

APPENDIX 5

ASSESSMENT OF MAIN EXISTING EMPLOYMENT SITES

Existing Site:

**SITTINGBOURNE PAPER MILL,
SITTINGBOURNE**

Reference

S1

Area (ha)

5.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Former Sittingbourne Paper Mill | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto B2006; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 5 |
| Proximity to incompatible uses | Self-contained site with railway line to south, residential areas to west, and other employment uses to north and east. | 3 |
| Site characteristics and development constraints | Large site, reasonably regular in shape, but undulating; potential contamination issues resulting from historic industrial activities; within area of identified flood risk, both tidal and groundwater; main building on site understood to be of some historic/architectural interest | 2 |
| Market attractiveness | Prominent site on edge of Sittingbourne town centre; currently vacant. Some historic buildings may have refurbishment potential. | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

17

Existing Site:

**LAND AT MILLEN ROAD,
SITTINGBOURNE**

Reference

S2

Area (ha)

1.2



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Small estate with range of industrial / distribution activities | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto B2006; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 5 |
| Proximity to incompatible uses | Self-contained site, surrounded by roads and other employment uses | 4 |
| Site characteristics and development constraints | Small site, reasonably regular in shape, slopes to north; within area of identified flood risk | 2 |
| Market attractiveness | Modern units in good condition, fully occupied | 4 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**MILTON PIPES (WEST),
SITTINGBOURNE**

Reference

S3

Area (ha)

4.4



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Single-occupier manufacturing site, with land for open storage | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto B2006; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 4 |
| Proximity to incompatible uses | Some residential uses to north and west, but large site with no uses immediately adjoining residential properties | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; within area of identified flood risk; adjoins historic Milton Regis and its conservation area | 4 |
| Market attractiveness | Prominent site on the edge of the town centre; current buildings are average in terms of quality and appearance | 3 |
| Planning Factors | Allocated in Local Plan for employment development, but part of Milton Creek Area Action Plan regeneration area where mixed-use redevelopment will be supported. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

19

Existing Site:

**LAND AT GAS ROAD / PRENTIS QUAY,
SITTINGBOURNE**

Reference

S4

Area (ha)

3.2



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Range of B1/B2/B8 occupiers | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto B2006; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 4 |
| Proximity to incompatible uses | Self-contained site, close to other employment areas | 4 |
| Site characteristics and development constraints | Level, but irregular in shape; impacted by overhead pipes | 2 |
| Market attractiveness | Low-profile location, mixed in appearance; some older units are in very poor condition / appearance. Attracts lower-end users, with some vacant units | 1 |
| Planning Factors | Allocated in Local Plan for employment development, but part of Milton Creek Area Action Plan regeneration area where mixed-use redevelopment will be supported. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:

**TRINITY TRADING ESTATE,
SITTINGBOURNE**

Reference

S5

Area (ha)

9.0



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Older industrial estate with range of B1/B2/B8 and trade counter uses | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto B2006; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 4 |
| Proximity to incompatible uses | Residential uses immediately adjoining to north and west; bounded by road on southern and eastern side; close to sewage works and other employment uses | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; within area of identified flood risk | 4 |
| Market attractiveness | Mixed employment site, with mainly older units, many in poor condition. Some more modern additions, including trade counter uses fronting onto B2006. High vacancy, with several units being marketed | 2 |
| Planning Factors | Not allocated in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**EAST OF CROWN QUAY LANE,
SITTINGBOURNE**

Reference

S6

Area (ha)

0.6



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Assorted industrial and warehousing activities, including transport depot | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly via roundabout onto A2; shared with local town centre traffic. Access may be upgraded in future as a result of redevelopment of adjoining former Sittingbourne Industrial Park | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 4 |
| Proximity to incompatible uses | Close to other employment sites around Milton Creek | 4 |
| Site characteristics and development constraints | Small site, level but irregular in shape; within area of identified flood risk | 2 |
| Market attractiveness | Older units in poor condition; attracts lower-end users | 2 |
| Planning Factors | Not allocated in Local Plan but part of Milton Creek Area Action Plan regeneration area | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Allocated Site:

**FORMER SEEBOARD YARD AND OFFICES, ST.
MICHAEL'S ROAD, SITTINGBOURNE**

Reference

S7

Area (ha)

0.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Crèche and car showroom uses | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Direct access onto A2, but close to busy junction | 4 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 5 |
| Proximity to incompatible uses | Part of linear employment development along A2, close to town centre uses. Bounded by railway line to north, St. Michael's Road to south; | 4 |
| Site characteristics and development constraints | Relatively small site, level and regular in shape; within area of identified flood risk | 3 |
| Market attractiveness | Prominent site on the A2 / edge of Sittingbourne town centre; no vacant units and reasonable condition and appearance | 5 |
| Planning Factors | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

24

Existing Site:

**LAND AROUND SITTINGBOURNE STATION,
SITTINGBOURNE**

Reference

S8

Area (ha)

1.1



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Assorted development around Sittingbourne railway station, including car showroom, car park, and Council depot uses | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Direct access onto A2 / other town centre routes; multiple access points but some difficult junctions onto busy main roads | 3 |
| Proximity to urban areas, and access to labour & services | Within Sittingbourne town centre, close to range of local services and facilities, and residential areas | 5 |
| Proximity to incompatible uses | Bounded by railway line; part of linear employment development along A2, close to town centre uses. | 3 |
| Site characteristics and development constraints | Small, narrow individual plots, generally sloping towards the east. | 2 |
| Market attractiveness | Prominent sites, close to town centre and railway station; currently disjointed in appearance with range of lower-end users; all units appear occupied. | 4 |
| Planning Factors | Identified as part of town centre Area Action Plan in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**EUROLINK INDUSTRIAL ESTATE,
SITTINGBOURNE**

Reference

S9

Area (ha)

105



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Large, established industrial estate, with range of B1/B2/B8 uses | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Served by single spine road (Eurolink Way) linked to A2, which becomes congested at peak times. Completion of Northern Relief Road would provide direct access to A249 | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities; few facilities within immediate vicinity | 4 |
| Proximity to incompatible uses | Self-contained site, with some residential uses to east; adjoins nature conservation designations around Milton Creek | 3 |
| Site characteristics and development constraints | Very large site, generally level but somewhat irregular in shape; partly within area of identified flood risk | 4 |
| Market attractiveness | Established employment location, with full range of occupiers and types of units (including recently constructed). Generally low vacancy, with some limited plots remaining for development | 5 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Allocated Site:

**EUROLINK EXTENSION SITE,
SITTINGBOURNE**

Reference

S10

Area (ha)

11.4



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Greenfield site being developed for B1/B2/B8 uses as an extension site for existing Eurolink Industrial Estate | |
| <i>Strategic Access</i> | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes. | 3 |
| <i>Local Road Access</i> | New access provided by completed section of Northern Relief Road, via existing Eurolink Way which becomes congested at peak times. Completion of Northern Relief Road would provide direct access to A249 | 2 |
| <i>Proximity to urban areas, and access to labour & services</i> | On edge of Sittingbourne town centre, close to range of local services and facilities; few facilities within immediate vicinity | 4 |
| <i>Proximity to incompatible uses</i> | Self-contained site, surrounded by open land with some residential uses to east; adjoins area of landscape protection to north | 4 |
| <i>Site characteristics and development constraints</i> | Large site, level and regular in shape; within area of identified flood risk | 4 |
| <i>Market attractiveness</i> | No occupiers at present, but being actively marketed; close to established employment location; attractive setting. Seen as attractive by agents | 5 |
| <i>Planning Factors</i> | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Existing Site:

