

Faversham Creek Neighbourhood Plan: land uses for sites and streetscape requirements

VISION AND OBJECTIVES

The Creek at the heart of Faversham.

Faversham Creek is leading the regeneration of the town; a place where we can celebrate its rich history and attractive appearance; a place where we enjoy spending time, both on and off the water; a place where boats, residents and visitors want to be. A place where developments integrate the needs of people and nature. And where its distinctive character and identity is rooted in its traditional industries and enriched by new businesses.

- 1 Enhance navigation and the sluicing/flushing functions of the creek so as to provide full access and mooring opportunities for larger craft, including within the Basin via an opening bridge.
- 2 Manage the threat of flood by safeguarding functional floodplain and ensuring that such measures necessary to protect life are undertaken.
- 3 Create, safeguard and expand hubs at Standard Quay and the Town Quay/ Basin to reinforce the area's importance for maritime activity and to provide training and tourism opportunities.
- 4 Reinforce the creek's public destination potential by including, within development, opportunities for the arts and culture, youth facilities, tourism, leisure, retail, café, moorings, slipways, and a public toilet and changing facilities for water users.
- 5 Encourage greater use of the creek, especially by communities at Davington/North Preston, by creating multi-function greenspace on the Front Brents and in the Stonebridge allotments for wildlife, water management, cultural, recreational and tourism activities.
- 6 Find uses that will provide sustainable futures for important local buildings at the Purifier, Belvedere Road and Standard Quay.
- 7 Avoid significant harm to areas designated for their ecological importance, whilst ensuring that a network of habitats is provided.
- 8 Improve capacity and safety for drivers and cyclists at pinch points to and from the area and pedestrian and cycle links between Davington and North Preston to the town centre via the creek.
- 9 Create a greater diversity and vibrancy of land use by providing business led focal points at the Basin/Town Quay, Belvedere Road and Standard Quay.

10 Enable development potential to be realised by addressing capacity issues on the local sewerage and surface water network.

11 Provide a range of housing types and tenures as part of mixed use environments, to support delivery of area wide objectives and to redevelop sites no longer suitable for other uses.

12. To protect and enhance the creek's rich and outstanding maritime, industrial and landscape heritage for educational and economic purposes

13 Create living and working environments that respond to the creek's rich and outstanding industrial and maritime heritage, the demands for high performing standards of sustainable development, whilst supporting existing business and their aspirations.

14 Maintain and enhance the surrounding townscape setting of the creek - its roofscape and higher ground, allotments, waterways, landmark buildings and urban marshland edges.

15 Open up pedestrian/cycle /visual connections to adjacent marshland landscapes by creating a creek edge route.

16 Improve community safety around the Basin by creating activity and natural surveillance.

The national criteria for NPs are:

- they must have appropriate regard to national policy (NPPF which looks at viability and deliverability)
- they must contribute to the achievement of sustainable development
- they must be in general conformity with the strategic policies in the development plan for the local area
- they must be compatible with human rights requirements
- they must be compatible with EU obligations

It was agreed as a general principle that walkways around the creek should be a minimum of four metres wide.

Introduction

This report sets out the existing uses on the sites around the creek as identified on the sites map. In some cases, the report identifies where the boundaries of the sites need to be modified. Suggested uses for the sites are discussed, in some cases based on there being general agreement in the feedback and others following meetings with the landowners to discuss the feedback with them. At Standard House, the recommendation is based on the landowner's discussion with Swale Council and at the oil depot based on a meeting held with the most recent owner in

spring 2012. The report sets out whether the recommendation is in line with the feedback or not, and if not why the landowner's preferred use is suggested. The Creek Streetscape Strategy (adopted June 2012 by Faversham Town Council, Swale Borough Council and the Swale Joint Transportation Board) has been used to indicate what streetscape improvements are desirable at each site, in the near vicinity of sites and at other sites around the creek. The report suggests possible sources of funding for such improvements to the streetscape. The report also identifies where Streetscape recommendations help to achieve the Objectives agreed in earlier consultation and what items from the Streetscape Strategy developments should include to assist in meeting the Objectives.

