachment	Brownfield development		4	
	d	Current image and reputation	The site is dominated by large industrial uses away from the urban area although there is ecological activity and positive landscape outlook.		1	
	e	Prevent neighbouring Town mergers	Site development may have some impact on town mergers due to the location of the site.		4	
	f	Potential for affordable accommodation	The relative distance from the town centre and its remote location is an opportunity to provide affordable units of good quality. The large size of the plot is also a factor to improve the potential for affordable units.		5	
	g	Contribution to regeneration of surrounding context	Considering the lack of development around the site, the regeneration impact of the site will be minimal unless further development of the greenfield areas around it are to be promoted.		1	
	h	Availability of and impact on existing infrastructure	Road access is available on site whilst the availability of other existing infrastructure is to be investigated. It is likely the site will require significant investment in infrastructure to accommodate new employment uses.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					16/40	40%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Quality of existing landscape is poor		0	
	b	Impact on surrounding Landscape and Townscape	The development of the site has potential to improve the surrounding landscape by providing better quality pubic realm. This will though depend on the type of employment uses placed on site. Considering the site's location, it is likely the site will be occupied by large footprint buildings with high parking requirements , which may undermine the quality of the surrounding landscape.		2	
	c	Noise & Light pollution (current condition and future impact).	Potential noise pollution from surrounding industrial uses.		0	
	d	Quality of Air (current condition and future impact).	Potential odour pollution from Works area to the south may affect the site. Potential pollution from main road traffic		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	The remote location of the site away from human activity and close to intensive industrial activity may be a factor of perceived insecurity for prospective employees on site (flood risk issues are considered separately in 1a)		2	
	f	Potential for mixed use	There is limited opportunity for mix of uses other than employment. The site is far from Sandwich and Ramsgate to encourage any other alternative uses on site.		0	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Very limited impact		5	
	h	Cultural Heritage - historic setting, trends and character	There is no indication to our knowledge of any historical heritage to be protected on site or any adjacent historical locations to be aware of.		5	
4					15/40	37.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is not in reach of any train station		0	
	b	Access to Bus service	The nearest bus service is on Ramsgate Road route 87,88 is a hourly service from Dover to Ramsgate. The nearest bus stop is north of the roundabout opposite the Power Station.		2	
	c	Connectivity / Workforce catchment	Limited access to workforce from Sandwich and Ramsgate.		1	
	d	Access to Cycle Network and public footpaths	The Sandwich Cycle Route along Ramsgate Road provides access to the local cycle network.		4	
	e	Proximity to existing services and amenities	There are no services and amenities on site and around it. Any required services have to be provided on site.		0	
	f	Proximity to Town centre	The site is about 1.8 miles (3 kilometres) from Sandwich, the nearest town.		0	
	g	Proximity to sea and Air Freight	The site is approximately 5 miles (8 km) from Ramsgate Port and Kent International Airport. Its historical use as a port indicates that sea access is favourable.		3	
	h	Road access and impact on local traffic	Ramsgate Road provides access to the site. The development of the site is unlikely to have significant impact on local traffic.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					23/40	57.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Site is surrounded by industrial uses of predominantly low density and sites of ecological protection which have impact on the site's development massing and density.	●	3	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Location may be a factor to limit the employment uses on site to mainly industrial operations requiring large area and potential large footprint buildings.	●	3	
	c	Potential for high value uses	The site may be of interest to specialised industries that require large plots at affordable cost away from existing communities.	●	3	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the existing infrastructure available on site	●	3	
	e	Potential Land Ownership & Construction issues	Ownership issues to be confirmed. No potential construction issues anticipated	●	3	
	f	Potential for local employment (critical mass / size of development)	The site has the potential to create opportunities for local employment due to the relatively large size. However the remote location limits the opportunities of the site.	●	2	
	g	Potential remediation cost	Flood protection measures may be costly. SUDS system may be required to reduce the risk of flooding.	●	2	
	h	Dependance on other developments or infrastructure projects	This site development seems independent of any other developments around.	●	5	



Criteria	Assessment		
1 Climate Change	23	57.5%	
2 Balanced Communities	20	50%	
3 Place Making	16	40%	
4 Accessibility	15	37.5%	
5 Economy and Employment	23	57.5%	
Total Score	**97**	**48.5%**	

5.3.1 Conclusions and recommendations

The site location is the main factor for reducing its sustainability performance. Risk of flooding, the poor quality of the surrounding social context and potential impact on the very sensitive ecological context reduce the likelihood of high quality employment being located on site.

Nevertheless, the site provides large plots at affordable cost for specific B8 employment uses that require these conditions. This will also benefit from very good access to the road network.

The site may be suitable for industrial activity that can not be located near residential areas. However, proximity to the ecological protection area may limit the number of suitable activities on site.

5.4 Old Park Barracks

Situated at the end of the existing industrial area the undeveloped part of Old Park Barracks consist of a green field surrounded by woodlands and Old Park Hill to the south. This provides a good screening of the site from the existing residential area to the south and east.

North access to Menzies Road is the only access point, which provides links with the road network.

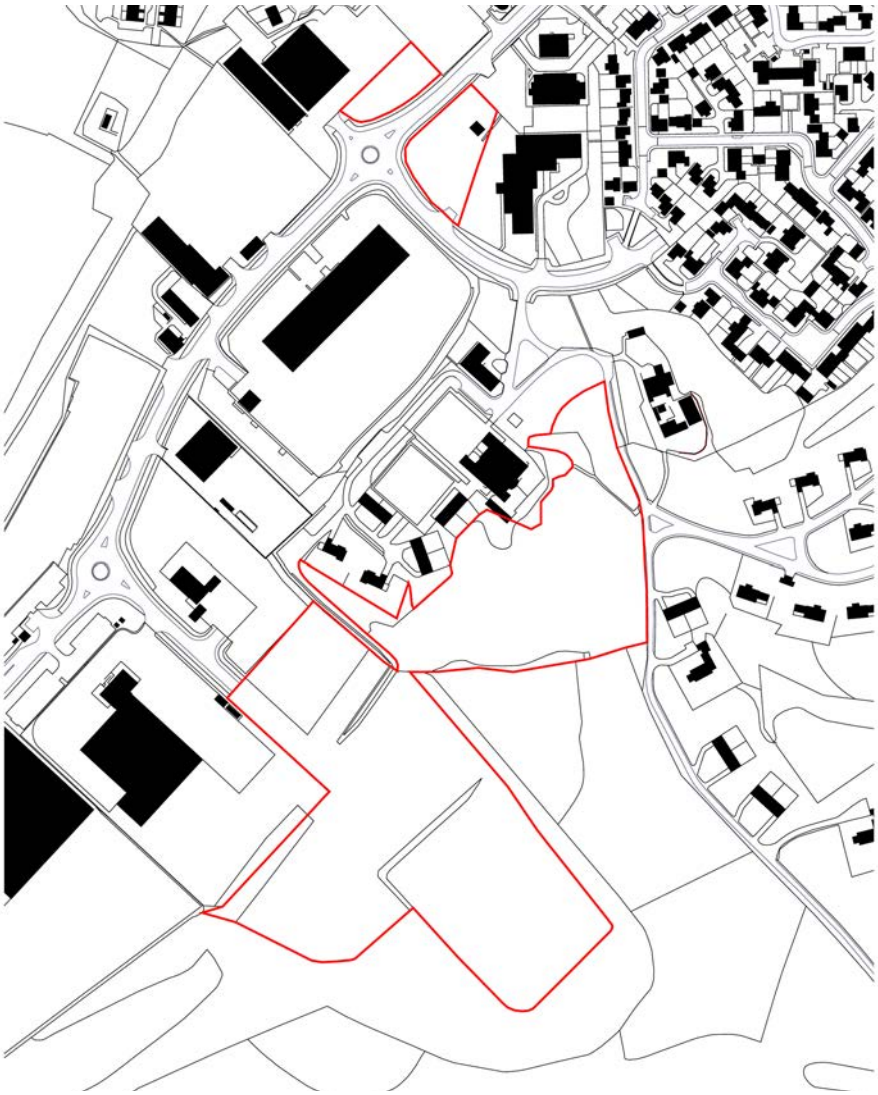
Location Plan

Size	5.75 ha
Current use	B2/B8
Land Status	Vacant

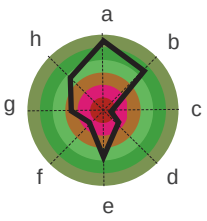
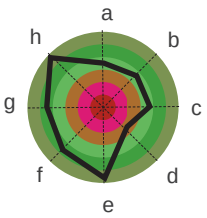
Aerial Photo

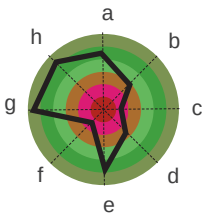
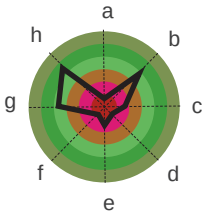


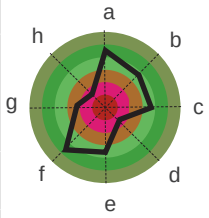


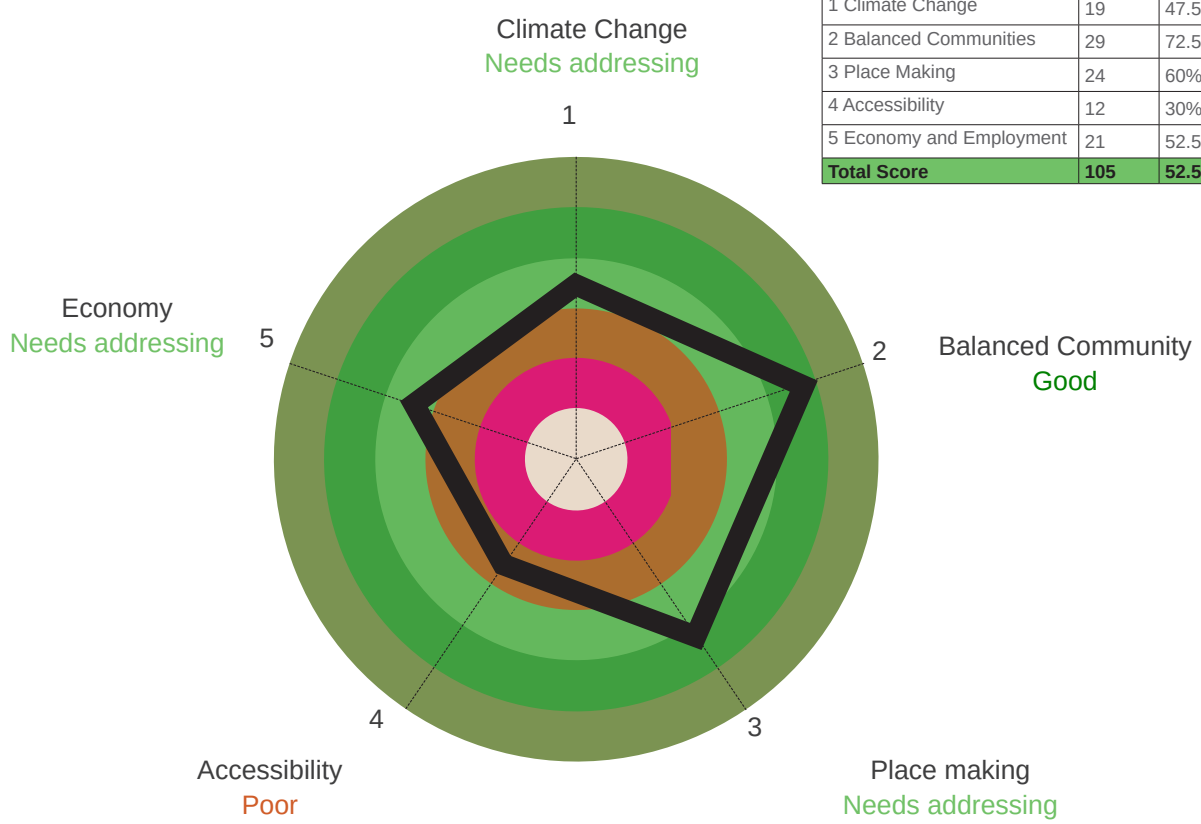
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					19/40	47.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Outside flood risk		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site has significant size to allow for optimal orientation of buildings and maximise Wind and Solar potential. The higher altitude location of the site is an advantage to maximise wind potential although mature trees surrounding the site may create some overshadowing and reduce solar potential		4	
	c	Proximity to existing waste treatment facility.	There is no waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Ecology on and around the site is very positive. The site is surrounded by woodlands with a potentially established flora and fauna. The potential development of the site for employment uses will require the removal of a significant amount of trees and have impact on existing ecosystems.		1	
	e	Land & Soil (agriculture value, soil quality)	Currently not agriculture land but green field with potential good quality soil.		3	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase demand of water supply in the area.		1	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained or demolished		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The large size of the site is a potential for the inclusion of a combined and centralised heat and power system. Proximity to other industrial uses is an opportunity for efficient combined energy generation and use systems.		3	
2					29/40	72.5%
Balanced Community	a	Promoting community networks and interaction	The site has good potential to contribute in the integration of existing surrounding residential and nonresidential communities and the integration of natural features into these communities.		3	
	b	Promoting local economy	Depending on type of employment uses, the size of the site creates a critical mass that can provide high quality employment accommodation.		3	
	c	Safeguard the countryside from encroachment	Although a brownfield development, the site is currently undeveloped green space.		3	
	d	Current image and reputation	The nature of industrial buildings preceding the entrance on the site affects its image despite the outstanding green outlook surrounding most of the boundary.		2	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	The considerable distance from Dover town centre is an opportunity to provide affordable units of good quality. The large size of the plot is also a factor to make provision of affordable units financially viable.		4	
	g	Contribution to regeneration of surrounding context	Good regeneration potential considering its location between existing residential, industrial and natural open space		4	
	h	Availability of and impact on existing infrastructure	Road access and other infrastructure components are available to support the site's development.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					24/40	60%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Contrasting outlook with the northern aspect dominated by industrial sheds and car parking areas whilst southern aspect looking to the woodlands and green open space.		4	
	b	Impact on surrounding Landscape and Townscape	The prospective employment development of the site will result in net reduction of green space although by careful design it should be possible to integrate the development to reduce all landscape impact.		2	
	c	Noise & Light pollution (current condition and future impact).	Potential noise pollution from surrounding industrial uses to the north.		1	
	d	Quality of Air (current condition and future impact).	Potential air pollution from industrial operations to the north but due to green screening to the south overall good air quality.		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues although most of the site boundary is open to the surrounding woodland so security issues are to be addressed.		4	
	f	Potential for mixed use	There is limited scope for mix of uses on site. Offices benefiting from views of the surrounding landscape may be appropriate.		1	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	There is very little potential for impact on existing residential properties to the east along Old Park Hill. Existing mature trees and vegetations act as a barrier to potential air and noise pollution.		5	
	h	Cultural Heritage - historic setting, trends and character	There is no records to our knowledge of any significant historical features on site or around the site.		5	
4					12/40	30%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400m 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	No access to a Train Station in walking range.		0	
	b	Access to Bus service	The business park is currently served by several bus routes (60, 61 and 89) with a Bus garage located on Menzies Road. The nearest bus stop is approximately 400 metres from the centre of the site.		3	
	c	Connectivity / Workforce catchment	The site is relatively close to surrounding residential properties although the pedestrian linkage is not desirable as it involves a way through an Industrial estate.		1	
	d	Access to Cycle Network and public footpaths	Insufficient cycle network to connect the site with the town and the surrounding area		0	
	e	Proximity to existing services and amenities	There are few services and amenities on site and around it. Any required services have to be provided on site.		1	
	f	Proximity to Town centre	The site is remote from Dover town centre		0	
	g	Proximity to sea and Air Freight	About 8 kilometres away from Port of Dover, the site has relatively good access to Sea and rail transport. Good road connections to Dover Port and Channel Tunnel are an advantage.		3	
	h	Road access and impact on local traffic	Good road access from the north via the A2 and A256.		4	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					21/40	52.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Primarily industrial uses adjacent to the northern boundary. Residential properties to the east are separated by dense tree screening.	●	4	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location but slightly out of town	●	3	
	c	Potential for high value uses	The site is currently located to the end of an industrial cul-de-sac. Any high value employment will be severely affected by the poor aspect along Menzies Road.	●	1	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Assuming most infrastructure is available this contribution would be minimal.	●	3	
	e	Potential Land Ownership & Construction issues	Ownership issues to be confirmed. No construction issues.	●	3	
	f	Potential for local employment (critical mass / size of development)	The site has very good potential to create opportunities for local employments due to the relatively large size	●	4	
	g	Potential remediation cost	This could be to a minimum as the current site is a green space. There is though potential to remedy the lost of trees for the development	●	2	
	h	Dependance on other developments or infrastructure projects	The nature of industrial use to the north of the site will have great impact on the type of use and quality of provision on site	●	1	

Criteria	Assessment		
1 Climate Change	19	47.5%	
2 Balanced Communities	29	72.5%	
3 Place Making	24	60%	
4 Accessibility	12	30%	
5 Economy and Employment	21	52.5%	
Total Score	**105**	**52.5%**	



5.4.1 Conclusions and recommendations

The site sits in very pleasant natural settings particularly to the south where Old Park Hill provides a green aspect . Such environment quality offers opportunities for high value employment uses including office development and other environmentally friendly activities. The location of the undeveloped part of the site adds to its character.

The main disadvantage of the site is its accessibility. The site is located to the end of a cul-de-sac through the existing industrial activities on Menzies Road. This is in general an unpleasant townscape experience and therefore undermines the potential of the site.

As a result, the site location also affects sustainable means of transport from and to the site forcing it to be a car dependent development.

To improve the sustainability performance of the site there is a need for a wider strategy of transforming the entire Business Park so that the arrival experience to Old Barracks site is more positive.

5.5 St James' Area

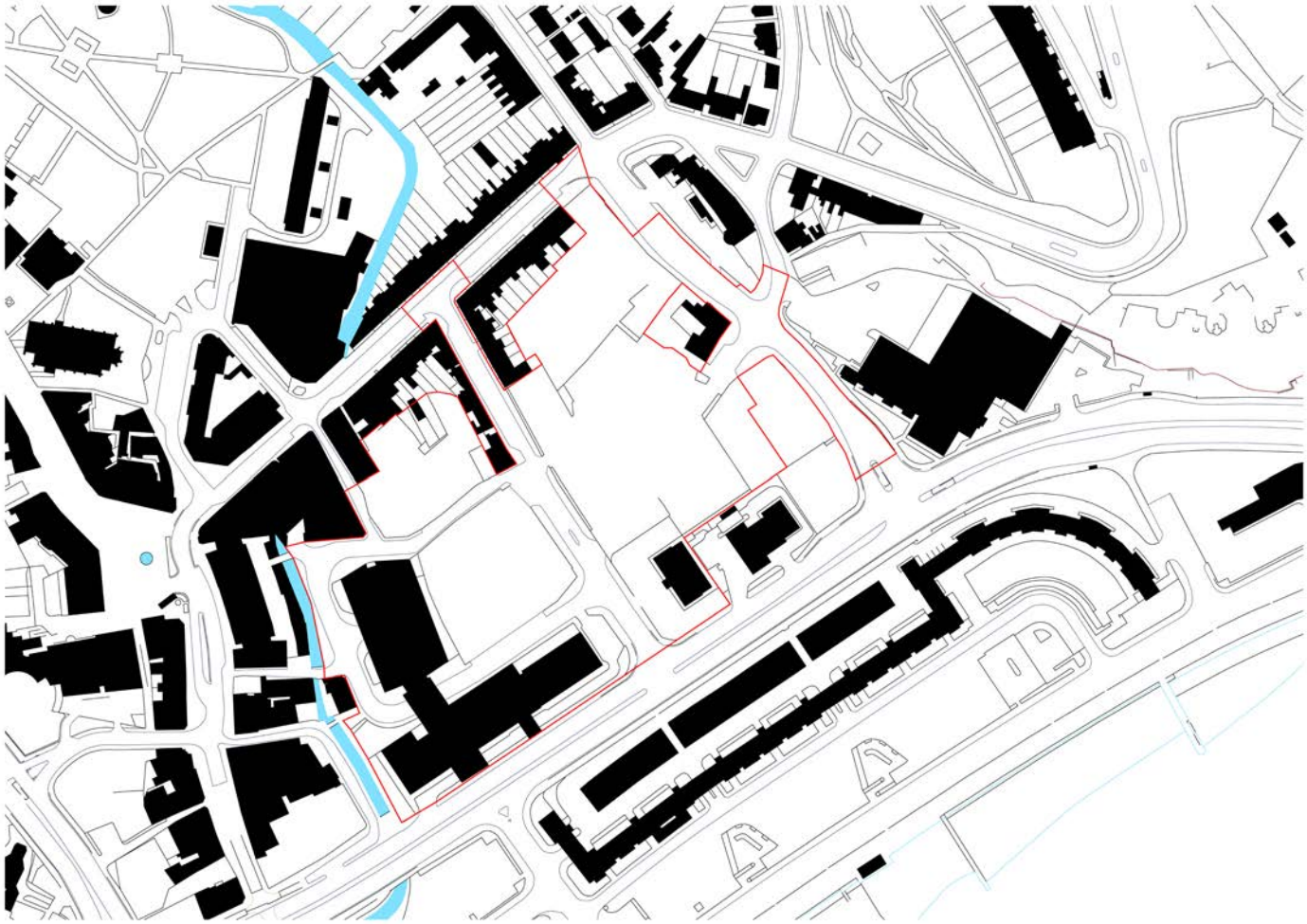
This site comprises a disused multistorey car park, public car park, hotel and derelict land and vacant office building. It is located just south of the High Street and is part of the Town's main north to south movement axis.

Dover Castle is located to the east, and is an important factor to be taken into consideration for the development of the site. Visual impact in particular and legibility and wayfinding will require special attention to ensure an enhanced environment for potential visitors of the town and the castle.

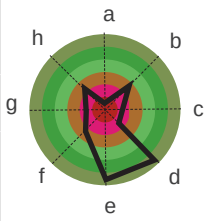
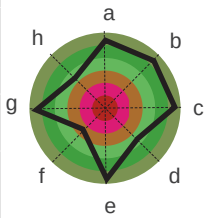
Location Plan

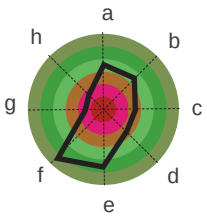
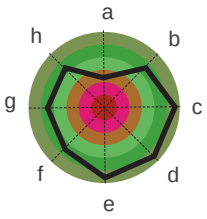
Size	3.5 ha
Current use	Vacant / Car parking
Land status	Planning Permission granted for mixed use

