

8 SITE-SPECIFIC POLICIES

8.1 The policies are based in part on a land use report considered and revised by Faversham Town Council in October 2013, with alternative uses proposed on some sites reflecting the responses from the public consultations in May 2012 and June 2013.

8.1 The policies for the sites around the creek are based on the Land Use Report by Sites and comments upon it as agreed by Faversham Town Council on 28th October 2013, alternatives for sites that have been agreed to be included by the Town Council and potential uses arising from the business case for boat-building of traditional craft. If relevant, recent background history of sites is explained. Where there are proposals for streetscape alterations within or related to sites described in the Faversham Creek Streetscape Strategy, these are included.

8.2 For some sites, there are intentions that may not be achievable by planning policy but by discussion with the owners. Where alternatives are included, some advantages and disadvantages of each are presented for comparison. Issues relating to sustainability and viability will be assessed after this consultation stage.

8.3 The whole-area policies in Chapter 7 apply to all sites in addition to the site-specific policies, unless otherwise specified.

8.4 Streetscape policies throughout the area are set out in the Faversham Creek Streetscape Strategy (see Part 2) and could be achieved by a combination of S.106 or CIL funding from development together with money from the Conservation Liaison Group and possibly from the Faversham Municipal Charities as appropriate. Other than the projects described in relation to the sites, there are projects described for the Stonebridge Pond area including Flood Lane and for the improvement of the footpath and bridge at Crab Island and creation of a link from Swan Quay across Town Quay onto Bridge Road and a pedestrian crossing in North Lane near to Partridge Lane. Standards are set for installation of new signage and street furniture to be installed throughout the area.

Note to Steering Group:

1. In the sections that follow, where there are alternative proposals for site use, they are shown in red and green. Text which is common to both is in black.

2. For the Purifier Building the alternatives are presented as two separate items, since it was difficult to combine the two in an easily understandable way. .

*3. Throughout, where there are alternative paragraphs or sentences in **both** red and green, this requires a decision on which wording is preferred. Where there are isolated paragraphs or*

*sentences in **either** red **or** green, this requires a decision on whether or not they should be included.*

8.2 THE PURIFIER (PUR) – Site 1

This Victorian industrial building was the purifier house of the former Faversham gas works and is located on the waterfront at the head of the basin of the creek [map ref].

It was used as storage by Agrigano who had a fertiliser factory on the site which was demolished in 1989. The entire site is owned by Morrison's and apart from their supermarket building, the site is used as a car park and a walkway along the creek leading from Flood Lane to the access road into Morrison's. There is vehicle access into the car park from North Lane.

The building, an Undesignated heritage Asset, which was derelict for decades, has recently been restored by the Faversham Creek Trust which was granted a long lease by the owners, Morrisons supermarket with a small amount of land fenced off from Morrison's car park, car parking for seven vehicles, and facility for mooring vessels alongside. The building is used by the Trust as workshops and for training in maritime skills with a classroom which will also be used as a community education space. There are commercial workshops for building small timber boats and blockmaking.

The present use falls within class B1 but some elements within class B2 because of noise generation and includes an element of Class D1 because of the training provided.

Note to Steering Group: this statement is disputed by the Faversham Creek Trust.

Running past this site between Flood Lane and the access road off North Lane for Morrison's is a section of brick-paved footpath with a narrow cut through which has steps at either end. The Faversham Creek Streetscape Strategy sets out a project to add a ramp at either end and to screen over the footpath to improve accessibility and definition.

This meets Objectives 3, 4, 6, 9, 12, 13, 16.

PUR Policies

PUR1 The existing use must be regularised with a planning permission to include the mix of B1/B2 and D1 uses to be carried out, access and hours of operation so that the impact on other nearby users can be controlled.

Note to Steering Group: this is disputed by the Faversham Creek Trust.

PUR Projects

Opportunities will be sought for:

Improvement of the footpath between the quayside at Morrison's and the access road from North Lane as described in the Faversham Creek Streetscape Strategy, subject to funding and negotiation with landowners.

