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# Site Assessments Shepway District Local Brownfield Strategy

Shepway District Council / Homes and Communities Agency

March 2011

**DTZ**

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London

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## 1.0 Executive Summary

- 1.1 DTZ were instructed by Shepway District Council (the Council) and the Homes and Communities Agency (the HCA) to undertake fifteen site assessments for the Council's Local Brownfield Land Strategy (LBFS) in the District.
- 1.2 To complete the instruction DTZ undertook a review of the local property market, inspected the sites, assessed their individual planning status and investigated potential physical and ownership constraints.
- 1.3 Our site-specific conclusions and recommendations are detailed within the individual Site Assessment Sheets appended to this report (Appendix 1). More generic conclusions, which summarise themes common to a number of the sites, are outlined at the end of this report.
- 1.4 With reference to the property market, demand across all property sectors has undoubtedly decreased since the economic downturn. Concerns about job losses and household finances are now reasserting themselves, and there are fears that economic growth may be faltering amid the rising cost of living and imminent public spending cuts. These factors feed into the property market as companies, consumers and home owners seek to restrict expenditure.
- 1.5 Development in particular has slowed significantly since 2008 as occupier demand and rental values decreased, yields rose, tenant incentives increased and debt finance became more restricted. The Folkestone property markets remain relatively subdued in keeping with the wider national outlook.

- 1.6 All the sites considered within the LBFS study had their individual merits and constraints. The table below summarises the development constraints relevant to each site. Resolving these issues will be central to facilitating development of the sites.

Site Constraint Identified				
Site Ref	Market	Physical	Planning	Landownership
A3	Yes	Yes	No	Yes
A119	Yes	Yes	No	Yes
A456	Yes	Yes	No	Yes
B415	Yes	Yes	No	Yes
D414	Yes	Yes	No	Yes
D75	Yes	No	No	Yes
A11	Yes	Yes	No	Yes
C337	Yes	Yes	No	Yes
D8	Yes	Yes	No	Yes
C69	Yes	Yes	Yes	Yes
B144	Yes	Yes	Yes	Yes
D418	Yes	Yes	Yes	No
A420	Yes	Yes	Yes	No
D423	Yes	Yes	No	Yes
A54	Yes	No	No	Yes

- 1.7 The viability of all of the sites will have been affected by the recent economic downturn, deterioration in property prices and restrictions in the finance/lending markets. Many of the sites have some form of physical constraint, or potential constraint, such as flood risk, topography, utility or highways capacity, contamination or bio-diversity issues. Landownership has been highlighted as a key factor as almost all of the sites are held in either private sector ownership or by the Ministry of Defence and it is important that the Council seek to actively engage with landowners to ascertain their intentions, address any concerns and help facilitate development. The final factor, planning, only relates to the sites in Hawkinge and Princes Parade in Hythe where increased planning certainty will be required to guide and assist development.

## 2.0 Introduction

2.1 DTZ were instructed in December 2010 by Shepway District Council and the Homes and Communities Agency to undertake site assessments for the Council's Local Brownfield Land Strategy (LBFS) for the District.

2.2 The key aim of Shepway's Brownfield Land Strategy is to develop an understanding of the brownfield land in the area and to establish how this can be brought back into productive and beneficial use.

2.3 DTZ's instruction entailed the development of market assessments of the selected sites. To this end, DTZ have been asked to undertake site assessments of fifteen sites.

2.4 The site assessments provide a judgment on the range of potential constraints and opportunities affecting each of the sites and the attractiveness of the site to the private sector as a development opportunity.

2.5 We have structured our report as follows:

- Section 2: Background Information. This section sets out the methodology for this piece of work.
- Section 3: Market Context. This section examines the local property market in the context of the wider UK property market, looking across a range of sectors. We have also documented recent economic trends and undertaken an appraisal of the local planning context.
- Section 4: Overview & Cluster Report. This section provides an overview of the common themes emerging from our site assessments.

- Appendix: Site Assessment Sheets. A separate appendix document has been prepared for each site consisting of the completed site assessment sheets.

## 3.0 Background information

### Methodology

3.1 Our methodology for completing this instruction has incorporated preparation of the following aspects:

- Site description
- Planning policy context
- Assessment of local property market
- Description of visible on site characteristics
- Assessment of commercial viability
- Identification of factors affecting delivery and next steps

3.2 In order to complete the market assessment three distinct strands of work have been completed as follows:

➤ Site visits

3.3 Site visits were undertaken in order to inform the site description element, visible on site characteristics and commercial viability assessments.

➤ Market research

A property market assessment has been undertaken. This has been informed by our knowledge of the area gained from bespoke research and working on a number of development projects for both the private and public sectors.

3.4 Our research has focussed on the commercial and residential property markets in Shepway. We have also provided commentary on recent economic trends.

3.5 We have undertaken an assessment of the planning policy context to inform an opinion on commercial viability and next steps.

➤ Completion of the Site Assessment Sheets and Site Evaluation Pro-forma

3.6 To articulate our findings and justify our opinions on the potential opportunities and constraints which will influence development for each respective site we have completed a site assessment sheet and site evaluation pro-forma, for each site.

➤ Reporting

3.7 We have produced a report detailing our conclusions.

### Timescales for completion of the work

3.8 We undertook this commission during January and February 2011. Desk-top work was undertaken throughout late January and early February, with the site visits occurring in the week commencing 31<sup>st</sup> January 2011.

## 4.0 Shepway Context

- 4.1 Shepway District comprises the towns of Folkestone, Hythe and New Romney and occupies the most southerly part of Kent.
- 4.2 The District's principal town, Folkestone, developed as a trade port and resort town in the nineteenth century. These activities declined due to technological advances and operational requirements changing in the shipping trade and the emergence of cheap foreign travel opportunities. The decline of these activities detrimentally affected Folkestone and the local economy.
- 4.3 The High Speed 1 (HS1) railway line and Channel Tunnel brought important infrastructure and economic benefits to the District. It is hoped that the development of the HS1 railway will attract private sector investment to the District to join existing occupiers including Saga, the Silver Spring Mineral Water Company and Church & Dwight (owner of the Arm & Hammer brand).
- 4.4 The 15 sites assessed within this study were located throughout the District, in Folkestone, Hawkinge, Hythe and New Romney. Please refer to Appendix 1 for the Site Assessment Sheets and maps detailing the site locations.

## UK Economic Comment

- 4.5 The UK economy exited recession in Q4 2009, with positive GDP growth of 0.4%. This followed six consecutive quarters of falling output. However, the UK's GDP figure for Q4 2010 was -0.6% (negative) suggesting the recovery will be slow and erratic with domestic demand held back by ongoing retrenchment from the public sector and weak business investment.
- 4.6 Consumer confidence has only partially recovered with household finances entering a period of sustained downward pressure from rising inflation, a major pensions overhaul, subdued wage growth, a reduction in employment and a renewed prospect of falls in house prices.
- 4.7 Such economic uncertainty makes forecasting of any kind extremely difficult, especially since the Bank of England is currently acting in a manner contrary to their remit with regards to inflation. The DTZ in house view is that the majority of economic indicators will not return to growth until at least 2012 although it is worth noting that even this has altered as major unexpected events unfold. Economic forecasting is, by its very nature forward looking, reactive to current events. As such, any forecasts contained within this report should be interpreted with respect to current knowns.

## General Property Market Overview

- 4.8 There is still very much a two tier occupier market across all sectors. The secondary market is still very weak, but prime available space is becoming increasingly limited as tenants trade up against a backdrop of minimal new development completions.
- 4.9 Headline prime office rents in key locations have either stabilised or increased. The strongest retailers tended to prosper over the snow-disrupted Christmas period, whilst those already struggling saw the process accelerate. The consumer spending outlook is cautious.
- 4.10 Yield impact has had an increasingly less positive effect on total return over 2010. This ties in with significantly reduced retail fund inflows since the peak in Q4 2009, meaning there has been increasingly less pressure on institutions to get cash invested.
- 4.11 Prime property yields are near their long run average and there is a tentative equilibrium at this end of the market, which is likely to hold in 2011. In contrast, a further softening for secondary pricing in 2011 is expected which will reduce annual total return to low single digits in 2011.
- 4.12 Looking forward, bank-released (mostly secondary) stock is likely to increase significantly over 2011 though this is from a low base. A more diverse range of investors are now in the market for such assets and banks are expected to take opportunities to make disposals as they arise, while being careful not to flood the market.

## Industrial

- 4.13 The latest DTZ research report into the UK industrial market (UK Industrial Q4 2010) predicts that the market will prove to be a battleground for landlords moving forward as companies begin to plan for their future more actively. Landlords will move in the direction of pre-letting or be focussed on customising existing Grade-B stock to attract smaller local occupiers. This is expected to be the case across the South East.
- 4.14 Retailers are displacing manufacturers as the dominant source of occupational demand for storage and distribution warehouses as retail operators seek to service growing demand from online shoppers. In addition, the traditional food retailers are expanding into non-food retailing. It is expected the key motorway sites will benefit from this in the medium term.
- 4.15 The Folkestone and Hawkinge industrial property market is defined by its proximity to the M20 motorway and the Channel Tunnel Rail Terminal. These locations have acted as employment hubs which have been historically popular for warehousing and distribution uses. Occupier demand reduces and becomes more localised as you move further outwards from Folkestone.
- 4.16 The existing hubs of industrial space are Park Farm Industrial Estate, Shorncliffe Industrial Estate and the more modern premises at Shearway Business Park.
- 4.17 Due to Folkestone's strategic location, industrial and distribution has historically been an important sector within the region. At the regional level, industrial rental values in Kent have historically outperformed the UK average. However values have fallen recently, meaning that several development projects have become marginal or unviable.

4.18 Industrial rents in the Folkestone area are some of the lowest in the Kent region, with prime rental values in the region of £5.50 psf to £6 psf. Secondary stock in smaller estates, such as the Park Farm Industrial Estate or Pennypot Industrial Estate, attracts lower rental values in the region of £3 psf to £5 psf.

### **Office**

4.19 Folkestone has not been seen as a major regional office destination and has tended to be overlooked by many occupiers, who instead prefer larger conurbations closer to Greater London and the M25 orbital motorway. While there are a few modern office developments focussed around Folkestone's motorway junctions, the majority of its office stock can be regarded as secondary, and is leased to small local occupiers.

4.20 Office take-up in the South East for 2010 was 3.12 million sq ft, up 34% on 2009 (2.33 million sq ft). However, the sub-region south of the M25 experienced a disappointing final quarter of 2010, with take-up falling dramatically. Office take-up is expected to improve in 2011 as occupier confidence continues to grow and positively impacts the South East office market.

4.21 There is a shortage of Grade-A office accommodation and this is predicted to continue into 2012, by which time the market should be more active. Private companies will renew their focus on growth expansion which will involve an increase in capital spending and employment. This will impact positively upon the South East office market and prompt a growth in rental values. The Shepway Employment Land Review (2011), commissioned by the Local Authority, provides policy information on the District's employment sites. The Folkestone locality has limited office accommodation and very little Grade-A accommodation.

4.22 Prime office rents in south east Kent, around Folkestone, are found at business parks adjacent to the arterial motorway corridors such as Shearway Business Park, where quoting rents are £14 psf. Office rents in Folkestone town centre are some of the lowest in the region at £5 psf to £6 psf. These rental levels are a reflection of both market conditions and the lack of high quality office accommodation.

### **Retail**

4.23 The primary catchment of Folkestone (based upon the CBRE National Survey of Local Shopping Patterns - the area being defined as where the proportion of people who use the town as their main non food shopping destination exceeds 15%) is 93,000 strong. It is not classified as a particularly affluent catchment area.

4.24 Folkestone face competition from Ashford, Canterbury and Maidstone. At mid-2010, agent sources estimated prime rents in Folkestone at £55 psf Zone-A. This represented no change on the end-2009 level of prime rents in the town. The figure compares well to Dover (£45 psf Zone-A) but falls well below the national average (£120 psf Zone-A).

4.25 We are not aware of any additional retail space currently under construction within Folkestone town centre. We do not believe there is any additional space with full or outline planning consent.

### **Food Retail**

4.26 The food store market remains buoyant, as does the coffee, drive-thru and restaurant markets which are enjoying strong demand and benefitting from positive rental growth.

4.27 Total food store stock in Shepway is estimated at 370,000 sq ft. An additional 62,000 sq ft Sainsbury's is due to open in Q1 2011.

### Retail Warehousing

- 4.28 The National retail warehouse occupier market is in relatively good health. Rental values are gradually recovering and leasing incentives, whilst still high, are starting to reduce, particularly as there is now real competition for selected types of space.
- 4.29 In 2011 we expect a number of brands to explore further opportunities in this sector including B&Q, New Look, Peacocks, and H&M. B&M, Home Bargains, Poundland and Poundworld are the vanguard of a buoyant value market. These retailers are capable of paying considerably higher rents as supply tightens.
- 4.30 Folkestone's retail warehouse supply was estimated at 270,000 sq ft, ranking the town 175 out of the 200 PROMIS Centres on the PMA database. 83,000 sq ft of this is located at West Park Farm Retail Park where major tenants include Comet, Halfords and Carpetright.
- 4.31 Overall, provision per household of retail warehousing floorspace is above the PROMIS average, although this varies across key goods categories. DIY, Electrical and Other Bulky goods are over-represented. In contrast, Fashion/Other High Street and Child/Sport goods are under-represented on this basis.

### Residential Market

- 4.32 The Shepway District residential market is relatively self-contained at present and is split between three towns; Folkestone, Hythe and New Romney.
- 4.33 The Folkestone market comprises the central area of Folkestone, the suburb of Cheriton, the settlement of Hawkinge to the north and Capel-le-Ferne to the east (located in Dover District).

- 4.34 Average house prices vary across the Folkestone area, with the centre of Folkestone exhibiting relatively low average house prices compared to Hawkinge and Capel-le-Ferne. Our views of typical new-build residential property values for the Folkestone area are as follows:

- 1 bed: £130,000 – £160,000
- 2 bed: £150,000 – £250,000
- 3 bed: £175,000 – £320,000
- 4 bed: £225,000 – £350,000

- 4.35 The Hythe market is characterised by a thin coastal strip of development to the west of Folkestone. The area has a large elderly population and there are limited opportunities for further housing development. Average house prices are generally higher than those for Folkestone as shown by the values below. This incorporates the development at Sandgate aimed at the higher end of the market.

- 1 bed: £140,000 – £195,000
- 2 bed: £180,000 – £280,000
- 3 bed: £185,000 – £400,000
- 4 bed: £400,000 – £450,000

- 4.36 New Romney is located south west of Folkestone, along the coast, and south of Romney Marsh. Average house prices in this area are lower than those in Hythe to the north east. This is probably linked to both transport difficulties and the concentration of bungalows (rather than larger detached houses).

