

CANTERBURY CITY COUNCIL

Strategic Housing Land Availability Assessment (SHLAA)

Summary of Methodology and Assessment of Sites

June 2013



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Appendix A: SHLAA Site Assessment Worksheet (blank)

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CHAPTER 1: Introduction

- 1.1 The National Planning Policy Framework (NPPF) recommends that a Local Planning Authority (LPA) 'should have a clear understanding of housing needs in their area' (para.159). Strategic Housing Land Availability Assessments (SHLAA) are used as part of the evidence base to support the delivery of sufficient land for housing in order to meet demand.
- 1.2 The SHLAA has a dual purpose. Firstly, to undertake a comprehensive review of sites across the District with potential for housing; and secondly, to identify sufficient developable sites in order to provide a 5, 10, and 15 year supply of housing. The SHLAA provides a methodical assessment of sites but should only be regarded as a tool to aid the Council in making decisions over which sites it wishes to allocate for development but does not make policy decisions.
- 1.3 The study should be seen as a snapshot of the current assessment of the deliverability and developability of sites. It should not be viewed as a static document but as the starting point for identifying a rolling five year supply of suitable housing land with mechanism for review throughout the life of the plan.
- 1.4 The inclusion of any sites should not be taken as being automatically allocated or granted planning permission for residential development. Further assessment such as specialised studies concerning traffic, ecology and drainage may need to be carried out as part of the plan making process or through the planning application process.
- 1.5 Canterbury City Council has based its approach on two main guidance documents; Strategic Housing Land Availability Assessment (CLG, July 2007) and the Strategic Housing Land Availability Assessment Protocol for Kent and Medway.

CHAPTER 2: Planning Policy Context

National Planning Context

- 2.1 The 2004 Planning and Compulsory Purchase Act in effect made achieving sustainable development the principal objective of the planning system. This saw County level Structure Plans and local authority Local Plans replaced with Regional Spatial Strategies and Local Development Frameworks. These changes reaffirmed the importance of plan making upon robust evidence.
- 2.2 More recently, the planning system has undergone further changes with more emphasis on localised planning and responsibilities advocated by the Coalition Government. The decision to revoke Regional Spatial Strategies has reinforced the importance of the local element of the Development Plan. This in turn has therefore also increased the importance that proposals within the Development Plan are supported by locally derived and robust evidence. The City Council has therefore been required to produce a SHLAA as set out in Paragraph 159 of the NPPF.

Planning Policy Statement 1: Sustainable Development (Replaced by the NPPF on the 27th March 2012)

- 2.3 PPS1 set out the Government's approach to Sustainable Development during the early stages of the SHLAA process until it was superseded by the National Planning Policy Framework (NPPF) in March 2012. It stated that:

Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life.

(CLG 2006[a], Para. 5)

- 2.4 To help meet this objective it continued that in preparing development plans, planning authorities should:

Ensure that plans and policies are properly based on analysis and evidence. Where the outcome of that analysis and evidence remains uncertain, policy makers should exercise and demonstrate soundly based judgement, taking account of the other principles set out in this paragraph. Where justifiable on the basis of the evidence available, a precautionary approach to proposals for development may be necessary.

(CLG 2006[a], Para. 26)

- 2.5 And that in preparing development plans, planning authorities should seek to:

Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing - taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including sustainable waste management, and the need to avoid flood risk and other natural hazards.

(CLG 2006[a], Para. 27)

Planning Policy Statement 3: Housing (Replaced by the NPPF on the 27th March 2012)

2.6 PPS3 set out the Government's approach to Housing during the early stages of the SHLAA process until it was superseded by the National Planning Policy Framework (NPPF) in March 2012.

2.7 It sought to make sure that the planning system enabled an adequate supply of appropriate land for housing development, reinforcing the need for an evidence-based approach to enabling delivery, promoting the role of the SHLAA:

Local Development Documents and Regional Spatial Strategy policies should be informed by a robust, shared evidence base, in particular, of housing need and demand, through a Strategic Housing Market Assessment and land availability, through a Strategic Housing Land Availability Assessment.

(CLG 2006[b], Para. 11)

2.8 With regards to planning for future housing delivery, PPS3, as summarised within the Government's SHLAA Practice Guidance required that:

Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:

- *Be **Available** – the site is available now.*
- *Be **Suitable** – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.*
- *Be **Achievable** – there is a reasonable prospect that housing will be delivered on the site within five years.*

Local Planning Authorities should also:

- *Identify a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.*

- *Linked to above, identify those strategic sites which are critical to the delivery of the housing strategy over the plan period.*
- *Show broad locations on a key diagram and locations of specific sites on a proposals map.*
- *Illustrate the expected rate of housing delivery through a housing trajectory for the plan period.*

(CLG 2006[b], Para. 54-55)

National Planning Policy Framework (NPPF)

2.9 The National Planning Policy Framework (NPPF) considers that the purpose of the planning system is to contribute to the achievement of sustainable development and that part of this role includes providing the supply of housing required to meet the needs of present and future generations.

The Local Planning Authority (LPA) should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.

(NPPF 2012, Para 158)

2.10 It goes on to state that in regards to housing, LPA's should have a clear understanding of housing needs in their area. The Local Planning Authority therefore should:

- *Prepare a Strategic Housing Market Assessment to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Strategic Housing Market Assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period which:*
 - *meets household and population projections, taking account of migration and demographic change;*
 - *addresses the need for all types of housing, including affordable housing and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); and*
 - *caters for housing demand and the scale of housing supply necessary to meet this demand;*
- *Prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period*

(NPPF 2012, Para 159)

Strategic Housing Land Availability Assessments: Practice Guidance (CLG, July 2007)

2.11 In line with the commitment within PPS3, the Government published detailed Practice Guidance on the preparation of Strategic Housing Land Availability Assessments. The Practice Guidance states that:

Strategic Housing Land Availability Assessments are a key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes.

(CLG 2007, Para 1)

2.12 The Practice Guidance identifies that the primary role of the SHLAA is two-fold in that it should:

- *Identify sites with potential for housing; assess their housing potential; and assess when they are likely to be developed.*
- *Assess the five year supply of deliverable housing sites.*

(CLG 2007, Para 6)

2.13 The document puts forward a ten stage practical guide on how to carry out and prepare a SHLAA as shown in Figure 1. It advocates the use of this standard methodology; stating that such an approach will ensure that findings are '*robust and transparently prepared*'. It goes on to state that '*when followed, a local planning authority should not need to justify the methodology used in preparing its assessment, including at independent examination*' (CLG 2007, Para 15).

Strategic Housing Lane Availability Assessments: Protocol for Kent and Medway (KPOG, 2008)

2.14 In September 2007, the Kent Planning Policy Forum prepared a protocol for undertaking SHLAAs in Kent to ensure consistency in the interpretation of the Practice Guidance and to help in the preparation of a sound evidence base for subsequent LDF documents. This protocol has taken into account both PPS3 and the CLG Practice Guidance.

2.15 The protocol is sufficiently flexible to allow for those differences that exist between local authorities. It is not intended to replace the '*Practice Guidance*' but to complement it and be read in tandem. It is assumed that the Kent & Medway SHLAA Protocol provides an overarching framework for SHLAA assessments in Kent & Medway, but that each LPA, in having regard to Para 25 of the CLG guidance, will determine the detailed scope of their authority's assessment to meet their own area's characteristics and requirements.

CHAPTER 3: Housing Requirements

- 3.1 The South East Plan (2009) set out a requirement of the district of 10,200 for the period 2006-26, which equates to an annual target of 510 units a year. The Government abolished the plan on the 25 March 2013.
- 3.2 The Canterbury Development Requirements Study (DRS) considered 10 broad development scenarios, based on a range of development, population, housing and economic factors. These scenarios range from 150 per year (which represents the current land supply) up to nearly 1,200 per year (which would include meeting all housing need and in-migration demand without limitation). The Study also addresses the future need for employment land in the district.
- 3.3 The DRS assesses the various scenarios against a range of factors, including Government guidance and the Council's adopted Corporate Plan. The Study identified that the level of housing required under the South East Plan would only contribute a very small number jobs to the local economy over the Plan period, but also that the higher end development scenarios would probably not be achievable in the Canterbury district. Although the DRS does not specifically recommend a particular scenario, it does conclude that:

“Based on the scenarios considered, a dwelling requirement sitting broadly between Bands 2 and 3 (i.e. between 600 and 700 dwellings per annum) would appear to accommodate the majority of need for housing arising out of the projected population change based upon recent trends and Office of National Statistics (ONS) published projections for demographic change.

“It would also maintain an indigenous labour force sufficient to support the existing number of jobs in Canterbury District and support growth at the mid to upper end of this range, as illustrated by the economic growth scenarios (including the Canterbury Futures' “Preferred Scenario”). This would also provide sufficient new dwellings to largely meet the minimum estimate of housing need over the period, although higher levels would be necessary to meet *all* currently identified and estimated new arising housing need. This range is also well situated in terms of the dwelling requirements implied by past completion rates. This would be associated with provision of 9-11ha of land for offices and up to 17ha for industrial.”

Also, the DRS concludes that a scenario that seeks to support economic development “suggests development predominantly at Canterbury”, although it

accepts that there may be other relevant “spatial and strategy-making factors” in determining location of development.

- 3.4 A Sustainability Appraisal (SA) of the various development scenarios was undertaken, and this advised that the scenario that provided the best balance between environmental, economic and social factors was ‘Scenario E’ (that is, 15,600 dwellings and 96,775 sqm of business floor space for the Plan period); this is broadly the option that emerged from the previous Futures study work. It also advises that “the negative effects on the natural environment could be minimised or reduced by avoiding siting development in, adjacent to or close to existing sensitive and important nature conservation and cultural heritage sites”.
- 3.5 The Council has concluded, as a result of all the evidence gathered and the assessments undertaken, that it would be appropriate to follow the SA conclusions as set out above.

CHAPTER 4: Methodology

4.1 The DCLG's, SHLAA Practice Guidance (*'The Practice Guidance'*) provides a methodological assessment of sites and has been used as the tool to aid the Council in identifying and reaching a decision on which sites are most suitable to be allocated for residential development in the new Local Plan. The SHLAA process methodology is set out in Figure 1.

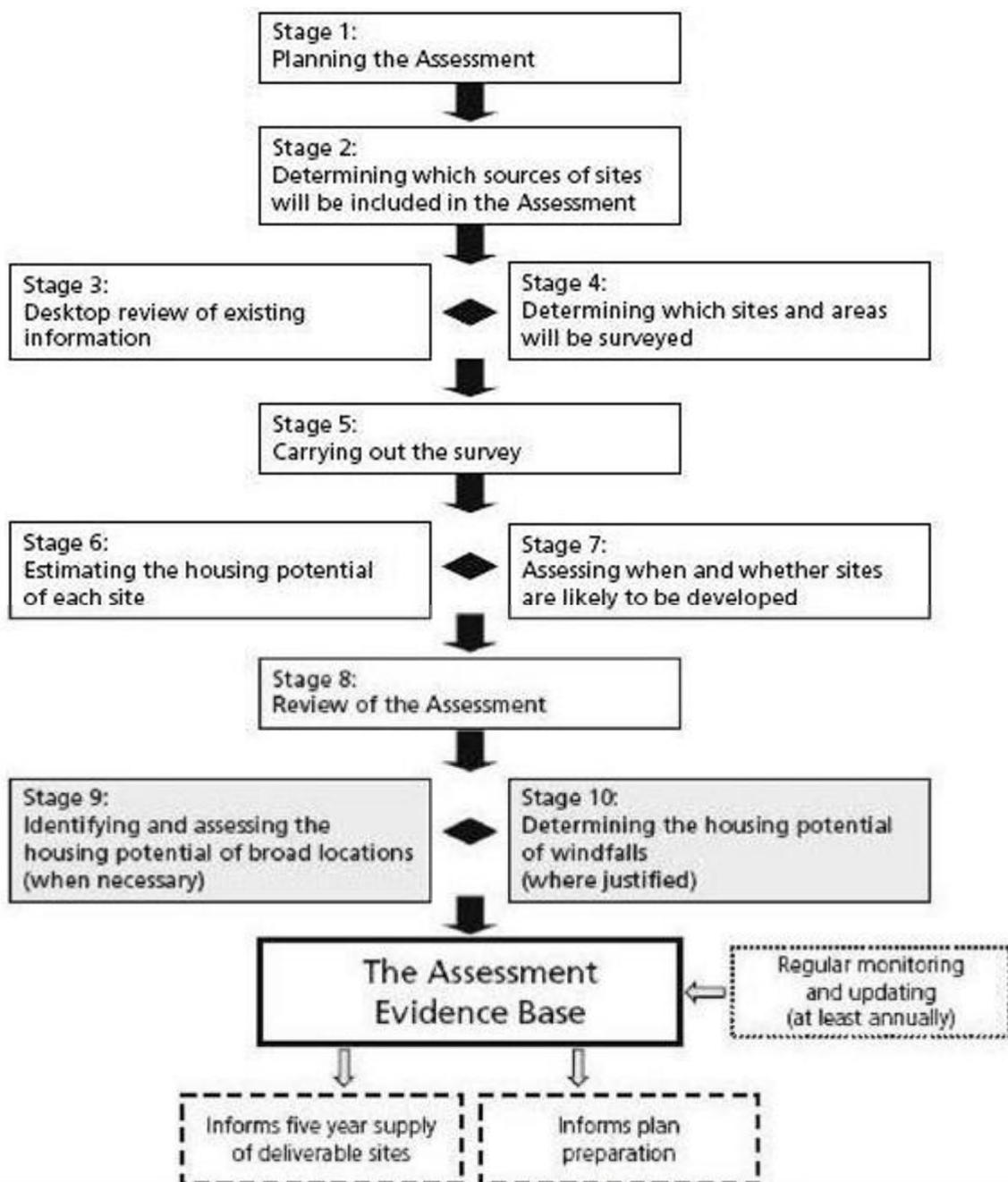


Figure 1: The Strategic Housing Land Availability Assessment Process and Outputs (SHLAA Practice Guidance, DCLG 2007, Figure 3)

STAGE 1: PLANNING THE ASSESSMENT

4.1.1 The 'Practice Guidance' advocates that Local Planning Authorities (LPA's) should work with key stakeholders, to undertake SHLAA's at the sub-regional level for separate housing market areas to ensure a joined up and robust approach.

4.1.2 The East Kent Housing Market Partnership ('the partnership') was established in 2007/8 to represent the relevant public bodies and private stakeholders as a single entity.