It is generally accepted from the site feedback and questionnaire responses that there is a desire to achieve a continuous footpath around the creek, joining up footpaths and quaysides along the frontage of existing sites. It is also generally accepted that there should be an opening bridge, working sluices and access for large vessels into the creek basin. Negotiations with Peel Ports and KCC are on-going and the question of funding for repairs to the sluice gates and a new bridge forms part of these negotiations. The enhancement of sluicing and provision of an opening bridge are in accordance with Objective 1.

Shepherd Neame bottling hall (not one of the identified sites, but affects the basin) This should not be included in a draft plan before consultation with Shepherd Neame

The site is used as a bottling hall for Shepherd Neame (class B2).

A footpath or walkway would be desirable alongside this site as a long term aim. This depends on the building being redeveloped and could only be achieved if the existing changes of level can be resolved by installation of a new bridge and is at present impracticable.

This is in accordance with the site feedback report.

Its provision would be in accordance with Objective 8 to improve links between Davington via the creek to the town.

No recommendation as to how this should be funded.

Site 1 –the Purifier

The present use by Faversham Creek Trust is as workshops with training in maritime skills and it is their intention to use more of the building for workshops. The building is tightly contained within the Morrison's site and it may be desirable in the future to negotiate a slightly larger area of land. It also owns no adjacent water but has the potential for mooring on Morrison's wharf. This use should be the subject of a planning permission so that its hours and the nature of the use can be regulated.

This use falls within class B1 but with the potential for some B2 because of noise generated and includes an element of class D1 (depending on the extent of training.) It is understood that two marine-related craftsmen are intending to use the building as a workplace.

Preferred use-as has already commenced, B1/B2/D1, but will require a planning permission. This is in accordance with Objective 3 which seeks to reinforce the area's importance for maritime activity and to provide training opportunities and also with Objective 6, to find a sustainable use for the Purifier.

The continued use of this building by the Creek Trust is strongly supported by the site feedback.

Close to this site is the section of footpath from the access road to Morrison's to the quayside public walkway, part of the creekside footpath. This should be better defined with a ramp at each end and screened over as shown on page 64 of the Creek Streetscape Strategy from the pooled funding or possibly with a contribution by negotiation with Shepherd Neame. This is in accordance with Objective 8 which seeks to improve links from Davington to the town centre via the creek.

Site 2-Ordnance Wharf

The site is currently vacant, probably with a nil use. It has been used for storage of oil and may be contaminated.

The site is located at the head of the creek and has access from Flood Lane. Any vehicular access should remain from the Brent Road end of Flood Lane. It is separated from Purifier Wharf by an arm of the creek which is in the same ownership as Ordnance Wharf. There is a second arm of the creek between the site and Brent Road. The recommended use of the site is for a workshop at ground floor level which is for a separate user from those in the upper parts and the remainder for parking. Above this, housing in the form of separate housing units with the windows to the principal rooms facing towards Brent Road and no gardens. The building should comprise an angled terrace in traditional materials such as brick and weatherboard with pitched roofs and should be three storeys with accommodation in the roof lit by roof lights. This would be in accordance with Objective 11 which is to provide housing as part of a mixed use environment and would redevelop a disused site.

An alternative use as a community boatyard could be considered subject to a business plan to demonstrate viability and deliverability¹.

¹ The definition of viability and deliverability in the National Planning Policy Framework (paragraph 173) is as follows: Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. 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,

The use as a workshop with housing above is not in accordance with the site feedback or questionnaire responses. The suggested uses for a workshop and community boatyard could depend on alternative ownership of the site which may not take place. It is likely that such a use would need to rely on voluntary funding rather than operate commercially. To form a workshop only even if it were on a greater part of the site than envisaged in the feedback with no residential use on the upper floors is unlikely to be a viable or efficient use of the land and would not be deliverable.