**LYDBROOK CLOSE DEPOT,
SITTINGBOURNE**

Reference

S11

Area (ha)

1.6



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Small, single-occupier transport depot | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and suburban routes | 3 |
| Local Road Access | Accessed via residential street, with on-street parking, passing residential properties' | 1 |
| Proximity to urban areas, and access to labour & services | Close to residential areas and some public transport routes; no services in immediate vicinity. | 3 |
| Proximity to incompatible uses | Immediately adjoined by residential areas on all sides | 1 |
| Site characteristics and development constraints | Small site, level and regular in shape; no obvious constraints | 3 |
| Market attractiveness | Very low-profile site, attracting lower-end transport depot uses; no evidence of vacant units or marketing | 2 |
| Planning Factors | Not identified in Local Plan; extant planning permission for residential redevelopment of the site | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

13

Existing Site:

**LAND AT STAPLEHURST ROAD,
SITTINGBOURNE**

Reference

S12

Area (ha)

3.5



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Three separate sites, two occupied by industrial/distribution users, one vacant site | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Accessed via residential streets, with on-street parking, narrow bridge and constrained junctions | 2 |
| Proximity to urban areas, and access to labour & services | On western edge of Sittingbourne; within residential area and some public transport routes nearby, but no facilities in immediate vicinity | 3 |
| Proximity to incompatible uses | Small, self-contained sites, bounded by railway lines; within wider residential area | 2 |
| Site characteristics and development constraints | Disjointed sites separated by railway lines and road; significant changes in level but contains existing employment premises | 2 |
| Market attractiveness | Very low profile location, but existing buildings appear reasonable for current occupiers and in good condition; vacant site contains derelict building | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

15

Existing Site:

**LONDON ROAD TRADING ESTATE,
SITTINGBOURNE**

Reference

S13

Area (ha)

1.2



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Small industrial estate in urban area on western side of Sittingbourne. Contains mix of small industrial uses including vehicle repair and some office occupiers | |
| Strategic Access | Very close to A2 and within 5 km of nearest M2 junction via A249 | 3 |
| Local Road Access | Direct access on to A2 | 4 |
| Proximity to urban areas, and access to labour & services | Within Sittingbourne urban area and near residential areas | 4 |
| Proximity to incompatible uses | Residential uses adjoining on all sides with open land to the south | 1 |
| Site characteristics and development constraints | Small site tightly surrounded by residential uses. Site fully developed and size may limit upgrading | 3 |
| Market attractiveness | Low profile location but premises are reasonably modern 1960/70s and in good condition. Adequate parking and low vacancy. Suitable for lower cost B1 uses | 4 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

19

Existing Site:

**WATERMARK BUSINESS PARK,
SITTINGBOURNE**

Reference

S14

Area (ha)

7.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Newly-developed business park | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (dual section) at junction with A2 | 3 |
| Local Road Access | Dedicated access onto A2 from controlled internal estate road. | 5 |
| Proximity to urban areas, and access to labour & services | Outside of Sittingbourne; close to residential areas, but no services in immediate vicinity. | 2 |
| Proximity to incompatible uses | Bounded by railway line to south and A249 to west; residential uses to north, with open land to east | 4 |
| Site characteristics and development constraints | Large site, level and regular in shape; no obvious constraints | 4 |
| Market attractiveness | Prominent location at A2/A249 junction; currently vacant but being actively marketed, although attracting limited interest | 4 |
| Planning Factors | Allocated for employment uses in the Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Existing Site:

**MILTON PIPES (EAST),
SITTINGBOURNE**

Reference

S15

Area (ha)

10.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Single occupier-manufacturing site, with land for open storage and car breakers yard | |
| Strategic Access | Over 5 km to M2 Junction 5, via A249/A2 and town centre routes | 3 |
| Local Road Access | Access directly onto Gas Road/B2006 via narrow service road; shared with local town centre traffic | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Sittingbourne town centre, close to range of local services and facilities, and residential areas | 4 |
| Proximity to incompatible uses | Self-contained site, close to other employment areas; sewage works and household refuse site to the north-east | 4 |
| Site characteristics and development constraints | Level, and regular in shape; impacted by overhead pipes, includes Roman Burial Ground and within area of identified flood risk | 1 |
| Market attractiveness | Low-profile location, mixed in appearance; average condition / appearance. | 2 |
| Planning Factors | Allocated in Local Plan for employment development, but part of Milton Creek Area Action Plan regeneration area where mixed-use redevelopment will be supported. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:

**LAND AT WHITSTABLE ROAD (FORMER
EUROCENTRE), FAVERSHAM**

Reference

F1

Area (ha)

2.0



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Recently developed for small unit office scheme. | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Direct access onto B2040, but some on-street parking and narrow junction | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 4 |
| Proximity to incompatible uses | Self-contained site, adjoining but separated from new housing development to east, open recreation land to west | 4 |
| Site characteristics and development constraints | Reasonably large site, regular in shape; slopes to the south; no obvious constraints | 4 |
| Market attractiveness | Currently being developed and marketed for small office units; reported to be strong interest | 4 |
| Planning Factors | Identified in Local Plan for mixed-use development to include an enterprise village for mainly B1 uses, comprising approximately 15,000 sq.m of floorspace located in the vicinity of, and including the retention and re-use of, the listed former goods station building. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Existing Site:

**LAND NORTH OF GRAVENEY ROAD,
FAVERSHAM**

Reference

F2

Area (ha)

23



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Small industrial estate with range of B1/B2/B8 uses | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Accessed via Graveney Road, but narrow bridge over railway line restricts junction with Whitstable Road and Love Lane | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham, close to residential areas but no services or facilities in immediate vicinity | 2 |
| Proximity to incompatible uses | Surrounded by open countryside, bounded by railway line to north | 5 |
| Site characteristics and development constraints | Large site, level and regular in shape; no obvious constraints | 5 |
| Market attractiveness | Prominent location of the edge of Faversham; current premises in reasonable condition, with low vacancy | 4 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Allocated Site:

**LAND EAST OF FAVERSHAM,
FAVERSHAM**

Reference

F3

Area (ha)

2.0



| Criteria | Comment | Score (out of 5) |
|---|--|------------------|
| Current Use | Greenfield allocation | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | No existing road access to site, but could be shared with adjacent industrial estate onto Graveney Road | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham, close to residential areas but no services or facilities in immediate vicinity | 2 |
| Proximity to incompatible uses | Adjoins existing industrial estate to west; bounded by railway line to north; surrounded by open countryside to north, east and south | 5 |
| Site characteristics and development constraints | Medium sized site, regular in shape, slopes away from the road; no obvious constraints | 3 |
| Market attractiveness | Prominent site on the edge of Faversham, adjoining established employment location | 4 |
| Planning Factors | Local Plan Policy B19 supports B1/B8 development, and B2 subject to amenity considerations; the site will be developed in conjunction with the redevelopment of the land immediately adjoining to the west (see Site F2) | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**LAND AT THE WESTERN LINK,
FAVERSHAM**

Reference

F4

Area (ha)

8.3



| Criteria | Comment | Score (out of 5) |
|---|--|------------------|
| Current Use | Existing brickworks and greenfield land | |
| Strategic Access | Within 3 km of M20 Junction 6 via Western Link / A2 | 5 |
| Local Road Access | Southern part of site has existing access point via Western Link; alternative road access via residential roads, with on-street parking. Future development would require upgrading of existing access | 4 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham, close to residential areas but no services in immediate vicinity | 3 |
| Proximity to incompatible uses | Immediately adjoins residential area, and close to existing school; open land to west | 2 |
| Site characteristics and development constraints | Large site, part sloping but regular in shape; potential constraints from sloping land but scope for new access off Western Link. | 3 |
| Market attractiveness | Prominent site on edge of Faversham, occupied by existing brick works. Long-standing allocation not taken up, in part due to new road access required as well as owner's aspirations | 3 |
| Planning Factors | Planning permission granted for replacement brickworks; Local Plan Policy B15 will grant planning permission for employment uses (primarily B1) subject to number of criteria | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**UPPER BRENTS INDUSTRIAL ESTATE,
FAVERSHAM**