- 4.37 There have been a series of new residential developments in the District over the last few years. The market for residential land around key settlements is still strong, with most major housing developers still actively seeking sites in Shepway, a District which will increase in popularity due to its proximity to the M20 motorway and the direct high speed rail link to London from Folkestone.
- 4.38 Savills research (UK Residential Development Land Report January 2011) suggests that Britain's coastal towns are experiencing high price rises. Folkestone and Hythe have been identified as value growth hotspots which can capitalise on the premium value of waterside coastal property and the trend of retiring London professionals moving into Kent.
- 4.39 Modest increases in values should encourage demand for viable urban infill sites where residential developers are seeking fast build-outs. Such sites can be developed with minimal infrastructure and incrementally placed into the market.
- 4.40 In the South East of England the value of Greenfield land averages 35% below its peak value in 2006/7 which compares favourably in relation to the rest of the UK. The underlying housing shortage and marginally improved employment outlook for this region have helped reduce the fall in values and improved the prospects for a recovery in the south east land market.
- 4.41 Restrictions in development debt finance continue to constrain residential developers' appetite to purchase large sites with challenging long-term potential. Greenfield values are therefore remaining stagnant. In this landscape, the development land market will be geared towards small-scale sites which are ready to build-out.

### Summary

- 4.42 While demand across all property sectors has undoubtedly decreased since the economic downturn, there are still many positive signs across the region. The District has some good employment sites in and around the motorway corridor. Sites on, and in close proximity to, motorway junctions are expected to attract the majority of occupational requirements and developer interest, with demand becoming more localised across the rest of the District.
- 4.43 The residential market in the Folkestone locality remains relatively subdued in keeping with the wider national outlook. Whilst 2010 and Q1 2011 witnessed an increase in developer demand for residential sites, developer's are seeking low-risk sites which are easy to develop and offer quick returns. The occupational market remains difficult for potential first-time buyers, and buyers in general, due to more restrictive mortgage offers and stringent lending criteria. Uncertainty in the employment market and wider economy has further reduced the volume of residential transactions.
- 4.44 Recent retailer trading results suggest that conditions in the retail market have worsened marginally in Q1 2011 as consumer demand has slowed. Concerns about jobs and household finances are now reasserting themselves, and there are fears that economic growth may be faltering amid the rising cost of living and imminent public spending cuts. As a result of reduced consumer expenditure many retailers are either adopting a 'wait and see' attitude with regards to new stores or only expanding into areas with clear demand.

## Planning Context

- 4.45 We have undertaken a brief review of the planning policy context for each of the fifteen sites in order to inform our recommendations in relation to future use of the sites. A summary of the review is presented below.
- 4.46 Current Planning Policy for Shepway District is set out within the Saved Policies of the Shepway District Local Plan Review (2006). The Council is currently preparing a Local Development Framework which will in time replace the existing Local Plan. We have also reviewed the Core Strategy Preferred Options 2009. This section of the report does not represent a full policy review, merely a brief assessment of those policy factors impacting directly on each of the fifteen subject sites.
- 4.47 In terms of general planning policy we understand that the District Planning Authority will seek to negotiate a 30% affordable housing element for new housing developments.
- *Site A3 - Land North of Charles Crescent, Folkestone*
- 4.48 Identified permissible uses are business and commercial (B1/B2/B8 Use Classes). Any development would have to contribute to the remainder of the internal site road provision.
- 4.49 The site is identified in the Shepway SHLAA as a potential location for up to 50 homes by 2021. The SHLAA recognises that employment uses will have to constitute a major part of a future proposal that includes any residential element and that appropriate remediation measures would be required to facilitate development.
- 4.50 The site is identified as being within Flood Risk Area (U5). As a result, the raising of land is prohibited unless appropriate flood protection and mitigation measures are undertaken to prevent flood risk spreading to adjoining areas. The site is also partially located within a Groundwater Source Protection Zone (U4). The Environment Agency will need to be consulted on development proposals.
- *Site A119 - Land Adjacent to Hanson Premix Concrete*
- 4.51 Permissible uses will be restricted to business and commercial (B1/B2/B8 Use Classes) and would have to contribute to the remainder of the internal site road provision required (between Caesers Way and Shearway Road).
- 4.52 The site is located within Flood Risk Area (U5). Developments are prohibited from raising the ground level unless flood protection and mitigation measures are developed as part of the scheme.
- *Site A456 - Vacant Land & Buildings, Shearway Road*
- 4.53 The Local Plan restricts permissible uses to business, commercial and light industrial/storage. Development Proposals would be expected to contribute towards the remainder of the internal site road construction.
- 4.54 The site is partially located within a Groundwater Source Protection Zone (U4) – any development proposal will be subject to Environmental Agency consultation. Planning permission will be conditional upon the protection of groundwater resources from contamination.

➤ *Site B415 - Risborough Barracks, North Road, Folkestone*

- 4.55 This site, together with Napier Barracks, is identified in the Shepway SHLAA as suitable for up to 900 homes by 2021-2025. The Local Plan permits the redevelopment of this MoD site as part of a long term redevelopment strategy. It safeguards existing open space for leisure, recreation and amenity purposes.
- 4.56 Section 106 contributions will be expected for strategic sports/open space and highways infrastructure. Additional contributions may also be expected for improvements to public transport, utilities and health/community facilities.
- 4.57 The Core Strategy Preferred Options Draft 2009 promotes this site for a “high quality development of circa 900 new homes, including family and affordable housing. This would help retain the MoD in Folkestone and secure new military investment in Shepway.”

➤ *Site D414 - Napier Barracks, North Road, Folkestone*

- 4.58 The Local Plan permits the redevelopment of this MoD site as part of a long term redevelopment strategy.
- 4.59 The Core Strategy Preferred Options Draft 2009 promotes this site for a “high quality development of circa 900 new homes, including family and affordable housing. This would help retain the MoD in Folkestone and secure new military investment in Shepway.”

➤ *D75 - St Martin’s Plain Camp, Folkestone*

- 4.60 The Local Plan permits the redevelopment of this MoD site as part of a long term redevelopment strategy. Redevelopment will be subject to the normal amenity, environmental and highway considerations. There is also a need identified to retain areas of open space with recreational potential.

➤ *A11 - Station Goods Yard, Southern Way, Folkestone*

- 4.61 The site is identified in the Shepway SHLAA as being a potential location for up to 20 homes by 2021 conditional on being part of a mixed use redevelopment. However, the Local Plan restricts its use to industrial and commercial B1/B8 Use Classes.
- 4.62 The Local Plan safeguards land at this site for potential development, specifically a train maintenance depot, in association with the extension of high speed rail services to Folkestone. Other forms of development will only be permitted if it can be shown that there is no realistic prospect of such facilities being constructed.
- 4.63 The land was originally declared surplus to requirements to British Rail in the 1980s. The site has now been declared surplus to requirements by Network Rail and detached from operational purposes. The land has failed to attract employment uses.

- 4.64 An outline planning consent was granted on 15<sup>th</sup> March 2010 for a Doctors Surgery and Pharmacy to be erected on part of the site. A condition attached to the consent secures construction of an access road to service the remaining employment land.

➤ *Site C337 - Former Gas Works, Ship Street, Folkestone*

- 4.65 The Local Plan allocates this land for residential development in the second phasing period, between 2006 and 2011, with an indicative capacity for 40 dwellings. There was also an allocation for 30 dwellings within the first period (2001-2006), meaning the site was allocated for a total of 70 dwellings.
- 4.66 The SHLAA identifies the site as a potential location for up to 134 units by 2016.

4.67 The site has had a Development Brief/SPD prepared. This Brief establishes the key principles for site development. It considers the type of residential development appropriate and the other critical issues including land remediation.

➤ *Site D8 – Car Park & Adjoining Land at Payers Park*

4.68 The site has a site specific allocation providing guidance on its redevelopment potential. This is policy FTC2 of the Local Plan.

4.69 This policy details that planning permission will be granted for the development of the Payers Park Car Park and Adjoining Land for mixed-use development where proposals meet the following criteria:

- A comprehensive approach to development of the site;
- The creation of strong, attractive pedestrian links with Tontine Street, Old High Street and Rendezvous Street;
- Where built development is mainly residential use. Active frontages at ground level incorporating retail, business and leisure uses would be acceptable;
- The provision of 100 public car parking spaces;
- The provision of any car parking required by the development within the site/building complex or below ground level;
- The site of 29-33 Old High Street to be redeveloped with retail on the ground floor and residential or office use above.

➤ *Site C69 - Officers Mess, Aerodrome Road, Hawkinge*

4.70 The land has been safeguarded by the Council for a new secondary school under Local Plan Policy SC4, and is awaiting confirmation from the LEA to declare a requirement.

4.71 The site is identified in the Shepway SHLAA as a potential location for up to 150 homes by 2021. We understand the Council has recently liaised with local agents who have suggested the site could accommodate up to 130 dwellings. Section 106 Contributions will be required for highways, landscaping, open space, bio-diversity, and community provision.

4.72 The Shepway Core Strategy Preferred Options stage 2009 emphasises that Hawkinge should be a focus for the delivery of employment and further community facilities, including mixed-use development on disused sites at western Hawkinge.

➤ *B144 - Former Airfield, Elvington Lane, Hawkinge*

4.73 The Local Plan safeguards this site for tourism use in association with the adjacent Battle of Britain Museum. Any development should be consistent with existing buildings and should protect the amenity of adjacent residential areas.

4.74 Situated in the North Downs Special Landscape Area, development will not be permitted unless the need to secure economic and social wellbeing outweighs the need to protect the SLAs countywide landscape.

4.75 The site is identified in the Shepway SHLAA (Ref: 404) as a potential location for up to 200 homes by 2025. We understand the Council has recently liaised with local agents who have suggested the site could accommodate up to 150 dwellings.

4.76 The site is located within a Groundwater Source Protection Zone (U4). The Environment Agency will need to be consulted on any development proposals.

4.77 Shepway Core Strategy Preferred Options stage 2009 emphasises that Hawkinge should be a focus for the delivery of employment and further community facilities, including mixed use development on disused sites at western Hawkinge.

➤ *Sites D418 & A420 - Land at Princes Parade, Hythe*

4.78 The site is identified in the Shepway SHLAA as a potential location for up to 150 dwellings. However, the Local Plan safeguards the existing open space for leisure, recreational and amenity purposes.

4.79 The site is located adjacent to a watercourse. This watercourse is designated a Local Wildlife Site which prohibits development in order to preserve local nature conservation. The watercourse is also identified as having potential archaeological issues.

4.80 The policy designations of the adjacent watercourse may have implications, and place potential limitations, on the development potential of these sites.

➤ *Site D423 – Former Nickolls Quarry, Dymchurch Road*

4.81 The former Nickolls Quarry is identified within the Local Plan as a major mixed-use redevelopment opportunity based around the water feature created by the site's former use. The Local Plan states that redevelopment will require retention of a substantial water area in the interests of recreation, amenity and nature conservation. Given the scale of likely development proposals, substantial new strategic open space areas and children's play areas will be necessary. Key requirements are set out in more detail under Policy HO2 in the Housing Chapter of the Local Plan. The Nickolls Quarry site is also identified in the Shepway SHLAA as a potential location for up to 1,050 dwellings up to 2021.

4.82 An Outline Planning Consent was granted on 21<sup>st</sup> May 2010 for a comprehensive redevelopment of the site to accommodate over 1,050 residential dwellings; B1 employment space (15,000 sq m); local centre (1,000 sq m); community facilities (1,000 sq m); public open space (8.5 hectares); structural open space (10.3 hectares); retention and alteration of water bodies (retained area of 15.5 hectares); provision of two access points to Dymchurch Road and site restoration including raising of land levels.

➤ *Site A54 - Rear of Old School, New Romney*

4.83 This site constitutes part of a larger site allocated for 25 dwellings within the Local Plan Housing Land Supply 2005. The site is also identified in the Shepway SHLAA as a potential location for up to 14 dwellings. The southern end of the site is in a flood zone.

## 5.0 Conclusions and Recommendations

5.1 The summary table below details the key characteristics of the individual sites within the nine clusters:

Site Ref	Site Address	Gross Site Area (Ha/Acres)	Existing Use	Future Potential Use	Delivery Timescale (Years)	Key Issues/Constraints
<b>FOLKESTONE CLUSTERS</b>						
A3	Land North of Charles Crescent	4.33 / 10.7	Vacant	Mixed-Use (Employment Led)	3 - 5	Contamination, Flood Risk, Utility & Highways, Market Conditions
A119	Land Adjacent to Hanson Premix Concrete	0.32 / 0.78	Vacant	Employment	1 - 2	Flood Risk, Access & Highways, Potential Contamination, Market Conditions
A456	Vacant Land & Buildings, Shearway Road	1.58 / 3.9	Employment	Employment	3 - 5	Contamination, Market Conditions, Flood Risk
B415	Risborough Barracks, North Road	23.2 / 57.35	Defence	Residential / Public Open Space	6 - 10+	Landowner's Timetable, Highways & Utilities, Market Conditions
D414	Napier Barracks, North Road	4.67 / 11.53	Defence	Residential	6 - 10+	Landowner's Timetable, Highways & Utilities, Market Conditions
D75	St Martin's Plain Camp, Shorncliffe	2.39 / 5.9	Defence	Residential	1 - 2	Landowner's Timetable, Market Conditions
A11	East Station Goods Yard, Folly Road	2.35 / 5.8	Vacant	Employment (or D1 Use)	1 - 2	Adjoining Land Uses, Market Conditions
C337	Old Gas Works Site, Ship Street	1.58 / 3.9	Vacant	Residential	3 - 5	Contamination, Levels/Topography, Market Conditions
D8	Car Park at Payer Park	0.5 / 1.2	Car Park	Residential / Retail	3 - 5	Topography, Market Conditions
<b>HAWKINGE CLUSTER</b>						
C69	Former Officers Mess, Aerodrome Road	3.5 / 8.65	Vacant & Paddocks	Residential (or D1 Use)	3 - 5	Planning Status, Utility & Highways Market Conditions, Site Prominence
B144	Former Airfield Land, Elvington Lane	5.1 / 12.6	Vacant & Paddocks	Residential / Tourism	3 - 5	Planning Status, Utility & Highways Market Conditions, Potential Contamination, Site Prominence
<b>HYTHE CLUSTERS</b>						
D418	Land next to Golf Course, Princes Parade	0.95 / 2.35	Public Open Space	Existing Use (or Residential)	N/A	Planning Status, Adjoining Land Use, Flood Risk, Topography, Bio-Diversity, Potential Contamination, Market Conditions
A420	Land Adjacent to Princes Parade	4.95 / 12.2	Public Open Space	Existing Use (or Residential)	N/A	Planning Status, Adjoining Land Use, Flood Risk, Topography, Bio-Diversity, Potential Contamination, Market Conditions
D423	Former Nickolls Quarry, Dymchurch Road	67.25 / 166.2	Vacant & Recreational Water Sports	Mixed-Use (Residential Led)	11 - 15	Flood Risk, Topography, Ground Stability, Contamination, Potential Bio-Diversity, Market Conditions
<b>NEW ROMNEY CLUSTER</b>						
A54	Rear of Old School, New Romney	0.45 / 1.1	Vacant	Residential	1 - 2	Market Conditions, Flood Risk

- 5.2 The 15 sites evaluated share a number of issues that delay and restrict development. These include:
- Market Conditions;
  - Physical Constraints;
  - Planning Constraints;
  - Landownership Constraints.
- 5.3 The strength of the property market, most notably the weak demand and reduced values, is a significant barrier to the redevelopment of all the sites considered in the short term. Both landowners and developers are extremely cautious at the current time and are erring away from significant land transactions and substantial development schemes. The current dearth of debt finance is exacerbating the problem.
- 5.4 Whilst many of the sites evaluated offer excellent opportunities the values that would be associated from a completed scheme at current levels makes development challenging and problematic. In essence, the values returned from redeveloping many of these sites would be insufficient to offset the associated project costs.
- 5.5 In the current market, where values are depressed and somewhat uncertain, developers are seeking 'oven-ready' development sites relatively free of constraints. These sites allow the developers to make a quick return on their initial outlay/costs. The site in New Romney best fulfils the criteria from the work undertaken.
- 5.6 Most developers are eager to avoid complicated sites with numerous constraints and associated up-front costs as these issues add project risk, delay project completion and detrimentally affect cash flow.
- 5.7 The sites evaluated have an array of physical constraints which would impact upon, and potentially delay, development. These constraints may be the result of a site's former use or simply due to its location and surroundings. The main physical constraints identified on the subject sites include flood risk, topographical, ground stability, bio-diversity, contamination, utilities and highway issues. These issues not only impact upon development timescales but will frequently incur additional costs that must be borne by the scheme and thus impact upon development viability. These costs may prove prohibitive to development on a number of the sites evaluated, particularly under the prevailing market conditions.
- 5.8 Planning has not been identified as a major constraint on many of the sites evaluated within this study as the overwhelming majority of the sites are allocated for specific uses within the Local Plan or other associated planning guidance. A number of the sites have also had site-specific Development Briefs/SPDs prepared or benefit from outline planning consents. Where there is some perceived planning uncertainty, such as with the two former aerodrome sites in Hawkinge, some element of clarity should be provided to encourage, assist and guide future development.
- 5.9 Landownership constraints have been identified as an issue on the MoD sites (Risborough Barracks, Napier Barracks and St Martin's Plain Camp) as the timescale of development depends upon the MoD's operational requirements and the speed with which on-site operational activities are suspended. However, as almost all of the other sites considered within this study are owned by the private sector the timescales of any redevelopment may be delayed by the aspirations of the landowners.