There should be walkways on both sides and the walkway to the end of the wharf should be wider on the Purifier side to reduce any impact of noise generated in the Purifier on the occupiers of the buildings on Ordnance Wharf and to create more extensive public access to this area. Any new moorings should have heavy duty mooring rings suitable for all sizes of craft and should be publicly managed so that they are not limited to vessels of the occupiers of the buildings on the site. Moorings could also be provided along the Morrison's frontage. This would accord with Objective 3, to improve the area's capacity for maritime activity.

Close to this site is Flood Lane where the Creek Streetscape Strategy suggests a compacted aggregate surface to the section of Flood Lane between West Street and the end of the Purifier, re-alignment of the timber posts to limit the parking area and provision of a sign to the creek at West Street. This could be achieved by using the existing town streetscape funding as it does not relate to an identified site and is slightly away from the creek itself. At the other end of Flood Lane, a combination of some pooled funding and funding from Ordnance Wharf development should contribute to provision of a compacted aggregate surface to the lane and design as a shared space for vehicles and pedestrians as far as the entrance into Ordnance Wharf including a speed restriction surface at the entrance onto Brent Road. The bridges over the two creek channels are also in need of inspection and repair. (page 62-3 of Streetscape describes). These Streetscape alterations would comply with Objective 8, to improve links from Davington via the creek to the town. The biodiversity of the open land at Flood Lane could also be improved which would assist in providing a better range of habitats in accordance with Objective 7.

Site 3 BMM Weston

[This proposal needs further discussion with the landowner]

Car park area: Currently a car park enclosed by a wire mesh fence and tarmac surfaced with a partially surfaced footpath along the creek. (car park ancillary to Class B2)

standards, infrastructure contributions or 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.

In the longer term, this car park should be landscaped to provide parking with a more attractive surface and some planting to create a better environment around this part of the creek basin. The existing footpath could also be resurfaced and slightly widened to make it more suitable for a wider variety of users including people with disabilities and families with pushchairs. It would be desirable if funding could be found from pooled funds or from development on parts of the BMM Weston site to create a quayside by piling and backfilling to create moorings onto a quay rather than a pontoon which would then suit all sizes of craft and to improve the width and surface of the footpath/quayside. This is in accordance with the site feedback.

Close to the site is the entrance from the creekside footpath around the basin and this should be better defined. (see page 62-3 of Streetscape). The Streetscape works would be in accordance with Objective 8 to improve access from Davington to the town via the creek. The additional moorings would be in accordance with Objective 3 which is to raise the maritime importance of the basin.

BMM factory: tall single storey factory buildings of mixed age used as engineering/manufacturing works, Class B2

There is an existing planning permission for the rebuilding of the northern part of this as offices for BMM (dates from 1980s scheme with the housing on the office site but never constructed) Any new mix of uses to be achieved on this site should be in accordance with Objective 12, which is to create a living and working environment that responds to the creek's outstanding industrial and maritime heritage, the demands for high performing standards of sustainable development, whilst supporting existing business and their aspirations.

Close to this site is the open green at the north end of the creekside footpath around the basin where it emerges onto Bridge Road. A new footpath with timber edging and compacted gravel should be provided across this grass area as identified in Streetscape page 62. This could be achieved by using pooled funding. This would be in accordance with Objective 8 to create better links from Davington to the town via the creek and Objective 15, to improve community safety by creating natural surveillance around the basin.

BMM Weston Offices: White rendered two storey building with flat roof in landscaped grounds with trees and parking area. Class B1

There is a planning permission to replace this building with a block of housing. This has been implemented but never constructed. Any new scheme would need to be carefully designed with regard to scale and massing and also with regard to the materials and overall appearance as this site is visible from many areas around the creek, North Lane and West Street. It is likely that any new housing on this site would be expected to comply with the requirement in the Draft Local Plan to provide affordable housing. New development on this site should be in accordance with Objective 11, which is to provide a range of housing types and tenures that support

delivery of area-wide objectives. It should also be in accordance with Objective 13, to maintain and enhance the surrounding townscape, setting of the creek, its roofscape and higher ground. This is in accordance with the site feedback and questionnaire responses.

Site 4 Frank and Whittome

Currently Creek Creative in Abbey Street end (Class B1/A1/A3) and the rest on Belvedere Road frontage mostly B1 or ancillary storage for B1.