Reference

F5

Area (ha)

2.5



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Industrial estate with range of B1/B2/B8 users | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Restricted access via residential streets, with on-street parking and narrow junctions | 1 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 4 |
| Proximity to incompatible uses | Close to residential areas, but no services or facilities in immediate vicinity | 3 |
| Site characteristics and development constraints | Medium sized site, level and regular in shape; on edge of area of identified flood risk | 3 |
| Market attractiveness | Low profile location, with a mix of occupiers, including some lower-end users; only small number of vacant units | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:

**FAVERSHAM BREWERY,
FAVERSHAM**

Reference

F6

Area (ha)

1.5



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Brewery with associated processing, storage and distribution activities | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Access via constrained town centre roads (North Lane), with on-street parking and narrow junctions | 2 |
| Proximity to urban areas, and access to labour & services | Within Faversham town centre, close to range of local facilities, residential areas and public transport routes | 5 |
| Proximity to incompatible uses | Self-contained site, adjoining a range of town centre and some residential uses | 4 |
| Site characteristics and development constraints | Small site, with some outlying areas separated by North Lane; no obvious constraints | 3 |
| Market attractiveness | Reasonable high profile location on edge of town centre; some attractive historic buildings and more modern units in good condition, but generally specific to needs of existing user | 3 |
| Planning Factors | Brownfield urban site, not identified in Local Plan; historic brewery buildings included in Faversham Conservation Area | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Allocated Site:
CREEK BASIN,
FAVERSHAM

Reference

F7

Area (ha)

1.1



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Creekside land, including car park, and existing Purifier and Ordnance Wharf buildings | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Access via constrained town centre roads, with on-street parking and narrow junctions and swing bridge; | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 4 |
| Proximity to incompatible uses | Self-contained site, adjoining Faversham Creek; adjacent to existing employment uses | 5 |
| Site characteristics and development constraints | Narrow site, level but constrained by Creekside location; within area of identified flood risk; owners indicate site contamination and high costs to strengthen creek wall | 1 |
| Market attractiveness | Attractive location on edge of Creek, in a prominent setting, close to other employment uses | 4 |
| Planning Factors | Allocated for employment uses in Local Plan; Policy B17 safeguards land for uses to promote tourism and commercial regeneration, including use of basis and wharfage for historic craft. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

19

Existing Site:

**BMM WESTON WORKS,
FAVERSHAM**

Reference

F8

Area (ha)

2.3



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Single-occupier industrial and office complex | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Access via constrained town centre roads, with on-street parking and narrow junctions and swing bridge | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 4 |
| Proximity to incompatible uses | Self-contained site with residential areas adjoin along north / north-eastern edge of site, but separated by open space; opposite car park and allotments | 4 |
| Site characteristics and development constraints | Slopes steeply to the north, but large site and fairly regular in shape; within area of identified flood risk | 3 |
| Market attractiveness | Reasonably high-profile site on edge of town centre, occupied by single industrial occupier; existing buildings in good condition | 4 |
| Planning Factors | Not identified in Local Plan; part of site lies within Faversham Creekside Area Action Plan area (AAP2) | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**LAND NORTH OF THOMAS ROAD,
FAVERSHAM**

Reference

F9

Area (ha)

0.3



| Criteria | Comment | Score (out of 5) |
|---|---|------------------|
| Current Use | The site currently contains mid-sized storage units, some of which appear to be in use by Faversham Brewery. | |
| Strategic Access | Approximately 4 km from M2 (J7), access via A2, B2040 and local roads. | 3 |
| Local Road Access | Access via Water Lane and North Lane with difficult junctions. Access is via town centre and/or residential routes. | 2 |
| Proximity to urban areas, and access to labour & services | On the edge of Faversham town centre; close to residential areas and a range of local services/amenities. Within close proximity to the train station. Four regular bus routes stop run along North Lane. | 5 |
| Proximity to incompatible uses | Self-contained site bound by roads with employment uses to north and north east. Some residential uses to south, but separated by road. | 4 |
| Site characteristics and development constraints | Flat, medium sized site, regular in shape; no obvious constraints. | 4 |
| Market attractiveness | Reasonably high profile location on edge of town centre. Units are relatively modern and well maintained, although at least some appear vacant. | 3 |
| Planning Factors | Brownfield urban site. Not allocated in Local Plan, however, is within AAP1, where planning applications will be granted that maintain or improve the range and diversity of employment sites and uses. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Existing Site:

**OIL DEPOT AND BUS GARAGE,
FAVERSHAM**

Reference

F10

Area (ha)

0.3



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | The site is currently in use as an oil depot, a coach depot and the International Air Charter Head Office. | |
| Strategic Access | Approximately 4.5 km from M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Accessed via Belvedere Road which is a narrow residential street, and junctions are poor. | 1 |
| Proximity to urban areas, and access to labour & services | Close to Faversham town centre; close to residential areas and local services/amenities. | 4 |
| Proximity to incompatible uses | Residential uses to south, south west and north (other side of creek) of site; employment uses to north east. | 2 |
| Site characteristics and development constraints | Flat, small site, irregular in shape; within area of identified flood risk. Possible contamination issues arising from the oil depot. | 2 |
| Market attractiveness | Low profile location; poor quality units, but low vacancy. | 2 |
| Planning Factors | Brownfield urban site. Not allocated in Local Plan, but does form part of AAP2; permission will not be granted for development that results in the loss of land or buildings suitable for employment uses or which does not use or manage the creek | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

14

Allocated Site:**STANDARD HOUSE,
FAVERSHAM CREEK****Reference****F11****Area (ha)**

0.2



| Criteria | Comment | Score (out of 5) |
|---|--|------------------|
| Current Use | The site currently contains the vacant Standard House, a polytunnel and a small workshop/storage unit for Faversham Fencing. | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Accessed via track from Abbey Road. Access is via narrow, constrained residential streets. | 1 |
| Proximity to urban areas, and access to labour & services | Close to Faversham town centre; close to residential areas and local services/amenities. | 4 |
| Proximity to incompatible uses | Relatively self contained site. Retail and other employment uses to south east. Creek to north west. | 4 |
| Site characteristics and development constraints | Flat, regularly shaped site but fairly small although there is some land adjoining; within area of identified flood risk | 2 |
| Market attractiveness | Low profile location with lower end users. The buildings on the site are in poor condition. | 1 |
| Planning Factors | Standard House and adjoining land is allocated in the Local Plan for employment use; development must retain, restore and re-use Standard House. Within AAP2; permission will not be granted for development that results in the loss of land or buildings suitable for employment uses or which does not use or manage the creek. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

15

Existing Site:

**STANDARD QUAY,
FAVERSHAM CREEK**

Reference

F12

Area (ha)

0.6



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Older creekside buildings in central Faversham occupied mainly by boat repair uses and some retail uses. | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Accessed via narrow roads and Faversham town centre | 1 |
| Proximity to urban areas, and access to labour & services | Close to Faversham town centre; close to residential areas and local services/amenities. | 4 |
| Proximity to incompatible uses | Other commercial uses nearby but no immediately adjoining dwellings or other sensitive uses. | 4 |
| Site characteristics and development constraints | Small site with protected buildings; may require substantial investment to refurbish buildings for employment use which could affect viability | 1 |
| Market attractiveness | Generally attractive location but some units vacant and buildings in moderate repair. Not part of any office or industrial area. May be attractive for some B1 uses. | 2 |
| Planning Factors | Not identified in Local Plan; within AAP2; permission will not be granted for development that results in the loss of land or buildings suitable for employment uses or which does not use or manage the creek. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