5.10 It is important that the Council open, and maintain, productive dialogue with landowners at an early stage. The Council can play a proactive role in promoting development and assisting in the creation of site-specific strategies. This can help the landowner realise a development strategy that is both acceptable to the Council whilst also maximising value for the landowner. The Council can also assist landowners investigate alternative avenues of delivery should sites prove unviable due to the prevailing planning policy, market conditions or physical constraints.

5.11 In terms of recommendations we would comment the Council and HCA consider trying to assist development via:

- Financial Support – we acknowledge that budgets are severely strained at the current time given the austerity measures being implemented following the Comprehensive Spending Review. However, it would be worth investigating whether there are any potential funding streams available, from either the UK Government or European Union, which could help facilitate development by contributing towards the cost of abnormal works such as flood risk mitigation or bio-diversity issues.
- Liaising with landowners – as outlined above this is often critical to the preparation of development strategies. Site strategies can be prepared whilst the market remains depressed allowing landowners to implement development proposals quickly when market conditions improve.

- Planning – the majority of the sites evaluated had a reasonable degree of planning certainty. We recommend the other sites be investigated and allocated to provide encourage and guide future development proposals.

5.12 The following table summarises which constraints apply to which sites:

Site Constraint Identified				
Site Ref	Market	Physical	Planning	Landownership
A3	Yes	Yes	No	Yes
A119	Yes	Yes	No	Yes
A456	Yes	Yes	No	Yes
B415	Yes	Yes	No	Yes
D414	Yes	Yes	No	Yes
D75	Yes	No	No	Yes
A11	Yes	Yes	No	Yes
C337	Yes	Yes	No	Yes
D8	Yes	Yes	No	Yes
C69	Yes	Yes	Yes	Yes
B144	Yes	Yes	Yes	Yes
D418	Yes	Yes	Yes	No
A420	Yes	Yes	Yes	No
D423	Yes	Yes	No	Yes
A54	Yes	No	No	Yes

5.13 Landownership is detailed as an important issue in the table above for almost all of the sites as the majority are held in either private sector ownership or by the Ministry of Defence. It is important that the Council seek to actively engage with landowners to facilitate future development.

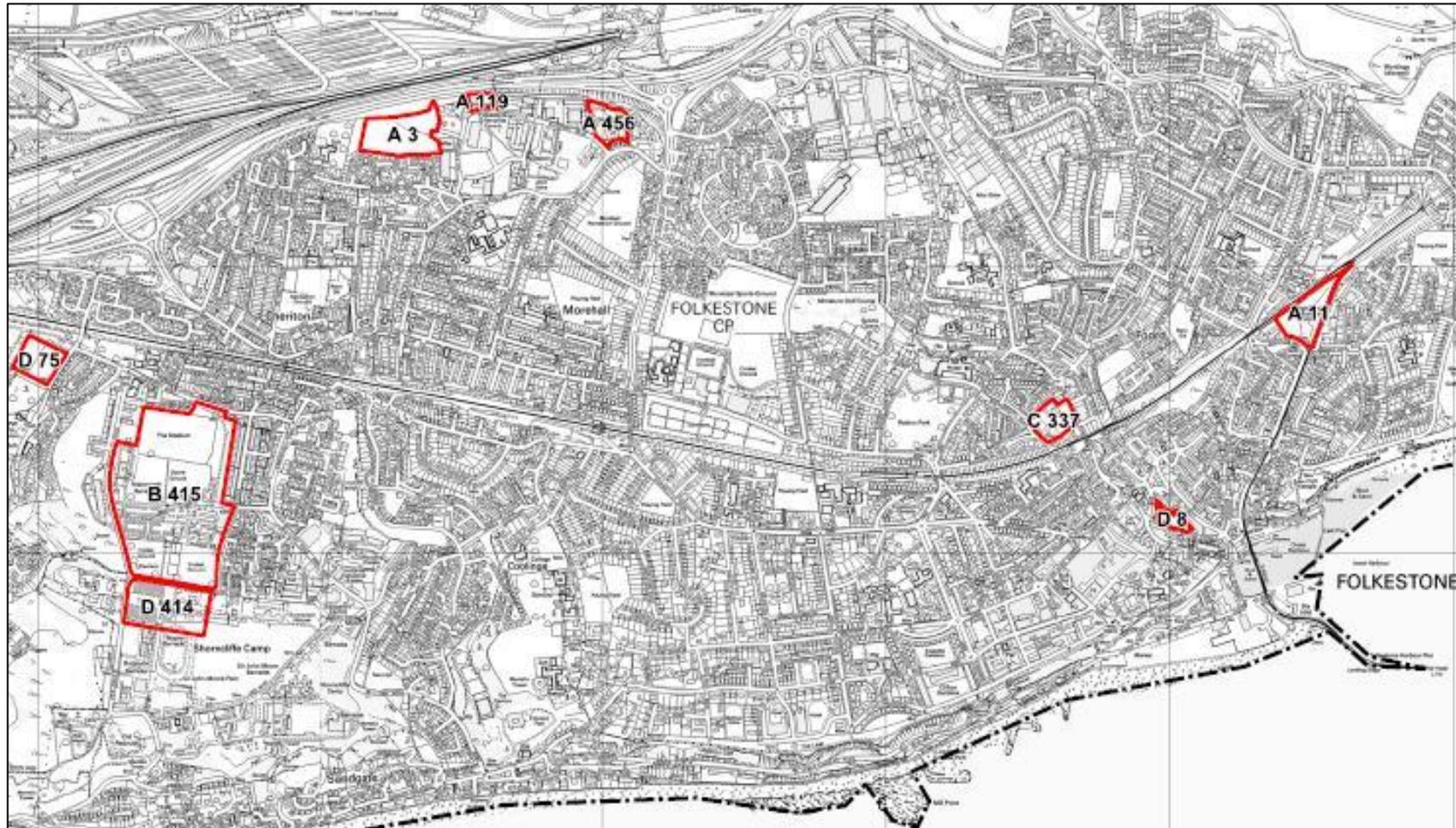


## **Appendix 1 - Site Assessment Sheets & Location Maps**

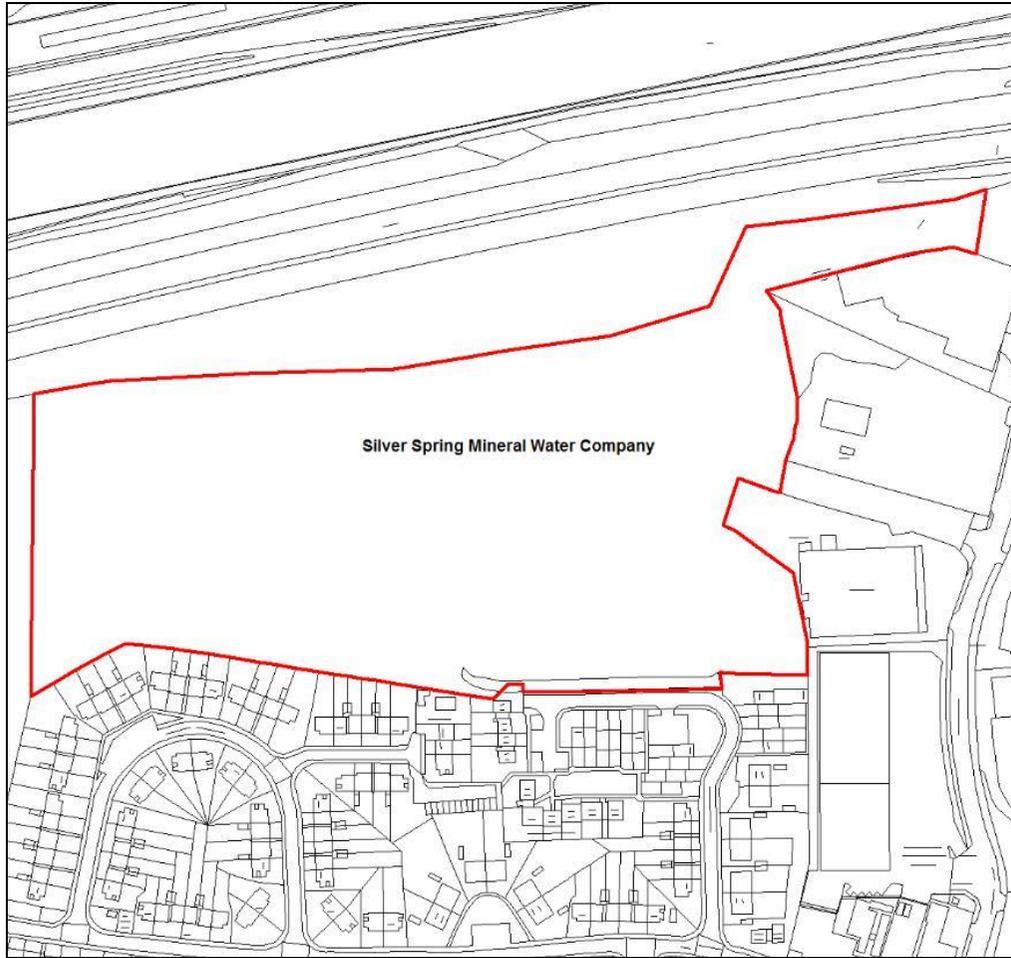
## Folkestone Sites

Site A3 – Land North of Charles Crescent  
Site A119 – Land Adjacent to Hanson Premix Concrete  
Site A456 – Vacant Land & Buildings, Shearway Road  
Site D75 – St Martin's Plain Camp, Shorncliffe  
Site B415 – Risborough Barracks, North Road

Site D414 – Napier Barracks, North Road  
Site A11 – East Station Goods Yard, Station Way  
Site D8 – Car Park & Land Adjacent to Payers Park  
Site C337 – Old Gas Works Site, Ship Street



## Site A3: Bigginswood Land, North of Charles Crescent



Site entrance from Caesars Way



Site looking south west



Site looking north west



Site looking north towards M20 motorway

<b>GROSS SITE AREA</b>	4.33 Hectares (10.7 Acres)
<b>LANDOWNERSHIP</b>	Private (Silver Spring Mineral Water Company)
<b>CONSULTANT PROPOSED END USE</b>	Mixed-Use – Employment Led
<b>DELIVERY TIMESCALES</b>	3 – 5 Years

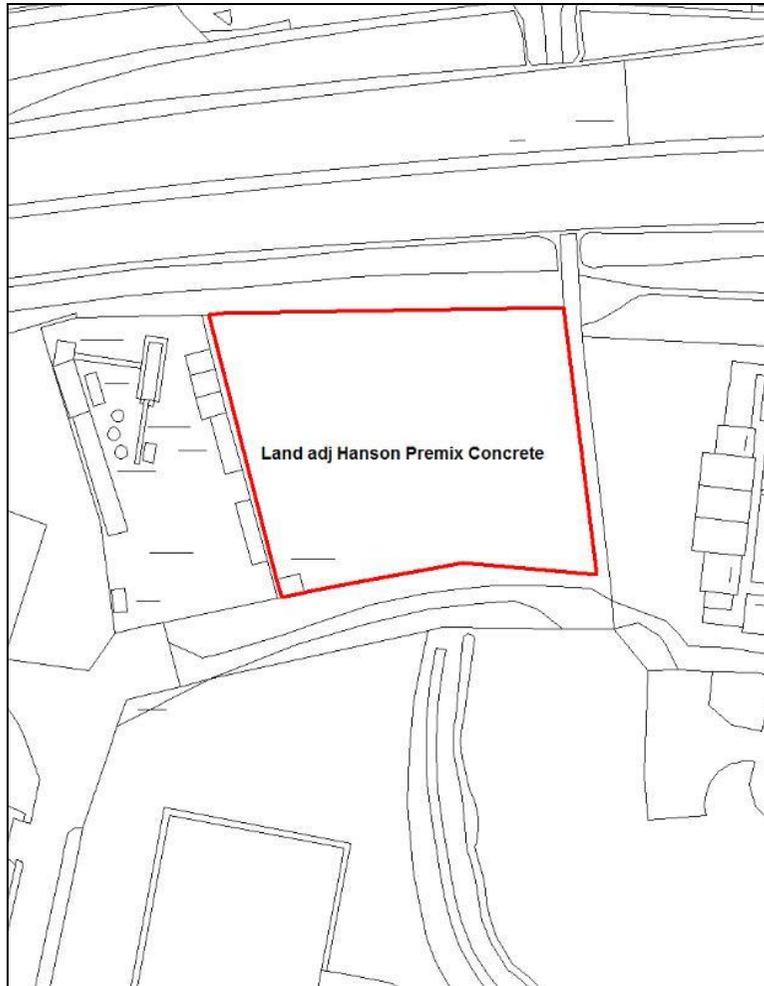
## Site A3: Bigginswood Land, North of Charles Crescent