The site should be re-defined on the sites map to include the whole site up to the rear of 5 Abbey Street and including the building adjacent to Smack Alley.

The buildings are described in detail in the Undesignated Heritage paper, but there is a single storey building at the front which is not of architectural merit and a modern part at the end nearest Smack Alley where a building of similar scale could be appropriate. All is 2 storey at least in height, some arranged as 1 tall storey and there are taller sections in the parts rising up Quay Lane. Any replacement of the new part of the building close to Smack Alley should be of similar scale (two storeys, no roofspace), using yellow stock bricks, windows which are more warehouse style than domestic and a slate roof. Extension of the older part as indicated in the earlier scheme from Lee Evans of brick and black weatherboarding to create a new entrance block and toilets for Creek Creative and extension of their studio spaces would be acceptable.

It would be preferable for Creek Creative to be retained (B1 with ancillary A1 and A3 uses) with the extension to the rear as described above and in the existing parts. Other parts of the building should be used as units suitable for class B1 offices or workshops or for residential (C3), but ideally a limit should be set on the proportion so that it does not all become residential. If Creek Creative ceases to use their areas of the complex, then those parts could be used for B1 (workshops or offices) or C3 (residential) but again ideally not all C3. Use of parts of the building for Creek Creative and a mix of workshop and residential uses is supported by the site feedback responses. The use of this complex should be in accordance with Objective 6, to provide a sustainable future for the building and with Objective 9 to create a greater diversity and vibrancy of land use.

Along the roadway outside the Creek Creative part of the building in Belvedere Road is an area of blue scoria paving which is described in Streetscape as needing to be retained and in Undesignated Heritage paper as an asset.

Site 5 Swan Quay

Currently open shed which is empty with attached building which was formerly an office (B1) Class B1 offices in blue building, vacant workshop behind (B1) and sail-making workshop.(B1/ancillary A1)

The blue building is listed grade II. The building to the rear is modern, but as an attached building would require listed building consent to remove. The sail-maker building is modern as is the office attached to the open shed (both built for Frank and Whittome in around 1990). The shed is not considered to be of significant architectural merit.

A scheme comprising three main blocks of development running at right angles to the quay is preferred as it reflects the character of existing warehouse buildings around the creek. The shortest one would be to the rear of the blue building. This would enable the blue building to be visible from across the creek as at present. Uses could include a gallery (D2), craft workshops (B1) including the sail-maker, starter business units (B1) specialist shops (A1) parking for the residential uses and possibly a cafe at ground floor level. The upper floors would need to be used as residential to ensure the viability of the scheme as a whole. Other parts of the site could be in residential use as houses. The housing to be provided should be in accordance with Objective 11, being part of a mixed use environment and should support the delivery of area wide objectives. The site as a whole should be developed in accordance with Objective 12, to create a living and working environment that responds to the creek's rich industrial and maritime heritage and the demands for high performing standards of sustainable development. The mix of ground floor uses would be in accordance with Objective 4 by providing additional arts, retail and leisure opportunities to make the creek more of a destination.

A set of single storey buildings on the site including workshops, galleries, shops and a cafe with no residential upper floors as indicated in the site feedback and in the comments on the questionnaires would not be considered by an Inspector as a viable or efficient use of the land and would be unlikely to be deliverable as a land use mix.

The three main ranges of buildings should be designed to reflect the existing creekside character, using stock brickwork, slate roofs, possibly timber lucarns and windows with a warehouse character. Modern elements should be carefully designed to add visual interest. The buildings should comprise two storeys above ground floor level.

A creekside walkway should be provided along the frontage of the site in front of the all the buildings accessed via pedestrian walkways through the site and from the sites to either side and should be on the site in front of the buildings rather than on moored pontoons. At the town quay end, this should link around the back of the existing slipway onto town quay breaking through the existing fence. Moorings should be provided to the frontage of the site suitable for all sizes of craft, using heavy duty mooring rings in the quay surface². This would be in accordance with Objective 3, to reinforce the area's importance for maritime activity.