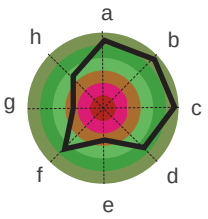
Aerial Photo



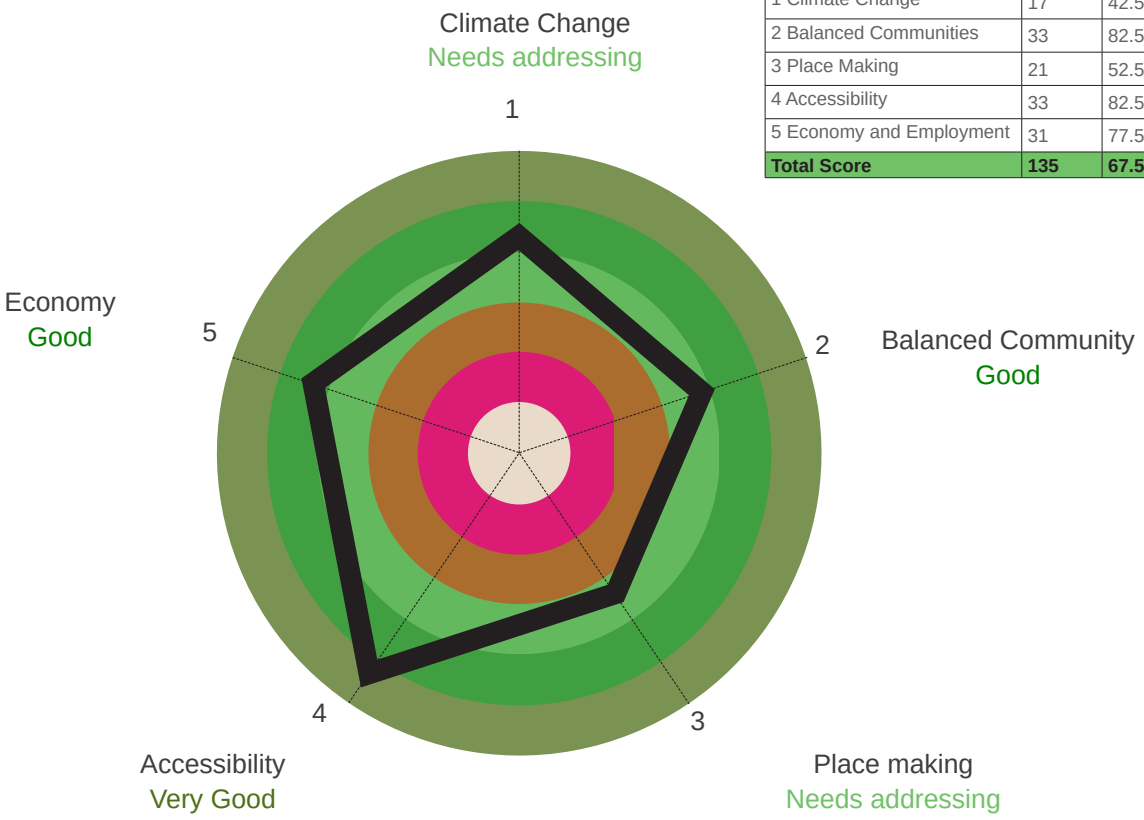
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					17/40	42.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Most of the site is affected by Zone 3 High probability of flooding		0	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site is relatively small in size and constrained by surrounding development and context. The ability to achieve the optimal orientation of buildings to maximise wind and solar potential is limited. The Gateway Housing Estate to the south and Dover Castle to the east are factors of potential overshadowing.		2	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Current ecology is very poor due to employment/industrial use of the site there is also potential for land contamination. Therefore the regeneration of the site has the opportunity to improve significantly the ecological value		5	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may result in some increased demand on water supply in the area although there is a demand already generated by the site.		2	
	g	Usability of existing building stock (age, quality of building)	The buildings on the site do not have the potential to be reused and integrated with the development. Although the site is relatively small in size there will be a substantial amount of demolition to be carried out and dealt with.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The relatively small size of the site and its context may limit the ability for the installation of efficient systems although proximity to other employment uses and residential areas may create opportunities for a district heating and recycling system.		2	
2					33/40	82.5%
Balanced Community	a	Promoting community networks and interaction	The site occupies a key location in the town centre, with prominent views of the Castle and close proximity to the beach, employment, leisure and hospitality uses. This indicates its high potential to promote community networks and interactions.		5	
	b	Promoting local economy	Great potential to promote the local economy particularly the tourism industry due to proximity to the town centre, Castle and the beach.		5	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	The derelict condition of the site creates a negative perception of the town. The site is an opportunity to transform such perception and play a positive role in regeneration of the town.		3	
	e	Prevent neighbouring town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	Although the site is in a prime location, there may be scope for provision of some affordable accommodation as part of the redevelopment of the site.		2	
	g	Contribution to regeneration of surrounding context	The site may have a major impact in the regeneration of the surrounding neighbourhood by raising the quality of buildings and public space as well as providing employment accommodation for high quality business.		5	
	h	Availability of and impact on existing infrastructure	The site has good road access and there is already good provision of infrastructure. The redevelopment will increase density significantly so the increased demand on infrastructure may have some impact on the overall capacity.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					21/40	52.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	This town centre site enjoys views of Dover Castle and Western Heights. However, the aspect onto adjoining properties and Townwall Street diminishes the overall surrounding landscape quality.		3	
	b	Impact on surrounding Landscape and Townscape	The development of the site has potential to improve the surrounding landscape by providing better quality pubic realm and better connections with the town, the castle and the waterfront.		3	
	c	Noise & Light pollution (current condition and future impact).	The A20 along the southern boundary is currently the most significant source of potential noise pollution. The new development should address any potential light pollution towards the castle area.		2	
	d	Quality of Air (current condition and future impact).	The A20 along the southern boundary is currently the most significant source of potential air pollution.		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues (flood risk issues are considered separately in 1a)		4	
	f	Potential for mixed use	There is great opportunity for mix of uses on site due to its central location and the mixed use context around it. Employment uses on site can be combined with other uses such as, leisure, hospitality and residential.		5	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	The rear of the site abuts residential properties, which need to be taken into consideration.		1	
	h	Cultural Heritage - historic setting, trends and character	Proximity to Dover Castle is an important factor that will determine the scale and mass of the new development. The site is bounded by a conservation area to the north and northeast. In addition, there is a range of Grade II Listed buildings along the northern boundary that may affect the development. High quality employment is required to address the historical settings of the area.		1	
4					33/40	82.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is approximately 0.62 miles (1 km) walking distance from the Train Station.		2	
	b	Access to Bus service	The nearest bus stop is approximately 0.24 miles (400 metres) away from the site. Route 15A is a half hourly service from Dover to Eastern Docks and Deal.		4	
	c	Connectivity / Workforce catchment	Proximity to the town centre provides a wide catchment area for the work force and most importantly a wide variety of skills.		5	
	d	Access to Cycle Network and public footpaths	The site has direct access to the existing district cycle routes (Route 1 and 2) off-road along A20. Other on road routes are also available.		5	
	e	Proximity to existing services and amenities	The site is in close proximity to the High Street as well as other leisure, education and cultural facilities such as Dover Leisure Centre to the east, hotels, schools and Dover Castle.		5	
	f	Proximity to Town centre	The site is very close to the southern end of the High Street		4	
	g	Proximity to sea and Air Freight	The site is in close proximity to the Western and Eastern Docks and has very good connection to the Channel Tunnel via the A20.		4	
	h	Road access and impact on local traffic	Very good access to primary road network via A20.		4	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					31/40	82.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Currently, the site has high density and tall buildings (up to 13 storeys). Residential blocks to the south are also an indication of high density development (5 to 8 storeys). In contrast the western, northern and eastern areas are predominantly low rise and low density (3 to 4 storeys). An appropriate setting exists for higher density development with opportunities for a landmark building.	●	5	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	One of the prime locations in town for employment developments	●	5	
	c	Potential for high value uses	High possibility for high value uses due to location, transport access, footfall and catchment area	●	5	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the existing infrastructure available on site	●	4	
	e	Potential Land Ownership & Construction issues	Majority of the site is within Dover District Council ownership, which minimises any ownerships issues for the development. Measures to mitigate flood risk may become an issue of construction and management	●	3	
	f	Potential for local employment (critical mass / size of development)	Although modest in size, the site has great potential to create opportunities for local employment due to the location advantages.	●	4	
	g	Potential remediation cost	Flood mitigation measures will need to be incorporated into the development. SUDS and permeable surfaces will be required.	●	2	
	h	Dependance on other developments or infrastructure projects	Existing residential community to the north may be sensitive to the scale of any potential development	●	3	

Criteria	Assessment		
1 Climate Change	17	42.5%	
2 Balanced Communities	33	82.5%	
3 Place Making	21	52.5%	
4 Accessibility	33	82.5%	
5 Economy and Employment	31	77.5%	
Total Score	**135**	**67.5%**	



5.5.1 Conclusions and recommendations

St James' Area is located in Dover town centre and therefore benefiting from access to all services and facilities within walking distance. The high accessibility scoring is accompanied by its strategic location between the retail core, tourism activity and transportation hubs.

As the scoring suggests, the site has good prospects for placemaking due to a pleasant social and economic environment around the site and has the potential for a wider legacy as a catalyst for regeneration in this part of the town.

Flood issues and potential impact from the dual carriageway to the south are the two most significant factors to reduce slightly the SALD scoring. These issues can, however, be addressed by appropriate design to maximise the sustainability potential of the site

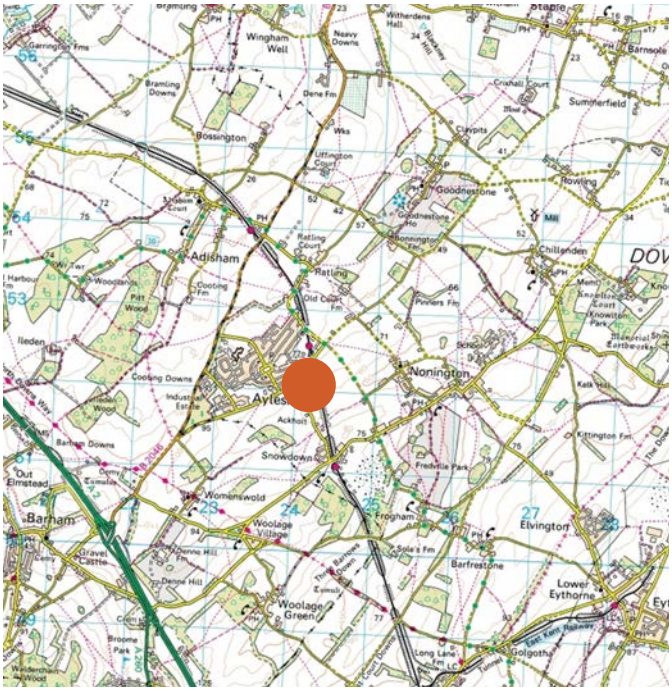
Opportunities for including other uses in this development provides additional flexibility to the local authority to address employment needs whist maximising land value in town.

5.6 Aylesham Development Area

Aylesham was developed as a planned settlement to serve the emerging East Kent Coalfield and is located within attractive countryside, close to an Area of Outstanding Natural Beauty.

Following the 1990 Kent ?? Plan, land was identified at Aylesham to accommodate approximately 1,000 new dwellings. Saved local planning policies allocate land for a mix of uses to meet this strategic expansion. Policy AY4 allocates land at the former High School for B1&B2 employment uses.

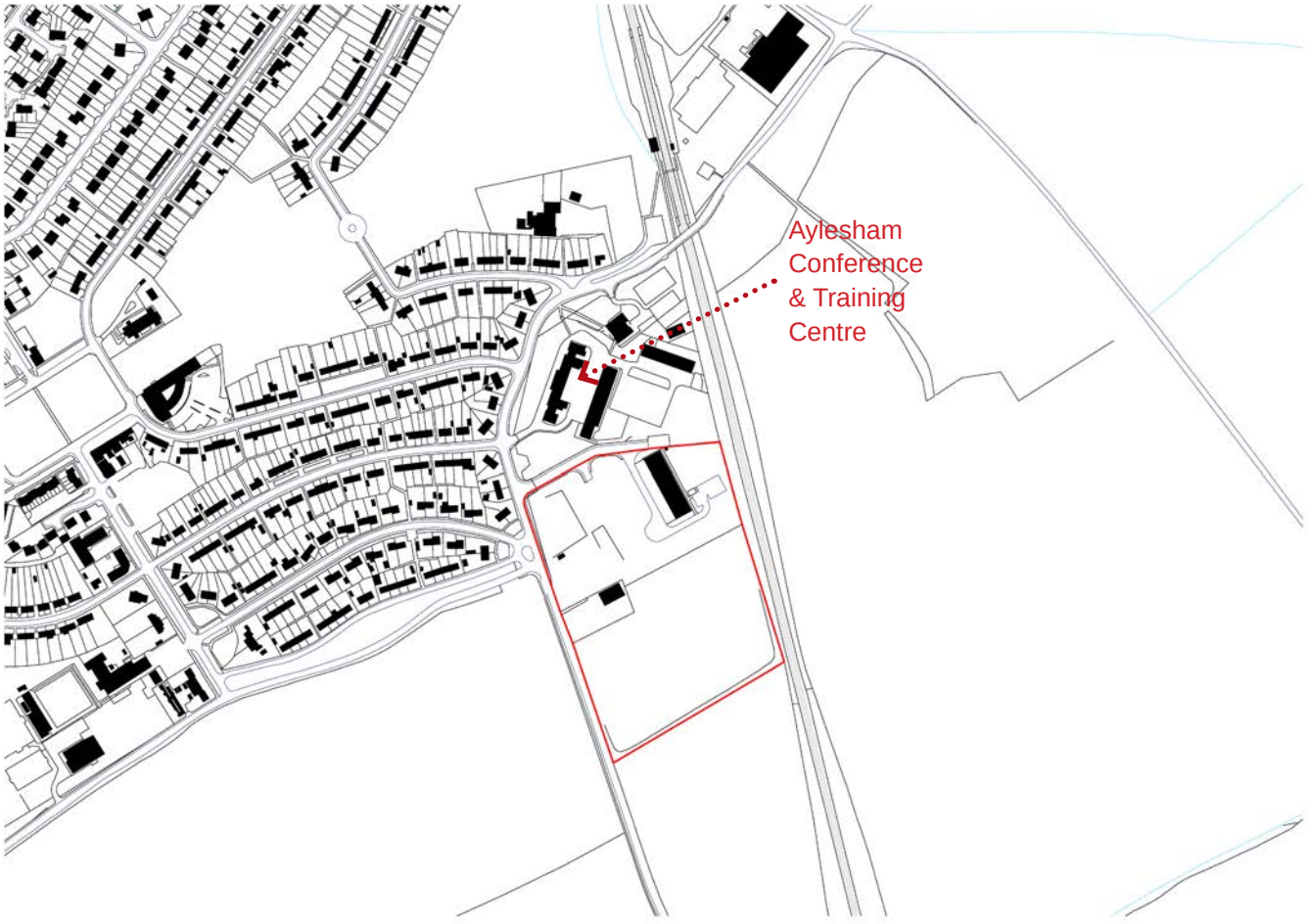
These former playing fields are therefore an opportunity to implement the expansion plan. The site is relatively small and is located in close proximity to the local centre and transport facilities.



Location Plan

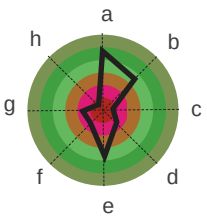
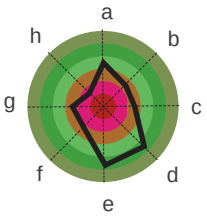
Size	4.2 ha
Current use	B1/B2
Land Status	Former High School playing field

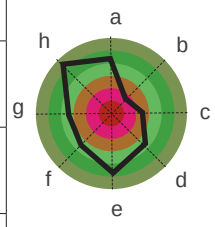
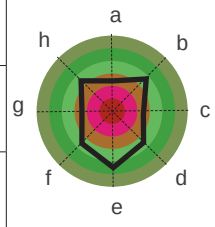
Aerial Photo

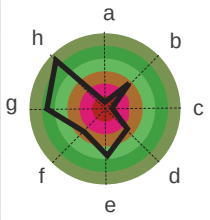


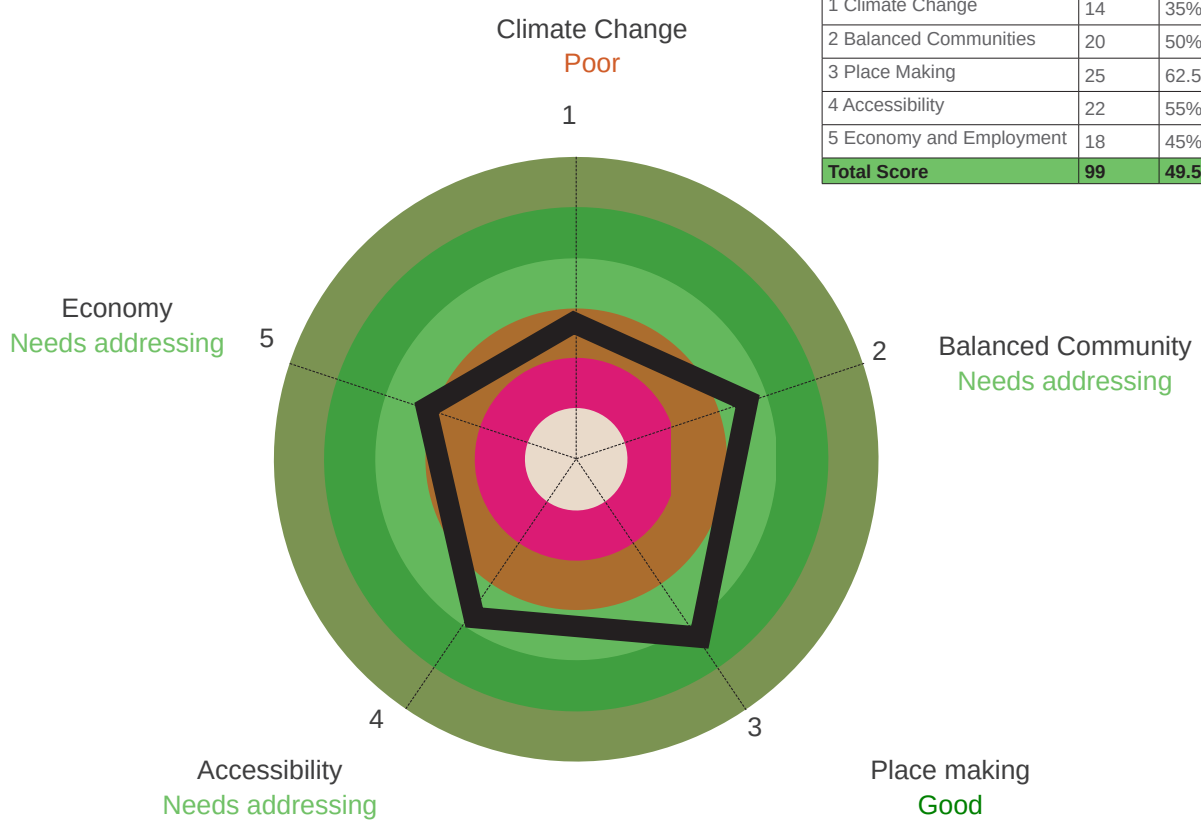
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					14/40	35%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 no risk of flooding		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site slopes down from north to south which is a good orientation to allow south facing surfaces for solar panels.		3	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Surrounded by mainly agricultural land with lower quality ecology due to fertilisers. The site does however also include green field uncultivated land with trees and hedgerows around most of the boundary. Therefore, some habitats may exist on site and there is opportunity for the development to enhance these further.		1	
	e	Land & Soil (agriculture value, soil quality)	The site is a brownfield development whilst the undeveloped land (former sports grounds) do not constitute loss of agriculture land.		3	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may increase slightly demand for water depending on the type of employment uses developed and relative to the size of land.		1	
	g	Usability of existing building stock (age, quality of building)	Existing buildings on site are out of date and poor quality, demolition is therefore highly probable.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The site is too small for setting up an efficient system		0	
2					20/40	50%
Balanced Community	a	Promoting community networks and interaction	The sites location near the train station and the Aylesham Conference and Training Centre, presents an opportunity to enhance community services and promote as a result community network and integration.		3	
	b	Promoting local economy	The site's contribution to local employment is proportionate to the size of the site.		2	
	c	Safeguard the countryside from encroachment	Brownfield development although building on the former sports grounds at the edge of town may be considered visually as encroachment		2	
	d	Current image and reputation	Positive image, safe and quiet.		4	
	e	Prevent neighbouring Town mergers	Site development does not have significant impact on town mergers although its development does extend towards Snowdown to the south.		4	
	f	Potential for affordable accommodation	Limited due to small scale of development although overall rental levels in Aylesham are relatively low, which results in the supply of more affordable units.		2	
	g	Contribution to regeneration of surrounding context	Wider regeneration benefits are minimised due to its location to the edge of the village.		2	
	h	Availability of and impact on existing infrastructure	Potential for traffic generation that may put pressure on existing road capacity.		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					25/40	62.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded by green fields and trees as well as good quality residential properties and community uses. This provides a positive landscape outlook for the site		4	
	b	Impact on surrounding Landscape and Townscape	Development of the site can improve landscape settings subject to what employment uses are provided although the prospect of loosing the former playing fields will have some negative impact on the landscape settings.		1	
	c	Noise & Light pollution (current condition and future impact).	Currently no light and noise pollution other than the railway to the east. The new development may have impact on noise and light pollution depending on the activity proposed and operation hours.		2	
	d	Quality of Air (current condition and future impact).	Currently very good air quality. Any employment uses causing air pollution will be inappropriate for this site, which limits the development potential of the site for certain employment uses.		3	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	Close proximity to the railway may by a safety issue the new development would need to address.		4	
	f	Potential for mixed use	The site location close to community and residential uses provides opportunity for mixed uses although size and access may be a constraint.		3	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Impact on surrounding community is limited as there is only a minor section of the boundary adjacent to the existing residential area.		3	
	h	Cultural Heritage - historic setting, trends and character	No records of historical features on the site or around it		5	
4					22/40	55%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is approximately 0.18 miles (300 metres) walking distance from Aylesham Train Station. The station provides a 20 minutes journey to Dover and 16 minutes to Canterbury. However, the frequency of trains is one every hour which reduces accessibility of the site significantly.		2	
	b	Access to Bus service	The site is very close to existing bus stops. Route 89 provides hourly services to Dover and Canterbury in respectively 50 and 30 minutes.		3	
	c	Connectivity / Workforce catchment	Although the local workforce is limited due to the small population of Aylesham, the site's access to public transport has the ability to attract additional workers from the surrounding urban and rural centres in the region.		2	
	d	Access to Cycle Network and public footpaths	There are few public footpaths around the area. No dedicated cycle routes although traffic levels are low and allow for on-road cycling.		3	
	e	Proximity to existing services and amenities	The site is located in a relatively central position in close proximity to transport services, village centre, and adjacent education and community facilities.		4	
	f	Proximity to Town centre	The village centre is about 0.31 miles (500 m) from the site.		3	
	g	Proximity to sea and Air Freight	Dover and Ramsgate ports are about 20 minutes by car or train whilst Kent International Airport is about 30 minutes car journey. One major issue in such connections is the local roads that can not support high volumes of traffic and large scale transport activity.		2	
	h	Road access and impact on local traffic	The site benefits from good road access to Aylesham Road, which connects with Dover and Canterbury (approximately 20 minutes car journey to both) via the A2.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					18/40	45%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Very Low community and residential buildings density around the site will limit any opportunities to increase density and scale on site.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	The site has good local access and location advantages to serve local businesses. However, attracting regional business in this location will be challenging due to lack of sufficient skilled workforce and lack of regional accessibility.		2	
	c	Potential for high value uses	No		0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the size of the site		2	
	e	Potential Land Ownership & Construction issues	As former High School Playing fields. No ownership or construction issues may be expected		3	
	f	Potential for local employment (critical mass / size of development)	Modest contribution		2	
	g	Potential remediation cost	Unlikely		4	
	h	Dependance on other developments or infrastructure projects	The site location makes it a very independent site to develop with limited or no impact on surrounding properties.		5	



Criteria	Assessment		
1 Climate Change	14	35%	
2 Balanced Communities	20	50%	
3 Place Making	25	62.5%	
4 Accessibility	22	55%	
5 Economy and Employment	18	45%	
Total Score	**99**	**49.5%**	

5.6.1 Conclusions and recommendations

The site was originally identified for employment uses in Aylesham to promote the planning expansion of the village. The site benefits from proximity to the local centre and adjacent community facilities. The outstanding landscape setting raises the profile of the site offering opportunity for a high quality employment environment.

On a wider context, the site has good regional connections due to direct access to the A2 although the local road network has limited capacity for high traffic flows.

As a result the site can offer sustainable employment uses provided the activity on site is respectful of the suburban townscape and local community. Office use, leisure or research activities may be suitable uses. Providing parking requirements and traffic impact is properly considered to ensure that the impact on the local community is minimised.

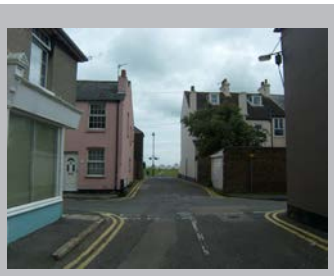
5.7 RM School of Music, Deal

The site is confined within the existing residential neighbourhood just south of the town centre. New residential apartments have just been constructed to the north and south. Access on site is primarily via Wollaston Road leading to the A258 (The Strand) to the east. The site development will take away the existing allotments along Campbell Road.

Location Plan

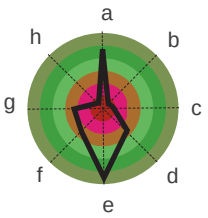
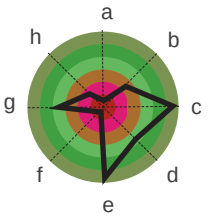
Size	1.4 ha
Current use	B1
Land Status	Vacant

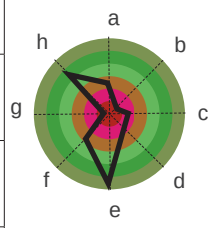
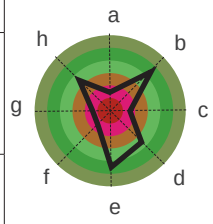
Aerial Photo