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located north west of central Folkestone adjacent to both employment and residential areas. A primary school is located on the western site boundary. The northern site boundary is adjacent to the M20.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is currently vacant.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Employment – brick manufacturing plant.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Employment, residential and education uses are all present in the immediate vicinity of the site.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is relatively well located close to junction 13 of the M20 motorway. Shearway Business Park is also nearby. Although accessible from Caesers Way, the site is a little hidden, with only the access being visible from the road itself.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site is accessed from Elventon Close. This is a residential highway unsuitable for heavy traffic volumes or large vehicles. The landlord’s agent stated that the second site access, from Caesers Way, is also included within the demise. The access from Caesers Way is a dirt track.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site is easily accessible from junction 13 of the M20. Vehicular access to the site is from Elventon Close a second road access will be required from Caesers Way.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site has been identified as being at risk of flooding. The site is also partially located within a Groundwater Source Protection Zone.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>There may be contamination issues from the site’s former use as a brick manufacturing plant. The landowner’s agent has suggested previous uses may have caused contamination issues.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears to be largely flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site is identified for employment uses within the local plan. There is also potential for some residential development with the SHLAA identifying the site as being appropriate for the development of up to 50 dwellings.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>Any employment development would need to be sympathetic to the adjacent residential and education uses.</li> <li>In the event of a major redevelopment a study may be required to evaluate the existing utility provision/capacity.</li> <li>TPO and bio-diversity issues may affect development.</li> <li>The site is accessed by the public. Any third party rights over the land may delay or restrict development.</li> </ul>	<p>A mixed-used employment-led redevelopment of the site would be appropriate. We understand that a second access from Caesers Way is included within the site which would allow independent access to the employment and residential areas from Caesers Way and Elventon Close respectively. Employment accommodation could be built on the northern site boundary, adjacent to the M20, whilst residential units can be developed on the southern and western boundaries next to existing housing and the school.</p> <p>Careful consideration will need to be given to the balance and design of a development scheme due to the potential mix of uses involved and the existing accommodation in the immediate vicinity of the site.</p> <p>The site’s location adjacent to the M20 motorway, and its proximity to junction 13 and the Shearway Business Park, make a redevelopment for employment uses appropriate. This would also comply with the site’s designation in the Local Plan.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- Discussions with the site owner would be beneficial to establish potential redevelopment options and proposals for the site.
- A detailed analysis of the contamination issues affecting the site should be undertaken by contamination specialists to inform the development strategy.
- The costs associated with remediating the site, should it prove heavily contaminated, may detrimentally affect project viability and prohibit development - particularly given prevailing market conditions.
- Highways and utility studies may be required to establish if the impact of a redevelopment on these services could be absorbed by the existing networks or whether additional infrastructure would be required.
- The Environment Agency should be approached to provide an indication of any development restrictions that may apply due to flood risk.
- A detailed market and planning analysis should be undertaken to inform a development strategy including the mix and quantum of uses to be incorporated within a scheme.
- An options appraisal report would gauge the financial viability of different uses. It may be that a higher proportion of residential housing on the site would improve viability.
- A development, depending upon its size, will most likely have to be delivered in multiple phases.

## Site A119: Land Adjacent Hanson Premix Concrete, Caesars Way, Folkestone



Existing site access from Shearway Road



Site access along dirt track on southern boundary



View from eastern boundary towards Premix site



View towards northern boundary and M20

<b>GROSS SITE AREA</b>	0.32 Hectares (0.78 Acres)
<b>LANDOWNERSHIP</b>	Private (Rainstorm (Folkestone 3) Limited)
<b>CONSULTANT PROPOSED END USE</b>	Employment
<b>DELIVERY TIMESCALES</b>	1 – 2 Years

## Site A119: Land Adjacent Hanson Premix Concrete, Caesers Way, Folkestone

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located north of Folkestone, in an employment area, adjacent to the Shearway Business Park. The northern site boundary adjoins the M20.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Employment - mineral workings.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Employment and commercial uses dominate the immediate area. The site adjoins a concrete production facility and Shearway Business Park.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is well located adjacent to the Shearway Business Park and the M20 motorway. Junction 13 of the M20 is nearby.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site can only be accessed via an unmade road/track that is unsuitable for vehicles.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site is easily accessible from junction 13 of the M20 motorway. Vehicular access to the site itself, in the form of a road, needs to be provided and connected to Shearway Road and/or Caesers Way.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site has been identified as being at risk of flooding by the Environment Agency. It is partially located within a Groundwater Source Protection Zone.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>There may be potential contamination issues arising from the site's former use as a mineral works and/or from the adjoining concrete production facility.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site is allocated for employment uses within the Local Plan.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>We believe the site to be in private ownership which may impact upon delivery timescales.</li> </ul>	<p>The site would be suitable for employment uses, most probably manufacturing or light industrial given the presence of the adjoining concrete production facility.</p> <p>Access to the site would need to be improved via the construction of a road from Shearway Road and/or Caesers Way. This will allow easy vehicular access to the site which is regular in shape and well located close to Junction 13 of the M20 motorway.</p>
<p><b>DELIVERY FACTORS AND NEXT STEPS</b></p>		
<ul style="list-style-type: none"> <li>The site would appear suitable for redevelopment in the near future subject to market conditions and the provision of vehicular road access.</li> <li>The site would be developed in one phase.</li> <li>Discussions with the site owner would be beneficial to establish their aspirations for the site and any plans they may have for future development.</li> </ul>		

## Site A456: Land & Buildings, Shearway Road, Folkestone



Site access from Shearway Road



Site looking north east from access gate



View of site buildings and southern boundary



View of eastern site area and buildings

**GROSS SITE AREA**

1.47 Hectares (3.63 Acres)

**LANDOWNERSHIP**

Private (Veolia)

**CONSULTANT PROPOSED END USE**

Employment

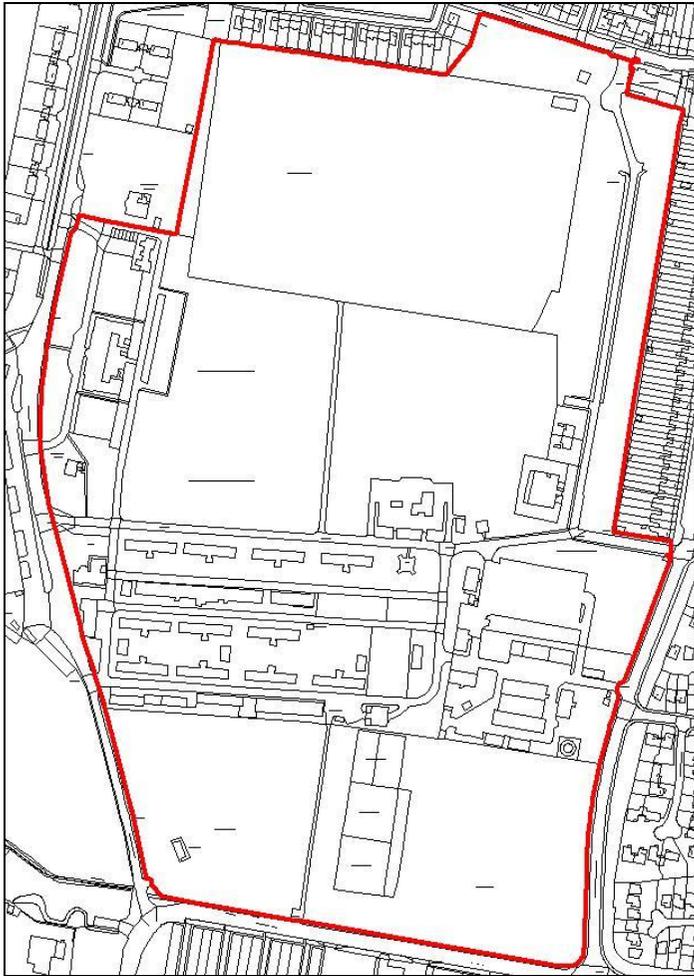
**DELIVERY TIMESCALES**

1 – 2 Years

## Site A456: Land & Buildings, Shearway Road, Folkestone

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located north of Folkestone, within the Shearway Business Park. The northern site boundary adjoins the M20 whilst junction 13 of the motorway is less than 0.25km (0.15miles) east.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The buildings appear to be vacant although the site is still utilised for car parking and potentially storage. It appears that certain demolition works have recently been undertaken on the site.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was previously used as an operational and storage facility by a utility company.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Adjoining land uses include residential and offices. A health centre, hotel and restaurant are also located in close proximity.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is easy to locate being almost adjacent to junction 13 of the M20. It is located at the entrance to the Shearway Business Park.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site can be accessed from Shearway Road and Cherry Garden Lane.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site benefits from excellent highway links as it is located extremely close to both the A20 (Cherry Garden Avenue) and junction 13 of the M20 motorway.</li> </ul> <p><b>Flooding</b></p> <p>The site has been identified as being at risk of flooding. It is partially located within a Groundwater Source Protection Zone.</p> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site was previously used as an operational and storage facility. We assume this has not resulted in any contamination but a study may be needed to verify this.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears to be flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The Local Plan restricts permissible uses to business, commercial and light industrial/storage.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>There are several existing structures on the site which may require demolition. These may have asbestos or other issues that increase costs.</li> <li>Any redevelopment of the site will have to be sympathetic to the adjoining land uses including residential housing.</li> </ul>	<p>The site would appear suited to a redevelopment for a B use class.</p> <p>We consider that an office development may be most appropriate as this use would cause minimal disruption to the adjoining residential, office and hotel occupiers. In addition, the site is in a prominent location at the entrance to Shearway Business Park and Shearway Road whilst being close to junction 13 of the M20 motorway.</p> <p>A storage or distribution facility may also be appropriate if sympathetic to the adjoining uses.</p> <p>The site's location, very close to junction 13 of the M20, should prove attractive to office or distribution occupiers as the property is both prominent and easily accessible. Although the site is an irregular shape this should not unduly affect development.</p> <p>It appears that demolition works have recently been undertaken on the site and the remaining buildings look to be dated light industrial units.</p>
<p><b>DELIVERY FACTORS AND NEXT STEPS</b></p>		
<ul style="list-style-type: none"> <li>The site owner should be approached to establish their aspirations for the site and any plans they may have for disposal, redevelopment or owner-occupation.</li> <li>The site is well suited to a redevelopment for a B Use Class with offices considered most appropriate. The Council should seek retention of employment uses.</li> </ul>		

## Site B415: Risborough Barracks & Adjacent Land, North Road, Folkestone



Site looking south from northern Boundary



Site looking south east from northern boundary



Site looking north east from southern boundary



View looking north from southern boundary

<b>GROSS SITE AREA</b>	23.2 Hectares (57.35 Acres)
<b>LANDOWNERSHIP</b>	Public (MoD)
<b>CONSULTANT PROPOSED END USE</b>	Residential or Mixed-Use Residential-Led
<b>DELIVERY TIMESCALES</b>	6 – 10 Years +

## Site B415: Risborough Barracks & Adjacent Land, North Road, Folkestone

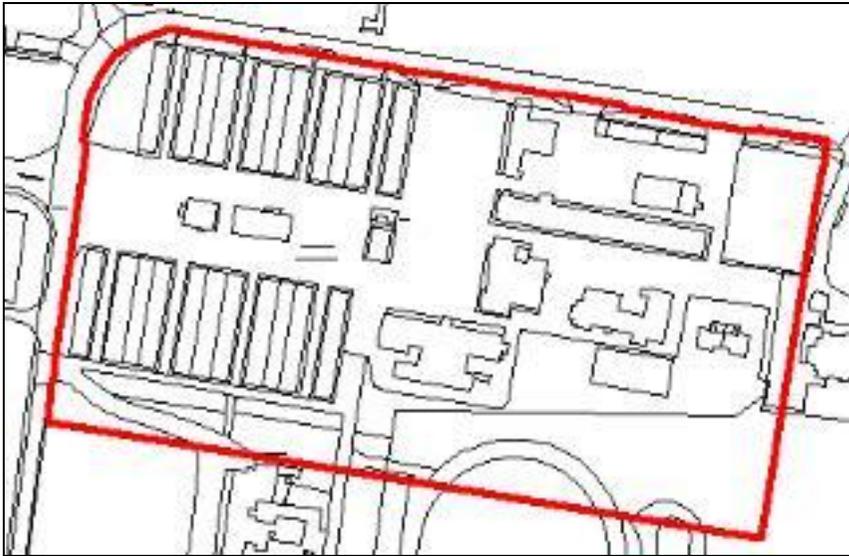
SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located in western Folkestone.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is an MoD facility.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Defence.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Residential is the dominant surrounding land use. There are other military facilities in the general area.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is large, highly visible and of significant importance to the surrounding area and the western 'quarter' of Folkestone.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site benefits from easy and unconstrained access from four highways (Church Road, Royal Military Avenue, North Road and Pond Hill Road).</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>There appears to be adequate highways provision surrounding the site. However, a study may be required to determine if the existing road network would be capable of absorbing the additional traffic that would be generated from a major redevelopment of the site, particularly if the Napier Barracks were also redeveloped.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site has historically been used as a military camp. We are not aware of any contamination issues.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears largely flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>This site, together with Napier Barracks, is identified in the Shepway SHLAA as suitable for residential. The Local Plan permits the redevelopment of the site as part of a long term redevelopment strategy. It safeguards existing open space for leisure, recreation and amenity purposes.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>We understand the site to be owned by the MoD. The timing of any disposal or redevelopment will be subject to the MoD judging the site surplus to their operational requirements and ceasing on-site activities.</li> <li>There are numerous old/derelict structures on the site. Some may be capable of refurbishment/conversion whilst many will require demolition. There may be asbestos or other issues depending upon the age of the buildings.</li> <li>We understand that there may be an extensive underground network present on the site. This may affect its redevelopment potential.</li> </ul>	<p>The site appears well suited to residential development. The northern part of the site could be retained as open space, providing recreational and sports areas, whilst the southern part of the site is redeveloped. The site benefits from reasonable road links and residential is the predominant land use in the surrounding area.</p> <p>It may be possible to incorporate some form of employment accommodation on the site, however, the site appears to be located in a predominately residential area and this would appear the most suitable use. As such, if any employment accommodation was required in this part of Folkestone it may be easier to accommodate it on the Napier Barracks site rather than attempt a mixed-use scheme on Risborough Barracks. Part of the site could also lend itself to education should there be demand in the local area.</p> <p>Redevelopment of the site is dependent upon the Ministry of Defence ceasing on-site activities and vacating the site. We understand the site is still utilised, in part at least, by the MoD but has been identified for disposal. This will most likely occur in phases.</p> <p>Any redevelopment would have to occur in stages due to its size and to avoid saturating the market. This may also be required due to the MoD decommissioning process. In addition, the redevelopment proposals for this site should be staggered with Napier Barracks south of North Road.</p>

- The site is large and a substantial redevelopment may require additional utilities capacity/provision.
- There is a large electricity pylon (high voltage) located on the northern boundary of the site next to North Road.
- The northern part of the site, fronting Church Road, is widely used for recreational uses by the general public.
- There are various mature trees on the site which would enhance any redevelopment if retained.