² Need to find the right specification for mooring rings

Close to this site is the junction of Quay Lane and Conduit Street. The scheme to remodel this corner is shown on page 60 of Streetscape and involves formation of a sitting out area for the Swan and Harlequin and formation of a square with better quality paving and measures to encourage slower traffic including a shared surface. The scheme could also include replacement of the existing poor quality enclosure to the Shepherd Neame site. This could be achieved from pooled funding, possibly and with contributions from adjacent developments and negotiation with Shepherd Neame. This would be in accordance with Objective 8, to improve the safety of drivers and pedestrians.

Site 6-oil depot

Currently vacant cleared site was sui generis use as an oil depot. It has housing to the south at Provender Walk and to the east at Standard Square and is separated from the existing public footpath by land in a different ownership which is used for car parking associated with Standard Quay.

The land is in the process of being sold and there has been no opportunity to meet the existing owner. The current owner prepared a scheme in 2006 which was not submitted as a planning application. This recommended 18 houses with parking at ground floor level and two storeys of residential accommodation above in a small courtyard and set back from the frontage. These were designed in traditional materials comprising brick and weatherboard with pitched roofs. Given the present residential setting of the site, it is considered that this use would be appropriate and would comply with Objective 11 to provide a mix of housing types as part of mixed use environments to support the delivery of area wide objectives.

In line with the general statement in the Streetscape Strategy to have a continuous creekside walkway, a walkway along creek frontage should be provided to link up with a new walkway to be provided on the adjacent coach depot site. There will need to be negotiations e.g. with the owners of Provender Walk concerning their creekside walkway. Moorings are also required including moorings in the existing inlet, with heavy duty mooring rings to suit all sizes of craft. Capital dredging is required here and would need to be discussed with the Environment Agency as there has been no recent use to stop the site from silting up heavily. This would be in accordance with Objective 3, to improve the area's importance for maritime activity.

The provision of a walkway and moorings as described is in accordance with the site feedback. However, views on the land uses of the site were more mixed with some support for housing and other respondents preferring workshops or open space on the site. It is considered that neither open space nor workshops without any housing would constitute a viable or efficient use of the land. For these reasons, such uses are unlikely to be deliverable.

Site 7 Coach depot

Currently car wash (SG)(unauthorised since Swale BC won the recent appeal) and a single storey workshop building comprising car repairs (B2) with architectural salvage storage (class B8) together with a single storey building used as an office. The car wash does not benefit from planning permission and is not a suitable permanent use for part of the site.

It is recommended that the site should be redeveloped to create buildings of better design than the existing buildings and a permanent use of the site. Any new development should be designed as two separate buildings with a gap between them in line with Abbey Road to allow views of the creek when approaching from Abbey Street. The provision of a gap to allow such views was supported in the site feedback. The building nearer to Standard Quay should have commercial uses to the Standard Quay elevation and Abbey Road elevation which could include a chandlery or other retail shops (A1) and other uses could include craft workshops (B1), showers and toilets for boat users and an office to replace the existing office. All of these uses were suggested in the site feedback. The building closer to the oil depot should include car parking at ground floor level with other small commercial uses if possible. The upper floors of the first building should be residential in the form of flats, with the building comprising two and part three storeys above ground level. The second building should comprise flats or holiday lets on two upper floors. There is a shortage of holiday accommodation of this type in the town. The buildings should be constructed in traditional materials including brick and weatherboard with a varied roofline including characteristic waterside elements and could include a higher element on the waterside end of the Standard Quay elevation to create a full stop at the corner of the group of buildings. The development would create housing as part of a mixed use environment which could support delivery of area-wide objectives in accordance with Objective 11 and would create a living and working environment that would respond to the creek's rich and outstanding industrial and maritime heritage in accordance with Objective 12. The mix of ground floor uses including the showers and toilets and retail activity would be in accordance with Objective 4 and improve the creek's role as a destination.