15

Existing Site:

**OARE ROAD INDUSTRIAL ESTATE,
FAVERSHAM**

Reference

F13

Area (ha)

18.0



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Large distribution site, including former foundry site acquired for redevelopment | |
| Strategic Access | About 4 km from nearest M2 junction and 1.5 km from A2 via Western Link | 4 |
| Local Road Access | Direct access onto Western Link, with separate access points from The Street and Bysing Wood Road | 4 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham, close to residential areas but no services in immediate vicinity | 3 |
| Proximity to incompatible uses | Immediately adjoins residential area to the south/south-east, with open land to the north; | 4 |
| Site characteristics and development constraints | Part of site within area of identified flood risk; no other obvious constraints | 3 |
| Market attractiveness | Largest employment site in Faversham, with large distribution occupiers. Warehousing in good condition and fully occupied; former foundry/industrial units vacant and in poor condition | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Existing Site:

**KCC HIGHWAY DEPOT, PRESTON,
FAVERSHAM**

Reference

F14

Area (ha)

1.8



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Open storage yard in use as highway depot | |
| <i>Strategic Access</i> | Adjoins A2 within 2km of M2 Junction 7 | 4 |
| <i>Local Road Access</i> | Reasonable site access directly onto A2 but busy junction | 4 |
| <i>Proximity to urban areas, and access to labour & services</i> | On southern edge of Faversham although across busy A2; within 1.5 km of Faversham town centre and close to residential areas but no facilities in immediate vicinity and infrequent buses past site | 3 |
| <i>Proximity to incompatible uses</i> | Bounded by A2 to north, residential uses adjoining to east, with open countryside to south and west | 3 |
| <i>Site characteristics and development constraints</i> | Reasonably large site, level and regular in shape; no obvious development constraints | 3 |
| <i>Market attractiveness</i> | Close to A2, currently in use for KCC highway depot with open storage uses; potential to form prominent site but not near any proven employment locations. Being promoted by landowner for housing. | 3 |
| <i>Planning / Sustainability Factors</i> | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Allocated Site:

**LAND AND BUILDINGS TO THE WEST OF
SELLING ROAD, FAVERSHAM**

Reference

F15

Area (ha)

1.8



| Criteria | Comment | Score (out of 5) |
|--|--|-----------------------------|
| <i>Current Use</i> | Collection of small-scale farm buildings | |
| <i>Strategic Access</i> | Within 3 km of M20 Junction 7 via A2 | 4 |
| <i>Local Road Access</i> | Accessed via Selling Road directly off A2; narrow junction onto A2 and limited manoeuvring space. | 3 |
| <i>Proximity to urban areas, and access to labour & services</i> | On edge of Faversham; close to residential areas but few facilities in immediate vicinity other than the Macknade centre | 2 |
| <i>Proximity to incompatible uses</i> | Adjoins Macknade Farm, but otherwise surrounded by open countryside | 5 |
| <i>Site characteristics and development constraints</i> | Small site, level and regular in shape; no obvious constraints | 3 |
| <i>Market attractiveness</i> | Potentially prominent location on A2, existing buildings are in reasonable condition, but number of vacant units | 3 |
| <i>Planning Factors</i> | Allocated for employment uses in Local Plan; Policy B18 supports employment uses appropriate to the semi-rural location and re-use of existing buildings / sympathetic additions | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**FORMER FRANK & WHITTOME SITE (SITE A),
FAVERSHAM**

Reference

F16

Area (ha)

0.2



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Part of former joinery works, with historical industrial / workshop buildings | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Access via constrained town centre roads, with on-street parking and constrained Quay Lane/Abbey Street junction | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 5 |
| Proximity to incompatible uses | Part of larger employment site (with F17 Land North of Quay Lane) on either side of Abbey Street; adjacent residential uses | 3 |
| Site characteristics and development constraints | Small site, level but constrained by Creekside location; within area of identified flood risk; age/condition of buildings suggests high refurbishment costs | 2 |
| Market attractiveness | Attractive and prominent location on edge of Creek, close to other employment and town centre uses. Existing buildings are vacant and agents indicate unsuccessful marketing for several years. | 3 |
| Planning Factors | Not identified in Local Plan, but does form part of AAP2; permission will not be granted for development that results in the loss of land or buildings suitable for employment uses or which does not use or manage the creek | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**FORMER FRANK & WHITTOME SITE (SITE B),
FAVERSHAM**

Reference

F17

Area (ha)

0.1



| Criteria | Comment | Score (out of 5) |
|---|---|------------------|
| Current Use | Part of former joinery works, with historical industrial / workshop buildings | |
| Strategic Access | Approximately 4 km from the M2 (J7), access via A2 and B2040 and local roads. | 3 |
| Local Road Access | Access via constrained town centre roads, with on-street parking and constrained Quay Lane/Abbey Street junction | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham town centre, close to range of local facilities, residential areas and public transport routes | 5 |
| Proximity to incompatible uses | Part of larger employment site (F16 former Frank and Whittome site) on either side of Abbey Street; adjacent residential uses | 3 |
| Site characteristics and development constraints | Narrow site in constrained location; within area of identified flood risk; age/condition of buildings suggests high refurbishment costs | 2 |
| Market attractiveness | Attractive location on edge of Creek in a prominent setting, close to other employment and town centre uses. Current units are vacant and being actively marketed | 4 |
| Planning Factors | Not identified in Local Plan, but does form part of AAP2; permission will not be granted for development that results in the loss of land or buildings suitable for employment uses or which does not use or manage the creek | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**BRETT AGGREGATES HQ, BYSING WOOD
ROAD, FAVERSHAM**

Reference

F18

Area (ha)

0.3



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Small office development with associated car parking | |
| Strategic Access | About 4 km from nearest M2 junction and 1.5 km from A2 via Western Link | 4 |
| Local Road Access | Direct access onto Bysing Wood Road, with good junction onto Western Link | 4 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham, close to residential areas but no services in immediate vicinity | 3 |
| Proximity to incompatible uses | Surrounded by open countryside; some residential uses nearby on opposite side of Western Link | 3 |
| Site characteristics and development constraints | Small site, generally level and regular in shape; no obvious constraints | 3 |
| Market attractiveness | Attractive setting on edge of Faversham, occupied by local company. Well maintained and in good condition. | 4 |
| Planning Factors | Situated within area of landscape protection which could restrict the scale and form of any additional or future redevelopment; lies outside of Faversham settlement boundary | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Existing Site:

**JOHN HALL INDUSTRIAL ESTATE,
FAVERSHAM**

Reference

F19

Area (ha)

0.3



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Small industrial estate with mainly older units, some of which have been modernised | |
| Strategic Access | Within 8 km from nearest M2 junction and 3 km from A2 via Western Link | 3 |
| Local Road Access | Access onto The Street leading, with junction to Western Link nearby; reasonable internal road access but limited parking | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham urban area and services. No frequent public transport links. Limited residential/services available nearby in Oare village | 2 |
| Proximity to incompatible uses | Most of site adjoined by open land. Existing industrial areas to the west, and gravel works to the east. | 4 |
| Site characteristics and development constraints | Part of site within area of identified flood risk; no other obvious constraints | 2 |
| Market attractiveness | Comprises mainly older industrial units, some of which have been modernised; lower quality space but low vacancy and appears to be meeting local needs. | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:**OARE GRAVEL WORKS, OARE,
FAVERSHAM****Reference****F20****Area (ha)**