#### **DELIVERY FACTORS AND NEXT STEPS**

- Delivery of this site is likely to be in the medium to long term. The MoD still actively occupies part of the site.
- Further discussions should be held with the MoD to establish a timeframe within which the site can be brought forward for redevelopment.
- The Council should consider having a development brief prepared for the combined MoD sites. This will encourage and guide future development proposals for these sites moving forward and ensure that a coordinated strategy is implemented.
- Various site-specific issues require investigation in greater detail including the highways and utilities provision, existing structures and potential underground network.
- Redevelopment would have to occur in phases to avoid saturating the market. Any proposals should be staggered with the redevelopment proposals for the Napier Barracks site south of North Road.

## Site D414: Napier Barracks & Adjacent Land, North Road, Folkestone



View of site looking east from North Road



Site entrance on North Road



Existing barrack buildings fronting North Road



View of barrack buildings from western boundary

<b>GROSS SITE AREA</b>	4.67 Hectares (11.53 Acres)
<b>LANDOWNERSHIP</b>	Public (MoD)
<b>CONSULTANT PROPOSED END USE</b>	Residential
<b>DELIVERY TIMESCALES</b>	6 – 10 Years +

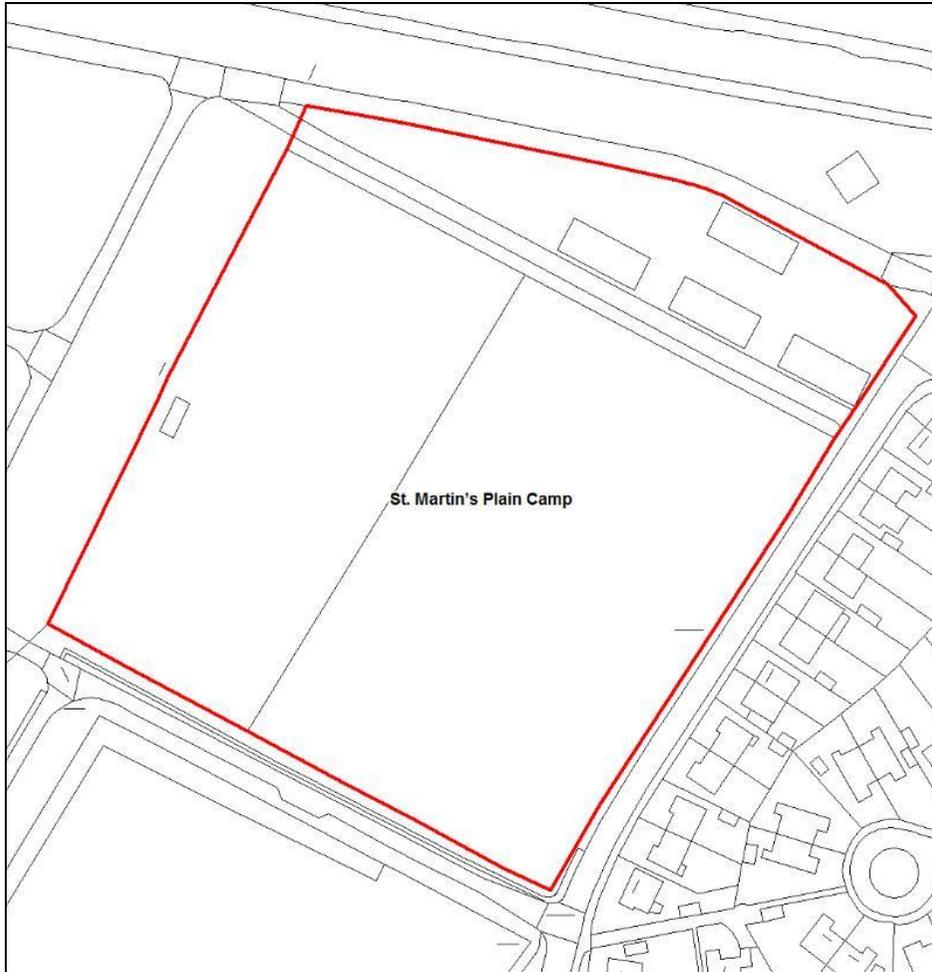
## Site D414: Napier Barracks & Adjacent Land, North Road, Folkestone

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located in western Folkestone.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is an MoD facility.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Defence.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Defence is the dominant land use immediately surrounding the site. Private residential accommodation is present in the wider locality.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is relatively large and is highly visible being located on the B2063 (North Road).</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site benefits from easy and unconstrained access from the B2063 (North Road and West Road).</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>There appears to be adequate highways provision surrounding the site. However, a study may be required to determine if the existing road network would be capable of absorbing the additional traffic that would be generated from a major redevelopment of the site – particularly if site B415 (Risborough Barracks) was also redeveloped.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site has historically been used as a military camp. We are not aware of any contamination issues.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears largely flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>This site, together with Risborough Barracks, is identified in the Shepway SHLAA as suitable for residential. The Local Plan permits the redevelopment of the site as part of a long term redevelopment strategy.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>We understand the site to be owned by the MoD. The timing of any disposal or redevelopment will be subject to the MoD judging the site surplus to their operational requirements and ceasing on-site activities.</li> <li>There are numerous old structures on the site. Many, if not all, of these will require demolition. Asbestos or other issues may affect demolition and increase costs.</li> <li>We understand that there may be an extensive underground network present on the site. This may affect its redevelopment potential.</li> <li>The site is large, particularly when considered with Risborough Barracks, and a substantial redevelopment may require additional utilities capacity/provision.</li> </ul>	<p>The site appears most suitable for residential development given its distance from the M20 and the surrounding land uses.</p> <p>There may be potential to redevelop the site for employment use as it has good road frontage from North Road (the B2063), is not adjacent to private residential dwellings and is relatively close to an existing employment area (located east of the site on North Road). However, despite these factors, we consider residential to be most appropriate as the site would not be a prime employment location being some distance from the M20.</p> <p>Redevelopment of the site is dependent upon the requirements and strategy of the Ministry of Defence who own the site and undertake active operations there. We understand the site is still utilised as a transit training camp/barracks.</p> <p>Any redevelopment of the Napier Barracks site should be staggered with Risborough Barracks (site B415) to avoid market saturation - assuming they were developed for the same use.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- Delivery of this site is likely to be in the medium to long term. The MoD still actively occupies the site and utilises it as a transit barracks.
- Further discussions should be held with the MoD to establish a definitive timeframe within which the site can be brought forward for redevelopment.
- The Council should consider having a development brief prepared for the combined MoD sites. This will encourage and guide future development proposals for these sites moving forward and ensure that a coordinated strategy is implemented.
- Various site-specific issues require investigation in greater detail including the highways and utilities provision, existing structures and potential underground network.
- Redevelopment would have to occur in phases to avoid saturating the market. Any proposals should be staggered with the Risborough Barracks redevelopment proposals.

## Site D75: St Martin's Plain Camp, Shorncliffe, Folkestone



Site access from Horn Road (eastern boundary)



Area of former buildings (now demolished)



Site looking south west from eastern boundary



Site looking north west from eastern boundary

<b>GROSS SITE AREA</b>	2.39 Hectares (5.9 Acres)
<b>LANDOWNERSHIP</b>	Public (MoD)
<b>CONSULTANT PROPOSED END USE</b>	Residential or Public Open Space
<b>DELIVERY TIMESCALES</b>	1 – 2 Years

## Site D75: St Martin's Plain Camp, Shorncliffe, Folkestone

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located on the western fringe of Folkestone.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is part of a MoD facility.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Defence.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Adjoining land uses include residential and defence. A church borders the site to the south whilst a railway is located to the north.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is well located close to junction 12 of the M20 motorway. The site is highly visible from Horn Road.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>Horn Road provides easy and unconstrained access to the site.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site is well located approximately 0.25km (0.15 miles) south of junction 12 of the M20 motorway.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk from the Environment Agency website.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site has historically been used as a military camp. We are not aware of any contamination issues.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site is flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The Local Plan permits the redevelopment of this MoD site as part of a long term redevelopment strategy. It is not allocated for a specific use.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>We understand the site to be owned by the MoD. The timing of any disposal or redevelopment will be subject to the MoD judging the site surplus to their operational requirements and ceasing on-site activities.</li> <li>Railway lines and a large electricity pylon (high voltage) are located adjacent to the site's northern boundary.</li> </ul>	<p>The site would appear most suitable for residential development. Family housing would be most appropriate given the site's location, the surrounding land uses and market demand.</p> <p>Residential housing is the predominant land use east of the site whilst a church and churchyard adjoins the site's southern boundary. It should be possible to screen the site from the railway and electricity pylon to the north as well as the military camp immediately west.</p>

### DELIVERY FACTORS AND NEXT STEPS

- Discussions with the MoD would be beneficial in order to facilitate a disposal and/or redevelopment strategy for the site.
- The site is well located for residential development and appears free of major constraints.
- The site should be allocated for residential development within the Local Development Plan if it is not be required as public open space.
- It should be possible to facilitate development within a 1 to 2 year timeframe subject to market conditions and the MoD finalising their position and vacating the site.

## Site A11: Plot 1, East Station Goods Yard



Site entrance on Southern Way



Site boundary along Southern Way



South west corner of site looking north



Site view looking north from Southern Way

<b>GROSS SITE AREA</b>	2.35 Hectares (5.8 Acres)
<b>LANDOWNERSHIP</b>	Private (Network Rail)
<b>CONSULTANT PROPOSED END USE</b>	Employment (or D1 Use)
<b>DELIVERY TIMESCALES</b>	1-2 Years (implementation of doctor's surgery) 2-5 Years (for wider masterplan of site)

## Site A11: Plot 1, East Station Goods Yard

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located in a suburban area north east of the town centre and Folkestone harbour.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was previously used as a railway yard.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>The site is bordered by railway lines on two boundaries (the north east and north west) and by Southern Way (the A260) to the south. Surrounding land uses include residential and employment.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is relatively prominent being located adjacent to, and raised above, Southern Way (A260).</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>Easy and unconstrained access is provided via the southern boundary fronting Southern Way. This is the only frontage from which the site can be accessed as the other boundaries are adjacent to railway lines.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site is well linked to the national road network via Southern Way (the A260).</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site was previously used as a railway yard which may have resulted in site contamination.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears broadly level. There is a relatively steep incline when accessing the site from Southern Way.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site is allocated for employment within the Local Plan. It had previously been safeguarded for use as a train maintenance depot for the high-speed rail link. It has now been declared surplus to requirements and vacated by Network Rail. An outline planning consent has been granted for a doctor's surgery and pharmacy to be erected on part of the site.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales. Network Rail's operational and development aspirations for the site should be established.</li> <li>There may be noise and vibration issues resulting from the adjacent railway lines and conditions of development (for example so that lights from any new development do not interfere with the operational rail network).</li> </ul>	<p>The site appears suitable for employment uses given its location adjacent to railways lines, a Southern Water facility and proximity to the Highfield Industrial Estate. Although residential is also located nearby, it is unlikely residential would be suitable due to the site specific constraints.</p> <p>We understand planning permission has been granted for a doctor's surgery and pharmacy on part of the site. This would appear an appropriate use for the site given its location in a suburban area and proximity to residential housing. The adjoining railway lines would be unlikely to be a serious constraint for a doctor's surgery but would need to be addressed as part of a wider masterplan.</p> <p>Notwithstanding the adjacent rail lines there might be potential for a more intensive mixed use scheme such as the schemes being pursued at Hastings and Bedford which take advantage of centrally located sites adjacent to the rail infrastructure.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- The site has planning consent for a doctor's surgery and pharmacy. This would appear to be an appropriate use for the site given both its location and constraints.
- Given the scale of the site, it may be beneficial to hold discussions with Network Rail to establish aspirations for the remainder of the site and any plans they may have for disposal and/or redevelopment.
- Network Rail should confirm whether the site requires a Freight Cessation Notice to effectively sanction the site for release from the rail network given its previous use as a goods yard, and if so, whether this has been issued by the Office of Rail Regulation.
- Investigations to ascertain the presence of any contamination, or the effects of noise and vibration from the adjoining railway lines, may be required.

## Site C337: Old Gas Works Site, Ship Street, Folkestone



Site looking east from Ship Street



Site looking south east towards railway viaduct



Site looking south from northern boundary



Site looking south west from eastern boundary

<b>GROSS SITE AREA</b>	1.58 Hectares (3.90 Acres)
<b>LANDOWNERSHIP</b>	Private (National Grid and Southern Gas Networks)
<b>CONSULTANT PROPOSED END USE</b>	Residential
<b>DELIVERY TIMESCALES</b>	3 – 5 Years

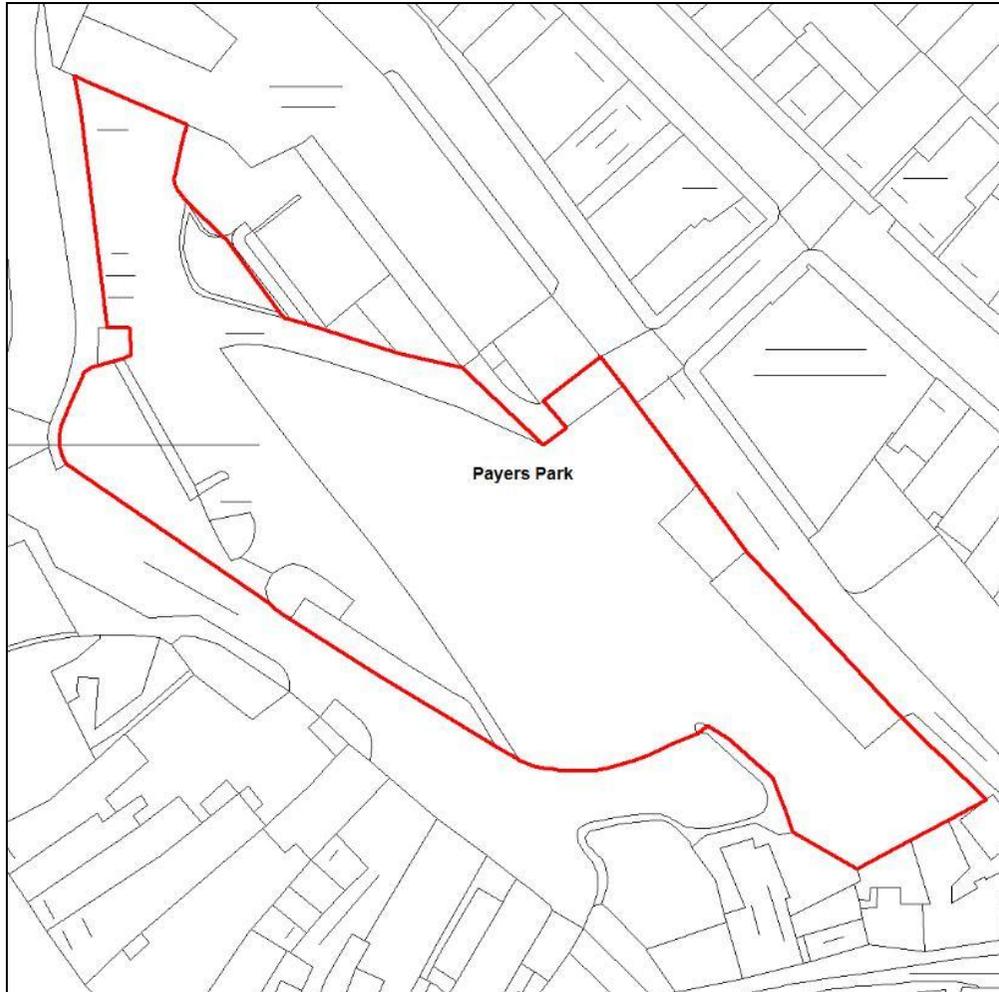
## Site C337: Old Gas Works Site, Ship Street, Folkestone