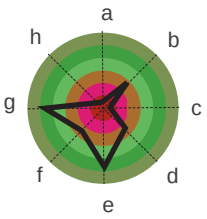


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

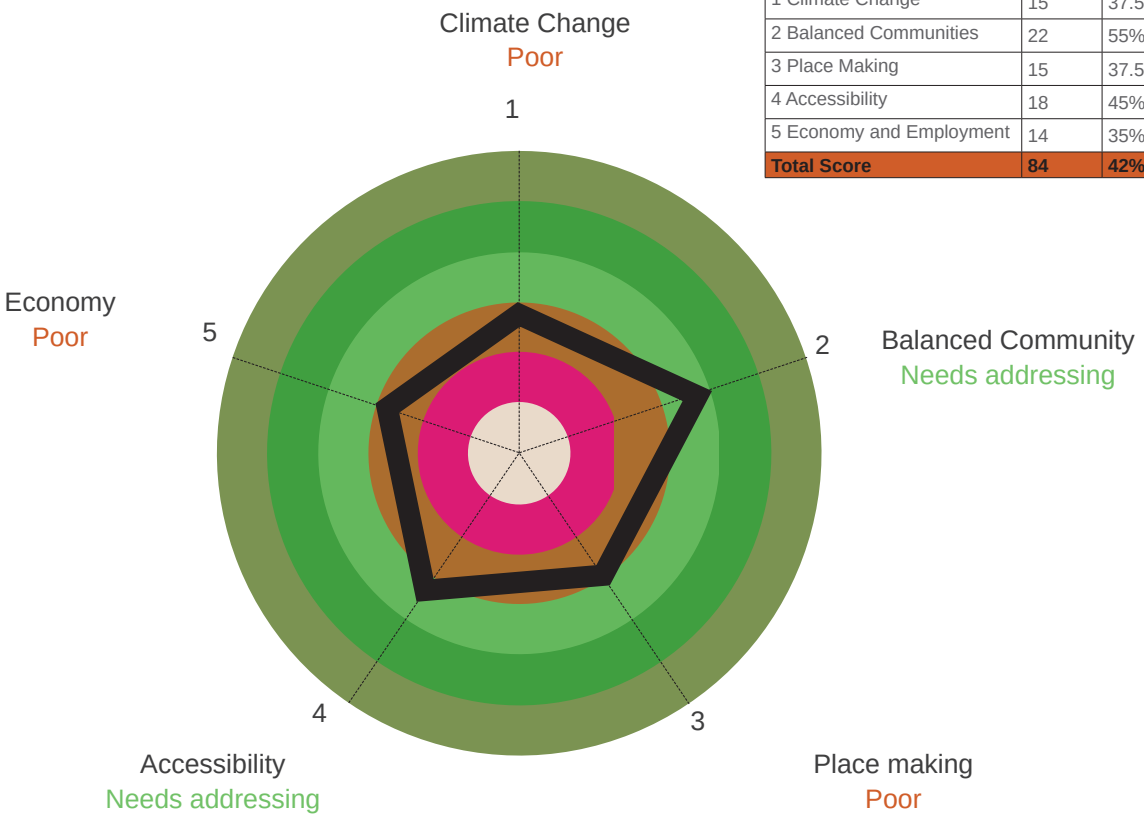
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					15/40	37.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 but in close proximity to Zone 3.		4	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The undeveloped part of site is very small and therefore insufficient to allow for flexible orientation of buildings.		0	
	c	Proximity to existing waste treatment facility.	No		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	The site is a brownfield with little ecological value or significant habitats on site. The site has limited capacity to enhance ecology and biodiversity due to lack of space.		2	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may increase demand for water depending on the type of employment uses. Due to the size of the site this is likely to be of negligible impact due to the size of the site.		2	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained or demolished		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	Too small for setting up an efficient system		0	
2					22/40	55%
Balanced Community	a	Promoting community networks and interaction	The site has good potential to contribute to the integration of existing surrounding residential area.		3	
	b	Promoting local economy	The site's contribution to local employment is insignificant due to small size and slightly disadvantaged location		2	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	Positive image safe and quiet.		3	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	Limited due to small scale of development.		0	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to improve the setting of existing residential properties.		3	
	h	Availability of and impact on existing infrastructure	Potential for traffic generation that may put pressure on existing road capacity through an existing residential area		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					15/40	37.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded to all sides by residential properties.		2	
	b	Impact on surrounding Landscape and Townscape	Employment development on this site may undermine the high quality residential area. Removal of the allotments will reduce the green open space in the area.		0	
	c	Noise & Light pollution (current condition and future impact).	Currently no light and noise pollution. The new development may have impact on noise and light pollution depending on the activity and operation hours.		1	
	d	Quality of Air (current condition and future impact).	Currently very good air quality. Any employment uses causing air pollution will be inappropriate for this site, which limits the development potential of the site for some employment uses.		1	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues		5	
	f	Potential for mixed use	The site configuration, size and access may be a constraint to mixed uses on site. Due to context residential uses are appropriate to be combined with employment.		2	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Significant impact on adjacent residential properties is likely so a limited type of employment uses and limited operational hours would be required for the potential development.		0	
	h	Cultural Heritage - historic setting, trends and character	No records of historical features on site but a number of Grade II listed houses are located in close proximity on North Barrack Road. This maybe a constraint to the sites potential development.		4	
4					18/40	45%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is approximately 0.68 miles (1100 metres) walking distance from Deal Train Station.		1	
	b	Access to Bus service	The nearest bus stop to the site is on The Strand, within 0.12 miles (200 metres) walking distance. Routes 12, 13, 14, 82, 541, 542 and 544 provide frequent services towards the town centre and station as well as to Dover, Sandwich and Canterbury.		4	
	c	Connectivity / Workforce catchment	The site is limited to mostly the local community in terms of immediate catchment area for workforce.		1	
	d	Access to Cycle Network and public footpaths	There are no dedicated cycle routes connecting the site but The Strand is part of the regional cycle routes (Route 1) connecting Dover, Deal, Sandwich and Canterbury.		3	
	e	Proximity to existing services and amenities	The site is relatively centrally located in close proximity to shops and restaurants along The Strand, schools and colleges, leisure centre and health services.		4	
	f	Proximity to Town centre	The High Street is over 0.62 miles (1000m) to the north of the site.		1	
	g	Proximity to sea and Air Freight	Relatively far from Dover and Ramsgate ports as well as Kent International Airport.		1	
	h	Road access and impact on local traffic	Good access to The Strand via Wollaston Road.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					14/40	35%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Low residential densities around the site will limit any opportunities to increase density and scale on site.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	The site lacks visibility from main roads and footfall which reduces business opportunities for some employment uses. On the contrary it is a quiet and secure location with good access to local amenities.		1	
	c	Potential for high value uses	No		0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the size of the site		2	
	e	Potential Land Ownership & Construction issues	The site is believed to be under single ownership.		4	
	f	Potential for local employment (critical mass / size of development)	Modest contribution		2	
	g	Potential remediation cost	Unlikely		4	
	h	Dependance on other developments or infrastructure projects	Adjacent residential properties all round the site are likely to object to any employment uses due to concerns of traffic, pollution and security		0	

Criteria	Assessment		
1 Climate Change	15	37.5%	
2 Balanced Communities	22	55%	
3 Place Making	15	37.5%	
4 Accessibility	18	45%	
5 Economy and Employment	14	35%	
Total Score	**84**	**42%**	



5.7.1 Conclusions and recommendations

The site sits in a good location in relation to the town centre and local facilities. Access to the road network is also positive with direct access to a primary road.

However, overall accessibility suffers due to its isolation between residential houses. Lacking visibility and footfall is a major concern for potential businesses on site.

Most importantly the size of the plot is very small, which limits the sites commercial viability and therefore the prospect of quality accommodation.

The predominantly residential use around the site is a major constraint for the employment use of the site. The surrounding residents will be sensitive to operations on site that may affect their residential amenity. This may affect the planning application process.

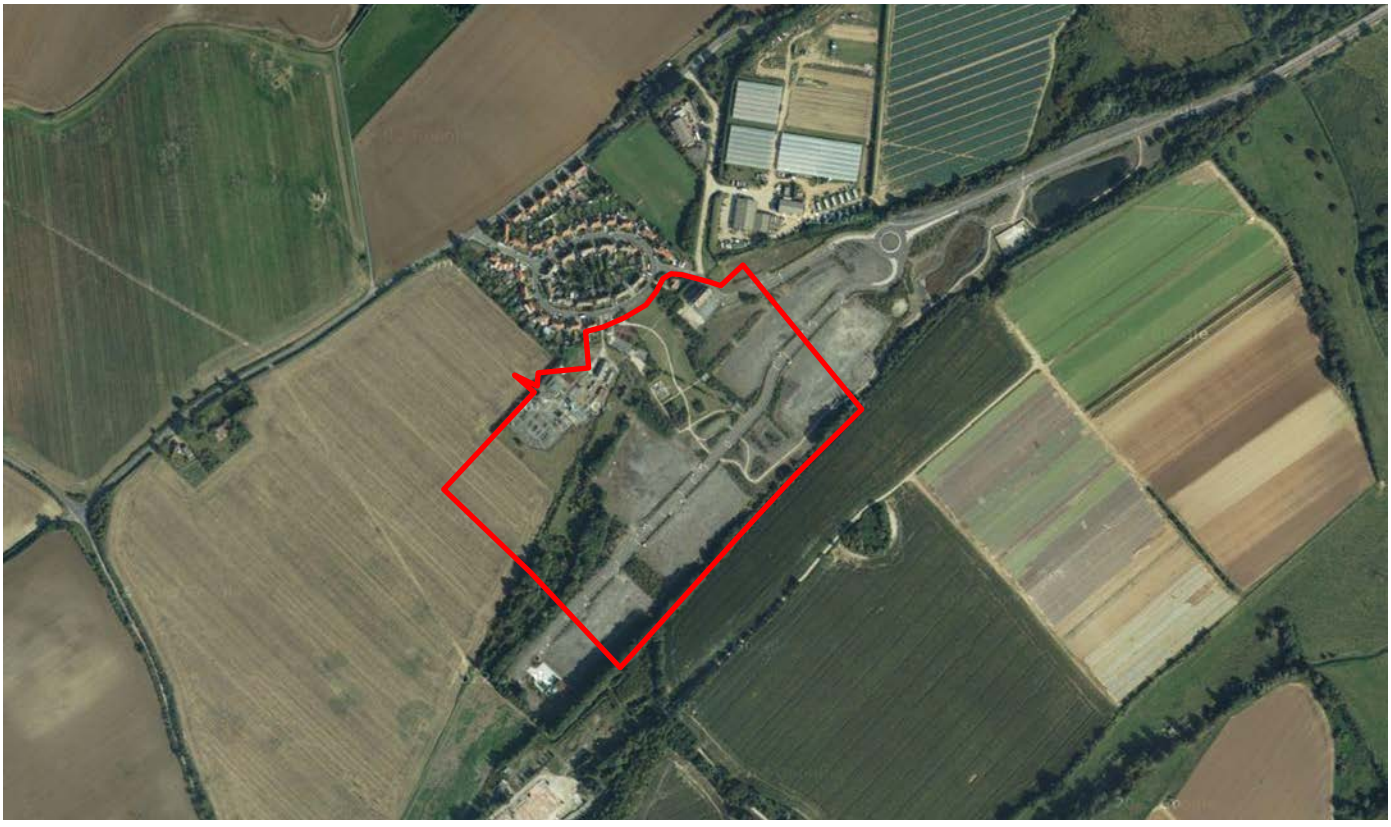
This is one of those sites that alternative use i.e residential can be more beneficial to the community and more sustainable. Other uses such as community facilities and recreational area can be sustainable although this may reduce substantially the value of land.

5.8 Betteshanger Colliery Pithead

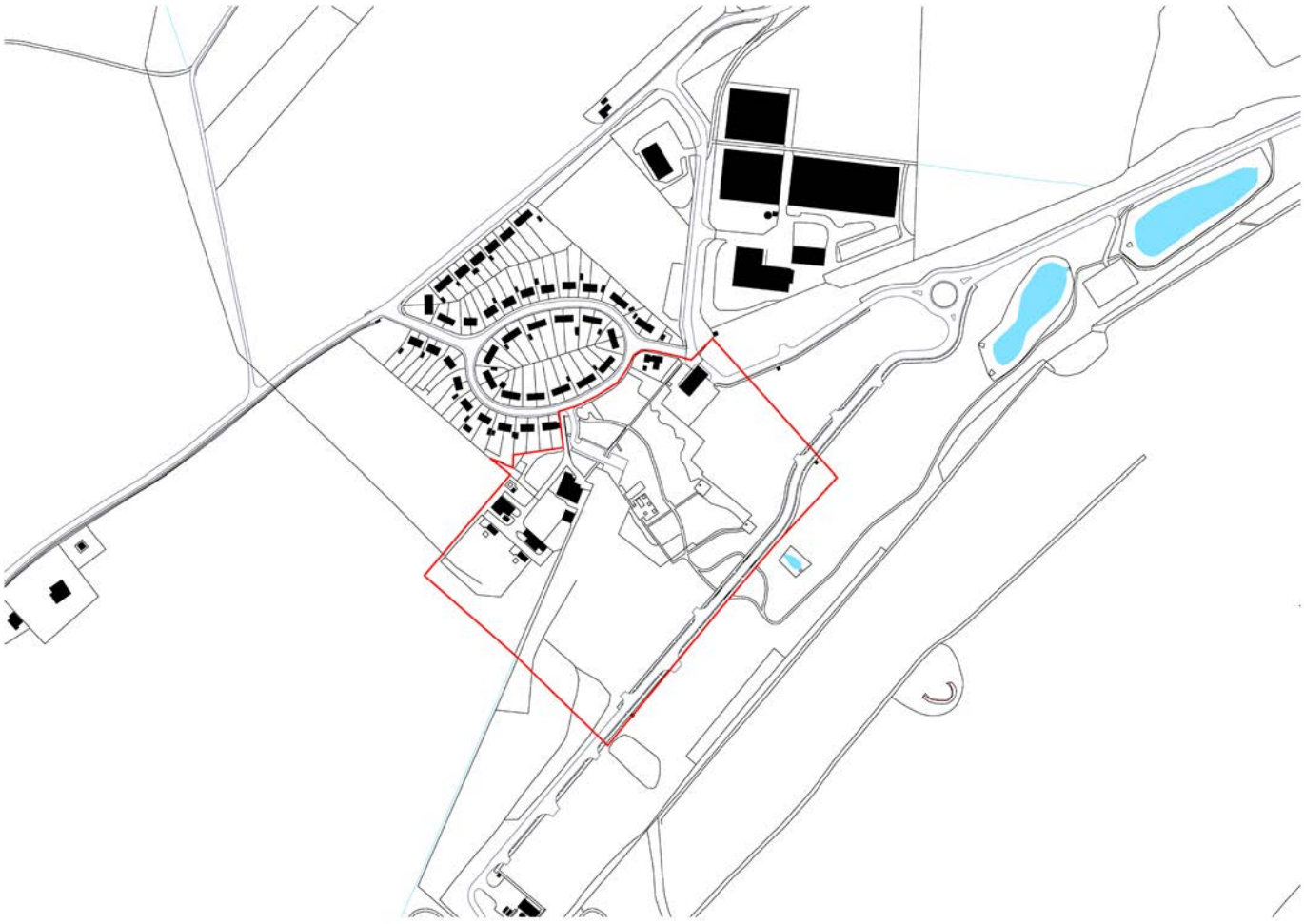
The former Betteshanger Colliery pithead is currently vacant and is located to the south of an existing residential area. The site is surrounded by agricultural land and the reminder of the former colliery.

Location Plan

Size	6.9 ha
Current use	B2/B8
Land Status	Vacant, Designated Business Park

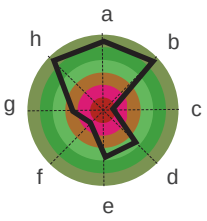
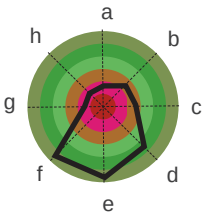


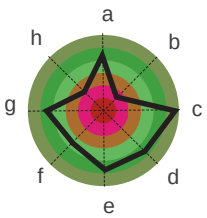
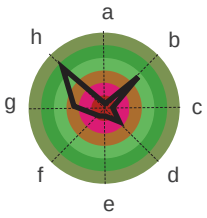
Aerial Photo

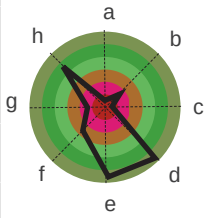


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

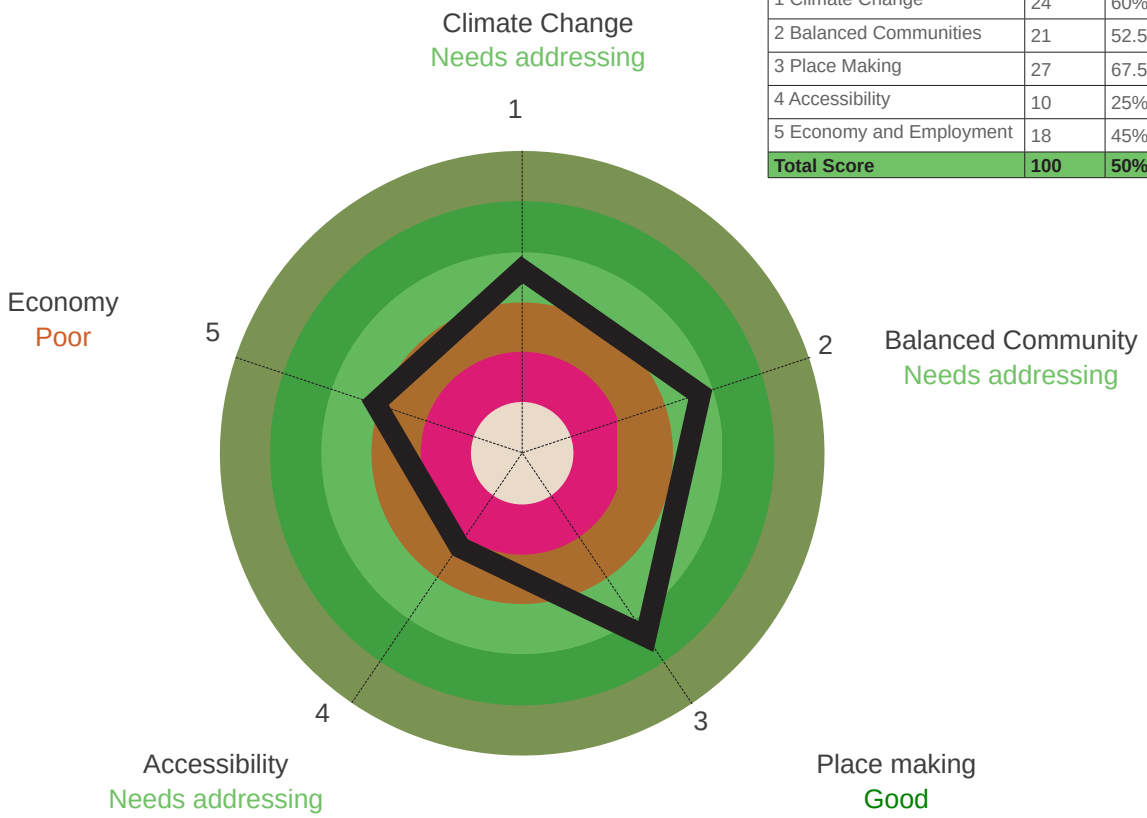
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					24/40	60%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 no risk of flooding		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site has good orientation and significant size to allow for optimal use of sun and wind power. There is no overshadowing within the site boundary whilst there is opportunities for ground source heat pumps.		5	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Surrounded by mainly agricultural land with limited ecological diversity due to modern farming methods.		3	
	e	Land & Soil (agriculture value, soil quality)	Currently mostly uncultivated land so although there is no loss of agricultural land there is potential for lost of good quality soil. This is to be confirmed by appropriate surveys.		3	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may significantly increase the demand for water in this area considering its size in comparison to the existing settlement. This will also depend on the type of employment uses and their requirements for water usage.		1	
	g	Usability of existing building stock (age, quality of building)	Few existing buildings on site are to be demolished.		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The site benefits from a wood-chip boiler that should be capable of serving the development		5	
2					21/40	52.5%
Balanced Community	a	Promoting community networks and interaction	The existing community is very small and overall remote from the nearest urban centres. As a result the site development will have little impact on promoting community networks and interaction.		1	
	b	Promoting local economy	The site's limited contribution to local employment is proportionate to the size of the site.		2	
	c	Safeguard the countryside from encroachment	Although a former employment site, it can be argued that the development of the site can inflict encroachment on countryside		2	
	d	Current image and reputation	Positive image, safe and quiet and a site inheriting significant historical facts and legacy of the mining era.		4	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	High potential due to remote location resulting in lower land value.		5	
	g	Contribution to regeneration of surrounding context	Very small community so limited impact onto a small number of dwellings.		1	
	h	Availability of and impact on existing infrastructure	Although current separate road access arrangements have avoided any potential impact on local traffic other infrastructure requirements on site are likely to have a significant impact on the neighbourhood.		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					27/40	67.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site sits in a rural environment surrounded primarily by green fields and trees as well residential properties to the north. In close proximity to the site is Fowlmead Country Park with good quality landscape and pleasant footpaths.		4	
	b	Impact on surrounding Landscape and Townscape	Although the transformation of the vacant site has potential for improved landscape the development of the site may reduce or remove the existing community park		1	
	c	Noise & Light pollution (current condition and future impact).	Currently no light and noise pollution from the site or surrounding activities.		5	
	d	Quality of Air (current condition and future impact).	Currently very good air quality. Any potential development should be considerate to the quality of air and limit any employment activity that may cause air pollution.		4	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues.		4	
	f	Potential for mixed use	The site is located adjacent to an existing small hamlet. In placemaking terms the site is suitable to create a community hub and re-balance the diversity of activities in the neighbourhood.		3	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	The site location allows for a sensible distribution of activities in such a way that impact on existing community is minimal. Separate road access is also important to reduce the impact of the development.		4	
	h	Cultural Heritage - historic setting, trends and character	The site has a unique history related to its use in the past being the last mine to be closed in Kent. This may require that the development not only respects the historical facts but also retain and incorporate any physical elements that can associate the site with its history. This may have some impact on the viability and other development aspects of the site.		2	
4					10/40	25%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	There is no Train Station in walking distance from the site		0	
	b	Access to Bus service	The nearest bus stop serving the site is on Circular Road along the site's northern boundary. This is an hourly service of Route 14 connecting with Deal (23 minutes journey time) and Canterbury (1 hour journey time).		3	
	c	Connectivity / Workforce catchment	There is a very limited workforce catchment area available to the site.		0	
	d	Access to Cycle Network and public footpaths	The site has access to a public footpath but there are no cycling routes connecting the site with the wider cycle network.		1	
	e	Proximity to existing services and amenities	There are no community facilities in the neighbourhood. The former miners shop has been converted to a residential unit.		0	
	f	Proximity to Town centre	The hamlet is remote from nearest urban centres (Deal and Sandwich).		0	
	g	Proximity to sea and Air Freight	Dover and Ramsgate ports are about 25 minutes by car as is Kent International Airport. Road connections are relatively good due to new investments.		2	
	h	Road access and impact on local traffic	Direct access to A256 via new roads is a major advantage for the site development		4	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					18/40	45%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Existing residential buildings to the north are of very low density. The rural context around most of the site's boundary will limit the amount of development on site.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	The site location may only be attractive to a limited number of businesses that can operate on a poorly located environment and far from urban centres. This may, however, create conditions for affordable units.		1	
	c	Potential for high value uses	No		0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Road access is very good and the site is served for water, power drainage, telecommunication and other infrastructure needs for employment uses.		5	
	e	Potential Land Ownership & Construction issues	The site is a single ownership (SEEDA) with potential interest for uses that add to the land value.		5	
	f	Potential for local employment (critical mass / size of development)	Modest contribution due to lack of demand		2	
	g	Potential remediation cost	There may be issues of land contamination on site and potential impact on surrounding landscape and ecology that may require remediation works		1	
	h	Dependance on other developments or infrastructure projects	The site location makes it a very independent site to develop with limited impact on surrounding properties or dependence on other developments.		4	

Criteria	Assessment		
1 Climate Change	24	60%	
2 Balanced Communities	21	52.5%	
3 Place Making	27	67.5%	
4 Accessibility	10	25%	
5 Economy and Employment	18	45%	
Total Score	**100**	**50%**	



5.8.1 Conclusions and recommendations

The site benefits from a pleasant rural environment adjacent to a small residential hamlet. It inherits significant historical facts related to the mining industry. Recent investment in road connections and utilities have improved, which is key to attract business into the park.

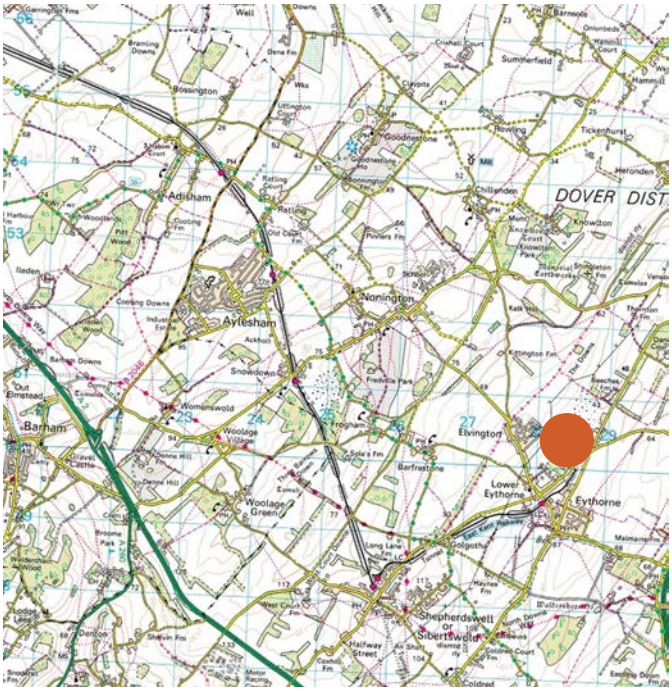
Arguably an employment site, the development will have impact not only on the current community but also on natural environment and the surrounding landscape settings. Any scheme brought forward will have to address these issues.

Most importantly the site's sustainability performance is significantly lowered by connectivity issues (other than road). As a result, the site will have a workforce largely from outside the area (as the local workforce is insignificant) and will thus be dependent on transportation.

5.9 Pike Road, Eythorne

The site is located to the northeast of Eythorne adjacent to the Tilmanstone Brick factory. The land currently forms part of the spoil tip for the former Tilmanstone Colliery and has permission for the extraction of minestone for brick making.

The site is designated by the Dover District Council for employment uses.