4.1.3 This Partnership oversaw the preparation of the Strategic Housing Market Assessment (SHMA) for East Kent between April 2008 and June 2009. This looked at housing need issues across the local authority areas of Canterbury, Thanet, Dover and Shepway. In addition to undertaking the SHMA, the partnership asked each local authority to prepare a SHLAA for their respective areas and advised on the methodology adopted.

The Partnership's Membership

- East Kent Local Authorities:
 - Canterbury City Council
 - Thanet District Council
 - Dover District Council
 - Shepway District Council
- Kent County Council
- House Builders
- The Housing Corporation
- Registered Social Landlords
- Government Office for the South East (GOSE)
- SEEDA (Development Agency)
- SEERA (Regional Assembly)

Figure 2: EK Housing Market Partnership

4.1.4 It should be noted that the nature of the partnership has changed since its formation with many of the government agencies now abolished or restructured.

4.1.5 Canterbury City Council consulted with the East Kent Strategic Market Partnership on the proposed SHLAA methodology in June 2009.

4.1.6 The SHLAA has been carried out with the input of professional expertise and local knowledge from services within the Council as well as external sources. The process has been managed by the Council's Planning Policy Team; the small number of officers involved has ensured consistency throughout the Assessment. This Report, which is a summary of the SHLAA process to date, was published in June 2013 as part of the Local Plan consultation and therefore open to scrutiny from the public, landowners, and statutory consultees.

STAGE 2 & 3: DETERMINING WHICH SOURCES OF SITES WILL BE INCLUDED IN THE ASSESSMENT & DESKTOP REVIEW OF EXISTING INFORMATION

4.2.1 In determining which sources of sites should be included in the Strategic Housing Land Availability Assessment for the Canterbury District; the Council has considered two categories of sites - those presented in the planning process and new opportunities. Table 1 shows the

sources of potential housing sites as suggested in the 'Practice Guidance'; and where applicable, which sources of information have been utilised by the Council.

| Sites in the planning process | Canterbury's Site Sources |
|--|--|
| <ul style="list-style-type: none"> Land allocated (or with permission) for employment and/or other land uses which are no longer required for those uses. Existing housing allocations and site development briefs | <ul style="list-style-type: none"> Local Plan (2006) Employment Land Review (ELR) |
| <ul style="list-style-type: none"> Unimplemented or outstanding planning permissions for housing. | <ul style="list-style-type: none"> Local Plan (2006) Herne Bay Area Action Plan, Supplementary Planning Documents and approved development principles. Enquiries were made as to whether landowners planned to bring forward the previous local plan allocations and unimplemented permissions in the forthcoming plan period. |
| <ul style="list-style-type: none"> Planning permissions for housing that are under construction. | <ul style="list-style-type: none"> Annual Monitoring Review |
| Sites not in the planning process | |
| <ul style="list-style-type: none"> Vacant and derelict land and buildings | <ul style="list-style-type: none"> Canterbury Urban Housing Capacity Study National Land Use Database |
| <ul style="list-style-type: none"> Surplus public sector land | <ul style="list-style-type: none"> Canterbury City Council Property Services Department via 'call for sites' Other public landowners |
| <ul style="list-style-type: none"> Land in non-residential use which may be suitable for re-development for housing | <ul style="list-style-type: none"> Information from developers / land owners obtained from the public 'call for sites'. |
| <ul style="list-style-type: none"> Additional housing opportunities in established residential areas | <ul style="list-style-type: none"> Canterbury Urban Housing Capacity Study |
| <ul style="list-style-type: none"> Large scale redevelopment and re-design of existing residential areas | <ul style="list-style-type: none"> Canterbury City Council Housing Services obtained from the public 'call for sites'. |
| <ul style="list-style-type: none"> Sites in rural settlements and rural exception sites | <ul style="list-style-type: none"> Information from developers / land owners obtained from the public 'call for sites' |
| <ul style="list-style-type: none"> Urban extensions | <ul style="list-style-type: none"> Information from developers / land owners obtained from the public 'call for sites'. Planning Officers assessment of possible opportunities. |

Table 1: Sources of SHLAA Sites

Canterbury District Urban Housing Capacity Study (2004)

4.3.1 As part of the evidence base for the Local Plan (2006), the Council carried out an Urban Housing Capacity Study (UHCS). This study identified, and provided a thorough assessment, of all the potential housing sites within the urban areas of Canterbury, Whitstable and Herne

Bay. An initial study of the larger more sustainable rural settlements was also carried out but revealed that the opportunities on previously developed sites were limited.

- 4.3.2 Over the course of the existing plan period these brownfield opportunities have been exhausted; with no new significant sites becoming available until recently. Land at Howe Barracks and Canterbury Prison have become available in recent months, and the Council is in discussions with the Ministry of Defence (MOD) and Ministry of Justice (MOJ) about the potential future development of these sites. When investigating housing options for the new Core Strategy; a report by DTZ (2009) concluded that sites in the urban area would not be suitable in terms of delivering the required growth because of capacity and site constraints.
- 4.3.3 As a consequence, greenfield sites are being pursued to meet the housing requirements for the plan period, although any of the outstanding brownfield sites identified in the UHCS could come forward as windfall allocations.

Public 'Call for Sites'

- 4.3.4 During Stage 3, the Council embarked on an exercise whereby stakeholders were invited to submit sites which were genuinely available for development and might have the potential to contribute to future housing requirements of the Canterbury District. A first public 'call for sites' ran from the 30 July 2008 to the 30 September 2008. Following consultation on the Core Strategy Issues and Options in January 2010; a further 'Call for Sites' was made in the autumn of 2010. The Council continued to receive a steady stream of submissions until a final "call for sites" closed on the 4 November 2011; in total proposals for 211 sites were received.
- 4.3.5 The public 'call for sites' invited interested parties to present details of potential sites through the completion of a pro-forma and the provision of any supporting information that they thought might be necessary for the site's consideration. All presented sites were taken and assessed in terms of their suitability and sustainability.
- 4.3.6 The general locations for potential housing development were discussed at a Local Plan stakeholder event which was held in June 2012. This engaged members of the community by inviting them to place stickers on a district wide map where it was thought new development should be focused. The Council then looked at specific sites that could accommodate housing within these identified areas.

Threshold and Windfalls

- 4.3.7 It was envisaged that the SHLAA process would turn-up a significant number of sites, which would be resource intensive to visit and test their suitability for housing.

4.3.8 Historically, the Canterbury District has experienced a consistent level of ‘windfall’ planning permissions on small sites within its urban areas. Due to their nature, these sites are difficult to identify and appraise. Therefore, a minimum size threshold of 0.15 hectares or with capacity for less than five dwelling were excluded from the SHLAA and would have only been included if the ‘first trawl’ failed to identify sufficient sites to meet housing requirements.

4.3.9 The NPPF states that:

‘Local Planning Authorities may make an allowance for windfall sites in the five year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply’.

(NPPF 2012, Paragraph 48)

4.3.10 Table 2 shows that in the twenty year period from 1991 to 2012, a total of 5,397 dwellings were completed as ‘windfalls’. However, it was recognised that a proportion of these were delivered on large sites that would be unlikely to occur again. When calculating the ‘windfall’ projections for the new Local Plan, the decision was taken that the allowance should only include small site windfalls; discounting past exceptional sites.

| Monitoring Year | Small Site | Large Site | Total | All Completions |
|--------------------------------|-------------|-------------|-------------|-----------------|
| 1991/92 | 247 | 113 | 360 | 510 |
| 1992/93 | 37 | 38 | 75 | 205 |
| 1993/94 | 139 | 107 | 246 | 314 |
| 1994/95 | 184 | 79 | 263 | 506 |
| 1995/96 | 121 | 98 | 219 | 383 |
| 1996/97 | 87 | 80 | 167 | 521 |
| 1997/98 | 76 | 32 | 108 | 489 |
| 1998/99 | 124 | 93 | 217 | 610 |
| 1999/00 | 108 | 35 | 143 | 540 |
| 2000/01 | 90 | 140 | 230 | 615 |
| 2001/02 | 119 | 96 | 215 | 501 |
| 2002/03 | 25 | 113 | 138 | 305 |
| 2003/04 | 33 | 131 | 164 | 377 |
| 2004/05 | 91 | 135 | 226 | 775 |
| 2005/06 | 58 | 78 | 136 | 532 |
| 2006/07 | 96 | 292 | 388 | 638 |
| 2007/08 | 291 | 361 | 652 | 1284 |
| 2008/09 | 129 | 330 | 459 | 965 |
| 2009/10 | 91 | 106 | 197 | 305 |
| 2010/11 | 192 | 153 | 345 | 361 |
| 2011/12 | 88 | 361 | 449 | 624 |
| TOTAL 1991/2 to 2011/12 | 2426 | 2971 | 5397 | 11360 |

Table 2: Canterbury District Windfall Completions 1991/2012

- 4.3.11 In the preparation of the new Local Plan and on the basis of monitoring information over the last twenty years, it is reasonable to expect an annual ‘windfall’ provision of 116 units (a total of 2,204 dwellings over the Plan period), and that this allowance should be ‘netted off’ the total requirement figure.

STAGE 4: DETERMINING WHICH SITES AND AREAS WILL BE SURVEYED

- 4.4.1 In accordance with ‘Practice Guidance’, it was decided that all sites identified in Stages 2 & 3 would be visited by Planning Officers to verify that the information held was accurate and up-to-date; as well as identify any possible constraints to development.
- 4.4.2 The Council judged that it was not necessary to undertake a further comprehensive survey of the Canterbury District as the ‘call for sites’ had adequately identified a sufficient pool of sites to meet the housing targets. It was felt that the submissions comprehensively covered the five geographical areas (development hotspots; town and district centres; public transport corridors; locations within settlements and specific locations outside settlements) advised by the ‘Practice Guidance’.
- 4.4.3 The decision was taken at an early stage that the assessment and subsequent allocation of suitable sites should focus on those that had come forward through the public ‘call for sites’. It was deemed that sites sourced by this method were in the ownership of willing landowners and available for development; improving the overall ‘deliverability’ of the Local Plan.
- 4.4.4 A detailed assessment pro forma was prepared for each identified site with its location and 1:1250 site plans.

Rural Settlement Hierarchy Study 2011: Catherine Hughes Associates

- 4.4.5 In October 2011, the Council commissioned Catherine Hughes Associates to undertake a Rural Settlement Hierarchy Study to help inform policies for the location and management of new development in rural areas by identifying a number of larger villages within the district that may be suitable for ‘more than minor development’.
- 4.4.6 The production of a settlement hierarchy to guide the selection of housing sites in sustainable locations is supported by the NPPF.

‘To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.’

(NPPF 2012, Paragraph 55)

- 4.4.7 The identification of a rural settlement hierarchy was based on a number of sustainability factors, including; range of services, community facilities, transport, accessibility and to what extent they act as local service centres for adjoining settlements. The survey concluded that Sturry was the largest village with the greatest range of services, with the larger rural villages of Barham, Blean Bridge, Chartham, Hersden and Littlebourne identified as 'local centres'. This information was subsequently fed into the sustainability appraisal work undertaken by AMEC and taken into consideration in the assessment of sites for possible future development.
- 4.4.8 Hersden had previously been categorised as a small village in the existing Local Plan (2006) and therefore initially discounted when considering the new spatial strategy for the Canterbury District. The Rural Settlement Hierarchy Study reclassified Hersden as a 'local centre', as it was identified as offering a significant range of services and facilities, including employment opportunities, which cater for the daily needs of the local communities and surrounding small settlements. In response to the reclassification the village of Hersden was reconsidered as an appropriate location for new development in Canterbury.

STAGE 5: CARRYING OUT THE SURVEY

Briefing the survey team

- 4.5.1. The survey work was undertaken by the Planning Policy Team and Planning Officers from Development Management (DM). Each officer was briefed to ensure that an as consistent approach to the assessment as possible was taken to identifying sites and recording information; as well as how to handle enquiries from stakeholders and public to minimise misinformed speculation.

Recording site characteristics

- 4.5.2. The following characteristics were recorded and/or verified for the sites identified during Stages 2 & 3.
- Site size;
 - Site boundaries;
 - Current use(s);
 - Surrounding land use(s);
 - Character of surrounding area;
 - Physical constraints, e.g. access, steep slopes, potential for flooding, natural features of significance and location of pylons;

STAGE 6: ESTIMATING THE HOUSING POTENTIAL OF EACH SITE

4.6.1 When estimating the housing potential for each site, one or a combination of the following methods were applied:

- Density Multiplier
- Contextual Approach
- Urban Design

4.6.2 The Council selected the most appropriate approach dependant on the sites location and the surrounding area; its individual characteristics; and the availability of existing information.

Density Multiplier

4.6.3 For each SHLAA submission, applicants were asked as part of their pro forma to provide an indicative housing capacity estimate for their proposal. Generally, these figures were based on the minimum net densities of 30 dwellings per hectare as was outlined in the current version of Planning Policy Statement 3: Housing (PSS3) at the time, but which has since been superseded by the NPPF.

4.6.4 Whilst an indication of housing potential was given with a submission, each site was assessed by planning officers to ensure a consistent approach. For straightforward sites, with no obvious constraints, a 'density multiplier' has been used to estimate the housing potential. Canterbury's approach focused on using the average housing density figures taken across the past five years from the Annual Monitoring Review (AMR) as these are 'actual' densities that have been achieved in the Canterbury District in recent years. Table 3 summarises the target net housing densities as set out in PPS3 and those achieved from the AMR.

| Planning Policy Statement 3 | Annual Monitoring Review |
|-------------------------------------|--|
| City Centre: Above 70 DPH | City Centre: Above 50 - 70 DPH |
| Urban: 40 - 75 DPH | Urban: 40 - 50 DPH |
| Suburban: 35 – 55DPH | Suburban: 30 - 40 DPH |
| Rural: 30 - 40 DPH | Rural: 30 DPH |

Table 3: PPS3 and AMR Housing Densities

Contextual Approach

4.6.5 For those sites that were not considered to be 'straightforward' or where it was believed an applicant's assumptions were not appropriate; an analysis of the estimated housing potential was undertaken using a 'contextual approach'. This involved a detailed assessment of the sites surrounding built form, the individual characteristics / constraints, and

availability of local services; before applying the achievable and/or appropriate housing densities to the developable area of that particular site.