8.2 THE PURIFIER (PUR) – Site 1

This Victorian industrial building was the purifier house of the former Faversham gas works and is located on the waterfront at the head of the basin of the creek [map ref].

The building, an Undesignated heritage Asset, which was derelict for decades, has recently been restored by the Faversham Creek Trust which was granted a long lease by the owners, Morrisons supermarket with a small amount of land fenced off from Morrison's car park, car parking for seven vehicles, and facility for mooring vessels alongside. The building is used by the Trust as workshops and for training in maritime skills with a classroom which will also be used as a community education space. There are commercial workshops for building small timber boats and blockmaking.

The current use is consistent with the historical industrial activity and B2 use of the site, which predates 1948 when land use classes were introduced. It is also compatible with B2 use of the nearby BMM Weston site (site 3).

This meets Objectives 3, 4, 6, 9, 12, 13, 16.

Consultation feedback

The responses from the 2012 and 2013 consultations were overwhelmingly in support of the work of the Faversham Creek Trust on this site and wished to see it continue.

PUR Policies

PUR1 The existing B2 use of the site shall be regularised through a formal planning application.

8.3 ORDNANCE WHARF (OW – Site 2)

This site was originally associated with the Home Works of the Faversham Gunpowder Works and was latterly used by the gas company and for oil storage. Two planning applications for building flats with parking and non-residential use of the ground floor were considered in 2003 and 2006. The latter scheme was dismissed on appeal, partly on the grounds that housing on the site was not in accordance with the then emerging 2008 Swale Local Plan. A further planning application in June 2012, for a four-storey building comprising 11 flats, was withdrawn.

The site has potential vehicle access from Flood Lane off Brent Road over a bridge which is an Undesignated Heritage Asset, and has original brick wharves to all sides. Parts of these are identified as an Undesignated Heritage Asset and any alterations should be undertaken with care.

There are two alternative proposals for this site:

A. A single building of three storeys built in traditional materials including a tiled or slate roof, brick and weatherboarded walls. This could contain approximately one third of the ground floor as Class B1 offices or workshop with the remainder used as car parking. The first and second floors would be articulated as an angled terrace of six houses (class C3) with principal windows facing Brent Road with no gardens. The remainder of the site to include a public walkway along the Purifier side of the site with access to the north end of the site.

This meets Objective 11 (but only if the site is no longer suitable for other uses), and possibly 13 (living environments) and 16 (natural surveillance).

Advantages:

- Landowner favours this scheme, housing likely to be sustainable because is in built-up area of town.

Disadvantages:

- Site floods so housing cannot be on ground floor, may need piling, site likely to be contaminated because of previous uses.
- The majority of public responses in the consultations of 2012 and 2013, and to planning applications in 2003, 2006 and 2012, were highly critical of the landowner's proposals for housing on the site, most objecting to the height and scale but more generally opposed to housing of any kind.
- Housing on Ordnance Wharf is not compatible with the use and work at the adjacent Purifier (site 1), and with noisy industrial activity from Shepherd Neame yard and bottling plant (which includes night and weekend operations).
- Traffic concerns, with restricted access and sightlines.

- Potential impact on Undesignated Heritage Assets, including damaging effects of deep piledriving and obstruction of views.

B A smaller footprint building, set back from the north end of the site, low-rise with one or two storeys, built in traditional materials including a slate or tiled roof, brick and weatherboarded walls. This project is jointly promoted by the Faversham Creek Trust and the Brents Community Association. The building would include a community meeting hall and clubroom which could be used by youth groups for boating on the creek and training in maritime skills on small boats associated with the Purifier. The community facility would also offer a meeting place for groups and provide a venue for training and job club activities. The remainder of the site to be used for some outside storage of boats and car parking and with public walkways along the both sides of the site. This could be part of a wider scheme for the basin including moorings along BMM Weston wharf and the existing use of the Purifier.

This meets Objectives 3, 4, 5, 9, 12, 13, 14 and 16.