67.0



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Gravel workings site on northern edge of Faversham containing water filled pits | |
| Strategic Access | Within 8 km from nearest M2 junction and 3 km from A2 via Western Link | 3 |
| Local Road Access | Access to The Street leading from narrow tracks leading to existing gravel workings, with junction close to Western Link | 3 |
| Proximity to urban areas, and access to labour & services | On edge of Faversham urban area and services. No frequent public transport links. | 2 |
| Proximity to incompatible uses | Most of site adjoined by open land. Residential areas to the south but not immediately adjoining. | 4 |
| Site characteristics and development constraints | Large site but active gravel workings and waterfilled areas make much of site difficult to develop. Part of site constrained by nature conservation areas and flood risk. Small level areas in south of site may have some scope for small scale B1 uses. | 1 |
| Market attractiveness | Relatively remote site with limited accessibility and likely to require above average development costs. | 1 |
| Planning Factors | Not allocated employment site. Approved development brief and permission for 24,000 m ² of B1 and leisure uses. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

14

Existing Site:

**PORT OF SHEERNESS,
SHEERNESS**

Reference

SH1

Area (ha)

109



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Operational port, with associated open storage land for containers and cars | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Served by roundabout onto A249, shared with local traffic. | 3 |
| Proximity to urban areas, and access to labour & services | Within 0.5 km of Sheerness town centre, some local services available (e.g. Tesco store) | 3 |
| Proximity to incompatible uses | Established employment site with surrounding industrial uses; separated from High Street by port wall. | 5 |
| Site characteristics and development constraints | Extensive waterfront site, generally level and regular in shape; includes areas of reclaimed land not immediately available for development. Within area identified at risk of coastal flooding. | 4 |
| Market attractiveness | Long established port operation | 4 |
| Planning Factors | Naval Terrace and Regency Close identified in Local Plan Policy AAP5 for preservation and enhancement of historic buildings (3 ha) | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Existing Site:

**LAND AT HIGH STREET,
SHEERNESS**

Reference

SH2

Area (ha)

0.7



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Range of trade counters, small workshops and car repair uses | |
| Strategic Access | Over 15km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Accessed via High Street from A249; shared with local traffic, and some on-street parking | 3 |
| Proximity to urban areas, and access to labour & services | Within 0.5 km of Sheerness town centre, some local services available (e.g. Tesco store) | 3 |
| Proximity to incompatible uses | Within larger employment area, some retail/residential uses nearby but not adjoining | 4 |
| Site characteristics and development constraints | Two small sites, level and regular in shape; within area identified at risk of coastal flooding. | 3 |
| Market attractiveness | Prominent sites on main approach road to Sheerness town centre; currently low vacancy, but unattractive in appearance due to lower-value uses. | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**LAND AT KING STREET,
SHEERNESS**

Reference

SH3

Area (ha)

0.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Manufacture/sales of garden ornaments, and number of other small engineering/workshop uses | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Direct access onto A249, shared with local traffic. | 3 |
| Proximity to urban areas, and access to labour & services | Within 0.5 km of Sheerness town centre, some local services available (e.g. Tesco store) | 3 |
| Proximity to incompatible uses | Within larger employment area, some retail/residential uses nearby, but not immediately adjoining | 4 |
| Site characteristics and development constraints | Small site, level and regular in shape; within area identified at risk of coastal flooding. | 3 |
| Market attractiveness | Prominent sites on main approach road to Sheerness town centre; currently low vacancy, but unattractive in appearance due to lower-value uses. | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**BLUE TOWN WORKS,
SHEERNESS**

Reference

SH4

Area (ha)

20



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Steelworks | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Served by roundabout onto A249, shared with local traffic. | 3 |
| Proximity to urban areas, and access to labour & services | Within 0.5 km of Sheerness town centre, some local services available (e.g. Tesco store) | 3 |
| Proximity to incompatible uses | Established employment site with surrounding industrial uses; bounded by railway lines on two sides. | 4 |
| Site characteristics and development constraints | Large, self-contained site, reasonably regular in shape. Long-established steelworks indicates potential contamination issues. | 3 |
| Market attractiveness | Very prominent site on main approach to Sheerness town centre; currently dominated by large industrial structures, and unattractive in appearance. | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

17

Existing Site:

**NEW ROAD INDUSTRIAL ESTATE,
SHEERNESS**

Reference

SH5

Area (ha)

9.5



| Criteria | Comment | Score (out of 5) |
|---|---|------------------|
| Current Use | Industrial estate | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Access from New Road via town centre routes | 1 |
| Proximity to urban areas, and access to labour & services | Close to Sheerness town centre, with access to local services and residential areas | 4 |
| Proximity to incompatible uses | Within wider employment / industrial area; bounded by railway lines to west and some residential areas to east. | 4 |
| Site characteristics and development constraints | Large site, level and reasonably regular in shape; no obvious constraints | 5 |
| Market attractiveness | Mix of older industrial premises, generally unattractive and requiring investment; high vacancy. Includes small units managed by Borough Council. | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**LAND EAST OF NEW ROAD,
SHEERNESS**

Reference

SH6

Area (ha)

10.0



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Former Britannia Lifts site, and other industrial uses | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Access from New Road via town centre routes | 1 |
| Proximity to urban areas, and access to labour & services | Close to Sheerness town centre, with access to local services and residential areas | 4 |
| Proximity to incompatible uses | Within wider employment / industrial area; adjoins residential areas / school to east (separated by small stream). | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; no obvious constraints | 5 |
| Market attractiveness | Britannia Lifts buildings vacant, currently being marketed; some other more modern units are all occupied. | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**LAND WEST OF BRIELLE WAY,
SHEERNESS**

Reference

SH7

Area (ha)

4.6



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Assorted uses including conservatory showroom, road side café, open storage/parking and gas holders | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| Local Road Access | Direct access onto A249 | 5 |
| Proximity to urban areas, and access to labour & services | Situated between Sheerness and Queenborough; close to residential areas poor linkages; no services/facilities in immediate vicinity | 2 |
| Proximity to incompatible uses | Self-contained site, within wider employment area | 5 |
| Site characteristics and development constraints | Small, narrow site, partially undeveloped; within area of identified flood risk | 3 |
| Market attractiveness | High-profile site on A249 approach to Sheerness; current development is disjointed and unattractive in appearance | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Allocated Site:

**LAND AT WEST MINSTER, EAST OF BRIELLE
WAY, QUEENBOROUGH**

Reference

SH8

Area (ha)

3.7



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Vacant site, partly used for lorry parking | |
| <i>Strategic Access</i> | Over 15 km to M2 Junction 5; direct access to A249 trunk route (single carriageway) via Sheppey Crossing. | 2 |
| <i>Local Road Access</i> | Direct access onto A249 via Cromwell Road | 5 |
| <i>Proximity to urban areas, and access to labour & services</i> | Situated between Sheerness and Queenborough; close to residential areas poor linkages; no services/facilities in immediate vicinity | 3 |
| <i>Proximity to incompatible uses</i> | Self-contained site, within wider employment area; adjoins residential areas to east separated by railway line | 4 |
| <i>Site characteristics and development constraints</i> | Small, narrow site, generally level; within area of identified flood risk | 3 |
| <i>Market attractiveness</i> | High-profile site on A249 approach to Sheerness | 3 |
| <i>Planning Factors</i> | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**AESICA FACTORY,
QUEENBOROUGH**

Reference

SH9

Area (ha)