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located to the north of central Folkestone bounded by Ship Street, Bournemouth Road, Ford Road North and a raised railway line.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant although a small part appears operational.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was a former gas works.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>The dominant land use in the area is residential. Other uses in the vicinity include a car showroom, vehicle workshop and a general storage facility.</li> </ul> <p><b>Site prominence</b></p> <ul style="list-style-type: none"> <li>The site is well situated within easy reach of the town centre. It lies adjacent to Ford Road North, an artery into central Folkestone.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site is easily accessible from Ford Road North. Access from Ship Street is more constrained as this is a narrow residential road.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site lies adjacent to the A260 (Ford Road North), a main road into central Folkestone. This road may have sufficient capacity to absorb additional traffic, depending upon the density of development, but requires verification via a highways assessment.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>We understand the site was contaminated from its former use. Remediation works have been undertaken and completed in 2009. Supplementary groundwater remediation works are due to start in Q1 2011.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site is relatively level and gradually falls from south west to north east. The site topography has been heavily modified with sudden and significant level changes between areas of flat land - supported by substantial retaining walls.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>A Development Brief/SPD has been produced.</li> <li>The site is allocated for residential development within the Local Plan with an indicative capacity of 70 dwellings.</li> <li>The SPD states that <i>“given the urban location of the site, and its particular characteristics, it is not considered appropriate to set a maximum density, but a minimum of 50 dwellings per ha should be achieved.”</i></li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is held in fragmented private ownerships (National Grid and SGN) which may affect delivery.</li> <li>There may be noise and vibration issues resulting from the adjacent railway line/viaduct.</li> </ul>	<p>The site is appropriate for residential development being situated in a residential area and also being allocated as a residential site within local planning policy.</p> <p>The National Grid and SGN land holding combined would provide an opportunity to create a significant and comprehensive development. Assuming that the remediation is completed the site would appear to be relatively free of further development constraints.</p> <p>We understand that supplementary groundwater remediation works are scheduled to commence in the near future. These works are due to last for approximately 12 months. Assuming these works are completed to the requisite level, the site would appear largely ready for redevelopment, market conditions permitting.</p> <p>The regular nature of the site should provide the opportunity to develop the site to a good density achieving a reasonable number of units. We consider the best option would be to deliver a 100% residential scheme concentrating on houses in line with prevailing market demand. However, there may be potential to include some supplementary retail, fronting Ford Road North, if appropriate.</p>

**DELIVERY FACTORS AND NEXT STEPS**

- We understand it will take approximately 12 months to complete the supplementary groundwater remediation works. It should be possible for the landowners to either market the site or commence redevelopment thereafter. This is subject to prevailing market conditions.
- Assuming the site can accommodate 80 to 100 units (broadly in line with the SPD) it should be possible to develop the site in either one or two phases.
- Discussions with the site owners would be beneficial in order to establish their aspirations for the site and any plans they may have for its disposal and/or redevelopment.
- Highways and utility studies may be required to establish if a redevelopment could be absorbed by the existing networks or whether additional infrastructure would be required.

## Site D8: Land Between Tontine Street and Rendevous Street



View of car park looking north



Payers Park car park looking south



Site topography looking north



Site view looking east

<b>GROSS SITE AREA</b>	0.5 Hectares (1.2 Acres)
<b>LANDOWNERSHIP</b>	Private (Creative Foundation)
<b>CONSULTANT PROPOSED END USE</b>	Residential or Mixed-Use Residential & Retail
<b>DELIVERY TIMESCALES</b>	3 – 5 Years

## Site D8: Land Between Tontine Street and Rendevous Street

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site lies in a prominent town centre location close to the harbour and main retail parade. The site is bordered by Dover Road, Payers Park and Mill Bay.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is used as a car park.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>Car parking.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Land uses in the immediate vicinity include residential, retail and higher education.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is in a prominent town centre location.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site is easily accessible from Dover Road (the A2033) via Payers Park.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The site has excellent highways access. The town centre links to the M20 and wider national road network.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>No contamination issues are apparent.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The topography of the site is extremely challenging as the site slopes steeply in several directions, predominately from west to east.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site has been allocated for residential led mixed-use development within the Local Plan.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>An electricity substation adjoins the western boundary and is accessed from the site. Utility cables may be present under the site.</li> <li>The site is located within a conservation area.</li> <li>The rear access to some properties fronting The Old High Street is via the site. This may affect any potential development layouts.</li> </ul>	<p>Although edge of centre, the site is located in a predominately residential area and would be suitable for residential redevelopment, possibly incorporating a small retail element on the ground floor fronting Dover Road or Payers Park. This would be in keeping with its designation under the Local Plan. The site's location close to the town centre and local amenities should prove attractive to a range of occupiers.</p> <p>The topography of the site will undoubtedly represent a challenge to development as it slopes steeply in several directions. Whilst this should not prohibit development in itself, it will certainly make development more difficult, and the additional costs that may be incurred as a result of the topography could detrimentally impact the project viability and prohibit development – particularly in the prevailing market conditions.</p>

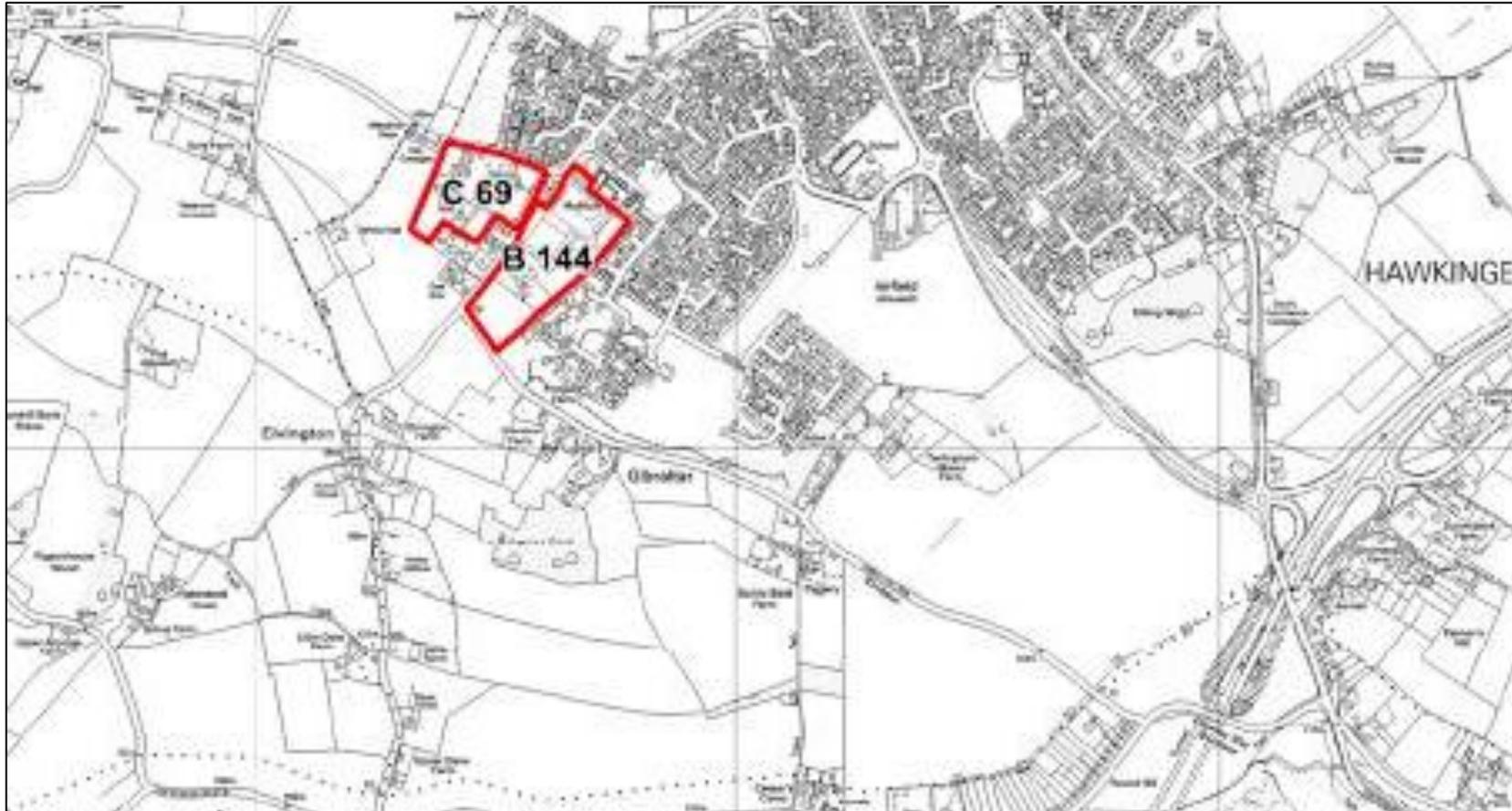
### DELIVERY FACTORS AND NEXT STEPS

- Discussions with the site owner may be required to establish their aspirations for the site and facilitate development.
- Development and practical delivery will prove challenging due to the topography of the site. The resultant additional build costs may detrimentally affect project viability and may prohibit any significant development. This is particularly true in the current market.
- Consultants should be appointed to establish the likely development potential and viability of the site allowing for the likely costs and revenues.
- Any issues resulting from the electricity substation should be subject to further investigation.

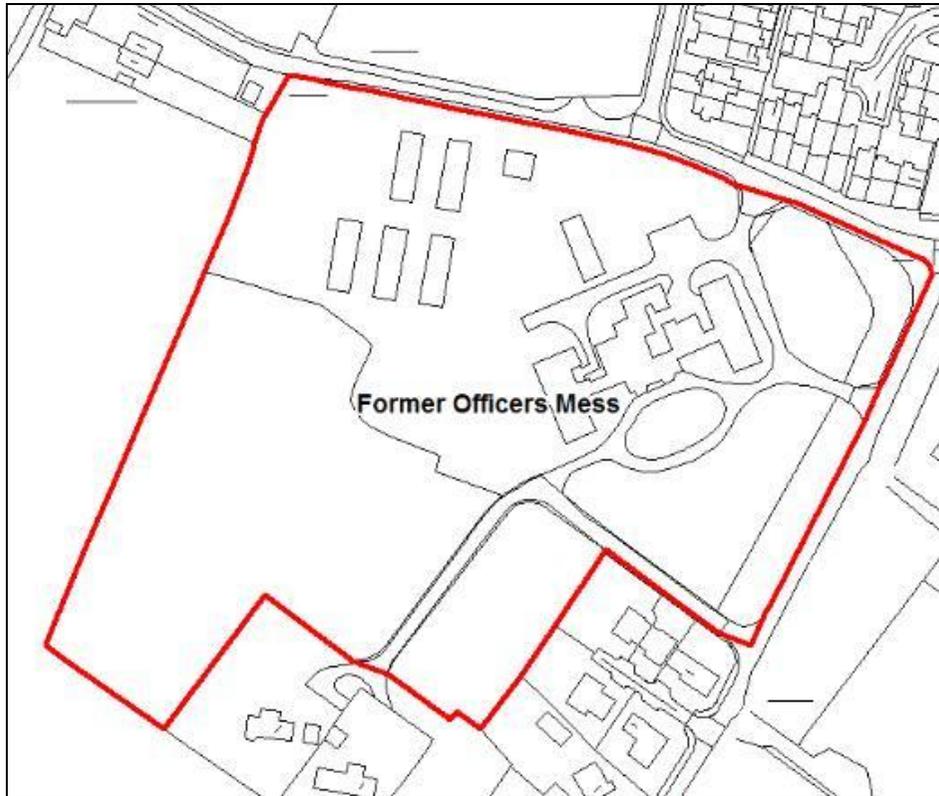
## Hawkinge Sites

Site C69 – Former Officers Mess, Aerodrome Road

Site B144 – Former Airfield Land, Elvington Lane



## Site C69: Former Officers Mess, Aerodrome Road, Hawkinge



View of Elvington Lane & southern site entrance



Site looking west from eastern boundary



Site looking north west from Elvington Lane



View of south west element of site

<b>GROSS SITE AREA</b>	3.5 Hectares (8.65 Acres)
<b>LANDOWNERSHIP</b>	Private (Hawkinge Activities & Adventure Centre)
<b>CONSULTANT PROPOSED END USE</b>	Residential (or D1 Use)
<b>DELIVERY TIMESCALES</b>	3 – 5 Years

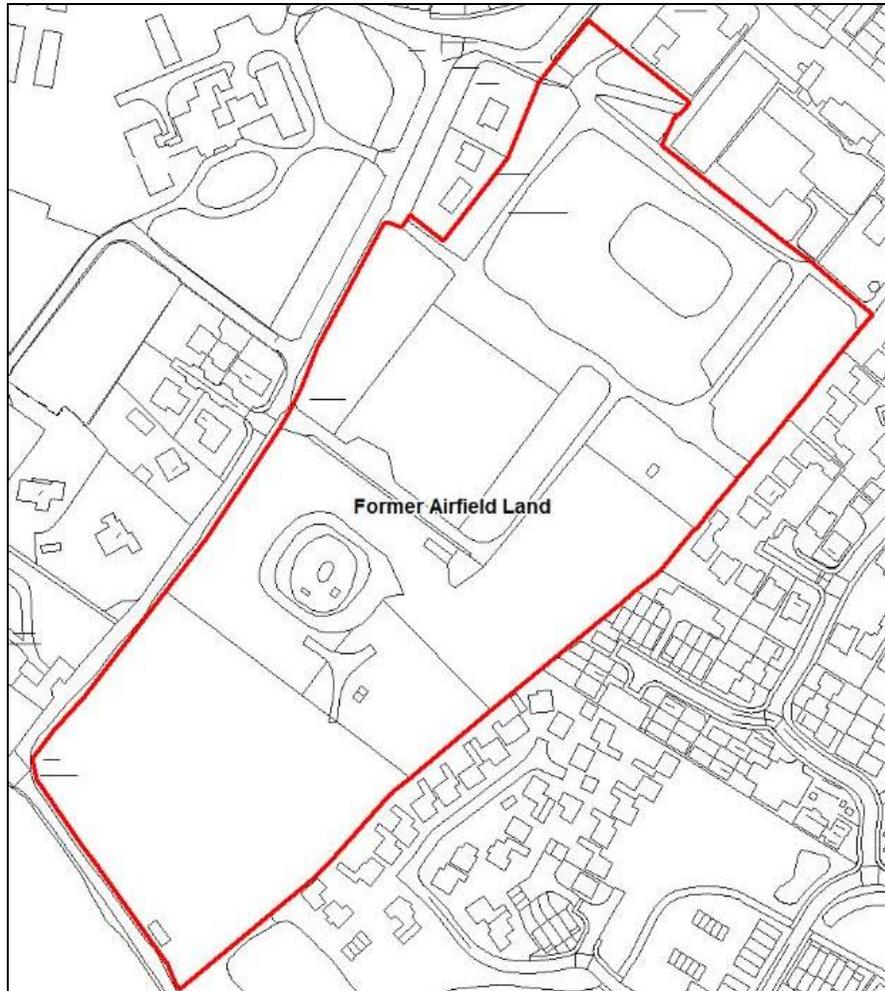
## Site C69: Former Officers Mess, Aerodrome Road, Hawkinge