Urban Design

- 4.6.6 For large complex sites, an 'urban design' approach has been applied to calculating the housing potential; and provided a high level of confidence in the results. This entailed Planning Officers engaging with developers to consider suitable housing densities, mix of uses, and infrastructure requirements in the preparation of an indicative Masterplan and sketch schemes for the area. These were based on the detailed individual assessment of sites specific characteristics / constraints as well as the surrounding area.

STAGE 7: ASSESSING WHEN AND WHETHER SITES ARE LIKELY TO BE DEVELOPED

- 4.7.1 At this stage, in accordance with the *'Practice Guidance'*, the sites put forward under the SHLAA were assessed to determine their;
- i) **Deliverability** i.e. available now, in a suitable location with a reasonable prospect of delivery within 5 years, and
 - ii) **Developability** i.e. in a suitable location with a reasonable prospect of development within a given timescale, namely within 6 to 10 years, 11 to 15 years or after 15 years.
- 4.7.2 In order to ascertain whether a site was 'deliverable' or 'developable' a detailed four stage assessment of their policy constraints; suitability, availability and achievability was undertaken. A copy of the 'site assessment form' based on the Practice Guidance can be found in Appendix A.

Stage 1: Policy Constraints

- 4.7.3 The initial consideration was to look at each site in terms of existing planning policy restrictions, which could affect its deliverability. In relation to policy constraints it was assessed whether a site was; within or in close proximity to the boundaries of National, Regional (Category 1) and Local (Category 2) protected countryside designations; in use or allocated for employment and remains suitable or is protected for that purpose; and in or adjacent to a settlement and whether the settlement has been identified in a development plan document as one suitable for future housing development.

Stage 2: Suitability

- 4.7.4 In relation to suitability access to public transport, local services and district wide facilities were all factors taken into account. A distance of 800 metres was chosen as an appropriate threshold to local services such as public transport, primary school and doctors and convenience stores; whilst 30 minutes public transport time to district facilities i.e. hospitals and secondary schools was used.
- 4.7.5 Technical consultations have been carried out with the relevant advisory bodies on the both the physical and infrastructure constraints associated with the each of the sites. This has involved discussions around elements such as highways access and capacity; infrastructure, adverse ground conditions (including contamination), flood risk and archaeology and how any constraints could be overcome.
- 4.7.6 The assessment weighs up the potential natural, built and historic environmental impacts of development either within, adjacent or in the vicinity of the site. Townscape, Conservation Areas, Listed Buildings, Sites of Natural Conservation are all features that have been taken into account when evaluating the site and how any perceived impact could be mitigated through design or the imposition of planning conditions.
- 4.7.7 The final consideration focuses on whether the development of a particular site would have an adverse affect on neighbouring residential amenity from any external environmental factors generated by proposals. Where it was considered that a potential allocation could be harmful, further studies and possible mitigation that would make development acceptable have been suggested if shortlisted.

Stage 3: Availability

- 4.7.8 A pro forma was used to identify legal and/or ownership problems, what the intentions of the owner were and the rate and mix at which and by when the developer intended the site to be developed. The pro forma was sent to landowners and developers as part of the 'call for sites' and copies sent to landowners and developers for sites that were identified in Stage 3.

Stage 4: Achievability

- 4.7.9 The achievability of a site being developed for housing has been determined by assessing whether there is a reasonable prospect of it coming forward at a particular point in time within the life of the Local Plan. This could be affected by market conditions, the costs associated with undertaking the development and how long it would take to deliver the scheme.

Canterbury LDF Housing Options: DTZ

- 4.7.10 DTZ were appointed in 2009 to consider a number of potential housing scenarios and options that had emerged from the Council's early LDF work, in order to meet the housing provision identified by the South East Plan in a sustainable way. In particular, DTZ focused on the

market implications for each option as well as their likely contribution towards covering any abnormal infrastructure costs.

- 4.7.11 The report identified that the options most likely to generate relatively higher residual values and therefore potentially higher contributions to infrastructure costs were those that concentrated development as urban extensions of Canterbury, Whitstable and Herne Bay and/or as new settlement. This is based on the potential uplift in land values, economies of scale, minimal site constraints/costs and ability to cater for broader range of occupier demand.
- 4.7.12 In the absence of detailed financial modelling, it was not possible to determine with any robustness which of these options was most likely to create the highest residual values; although it was noted that during times of stronger economic performances, places such as Canterbury and Whitstable provide greater return than other parts of the District. Bearing in mind that this plan is to cover a 20 year period, this factor has also been taken into account during in site selection.
- 4.7.13 It was advised that the preferred options picked out in the report should be considered alongside other criteria, including their fit with sustainability objectives and policy objectives, together with site specific factors i.e. site constraints, enabling and infrastructure requirement drawn from the research completed through the SHLAA process. The outcome of this can be found in the AMEC's Sustainability Appraisal and Adam's Integra Economic Viability Assessment of the SHLAA sites.

Economic Viability Assessment 2012: Adams Integra

- 4.7.14 In December 2012, Adam Integra published their report on the Economic Viability Assessment of Future Development in the Canterbury District. The study aimed to assess the development viability of the portfolio of sites submitted as part of the Council's SHLAA process; particularly in relation to the provision of affordable housing, and Community Infrastructure Levy (CIL).
- 4.7.15 The NPPF states the following:

Pursing sustainable development requires careful attention to viability and costs in plan-making and decision-making. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing , standards, infrastructure contributions and other requirements should, when taking account of the normal cost

of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

(NPPF 2012, Para 173)

4.7.16 The study is based on undertaking a large number of developer 'residual land valuation' calculations for each site to approximate the sum of money, which would be left for land purchase once all the development costs, including profit requirements, are met.

4.7.17 The primary objectives of the study were to:

- Test the economic viability of the Council's requirement for 30% affordable housing on developments of seven or greater dwellings.
- Test the economic viability of the application of different levels of Community Infrastructure Levy (CIL)
- Consideration of specific factors that could impact on schemes including residential values, code for sustainable homes etc.

4.7.18 Adam Integra's work concluded that all the sites identified through the SHLAA process were financially viable; as set within the confines of the plan policies on which it relies to fulfil its objectively assessed needs. This is subject to specific site considerations and assumes that some types of scheme-specific infrastructure will be provided as part of any new development and therefore not to be funded by CIL. It further highlighted, that there is little geographical differentiation between the different areas of the district, in valuation terms.

AMEC Sustainability Appraisal

4.7.19 AMEC Environment and Infrastructure UK Limited (AMEC) were commissioned to verify the findings of the Council's Sustainability Appraisal by undertaking their own qualitative appraisal of the sustainability effects of the sites that were put forward under the SHLAA.

4.7.20 The Sustainability Appraisal (SA) considers both the positive and negative effects of the different SHLAA sites in a holistic manner at a strategic level. The SA objectives used for this appraisal are consistent with those developed to appraise other CCC documents. AMEC's appraisal was undertaken in two stages:

4.7.21 **Phase 1** involved identifying the sites that were most likely and least likely to make a positive contribution towards Canterbury's Local Plan objectives; based upon their performance against the Sustainability Objectives listed in Figure 3.

4.7.22 In total 14 sites were appraised as having significantly positive or positive effects against the majority of the sustainability objectives. In general, small infill sites performed particularly well in areas such as Transport, Access to Services, Housing, Sustainable Living and Use of Land in conjunction with an absence of negative effects on Water, Flood Risk, Biodiversity and Climate Change.

4.7.23 A further 14 sites were appraised as having significantly negative or negative effects against the majority of sustainability objectives. In general, rural sites performed poorly in areas such as Transport, Countryside and Historic Environment, Biodiversity, Climate Change, Flood Risk, Sustainable Living and Use of Land.

Sustainability Appraisal Objectives

- Economy and Employment
- Rural and Coastal Communities
- Water Quality
- Transport
- Countryside and Historic Environment
- Biodiversity
- Climate Change
- Flood Risk
- Access to services
- Sustainable Living
- Design
- Affordable Housing
- Quality of Life
- Use of Land
- Natural Resources
- Waste

Figure 3: SA Objectives

4.7.24 Overall, 153 sites were characterised as having a mix of positive and negative effects against the objectives.

4.7.25 **Phase 2** involved identifying which of the 153 sites of 'mixed performance' were relatively better than others. This involved placing the sites in categories based on a combination of their size and location and appraising them according to a 'traffic light' guide in Figure 4.

| | |
|--|---|
| | Green: Sites considered as having broadly more positive effects on the SA objectives. These sites may still have some negative effects that would need to be addressed. |
| | Amber: Sites considered as having a genuinely mixed performance against SA objectives. It may be possible to mitigate some of the negative effects so that development has a better balance of positive and negative effects. |
| | Red: Sites considered as having broadly more negative effects on the SA objectives. These sites may have some positive effects but should genuinely not be brought forward for further assessment. |

Figure 4: SA 'traffic light' guide

4.7.26 The outcome of the further analysis of the 'mixed performance sites'

- A further 20 sites were characterised as having more significantly positive or positive effects than negative.

- A further 48 sites were characterised as having more negative or significantly negative effects
- A total of 85 sites were characterised as still having a mix of positive and negative effects, from which it was difficult to discern an overall position. For example, large sites located in rural areas or in areas adjacent to urban areas offer opportunities to achieve several positive effects on objectives but may result in negative effects on the Countryside, Sustainable Living and Use of Land.

4.7.27 To meet the housing needs under scenario E of the Development scenarios, approximately 450 hectares of land would be required over the period up to 2031. The SA identified 35 hectares of land that performed very well against the sustainability objectives and a further 83 hectares that have more positive than negative effects. As a result, some of the sites allocated in the new Local Plan have been classified as ‘amber’; and one as ‘red’. Where this is the case, it has been considered that the concerns raised during the site assessment can be mitigated through site design.

4.7.28 A number of sites classified as “green” under the SA have not been specifically allocated in the draft Plan. This is not because the Council does not support their development (in principle). These are sites which the Council believes could come forward independently of the Local Plan, as they largely “fit” the existing planning policy framework. They are sites that could come forward, subject to detailed site considerations, and contribute to the housing land supply at an earlier stage.

STAGE 8: REVIEW OF THE ASSESSMENT

4.8.1 It is proposed that that the sites will be reviewed by the Council on an annual basis, so as to maintain a five-year supply of deliverable housing sites, in line with National Planning Policy.

4.8.2 The Council will maintain a database of site information for all the appraised sites. As part of the Annual Monitoring Review (AMR), each site will be reviewed to identify progress towards development and report on the status of recognised development constraints. Where previously unidentified sites are granted permission (windfalls), they will be added to the o the housing land supply and housing trajectory.

4.8.3 Where there is evidence of sites not coming forward for development as expected the SHLAA can assist in the review of Development Plan Documents (DPD) and provide evidence where it may become necessary to adjust the phasing of later sites by bringing them forward, or allocate further sites for housing in order to maintain a five year supply of deliverable sites.

CHAPTER 5: Conclusion

5.1 A Sustainability Appraisal (SA) of the development scenarios considered in the Canterbury DRS; advised that 'Scenario E' (15,600 dwellings), provided the best balance between environmental, economic and social factors. Table 4, shows that in order to meet the housing requirements for the plan period, land to accommodate the residual 9,916 dwellings needed to be identified.

5.2 It should be noted that the SA was only part of the decision-making process; both for the strategy followed, the housing requirement and sites chosen. The SA conclusions have been moderated by; detailed site knowledge, the siting and design of development and the impact of new infrastructure.

| Housing land supply component | No. of units | Residual Requirement |
|--|--------------|----------------------|
| Strategic requirement 2011-2031 | 15,600 | 15,600 |
| Over supply 2006-11 | 1,003 | 14,597 |
| NPPF 5% buffer (780 x 5% x 5years) | 195 | 14,792 |
| Completions 2011/12 | 624 | 14,168 |
| Existing allocations (revised) | 997 | 13,171 |
| Existing sites with planning permission in the supply (2011/12 survey) | 1,226 | 11,945 |
| Small sites contribution 116pa x 19 | 2204 | 9741 |
| New Allocations (including strategic allocations) | 9916 | 175 (surplus) |

Table 4: Residual Housing Requirement based on NLP Scenario E

5.3 The role of the Canterbury SHLAA has been to identify a sufficient pool of developable sites in order to provide a 5, 10, and 15 year supply of housing. Sites submitted to the Council through the public 'call for sites' have been assessed against the fixed set of criteria to test their 'deliverability' and 'developability'.

5.4 Table 5 summarises the Council's current position in terms of sites allocated in the draft Local Plan. These allocations are to be subject to public consultation from the 13 June 2013, for an eight week period. Any new SHLAA submissions received during the consultation will go through a similar robust assessment to check their suitability.

| Reference | Site Name | No. of units |
|------------------------------|------------------|--------------|
| Strategic Allocations | | |
| Canterbury | | |
| SHLAA/206 | South Canterbury | 4000 |
| Herne Bay | | |

| | | |
|--------------------------|---|------|
| SHLAA/010 | Land at Greenhill | 600 |
| SHLAA/011 | Strode Farm | 800 |
| SHLAA/208 | land HB Golf Club | 400 |
| SHLAA/129 | Land Hillborough | 1000 |
| Whitstable | | |
| SHLAA/001 | North of Thanet Way Whitstable | 400 |
| Rural | | |
| SHLAA/148 | Hersden - land North of Hersden | 800 |
| SHLAA/177 | Sturry/Broad Oak | 1000 |
| Other Allocations | | |
| Canterbury | | |
| SHLAA/147 | St Martin's Hospital | 200 |
| | Simon Langton Girls School Canterbury | 270 |
| | Kingsmead playing Field | 100 |
| Herne Bay | | |
| SHLAA/013 | HB - Land at Bullockstone Road | 190 |
| Rural | | |
| SHLAA/211 | Villages - Barham Court Farm | 25 |
| SHLAA/096 | Hersden - Spires land at Bredlands Lane | 131 |

Table 5: Sites currently allocated in the draft Local Plan

CHAPTER 6: Summary of SHLAA Site Assessments

- 6.1 The following section attempts to bring together in a single table a summary of the assessment carried out for each of the two-hundred and eleven sites submitted for consideration as part of Canterbury's Strategic Housing Land Availability Assessment (SHLAA).
- 6.2 It uses a 'traffic light' system to show the degree to which each site performed against criteria in; Stage 1: Policy Constraints; Stage 2: Suitability; and the Sustainability Appraisal. Stage 3: Availability and Stage 4: Achievability; have not been included as it was considered that the sites submitted as part of the public '*call for sites*' was a robust indicator that the site was in the ownership of willing landowner with a reasonable prospect of delivery within the Local Plan period, if allocated.
- 6.3 The table also makes reference to the Council's decision as to whether to allocate the site in the Local Plan or to exclude it based on the outcome of its assessment. There are instances where a site has been assessed as 'green' across each stage assessment, but not allocated; and others that have been assessed as 'amber', and allocated. Where this occurs an explanation as to why has also been provided.