27.0



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Single-user offices and pharmaceutical production facility | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Direct access onto A249 via Whiteway Roundabout | 5 |
| Proximity to urban areas, and access to labour & services | On northern edge of Queenborough, within walking distance of residential areas and local services | 4 |
| Proximity to incompatible uses | Large self-contained site, with some residential areas to south and nature conservation site of national importance to north | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; within area of identified flood risk | 4 |
| Market attractiveness | Long-established occupier on high profile site, in good overall condition | 4 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Allocated Site:

**LAND EAST OF WHITEWAY ROAD AND SOUTH
OF WEST MINSTER, QUEENBOROUGH**

Reference

SH10

Area (ha)

14.1



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Two greenfield sites, within area of marshland | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Direct access onto A249 via Whiteway Roundabout | 5 |
| Proximity to urban areas, and access to labour & services | On northern edge of Queenborough, within walking distance of residential areas and local services | 4 |
| Proximity to incompatible uses | Larger site adjoins residential areas to south; smaller site is self-contained | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; within area of identified flood risk | 4 |
| Market attractiveness | Prominent sites adjoining A249 on approach to Sheerness; identified for expansion of Aesica | 4 |
| Planning Factors | Allocated for employment use within Local Plan; outside of settlement boundary and within nature conservation area and area of high landscape value | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Existing Site:

**QUEENBOROUGH SHIPYARD,
QUEENBOROUGH**

Reference

SH11

Area (ha)

1.4



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Wharfs / dockyard buildings on edge of creek | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Single entrance, accessed via narrow residential streets with some on-street parking | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Queenborough town centre, close to residential areas; few services available in immediate vicinity | 3 |
| Proximity to incompatible uses | Immediately adjoining residential properties | 3 |
| Site characteristics and development constraints | Large site, level and regular in shape; within area of identified flood risk | 4 |
| Market attractiveness | Low-profile site, older buildings attracting lower-end users, requiring new investment | 2 |
| Planning Factors | Identified within Local Plan as part of Land North of Queenborough Creek Area Action Plan, proposing residential, commercial and leisure uses | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:

**KLONDYKE INDUSTRIAL ESTATE,
QUEENBOROUGH**

Reference

SH12

Area (ha)

7.0



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Wharfs / dockyard buildings on edge of Queenborough Creek | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Single entrance, accessed via town centre routes with some on-street parking | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Queenborough town centre, close to residential areas; some services available within walking distance | 3 |
| Proximity to incompatible uses | Self-contained site, separated from residential uses by Queenborough Creek; adjoined by former employment site to south | 4 |
| Site characteristics and development constraints | Large site, abutting the Creek within area of identified flood risk, and possibly some contamination. | 4 |
| Market attractiveness | High-profile site on promontory, with poor quality buildings and unattractive in appearance; attracts lower-end users, average vacancy | 2 |
| Planning Factors | Identified within Local Plan as part of Queenborough Creekside Area Action Plan, proposing residential, commercial and community uses | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

17

Existing Site:

**HOME IMPROVEMENTS DEPOT,
QUEENBOROUGH**

Reference

SH13

Area (ha)

3.4



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Single-user office/works site | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Single entrance, accessed via town centre routes with some on-street parking | 2 |
| Proximity to urban areas, and access to labour & services | On edge of Queenborough town centre, close to residential areas; and range of services available locally | 3 |
| Proximity to incompatible uses | Adjoins residential / town centre uses; bounded by railway line to east; existing employment site to south and west | 3 |
| Site characteristics and development constraints | Medium-sized site, level and regular in shape; no obvious constraints | 4 |
| Market attractiveness | High-profile site within centre of Queenborough; current premises are dated and unattractive in appearance | 3 |
| Planning Factors | Identified within Local Plan as part of Queenborough Creekside Area Action Plan, proposing residential, commercial and community uses | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

17

Existing Site:

**RUSHENDEN INDUSTRIAL ESTATE,
RUSHENDEN**

Reference

SH14

Area (ha)

37.0



| Criteria | Comment | Score (out of 5) |
|---|---|------------------|
| Current Use | Open storage for cars, paper mill and other works, small industrial estate (Argent Business Park) | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing. | 2 |
| Local Road Access | Single entrance, accessed via town centre routes with some on-street parking | 2 |
| Proximity to urban areas, and access to labour & services | South of Queenborough town centre, few services in immediate vicinity; residential estate close by. | 3 |
| Proximity to incompatible uses | Part of wider employment area; open land to east, residential estate to south west | 4 |
| Site characteristics and development constraints | Large site, regular in shape, sloping to the south; possible contamination likely due to older industrial uses. | 3 |
| Market attractiveness | Disjointed and unattractive in appearance; low vacancy levels at Argent Business Park attracting lower-end users | 3 |
| Planning Factors | Identified within Local Plan as part of Queenborough Creekside Area Action Plan, proposing residential, commercial and community uses | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

17

Allocated Site:

**NEATS COURT,
QUEENBOROUGH**

Reference

SH15

Area (ha)

54.0



| Criteria | Comment | Score (out of 5) |
|---|--|-----------------------------|
| Current Use | Greenfield site | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route via Sheppey Crossing | 2 |
| Local Road Access | No current road access, but direct access onto A249 via new Rushenden Link Road to be constructed | 5 (subject to link road) |
| Proximity to urban areas, and access to labour & services | Fairly remote site, with no residential areas or facilities available in immediate proximity | 2 |
| Proximity to incompatible uses | Surrounded by open land; envelopes existing hard-standing for car storage; adjoins areas of international nature conservation importance and high landscape value. | 4 |
| Site characteristics and development constraints | Large site, regular in shape, generally level; within area of identified flood risk | 4 |
| Market attractiveness | High profile 'gateway' site at entrance to Sheppey | 5 |
| Planning Factors | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

22

Existing Site:

**POWER STATION ROAD,
HALFWAY HOUSES**

Reference

SH16

Area (ha)

4.4



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Single-user offices/works for HBC Engineering; Transit Works small-units in converted tram shed | |
| Strategic Access | Over 15 km to M2 Junction 5 via Sheppey Crossing; 2.5 km to A249 trunk route | 2 |
| Local Road Access | Access via Halfway Road/Queenborough Road residential streets; narrow junction at Halfway Houses | 2 |
| Proximity to urban areas, and access to labour & services | On northern edge of Halfway Houses; close to residential areas, some local services/facilities in close proximity. | 3 |
| Proximity to incompatible uses | Surrounded by open land/sewage works to north, golf course to east, and residential areas to south. | 3 |
| Site characteristics and development constraints | Large site, regular in shape, sloping to the north; within area of identified flood risk | 3 |
| Market attractiveness | Low profile location; Transit Works caters for lower-end users, with some vacant units | 3 |
| Planning Factors | Not identified in Local Plan; within Halfway Houses settlement boundary | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:**RIDHAM DOCK,
SITTINGBOURNE****Reference****R1****Area (ha)**

6.5



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Tidal dock on the River Swale, mainly for timber, scrap metals and aggregates; includes associated warehousing/storage, and operational railhead | |
| Strategic Access | Over 15 km to M2 Junction 5; direct access to A249 trunk route (dual section). | 4 |
| Local Road Access | Dedicated access road linking site to A249; passes via narrow tunnel under Sheppey Way, alternative new access to south. | 4 |
| Proximity to urban areas, and access to labour & services | Remote site, with no residential areas or local services available in immediate vicinity; Swale train station within 1km (request stop only) | 1 |
| Proximity to incompatible uses | Surrounded by open land; close to other large existing employment sites (e.g. Kemsley Mill) | 5 |
| Site characteristics and development constraints | Small site, level and regular in shape; within area of identified flood risk | 3 |
| Market attractiveness | Low-profile location; attracts lower-end users. Two plots currently available for development (c. 4ha) | 2 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