A walkway should be provided across the creek frontage of this site a minimum of 3 metres wide and wider where parts of buildings have suitable recesses or between buildings. This should connect with the walkway along the oil depot and with Standard Quay. The new walkway should be designed to retain the existing exposed crane tracks at the south end of Standard Quay which are identified in the Streetscape and in Undesignated Heritage as part of an asset. Moorings should have heavy duty mooring rings to suit all sizes of craft. Provision of additional moorings would be in accordance with Objective 3.

The walkway and moorings together with the ground floor uses in one of the buildings and the provision of gaps between any new buildings were supported in the

site feedback. There was limited support for any residential use on the coach depot in the site feedback and heavier opposition to any new residential development on creekside sites such as this in the questionnaire responses. It is considered that the provision of the range of commercial uses suggested without any upper storeys providing residential accommodation would not constitute an efficient use of the land. It would also not be a viable set of uses and for both of these reasons such uses are unlikely to be deliverable. Only with the added residential accommodation would there be finance available to deliver any other required elements such as walkways and additional moorings as were strongly supported in the site feedback.

Site 8-Standard Quay

The boundaries of this site should be amended on the sites plan to include the land in front of Standard House extending to Oyster Bay House which is in the same ownership.

Currently a mix of craft workshops and storage in the black sheds. There are 5 workshops in building 2 (one let as a beauty shop in Class A1) and others used as storage for the barge Greta (B8) and one to a welder (B1). A second welder has moved from this building to a container on the quay. There is an upholstery workshop (Class B1) in building 4. Building 1 contains Cambria museum (D1 but unauthorised) and currently retail sales of furniture (A1) in the area of a proposed restaurant (A3) and there is a proposal for the upper floors as a gallery/function room (D1/D2) currently at appeal as part of the restaurant scheme. The hearing will be on 18 and 19 December. This building is also intended to provide public toilets. White building (Baltic House) contains unauthorised champagne bar (A4) and this is the subject of a current retrospective planning application to regularise the use with staff accommodation above. The unauthorised signage and external alterations are under discussion with the conservation officer and what has been agreed would be included in the planning and listed building proposal. Minor alterations to the layout of the buildings were approved two years ago to subdivide them into the present units. Any new uses in the buildings should preserve their external appearance. This section is expected to be amended following the outcome of the two planning schemes being determined.

Also Old Granary mostly retail on both floors plus garden centre (A1 with ancillary A3 cafe) and open space used as part of the garden centre. It is intended to retain this building in the same uses which all benefit from planning permission.

There is an antique warehouse (A1) in one of green sheds which it is intended to retain. This is acceptable as it avoids any additional residential development in close proximity to the exposed side of the Old Granary. The site is also used for regular weekend antique markets. There is specialist vehicle repair in part of the other (B1/B2) This building is intended to be reduced in length retaining workshop uses to the west end facing onto Standard Quay. At the rear, five units of two storey housing

are suggested facing onto New Creek Road. Car parking ancillary to the retail and workshop uses is located at present in area known as Hucksteps Wharf, plus three lived-in houseboats on moorings identified in the landowner's site plan as moorings where repairs can take place to vessels. This was the former Goldfinch Yard and there are barge blocks on the mud. There is a variety of boats on the existing moorings including two Thames barges and it would be desirable to ensure that larger craft such as barges remain a part of the mix of vessels to be moored here but this cannot be controlled under planning legislation.

The provision of a walkway and moorings is supported by the site feedback. The mix of uses in two of the black sheds comprises mainly B1 uses. This is the same use class as maritime workshops such as shipwrights and other boat repair crafts that the site feedback favours and several of the existing users work on boats that are moored at the wharf or elsewhere such as the two welders. It would not be possible under planning legislation to ensure that the buildings are only used for maritime crafts. Two of the buildings have current planning proposals, one an application and one an appeal due to be heard in December. The provision of housing only on the rear of the site at the rear of the longer green shed is also supported by the site feedback.