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------------|--|--------------------|-------------------------|-----------------------------|------------------|---|
| SHLAA/ 001 & 1a | Land north of Thanet Way, Whitstable | | | | Allocated | The site is located on the urban-rural fringe of south Whitstable. The scale of the proposed development is thought would have minor negative effects on sustainable living but a positive effect on the economy, housing and the coastal community. It has been judged that the effect on transport would be minor negative as whilst the A299 has adequate capacity for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors surgery). There could also be minor negative effects on the countryside and land use (greenfield); and biodiversity (LWS). Site provides significant extension to Duncan Downs Country Park area. |
| SHLAA/ 002 & 003 | Land to the rear and including 63 Island Road | | | | Excluded | The site is located in the rural village of Upstreet, north-west Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It has been judged that the effect on transport would be minor negative as whilst the A28 has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside and land use (part greenfield). |
| SHLAA/ 004 | Land at Cockering Road, Canterbury | | | | Excluded | The site is located on the urban-rural fringe of west Canterbury. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing. It has been judged that the effect on transport would be minor negative as whilst Cockering Road has capacity for some additional traffic, and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store). There could also be significant negative effects on the countryside and land use (AHLV & greenfield) and biodiversity (<1km of SSSI & potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 005 | Land at 4 Duckpitts Bungalow, Wingham, | | | | Excluded | The site is located in-between the rural villages of Littlebourne and Wingham, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It has been judged that the effect on transport would be minor negative as the A257 has limited capacity, and whilst the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (SLA); biodiversity (potential for protected species); and the historic environment (conservation area). |
| SHLAA/ 006 | Land at Port Farm, fronting Island Road | | | | Excluded | The site is located in the rural village of Upstreet north-west Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It has been judged that the effect on transport would be minor negative as whilst the A28 has adequate capacity and the site is within walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store). There could also be minor negative effects on the countryside (>1km from AHLV) and biodiversity (SSSI & Ramsar site to the south). |
| SHLAA/ 007 | Golden Hills Farm, Bushy Hill Road, Westbere | | | | Excluded | The site is located adjacent to Sturry and north of Westbere Marshes, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on the economy and housing. It has been judged that the effect on transport would be minor negative as the A28 experiences capacity problems here and although the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on biodiversity (Ramsar site to the south) and the historic environment (conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 008 | 7a Windmill Road, Canterbury | | | | Excluded (could come forward as windfall) | The site is located in the urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living (<5km from town centre) as well as on housing. It has been judged that the effect on transport would be minor positive as whilst the A257 experiences some capacity problems here, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store and primary school). There could also be minor negative effects on townscape (loss of a residential garden) and biodiversity (potential for protected species). Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 009 | Land at Maydowns Road | | | | Excluded | The site is located in-between the towns of Whitstable and Herne Bay. Development is thought would have minor negative effects on sustainable living but a positive effect on housing and the coastal community. It has been judged that the effect on transport would be minor positive as the A299 has adequate capacity for additional traffic and the site is in easy walking distance of a public transport route, but despite access to local services within 800m assessed as being very poor (none). Development proposals may have significant negative effects on countryside and land use (green gap); and the historic environment (proximity to listed building). |
| SHLAA/ 010 | Greenhill Road / Junction Road, Greenhill | | | | Allocated | Site located on the urban edge of south-east Herne Bay. The scale of the proposed development is thought would have significant negative effects on sustainable living but a positive effect on the economy, housing and the coastal community. It has been judged that the effect on transport would be significantly positive as Thornden Wood and Greenhill Road have adequate capacity for additional traffic, the majority of the site is within walking distance of a public transport route, and access to local services within 800m is assessed as being very good (convenience store, primary school and doctors surgery). There could also be significant negative effects on countryside and land use (greenfield). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 011 | Lower Herne Road, Herne | | | | Allocated | The site is located adjacent to the rural village of Herne, north-east of Canterbury. The scale of the proposed development is thought would have significant negative effects on sustainable living but a positive effect on the economy, housing and the rural community. It has been judged that the effect on transport would be minor positive as whilst the A291 experiences some capacity problems, the majority of the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school and doctors surgery). There could also be minor negative effects on countryside and land use (greenfield); and historic environment (adjacent to conservation area). |
| SHLAA/ 012 | Bullockstone Road, Herne Bay | | | | Allocated in conjunctio n with SHLAA 208 | The site is located on the urban-rural fringe of south-west Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing and the coastal community. It has been judged that the effect on transport could be minor positive as Bullockstone Road has adequate capacity for additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors surgery). Development proposals would have no effects on the countryside but the loss of green space and sports facility are notable. |
| SHLAA/ 013 | West of Bullockstone Road, Herne Bay | | | | Allocated in conjunctio n with SHLAA 208 | The site is located on the urban-rural fringe of south-west Herne Bay. The scale of the proposed development is thought would have a minor negative effect on sustainable living but a positive effect on the economy, housing and the coastal community. It has been judged that the effect on transport would be significantly negative as whilst Bullockstone Road has adequate capacity for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store). There could also be negative effects on the countryside (SLA), biodiversity and water quality (Plenty Brook). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 014 | Land at Little Swarling, Watery Lane, Petham | | | | Excluded | The site is located in north of the village of Petham, south Canterbury. Development of the site is thought would have minor negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It has been judged that the effect on transport would be significantly negative as Watery Lane is not suitable for traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (AONB & SLA); flood risk zones 2&3; and the historic environment (conservation area & listed building). |
| SHLAA/ 015 | Land adjacent Springfield Farm, Clapham Hill, Whitstable | | | | Excluded | The site is located on the urban-rural fringe of south Whitstable. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing and the rural community. It has been judged that the effect on transport would be minor negative as whilst the A290 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on countryside (<1km SLA) and biodiversity (potential for protected species). |
| SHLAA/ 016 | Eddington, Herne Bay | | | | Excluded | The site is located in Eddington, on the urban edge of south Herne Bay. Development of the site is thought would have minor positive effects on sustainable living (<5km from town centre) as well as on housing and the coastal community. It has been judged that the effect on transport would be minor negative as whilst the A299 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on the countryside and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 017 | Land at Tipper Cottage, Chitty Lane, Chislet | | | | Excluded | The site is located in a rural settling south-east of Herne Bay. Development of the site is thought would have minor negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It has been judged that the effect on transport would be significantly negative as Chitty Lane is not suitable for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). Development proposals may also have negative effects on countryside (AHLV); biodiversity (adjacent to LWS); flood risk zones 2&3; and the historic environment (adjacent to listed building). |
| SHLAA/ 018 | Canterbury Police Station, Old Dover Road, Canterbury | | | | Excluded (could come forward as windfall) | The site is located on the edge of Canterbury City Centre. Development of the site is thought would have minor positive effects on sustainable living (<5km from town centre) but a positive effect on the economy and housing. It has been judged that the effect on transport would be significantly positive as whilst the A28 and Old Dover Road have capacity issues, the site is in walking distance of public transport and access to local services within 800m is assessed as being very good (convenience store, primary school and doctors surgery). There could also be significant negative effects on the historic environment (AAI, conservation area & scheduled monument). Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 019 | Nackington Police Complex, Nackington Road, Canterbury | | | | Excluded | The site is located on the urban fringe of south Canterbury. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing. It has been judged that the effects on transport would be minor negative as Old Dover Road experiences capacity problems, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on countryside (AHLV) but positive effect on use of land (improvement of a brownfield site) |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|---|
| SHLAA/ 020 | Gordon Road, Canterbury | | | | Excluded (could come forward as windfall) | The site is located on the urban fringes of Herne Bay, which if developed, is thought would have minor positive effects on sustainable living as well as a positive effect on housing and the coastal community. It has been judged that the effects on transport would be significantly positive due to its central location, the site is in walking distance of public transport and access to local services within 800m is assessed as being very good (convenience store, primary school and doctors surgery). There could also be minor positive effects on the historic environment and land use provided the sensitive conversion of a Victorian building. Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 021 | Land north of Thanet Way, Whitstable | | | | Excluded (land allocated as protected open space) | The site is located on the urban fringes of Whitstable, which if developed; is thought would have minor positive effects on sustainable living as well as housing. It is judged that the effects on transport would be significantly positive as the A299 has adequate capacity for additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being very good (convenience store, primary school and doctors surgery). There could also be minor negative effects on the countryside (SCNI & PEOS); and biodiversity (potential for protected species). |
| SHLAA/ 022 | 146 The Street, Kingston | | | | Excluded | The site is located in the hamlet of Kingston, south-east Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as access from The Street is not suitable, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (AONB & SLA); and minor negative effects on biodiversity. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 023 | Molehill Road, Herne Bay | | | | Excluded | The site is located in-between the coastal towns of Whitstable and Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Molehill Road has adequate capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (Green Gap); the historic environment (adjacent to listed building); and minor negative effects on biodiversity (adjacent to LWS). |
| SHLAA/ 024 | Coombe Walk, Yorkletts, Whitstable | | | | Excluded | The site is located in the village of Yorkletts, south-west of Whitstable. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as access from Coombe Walk via an unadopted road is not suitable, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the countryside (adjacent to Swale SLA); and biodiversity (adjacent to SSSI). |
| SHLAA/ 025 | Coombe Walk, Yorkletts, Whitstable | | | | Excluded | The site is located in the village of Yorkletts, south-west of Whitstable. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as access from Coombe Walk via an un-adopted road is not suitable, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the countryside (adjacent to Swale SLA); and biodiversity (adjacent to SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 026 | Ashford Road, Chartham | | | | Excluded | The site is located west of the village of Chartham, south-west of Canterbury. Development of the site is thought would have significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity, the site is in not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be significant negative effect on the historic environment (conservation area). |
| SHLAA/ 027 | Bredlands Lane Sturry | | | | Excluded | The site is located west of the village of Sturry, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Bredlands Lane has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (primary school only). The There could also be minor negative effects on the countryside; historic environment (adjacent to listed building); and biodiversity (potential for protected species). |
| SHLAA/ 028 | Padgate and Land to Thanet Way, Whitstable | | | | Excluded | The site is located in a rural setting, south-west of Whitstable. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on the local economy. It is judged that the effect on transport would significantly negative as Seasalter Lane and Dargate Road have inadequate capacity for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). The There could also be significant negative effects on the countryside (SLA); biodiversity (adjacent to SPA, SAC & SSSI); and flood risk zones 2&3. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 029 | Calcott Hill, Sturry | | | | Excluded | The site located north of the village of Sturry, east of Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing and the rural economy. It is judged that the effect on transport would be minor negative as whilst Herne Bay Road has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). The There could also be significant negative effect on the countryside (SLA); minor negative effects on biodiversity; land use and the economy (loss of employment site). |
| SHLAA/ 030 | Thanet Way, Herne Bay | | | | Excluded | The site is located in a rural setting, east of Herne Bay. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing and the economy. It is judged that the effect on transport would be minor negative as whilst Brook Lane and the A299 have adequate capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). The There could also be significant negative effects on the countryside (AHLV); and minor effects on biodiversity (potential for protected species). |
| SHLAA/ 031 | Maypole Village Farm, Maypole, Hoath | | | | Excluded | The site is located in the village of Hoath, south-east Herne Bay. Development of the site could have a significant negative effect on sustainable living (>5km from town centre) but would make a positive effects on housing, the rural community and economy. It is judged that the effect on transport would be minor negative as whilst Maypole Road has adequate capacity and the site is in walking distance of public transport (infrequent), access to local services within 800m is assessed as being very poor (none). There could also be significant negative effect on the countryside; historic environment (conservation area) and minor negative effects on biodiversity (potential for protected specifiers). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 032 | Margate Road, Herne Bay | | | | Excluded | The site is located on the urban fringe of Herne Bay, which if developed, is thought would have minor positive effects on sustainable living as well as housing and the coastal community. It is judged that the effect on transport would be minor negative as whilst Margate Road has limited capacity for some modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). The There could also be minor negative effects on the countryside; biodiversity (potential for protected species); and water quality (pond nearby). |
| SHLAA/ 033 | The Piggery, Barham | | | | Excluded | The site is located in the village of Barham, south of Canterbury. Development of the site could have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effect on transport would be minor negative as whilst Valley Road has adequate capacity and the site is in walking distance of public transport (albeit infrequent); access to local services within 800m is assessed as being reasonable (convenience store & primary school). The There could also be significant negative effects on the countryside (AONB & SLA), historic environment (conservation area); biodiversity (potential for protected species); and flood risk zones 2&3 and water quality (adjacent to Nail Bourne River). |
| SHLAA/ 034 | Chartham View Farm, Chartham | | | | Excluded | The site located in the village of Chartham, south-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but would have a positive effect on housing and the rural community. It is judged that the effect on transport would be minor negative as whilst the A2 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). The There could also be minor negative effects on the countryside (SLA but mitigated by brownfield status). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 035 | Land West of Rentain Road, Chartham | | | | Excluded | The site is located in the village of Chartham, south-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but would have a positive effect on housing, economy and the rural community. It is judged that the effects on transport would be minor positive as whilst the A28 has inadequate capacity, the site is in walking distance of public transport and access to local services within 800m is assessed as being very good (convenience store, primary school & doctors) The There could also be significant negative effects on the countryside (<1km from SLA); and historic environment (conservation area). |
| SHLAA/ 036 | Bakers Lane, Chartham | | | | Excluded | The site is located in the village of Chartham, south-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but would have a positive effect on housing, economy and the rural community. It is judged that the effects on transport would be minor positive as whilst the A28 has inadequate capacity, the site is in walking distance of public transport and access to local services within 800m is very good (convenience store, primary school & doctors) The There could also be significant negative effects on the countryside (<1km from SLA), historic environment (conservation area); and minor negative effects on biodiversity (potential for protected species). |
| SHLAA/ 037 | New Dover Road, Canterbury | | | | Excluded(n eed to retain Becket House for offices) | The site is located on the southern edge of Canterbury City Centre, which if developed, is thought would have significant positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive; as despite the A28 having inadequate capacity here for additional traffic, the site is in easy walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be minor negative effects on land use and the economy (loss of employment site). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 038 | St Martin's Hospital, Littlebourne Road | | | | Allocated (Developm ent Brief in place – degree of planning status). | The site is located in the urban area of east of Canterbury, which if developed, is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive as the A299 has adequate capacity to accommodate modest development, the site is in walking distance of public transport and access to services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be positive effect on the use of a brownfield site; but a minor negative effect on the historic environment (conservation area). |
| SHLAA/ 039 | High Street, Waterham, Whitstable | | | | Excluded | The site is located in a rural setting, south-west of Whitstable. The scale of the proposed development (490 units) is thought would have significant negative effects on sustainable living but a positive effect on housing, economy and the coastal community. It is judged that the effects on transport would be significantly negative as High Street Road has inadequate capacity; the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). The There could also be negative effects on the countryside (greenfield & <1km from SLA), biodiversity quality (adjacent to SSSI & SPA). |
| SHLAA/ 040 | Glenside Avenue, Canterbury | | | | Excluded | The site is located in the urban area of north-east Canterbury, which if developed, is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effect on transport would be minor positive as whilst the A28 has capacity issues here, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors).The There could also be negative effects on the countryside (greenfield); biodiversity (potential for protected species); flood risk zones 2&3 and water quality (adjacent to River Stour). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|-----------|-------------------------------------|-----------------|----------------------|--------------------------|-----------------|--|
| SHLAA/041 | Former Colliery Site, Hersden | | | | Excluded | The site is adjacent to the village of Hersden, north-west of Canterbury. The scale of the proposed development (600 units) is thought would have significant negative effects on sustainable living but a positive effect on housing and the economy. It is judged that the effect on transport would be significantly positive as the A28 has adequate capacity (although A291 junction does experiences problems) and the site is in walking distance of public transport, and whilst access to local services within 800m is assessed as very poor (none), there is scope for this to be improved by the proposals. Development may also have significant negative effects on the countryside; biodiversity (adjacent to NNR, SPA and Ramsar Site; SSSI & LWS); and the historic environment. Excluded in response to advice from Natural England in respect of environmental effects on international wildlife sites, under the Habitat Regulations. Site also identified as LWS and RIGS site. |
| SHLAA/042 | Land West of Thanet Way, Whitstable | | | | Excluded | The site is located on the urban fringe of south Whitstable, which if developed, is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst the A2990 has adequate capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only). The There could also be minor negative effects on the countryside and use of greenfield land; biodiversity (adjacent to LWS and potential for protected species). |
| SHLAA/043 | Coombe Walk, Yorkletts, Whitstable | | | | Excluded | The site is located in the village of Yorkletts, south-west of Whitstable. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as access from Coombe Walk via an un-adopted road is not suitable, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). The There could also be negative effects on the countryside (adjacent to Swale SLA); and biodiversity (adjacent to SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---------------------------|--|
| SHLAA/ 044 | Bekesbourne Lane, Littlebourne | | | | Excluded | The site is located adjacent to the village of Littlebourne, west of Canterbury. Development of the site could have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as Bekesbourne Lane has limited capacity, the site is not in walking distance of public transport and access to local services is assessed as being reasonable (convenience store, primary school and doctors – but just beyond 800m). Development may also have minor negative effects on countryside (<1km AHLV); and biodiversity (potential for protected species). |
| SHLAA/ 045 | Herne Bay Road, Broad Oak, Canterbury | | | | Excluded | The site is located adjacent to the village of Broad Oak, north-east Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing. It is judged that the effects on transport would be minor negative as whilst the A291 has adequate capacity (although the A28 junction does experiences problems) and the site is in walking distance of public transport, access to local service within 800m is assessed as being poor (convenience store only). There could also be significant negative effect on the countryside (green gap); and biodiversity (potential for protected species). |