19

Allocated Site:

**KEMSLEY FIELDS / RIDHAM,
SITTINGBOURNE**

Reference

R2

Area (ha)

135



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Greenfield allocations | |
| <i>Strategic Access</i> | Over 15 km to M2 Junction 5; direct access to A249 trunk route (dual section). | 4 |
| <i>Local Road Access</i> | New dedicated access onto A249 via new roundabout | 5 |
| <i>Proximity to urban areas, and access to labour & services</i> | Remote site, with no residential areas or local services available in immediate vicinity; Swale train station within 1km (request stop only) | 1 |
| <i>Proximity to incompatible uses</i> | Surrounded by open land; close to existing large employment activities at Kemsley Mill, Ridham Dock and Knauf. New residential uses developed to the south. | 4 |
| <i>Site characteristics and development constraints</i> | Very large site, generally level and reasonably regular in shape; within area of identified flood risk | 4 |
| <i>Market attractiveness</i> | Currently expanse of open land in low-profile location, but now with new road access; currently being marketed | 3 |
| <i>Planning Factors</i> | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

21

Existing Site:

**FLOPLAST DEPOT,
nr IWADE**

Reference

R3

Area (ha)

1.5



| Criteria | Comment | Score (out of 5) |
|--|--|-----------------------------|
| <i>Current Use</i> | Small depot occupied by single industrial firm | |
| <i>Strategic Access</i> | Over 5 km to M2 Junction 5, via A249/A2 and Sheppey Way; within 2 km of A249 junction | 4 |
| <i>Local Road Access</i> | Direct access onto Sheppey Way, although restricted visibility at junction; passes through some residential uses | 3 |
| <i>Proximity to urban areas, and access to labour & services</i> | Remote site, with no services in immediate vicinity; closest services available in Iwade village | 1 |
| <i>Proximity to incompatible uses</i> | Adjoins some isolated residential uses, bounded by A249 to east; open countryside to west and north | 4 |
| <i>Site characteristics and development constraints</i> | Small site, level and regular in shape; no obvious constraints | 3 |
| <i>Market attractiveness</i> | Single occupier site, in reasonable condition and appearance; low-profile location | 3 |
| <i>Planning Factors</i> | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Existing Site:

**KENT SCIENCE PARK,
SITTINGBOURNE**

Reference

R4

Area (ha)

20.0



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Science Park, with range of bioscience and general office occupiers | |
| Strategic Access | About 10 km from M20 Junction 9, via A249/A2 and town centre routes; physically close to M20 but no nearby junction | 2 |
| Local Road Access | Accessed via narrow rural roads south of Sittingbourne, with constrained junctions | 2 |
| Proximity to urban areas, and access to labour & services | Remote location, with no local services or residential areas in immediate vicinity; bus link provided to Sittingbourne railway station | 2 |
| Proximity to incompatible uses | Surrounded by open countryside; adjoins areas of special landscape protection | 4 |
| Site characteristics and development constraints | Large site, generally level and regular in shape; no obvious constraints | 5 |
| Market attractiveness | Low-profile location, but provides managed/secure accommodation in an attractive setting; attractive to inward investors but some vacant units / plots within site. | 5 |
| Planning Factors | Allocated for employment uses in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**BROADOAK ENTERPRISE VILLAGE,
SITTINGBOURNE**

Reference

R5

Area (ha)

0.9



| Criteria | Comment | Score (out of 5) |
|---|---|---------------------|
| Current Use | Small-unit office development | |
| Strategic Access | About 10 km from M20 Junction 9, via A249/A2 and town centre routes | 2 |
| Local Road Access | Accessed via narrow rural roads south of Sittingbourne, with constrained junctions | 2 |
| Proximity to urban areas, and access to labour & services | Remote location, with no local services or residential areas in immediate vicinity; bus link provided to Sittingbourne railway station | 2 |
| Proximity to incompatible uses | Surrounded by woodland; close to Kent Science Park | 5 |
| Site characteristics and development constraints | Small site, regular in shape; slopes towards north-east | 3 |
| Market attractiveness | Low-profile location, but units in good condition / appearance; only limited number of vacant units; appears attractive landscaped site for small high-tech firms | 4 |
| Planning Factors | Not identified in Local Plan; within designated landscape and nature conservation areas | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

18

Allocated Site:

**NATIONAL FRUIT CENTRE (BROGDALE FARM),
FAVERSHAM**

Reference

R6

Area (ha)

1.7



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Research, commercial and tourism uses associated with National Fruit Collection | |
| Strategic Access | Approximately 3 km from M20 Junction 6, via Brogdale Road/A2/A251 | 3 |
| Local Road Access | Accessed from Brogdale Road, a narrow rural road with restricted junction onto site | 2 |
| Proximity to urban areas, and access to labour & services | Remote location, with some residential properties nearby, but no local services in immediate vicinity | 1 |
| Proximity to incompatible uses | Surrounded by open countryside; reservoir immediately adjoining to north, some residential properties nearby | 3 |
| Site characteristics and development constraints | Small site, level and regular in shape; no obvious constraints | 3 |
| Market attractiveness | Low-profile location, but attractive setting and well maintained units | 3 |
| Planning Factors | Allocated for employment uses within Local Plan; lies within special landscape area | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

15

Existing Site:

DUKE OF KENT, THANET WAY, FAVERSHAM

Reference

R7

Area (ha)

1.4



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Derelict former public house and open land | |
| Strategic Access | Located adjacent to M2 Junction 7, with access to A2 towards Faversham | 5 |
| Local Road Access | Accessed via M2 slip road, or via A2 Whitstable Road | 3 |
| Proximity to urban areas, and access to labour & services | Isolated site, about 1.5 km east of Faversham and 1 km west of Boughton Street; no residential services or local facilities in immediate vicinity | 2 |
| Proximity to incompatible uses | Bounded by roads, surrounded by open countryside | 5 |
| Site characteristics and development constraints | Small site, level and regular in shape; exposed to traffic noise from motorway, but no other obvious constraints | 3 |
| Market attractiveness | Prominent location at M2/A2 junction; current buildings are vacant and partly derelict | 2 |
| Planning Factors | Planning permission granted for hotel (now expired); identified for B1/B2/B8 uses in Local Plan Policy B20, with preference for retention / re-use of public house | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**WATERHAM INDUSTRIAL ESTATE,
WATERHAM**

Reference

R8

Area (ha)

3.3



| Criteria | Comment | Score (out of 5) |
|---|---|------------------|
| Current Use | Small industrial area adjoining agricultural uses in remote location near eastern edge of Borough. Mix of storage, transport and engineering firms. | |
| Strategic Access | Within 5 km of nearest M2 junction via A299 | 2 |
| Local Road Access | Access from small rural road off A299 | 2 |
| Proximity to urban areas, and access to labour & services | Remote rural location but within 3 km of Whitstable. Distant from main Swale settlements. | 2 |
| Proximity to incompatible uses | Agricultural glasshouses to north west and open land adjoining elsewhere | 4 |
| Site characteristics and development constraints | Just outside area of flood risk. Small level site with no other obvious development constraints and fully developed | 3 |
| Market attractiveness | Remote, low profile location but industrial units are modern and in good condition and appear fully occupied. Adequate for current uses. | 3 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:

**SPADE LANE COLDSTORE,
HARTSLIP**

Reference

R9

Area (ha)