Advantages:

- Provides a community facility for people to meet and access training and support close to Davington area which lacks such facilities.
- Promotes and enables active use of the creek by residents and visitors.

Disadvantages:

- Contamination issues, as above.

OW Policies

OW1 Use classes

OW1 No new building shall be more than two storeys in height.

OW1 No new building shall be more than three storeys in height.

OW2 Any development of the site shall provide for public access to the waterfront at least during daylight hours.

OW2 Any development of the site shall include a public walkway.

OW3 Any development of the site shall include public moorings or, in the case of the community centre, moorings associated with the activities of the centre, to the west and north sides of the site.

OW Projects

Opportunities will be sought for:

The restoration of the bridge between Ordnance Wharf and Brent Road in accordance with the Faversham Creek Streetscape Strategy.

8.4 BMM WESTON (BMMW – Site 3)

This site is divided into three sections.

1. THE CAR PARK on the creek side of Brent Road. This was the site of a boatyard in the 19th century and then the Faversham Roller Hockey rink which was destroyed by fire in 1930. It is used as a car park for BMM Weston and has access from Brent Road.

The proposal for the site is to landscape and improve the appearance of the car park with better surfacing, while retaining car parking associated with the BMM Weston factory (ancillary B2). It is possible that in the longer term the part of the car park towards the Flood Lane end could be developed with a one to one-and-a-half storey building comprising workshops (class B1) but ensuring that there remains adequate parking for BMM Weston and for the workshops. Whether the car park only is retained or a building is added, backfilling and piling of the creek bank to create of a wharf would provide moorings for a variety of types and sizes of vessels.

Adjacent to this site is the entrance to the footpath off Brent Road and the creekside footpath which runs the length of the car park to Bridge Road. Faversham Streetscape Strategy sets out projects for better definition of the entrance to the footpath and for improvements to its surface using consolidated gravel to make it more accessible for families and people with disabilities.

2. THE EXISTING FACTORY SITE. This was built for C.F Doyle, an engineering company. Its successor company continues to use the buildings which comprise a mix of tall single storey traditional brick and metal clad industrial buildings for the manufacture of medical sterilising equipment including autoclaves. Vehicle access to the site is via Brent Road over the creek bridge from the major road network of the town. The site had a planning permission in the 1990s for rebuilding the northern end of the site as part of a permission for housing on the office site but neither were constructed.

The proposal is that, for the northern part of the site, approximately two thirds should be used for industrial (Class B2) purposes, either retaining the existing buildings in the short term or replacement with a new building to provide a factory for the existing user. For the southern part of the site at the Flood Lane end, there should be mixed use including workshops or offices (Class B1) with housing behind, rising up the hill and connected to housing on the office site on Brent Hill.

3. THE OFFICE SITE. This is within the Stonebridge Pond area which is an Undesignated Heritage Asset. The present occupiers had this converted and extended from an original 1930s house. It is prominent, large white building set within planted grounds with trees and parking. The building is now under-used by the company as office requirements have been reduced by modern technology. Access is from Brent Hill which, since the implementation of

a cycle path, is two-way only as far as the entrances to the offices and an adjacent house. There is a planning permission to replace the offices with a block of housing comprising 40 units, landscaping and parking, but this has never been constructed.

The proposal is to erect housing on the site, which could be of two or three storeys. This could include affordable housing at a proportion of 20%. **Affordable housing for local people was considered a high priority in public consultations.** Any new scheme would need to be carefully designed for scale, massing and materials as the site is very prominent from West Street, North Lane and from the junction of Abbey Street and Court Street via Quay Lane. Existing mature trees in the grounds must be retained as far as possible with good-quality landscaping and parking discreetly located. With the housing on the south end of the factory site, this would create 45-50 units in all.

BMMW Policies

BMMW1 Use classes.

BMMW2 The existing footpath along the creekside from the entrance to the north of Flood Lane to Bridge Road shall be improved in accordance with the project set out in the Faversham Creek Streetscape Strategy.

BMMW3 Subject to development of the site to rebuild the factory, the creek bank shall be piled and backfilled to create moorings alongside the creekside footpath.