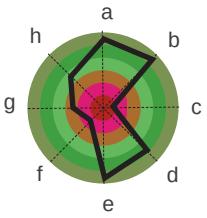
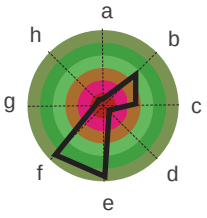
Location Plan

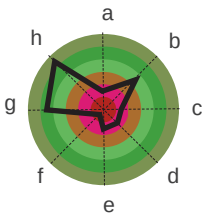
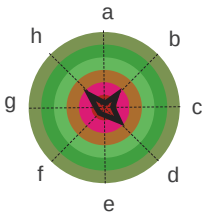
Size	9.3 ha
Current use	B2
Land Status	Mineral extraction site

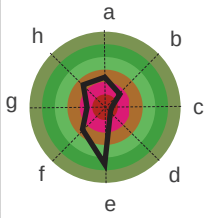
Aerial Photo

0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

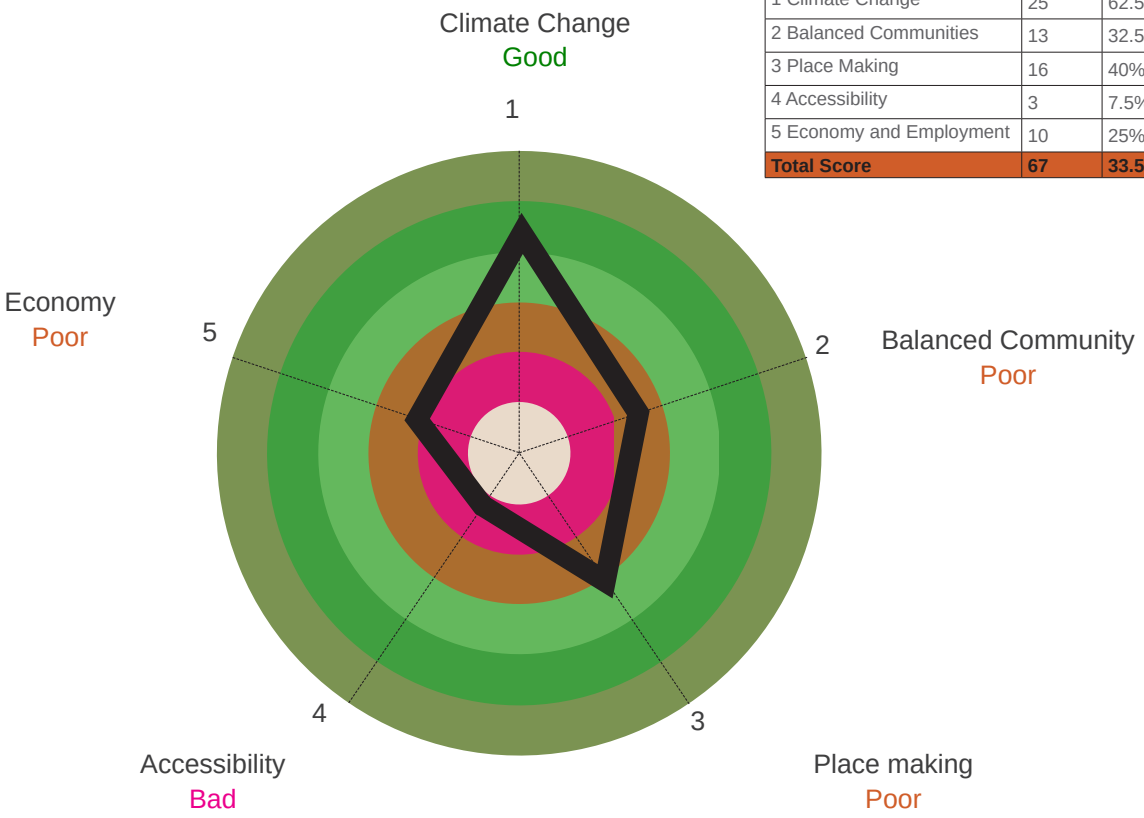
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					25/40	62.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 no risk of flooding		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site benefits from a potential source of local building materials being in close proximity to the Brick Factory. The size and location of the site also allows for renewables energy powered by solar or wind energy.		5	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Ecology on site is very poor due to minestone extraction activity. Similarly, the ecological habitat around the site is poor so the development of the site will have no negative impact on biodiversity whilst there are opportunities for improvement.		4	
	e	Land & Soil (agriculture value, soil quality)	Currently derelict site, not resulting in loss of agricultural land or good quality soil.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase demand on water depending on type of employment uses.		1	
	g	Usability of existing building stock (age, quality of building)	No buildings on site		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The site has the potential to establish an efficient system of heating and cooling to serve not only the new development but also the existing adjacent residential community		3	
2					13/40	32.5%
Balanced Community	a	Promoting community networks and interaction	The site context does not offer any opportunities for promoting community networks		0	
	b	Promoting local economy	The site's contribution to local employment is proportionate to the size of the site.		3	
	c	Safeguard the countryside from encroachment	Although currently an employment site this is not Previously Developed Land as per NPPF definition. Therefore, it can be argued that the development of the site can inflict encroachment on countryside.		2	
	d	Current image and reputation	Poor image, due to industrial activities around the quality of environment.		0	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	High potential due to remote location resulting in lower land value.		5	
	g	Contribution to regeneration of surrounding context	Limited contribution due to remote location and nature of industrial activities around.		0	
	h	Availability of and impact on existing infrastructure	There are no infrastructure on site including road access.		0	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					16/40	40%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Although located in a rural environment the site's immediate surrounding is predominantly characterised by minestone extraction activity and industrial operations (with the exception of the northeastern boundary).		1	
	b	Impact on surrounding Landscape and Townscape	The site's development may instigate the closure of extraction activity and as a result, the fulfilment of landscape works to reinstate landscape as part of permission conditions.		3	
	c	Noise & Light pollution (current condition and future impact).	There is currently noise pollution around the site related to the mining activity and other industrial activity.		1	
	d	Quality of Air (current condition and future impact).	Current uses on site and around it may have impact on air quality.		1	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No obvious public safety issues		1	
	f	Potential for mixed use	Very limited potential for other uses than employment (B2 or/and B8)		0	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	No impact on local community due to considerable distance.		4	
	h	Cultural Heritage - historic setting, trends and character	There are no historical buildings on site or any other issues of historical significance.		5	
4					3/40	7.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The nearest train Station is Shepherds Well approximately 2.5 miles (4000 metres) to the west		0	
	b	Access to Bus service	The nearest bus stop serving the site is on Wigmore Lane in the crossing with Pike Road about 5 minute walking distance. This is a low frequency service (Route 88 connecting with Dover (51 minutes journey time) and Canterbury (more than 1 hour journey time).		1	
	c	Connectivity / Workforce catchment	There is a very limited workforce catchment area available to the site.		0	
	d	Access to Cycle Network and public footpaths	The site is surrounded by few public footpaths onto the countryside. No cycle routes connecting the site.		1	
	e	Proximity to existing services and amenities	Eythorne village centre is about 20 minutes walk from the site - approximately 1 mile (1600 metres).		0	
	f	Proximity to Town centre	The village is remote from nearest urban centres (Deal and Sandwich).		0	
	g	Proximity to sea and Air Freight	Road network is not appropriate to provide easy access to sea and air freight.		0	
	h	Road access and impact on local traffic	Highway access on site is still to be arranged whilst road access to regional network is moderate		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					10/40	25%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Existing industrial structures and limited impact on the nature reserve becomes an opportunity for increasing density on site. However, there is height restriction determined by the height of the Brick Factory building (Policy LE10).	●	0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Limited attractiveness for businesses due to adverse surrounding environment although the site location may appeal to specific industrial activity requiring distance from residential area and limited accessibility.	●	1	
	c	Potential for high value uses	No	●	0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	All infrastructure is to be developed and this is expected to be part of the development cost.	●	0	
	e	Potential Land Ownership & Construction issues	Landscape remediation works are required	●	4	
	f	Potential for local employment (critical mass / size of development)	Modest contribution due to lack of local potential employees	●	2	
	g	Potential remediation cost	There may be issues of land contamination on site and potential impact on nature reserves that may require remediation works	●	1	
	h	Dependance on other developments or infrastructure projects	Highway access for the site is currently not clearly defined as per site observations. There is potential for road access on Pike Road but this should be determined in further details.	●	2	

Criteria	Assessment		
1 Climate Change	25	62.5%	
2 Balanced Communities	13	32.5%	
3 Place Making	16	40%	
4 Accessibility	3	7.5%	
5 Economy and Employment	10	25%	
Total Score	**67**	**33.5%**	



5.9.1 Conclusions and recommendations

The site is located in the fringes of the village. Current landscape and environmental conditions on site and around it are poor due to industrial activity

Accessibility is very bad due to lack of access to public transport as well as lack of road access.

The development of the site will require a significant investment in infrastructure as well as potential remediation cost. In addition, the site has some restrictions of massing and scale, which overall will make the viability of a scheme challenging.

Due to these factors there is a very limited number of businesses to find this site attractive. These would be primarily industrial activities (potentially B8 and possibly some B2) that need to be far from residential areas. These employment uses will only be able to provide a minimum level of infrastructure investment and provide relatively low quality buildings and townscape/landscape. Overall a relatively unsustainable site to develop for employment uses.

5.10 White Cliffs Business Park

The site is currently occupied partly by employment uses to the north western corner along Honeywood Parkway and to the north along the A2. The predominant use of the surrounding area is agricultural land.

Direct access to the A2 is provided via two junctions to the northwest and northeast.

There are retail units to the north of Honeywood Parkway and business units to the northwest. Old Barracks industrial zone is further to the west and a residential area to the south abuts the southern and southwestern boundary.

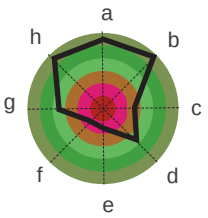
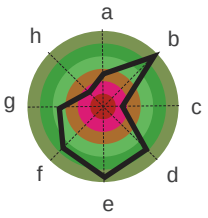
Most of the southern and the eastern boundary is surrounded by green fields.

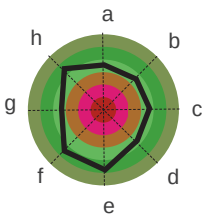
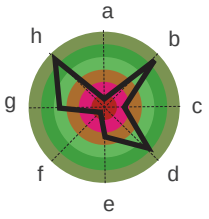
Location Plan

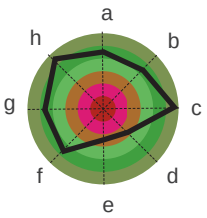
Size	54.7 ha
Current use	B1
Land Status	Mostly vacant / few retail and industrial buildings

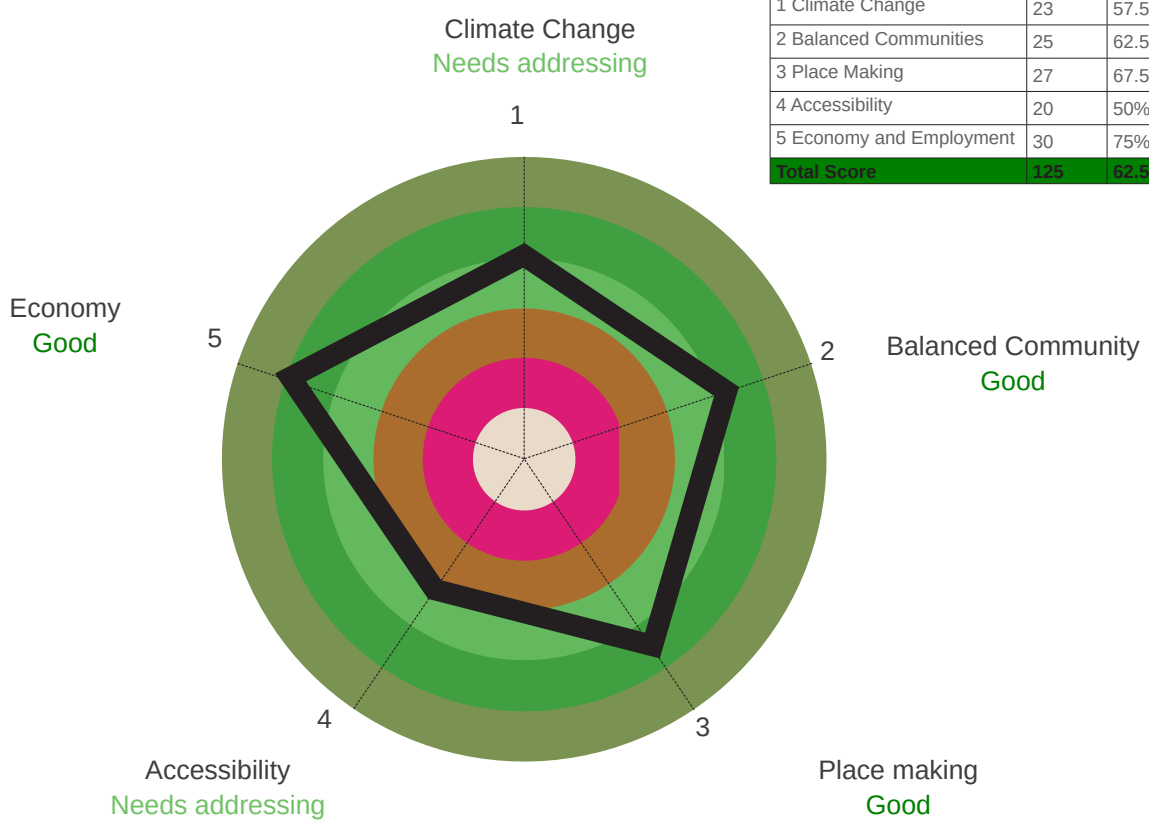
Aerial Photo

0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					23/40	57.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Outside flood risk area		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site if of sufficient size to allow for optimal orientation of the buildings to maximise wind and solar energy generation. The higher altitude location of the site is an advantage to maximise wind potential.		5	
	c	Proximity to existing waste treatment facility.	There is no waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	The existing ecology and biodiversity is relatively poor due to existing development and cultivated land. This indicates that the development of the site has the potential to enhance the existing ecological value of the site.		3	
	e	Land & Soil (agriculture value, soil quality)	The development of the site will result in a significant loss of agricultural land grade 3 or 4.		1	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase significantly the demand on the water supply in the area		1	
	g	Usability of existing building stock (age, quality of building)	Excluding a number of established buildings this is largely a vacant site.		3	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The large size of the site offers the potential for the inclusion of a centralised heat and power system. Proximity to other industrial uses presents an opportunity for efficient combined energy generation and use systems.		5	
2					25/40	62.5%
Balanced Community	a	Promoting community networks and interaction	The site is within the Dover urban area but is remote in relation to the town centre and dominated by the existing road network, which is also a significant barrier to promote community interaction.		2	
	b	Promoting local economy	Depending on the type of employment uses, the size of the site creates a critical mass that can enhance the local economy by providing high quality employment accommodation and job opportunities. This development will also support plans for major residential development on the opposite side of the A2 (5,750 houses).		5	
	c	Safeguard the countryside from encroachment	Building on green land is an encroachment to countryside		1	
	d	Current image and reputation	Positive		4	
	e	Prevent neighbouring Town mergers	Infill development considered not to have any impact on town mergers.		5	
	f	Potential for affordable accommodation	There is an opportunity to provide affordable units of good quality. The large size of the plot is also a factor that could make the provision of affordable units more financially viable.		4	
	g	Contribution to regeneration of surrounding context	Positive regeneration potential due to the sites location between existing residential, industrial and natural open space.		3	
	h	Availability of and impact on existing infrastructure	Road access is already available but significant additional infrastructure likely to be required		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					27/40	67.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Generally positive landscape with woodlands and green fields to the south as well as tree screening of the A2 to the north.		3	
	b	Impact on surrounding Landscape and Townscape	The potential employment development of the site can benefit from (and improve) the landscape and townscape quality if appropriate uses and design are proposed		3	
	c	Noise & Light pollution (current condition and future impact).	Potential noise pollution from the A2 and few industrial uses to the west.		3	
	d	Quality of Air (current condition and future impact).	Potential air pollution from the A2		3	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues		4	
	f	Potential for mixed use	There is good potential for a mix of employment uses such as offices that can benefit from the surrounding landscape. Housing may also be appropriate to the south adjacent to the existing residential area.		4	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	There is little potential for impact on existing residential properties to the south due to access arrangements from the north. However, employment types that require 24/7 operations should be avoided due to proximity to residential areas.		3	
	h	Cultural Heritage - historic setting, trends and character	There are no records to our knowledge of any significant historical features on site or in the locality the development is therefore expected to have minimal impact on local history and character.		4	
4					20/40	50%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	No access to a train station within walking range.		0	
	b	Access to Bus service	The site is currently well served by several bus routes (12,60 and 61) of which route 61 is every 15 minutes and route 60 every 20 minutes. These routes offer an approximately 21 minute journey time to Dover Town Centre and about 20 minutes to the nearest train station Kearsney. There are plans in the pipeline to have a Bus Rapid Transit (BRT) that links together the planned growth area at Whitfield and White Cliffs Business Park to Dover's town centre and train station.		5	
	c	Connectivity / Workforce catchment	The site is relatively close to surrounding residential properties although accessibility could be improved.		1	
	d	Access to Cycle Network and public footpaths	Sandwich Way is the only cycle route near the site extending to Honewood Parkway. No direct cycle routes exist to the south towards the town centre. Public footpaths extend along the site boundary to the east and south and there is the intention to extend NC16 to the River Dour cycleway in the town centre.		4	
	e	Proximity to existing services and amenities	The site benefits from a range of retail and office services in walking distance to the north including a foodstore and other home based retailers as well as Dover District Council offices.		2	
	f	Proximity to Town centre	The site is relatively far from the Town centre		0	
	g	Proximity to sea and Air Freight	The site has relatively good access to Sea transport due to good access to the road network via the A2.		3	
	h	Road access and impact on local traffic	Road access is to the north towards A2 and A256.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					30/40	75%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Main building adjacencies are to the north, which are currently large footprint industrial warehouses and retail stores. The secondary school to the south is the only building along the southern boundary. This provides great scope for a flexible strategy of scale and density as impact on the surrounding environment can be minimised provided consideration is given to the rural edges to the east and south.	●	4	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location for employment uses with a clear concentration of a wide variety of businesses.	●	4	
	c	Potential for high value uses	The site has great opportunity for high value uses due to favourable road access and availability of services. Current adjacent activities such as major retailers to the north and housing development to the south are evidence of such potential.	●	5	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Although there is already an established road network and access the sites development will require a substantial contribution towards on and off-site infrastructure, especially water and electricity.	●	2	
	e	Potential Land Ownership & Construction issues	Ownership issues to be confirmed.	●	2	
	f	Potential for local employment (critical mass / size of development)	The site has very good potential to create opportunities for local employment due to the relatively large size and the location advantages of the site.	●	4	
	g	Potential remediation cost	Minimal remediation costs expected due to the undeveloped nature of the site.	●	4	
	h	Dependance on other developments or infrastructure projects	The site can be developed independent of any other developments around	●	5	



Criteria	Assessment		
1 Climate Change	23	57.5%	
2 Balanced Communities	25	62.5%	
3 Place Making	27	67.5%	
4 Accessibility	20	50%	
5 Economy and Employment	30	75%	
Total Score	**125**	**62.5%**	

5.10.1 Conclusions and recommendations

The site offers great advantages for employment uses due to excellent transport access and the established employment uses around the site.

Accessibility is the most significant factor to affect the sustainability performance of the site due to lack of connectivity to the town centre and its activities, However, the site conditions indicate the potential to establish a sustainable community where all the needs could be catered for within the boundaries of a walkable neighbourhood which combined with the BRT proposals to link this site to Dover town centre, Railway Station make this a desirable site.

The large size of the site, the variety of business and retail services and the outstanding views to green fields are key components to achieve such vision.

The diverse context surrounding the site provides the vital flexibility to tailor the employment provision to the demands of the market whilst having the option to adopt a land use strategy that accommodates alternative uses to respond to social and economic changes in the district.

The site should seek to provide complementary employment uses in the area to increase the economic synergy between businesses whilst providing a balanced community. Therefore the development could incorporate high quality B1 uses combined with B8 (light industry) uses. Other potential use that might be appropriate for this location include leisure and hospitality.

5.11 PAD Site, Deal

The PAD Site is located towards the western edge of Deal's urban area. This is only part of a larger area saved for employment uses. The site is currently vacant and is surrounded by green fields to the northwest and northeast, Sowthwall Road to the south and existing industrial warehouses to the southeast.

The immediate context is predominantly residential although Minters Industrial estate is in close proximity further west along Southwall Road.

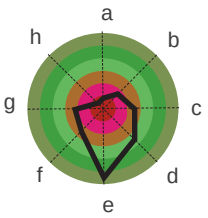
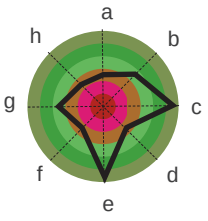
Location Plan

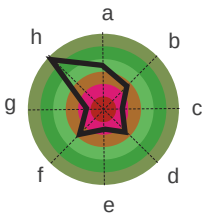
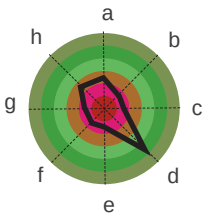
Size	0.42 ha
Current use	B2/B8
Land Status	Industrial use and vacant

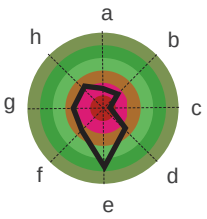
Aerial Photo

0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

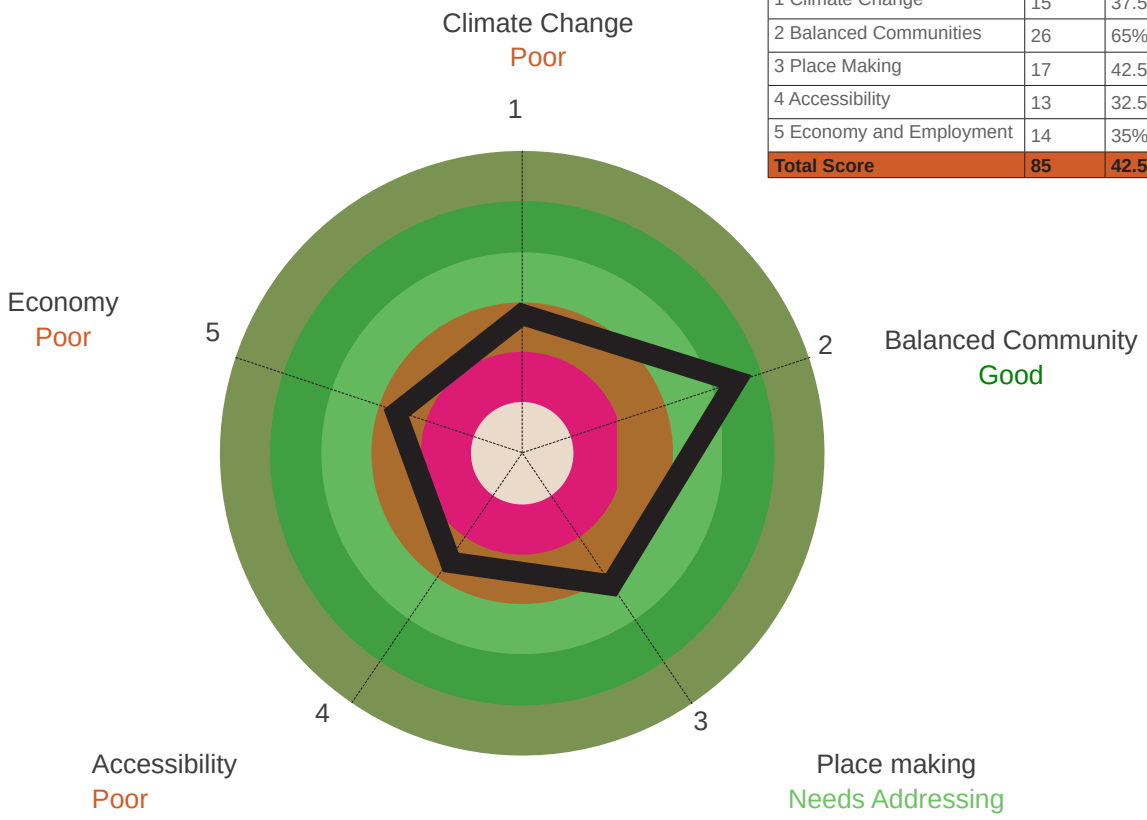
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					15/40	37.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 3 High probability of flooding		0	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site is very small and its orientation stretching from north to south hinders the potential for south facing elevations and roof mounted solar panels.		1	
	c	Proximity to existing waste treatment facility.	There is a Household Waste recycling centre adjacent to the Minters Industrial estate but the site does not have critical mass to use this as a source of renewable energy.		2	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	The site is a brownfield with little ecological value or opportunities for habitats on site. The only area with potential for existing biodiversity is the northern corner.		3	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may increase slightly the demand for water depending on the type of employment uses but this is likely to be insignificant due to the small size of the site.		2	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained some existing structures to be demolished and removed.		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	Site too small for setting up an efficient system		0	
2					26/40	65%
Balanced Community	a	Promoting community networks and interaction	The site is fairly isolated from the existing community so the development will have little effect on promoting community networks.		2	
	b	Promoting local economy	The site can contribute to local employment although due to small size the contribution is modest.		3	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	There are a number of low quality buildings on the site.		2	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	Potential for affordable employment accommodation due to far distance from town centre.		4	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to improve the outlook of existing residential properties.		3	
	h	Availability of and impact on existing infrastructure	Modest impact		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					17/40	42.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded by good quality landscape including both open fields to the south and residential properties around it.		3	
	b	Impact on surrounding Landscape and Townscape	The development may have minimal impact on the western and northern landscape settings		2	
	c	Noise & Light pollution (current condition and future impact).	There is potential noise and light pollution from the industrial estate to the northwest as well as the industrial warehouse to the east. This will affect the potential businesses.		1	
	d	Quality of Air (current condition and future impact).	Generally good air quality with the exception of potential odours from the recycling facility and other operations within the industrial estate.		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	Overhead power cables around the site.		1	
	f	Potential for mixed use	Too small a site to promote mixed use.		2	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Significant impact to adjacent residential properties is likely so employment uses with limited operational hours and limited noise output would be essential for any development proposed.		1	
	h	Cultural Heritage - historic setting, trends and character	No record of historical features on site or around it.		5	
4					13/40	32.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is more than 0.5 miles (800 metres) walking distance from Deal Train Station.		2	
	b	Access to Bus service	The nearest bus stop to the site is on London Road, approximately 0.31 miles (500 metres) away providing hourly services between Deal and Canterbury		1	
	c	Connectivity / Workforce catchment	Deal is the potential catchment area although due to accessibility issues the site's workforce catchment area is limited to the local community.		1	
	d	Access to Cycle Network and public footpaths	The site has direct access to existing public footpaths connecting Deal with Fowlmead Country Park. Sandwich Way cycle route is in reach of the site.		4	
	e	Proximity to existing services and amenities	Nearest services are towards the town centre		1	
	f	Proximity to Town centre	The High Street is over 0.6 miles (1000 metres) to the east of the site.		1	
	g	Proximity to sea and Air Freight	Although car journey time to Port of Ramsgate and Kent International Airport are favourable (approximately 30 minutes) due to poor road access the site has little benefits from such location advantage.		1	
	h	Road access and impact on local traffic	Direct access on Southwall Road, which is a narrow residential road with parked cars.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					14/40	35%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Very low density residential around the site and 1 storey industrial shed to the east. Limited option for density and scale.	●	1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Undesirable location for employment uses with inadequate road access and footfall	●	1	
	c	Potential for high value uses	No	●	0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the size of the site	●	2	
	e	Potential Land Ownership & Construction issues	No obvious issues.	●	4	
	f	Potential for local employment (critical mass / size of development)	Modest contribution	●	2	
	g	Potential remediation cost	Land contamination is to be investigated and flooding issues	●	2	
	h	Dependance on other developments or infrastructure projects	Adjacent residential properties to the east and west may be sensitive to potential development due to impact.	●	2	

Criteria	Assessment		
1 Climate Change	15	37.5%	
2 Balanced Communities	26	65%	
3 Place Making	17	42.5%	
4 Accessibility	13	32.5%	
5 Economy and Employment	14	35%	
Total Score	**85**	**42.5%**	



5.11.1 Conclusions and recommendations

The site is on the edge of town and too small to offer a highly sustainable employment development. The surrounding residential context is very sensitive, which limits the type of employment uses on site as well as the time of operation.

Due to its location, the site can primarily accommodate very local small businesses that do not require specific road access advantages and are not reliant on a wide workforce catchment area.

Consequently, the economy, placemaking, climate change and accessibility have scored relatively low.