The mix of uses that presently exists at Standard Quay already attracts visitors including tourists to the site and is one of the most used sites along the creek especially at weekends. The uses included in buildings 1 and 3 if approved are of a type which would attract further visitors to the site and encourage them to stay longer. Provision of a continuous creekside walkway through the site and provision of moorings suitable for barges and other large craft would create more of an attraction for tourists. This would be in accordance with Objective 4 which is to reinforce the creek's public destination potential by including tourism facilities, leisure, toilets, retail and moorings. The uses of the buildings would create viable uses in accordance with Objective 6. It is recognised that the buildings, styling, setting and use of this area are important to the history and heritage of the town. The emphasis should be on the importance of maritime uses on one of the last remaining quays in Faversham.

The Creek Streetscape Strategy proposal (page 67) is for brick pavers between the buildings and shared surface in aggregate on macadam inside the line of the sheds. This could be achieved from pooled funding or from developer contribution from any additional development at the rear of the site. Moorings should be fitted with mooring rings to allow all sizes of vessels to moor. The additional moorings would be in accordance with Objective 3 which is to reinforce the area's importance for maritime activity.

A wider and better surfaced footpath from the boundary with the Standard House to the boundary of the Oyster Bay House land should be created and a path along the quay at Hucksteps Wharf around the edge of the car park would be desirable. This

would be in accordance with Objective 14 to improve pedestrian links to marshland landscapes.

Site 9 Standard House

This site is at present separated off from the creek by a car park ancillary to the B1/A1 uses at Standard Quay and a footpath but this part is in the same ownership as site 8. It would be desirable to move the fence of either the curtilage of Standard House or the car park to allow widening and resurfacing with an all weather surface of the footpath (Saxon Shore Way)

Currently vacant but has been residential (C3) and former offices for fencing company(B1) and has a separate single storey vacant workshop backing onto New Creek Road and vacant overgrown land between the end of the house and the boundary with 9-12 New Creek Road.

The house which is listed grade II should be refurbished with new front steps and new slate roofing and all necessary internal works for use as a house (C3)

Streetscape (P 67) suggests York stone paving outside Standard House to create a paved apron. Ideally, this should not be fenced as it would harm the open character of the area.

Access to the remainder of the site and for any parking for the house itself should be from New Creek Road. The remainder of the site could be used for housing (Class C3), but kept away from the north side of the building itself especially at the front of the site as the building is very prominent and visible from long distances and this is part of its character. There was a former black weatherboarded building on the frontage to the north of the house. New development should provide housing as part of a mixed use environment and support the delivery of area-wide objectives in accordance with Objective 11. Its scale and design should maintain and enhance the townscape setting of the creek and landmark buildings in accordance with Objective 13.

There was no consensus on land use for the land to the north of Standard House, but there was significant support in the site feedback and some in the questionnaire responses for development for housing of the land to the rear fronting onto New Creek Road

Site 10 Fentiman's Yard

Currently storage yard associated with former business B1/B8

Preferred use –residential C3

Height- 2 storeys, kept lower than the Old Granary and with parking on the site, probably only two or three houses to ensure that not increase the density of this fairly informal area of the town. New housing should maintain and enhance the

surrounding townscape setting of the creek and the setting of landmark buildings in accordance with Objective 13.

Materials: like houses in New Creek Road or Abbey Road, that is brick and weatherboard, timber windows, with tiled or slate roofs

This is in line with the site feedback and questionnaire responses.

Site 11 Brents Industrial Estate

Present B1/B2, quite a lot of B2 but some vacant and is located behind Waterside Close, a later residential development on the site of the front of the former shipyard. Some of the buildings are previous shipyard buildings dating from around 1920.

Access is via the Upper Brents, which is residential on one side and open space where it would be desirable to improve the amenity and biodiversity as part of the Plan.

Preferred use-industrial estate B1/B2. The improvement of the appearance of the site should be encouraged, including replacement of any damaged units and road surfaces.

This is in line with the site feedback and questionnaire responses.

Between Waterside and the creek is a footpath created pursuant to a legal agreement when the development was built. Streetscape (page 66) sets out a scheme for a ramp to connect this with the sea wall to create a footpath link from the urban creek onto Ham Marshes. Funding for this is already available and the scheme is under discussion with Swale Council. Provision of this footpath would be in accordance with Objective 8, to improve links between North Preston and the town via the creek. It would also be in accordance with Objective 14 which is to improve pedestrian connections to adjacent marshland.