BMMW4 The scale, massing and materials of any new buildings on the BMM Weston factory site and office site will reflect their sensitive setting as part of views towards Davington Hill, proximity to the listed blast walls of Brent Hill and in the case of the office site, long views across Stonebridge Pond and the creek including from Court Street and West Street.

BMMW5 The housing shall include an overall 20% affordable homes.

8.5 FRANK AND WHITTOME (FW – Site 4)

The building parallel to Quay Lane was formerly Rigden's brewery store and the remainder along Quay Lane was used by Whittles timber firm. Both parts were later used by Frank and Whittome, a joinery company. It is now partly used by Creek Creative and the remainder as storage for a local builder. Formerly its uses were as a brewery store, timber yard and joinery firm. It is now partly used by Creek Creative as workshops, studios, gallery/exhibition space and café, with the remainder partly as storage for some local builders. The complex of buildings is an Undesignated Heritage Asset. At the Quay Lane end, blue scoria pavements also comprise an Undesignated Heritage Asset. The site is in the same ownership as site 5. It has access from Belvedere Road.

The proposal is to retain the parts of the buildings running between Abbey Street and Belvedere Road used by Creek Creative, and for their continued use of these parts of the complex. There is a single storey element on the Belvedere Road elevation and a two storey red brick building at right angles. This red brick building could be altered and the single storey building removed and replaced with a new extension in brick and weatherboarding to create a new entrance from the rear into Creek Creative.

Any replacement of the new part of the building adjacent to Smack Alley must be of a similar scale to the remainder of the buildings using yellow stock bricks and windows which are more warehouse- style than domestic, and a slate roof.

The parts of the building that are not in use by Creek Creative would be used as a mixture of class B1 offices and workshops and residential, approximately half of the floorspace for each use. If Creek Creative ceases to use its areas of the complex, then this part could be converted to a mix of workshops/offices and residential.

The site should be retained as a hub for the creative sector, with no residential use, and the expansion of workshops into the area currently used for storage should be encouraged.

FW Policies

FW1 Use classes

FW2 The retention and/or expansion of creative workshops, studios and exhibition space shall be encouraged.

FW3 The design of any extensions or replacements to the existing buildings should be of an industrial rather than domestic style.

FW4 The existing blue scoria pavements at the junction of Belvedere Road and Quay Lane shall be retained and repaired as necessary.

8.6 SWAN QUAY (SWQ – Site 5)

This site was formerly used by Frank and Whittome joinery company and comprises four buildings. The blue two storey building set at right angles to the creek is listed grade II and is in use as an office. Attached to the rear of this is a vacant shed dating from the turn of the 19th/20th centuries which has been re-clad in weatherboarding to the south and west sides, This is currently vacant but as an attached building would require listed building consent to remove. There is an open shed with a metal framed roof with a long elevation to Conduit Street with attached modern offices built in the 1990s. The fourth building is a modern building built for the joinery company (c. 1990) constructed in brick and weatherboard, now used by a sail maker. The site has access for both vehicles and pedestrians off Belvedere Road.

A. The proposal is to replace all of the existing buildings with the exception of the blue listed building. On the side of the site adjacent to Town Quay, a range of buildings running at right angles to the creek, comprising three storeys constructed in yellow stock brickwork and slate roof with metal framed windows could replace the existing open shed. This could create a wider gap between the new and existing buildings to allow more open views of the creek down Quay Lane. The uses could include offices/workshops (B1) and a gallery (Class D2) and some parking. The upper floors would be in residential use. A second building, also using traditional materials and three storeys in height could be set parallel to this, with a taller ground floor used by a workshop use such as the sail maker with some parking and the upper floors residential. A smaller two storey building at the corner of the site adjacent to Belvedere Quays constructed in brick and weatherboard could provide a retail or workshop use. Additional three storey buildings using traditional materials to the rear of the blue buildings could be used for ground floor parking with residential above. This could provide approximately 15-20 residential units.