Due to the predominantly residential nature of the surrounding context, the site offers an opportunity for employment uses that are compatible with a residential area. Therefore, specific B1 or B8 uses could be accommodated on site and other uses including community use, recreational and nature related businesses might also be suitable. Small start up businesses would also be appropriate for this location where accommodation cost could also be affordable.

Risk of flooding prevents the opportunity for residential development of the site. Community use could however, contribute to improve access of local community to services and facilities.

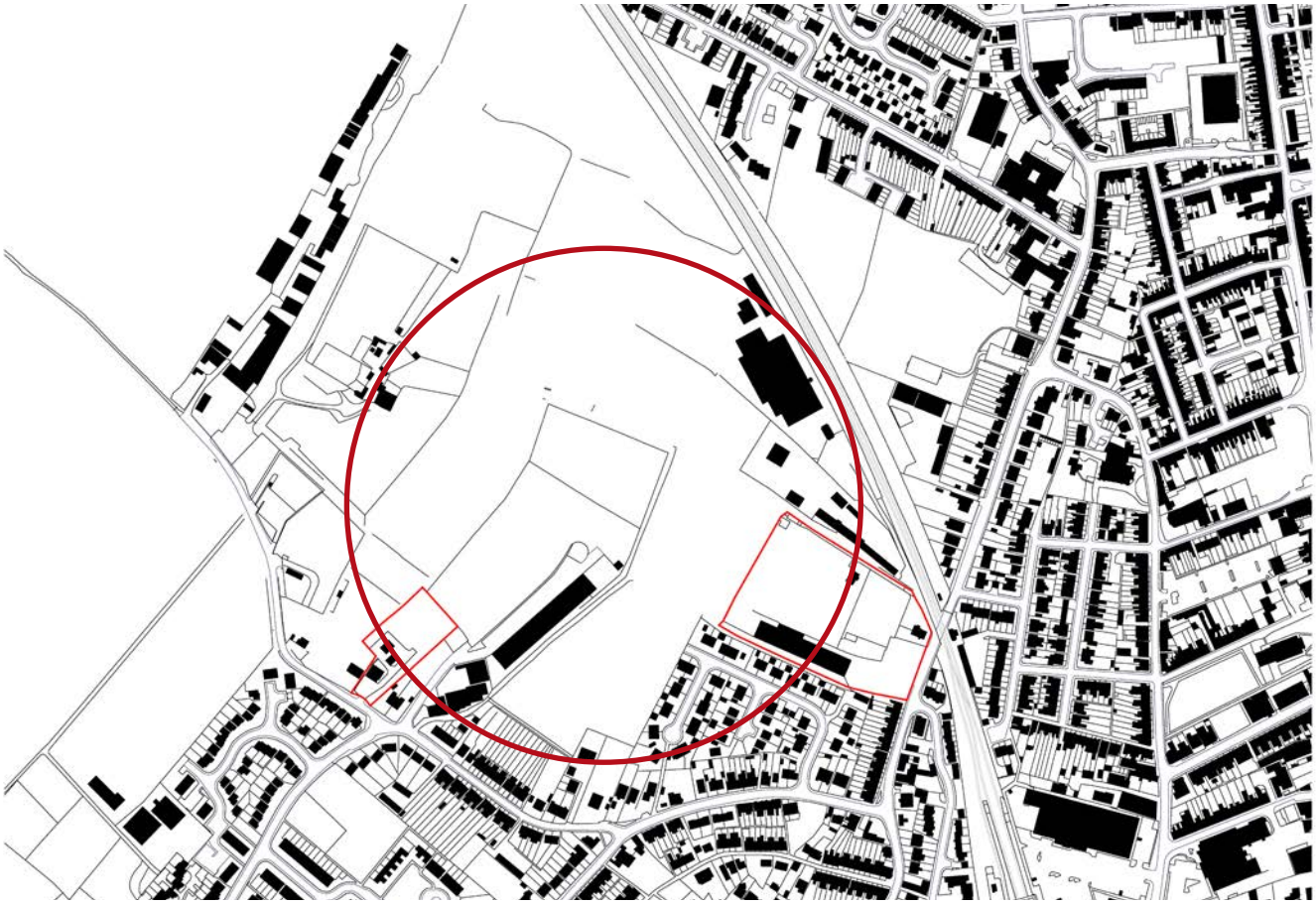
5.12 Deal Study Area

Deal Study Area is an unidentified zone between the railway to the east, Albert Road to the southeast, Middle Deal Road to the south, Southwall Road to the southwest and Minters Industrial Estate to the northwest. The area covers part of other sites assessed separately such as Albert Road and PAD Site.

Location Plan

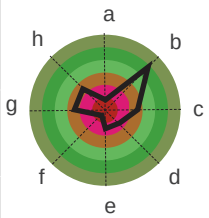
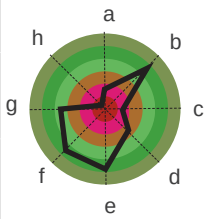
Size	Approximately 16.5 Ha
Current use	B2/B8
Land Status	Industrial uses and largely vacant

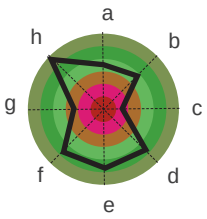
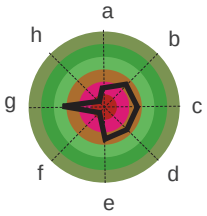
Aerial Photo

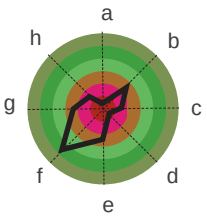


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

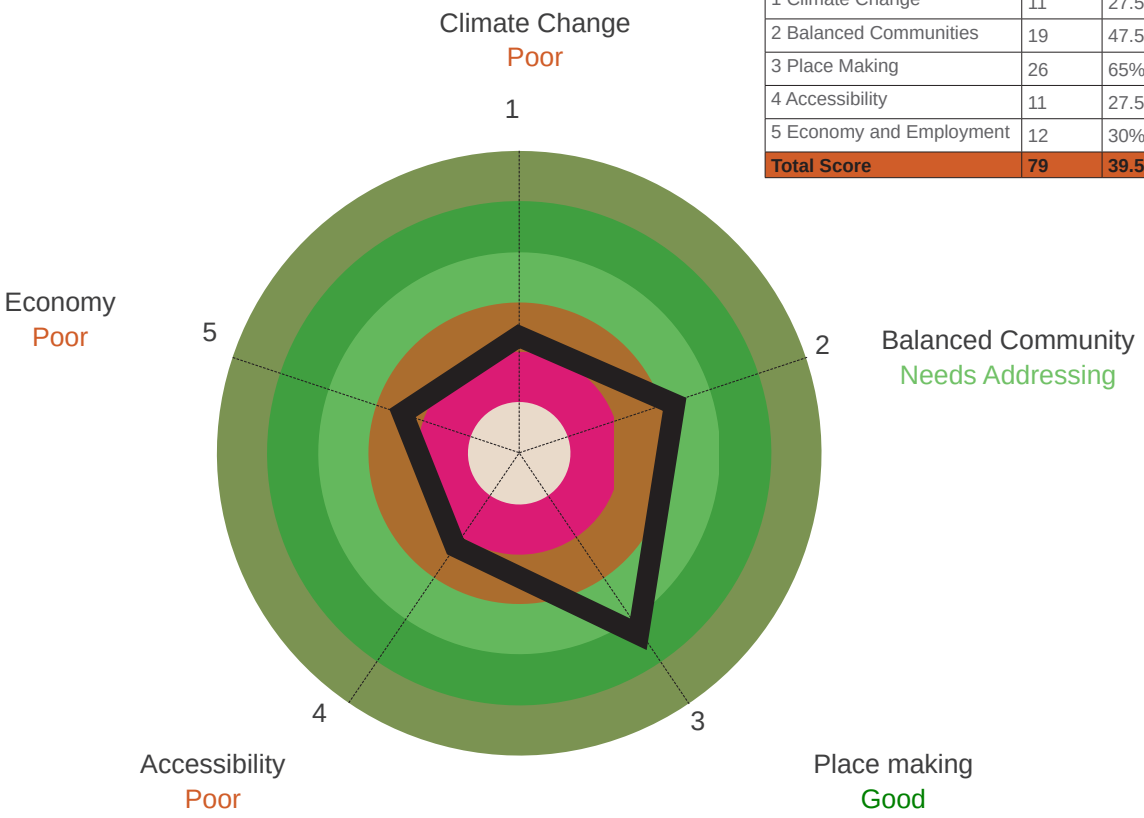
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					11/40	27.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 3 High probability of flooding		0	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	Relatively flat area allowing for optimal orientation of buildings and potential use of renewables. Assuming a large size development plot this indicator is positive.		4	
	c	Proximity to existing waste treatment facility.	The Household Waste recycling centre adjacent to the Minters Industrial estate is in close proximity and can potentially supply the site with energy generated from waste.		2	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Most of the site is currently green field with small woodlands creating conditions for wild life habitat and potential other ecological features. Development may affect ecology.		1	
	e	Land & Soil (agriculture value, soil quality)	Part of the site is agricultural land although the uncultivated land may also be of good quality soil.		1	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The site is largely vacant land so any development will increase demand water supply.		0	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained as largely vacant		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	Assuming a large development there may be scope for providing on site CHP system.		2	
2					19/40	47.5%
Balanced Community	a	Promoting community networks and interaction	With the exception of the southern boundary, the site is disconnected from the surrounding community. The railway to the east and open fields and the Industrial Estate to the north and west. Therefore, there is limited opportunity to promote community networks.		1	
	b	Promoting local economy	The site can contribute significantly to local employment provided it has the critical mass.		4	
	c	Safeguard the countryside from encroachment	The site will encroach on the countryside if developed as a substantial part of land is outside the urban area.		1	
	d	Current image and reputation	Due to current activities around the site the image may be perceived as negative although this can change if the site is developed.		2	
	e	Prevent neighbouring Town mergers	Site development will extend the settlement boundary to the northwest towards Sandwich although contribution to town mergers is minimal.		4	
	f	Potential for affordable accommodation	There is good potential for affordable accommodation due to location and size of land.		4	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to improve the outlook of existing residential properties to the south and open up opportunities for further development to the north.		3	
	h	Availability of and impact on existing infrastructure	The development will require major infrastructure improvement.		0	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					26/40	65%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded by good quality landscape to most of its perimeter including both open fields to the north and residential properties to the south.		3	
	b	Impact on surrounding Landscape and Townscape	The development of the site has the potential to improve the surrounding landscape although maintaining green space and trees will affect viability of the scheme.		3	
	c	Noise & Light pollution (current condition and future impact).	There is potential noise and light pollution from the industrial estate to the north. The development of the site may add noise and light pollution affecting the nearby residential areas depending on the type of employment uses provided.		1	
	d	Quality of Air (current condition and future impact).	Generally good air quality due to predominantly green surroundings.		4	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	Proximity to railway raises slight safety concerns		4	
	f	Potential for mixed use	There is potential for mixed use development where employment uses can be integrated with residential and potential out of town retail services.		4	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Potential impact to surrounding context considering the sensitivity of the southern adjacent residential properties. Any employment uses requiring 24 hours operations can be located away from the southern boundary.		2	
	h	Cultural Heritage - historic setting, trends and character	No record of historical features on site or around it.		5	
4					11/40	27.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site boundaries are yet to be defined. Potential distance to Deal Station is in excess of 1000 metres (0.7 miles)		1	
	b	Access to Bus service	Nearest bus stop is on Albert Road. Route 15A provides access to Deal town centre as well as Dover (32 minutes journey time). This service is available every 30 minutes and a bust stop is located adjacent to the site boundary on Albert Road.		2	
	c	Connectivity / Workforce catchment	Deal area is a potential workforce catchment area		2	
	d	Access to Cycle Network and public footpaths	There is a designated cycle route (TR9) along Albert Road which connects the site with the wider cycle network such as Route 1 connecting Sandwich, Deal and Dover. Cycle access to this route is to be defined upon future site boundary.		2	
	e	Proximity to existing services and amenities	Nearest services are towards the town centre in excess of 1200 metres (0.75 miles)		1	
	f	Proximity to Town centre	The High Street is about 1200 metres (0.75 miles) from the site		0	
	g	Proximity to sea and Air Freight	The site is about 15 miles (30 minutes car journey) from Port of Ramsgate and Kent International Airport. Port of Dover is about 10 miles to the south (approximately 20 minutes car journey).		3	
	h	Road access and impact on local traffic	The site will require major investment to acquire access to road network. Existing potential access points from Minter Industrial Estate or towards Albert Road are not capable to serve the potential development.		0	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					12/40	30%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Very low density residential area to the south and 1 storey industrial shed to the east. Limited option for density and scale considering low density context and potential impact on green land.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Could become a desirable location in good distance to the town centre depending on the quality of development and appropriate uses being attracted.		2	
	c	Potential for high value uses	Very limited due to road access limitations		1	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Potential high contribution may be required due to substantial impact on infrastructure.		0	
	e	Potential Land Ownership & Construction issues	None identified so far		2	
	f	Potential for local employment (critical mass / size of development)	Substantial contribution		4	
	g	Potential remediation cost	This is to be confirmed by appropriate surveys but judging by the existing uses there is little contamination on site. Flood risk protection will require significant up front investment.		2	
	h	Dependance on other developments or infrastructure projects	Road access could be a key issue for the delivery		1	

Criteria	Assessment		
1 Climate Change	11	27.5%	
2 Balanced Communities	19	47.5%	
3 Place Making	26	65%	
4 Accessibility	11	27.5%	
5 Economy and Employment	12	30%	
Total Score	**79**	**39.5%**	



5.12.1 Conclusions and recommendations

Although the Deal Study Area is yet to be defined in size and location the assessment provides an indication of its sustainability credentials.

The location settings surrounded by mostly green open fields and existing residential properties back gardens are a positive prospect for balanced communities and Placemaking. The employment development of the site may enhance the quality of life in the community and provide additional jobs.

In contrast, Deal Study Area has performed poorly on Climate Change, Access and Economy. Severe flood issues and impact on ecology and the natural environment are the main factors for this performance.

Another significant issues with the area is lack of opportunities for appropriate road access. A new substantial development will generate significant traffic flows and as a result require good road access. This will require significant investments, which in return may affect the viability of the development. This reflects the scoring for both accessibility and Economy.

5.13 Albert Road Area, Deal

The Albert Road Area is located to the northeast of Deal surrounded by the mainline railway and existing industrial activities to the east and north with green fields and residential areas to the west and south.

Albert Road defines the southeastern boundary and provides road access to the local and regional network.

Currently a garage occupies the southern and southeastern corner of the site with the remainder being green field.

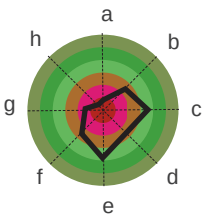
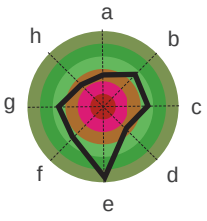
Location Plan

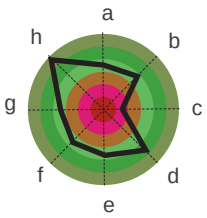
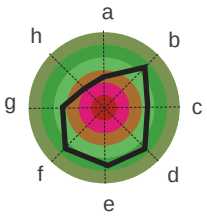
Size	1.8 ha
Current use	B2/B8
Land Status	Industrial uses and largely vacant

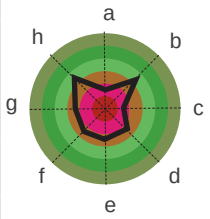
Aerial Photo

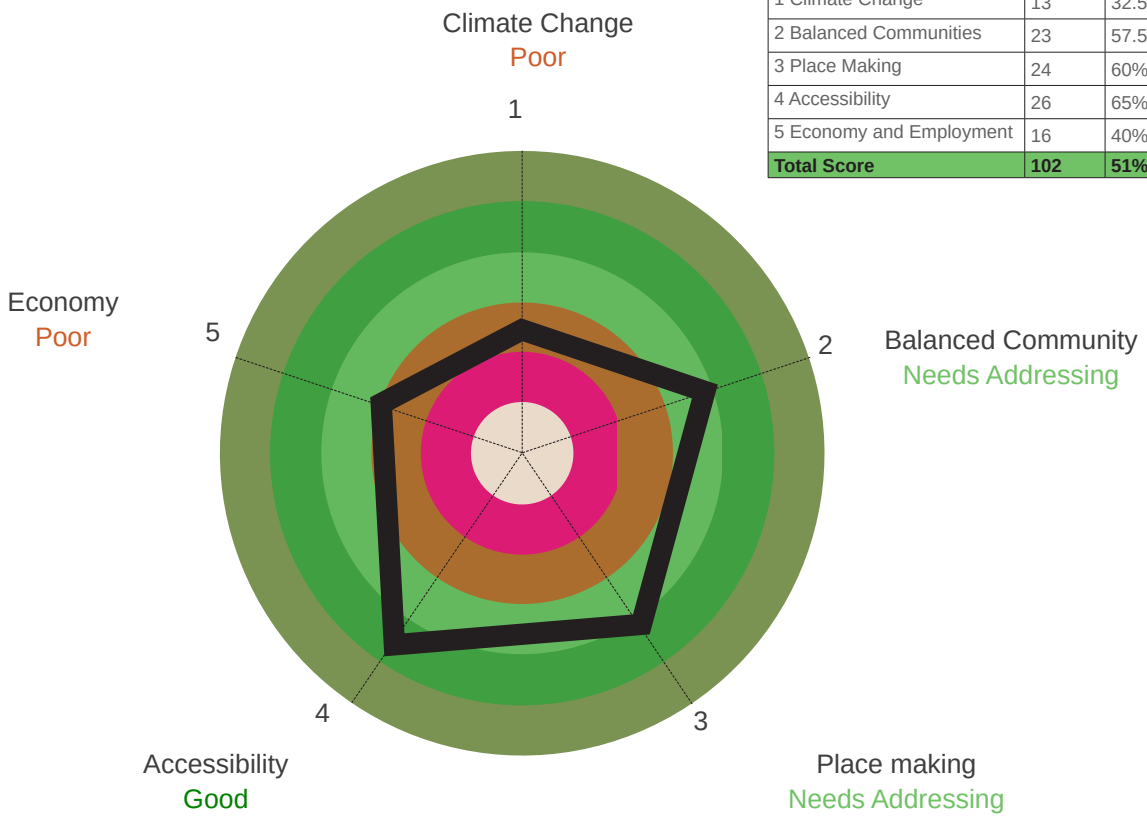
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					13/40	32.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 3 High probability of flooding		0	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	Site orientation may favour use of renewables due to opportunity for south facing elevations and roofs. However, the site is relatively small to have a significant impact.		2	
	c	Proximity to existing waste treatment facility.	The Household Waste recycling centre adjacent to the Minters Industrial estate (approximately 400 metres to the west) can potentially supply the site with energy generated from waste.		3	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Most of the site is currently green field with small woodlands around the boundary and the surrounding area. This wild life habitat and potential other ecological features may affect the development of the site.		2	
	e	Land & Soil (agriculture value, soil quality)	No loss of agricultural land. However, the development of the site will use currently undeveloped land, with potentially good quality soil.		3	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development may increase slightly the demand for water depending on the type of employment uses but this is likely to be insignificant due to the small size of the site.		2	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained, some existing structures to be demolished and removed.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	Site too small for setting up an efficient system		0	
2					23/40	57.5%
Balanced Community	a	Promoting community networks and interaction	The site is fairly isolated from the existing community so the development will have little effect on promoting community networks.		2	
	b	Promoting local economy	The site can contribute to local employment although due to small size the contribution is modest.		3	
	c	Safeguard the countryside from encroachment	The site sits within the urban settlement boundary so its development does not encroach on countryside.		3	
	d	Current image and reputation	Due to current activities on site the image may be perceived as negative although this can change if the site is developed.		2	
	e	Prevent neighbouring Town mergers	Site development does not impact on town mergers.		5	
	f	Potential for affordable accommodation	Potential for lower cost employment accommodation due to location despite proximity to the town centre.		3	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to improve the outlook of existing residential properties to the south and open up opportunities for further development to the north.		3	
	h	Availability of and impact on existing infrastructure	Current infrastructure is insufficient for the new development and there will be potential impact from additional infrastructure, but there is likely to be little impact on the existing community due to the small size of the plot.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					24/40	60%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	The site is surrounded by good quality landscape to most of its perimeter including both open fields to the west and residential properties to the south.		3	
	b	Impact on surrounding Landscape and Townscape	The development of the site has the potential to improve the surrounding landscape.		3	
	c	Noise & Light pollution (current condition and future impact).	There is potential noise and light pollution from the industrial estate to the north. The development of the site may add noise and light pollution affecting the nearby residential areas depending on the type of employment uses provided.		1	
	d	Quality of Air (current condition and future impact).	Generally good air quality due to predominantly green surroundings.		4	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	Proximity to railway raises slight safety concerns		3	
	f	Potential for mixed use	Although a small site, the diverse context (residential and industrial uses) and the close proximity to the town centre provides a prospect to promote mixed use.		3	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Potential impact to surrounding context considering the sensitivity of the southern adjacent residential properties. Any employment uses requiring 24 hours operations can be located away from the southern boundary.		2	
	h	Cultural Heritage - historic setting, trends and character	No record of historical features on site or around it.		5	
4					26/40	65%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 800 - 400 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is approximately 0.5 miles (800 metres) walking distance from Deal Train Station.		2	
	b	Access to Bus service	Route 15A provides access to Deal town centre as well as Dover (32 minutes journey time). This service is available every 30 minutes and a bust stop is located adjacent to the site boundary on Albert Road		4	
	c	Connectivity / Workforce catchment	Deal area is a potential workforce catchment area although proximity to the train station provides access to a wider workforce catchment area.		3	
	d	Access to Cycle Network and public footpaths	There is a designated cycle route (TR9) along Albert Road which connects the site with the wider cycle network such as Route 1 connecting Sandwich, Deal and Dover.		4	
	e	Proximity to existing services and amenities	Nearest services are towards the town centre approximately 0.3 miles (600 metres) to the east and south.		4	
	f	Proximity to Town centre	The High Street is about 0.3 miles (600 metres) from the site		4	
	g	Proximity to sea and Air Freight	The site is about 15 miles (30 minutes car journey) from Port of Ramsgate and Kent International Airport. Port of Dover is about 10 miles (16 km) to the south (approximately 20 minutes car journey).		3	
	h	Road access and impact on local traffic	The site has good road access to A258 via Albert Road connecting with primary road network although the position and location of the level crossing may limit the development potential of the site.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					16/40	40%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Very low density residential area to the south and 1 storey industrial shed to the north. Limited option for density and scale although potential impact on the surrounding area is minimal.	●	1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location close to the town centre and good road access.	●	3	
	c	Potential for high value uses	Very limited due to the size of the plot and potential impact on local traffic.	●	1	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the size of the site	●	2	
	e	Potential Land Ownership & Construction issues	None identified so far	●	2	
	f	Potential for local employment (critical mass / size of development)	Modest contribution	●	2	
	g	Potential remediation cost	This is to be confirmed by appropriate surveys but judging by the existing uses there is little contamination on site. Flood risk protection will require significant up front investment.	●	2	
	h	Dependance on other developments or infrastructure projects	No dependance on other development apart from potential access issues due to proximity to level crossing.	●	3	



Criteria	Assessment		
1 Climate Change	13	32.5%	
2 Balanced Communities	23	57.5%	
3 Place Making	24	60%	
4 Accessibility	26	65%	
5 Economy and Employment	16	40%	
Total Score	**102**	**51%**	

5.13.1 Conclusions and recommendations

The climate change component of the assessment is relatively poor due to impact from potential flood risk and the potential ecological impact to the on-site and off-site green area. The small size of the site does not allow for much cost recovery to compensate for any potential environmental impact.

This aspect of the site is overcome by a good performance of all other sustainability criteria. The site is located in close proximity to the town centre with good access to roads and other public transport services. This provides good opportunity for provision of a wide range of employment activities as per market needs.

Impact on surrounding area is also minimal as only a small part of the boundary is adjacent to an existing residential zone.

Overall, the site has the flexibility for providing a wide range of employment uses as well as potential other non-employment uses to complement the local demand for employment space. Alternative uses, should this be required are also appropriate considering location and wider context.

5.14 Marlborough Road, Deal

The site is part of the Marlborough Road Industrial Estate. The available plot size is only 1,500 m^2 and is the smallest of all sites assessed.

Located to the southwest edge of Deal, the site is surrounded mainly by green open space. A car repair service yard is located along the southern boundary. Other industrial and services are located on both sides of Marlborough Road.