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located in a semi-rural location on the edge of Hawkinge.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant and part used as paddock land.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was formerly used as an officer's mess.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Residential accommodation and agricultural land border the site. A museum is also located nearby.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is neither prominent nor easy to find. It is located on the south western fringe of Hawkinge.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site can be accessed from three points; one from Aerodrome Road and two from Elvington Lane.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The highways leading up to the site are either narrow residential streets or single-track country lanes.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk from the Environment Agency website.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site is currently vacant and its former use (as an officer's mess) would not suggest contamination issues. However, the site may have been used for different functions given its location opposite a former aerodrome.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears largely flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>We understand the site has been allocated for education use within the Local Plan. The site is favourably considered for residential within the SHLAA. Clarity on the site's proposed educational use is required before alternative uses can be considered.</li> <li><b>Other Factors</b></li> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>The site is in a semi-rural location where vehicle ownership is required to access key services.</li> <li>Whilst the structures on the site have been demolished they are still present in the form of rubble.</li> <li>Additional utility infrastructure (e.g. electricity or water) may be required to facilitate redevelopment. A specialist study may be needed to assess the existing provision and any additional utility capacity required under different development scenarios and densities.</li> <li>The site, and Hawkinge as a whole, is located in an Area of Outstanding Natural Beauty (AONB).</li> </ul>	<p>We understand the site has been allocated for educational use, most likely a secondary school, within the Local Plan. We consider that the site could lend itself to this use assuming there is sufficient demand. Clarity on this requirement is required before alternative uses can be considered.</p> <p>The site would also lend itself to residential development. A scheme of low density dwelling houses could be accommodated – with the site's edge-of-settlement/semi-rural location being attractive to residential occupiers.</p> <p>The site would appear unsuitable for employment or commercial uses as it is relatively difficult to locate, is accessed via narrow roads and is on the rural fringe. There are also potential bio-diversity issues and the site is located within an AONB.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- Confirmation should be sought on whether the site is required for a D1 (education) use.
- The site should be allocated for residential use within the Local Development Framework if there be no requirement for a D1 (education) facility.
- Discussions with the site owners may be beneficial in order to establish their aspirations for the site and any plans they may have for redevelopment.
- Development proposals for this site should be considered alongside those for the Former Aerodrome (site B144), on the other side of Elvington Lane, to ensure a coordinated development strategy beneficial to both sites.
- Development of the two sites should be staggered to avoid market saturation. The sites may need to be developed in multiple phases depending upon the development densities proposed.
- Highways and utility studies may be required to establish if the impact of a redevelopment could be absorbed by the existing networks or whether additional infrastructure would be required.
- Investigations into the presence of any contamination issues should be undertaken to inform a development strategy.

## Site B144: Former Airfield Land, Elvington Lane, Hawkinge



View of northern half of the site



View of southern half of the site



View from western site boundary looking east



Western site boundary adjoining Elvington Lane

<b>GROSS SITE AREA</b>	5.1 Hectares (12.6 Acres)
<b>LANDOWNERSHIP</b>	Private (Hawkinge Activities & Adventure Centre)
<b>CONSULTANT PROPOSED END USE</b>	Residential or Tourism
<b>DELIVERY TIMESCALES</b>	3 – 5 Years

## Site B144: Former Airfield Land, Elvington Lane, Hawkinge

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located in a semi-rural location on the edge of Hawkinge.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant and part used as paddock land.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was formerly used as an aerodrome.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Residential accommodation and agricultural land border the site. A museum adjoins the site's northern boundary.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is neither prominent nor easy to find. It is located on the south western fringe of Hawkinge.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site can be accessed from Elvington Lane and Aerodrome Road.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The highways leading up to the site are either narrow residential streets or single-track country lanes.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is not identified as being at flood risk.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site was previously used as an aerodrome which may have resulted in some site contamination.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears largely flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The Local Plan safeguards this site for tourism use in association with the adjacent Battle of Britain Museum. The SHLAA identifies the site as having residential potential.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>The site is in a semi-rural location where vehicle ownership is required to access key services.</li> <li>Additional utility infrastructure (e.g. electricity or water) may be required to facilitate redevelopment. A specialist study may be needed to assess the existing provision and any additional utility capacity required under different development scenarios and densities.</li> <li>The site, and Hawkinge as a whole, is located in an Area of Outstanding Natural Beauty.</li> <li>Given the site's former use as an aerodrome there may be underground structures present on the site.</li> </ul>	<p>The site is currently safeguarded as expansion land for the adjoining Battle of Britain museum. If it was not required for this use we believe the site would be best suited to a low density residential housing scheme. The site's edge-of-settlement/semi-rural location should prove attractive to residential occupiers and residential dwellings border the site's eastern boundary.</p> <p>We understand an element of the site will be required as expansion space for the neighbouring Battle of Britain museum. However, it may be possible to develop the southern part of the site in isolation. The requirements of the museum should be established so appropriate proposals can be prepared for the remainder of the site.</p> <p>The site would appear unsuitable for employment or commercial uses as it is relatively difficult to locate, is accessed via narrow roads and is on the rural fringe. There are also potential bio-diversity issues and the site is located within an AONB.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- Discussions with the site owners would be beneficial in order to establish their aspirations for the site and any plans they may have for redevelopment.
- Confirmation should be sought as to how much of the site is required for a museum expansion.
- The area of the site which is not required for the museum expansion could be developed for low density residential housing. That element of the site should then be designated as residential with the Local Development Framework.
- Residential development on the southern part of the site could be used to financially assist any proposed museum expansion on the northern element of the site. A clause could be included within the Section 106 Agreement of the residential planning consent requiring a financial payment be provided to assist the museum expansion.
- Development proposals for this site should be considered alongside those for the Former Officers Mess (site C69), on the other side of Elvington Lane, to ensure a coordinated development strategy beneficial to both sites.
- Development of the two sites should be staggered to avoid market saturation. The sites may need to be developed in multiple phases depending upon the development densities proposed.
- Highways and utility studies may be required to establish if the additional development could be absorbed by the existing networks or whether increased infrastructure capacity would be required.
- Investigations into the presence of any contamination issues or underground structures should be undertaken to inform a development strategy.

## Hythe Sites

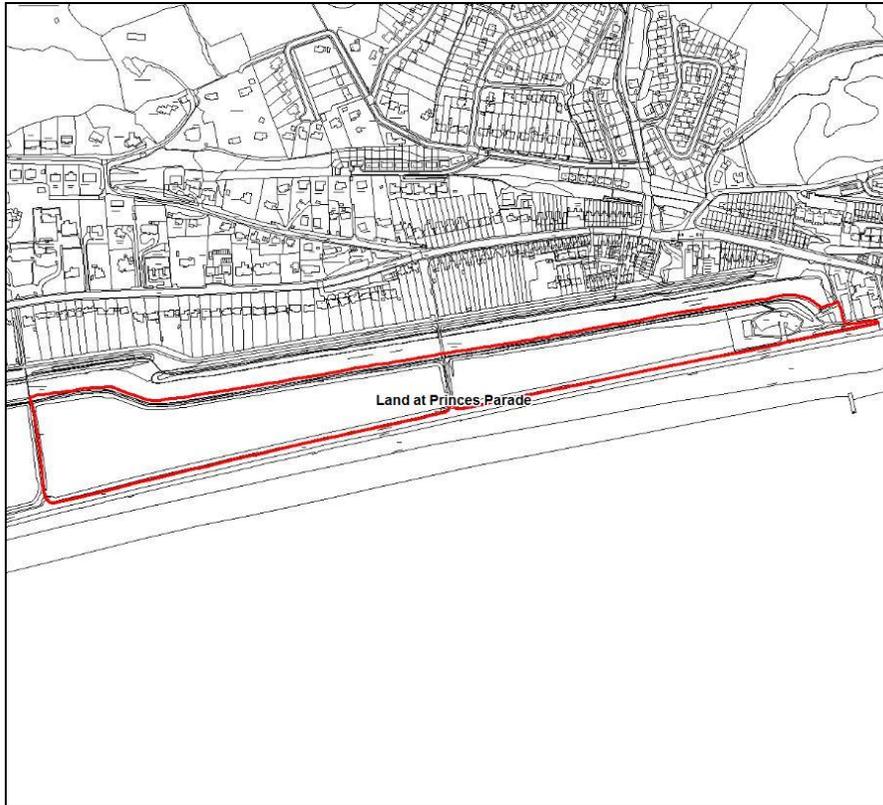
Site D418 – Land Adjacent to Golf Course, Princes Parade

Site A420 – Land Adjacent to Princes Parade

Site D423 – Former Nickolls Quarry, Dymchurch Road



## Sites D418 & A420: Land at Princes Parade, Hythe



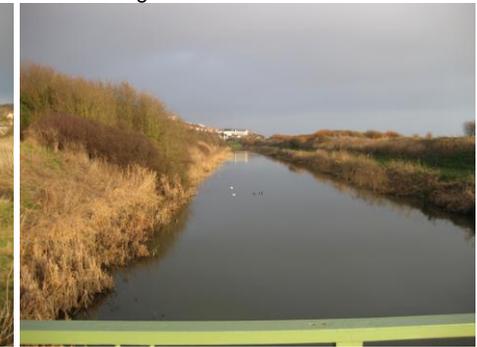
Site looking east along Princes Parade



Site looking north east towards Folkestone



Site looking north towards Hythe



Watercourse adjoining site's northern boundary

<b>GROSS SITE AREA</b>	5.9 Hectares (14.5 Acres)
<b>LANDOWNERSHIP</b>	Public (Shepway District Council)
<b>CONSULTANT PROPOSED END USE</b>	Existing Use or Residential
<b>DELIVERY TIMESCALES</b>	N/A

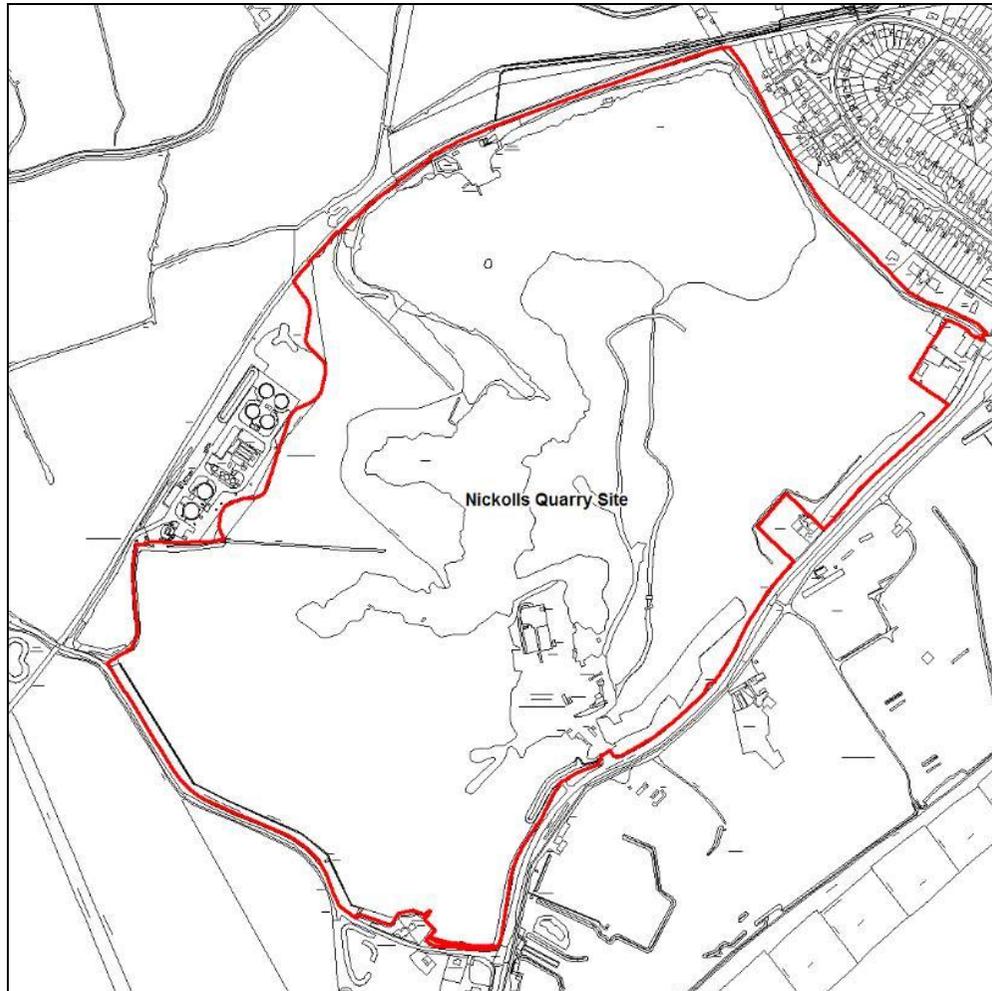
## Sites D418 & A420: Land at Princes Parade, Hythe

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site, in eastern Hythe, is approximately 4.75km (3 miles) west of Folkestone town centre. The site is located between a water course and the Princes Parade roadway. The site is located very close to the seafront.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>A car park and child's play area is situated at the eastern end of the site. The remainder is used as open amenity space.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>We have been advised that the site may have been used historically as a refuse centre.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>Residential houses are located to the north, a golf links are to the west whilst Princes Parade roadway and the beach are to the south.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is in a highly prominent location between the seafront and existing residential accommodation.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site is easily accessible from Princes Parade. The adjoining watercourse to the north prohibits vehicular access from this direction.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>Princes Parade provides easy access to the A259 (Seabrook Road) and wider local road network.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is considered to be at significant flood risk due to the proximity of the sea and adjoining watercourse.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site may have been previously used as a refuse centre. This could have resulted in contamination.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site is uneven with a north to south gradient.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site is identified in the SHLAA, alongside site D418, as a potential location for up to 150 dwellings. However, the Local Plan safeguards the existing open space for leisure, recreational and amenity purposes.</li> <li>The adjacent watercourse is a designated Local Wildlife Site which prohibits development in order to preserve local nature conservation. The watercourse is also identified as having potential archaeological issues.</li> <li>The policy designations of the adjoining watercourse may hamper development of the subject site.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>We understand that a Village Green Application has been submitted for the site.</li> <li>The site appears to be used by local wildlife which may result in bio-diversity issues.</li> <li>The site appears to be widely used by the general public for recreational uses including walking and dog walking. Any development may face public opposition.</li> </ul>	<p>The site is too sensitive for employment or commercial uses. Residential would appear the most likely form of alternative development. We consider that any residential development on the site would have to be low density. The eastern part of the site, which currently accommodates a car park, would appear most suitable for residential. However, any built development proposed may encounter significant public opposition.</p> <p>The site faces development challenges such as flooding, topography and potential contamination and bio-diversity issues. It may be appropriate to retain the site's existing use. We consider the flood risk issue to be significant as the site is located between the coast and an existing water course.</p> <p>Detailed analysis would be required to assess the site-specific development constraints and any associated costs. The costs associated with facilitating development may significantly affect project viability, particularly in the prevailing market conditions. Costs could arise to address flood risk, topography, potential contamination and bio-diversity issues and any requirements from the status of the adjoining watercourse as a Local Wildlife Site.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

- Discussions should be held with the Environment Agency to establish their position on potential development of the site.
- The site should be allocated for the appropriate use within the Local Development Framework.
- Any residential development proposals for the site will require detailed analysis to establish project viability. This should take into account both the site-specific issues such as flooding, contamination, topography and bio-diversity as well as the prevailing market conditions.
- Any proposals for built development of the site may encounter public opposition.