| SHLAA/ 046 | Sunnydowns, Out Elmstead Lane, Barham, Canterbury | | | | Site withdrawn | |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|-----------------------------------|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 047 | Howfield Lane, Chartham | | | | Excluded | The site is located outside of the village of Chartham, west of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity here there are congestion issues further east, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on the countryside and use of greenfield land; and in flood risk zones 2&3. |
| SHLAA/ 048 | Ashford Road, Chartham | | | | Excluded | The site is located outside of the village of Chartham, west of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity here there are congestion issues further east, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on the economy (use of employment site; countryside (use of greenfield land); biodiversity (potential for protected species); and in flood risk zones 2&3. |
| SHLAA/ 049 | Cottage, Herne Hill, Yorkletts | | | | Excluded | The site is located in the village of Yorkletts, south-west of Whitstable. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as High Street Road has inadequate capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the countryside (adjacent to Swale SLA); and biodiversity (<1km from SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|----------------------------------|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 050 | Staines Hill, Sturry | | | | Excluded | The site is located adjacent to the village of Sturry, north-west of Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor positive as whilst the A28 here has capacity issues, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effect on the countryside (Green Gap); biodiversity (adjacent to Ramsar); and the historic environment (conservation area). Site included within Green Gap. |
| SHLAA/ 051 | Whitstable Road, Herne Bay | | | | Excluded | The site is located on the urban fringes of Herne Bay, which if developed, is thought would have a minor negative effect on sustainable living but a positive effect on effects on housing, the economy; and the coastal community. It is judged that the effects on transport would be significantly negative as whilst the B2205 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). The There could also be significant negative effects on the countryside (Green Gap & use of greenfield land); and minor negative effects on biodiversity (SPA and Ramsar to the north). |
| SHLAA/ 052 | Burnt House Farm, Chartham | | | | Excluded | The site is located in the village of Chartham, west of Canterbury. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effect on transport would be minor positive as whilst the A28 experiences capacity problems further east; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store & doctors, primary school slightly further). Development may also have significant negative effects on the countryside (<1km from SLA), historic environment (listed building and scheduled monument), minor negative effects on biodiversity (potential for protected species) and in flood risk zones 2&3. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 053 | Blean Common, Blean | | | | Excluded | The site adjacent to the village of Blean, north-west of Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor positive as whilst the A290 has limited capacity; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store & doctors, primary school slightly further). Development may also have negative effects on the countryside (SLA and use of greenfield land); and biodiversity (<1km from SSSI). |
| SHLAA/ 054 | Land at Chapel Lane, Shalloak Road, Broad Oak | | | | Excluded | The site is located adjacent to the village of Broad Oak, north-east Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but have a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Shalloak Road and the A28/A291 junctions experience capacity problems at peak times, the site is in walking distance of public transport but access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (<1km from SLA & AHLV); biodiversity and water quality (GCN). |
| SHLAA/ 055 | Land at Mayton Lane, Shalloak Road, Broad Oak | | | | Excluded | The site located adjacent to the village of Broad Oak, north-east Canterbury. Development of the site is thought would have a minor negative effect on sustainable living but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Shalloak Road and the A28/A291 junctions experience capacity problems at peak times, the site is in walking distance of public transport but access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (<1km from SLA & AHLV); biodiversity and water quality (<500m from GCN). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 056 | Parham Road, Canterbury | | | | Allocated (existing allocation in existing local plan 2006) | The site is located in the urban area of east Canterbury. Development of the site is thought would have minor positive sustainable living (urban fringe) but also on housing. It is judged that the effect on transport would be minor positive as whilst the A28 experiences capacity problems at peak times, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store & doctors, primary school slightly further). There could also be minor negative effect on the economy (use of employment site) but positive effects on the countryside (use of brownfield land / improvement of AHLV). |
| SHLAA/ 057 | Land East of Chaucer College, South of University Road | | | | Excluded | The site is located in the urban area of north Canterbury. Development of the site is thought would have minor negative effects on sustainable living (urban fringe) but a positive effect on the economy and housing. It is judged that the effects on transport significantly positive as whilst Salisbury Road has limited capacity for additional traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store & doctors, primary school slightly further). The There could also be negative effects on the countryside (AHLV and use of greenfield land); and biodiversity (<500m from GCN). |
| SHLAA/ 058 | Site to the North of Tyler Hill Road, Blean | | | | Excluded | The site is located just outside the village of Blean, north of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but a positive effect on the economy and housing. It is judged that the effects on transport would be significantly negative as Tyler Hill Road has inadequate capacity for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store, primary school slightly further) but could be improved by the proposals. Development may also have negative effects on the countryside (<1km from SLA and use of greenfield land). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|---|
| SHLAA/ 059 | Land at Alcroft Grange, Canterbury | | | | Excluded | The site is located just outside the urban area of Canterbury. The scale of the proposals is thought would have significant negative effects on sustainable living (450-675 units) but a positive effect on the economy and housing. It is judged that the effects on transport would be significantly negative as the entrance lane and r/a on St. Stephen's Hill is not suitable for additional traffic; access to public transport and local services is poor but could be improved by the proposals. Significant negative effects on countryside (AHLV), historic environment (conservation area), biodiversity (adjacent to SSSI) & use of land (agricultural greenfield). |
| SHLAA/ 060 | Church Street, Whitstable | | | | Excluded | The site is located in south-east Whitstable. Development of the site is thought would have minor positive effects on sustainable living (wider urban area) as well as on housing and the coastal community. It is judged that the effect on transport could be minor negative as whilst there the A2990 has adequate capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only, primary school slightly further). There could also be negative effect on countryside (PEOS and use of greenfield land); and on biodiversity (potential for protected species). |
| SHLAA/ 061 | Canterbury TEC, Littlebourne Road | | | | Allocated (included in existing housing land supply – planning application submitted) | The site is located in eastern Canterbury. Development of the site it is thought would have minor positive effects on sustainable living (wider urban area) as well as on housing. It is judged that the effects on transport would be significantly negative as whilst the A257 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none) but could be improved by the proposals. Development may also have positive effects on the countryside (improvement of an AHLV); but minor negative effects on biodiversity (adjacent to SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|-----------|--|-----------------|----------------------|--------------------------|-----------------------|---|
| SHLAA/062 | Former Huyck Site, Millstrood Road, Whitstable | | | | Site withdrawn | Site developed - Planning application CA//07/01471. Appeal upheld, 5 year phasing – see HIA |
| SHLAA/063 | Canterbury Road, Herne Bay | | | | Excluded | The site located within the wider urban area of Herne Bay. Development of the site it is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst the A291 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effect on the economy (use of employment site); the countryside (PEOS); and the historic environment (conservation area). |
| SHLAA/064 | Land at Island Road, Upstreet | | | | Excluded | The site located adjacent to the village of Upstreet. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but a positive effect on housing and the rural economy. It is judged that the effects on transport would be minor negative as whilst there A28 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). The There could also be minor negative effects on countryside (>1km from AHLV); and biodiversity (potential for protected species). |
| SHLAA/065 | Appledown Way, New Dover Road | | | | Excluded | The site located on the urban fridge of south Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effect housing and the economy. It is judged that the effect on transport would be minor negative as the A257 / A2050 experiences capacity problems at peak times, although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (primary school only). There could also be negative effect on the countryside (AHLV); and the historic environment (adjacent to conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|--|---|
| SHLAA/ 066 | Sweechbridge Road, Herne Bay | | | | Excluded (business site to be protected in draft Local Plan) | The site is located in the wider urban area of Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as housing and the coastal community. It is judged that the effects on transport would be minor positive as Sweechbridge Road has adequate capacity to accommodate modest development, the site is in walking distance of public transport but access to local services within 800m is assessed as being reasonable (primary school & doctors). There could also be minor positive effect on countryside (use of a brownfield site) but minor negative effect on the economy (use of an employment site). |
| SHLAA/ 067 | Shalmsford Street, Chartham | | | | Excluded (could come forward as windfall – planning application recently refused) | The site is located in the village of Chartham, west of Canterbury. Development of the site is thought would have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on the housing, economy and the rural community. It is judged that the effects on transport would be significantly positive as whilst the A28 experiences capacity problems further east; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be negative effects on the countryside (SLA). |
| SHLAA/ 068 | Land at Beltinge, Herne Bay | | | | Excluded | The site is located adjacent Beltinge, west of Herne Bay. The scale of the proposals is thought would have significant negative effects on sustainable living (540-900 units) but a positive effect on housing, economy and the coastal community. It is judged that the effects on transport would be significantly negative as Highfield and Churchill Ave have inadequate capacity for additional traffic; parts of the site are not in walking distance of public transport and access local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (use of greenfield site); and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 069 | Underdown Lane, Eddington Lane, Herne Bay | | | | Excluded | The site located in the wider urban area of south Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing, economy and the coastal community. It is judged that the effects on transport would be minor negative as whilst Underdown Lane has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be negative effects on biodiversity and water quality (potential for protected species); and the historic environment (conservation area). |
| SHLAA/ 070 | Land at Cockering Farm, Cockering Lane | | | | Excluded | The site is located on the urban fringe, south-west of Canterbury. The scale of the proposals is thought would have significant negative effects on sustainable living (upto1000 units) but a positive effect on housing and the economy. It is judged that the effect of transport would be significantly negative as Cockering Road has inadequate capacity for additional traffic, parts of the site are not in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store, primary school & doctors slightly further) but could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV); and biodiversity (adjacent to SSSI). Two major issues - the impact on the setting of the City of Canterbury (as a result of the topography of the site), and the difficulty of delivering sustainable transport measures serving the site. |
| SHLAA/ 071 | Thornden Close, Greenhill, Herne Bay | | | | Excluded | The site is located in the wider urban area of east Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as a positive effect on housing and the rural community. It is judged that the effects on transport would be minor positive as Thornden Wood Road has adequate capacity for additional traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school) but could be improved by the proposals. There could also be significant negative effects on countryside (<1km from SLA, Green Gap & use of greenfield land). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|---|--|
| SHLAA/ 072 | Westbere Lane, Westbere | | | | Excluded | The site is located on the urban fringe of east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, economy and the rural community. It is judged that the effects on transport would be significantly negative as Westbere Lane has inadequate capacity for additional traffic; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (doctors only). There could also be significant negative effects on the countryside (Green Gap); biodiversity (adjacent to SSSI); and the historical environment (conservation area). |
| SHLAA/ 073 | | | | | Site withdrawn | |
| SHLAA/ 074 | Hollow Lane, Canterbury | | | | Excluded | The site is located on the urban fringe of south-west Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing. It is judged that the effect on transport would be minor positive as Hollow Lane has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be significant negative effects on the countryside (AHLV and use of greenfield land). |
| SHLAA/ 075 | Land South of New Dover Road | | | | Allocated in conjunctio n with SHLAA 206 | The site is located on the urban fringe of south Canterbury. The scale of the proposals is thought would have significant negative effects on sustainable living (up to 2000 units) but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as Nackington Road and Old Dover Road experience capacity problems; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only) but could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV & use of greenfield land). Could form part of a wider development in South Canterbury (see site 206) |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|--|---|
| SHLAA/ 076 | Bredlands Lane, Westbere, Canterbury | | | | Excluded | The site is located outside the village of Sturry, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity to accommodate modest development and the site is in walking distance of public transport; access to local services within 800m is assessed as being very poor (none). There could also be minor positive effects on the countryside (use of brownfield land); but minor negative effects on biodiversity (adjacent to woodland). |
| SHLAA/ 077 | 53 Seaview Road, Herne Bay | | | | Excluded (could come forward as windfall) | The site is located within the wider urban area of Herne Bay. Development of the site would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst Seaview Road has adequate capacity for additional traffic and the site is in walking distance of public transport; access to local services within 800m is assessed as being poor (convenience store only). There could also be minor positive effects on the use of brownfield land. Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 078 | 51 Rough Common Road, Canterbury | | | | Excluded | The site is located adjacent to the village of Rough Common, north-west Canterbury. Development of the site is though would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be minor negative as whilst Rough Common Road has adequate capacity to take additional traffic and the site is in walking distance of public transport; access to local services within 800m is assessed as being reasonable (convenience store and primary school) but these could be improved by proposals. There could also be significant negative effects on the countryside (AHLV and <1km from SLA); and use of greenfield land. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|---------------------------|--|
| SHLAA/ 079 | Headcorn Drive, Canterbury | | | | Excluded | The site located adjacent to the village of Broad Oak, north-east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effect positive effect on housing. It is judged that the effects on transport would be minor negative as whilst Headcorn Drive has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effect on the countryside (AHLV and DOS); the historic environment (adjacent listed building); and land use (loss of Grade 3 agricultural land). |
| SHLAA/ 080 | 274-288 Wincheap, Canterbury | | | | Site withdrawn | |
| SHLAA/ 081 | Westbere Lakes, Fordwich | | | | Excluded | The site is located just outside the village of Sturry, east of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effect on transport would be minor negative as whilst the A28 has adequate capacity to accommodate modest development and the site is in walking distance of public transport; access to local services within 800m is assessed as being poor (none). There could also be negative effects on the economy (loss of employment site); the countryside; biodiversity and water quality (adjacent to SSSI); and flood risk zones 2&3. |
| SHLAA/ 082 | Shalloak Road, Broad Oak | | | | Excluded | The site is located south of the village of Broad Oak, north-east Canterbury. Development of the site is thought would have a minor effect on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Shalloak Road, Broad Oak Road and Vauxhall r/a are not suitable for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (none). There could also be significant negative effects on countryside (AHLV); and biodiversity (adjacent to as SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 083 | Little Hall Farm, St Stephens Hill | | | | Excluded | The site is located on the urban rural fringe of north Canterbury. The scale of the proposed development (450+ units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effect on transport would be significantly negative as St Stephens Hill experiences capacity problems at peak hours; and although the site is in walking distance of public transport, access to local services within 800m is poor (none). There could also be significant negative effects on the countryside (AHLV), historic environment (conservation area); and biodiversity. |
| SHLAA/ 084 | Land East of Milton Manor and South of Ashford Road | | | | Excluded | The site is located on the urban fringes of Thanington, south west Canterbury. Development of the site is thought would have a minor effect on sustainable living but positive effect on housing. It is judged that the effects on transport would be significantly negative as whilst the A28 has adequate capacity there are congestion problems further east; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (none) but could be improved by the proposals. There could also be significant negative effects on countryside (AHLV & SLA); and biodiversity (adjacent to SSSI & LWS). |
| SHLAA/ 085 | Hoades Wood, Sturry | | | | Excluded | The site is located just outside the village of Sturry, east of Canterbury. The scale of the proposed development (500+ units) is thought would have significant negative effect on sustainable living but positive effects on the housing and the economy. It is judged that the effects on transport would be minor negative as whilst the A28 has limited capacity at peak hours, the site is in walking distance of public transport and access to local services is assessed as being reasonable (convenience store, primary school & doctors all just beyond 800m). There could also be significant negative effects on the countryside (ancient woodland); the historic environment (archaeology); and biodiversity (significant loss of trees). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 086 | Nackington Road, Canterbury | | | | Allocated in conjunctio n with SHLAA 206 | The site is located on the urban fringe of south Canterbury. The scale of the proposals (500 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effect on transport would be significantly negative as Nackington Road and Old Dover Road experience have capacity issues at peak hours; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (none) but could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV and use of greenfield land). Could form part of a wider development in South Canterbury (see site 206) |
| SHLAA/ 087 | St Thomas's Hill, Canterbury | | | | Excluded | The site is located on the urban fringe of north-west Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be minor positive as whilst Neal's Place Road has inadequate capacity to take additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors). There could also be significant negative effects on the countryside (AHLV and use of greenfield land). |
| SHLAA/ 088 | 8 Lovell Road, Rough Common | | | | Excluded | The site is located adjacent to the village of Rough Common, north-west Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A290 & Rough Common Road have adequate capacity, the site is in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only) but could be improved by proposals. There could also be negative effects on countryside (AHLV & <1km from SLA); and biodiversity (significant loss of trees). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|-------------------------------------|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 089 | Littlebourne Road, Canterbury | | | | Excluded | The site is located just outside the village of Littlebourne, east of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, economy and the rural community. It is judged that the effects on transport would be minor negative as whilst the A257 has adequate capacity to take additional traffic and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (none). There could also be negative effects on the countryside (<1km from AHLV); biodiversity (adjacent to a SSSI); and use of land (public playing fields). |
| SHLAA/ 090 | 32 Jubilee Road, Littlebourne | | | | Excluded | The site located in the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effect on the housing, economy and rural community. It is judged that the effects on transport would be significantly positive as the A257 has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effects on biodiversity (potential for protected species) and the historical environment (conversation area). |
| SHLAA/ 091 | The Hill, Littlebourne | | | | Excluded | The site located in the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects sustainable living (>5km from town centre) but positive effects on housing, economy and the rural community. It is judged that the effects on transport would be significantly positive as the A257 has adequate capacity, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effects on biodiversity (potential for protected species) and the historical environment (conversation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 092 | St John's Lane, Canterbury | | | | Allocated (continued allocation from existing local plan) | The site is located within Canterbury City Centre. Development of the site (is thought would have significant positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly positive as whilst A28 experiences capacity problems this can be mitigated with opportunities for sustainable travel. The site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be minor negative effects on the historic environment (AAI & conservation area). |