Location Plan

Size	0.15 ha
Current use	B1
Land Status	Vacant

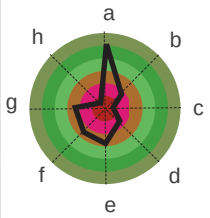
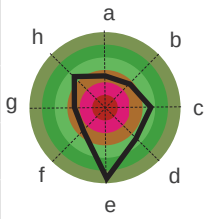
Aerial Photo

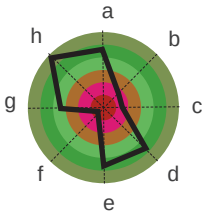
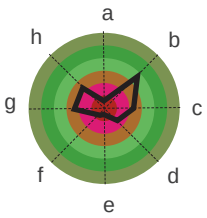


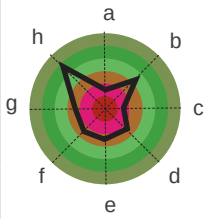



0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

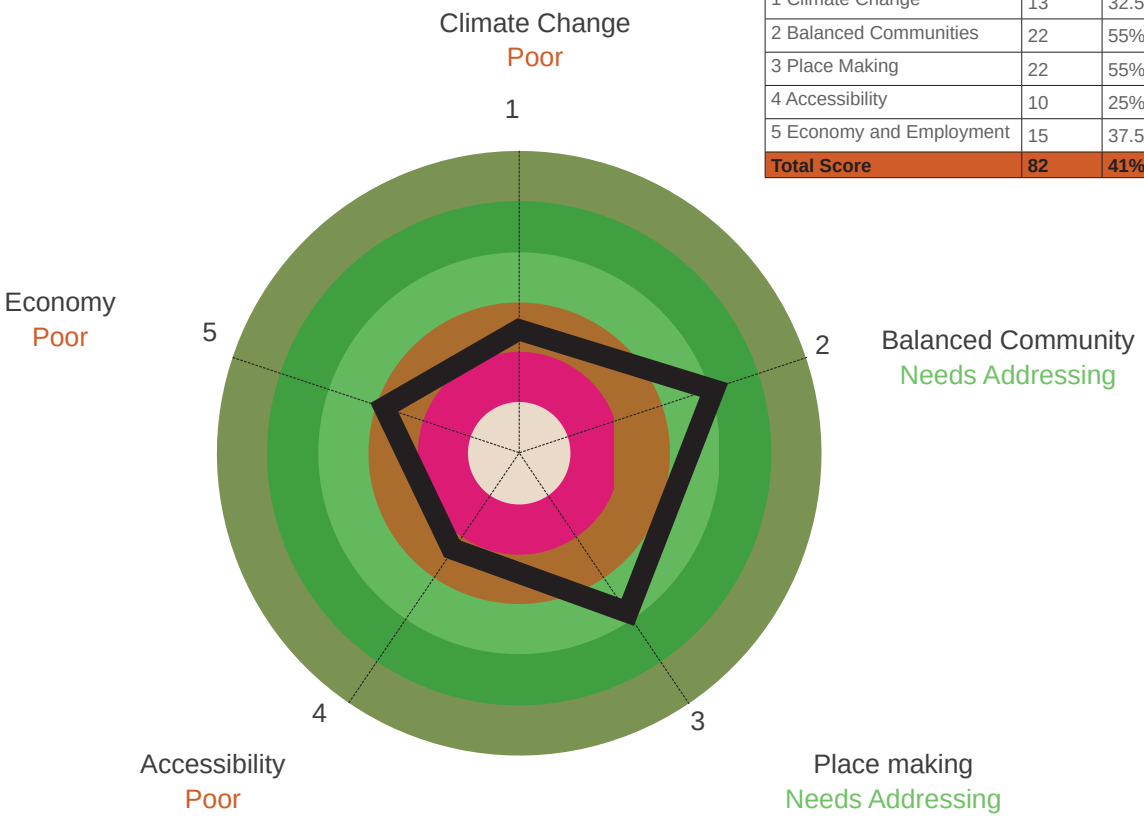
Assessment Matrix:

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					13/40	32.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Zone 1 low probability of flooding		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	Very small site to allow for effective renewables strategy		1	
	c	Proximity to existing waste treatment facility.	There is no waste facility in close proximity		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Currently an open space the site has potential for existing habitat. This may be affected by potential development.		1	
	e	Land & Soil (agriculture value, soil quality)	No loss of agricultural land. However, the development of the site will use currently undeveloped land, which may be a good quality soil.		2	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The site is very small to have an impact on water demand increase. However, the site is near existing Ground Water Source Location and is under its protection area.		2	
	g	Usability of existing building stock (age, quality of building)	No buildings on site		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	Site too small for setting up an efficient system		0	
2					22/40	55%
Balanced Community	a	Promoting community networks and interaction	The site is small and isolated from the existing community so the development will have no impact (positive or negative) on promoting community networks.		2	
	b	Promoting local economy	The site can contribute to local employment although due to small size the contribution is insignificant.		2	
	c	Safeguard the countryside from encroachment	Although, the site sits within the urban settlement boundary, development of currently open space results in encroachment on countryside.		3	
	d	Current image and reputation	Positive image due to a positive landscape and access to green fields.		3	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	There is potential for lower cost employment accommodation due to location although the amount is very small.		2	
	g	Contribution to regeneration of surrounding context	The redevelopment of the site has the potential to improve the outlook of existing industrial estate although it will reduce the amount of open space.		2	
	h	Availability of and impact on existing infrastructure	Existing infrastructure may be able to cope with the additional requirements of the site		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					22/40	55%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Currently the site is surrounded by good quality landscape to most of its perimeter including open fields to the east and north.		4	
	b	Impact on surrounding Landscape and Townscape	Replacing existing open space with employment use will have a negative impact on the environment.		1	
	c	Noise & Light pollution (current condition and future impact).	Any potential development will have negative impact on light and noise pollution compared to existing open space conditions		1	
	d	Quality of Air (current condition and future impact).	Generally good air quality due to predominantly green surroundings.		4	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No apparent public safety issues although the unprotected southeastern boundary may become a security issue.		4	
	f	Potential for mixed use	No potential for mixed uses due to small size		0	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Minimal impact to surrounding context due to existing green screening with the residential properties.		3	
	h	Cultural Heritage - historic setting, trends and character	No record of historical features on site or around it.		5	
4					10/40	25%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The site is over 0.75 miles (1200 metres) walking distance from Walmer Train Station. The station connects to Dover (13 minutes journey time) and Deal (4 minutes journey time)		0	
	b	Access to Bus service	Route 15 provides access to Deal town centre (18 minutes journey time) as well as Dover (29 minutes journey time). This service is available every 30 minutes and a bust stop is located within 200 metres from the site on St Richard's Road.		3	
	c	Connectivity / Workforce catchment	Deal is a potential workforce catchment area. Accessibility issues due to edge of town location may reduce the catchment area significantly.		2	
	d	Access to Cycle Network and public footpaths	The site is accessible by cycle although there are no designated cycle routes in close proximity.		1	
	e	Proximity to existing services and amenities	There are no services or facilities relevant for use by an employment development in close proximity to the site		0	
	f	Proximity to Town centre	Distance to Deal town centre is beyond 2 miles (3.2 km).		0	
	g	Proximity to sea and Air Freight	The site is about 15 miles (24 km), 30 minutes car journey, from Port of Ramsgate and Kent International Airport. Port of Dover is about 7 miles (11.2 km) to the south (approximately 18 minutes car journey). However, road conditions are not appropriate for heavy traffic due to surrounding residential context.		2	
	h	Road access and impact on local traffic	The site has good road access to A258 via St Richard's Road although the local roads are of a predominantly residential nature and not suitable for heavy traffic.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					15/40	37.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	The site is surrounded by low density residential area predominantly 2 storey buildings to the north, existing industrial buildings to the south and open space to the west. This may limit the scale and massing potential on site.	●	1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location but the small size may be a significant factor to limit the range of employment uses on site.	●	1	
	c	Potential for high value uses	No potential due to the size of the plot and potential impact on local traffic.	●	0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Not substantial considering the size of the site	●	2	
	e	Potential Land Ownership & Construction issues	None identified	●	4	
	f	Potential for local employment (critical mass / size of development)	Modest contribution	●	2	
	g	Potential remediation cost	This is to be confirmed by appropriate surveys but the only potential remediation cost could relate to ecological habitat	●	1	
	h	Dependance on other developments or infrastructure projects	No dependance on other development.	●	4	

Criteria	Assessment		
1 Climate Change	13	32.5%	
2 Balanced Communities	22	55%	
3 Place Making	22	55%	
4 Accessibility	10	25%	
5 Economy and Employment	15	37.5%	
Total Score	**82**	**41%**	



5.14.1 Conclusions and recommendations

The site is very small in size, which in itself is a significant limitation to achieve a sustainable employment development whilst addressing climate change, balanced communities and placemaking. This has a significant impact on the economy and as a result the viability of a potential development scheme.

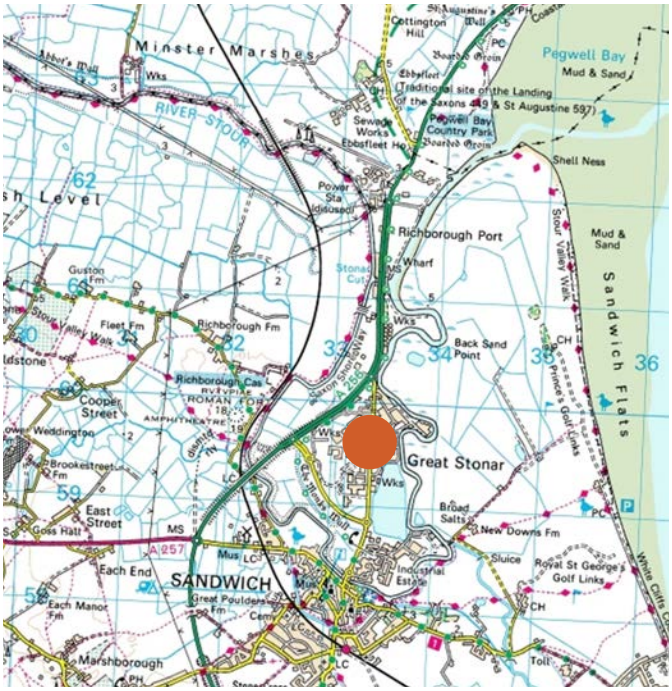
Although the surrounding context is very positive in terms of the quality of environment, the development is bound to have negative impact on the ecology and landscape by reducing open space in the area and building up on an edge of town adjacent to countryside.

In addition, the site location lacks required accessibility for a sustainable employment site. Distance to the town centre, access to public transport and access to services and facilities is poor. This assessment may have wider implications to the entire industrial estate, which appears to be located in an area that is poorly connected and unsuitable for employments uses. A more long term approach to the future of the Industrial Estate should be taken into account before deciding any potential employment development of the site.

5.15 Discovery Park Enterprise Zone (Pfizers)

The site is currently an employment area including high quality office buildings, industrial uses and research development. Following the relocation of the majority of Pfizer operations the site has been designated an Enterprise Zone known as Discovery Park. This status provides financial and planning incentives for development by both the private and public sector for the coming 5 years.

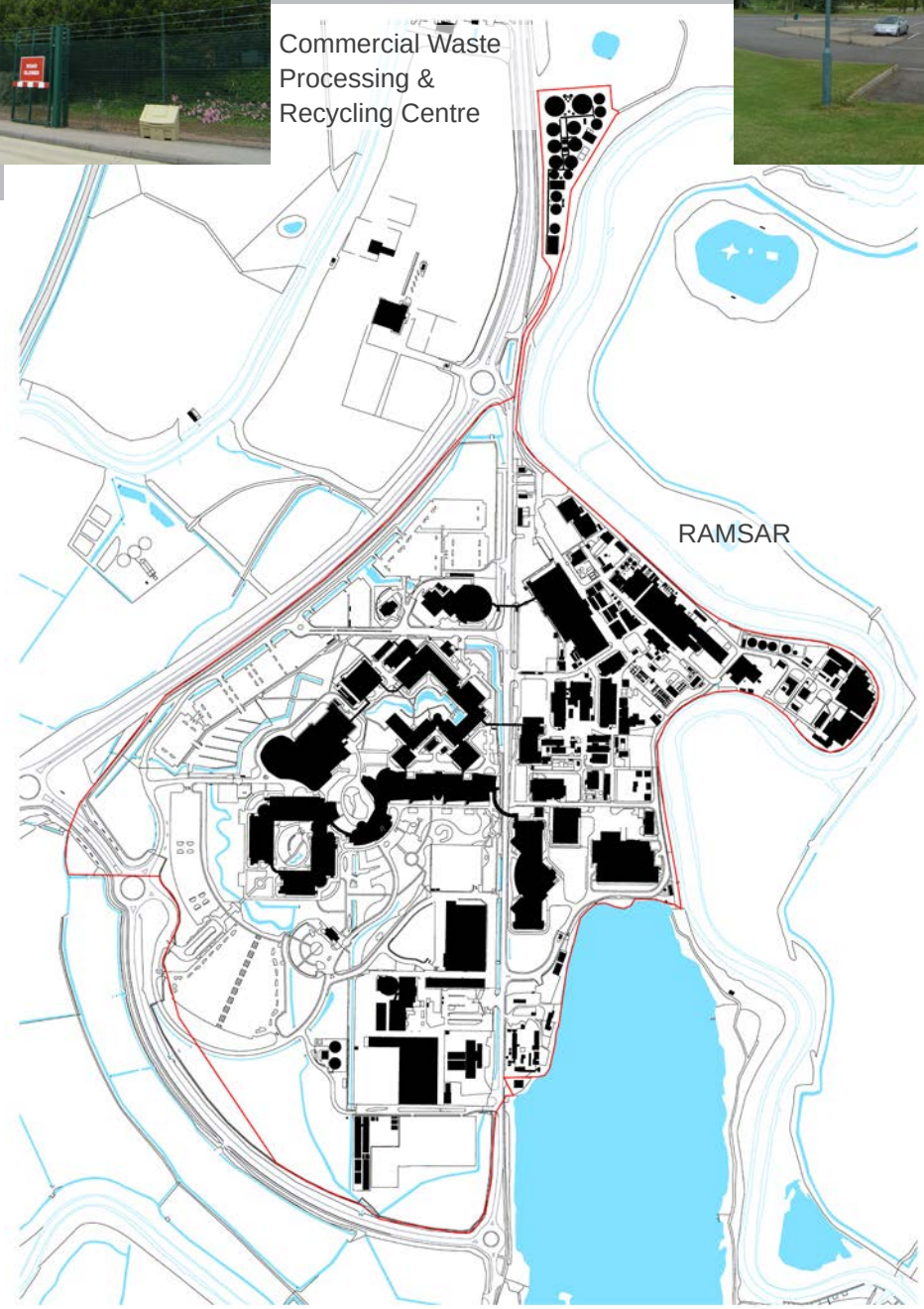
The site is located to the north within a mile from Sandwich town. It is surrounded by A256 to the west, River Stour and Stonar Lake to the east and Monk's Way to the south. Two main junctions on A256 provide direct access to the site



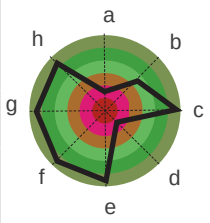
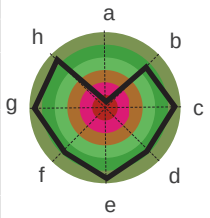
Location Plan

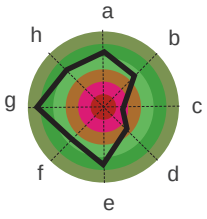
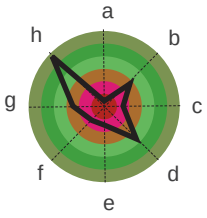
Size	81.1 ha
Current use	B1
Land Status	Office and research facilities

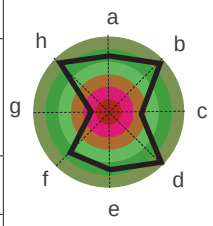
Aerial Photo

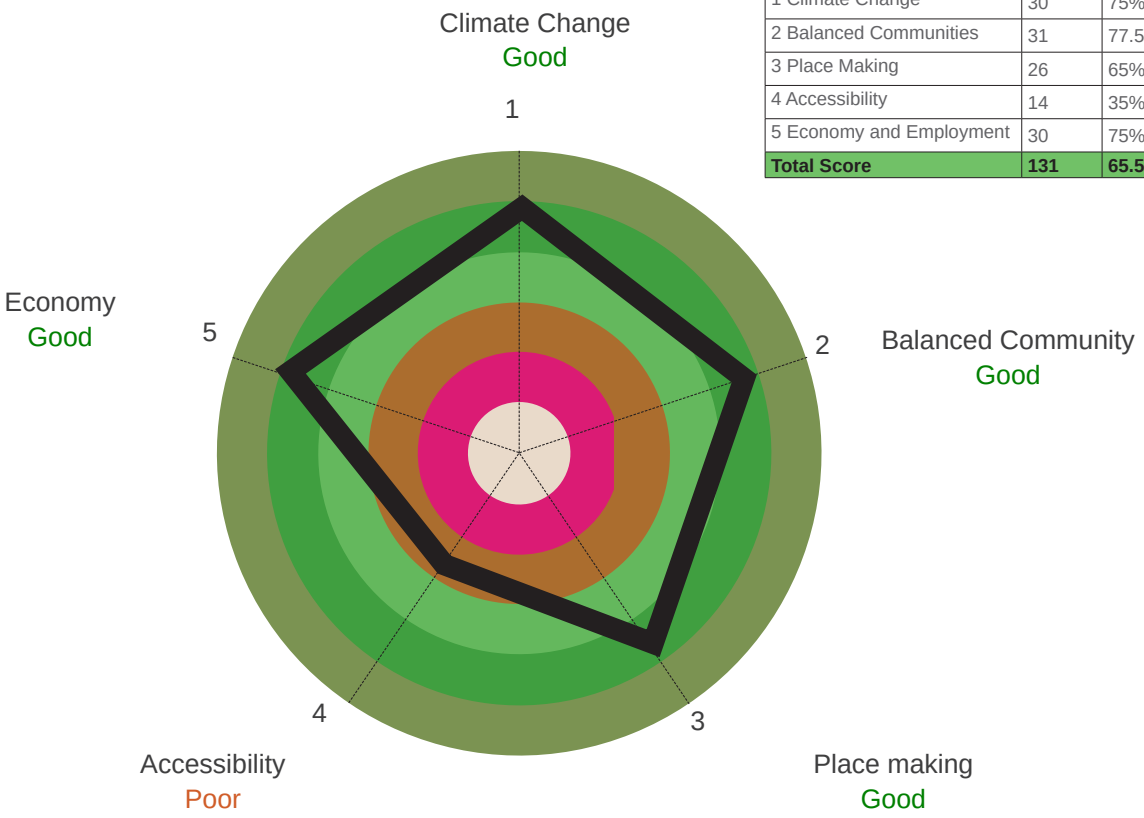


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					30/40	75%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Entire site is on Zone 3 High probability of flooding. There are plans to improve the flood defence to protect the site and the town of Sandwich.		1	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site is significantly large but mostly built with the likelihood for most of the buildings being retained. The whole of the site is served by a combined Heat and Power Plant.		3	
	c	Proximity to existing waste treatment facility.	The site is located adjacent to the existing Commercial Waste Processing & Recycling Centre just north.		5	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Current ecology on site is very poor due to employment/industrial use with potential for land contamination. The regeneration scale of the site is somewhat limited due to existing buildings but there is scope to improve ecology and biodiversity on site. The redevelopment of the site may have significant impact on the ecological zone along most of the eastern boundary which is a Special protection Area, Site of Special Scientific Interest, Special Area of Conservation and RAMSAR area.		1	
	e	Land & Soil (agriculture value, soil quality)	Currently a brownfield site so there is no loss of good quality soils or agriculture land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The redevelopment of the park is unlikely to have an impact on water demand.		5	
	g	Usability of existing building stock (age, quality of building)	There are significant number of buildings on site that can be reused and integrated on a new overall plan.		5	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The large size of the site and its proximity to adjacent employment and waste processing sites creates opportunities for efficient CHP systems.		5	
2					31/40	77.5%
Balanced Community	a	Promoting community networks and interaction	The site is currently an island in regard to community networks		0	
	b	Promoting local economy	High potential to promote the local economy particularly research and development activities to replace some of the former Pfizer operations		4	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	Enterprise Zone status has enhanced image and reputation		4	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	Being located out of town and benefiting from attractive government incentives provides unique conditions for affordable accommodation.		4	
	g	Contribution to regeneration of surrounding context	The site has potential for a major impact in the regeneration of the surrounding neighbourhood by raising the quality of buildings and public space as well as providing employment for high quality business.		4	
	h	Availability of and impact on existing infrastructure	The site has very good access to infrastructure including good road access and most importantly benefiting from superfast broadband service as part of the Enterprise Zone initiative.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					26/40	65%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Generally a positive landscape surrounds the site dominated by open green fields and water areas. The A256 to the west and northwest is the only factor undermining the landscape context.		4	
	b	Impact on surrounding Landscape and Townscape	The development of the site has potential to improve the landscape by providing better quality pubic realm and integrate the site with the town of Sandwich.		3	
	c	Noise & Light pollution (current condition and future impact).	Moderate level of noise and light pollution on-site and from the surrounding activities. Noise and light impact of potential new activities on ecological area to the east may be significant.		1	
	d	Quality of Air (current condition and future impact).	Potential air pollution from the dual carriageway (A256) and odours from the waste treatment facility and incinerator.		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues (flood risk issues are considered separately in 1a)		4	
	f	Potential for mixed use	There is scope for a mix of employment uses on site although considering the location the site is appropriate for large business requiring significant floors pace and parking facilities.		3	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	No apparent restrictions on the types of activity or the hours of operation		5	
	h	Cultural Heritage - historic setting, trends and character	Historic significance related to World War I and II as it was a military base, although there are only a limited number of historical buildings remaining on site.		4	
4					14/40	35%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800 - 400 - 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	The southern corner of the site is just under 1 mile (1.5 km) from Sandwich Train Station. However the entire site is just off the standard walking distance range.		0	
	b	Access to Bus service	There is bus service along Ramsgate Road (route 87 and 88) every hour. Although physical access to the service is good, the frequency of the service is inadequate for a sustainable public transport.		2	
	c	Connectivity / Workforce catchment	Sandwich is relatively close to the site but not close enough for walking to the site although cycling is an option. The size of the site though is too large and requires a more significant population within the catchment are to be sustainable.		1	
	d	Access to Cycle Network and public footpaths	The site has direct access to the existing district cycle routes (Sandwich Way) that provides cycle connections from Dover to Ramsgate. Few public footpaths connect the site with recreational local walking routes although public access to the eastern area is restricted to protect the ecology.		2	
	e	Proximity to existing services and amenities	No other facilities are available than those provided on site.		1	
	f	Proximity to Town centre	The site is in the margins of walking distance to the northern end of the High Street - 0.65 miles (approximately over 1 km)		1	
	g	Proximity to sea and Air Freight	About 10 kilometres away from Ramsgate port and Kent International Airport.		2	
	h	Road access and impact on local traffic	Very good access to primary road network via A256.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					30/40	75%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	No built context to refer to around the site. The only potential impact of massing and scale is the treatment of green edges towards the green fields.		4	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Unique financial and planning incentives in place to attract business on site		5	
	c	Potential for high value uses	High possibility for high value uses due to road access although location in relation to the town is not favourable.		2	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Very low as most infrastructure is available.		5	
	e	Potential Land Ownership & Construction issues	Unlikely to have ownership issues as the former Owner of the site Pfizer is willing to attract new businesses.		4	
	f	Potential for local employment (critical mass / size of development)	The size of the site and availability of existing buildings provides immediate opportunity for local employment.		4	
	g	Potential remediation cost	Flood protection measures may be costly. SUDS and permeable development are required.		1	
	h	Dependance on other developments or infrastructure projects	None		5	



Criteria	Assessment		
1 Climate Change	30	75%	
2 Balanced Communities	31	77.5%	
3 Place Making	26	65%	
4 Accessibility	14	35%	
5 Economy and Employment	30	75%	
Total Score	**131**	**65.5%**	

5.15.1 Conclusions and recommendations

The Site offers a good opportunity for sustainable development. Although located in a zone of flood risk there are flood defence improvement planned for this area which will reduce the risk of flooding. Sensitivity to the ecological protection zone to the east should be addressed in the future development plans.

The site is ideally located to potentially use energy from the waste processing facility in close proximity, use of existing vacant buildings, existing available infrastructure, good road access and a positive surrounding outlook.

Most importantly the site benefits from significant financial and planning incentives that have a major impact in the viability of future development and the provision of high quality and affordable units served by high quality infrastructure.

The size of the site and the isolation from the nearest settlement provides flexibility for the type of employment uses on site including 24 hour activity operations.

The site has also a history of research uses (pharmaceutical). This unique factor should be taken into account for further development by encouraging similar uses to occupy available premises.

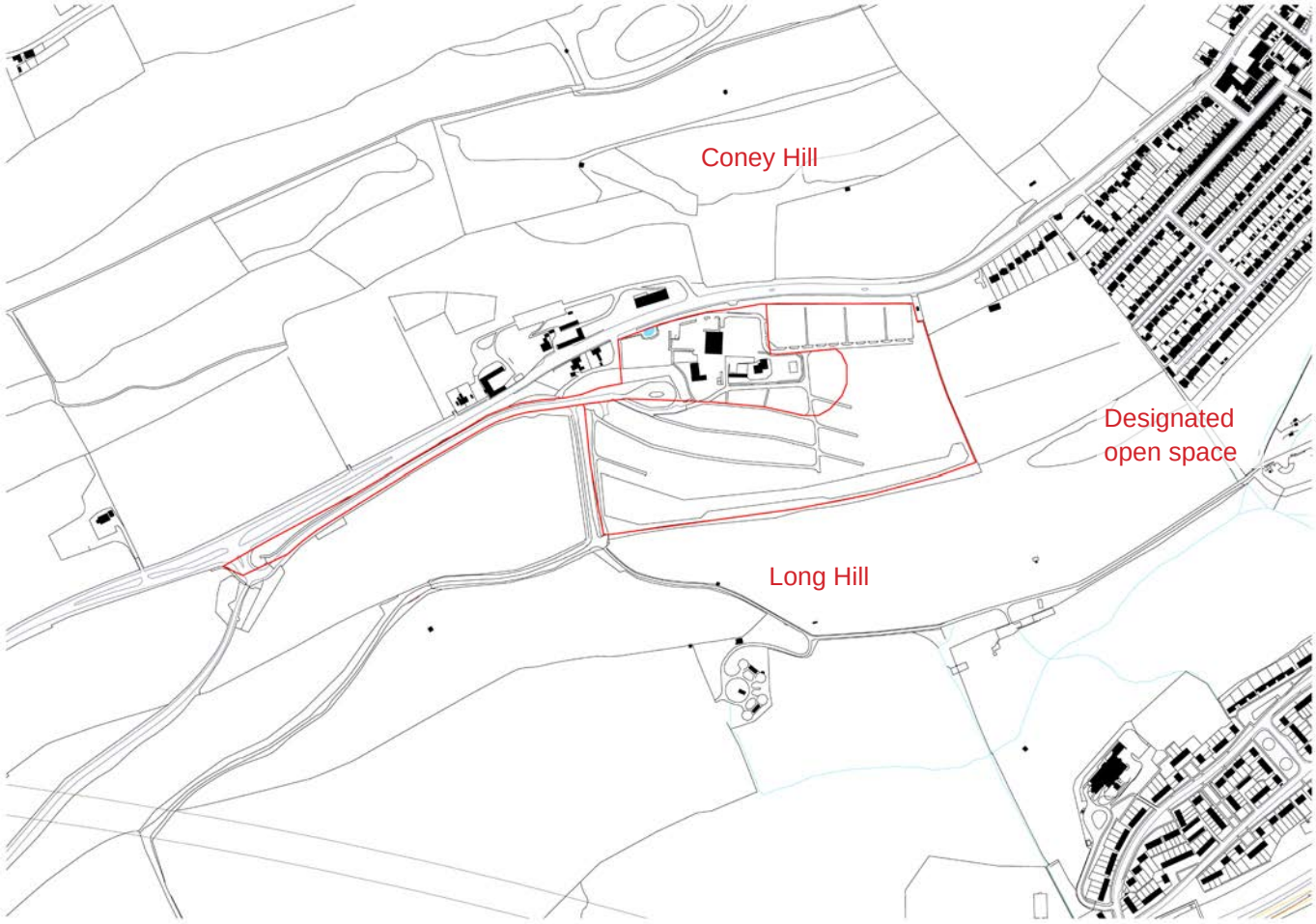
5.16 Former Channel Tunnel Workers Site, Farthingloe

The former Channel Tunnel Workers site is currently predominantly vacant land. The site is surrounded by green fields and woodlands. It is within an Area of Outstanding Natural Beauty although a planning permission for 19,510 m2 of B1 employment space has recently been extended. Long Hill is located adjacent to southern boundary.