5.6



| Criteria | Comment | Score (out of 5) |
|--|--|-----------------------------|
| <i>Current Use</i> | Large depot unit with mix of small, older industrial units to the rear. | |
| <i>Strategic Access</i> | Direct access to A2 but 8 km from nearest M2 junction via reasonable roads | 2 |
| <i>Local Road Access</i> | Reasonable junction on to A2 | 4 |
| <i>Proximity to urban areas, and access to labour & services</i> | Close to Gillingham urban area and labour supply but remote location distant from main Swale settlements | 2 |
| <i>Proximity to incompatible uses</i> | Adjoined by open land and A2 | 5 |
| <i>Site characteristics and development constraints</i> | Large level site with no obvious development constraints | 4 |
| <i>Market attractiveness</i> | Prominent site on A2 with modern cold store unit but industrial units are old and in poor condition, although mainly occupied. | 3 |
| <i>Planning Factors</i> | Not allocated site and outside any settlement boundary. Permission for B1(c), B2 and B8 uses. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

**NEWINGTON INDUSTRIAL ESTATE,
NEWINGTON**

Reference

R10

Area (ha)

3.0



| Criteria | Comment | Score (out of 5) |
|--|--|-----------------------------|
| <i>Current Use</i> | Small industrial estate with mix of industrial, and open storage uses | |
| <i>Strategic Access</i> | Beside A2 and within 6 km of M2 junction via reasonable roads | 2 |
| <i>Local Road Access</i> | Reasonable junction on to A2 | 4 |
| <i>Proximity to urban areas, and access to labour & services</i> | Relatively remote location and distant from settlements in Swale but close to labour supply in Gillingham | 2 |
| <i>Proximity to incompatible uses</i> | Adjoined by open land and agricultural uses with few dwellings nearby but not immediately adjoining. WELL screened by trees. | 4 |
| <i>Site characteristics and development constraints</i> | Moderate sized but level site with no obvious development constraints. Low development density with many open storage uses. | 4 |
| <i>Market attractiveness</i> | Low profile, relatively remote site with unattractive appearance and lower value uses but with low vacancy levels. Serves useful role. | 3 |
| <i>Planning Factors</i> | Not allocated site and outside any settlement boundary. Proposed allocation of extension rejected through Local Plan process | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

19

Existing Site:

**OTTERHAM QUAY,
Nr UPCHURCH**

Reference

R11

Area (ha)

0.6



| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Group of large wharfside buildings in remote creekside location on western Borough boundary | |
| Strategic Access | Within 2 km of A2 but 10 km from M2 junction via narrow rural road. | 1 |
| Local Road Access | Access to A2 via Otterham Quay Lane, a narrow partly rural road passing through residential area. | 2 |
| Proximity to urban areas, and access to labour & services | Distant from main Swale settlements although reasonably close to Gillingham urban area. | 2 |
| Proximity to incompatible uses | Bounded by similar employment uses in Medway and by creekside to north. Caravan park and some dwellings nearby but not immediately adjoining. | 3 |
| Site characteristics and development constraints | Small, irregular but level site adjoining creekside. Within area of potential flood risk. No other obvious development constraints but access constrained. | 2 |
| Market attractiveness | Remote, not particularly attractive site with older buildings in poor condition and with high vacancy on Swale part. | 1 |
| Planning Factors | Not identified in Local Plan | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

13

Existing Site:

**COOLCHAIN COLD STORE,
TEYNHAM**

Reference

R12

Area (ha)

3.0



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Single occupier site near village of Teynham containing large cold storage building for food products | |
| <i>Strategic Access</i> | Direct access to A2. Over 10 km from nearest M2 motorway junction | 2 |
| <i>Local Road Access</i> | Good dedicated access junction on to A2 | 5 |
| <i>Proximity to urban areas, and access to labour & services</i> | Remote from main Swale settlements and services | 1 |
| <i>Proximity to incompatible uses</i> | Adjoined mainly by open land the A2. A few dwellings nearby but not immediately adjoining. | 4 |
| <i>Site characteristics and development constraints</i> | Moderately large level site with no obvious development constraints other than listed farm building to the south. | 4 |
| <i>Market attractiveness</i> | Prominent if remote site. Relatively modern storage shed in good condition. Adequate parking/manoeuvring space on site. | 4 |
| <i>Planning Factors</i> | Proposed allocation for housing development rejected in Local Plan review. | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

20

Existing Site:

FORMER FUNTON BRICKWORKS, RASPERRY HILL LANE

Reference

R13

Area (ha)

5.4



| Criteria | Comment | Score (out of 5) |
|---|--|------------------|
| Current Use | Recently closed brickworks in rural location; contains existing buildings | |
| Strategic Access | Over 6 km from A2 via Iwade and 10 km from M2 junction, initially via narrow rural roads | 1 |
| Local Road Access | Accessed from Raspberry Hill Lane, a rural road, with site access via narrow lane | 2 |
| Proximity to urban areas, and access to labour & services | Remote location, 2.5 km from nearest large village of Iwade, and 1.5 km from Lower Halstow with no local services nearby and poor public transport accessibility | 1 |
| Proximity to incompatible uses | Surrounded by open countryside | 5 |
| Site characteristics and development constraints | Large site, level and regular in shape; contains buildings of historic interest; within area of High Landscape Value, close to SSSI and Special Landscape Area; closely adjoins area at flood risk from sea; ground conditions from former use uncertain | 1 |
| Market attractiveness | Low-profile location remote from established employment areas, labour and services | 1 |
| Planning / Sustainability Factors | No identified for employment uses within Local Plan; outside of any settlement; could meet some small-scale rural employment needs | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

11

Existing Site:

**HENGIST FIELD, POND FARM LANE,
BORDEN**

Reference

R14

Area (ha)

2.4



| Criteria | Comment | Score (out of 5) |
|--|---|-----------------------------|
| <i>Current Use</i> | Rural site with small-scale office development | |
| <i>Strategic Access</i> | Approximately 5 km from A249 via rural routes | 3 |
| <i>Local Road Access</i> | Accessed from Pond Farm Road, a narrow rural road with reasonable onto site | 3 |
| <i>Proximity to urban areas, and access to labour & services</i> | Remote location, with some residential properties nearby, but no local services in immediate vicinity | 1 |
| <i>Proximity to incompatible uses</i> | Surrounded by open countryside, some residential properties nearby | 3 |
| <i>Site characteristics and development constraints</i> | Small site, level and regular in shape; no obvious constraints | 3 |
| <i>Market attractiveness</i> | Low-profile location, but existing buildings in good condition; remote from established employment areas | 3 |
| <i>Planning / Sustainability Factors</i> | Not identified in Local Plan; remote site but potential to cater for small-scale office needs in rural area | |

[Scoring: 5 = best, 1 = worst]

TOTAL SCORE:

16

Existing Site:**FOUR GUN FIELD,
OTTERHAM QUAY****Reference****R15****Area (ha)****2.7**

| Criteria | Comment | Score (out of 5) |
|---|--|---------------------|
| Current Use | Undeveloped brownfield site, partly former brickpit | |
| Strategic Access | Within 2 km of A2 but 10 km from M2 junction via narrow road | 1 |
| Local Road Access | Access to A2 via Otterham Quay Lane, a partly rural road passing through residential area | 2 |
| Proximity to urban areas, and access to labour & services | Distant from main Swale settlements although reasonably close to Gillingham urban area | 2 |
| Proximity to incompatible uses | Adjoins existing industrial estate to south, some residential properties to west, and open land to north | 3 |
| Site characteristics and development constraints | Small site, level and regular in shape; no obvious constraints | 3 |
| Market attractiveness | Low-profile location, but not an established employment location | 2 |
| Planning / Sustainability Factors | Not identified in Local Plan, not currently being promoted for development. Could meet some local needs, but remote and not an established employment location | |

[Scoring: 5 = best, 1 = worst]**TOTAL SCORE:****13**