| SHLAA/ 093 | Courthill, Littlebourne | | | | Excluded | The site located in the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects sustainable living (>5km from town centre) but positive effects on housing, and the rural community. It is judged that the effects on transport would be significantly positive as the A257 has adequate capacity, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be negative effects on the economy (loss of employment site); biodiversity (potential for protected species) and the historical environment (conversation area). |
| SHLAA/ 094 | Land West of Thanet Way, North of Millstrood Road, Whitstable | | | | Excluded | The site is located within the wider urban boundary of south Whitstable. Development of the site is thought would have a minor positive effect on sustainable living as well as on housing and coastal community. It is judged that the effect on transport would be minor negative as whilst the A2990 has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (none). There could also be minor negative effects on the countryside (PEOS & use of greenfield land); and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---------------------------|---|
| SHLAA/ 095 | St Edmunds School, St Thomas' Hill, Canterbury | | | | Site withdrawn | |
| SHLAA/ 096 | Bredlands Lane, Hersden | | | | Allocated | The site is located just outside the village of Sturry, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effect on housing and the economy. It is judged that the effects on transport would be significantly negative as whilst the A28 has adequate capacity there are capacity problems further east; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (none). There could also be significant positive effects on countryside (improvement of a brownfield site). Site identified as brownfield site with no major environmental constraints, subject to retention of existing open space. |
| SHLAA/ 097 | Highstead Lane, Chislet | | | | Excluded | The site located in the village of Chislet, north-east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Chapel Lane has no spare capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (none). There could also be negative effects on the economy (loss of employment site); the countryside (<1km from AHLV); and the historic environment (conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|----------------------------|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 098 | Highstead Lane, Chislet | | | | Excluded | The site located in the village of Chislet, north-east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Chapel Lane has no spare capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (none). There could also be negative effects on the economy (loss of employment site); the countryside (<1km from AHLV); and the historic environment (conservation area). |
| SHLAA/ 099 | Highstead Lane, Chislet | | | | Excluded | The site located in the village of Chislet, north-east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Chapel Lane has no spare capacity, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (none). There could also be negative effects on the economy (loss of employment site); the countryside (<1km from AHLV); and the historic environment (conservation area). |
| SHLAA/ 100 | Spring Lane, Canterbury | | | | Excluded (currently allocated for educational purposes) | The site located within the wider urban boundary of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as positive effect on housing and the economy. It is judged that the effects on transport would be significantly positive as Spring Lane has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is good (convenience store, primary school & doctors). There could also be minor negative effects on the countryside; and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 101 | Land East of St Stephen's Hill, Tyler Hill | | | | Excluded | The site is located within the on the urban fringe of north Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be minor negative as St Stephen's Hill has limited capacity to accommodate modest development and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on the countryside (AHLV & use of greenfield land); the historic environment (conservation area & an application for Scheduled Ancient Monument status has been submitted); and minor negative effects on biodiversity (adjacent to LWS). |
| SHLAA/ 102 | Land at Drill Lane, Ickham | | | | Excluded | The site is located within the village of Ickham, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly negative as the access road is not suitable for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on the countryside (<1km of SLA & use of greenfield land). |
| SHLAA/ 103 | Corner of Bossington Road and Pond Hill, Adisham | | | | Excluded | The site is located just outside the village of Adisham, south-east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Bossington Road has adequate capacity to accommodate modest development, the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (primary school only). There could also be significant negative effects on the countryside (SLA); and the historic environment (conservation area), |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 104 | Reedville and School House, School Lane, Bekesbourne | | | | Excluded | The site is located adjacent to the village of Bekesbourne, south-east of Canterbury. Development of the site could have a significant negative effect on sustainable living (>5km from town centre) but a positive effect on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst School Lane has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (<1km from SLA); the historic environment (conservation area); and the use of greenfield land. |
| SHLAA/ 105 | 6/7 Rhodaus Town, Canterbury | | | | Excluded (could come forward as windfall) | The site is located in the wider urban area of south Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly positive as whilst the A28 Rhodaus Town experiences capacity problems at peak hours, this can be mitigated with opportunities for sustainable travel. The site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be significant negative effects on the historic environment (AAI & conservation area). Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 106 | Cockering Road, Canterbury | | | | Excluded | The site is located on the urban fringe, west of Canterbury. The scale of the proposals (480 units) is thought would have significant negative effects on sustainable living but positive effects on the housing and the economy. It is judged that the effects on transport would be significantly negative as the A28 Wincheap experiences capacity problems and although the site is in walking distance of public transport; access to local services within 800m is assessed as being very poor (none) although this could be improved through the proposals. There could also be significant negative effects on the countryside (AHLV); and biodiversity (<1km of SSSI). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
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| SHLAA/ 107 | Tennyson Avenue, Canterbury | | | | Excluded | The site located in the wider urban area of north-east Canterbury. Development of the site is thought would have significant negative effects on sustainable living but positive effects on housing. It is judged that the effects on transport would be minor negative as the A28 Sturry Road experiences capacity problems at peak hours; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on the countryside (adjacent to AHLV); biodiversity (adjacent to SSSI). |
| SHLAA/ 108 | Notley Street, Canterbury | | | | Excluded (could come forward as windfall) | The site located in the wider urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive as whilst the A28 Military Road experiences capacity problems at peak hours, this can be mitigated with opportunities for sustainable travel. The site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be significant negative effects on the historic environment (within conservation area). Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 109 | St Andrew's and St David's Close, Whitstable | | | | Allocated in conjunctio n with SHLAA 001 | The site is located on the urban fringe, south of Whitstable. Development of the site would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as St David's Close is not suitable for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors). There could also be minor negative effects on the countryside (<1km from SLA); biodiversity (potential for protected species); and use of greenfield land. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|-----------|--|-----------------|----------------------|--------------------------|-----------------------|---|
| SHLAA/110 | 227 Sea Street, Herne Bay | | | | Excluded | The site is located in the wider urban area of south-west Herne Bay. Development of the site is thought would have a minor positive effect on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor positive as Sea Street has adequate capacity to accommodate modest development; the site is in walking distance of public transport but access to local services within 800m is only assessed as being reasonable (convenience store & primary school). There could also be minor negative effects on the economy (loss of an employment site). |
| SHLAA/111 | Coventry Gardens, Herne Bay | | | | Site withdrawn | |
| SHLAA/112 | Westgate Gardens, St Peter's Place, Canterbury | | | | Excluded | The site located in the wider urban area of west Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly positive as St Peter's Place has capacity to take some additional traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be negative effects on the countryside (<1km from AHLV); biodiversity (LWS); the historic environment (AAI & conservation area) and flood risk zones 2&3. |
| SHLAA/113 | St Rudigunds Street, Canterbury | | | | Excluded | The site is located in the wider urban area of Canterbury. Development of the site is thought would have significant positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive as St Rudigunds Street has capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be minor negative effects on the historic environment (AAI & conservation area); and flood risk zones 2&3.. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 114 | Sea Street, Herne Bay | | | | Excluded (could possibly come forward as windfall) | The site is located in the wider urban area of south-east Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor positive as the B2205 has capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be positive effects on the countryside and the use of a brownfield site. Site regarded as suitable for development, subject to resolving some difficult site constraints. |
| SHLAA/ 115 | Whitstable Youth Centre, Tower Parade, Whitstable | | | | Excluded | The site is located in the wider urban area of central Whitstable. Development of the site is thought would have significant positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be significantly positive as Tower Parade has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be positive effect on the countryside (protection of green infrastructure); and the use of a brownfield site (but loss on employment site). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---|--|
| SHLAA/ 116 | 31-33 Oxford Street, Whitstable | | | | Excluded (could come forward as windfall – but policy objection to loss of community facility) | The site is located in wider urban area of central Whitstable. Development of the site is thought would have significant positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be significantly positive effects as Oxford Street has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be minor negative effects on the economy (loss of employment site); countryside (PEOS); and the historic environment (conservation area). |
| SHLAA/ 117 | Cow Lane, Canterbury | | | | Excluded (allocate as part of wider Wincheap retail/housing allocation) | The site is located in the wider urban area of south Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be minor positive as whilst the A28 Wincheap experiences capacity problems at peak hours; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be minor negative effects on the countryside; and biodiversity (adjacent to LWS). |
| SHLAA/ 118 | Herne Bay Junior School, Kings Road, Herne Bay | | | | Site withdrawn | |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 119 | Kingsmead Primary School, Duck Lane, Canterbury | | | | Excluded | The site is located in the wider urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing, It is judged that the effects on transport would be significantly positive as Duck Lane and Northgate have adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be negative effects on biodiversity (adjacent to LWS); flood risk zones 2&3; and the historic environment (conservation area & scheduled monument). |
| SHLAA/ 120 | Chestfield Road, Whitstable | | | | Excluded (could come forward as windfall, but difficult to create satisfactory standard of developme nt) | The site is located in the wider urban area of south-east Whitstable. Development of the site is thought would have minor positive effects on sustainable living as well as on housing, the economy and coastal the community. It is judged that the effects on transport would be minor positive as the B2205 has capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be a negative effect on the countryside; the use of greenfield land; and the historic environment (adjacent conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 121 | Spring Lane, Canterbury | | | | Excluded | The site is located in the wider urban area of south-east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be minor negative as whilst the A257 has limited spare capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as poor (convenience store only) but these could be improved by the proposals. There could also be minor negative effects on the countryside (adjacent to AHLV); and the use of greenfield land. |
| SHLAA/ 122 | Littlebourne Primary School, Littlebourne | | | | Excluded (loss of school playing field). | The site is located in the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly positive as whilst Jubilee Road has no spare capacity for additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be minor negative effects on the countryside; use of land (existing playing fields); and the historic environment (adjacent to conservation area). |
| SHLAA/ 123 | Langton Lane, Canterbury | | | | Excluded | The site is located on the urban fringe of south Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as the B2068 has limited capacity for additional traffic; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none) but this could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV); and use of greenfield land. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|-------------------------------------|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 124 | Pean Hill, Whitstable | | | | Excluded | The site is located in a rural setting south of Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on the housing, the economy and the rural community. It is judged that the effects on transport would be minor negative as whilst the the A290 has capacity for modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (adjacent to SLA); biodiversity (SSSI); and the use of greenfield land. |
| SHLAA/ 125 | Golden Hill, Whitstable | | | | Excluded | The site is located on the urban fringe of south Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly negative as Golden Hill and the A2990 junction have limited capacity for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on the countryside (SLA); and the use of greenfield land. |
| SHLAA/ 126 | Sunnydene, The Street, Petham | | | | Excluded | The site is located in the village of Petham, south-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly negative as access is not suitable for additional traffic, the site is no in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the countryside (AONB); biodiversity (potential for protected species); and the historic environment (conservation area and adjacent to listed building). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|-----------------------------|--------------------|-------------------------|-----------------------------|------------------|---|
| SHLAA/ 127 | 75 Dargate Road, Dargate | | | | Excluded | The site is located in the settlement of Yorkletts, north-west of Canterbury. Development of the site is thought would have significant negative effect on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Dargate Road has capacity to accommodate modest development; the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be minor negative effects on the countryside (<1km from SLA); and biodiversity (adjacent to SSSI & SAC). |
| SHLAA/ 128 | Ridgeway Road, Herne | | | | Excluded | The site is located on the urban fringe of south-east Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst Ridgeway Road has capacity to take increased volumes of traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as only being reasonable (convenience store and primary school). There could also be minor negative effects on the countryside (SLA); and the use of greenfield land. |
| SHLAA/ 129 | Hillborough, Thanet Way | | | | Allocated | The site is located on the urban fringe of south-east Herne Bay. The scale of the proposed development (1200 units + 16 ha business park) is thought would have significant negative effects on sustainable living but positive effects on housing, the economy and coastal community. It is judged that the effects on transport would be significantly negative as Sweechbridge Road and the A299 junction have no spare capacity to accommodate major development and would require upgrading. The site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none) but could be improved by the proposals. There could also be negative effects on the countryside; biodiversity (potential for protected species); and the use of greenfield land. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|--|
| SHLAA/ 130 | Ridgeway, Chestfield | | | | Excluded | The site is located in the wider urban area of east Whitstable. Development of the site would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be minor negative as The Ridgeway is not suitable for traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors) but could be improved by the proposals. There could also be significant negative effects on the countryside (<1km from SLA); the use of greenfield land; flood risk zones 2&3; and the historic environment (conservation area). |
| SHLAA/ 131 | Richmond Drive, Herne Bay | | | | Allocated in conjunctio n with SHLAA 129 | The site is located in the wider urban area of east Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor positive as whilst Richmond Drive and Rosebery Ave have limited spare capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as only being reasonable (convenience store & doctors). There could also be negative effects on biodiversity (potential for protected species); and land use (agricultural greenfield). |
| SHLAA/ 132 | Hillborough, Herne Bay | | | | Allocated in conjunctio n with SHLAA 129 | The site located in the wider urban area of east Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor positive as whilst May Street has limited spare capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as only being reasonable (convenience store & doctors). There could also be positive effects on the use of brownfield land. |
| SHLAA/ 133 | Land at Eddington Lane, Herne Bay | | | | Site withdrawn | See SHLAA's #175 & #176 |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
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| SHLAA/ 134 | Thanet Way, Herne Bay | | | | Excluded | The site is located on the urban fringe of south-east Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst Margate Road has adequate capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only). There could also be minor negative effects on the use of greenfield land' and the historic environment (AAI). |
| SHLAA/ 135 | Golden Hill, Whitstable | | | | Excluded | The site is located on the urban fringe, south of Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as Golden Hill has no spare capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only) but this could be improved through the proposals. There could also be negative effects on the countryside; the use of greenfield land; and biodiversity (potential for protected species). |
| SHLAA/ 136 | Grasmere Road, Chestfield | | | | Excluded | The site is located in the wider urban area, east of Whitstable. Development of the site is thought would have minor positive effects on sustainable living as well as on housing, the economy and the coastal community. It is judged that the effects on transport would be minor negative as Grasmere Road has limited spare capacity to accommodate increased traffic, the site is not in walking distance of public transport and access to local service within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (<1km from SLA); and the use of land (public open space). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---------------------------|--|
| SHLAA/ 137 | Cockering Road, Thanington, Canterbury | | | | Excluded | The site is located on the urban fringe of south Canterbury. The scale of the proposals (1000 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as Cockering Road and the A28 Wincheap have limited capacity to accommodate major development and although the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none) but this could be improved by the proposals. There could also be negative effects on the countryside (AHLV & adjacent to SLA); and biodiversity (adjacent to SSSI). |
| SHLAA/ 138 | Barham Court Farm, The Street, Barham | | | | Site withdrawn | |
| SHLAA/ 139 | Land at Bourne Park Road, Brewery Lane, Bridge | | | | Excluded | The site is located in the village of Bridge, south-east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly positive as the A2050 has spare capacity to accommodate increased volumes of traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school and doctors). It could also have negative effects on the countryside (SLA); biodiversity (SNCI); flood risk zones 2&3; and the historic environment (conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 140 | Land East of Rattington Street, Chartham | | | | Excluded | The site is located in the village of Chartham, south-west Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor positive as whilst Rattington Street is not suitable for increased traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors). There could also be significant negative effects on countryside (SLA); biodiversity; and the historic environment (conservation area). |
| SHLAA/ 141 | Land rear of 81-85 Sweechgate. Broad Oak | | | | Excluded | The site is located in the village of Broad Oak, north-east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on countryside (<1km from AHLV and SLA); biodiversity and water quality (GCN present); and use of land (recreational field). |
| SHLAA/ 142 | East Kent Gospel Hall, Nunnery Road, Canterbury | | | | Excluded (could come forward as windfall) | The site is located in the wider urban area of south Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be minor positive as whilst Nunnery Road experiences capacity problems, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be negative effects on the historic environment (conservation area) but a positive use of brownfield land. Site regarded as suitable for development, subject to detailed considerations. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 143 | Land at Broad Oak Farm, Sturry Hill | | | | Excluded | The site located in village of Broad Oak, north-east Canterbury. The scale of the proposal (700 units) is thought would have significant negative effects on sustainable living but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be minor positive as whilst Broad Oak Road and the A291 & A28 junctions are not suitable for increased volumes of traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be negative effects on the countryside (adjacent to AHLV & <1km from SLA); biodiversity and water quality (GCN present); but a positive use of brownfield land. |
| SHLAA/ 144 | Land at Bossingham Road, Bossingham | | | | Excluded | The site is located in the village of Bossingham, south of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as the country lane has limited capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (primary school only). There could also be significant negative effects on the countryside (AONB & SLA); and the historic environment (conservation area). |
| SHLAA/ 145 | Belmont Road, Whitstable | | | | Excluded | The site is located in the wider urban area of Whitstable. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be significantly positive as whilst Canterbury Road experiences capacity issues at peak hours, the site is in walking distance of public transport and access to local services within 800m is assessed at being good (convenience store, primary school & doctors). It could also have negative effects on biodiversity (potential for protected species); flood risk zones 2&3; but a positive use of brownfield land. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|------------------|---|