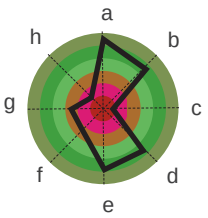
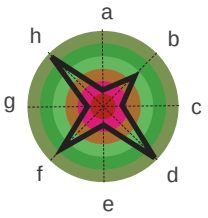
Location Plan

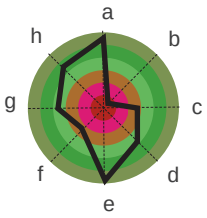
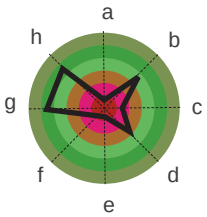
Size	11.5 ha
Current use	B1
	Permission for B1 employment space extended.

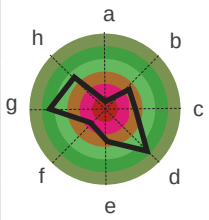
Aerial Photo

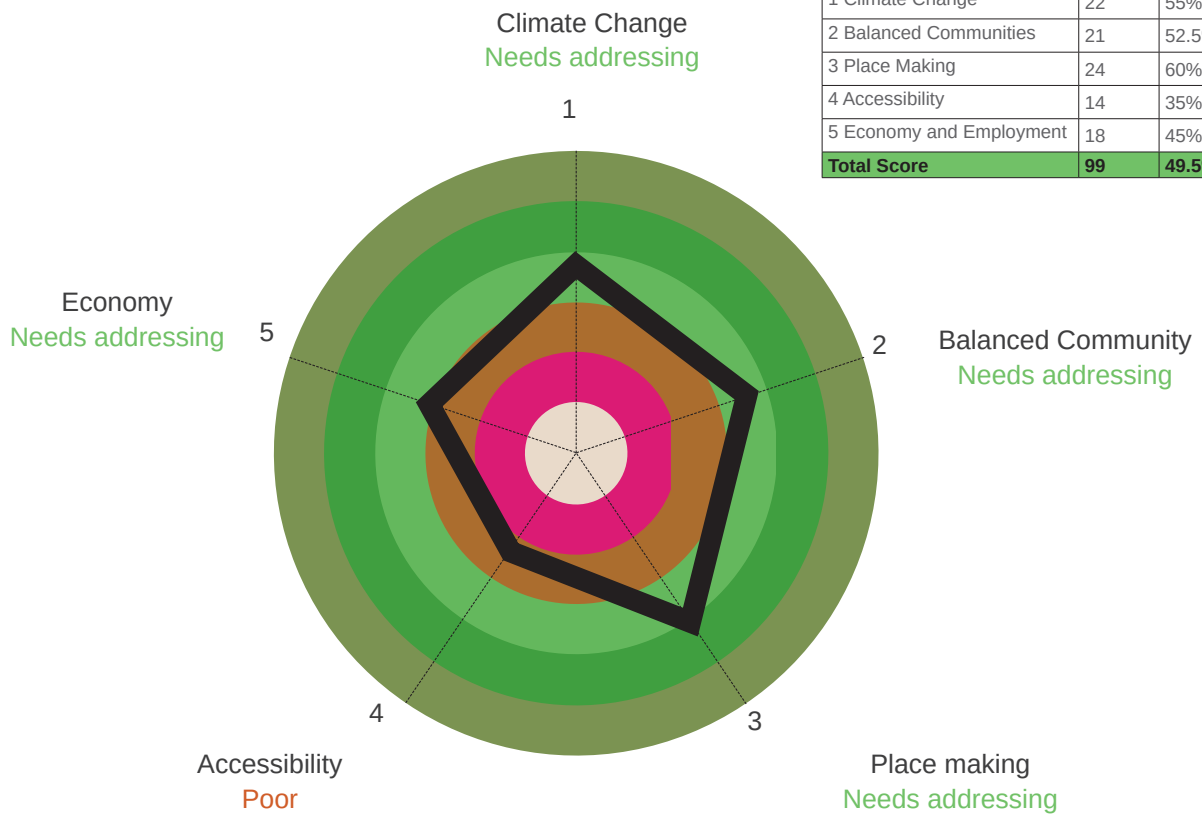


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					22/40	55%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Outside flood risk		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site has significant size to allow for optimal orientation of buildings and maximise Wind and Solar potential. The site shape also allows to optimise southern elevations.		4	
	c	Proximity to existing waste treatment facility.	No Waste Management Facilities in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Currently a green site surrounded by high quality natural environment. However, due to previous use the ground conditions may not be supportive of biodiversity on site. Therefore, the potential development will have limited impact on existing ecology and ecosystems.		4	
	e	Land & Soil (agriculture value, soil quality)	Predominantly a brownfield development considering its former employment use which still affects the quality of soil.		4	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase demands on water supply in the area although the site has previously used for employment uses and this provision is accounted for.		2	
	g	Usability of existing building stock (age, quality of building)	No buildings to be retained or demolished		2	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The medium size of the site and lack of adjacent potential sites to combine heating / cooling systems with reduces its potential for efficient district heating and recycling.		1	
2					21/40	52.5%
Balanced Community	a	Promoting community networks and interaction	The site is fairly remote and has little opportunity to have any impact in promoting community networks or interaction.		1	
	b	Promoting local economy	Depending on type of employment uses, the size of the site is sufficient to enhance the local economy by providing high quality employment accommodation.		3	
	c	Safeguard the countryside from encroachment	Allthough a brownfield site, the development can be considered an encroachment onto the countryside considering its current green field conditions.		1	
	d	Current image and reputation	Very positive environment with outstanding outlook.		5	
	e	Prevent neighbouring Town mergers	The development may set a precedent for extending Dover's urban area west towards Folkestone which as a result encourages future mergers of the two towns.		1	
	f	Potential for affordable accommodation	The considerable distance from Dover town centre is an opportunity to provide affordable units of good quality. The size of the plot is also a factor to make provision of affordable units financially viable.		4	
	g	Contribution to regeneration of surrounding context	No positive contribution to regeneration of the surrounding context. In fact the development of the site may be perceived as a negative intervention to the green environment.		1	
	h	Availability of and impact on existing infrastructure	All infrastructure is available on site from previous employment activity. The development will have no impact on existing infrastructure.		5	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					24/40	60%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Outstanding landscape dominated by green fields and dense trees. The Long Hill area abutting the southern boundary provides top quality visual and ecological environmental.		5	
	b	Impact on surrounding Landscape and Townscape	The prospective employment development of the site may have significant negative impact on the existing landscape particularly due to being within an Area of Outstanding Natural Beauty. Although it can retain and enhance the existing features if appropriate employment uses are provided on site, this may limit the site development options into more high end B1 uses where quality of environment is a requirement.		0	
	c	Noise & Light pollution (current condition and future impact).	Currently there is no noise and light pollution on site and around it with the exception of noise and light pollution from the Folkestone Road (B2011). Potential employment uses on site may increase light pollution which may be significant for the ecological habitat on Long Hill woodland area.		2	
	d	Quality of Air (current condition and future impact).	Very good quality of air considering a substantial green buffer zone along the northern boundary with the road. Provided new employment uses have no air pollution activity this aspect of the site can be maintained.		3	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues		5	
	f	Potential for mixed use	Considering the remote location and lack of urban context around the site (except for few residential properties to the northwest) there is limited scope for mixing uses.		2	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	Existing residential properties along Folkestone Road and the surrounding landscape may be sensitive towards new development and limit the site's development potential.		3	
	h	Cultural Heritage - historic setting, trends and character	There is no record of any significant historical features on site and in close proximity.		4	
4					14/40	35%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	Dover Priory is approximately 2.2 miles (3.5 km) to the east.		0	
	b	Access to Bus service	Bus route 102 provides frequent services (every 15 minutes) to Dover (26 minutes) and Folkestone (47 minutes).		3	
	c	Connectivity / Workforce catchment	The site has good access to Dover and Folkestone workforce, although accessibility is limited to car use.		1	
	d	Access to Cycle Network and public footpaths	On-road cycling is available as Folkestone Road is part of the Dover District Cycling network (Route 1).		2	
	e	Proximity to existing services and amenities	There are few services and amenities around the site with the exception of a restaurant within the farm area		0	
	f	Proximity to Town centre	The site is remote from Dover town centre being in excess of 2.5 miles (4 km).		0	
	g	Proximity to sea and Air Freight	The site is 4.5 miles (over 7 km) from Port of Dover (approximately 12 minutes car journey). Folkestone Channel Tunnel is approximately 10 miles (16 km) or 18 minutes car journey.		4	
	h	Road access and impact on local traffic	Road access is good and highway arrangements may be sufficient to deal with increased traffic flows on site subject to site capacity and type of employment activity.		4	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					18/40	45%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Predominantly green fields and few 2 storeys residential houses to the northwest. There is limited scope for height and density on site.		0	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	The outstanding site settings are in contrast with the relatively remote location which will affect attractiveness for businesses.		2	
	c	Potential for high value uses	There is sufficient size for high value development but the relative remote location may reduce opportunities for high value uses.		2	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Modest contribution is expected as there is currently sufficient infrastructure available for the site.		4	
	e	Potential Land Ownership & Construction issues	No ownership issues identified at this stage.		2	
	f	Potential for local employment (critical mass / size of development)	The site has modest potential to create opportunities for local employment due to the medium size and limitations due to green context and accessibility issues.		1	
	g	Potential remediation cost	None identified		4	
	h	Dependance on other developments or infrastructure projects	Not dependent on any other development although sensitivity to context and the residential properties around may be a significant factor for public objections for the development		3	



Criteria	Assessment		
1 Climate Change	22	55%	
2 Balanced Communities	21	52.5%	
3 Place Making	24	60%	
4 Accessibility	14	35%	
5 Economy and Employment	18	45%	
Total Score	**99**	**49.5%**	

5.16.1 Conclusions and recommendations

The site is located in the Kent Downs Area of Outstanding Beauty. This provides a pleasant context for a good place to work. Whilst the development will potentially have an impact on the surrounding environment, it will have insignificant impact on current ecology and biodiversity on site due to impact of previous activity on soil quality.

Most importantly the site is on the edge of town relatively remote from the urban area and although very well connected by road, is less accessible by public transport, on foot or cycling. In addition there are not many community facilities in close proximity for new employees on site. As a result the development will be heavily dependent on car journeys to either Dover of Folkestone.

The site may be appropriate for a limited range of employment uses that require a high quality environment whilst having minimal impact on it. Potential environment related business, research facilities related to land and nature could improve the sustainability credentials of the site.

5.17 Coombe Valley Road Eastern Cluster

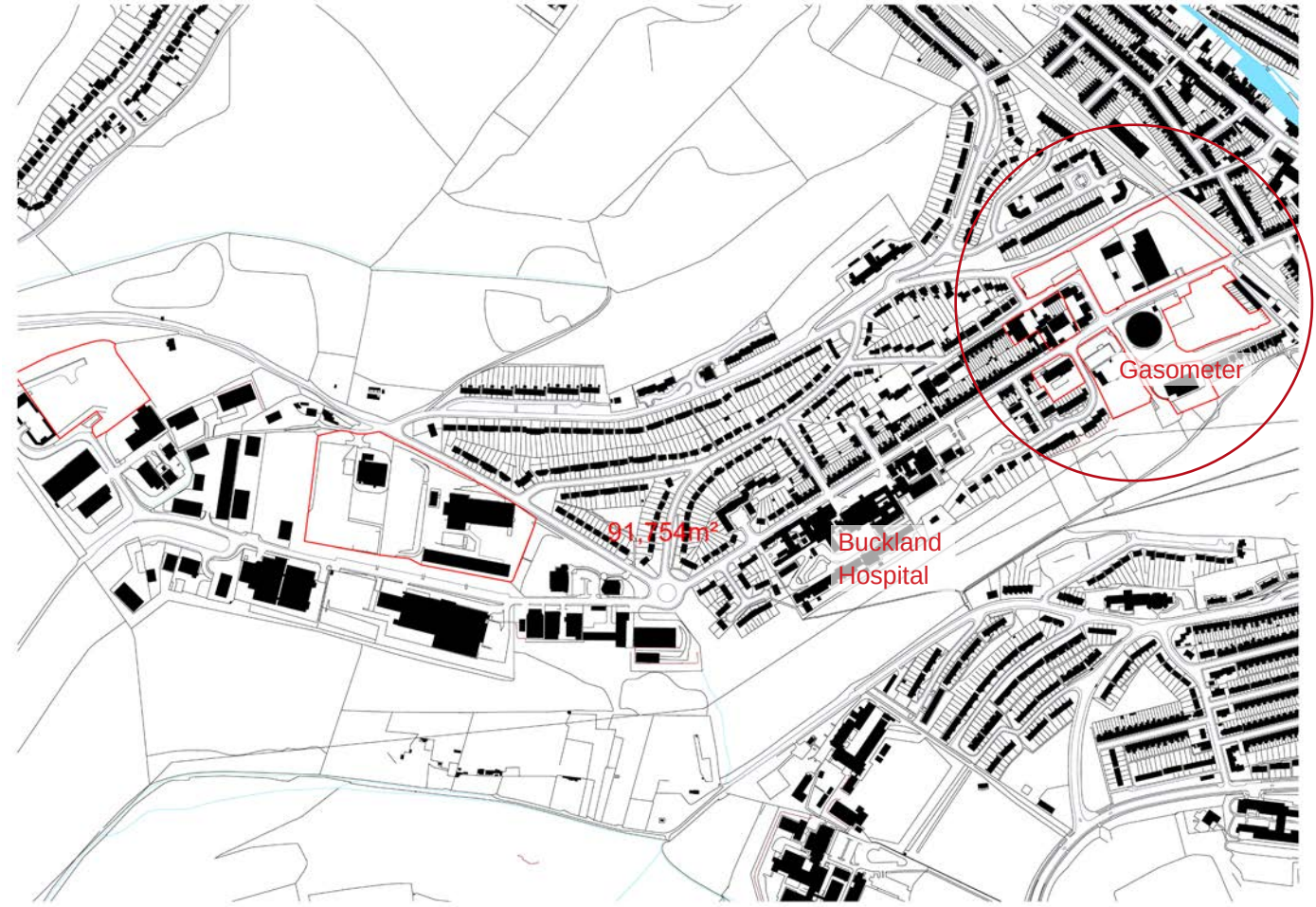
The eastern cluster is situated on both sides of Coombe Valley Road near the railway line. Currently there are industrial uses to the north, a derelict site to the southeast and existing office blocks to the southwest.

Underpasses to both Coombe Valley Road and St. Radigun's Road provide vehicular access (respectively in and out) for the site. The underpass is signalised (height and width restrictions apply) and only allows for one direction traffic movement at a time.

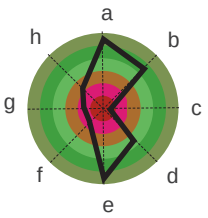
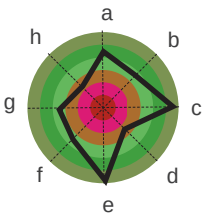
Location Plan

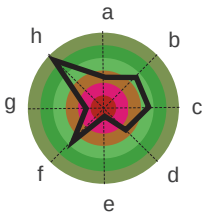
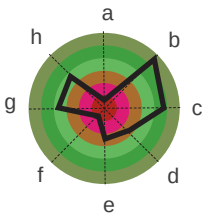
Size	4.2 ha (out of 9.2)
Current use	B2/B8
Land Status	Industrial use & vacant

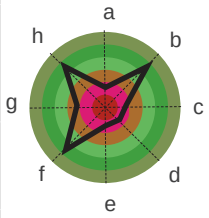
Aerial Photo

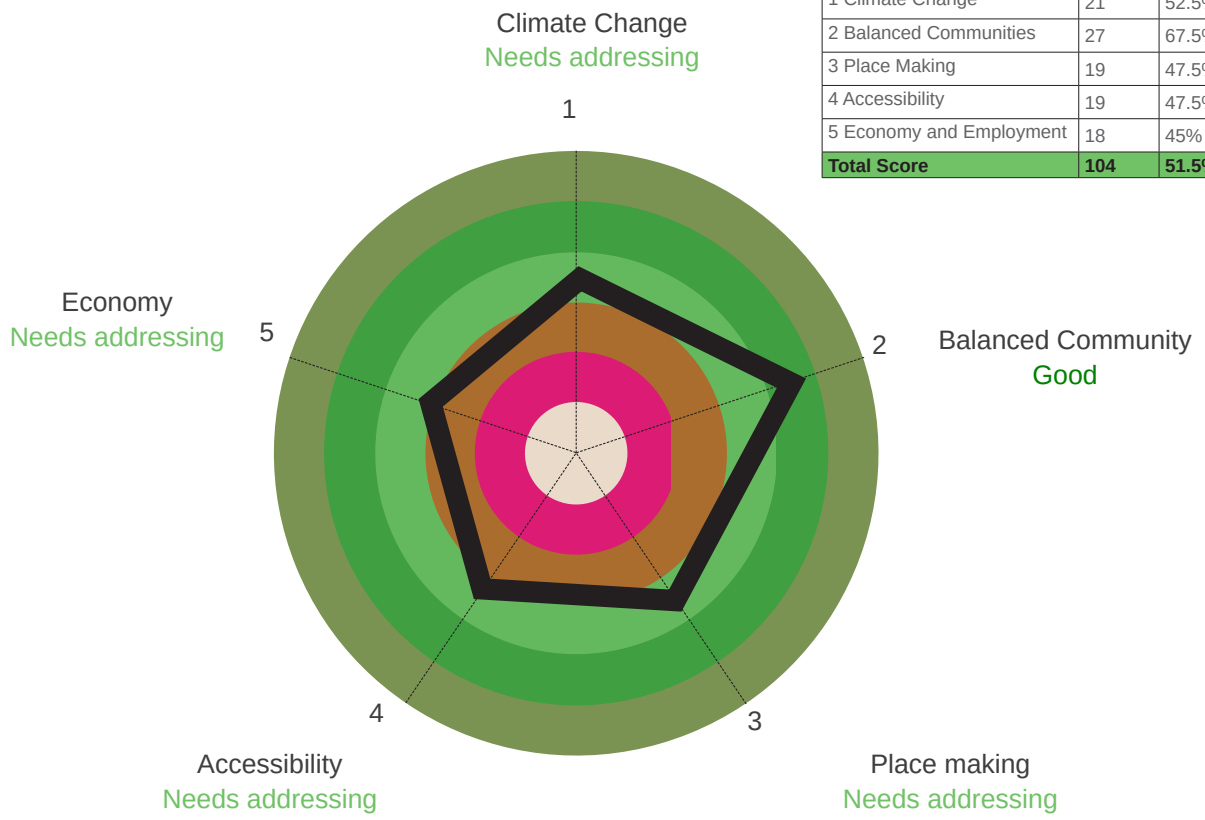


0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					21/40	52.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Outside flood risk		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The site has good orientation to allow for optimal use of sunlight and wind.		4	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	The site abuts green areas and woodlands along the southern boundary, which provides some ecological diversity. There are dense trees around the concrete tanker on Coombe Valley Road, which may have created conditions for potential wildlife habitat.		3	
	e	Land & Soil (agriculture value, soil quality)	Brownfield land.		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase demand of water supply in the area.		1	
	g	Usability of existing building stock (age, quality of building)	Existing buildings to be removed as they are of low quality and to allow for better contemporary structures.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The size of the cluster provides opportunities for efficient CHP system		2	
2					27/40	67.5%
Balanced Community	a	Promoting community networks and interaction	The site has good potential to contribute in the integration of existing surrounding residential and nonresidential community and the integration of natural features into these communities.		4	
	b	Promoting local economy	Depending on type of employment uses, the size of the site provides potential to enhance the local economy by providing high quality employment accommodation.		3	
	c	Safeguard the countryside from encroachment	Brownfield development		5	
	d	Current image and reputation	The site is characterised by a contrasting townscape between substandard industrial activity and high quality landscape.		2	
	e	Prevent neighbouring Town mergers	Site development does not have an impact on town mergers.		5	
	f	Potential for affordable accommodation	The size of the plot and the location means there is potential for provision of affordable units.		3	
	g	Contribution to regeneration of surrounding context	Good regeneration potential considering its location between existing residential, industrial and natural open space		3	
	h	Availability of and impact on existing infrastructure	There is currently good road access and other infrastructure services on site so the potential development may require minimal additional capacity.		2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					19/40	47.5%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Southern boundary has direct views to the green area. The rest of the site is mainly surrounded by residential properties and other commercial areas.		2	
	b	Impact on surrounding Landscape and Townscape	The future employment development of the site can improve the landscape and townscape quality and connect the area with the natural green space to the south.		3	
	c	Noise & Light pollution (current condition and future impact).	Any current noise and light pollution is caused by activities on site although the railway may contribute to some noise levels. The surrounding area is predominantly residential so any new employment activity will have significant impact on the surrounding context.		3	
	d	Quality of Air (current condition and future impact).	Air quality is currently positive and impact of new development will depend on potential employment uses proposed.		2	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	In addition to proximity to the railway the gasometer is a significant safety concern.		0	
	f	Potential for mixed use	There is some potential for a wide range of employment uses such as offices, industrial use as well as leisure that can benefit from the surrounding landscape and green parks. The residential context around allows for potential residential uses to be incorporated in the new development.		3	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	The predominantly residential area around the site will increase sensitivity to some operations on site and limit the range of uses appropriate on site.		1	
	h	Cultural Heritage - historic setting, trends and character	There are no records to our knowledge of any significant historical features on site or around the site.		5	
4					19/40	47.5%
Accessibility (Transport and Movement) >1200m - 1000m to 1200m - 800-1000 - 400 - 800 200-400m <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	No access to a Train Station in walking range.		0	
	b	Access to Bus service	Bus route 60 serves the site on an every 20 minutes service. The nearest bust stop is in the crossing between Coombe Village Road and Primrose Road.		5	
	c	Connectivity / Workforce catchment	The site is close to surrounding residential properties and the town centre so there is a substantial catchment area for workforce.		4	
	d	Access to Cycle Network and public footpaths	Insufficient cycle network to connect the site with the town and the surrounding area although distances are within the walking and cycling range.		2	
	e	Proximity to existing services and amenities	There are few services and amenities on site and around it including shops opposite hospital. Other facilities on London Road are also in walking distance.		2	
	f	Proximity to Town centre	The site is approximately 0.92 miles (1.5 km) walking distance from the town centre		0	
	g	Proximity to sea and Air Freight	About 3.7 miles (6 km) away from Dover Port and near rail service provides good access to Sea and rail transport due to good road connections.		3	
	h	Road access and impact on local traffic	Direct access on Coombe Valley Road connects the site with primary road network. However, the railway underpasses are narrow and have limited capacity for additional traffic.		3	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					18/40	45%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Primarily low residential properties around the site may limit density and scale potential on site.	●	1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location with links to Dover town centre and transport facilities.	●	4	
	c	Potential for high value uses	Limited potential for high value uses primarily as the site lacks visibility and footfall whilst roads lack capacity for higher traffic flows.	●	1	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Significant contribution may be required to improve road capacity (width and junctions). Current signalised railway underpasses are very narrow to support additional transportation in the area.	●	1	
	e	Potential Land Ownership & Construction issues	Ownership issues are to be confirmed. The cluster composition of the site may suggest a multiple ownership situation, which may affect the overall development of the site.	●	1	
	f	Potential for local employment (critical mass / size of development)	The site has very good potential to create opportunities for local employment due to the relatively large size and catchment area	●	4	
	g	Potential remediation cost	This could be to a minimum as no obvious issues can be observed at this stage. There may be, however, options to relocate the gasometer for safety reasons.	●	2	
	h	Dependance on other developments or infrastructure projects	The site as a cluster is independent of any other development .	●	4	



Criteria	Assessment		
1 Climate Change	21	52.5%	
2 Balanced Communities	27	67.5%	
3 Place Making	19	47.5%	
4 Accessibility	19	47.5%	
5 Economy and Employment	18	45%	
Total Score	**104**	**51.5%**	

5.17.1 Conclusions and recommendations

The site is relatively close to Dover town centre although accessibility towards the centre and other transport and community facilities is severely affected by the railway. This is a significant barrier to movement towards the town as it also affects the road capacity to the entire area to the west of the railway.

The existing gasometer in close proximity raises safety issues in terms of residential development (although less of a concern for employment uses) that has affected an otherwise positive placemaking aspect.