## Site D423: Nickolls Quarry, Dymchurch Road, St Mary's Bay



Site looking north from Dymchurch Road access



View looking north east from quarry access



Quarry access from Dymchurch Road



Derelict buildings at Dymchurch Road access

<b>GROSS SITE AREA</b>	67.25 Hectares (166.2 Acres)
<b>LANDOWNERSHIP</b>	Private (Nickolls Quarries Ltd)
<b>CONSULTANT PROPOSED END USE</b>	Mixed-Use (Residential-Led)
<b>DELIVERY TIMESCALES</b>	11 - 15 Years +

## Site D423: Nickolls Quarry, Dymchurch Road, St Mary's Bay

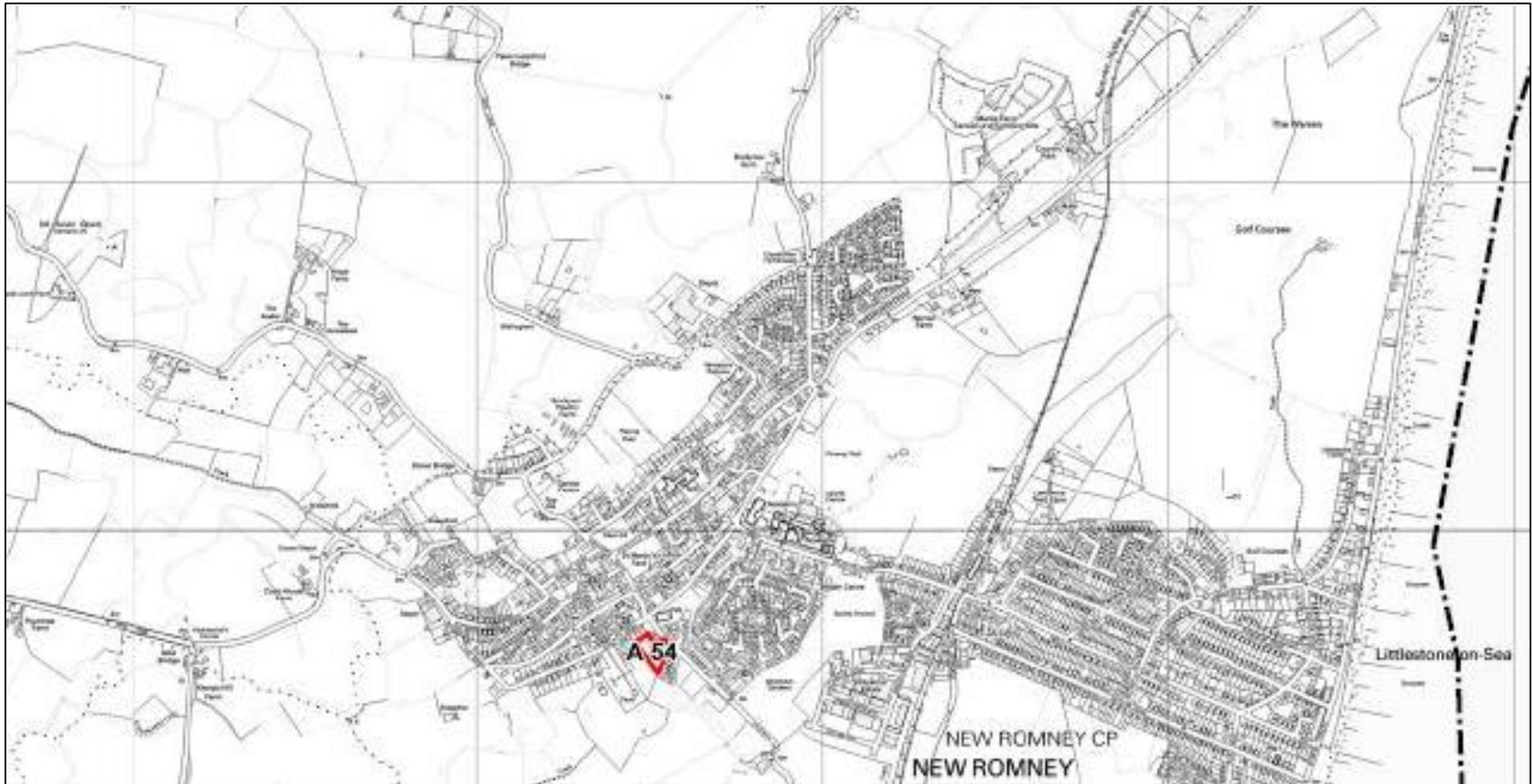
SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located on the south western extremity of Hythe, on the rural fringe.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is currently vacant and derelict. A lake on the site is used for recreational purposes.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site was previously utilised as a quarry.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>The site is bordered by residential dwellings to the east, an MoD facility to the south and agricultural land to the north and west. A sewage farm is located adjacent to the site's north boundary. Two small caravan sites are located adjacent to the southern boundary.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is highly visible from the A259 (Dymchurch Road) which runs adjacent to the site's southern boundary and is widely used to access Hythe from the west.</li> <li>Due to its size, a development of the site will affect the adjoining settlement and local area.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>Unconstrained access to the site is provided from the A259 (Dymchurch Road).</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>There appears to be adequate highways provision surrounding the site for current uses.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is considered to be at significant flood risk due to the proximity of the sea, nearby watercourses and the retained lake.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>The site may have contamination issues from its former use as a quarry.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site is uneven with both gentle and steep gradients.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site is identified within the Local Plan as a major mixed-use redevelopment opportunity. It is identified in the SHLAA as being appropriate for residential housing.</li> <li>There is an outline planning consent for mixed-use development comprising residential, employment, community and local facilities, open space and the retention and alteration of the existing lake.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>The site is large and a substantial redevelopment will require additional utilities capacity/provision.</li> <li>Ground stability and levelling are significant issues.</li> <li>Derelict structures on the site will require demolition.</li> <li>Redevelopment of the site would need to have consideration to any bio-diversity and TPO issues.</li> </ul>	<p>This is an extremely large site with numerous constraints and issues. It will require detailed analysis, design consideration and enabling works before construction can begin.</p> <p>We would comment that the scale of development proposed at present within the submitted planning application seems ambitious given the size of the adjacent settlement (Hythe) and prevailing local property market.</p> <p>Redevelopment of the site would have to be undertaken in multiple phases, most probably beginning at the eastern boundary, adjacent to the existing settlement. To develop this site in its entirety would take multiple phases over several years to avoid saturating the local market. A scheme of the scale envisaged in the outline planning consent would also likely trigger substantial infrastructure and S106 costs which would impact negatively on overall viability. It may be that the site is developed over a long period of time, in smaller more practical land parcels, to satisfy prevailing residential demand requirements as and when they become apparent.</p> <p>The site has numerous issues that require detailed analysis and solutions to effect development. These include topographical issues, ground stability and levelling following its past use, bio-diversity, flood risk and contamination. The site would also need more access points onto the adjoining highways. It is possible that the costs associated with these issues may preclude significant redevelopment of the site, particularly given prevailing market conditions.</p>

## **DELIVERY FACTORS AND NEXT STEPS**

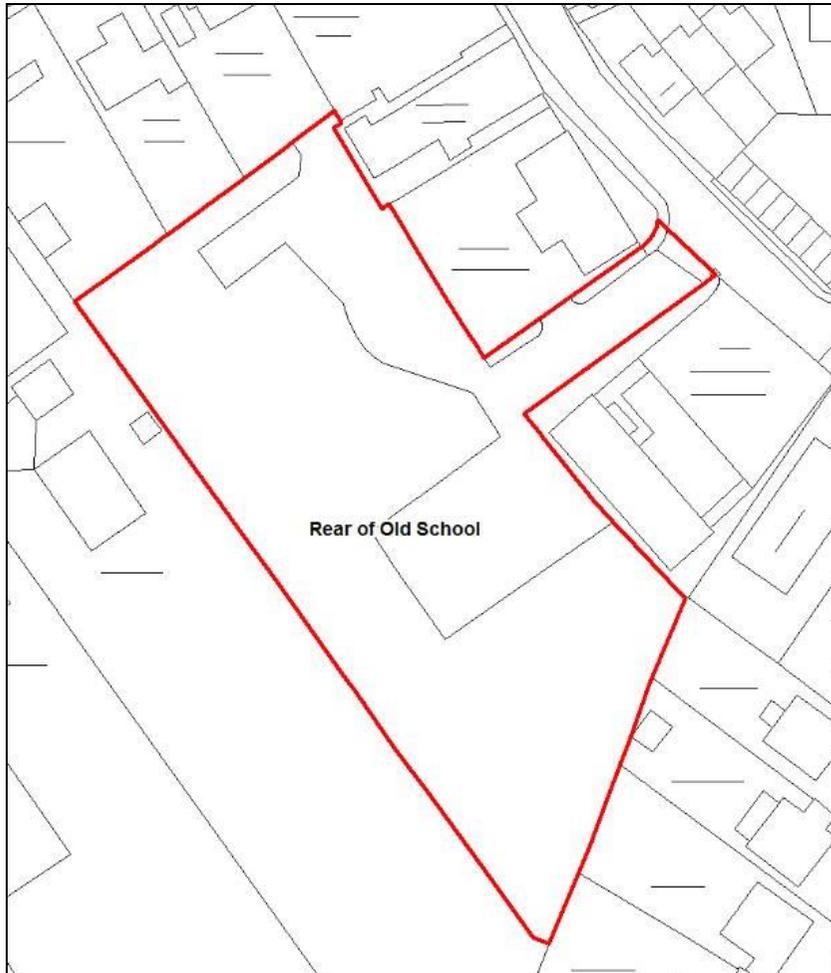
- Due to the numerous site-specific issues, and prevailing market conditions, development of this site will be undertaken in multiple phases over the medium to long term.
- Various site-specific constraints need to be addressed, via detailed investigation and enabling works, to facilitate development.
- A detailed analysis of both the site's development potential and outline planning permission is required to determine the optimum scale of development but it is likely that this will conclude that a less ambitious scheme is more likely to be deliverable. This might, for example, conclude that a smaller scheme is pursued with phased development starting from the north eastern site boundary adjacent to existing housing.
- Any development measures will need to ensure that public access to the lake is restricted to areas where the gradient is appropriate.

## New Romney Site

Site A54 – Rear of Old School, Church Lane



## Site A54: Rear of Old School, Church Lane, New Romney



Site entrance from Church Lane



Site looking south from northern boundary



Site looking south west from site entrance



Site looking north west from site entrance

<b>GROSS SITE AREA</b>	0.45 Hectares (1.1 Acres)
<b>LANDOWNERSHIP</b>	Private (Fornidon Limited)
<b>CONSULTANT PROPOSED END USE</b>	Residential
<b>DELIVERY TIMESCALES</b>	1 – 2 Years

## Site A54: Rear of Old School, Church Lane, New Romney

SITE DESCRIPTION	SITE CHARACTERISTICS/CONSTRAINTS	PROPOSED END USE JUSTIFICATION
<p><b>General location details</b></p> <ul style="list-style-type: none"> <li>The site is located close to the centre of New Romney approximately 22km (13.5 miles) south west of Folkestone. All the amenities of New Romney are in easy walking distance.</li> </ul> <p><b>Existing uses</b></p> <ul style="list-style-type: none"> <li>The site is vacant.</li> </ul> <p><b>Previous uses</b></p> <ul style="list-style-type: none"> <li>The site previously used for car parking.</li> </ul> <p><b>Surrounding land uses</b></p> <ul style="list-style-type: none"> <li>The immediate locality is dominated by residential property.</li> </ul> <p><b>Site Prominence</b></p> <ul style="list-style-type: none"> <li>The site is well situated within New Romney, being close to all local amenities, but has no immediate frontage to Church Lane.</li> </ul>	<p><b>Access</b></p> <ul style="list-style-type: none"> <li>The site has unconstrained access from Church Lane.</li> </ul> <p><b>Highways</b></p> <ul style="list-style-type: none"> <li>The highways in the vicinity of the property appear adequate. The surrounding streets are relatively narrow residential roads.</li> </ul> <p><b>Flooding</b></p> <ul style="list-style-type: none"> <li>The site is identified as being at risk of flooding.</li> </ul> <p><b>Contamination</b></p> <ul style="list-style-type: none"> <li>We do not believe there should be any serious contamination issues on the site given the current, historic and adjoining land uses.</li> </ul> <p><b>Topography</b></p> <ul style="list-style-type: none"> <li>The site appears flat and level.</li> </ul> <p><b>Planning</b></p> <ul style="list-style-type: none"> <li>The site constitutes part of a larger site allocated for 25 dwellings within the Local Plan. The site is also identified in the Shepway SHLAA as a potential location for up to 14 dwellings. The site has outline planning consent for 14 dwellings with associated infrastructure. An application has recently been made (February 2011) to extend the validity of this consent citing market conditions as the reason the consent has not been implemented to date.</li> </ul> <p><b>Other Factors</b></p> <ul style="list-style-type: none"> <li>The site is in private ownership which may impact upon delivery timescales.</li> <li>A large portion of the site appears to be overgrown.</li> </ul> <p>The site appears to be affected by a TPO.</p>	<p>The site benefits from a good location close to central New Romney. The surrounding area is dominated by residential housing. The site is well suited to a small residential development of dwelling houses.</p> <p>The development should consist of medium sized housing to satisfy market demand. There do not appear to be any significant issues restricting development.</p>
<p><b>DELIVERY FACTORS AND NEXT STEPS</b></p>		
<ul style="list-style-type: none"> <li>The site is suited to a residential housing development. Other than a TPO there are no significant site-specific issues restricting development.</li> <li>Discussions with the site owners may be beneficial in order to establish why the site has not yet come forward for development.</li> <li>We believe development may have been delayed by the prevailing market conditions.</li> <li>The site would appear capable of being delivered in a short timeframe subject to market conditions.</li> </ul>		