| SHLAA/ 146 | Site opposite Hoath Court, Church Road, Hoath | | | | Excluded | The site is located in the village of Hoath, north-east Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be a minor negative Church Road is not suitable for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (primary school only). There could also be minor negative effects on the countryside (AHLV & SLA); the use of greenfield land; and the historic environment (conservation area). |
| SHLAA/ 147 | Simon Langton School for Girls, Old Dover Road, Canterbury | | | | Allocated | The site located on the urban fringe of south Canterbury. Development of the site is thought would have significant positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly negative as Old Dover Road experiences capacity problems at peak hours, and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only) but these could be improved by the proposals. There could also be minor negative effects on the countryside (<1km from AHLV); the use of greenfield land; and biodiversity (potential for protected species). |
| SHLAA/ 148 | Land North of Hersden | | | | Allocated | The site is located adjacent to the village of Hersden, east of Canterbury. The scale of the proposals (500-800 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly positive as the A28 has capacity to accommodate major development, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be negative effects on the countryside (<1km from AHLV); the use of greenfield land; and biodiversity (SSSI, SAC, SPA & Ramsar). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|----------------------|---|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 149 to 163 | Small previously developed sites | | | | Withdrawn – to be tested through developme nt manageme nt process | |
| SHLAA/ 164 | Land at the Elders, Littlebourne | | | | Excluded (could come forward as windfall) | The site is located in the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but minor positive effects on housing and the rural community. It is judged that the effects on transport would be significantly positive as the A257 has adequate capacity for additional traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be minor negative effects on the countryside; and use of greenfield land. Site regarded as suitable for development, subject to detailed considerations. |
| SHLAA/ 165 | Land at junction of The Causeway and St Radigunds Street, Canterbury | | | | Excluded | The site is located in the wider urban area of Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive as St Radigunds Street has capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being excellent (convenience store, primary school & doctors). There could also be negative effects on the countryside (PEOS); biodiversity and water quality (adjacent to LWS & River Stour); flood risk zone 2&3; and the historic environment (conservation area & adjacent to listed building). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|--|
| SHLAA/ 166 | Thornden Wood Road, Greenhill, Herne Bay | | | | Allocated in conjunctio n with SHLAA 010 | The site is located on the urban fringe of south-west Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as housing and the rural community. It is judged that the effects on transport would be minor positive as Thornben Wood Road has adequate capacity to accommodate modest development, the site is in walking distance of public transport access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be minor negative effects on the countryside (<1km from SLA & Green Gap); biodiversity; and the use of greenfield land. |
| SHLAA/ 167 | Land adjacent to Pilgrims Way Primary School, Canterbury | | | | Excluded | The site is located in the wider urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly positive as Pilgrims Way has adequate capacity to accommodate modest development; the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be minor negative effects on the countryside (AHLV & PEOS); the use of greenfield land; and biodiversity. |
| SHLAA/ 168 | Bigbury Road, Chartham Hatch, Canterbury | | | | Excluded | The site is located just outside the village of Chartham Hatch, west of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural economy. It is judged that the effects on transport would be minor negative as Bigbury Road has limited capacity to accommodate increased volume of traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the countryside (>1km to AHLV & SLA); use of greenfield land; and biodiversity (SSSI & LWS). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 169 | Land adjacent to St Vincent's Close, Littlebourne | | | | Excluded | The site is just outside the village of Littlebourne, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be significantly positive as the A257 has spare capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be negative effects on the countryside; the use of greenfield land; and biodiversity. Site not sequentially needed to meet housing requirement. |
| SHLAA/ 170 | Land at Lawson Close / Bakers Lane, Chartham | | | | Excluded | The site is located in the village of Chartham, west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing, the economy and the rural economy. It is judged that the effects on transport would be minor negative as the A28 experiences capacity problems further east and although the site is in walking distance of public transport, access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be minor negative effects on the countryside (<1km from AHLV & AONB); the use of greenfield land; and biodiversity. |
| SHLAA/ 171 | Aspinal Close, Bekesbourne | | | | Excluded | The site is located adjacent to the village of Bekesbourne, south-east of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Aspinal Close has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). Significant negative effects on the countryside (<1km from SLA & AONB); the use of greenfield land; and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|------------------------------------|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 172 | Herne Bay Road, Broad Oak | | | | Excluded | The site is located just outside the village of Broad Oak, north-east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be significantly negative as the A28 & A291 experience capacity problems at peak hours, and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on the countryside (<1km from SLA & AHLV); and biodiversity (sensitive woodland). |
| SHLAA/ 173 | Upper Harbledown, Canterbury | | | | Excluded | The site is located in the village of Upper Harbledown, north-west of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A2050 has adequate capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (adjacent to SLA and AHLV); biodiversity (LWS nearby); and the historic environment (conservation area). |
| SHLAA/ 174 | Broad Oak, Canterbury | | | | Excluded | The site is located adjacent to the village of Broad Oak, north-east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Shallock Road is not suitable for increased volumes of traffic and would require upgrading, the site is not in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only). There could also be minor negative effects on countryside (>1km to SLA and AHLV); the use of greenfield land; and biodiversity (<250m of GCN). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---------------------------------------|--------------------|-------------------------|-----------------------------|------------------|--|
| SHLAA/ 175 | Eddington Lane, Herne Bay | | | | Excluded | The site is located within the wider urban area of Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst Eddington Lane has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be minor negative effects on the economy (loss of employment site); and biodiversity (potential for protected species). |
| SHLAA/ 176 | Eddington Lane, Herne Bay | | | | Excluded | The site is located in the wider urban area of Herne Bay. Development of the site is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be minor negative as whilst Eddington Lane has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the economy (loss of employment site); biodiversity and water quality (Plenty Brook and potential for protected species); and flood risk zone 2&3. |
| SHLAA/ 177 | Sturry Hill, Sturry, Canterbury | | | | Allocated | The site is located just outside the village of Sturry, east of Canterbury. The scale of the proposals (650 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly positive as whilst the A28 Sturry Road experiences capacity problems, the proposals offer the opportunity to deliver a Sturry Bypass. The site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effects on the countryside (AHLV & SLA); biodiversity and water quality (GCN). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|---------------------------|--|
| SHLAA/ 178 | Thanet Way, Chestfield | | | | Excluded | The site is located in the wider urban area of east Whitstable. The scale of the proposals (700 units) is thought would have significant negative effects on sustainable living but positive effects on housing, the economy and the coastal community. It is judged that the effects on transport would be significantly negative as Maydowns Road is not suitable for additional traffic, the site is not in walking distance of public transport and access to local services within 800m is assessed as only being reasonable (convenience store & doctors). There could also be significant negative effects on the countryside (Green Gap); and biodiversity (potential for protected species). Development of this site would have a significant impact on the well-established Green Gap, that separates Whitstable and Herne Bay. |
| SHLAA/ 179 | Herne Street, Herne | | | | Excluded | The site located in the village of Herne, south-east Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor positive as the A291 has adequate capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be minor negative effects on the countryside; the use of greenfield land; biodiversity (potential for protected species); and the historic environment (conservation area). |
| SHLAA/ 180 | Barham Court Farm, Church Lane, Barham, Canterbury | | | | Site withdrawn | |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 181 | Land adjacent to 4 Shrubhill Road, Chestfield | | | | Excluded | The site is located on the urban fringe of south-east Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as Shrubhill Road has adequate capacity to accommodate modest development, the site is not in walking distance of public transport and access to local services within 800m is very assessed as very poor (none). There could also be significant negative effects on the countryside (SLA); biodiversity (potential for protected species); and the historic environment (conservation area). |
| SHLAA/ 182 | Wellington Street / Marlborough Road, Whitstable | | | | Excluded | The site is located on the urban fringe of south Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be minor negative as the A290 has limited spare capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as being poor (doctors only). There could also be negative effects on the countryside (<1km from SLA); and the use of greenfield land. |
| SHLAA/ 183 | Howe Barracks, St. Martin's Hill, Canterbury | | | | Excluded (but wider MoD site identified as opportunity site within draft Local Plan) | The site is located in the wider urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly negative as the A257 experiences capacity problems, the site is in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only) but could be improved by the proposals. There could also be significant negative effects on countryside (AHLV); the use of greenfield land; and the historic environment (conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|---|---|
| SHLAA/ 184 | Howe Barracks, St. Martin's Hill, Canterbury | | | | Excluded (but wider MoD site identified as opportunity site within draft Local Plan) | The site is located in the wider urban area of east Canterbury. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the economy. It is judged that the effects on transport would be significantly negative as the A257 experiences capacity problems, the site is in walking distance of public transport and access to local services within 800m is assessed as being poor (convenience store only) but could be improved by the proposals. There could also be significant negative effects on countryside (AHLV); the use of greenfield land; and the historic environment (conservation area). |
| SHLAA/ 185 | Land at Bakers Lane, Chartham | | | | Excluded | The site is located in the village of Chartham, west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing, the economy and the rural community. It is judged that the effects on transport would be minor positive as Bakers Lane has adequate capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school only). There could also be minor negative effects on the countryside (<1km from SLA & AONB); biodiversity; and the historic environment (conservation area). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|-------------------------|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 186 | Mill Lane, Bridge | | | | Excluded | The site is located in the village of Bridge, south-east of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community, It is judged that the effects on transport would be significantly positive as Mill Lane and Western Avenue have capacity to take an increased volume of traffic, the site is walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effects on the countryside (SLA & AONB); the use of greenfield land; biodiversity; and the historic environment (conservation area). Site not sequentially needed to meet housing requirement. |
| SHLAA/ 187 | Island Road, Hersden | | | | Excluded | The site is located adjacent to the village of Hersden, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the economy. It is judged that the effects on transport would be significantly positive as the A28 has adequate capacity to take additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as being good (convenience store, primary school & doctors). There could also be significant negative effects on the countryside; the use of greenfield land; and biodiversity (adjacent to SSSI, NNR, SPA and Ramsar site). Excluded in response to advice from Natural England in respect of environmental effects on international wildlife sites, under the Habitat Regulations. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 188 | 30 Churchwood Close, Rough Common, Canterbury | | | | Excluded | The site is located in the village of Rough Common, north-west of Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Rough Common Road has adequate capacity to accommodate modest development, the site is not in walking distance of public transport; and access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (AHLV & <1km from SLA); biodiversity (potential for protected species); and the historic environment (adjacent to conservation area). |
| SHLAA/ 189 | Land at Taringa, Church Lane, Whitstable | | | | Excluded | The site is located on the urban fringe of south-west Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, the economy and the coastal community. It is judged that the effect on transport would be a significantly negative as Church Lane is unsuitable for additional traffic; the site is not in walking distance of public transport and access to local services within 800m is assessed as only being reasonable (convenience store & doctors). There could also be negative effects on the countryside (<100m from SLA); biodiversity (near to SSSI, Ramsar & SPA); and the historic environment. |
| SHLAA/ 190 | Ridlands Farm, Canterbury | | | | Excluded | The site is located on the urban fringe of south Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effect on transport would be significantly negative as South Canterbury Road has limited capacity for additional traffic; and although the site is within walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be negative effects on the countryside (AHLV), land use (Public Open Space); and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|--|--|
| SHLAA/ 191 | Land at rear of Swalecliffe School, Swalecliffe | | | | Excluded (has considerable local amenity value) | The site is located in the wider urban area of east Whitstable. Development of the site is thought would have minor positive effects on sustainable living as well as on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst Swalecliff Road has capacity to accommodate modest development and the site is in walking distance of public transport; access to local services within 800m is assessed as only being reasonable (convenience store & primary school). There could also be minor negative effects on the countryside (PEOS). |
| SHLAA/ 192 | Estuary View, Whitstable | | | | Excluded | The site is located to the urban fringe of south-west Whitstable. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be minor negative as whilst the Thanet Way has capacity for modest development and the site is in walking distance of public transport; access to local services within 800m is assessed as being poor (doctors only). There could also be minor negative effect on the economy (loss of employment designation); and the countryside (<1km from SLA). |
| SHLAA/ 193 | Giles Lane, Canterbury | | | | Excluded | The site is located on the urban fringe of north Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor positive as whilst Giles Lane has experience capacity problems at peak times; the site is in walking distance of public transport and access to local services within 800m is assessed on as being reasonable (convenience store & doctors). There could also be minor negative effects on the countryside (AHLV); land use (playing fields); and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|--|---|
| SHLAA/ 194 | Maisonettes, St Andrews Close, Whitstable | | | | Site withdrawn | |
| SHLAA/ 195 | Mannock House, Military Road, Canterbury | | | | Site withdrawn | |
| SHLAA/ 196 | Craddock House, Craddock Road, Canterbury | | | | Site withdrawn | |
| SHLAA/ 197 | Whitstable Harbour | | | | To be tested through DM | Small previously developed sites in residential areas. |
| SHLAA/ 198 | Reculver Road, Herne Bay | | | | Excluded | The site is located on the urban fringe east of Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be minor positive as Reculver Road has adequate capacity for additional traffic; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (doctors & primary school). There could also be minor negative effects on the countryside (<1km from AHLV). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 199 | Land near Golf Course, Herne Bay | | | | Excluded | The site is located on the urban fringe of south-west Herne Bay. Development on the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be minor positive as whilst Bullockstone Road has limited capacity for additional capacity; the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & doctors). There could also be negative effects on countryside (<1km from SLA); biodiversity and water quality (pond). |
| SHLAA/ 200 | Westbere Quarry, Island Road, Westbere | | | | Excluded | The site is located on the urban fringe of east Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as the A28 experience capacity problems at peak hours; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being very poor (none). There could also be significant negative effects on the countryside (Green Gap); and biodiversity and water quality (potential for protected species). |
| SHLAA/ 201 | Land West of the A2 at Bridge | | | | Excluded | The site is located in a rural setting just south of Bekesbourne, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be significantly positive as whilst Patricxbourne Road has limited capacity for additional traffic, the site is in walking distance of public transport and access to local services within 800m is assessed as very good (convenience store, primary school & doctors). There could also be negative effects on the countryside (AONB & SLA); the historic environment (conservation area); biodiversity (potential for protected species); and flood risk zones 2&3. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 202 | Bramley Gardens, Herne Bay | | | | Excluded | The site is located on the urban fringe of south-east Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing, the economy and the coastal community. It is judged that the effects on transport would be significantly negative as Bogshole Lane is not suitable for additional traffic; and although the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on the countryside; use of land (Greenfield); and the historic environment (list building & adjacent to a conservation area). |
| SHLAA/ 203 | Former Wyevale Garden Centre, Upper Harbledown | | | | Excluded | The site is located on the urban fringe of west Canterbury. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the rural community. It is also judged that the effects on transport would be minor negative as whilst Roman Road has adequate capacity to accommodate modest development; the site is not in walking distance of public transport and access to local services within 800m is assessed as being very poor (none). There could also be negative effects on the economy (loss of employment site); the countryside (adjacent to SLA); the historic environment (conservation area). |
| SHLAA/ 204 | Land North of A28 at Upstreet, Upstreet | | | | Excluded | The site is located on the urban fringe of the village of Upstreet, north-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be a minor negative as whilst the A28 has adequate capacity to accommodate modest development and the site is in walking distance of public transport, access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on countryside and use of land (AHLV); and biodiversity (potential for protected species). |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|------------------|---|
| SHLAA/ 205 | Grove Ferry Hill, Upstreet | | | | Excluded | The site is located on the urban fringe of the village of Upstreet, north-west of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst the A28 has adequate capacity to accommodate modest development and the site is in walking distance of public transport; access to local services within 800m is assessed as being poor (convenience store only). There could also be significant negative effects on countryside and use of land (AHLV); and biodiversity (potential for protected species). |
| SHLAA/ 206 | Land in the South East quadrant of Canterbury | | | | Allocated | The site is located on the urban fringe of south-east Canterbury. The scale of the proposed development (3500 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as Nackington Road and Old Dover Road experience capacity problems at peak hours; only part of the site is in walking distance of public transport and access to local services is assessed as being poor with only part of the site is within 800m of a convenience store, primary school & doctors but this could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV & <1km from SLA associated with AONB). Site capable of delivering new infrastructure, new employment opportunities and new local services to create a more sustainable form of development. This area previously identified by Inspectors as being less landscape-sensitive than other areas around the edge of Canterbury. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|--|--------------------|-------------------------|-----------------------------|-----------------|---|
| SHLAA/ 207 | Land at Hoath Road, Sturry | | | | Excluded | The site is located just outside the village of Sturry, east of Canterbury. Development of the site is thought would have significant negative effects on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor negative as whilst Hoath Road has adequate capacity and the site is in walking distance of public transport; access to local services within 800m is assessed as very poor (none). There could also be minor negative effects on the use of land (Greenfield); and biodiversity (potential for protected species). |
| SHLAA/ 208 | Herne Bay Golf Club | | | | Included | The site is located on the urban fringe of south Herne Bay. Development of the site is thought would have minor negative effects on sustainable living but positive effects on housing and the coastal community. It is judged that the effects on transport would be significantly negative as Bullockstone Road has limited capacity for additional capacity, only parts of the site are in walking distance of public transport and access to local service within 800m is assessed as poor (doctors only) but this could be improved by the proposals. There could also be significant negative effects on the countryside; use of land; and flood risk zones 2&3. Site included linked to site 11. |
| SHLAA/ 209 | St Stephen's Road West, Canterbury | | | | Excluded | The site is located in the wider urban area of Canterbury, north of the city centre. Development of the site is thought would have minor positive effects on sustainable living as well as on housing. It is judged that the effects on transport would be significantly positive with opportunities for sustainable travel; the site is in walking distance of public transport and access to local services within 800m is assessed as being very good (convenience store, primary school & doctors). There could also be significant negative effects on biodiversity (adjacent to known bat roost); water quality and flood risk zones 2&3. |