The green setting along the southern boundary is a beneficial factor for provision of high quality office space. Taking into account the contextual composition of land use in the area residential use could provide a more sustainable alternative

5.18 Coombe Valley Road Western Cluster

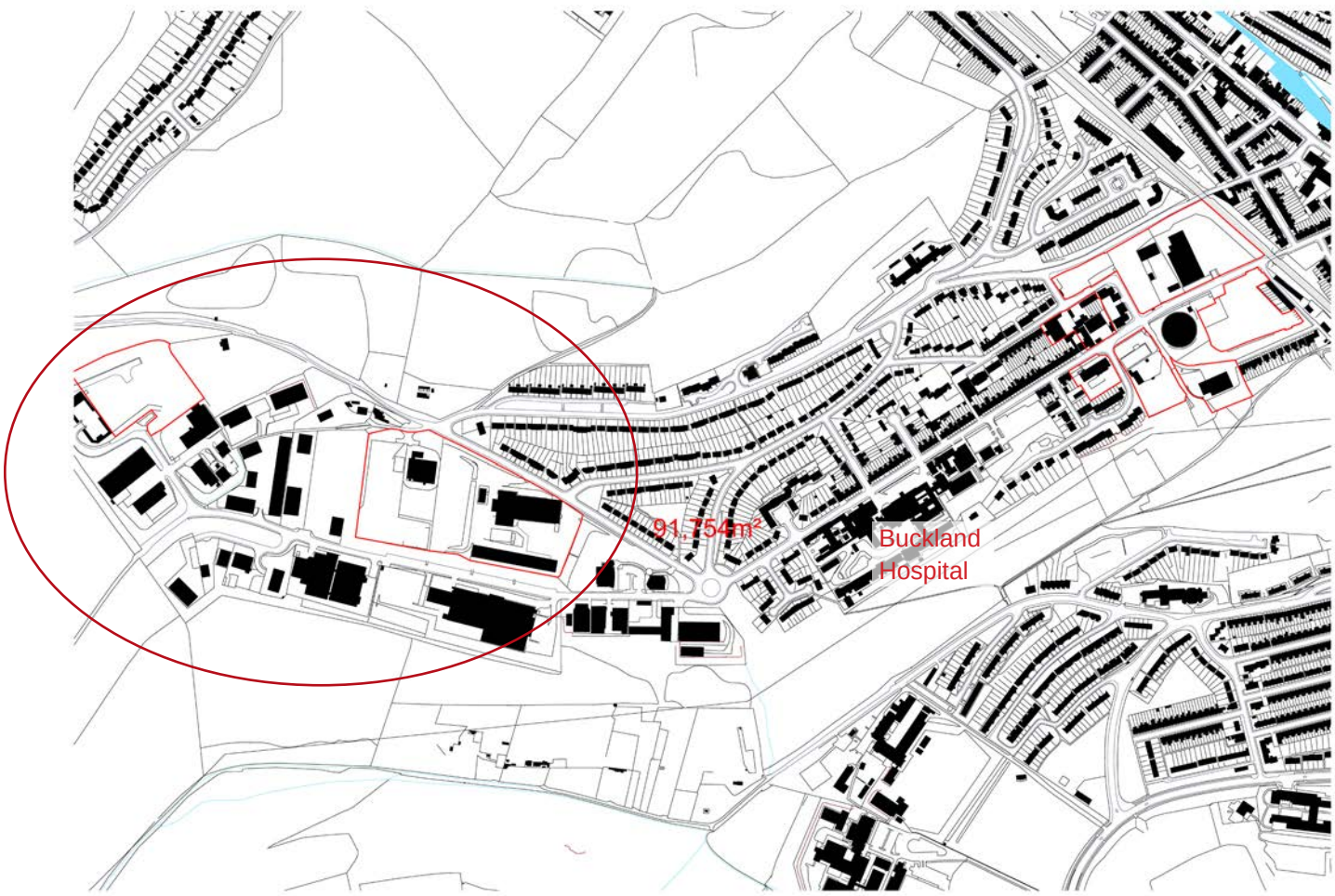
The western cluster in Coombe Valley Road consists of two plots. One plot to the northwest edge of Poulton Close Industria Estate off Holmestone Road is about 1.3Ha. The other plot is located between Barwick Road and Poulton Close in an area of approximately 3.7 Ha.

The site is part of the Poulton Close Industrial Estate and accessed via Coombe Valley Road.

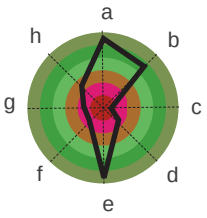
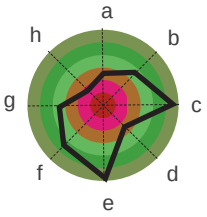
Location Plan

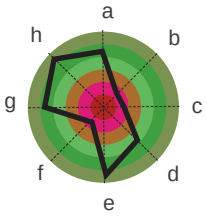
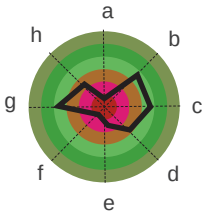
Size	5 ha (out of 9.2)
Current use	B2
Land Status	Vacant

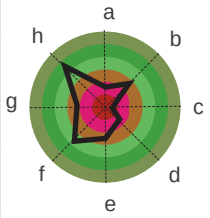
Aerial Photo



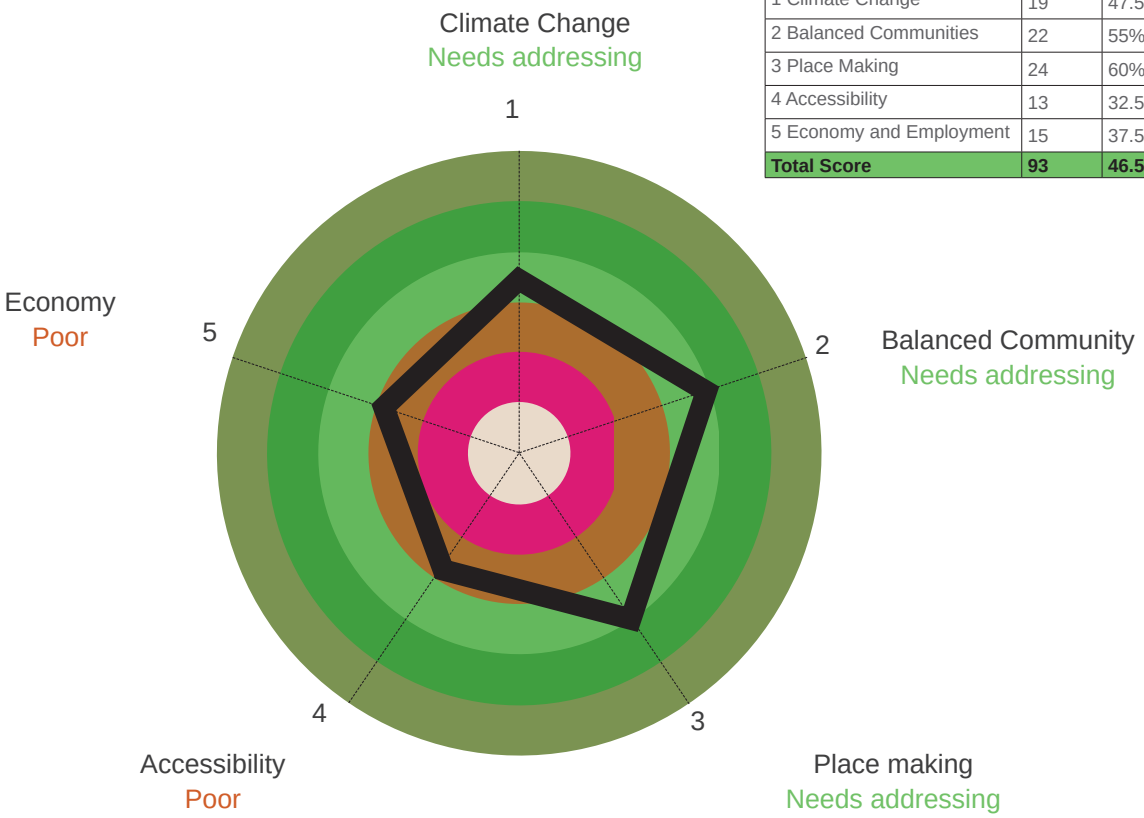
0-Very Bad - 1- Bad - 2-Neutral - 3-Good - 4-Very Good - 5-Excellent

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
1					19/40	47.5%
Climate Change (Ecology and resources)	a	Risk to Flooding	All site on Zone 3a,3b (>1% river and >0.5% sea All site on Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) & partly on Z3 Partly Zone 1 & partly Z 2 (1% - 0.1% river and 0.5% - 0.1% sea) Only small parts of the site falling under Zone 2 Z 1 (<0.1% river and sea) Z1 but in considerable distance from the nearest Zone 2 Outside flood risk		5	
	b	Potential for Passive Strategies and/or Renewables (architectural features, daylighting, passive solar strategies, local materials)	The two plots together have good orientation for south facing roofs to capture solar energy.		4	
	c	Proximity to existing waste treatment facility.	No waste treatment facility in close proximity.		0	
	d	Biodiversity - Existing ecology and eco-system (current conditions and potential impact)	Most of the site is under the Area of Outstanding Natural Beauty whilst surrounded by nature reserves and ecological habitat. Impact on biodiversity is significant.		1	
	e	Land & Soil (agriculture value, soil quality)	Brownfield land		5	
	f	Water quality, Demand on Water Supply (potable and irrigation)	The potential development will increase demand of water supply in the area. The Abbey Road site is near a ground water source and falls within a Zone 1 protection area for ground water.		1	
	g	Usability of existing building stock (age, quality of building)	There are a few existing buildings on site that need to be removed to allow for better contemporary structures.		1	
	h	Potential for District Heating Systems and recycling (CHP, plot size - critical mass)	The size of the cluster may create some opportunity for efficient system considering the opportunity to combine district heating systems with other adjacent sites.		2	
2					22/40	55%
Balanced Community	a	Promoting community networks and interaction	The site is disjointed from the surrounding community and has little opportunity to promote integration.		0	
	b	Promoting local economy	Depending on type of employment uses, the size of the site creates can contribute to enhance the local economy by providing high quality employment accommodation.		3	
	c	Safeguard the countryside from encroachment	Brownfield development although part of the development is at the edge of existing countryside.		4	
	d	Current image and reputation	Positive image particularly considering the outstanding nature reserve surrounding the site although predominantly industrial activity around the site		2	
	e	Prevent neighbouring Town mergers	Site development does not have impact on town mergers.		5	
	f	Potential for affordable accommodation	The size of the plot and the location is appropriate to allow for provision of affordable units financially viable.		4	
	g	Contribution to regeneration of surrounding context	Moderate impact for the regeneration potential considering its location between industrial uses and natural open space		3	
	h	Availability of and impact on existing infrastructure	There is currently good road access although the road is narrower towards the Abbey Road. Infrastructure services on site are available		1	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
3					24/40	60%
Place Making (Healthy and safe communities)	a	Quality of surrounding Landscape and Townscape	Outstanding landscape and nature reserve surrounds the site	●	4	
	b	Impact on surrounding Landscape and Townscape	The future employment development of the site may have an impact on the surrounding landscape depending on the type of employment uses.	●	1	
	c	Noise & Light pollution (current condition and future impact).	The surrounding industrial uses may be a source of noise and light pollution although the development of the site is likely to add to this.	●	1	
	d	Quality of Air (current condition and future impact).	Air quality is currently good. Potential development should be considerate of any potential air pollution activity.	●	3	
	e	Public Safety (Flight path, Electromagnetic fields, neighbourhood safety)	No public safety issues	●	5	
	f	Potential for mixed use	Limited potential due to the predominantly industrial context around the site despite the residential uses along Barwick Road.	●	1	
	g	Impact on local community and sensitivity to type and length of operations (parking, 24 hour activity and other services)	With the exception of the residential properties opposite Barwick Road plot, the site development will have no impact on surrounding community. This provides flexibility for e wide range of employment activities suitable for the site.	●	4	
	h	Cultural Heritage - historic setting, trends and character	There is no records to our knowledge of any significant historical features on site or around the site.	●	5	
4					13/40	32.5%
Accessibility (Transport and Movement) ● >1200m - ● 1000m to 1200m - ● 800-1000 - ● 400 - 800 ● 200-400m ● <200m (for a standard frequency of about every 10-15 minutes during the day)	a	Proximity to Train Station and access to regional network (speed, frequency)	No access to a Train Station in walking range.	●	0	
	b	Access to Bus service	Bus route 60 serves the site on an every 20 minutes frequency. The nearest bust stop is on Barwick Road. The Abbey Road plot is slightly further away from the nearest bus stop.	●	3	
	c	Connectivity / Workforce catchment	The site is relatively close to surrounding residential properties and the town centre so there is a substantial catchment area for workforce.	●	3	
	d	Access to Cycle Network and public footpaths	Insufficient cycle facilities to connect the site with the town and the surrounding area. There is access to public footpaths towards the parks.	●	2	
	e	Proximity to existing services and amenities	There are few services and amenities on site and around it. Any required services have to be provided on site. Few leisure and sports centres are available within the industrial estate.	●	1	
	f	Proximity to Town centre	The site is about 1.25 miles (2 km) from the town centre	●	0	
	g	Proximity to sea and Air Freight	About 4 miles (6.5 km) away from Dover Port and near rail service provides good access to Sea and rail transport due to good road connections.	●	3	
	h	Road access and impact on local traffic	Direct access on Abbey Road and Poulton Close connects the site with primary road network. However, the road width in this section is restrictive in addition to limitations to railway underpasses on Coombe Valley Road.	●	2	

Criteria		Sub-Criteria	Notes	Assessment		Performance diagram
5					15/40	37.5%
Economy and employment (Viability / Deliverability)	a	Existing adjacent density and land use	Primarily low residential properties around the site may limit density and scale potential on site.		1	
	b	Market Factors (Access to a broader labour and client market and acquire a diverse skilled work force)	Desirable location although slightly remote from Dover town centre and transport facilities.		2	
	c	Potential for high value uses	Limited potential for high value uses primarily as the site lacks visibility and primary footfall whilst roads lack capacity for higher traffic flows.		0	
	d	Level of potential contribution to infrastructure (S106, Highways) and cost of Internal Infrastructure	Significant contribution may be required to improve road capacity (width and junctions). Current railway underpasses are very narrow to support additional transportation in the area.		1	
	e	Potential Land Ownership & Construction issues	Ownership issues are to be confirmed although both plots may be on single ownership.		2	
	f	Potential for local employment (critical mass / size of development)	The site has good potential to create opportunities for local employments due to the relatively large size and catchment area		3	
	g	Potential remediation cost	This could be to a minimum as no obvious issues can be observed at this stage.		2	
	h	Dependance on other developments or infrastructure projects	The site as a cluster is independent of any other development .		4	

Criteria	Assessment		
1 Climate Change	19	47.5%	
2 Balanced Communities	22	55%	
3 Place Making	24	60%	
4 Accessibility	13	32.5%	
5 Economy and Employment	15	37.5%	
Total Score	**93**	**46.5%**	



5.18.1 Conclusions and recommendations

This cluster is located to the western end of Dover's urban area which is the most isolated area of the town mainly due to the railway posing a physical barrier to the east and the nature reserves to the north, west and south.

All connection routes for Coombe Valley Industrial estate go east towards the only two railway underpasses in order to connect with the rest of the town. This is a major limitation for the future capacity of the estate and as a result of the potential for growing business on site. As a result accessibility of the site is poor as is the economic viability.

In contrast, the outstanding landscape and area of nature conservation provides the basis for positive placemaking and balanced communities. This however, becomes a sensitive issue towards sustainability considering the fact that the new development may have some impact on the surrounding nature and ecology. Particularly, the fact that most of the site is within the AONB.

6.0 Overall conclusions and ranking

The SALD assessment of all sites is summarised on the table below. The table shows the total score ranked in descending order.

The table highlights the top ranked sites (green area) and the lower ranked sites (brown area) to establish a priority list for consideration for employment uses. The table also provides an overview of individual sites in terms of their size, proposed use.

Note that Site 12 - Deal Study Area is yet to be defined in size and location. So the assessment scoring for this site is approximate and may vary. For this reason site 12 is not included in the ranking order as its sustainability performance may vary depending on size and location of the potential development plot.

The SALD assessment has rigorously tested the appropriateness of 18 identified sites across Dover District and has consistently benchmarked one against another.

The SALD has concluded that Site 05 - St James' Area, Site 15 - Discovery Enterprise Zone (Pfizers), Site 10 - White Cliffs Business Park and Site 02 - Sandwich Industrial estate would make the most effective contribution to the future sustainable employment development of Dover.

The table below also highlights in brown a list of sites that have limited opportunity to provide a sustainable development. These sites should be looked at for alternative uses or employment uses of a specific nature.

The assessment also indicates sites with potential for alternative uses that may increase their sustainability credentials.

Rank	Site no	Site name	Score	Potential use	Area Ha
1	05	St James' Area	135	Mixed use	3.5
2	15	Discovery Park Enterprise Zone (Pfizer)	131	Employment	81.1
3	10	White Cliffs Business Park	125	Employment	54.7
4	02	Sandwich Industrial Estate	114	Employment	18.3
5	04	Old Park Barracks	105	Employment	5.75
6	17	Coombe Valley Road Eastern Cluster	104	Employment / residential	4.2
7	13	Albert Road, Deal	102	Employment	1.8
8	08	Betteshanger Colliery Pithead	100	Employment	6.9
9	06	Aylesham Development Area	99	Employment / residential	4.2
10	01	Eastry Hospital	99	Employment	3.2
11	16	Former Channel Tunnel Workers Site, Farthingloe	99	Employment	11.5
12	03	Ramsgate Road	97	Employment	15.5
13	18	Coombe Valley Road West Cluster	93	Employment	5
14	11	PAD Site, Deal	85	Employment / Community	0.42
15	07	RM School of Music, Deal	84	Residential	1.4
16	14	Marlborough Road, Deal	82	Employment / residential	0.15
17	09	Pike Road, Eythorne	67	Employment	9.3
NA	12	Deal Study Area	79	Employment	TBC

Table 3. Assessment Matrix - In rank order

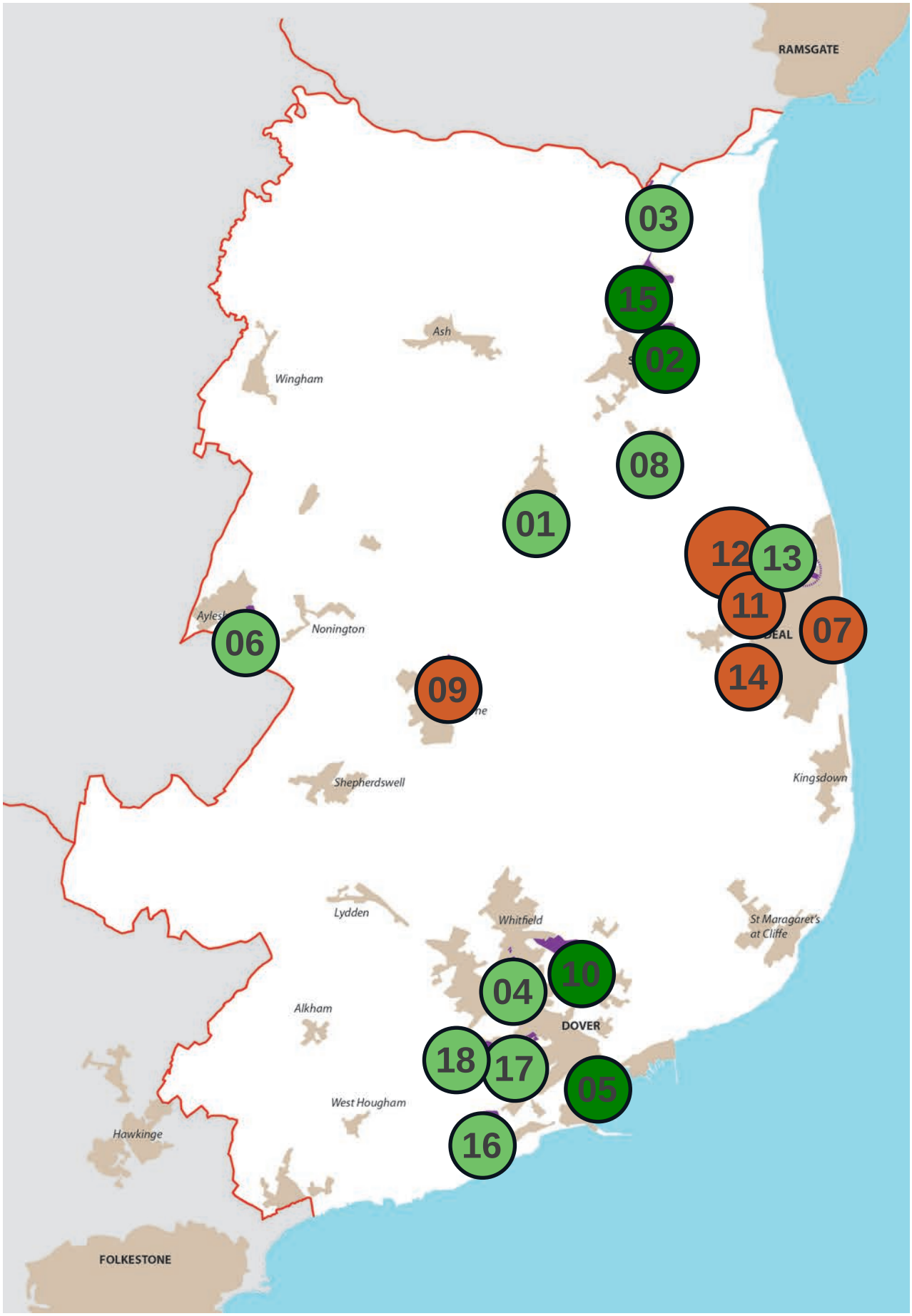


Figure 9. Site Location Plan indicating the overall SALD performance of the sites using the same colour code as the assessment matrix and summary rose diagram.

Table 4 provides more details of the points and colour coded performance of each main criterion for every site to allow for a comparison between sites. For instance, site No5 has the highest score of accessibility compared to all the rest. This may be useful information to aid the decision making process for the final selection.

Site	1 Climate Change	2 Balanced Communities	3 Place Making	4 Accessibility	5 Economy & Employment	Totals	Rank
Site 01	23	26	25	13	12	99	9
Site 02	23	26	25	21	19	114	4
Site 03	23	20	16	15	23	97	12
Site 04	19	29	24	12	21	105	5
Site 05	17	33	21	33	31	135	1
Site 06	14	20	25	22	18	99	10
Site 07	15	22	15	18	14	84	15
Site 08	24	21	27	10	18	100	8
Site 09	25	13	16	3	10	67	17
Site 10	23	25	27	20	30	125	3
Site 11	15	26	17	13	14	85	14
Site 12	11	19	26	11	12	79	NA
Site 13	13	23	24	26	16	102	7
Site 14	13	22	22	10	15	82	16
Site 15	30	31	26	14	30	131	2
Site 16	22	21	24	14	18	99	11
Site 17	21	27	19	19	18	104	6
Site 18	19	22	24	13	15	93	13

Table 4. Assessment Matrix - Summary

The summary rose diagram below (Figure 10) is another illustration of each site's overall sustainability performance.

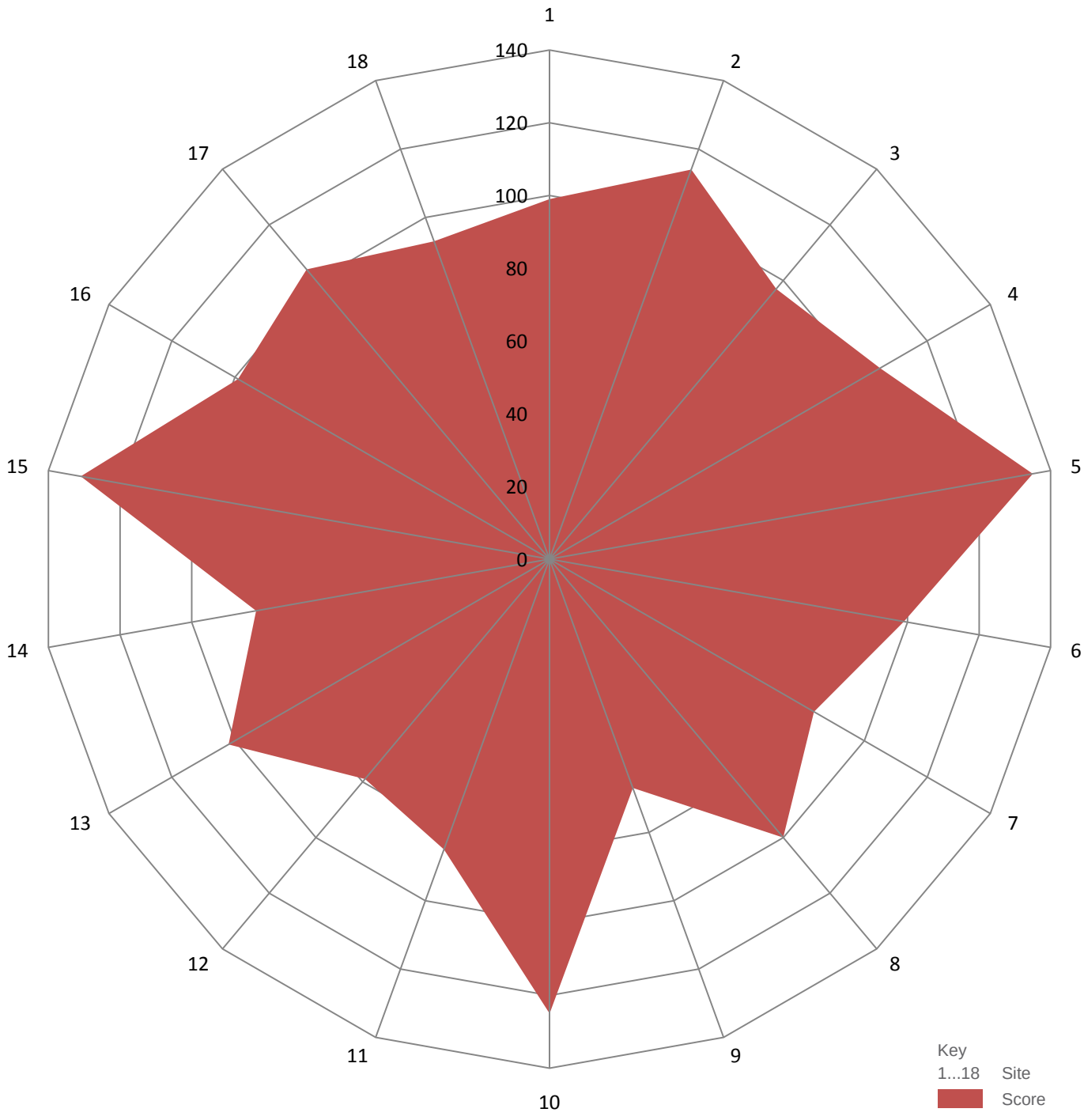


Figure 10. Rose diagram illustrating SALD performance for each site

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