The footpath from the marsh at present runs around the rear of the industrial estate round to Upper Brents and then round the outside wall of the former shipyard extension at Faversham Reach to get to Crab Island. Streetscape (page 66) (and an on-going appeal process) seeks to re-locate the footpath so that it enters the Faversham Reach estate from the town end through a gap in the wall from Crab Island, runs through the gap between the short terrace and middle group, along the creek frontage outside the fenced gardens of the middle group of houses and back out past the second short terrace and either through a second gap in the wall or via the gate out of Faversham Reach. The former would give a better connection with the Waterside section. Funding would be put in place depending on the outcome of the Inquiry expected later in the year. Provision of this footpath would be in accordance with Objective 8 to improve pedestrian links from North Preston to the town via the creek and also Objective 14.

Site 12 Iron Wharf

The boundary of the site includes land in three ownerships and its description needs to be changed on the sites location plan

The boatyard (sui generis) extends from the creek frontage to the old sewage works at the bottom of Abbey Fields and includes Chambers Dock where there are houseboats and containers to both sides of the head of the dock and further houseboats for most of its length as far as the white bridge (a lifting bridge) The roadways through the site are mostly former railway lines from the creek branch line and sidings and there are a number of former railway wagons and containers on the site. The railway lines are identified as an undesignated Heritage Asset. The use includes a chandlery in a block of containers. The boatyard has a secondary access to New Creek Road.

Preferred use: boatyard, with all existing elements including boat repairing, chandlery, mooring, storage and habitation on the houseboats as at present.

The area drawn as site 12 also includes Oyster Bay House (C3 and ancillary C3 garden area) plus footpath between. It would be desirable to widen and provide an all-weather surface to the footpath which is the Saxon Shore Way.

Alan Staley boatbuilding shed and associated yard to the rear yard and slipway B2 and ancillary to B2. There is a footpath between the boatbuilding shed and the slipway with a narrow pinch point at the entrance to Iron Wharf boatyard.

Preferred use: both sites as existing, but if possible with widening and surfacing of the public footpath. The improvement of the footpath through the Oyster Bay House site would be in accordance with Objective 14, to provide better pedestrian connections to the marshland landscapes.

This is in line with the site feedback and questionnaire responses.

Other Streetscape improvements

There are a number of other Streetscape improvements that it would be desirable to achieve via pooled funding:

Replacement of the bridge onto Crab Island with a more attractive arched bridge rather than the existing pipe taking the water from the former channel into the main creek (page 65). Work on Crab Island could also include planting with suitable native species to improve biodiversity. Improvement of biodiversity at Crab Island would be in accordance with Objective 7, to ensure that a network of habitats is provided. Better planting at the Upper Brents open space could make this area more suitable for use by residents of North Preston in accordance with Objective 5. If necessary, these sites together with the other greens on the Front Brents could be designated as Local Green Spaces.

Improvement of the fencing around the feeding area at Stonebridge Pond and formation of a new pedestrian crossing and gate at the allotment end of the feeding area onto Davington Hill (Page 63). Biodiversity could also be improved on this part of the pond site although it already contains a number of trees. The allotments already provide a wide range of habitats for wildlife and flora and water management could be improved in accordance with Objective 5.

Formation of a paved walkway from Town Quay along the frontage of the existing Shepherd Neame car park and access from it onto Bridge Road and improvement to the paving in Bridge Road and Conduit Street. Improvement of the paved environment around the TS Hazard including refurbishment as necessary of the cobbled paving which is identified as an Undesignated Heritage Asset and other surfacing (page 58)

In North Lane, near to the junction with Partridge Lane, traffic calming measures including a new pedestrian crossing are recommended. In addition, paving improvements are recommended in Partridge Lane improving the environment between the town and the creek. (page 69 of Streetscape) This could be funded from the town streetscape funding. This would be in accordance with Objective 8 to improve the safety of drivers and of pedestrians using routes from North Preston to the town

New signage to various access points from the town to the creek and from the town to the creek and where the creek path is unclear as a concerted project. This could be from extended townscape funding.