| Site Ref | Address | Stage 1: Policy | Stage 2: Suitability | Sustainability Appraisal | Decision | Reasons |
|---------------|---|--------------------|-------------------------|-----------------------------|-----------------|--|
| SHLAA/ 210 | Land at and adjacent to Cockerling Farm | | | | Excluded | The site is located on the urban fringe of south-west Canterbury. The scale of the proposals (2000 units) is thought would have significant negative effects on sustainable living but positive effects on housing and the economy. It is judged that the effects on transport would be significantly negative as the A28 experiences capacity problems to the east, only part of the site is in walking distance of public transport and access to local services is assessed as being poor with only part of the site is within 800m of a convenience store, primary school & doctors but this could be improved by the proposals. There could also be significant negative effects on the countryside (AHLV and SLA); and use of land; and biodiversity (adjacent to SSSI). Two major issues - the impact on the setting of the City of Canterbury (as a result of the topography of the site), and the difficulty of delivering sustainable transport measures serving the site. |
| SHLAA/ 211 | Church Lane, Barham, Canterbury | | | | Excluded | The site located in the village of Barham, south-east of Canterbury. Development of the site is thought would have significant negative effect on sustainable living (>5km from town centre) but positive effects on housing and the rural community. It is judged that the effects on transport would be minor positive as Valley Road has adequate capacity to accommodate modest development, the site is in walking distance of public transport and access to local services within 800m is assessed as being reasonable (convenience store & primary school). There could also be significant negative effects on the countryside (AONB); the use of land; biodiversity (potential for protected species); the historic environment (listed building and conservation area); and flood risk zones 2&3. |

Appendix A: SHLAA Site Assessment Worksheet (blank)

Appendix B: SHLAA Completed Site Assessment Worksheets