A creekside walkway must be provided along the frontage of the site in front of all the buildings, accessed via pedestrian walkways through the site. At the Town Quay side, this could connect with Town Quay around the landward end of the existing slipway breaking through the existing fence to allow access between the sites as part of a continuous footway. The walkway must also connect to the existing walkway at Belvedere Quays. Moorings must be provided along the frontage of the site suitable for all sizes of craft.

Close to this site is the junction of Quay Lane and Conduit Street. Faversham Creek Streetscape Strategy sets out a project to form a sitting out area for the Swan and Harlequin public house and formation of a square with better quality paving, measures to encourage slower traffic including a shared surface and measures to improve the boundary treatments of adjoining sites.

Advantages:

- Landowner likely to favour the scheme
- Housing likely to be viable.

Disadvantages:

- Site floods regularly; no residential accommodation on the ground floor; will need raised ground levels and other flood protection measures, with implications for adjacent sites, notably Town Green.
- Will need deep piling, which may affect heritage assets nearby.
- Could be considered overdevelopment.
- Concerns about traffic, restricted/dangerous access, insufficient space for resident+business+customer parking.

B. The retention of the slipway, the building currently used for sailmaking and other existing waterfront buildings for workshop use, with open space, toilets and café for events and visitor attractions, linking to the open space in front of the Swan and Harlequin. Creek Creative or related activities to be encouraged to extend to this site. The frontage of the site to include public access and walkway, connecting with Town Quay as part of a continuous footway for unimpeded public access to the waterfront. The rear warehouse building, away from the waterfront, recently used as a secondhand furniture shop, to be redeveloped for residential use, with a maximum of three storeys and ground floor parking, in keeping with the adjacent Provender Mill development.

Advantages:

- Retains the open aspect of the site and roofscape (as described in the Conservation Area Character Appraisal).
- Creates an attractive area of public realm and visitor attractions, linking the Creek with the town centre.
- Avoids many of the flood risk problems that would be associated with residential development.
- Creates fewer traffic and parking problems.

Disadvantages:

- Site owner wants more housing development.

SWQ Policies

SWQ1: Use classes.

SWQ2 Any development shall provide for safe public access to the Creek waterfront including disabled access.

SWQ3 Public walkways shall be created through the site from Belvedere Road and along the Creek frontage to connect with the existing walkways to sites on either side to standards required in the Faversham Creek Streetscape Strategy.

SWQ4 Moorings shall be provided to the creek frontage suitable for all sizes of craft up to and including Thames Barges or similar.

SWQ5 The scheme to improve the junction of Quay Lane and Conduit Street shall be completed as indicated in the Faversham Creek Streetscape Strategy including negotiation with the landowners to improve boundary treatments as necessary.

8.7 THE OIL DEPOT (OD- Site 6)

This site was formerly used as an oil depot. It is currently vacant and has recently changed ownership. The previous owner prepared a scheme for three storey housing including ground floor parking with moorings to the creek frontage. This was never submitted for planning permission. Access is via a sharp corner off Abbey Road.

There are two options for this site:

A. Three storey housing set back from the waterfront arranged in terraces and a small courtyard comprising three storeys including ground floor parking. This must be constructed in traditional materials including some weatherboarding and stock brickwork with tiled roofs. Landscaping and parking on the site must be of good quality to improve the built environment of the area. A public walkway linking the site to the Coach Depot and to Provender Walk is required as part of a continuous creekside path. Moorings to the frontage would add visual interest and add to the number available for residents and visitors.

Advantages:

- Landowner likely to favour the scheme
- Housing likely to be sustainable as is close to the centre of the town
- Provides moorings associated with the housing.

Disadvantages:

- Site is in flood plain, so no residential accommodation on the ground floor, may need piling, site contaminated by previous use as oil depot, extensive silt in front of site makes creation of moorings more costly.
- There is concern regarding the increased levels of traffic and the restricted highways access from Abbey Street.

B. This is a preferred site in the business case for the repair of traditional craft. It has a sufficiently long frontage for three dry docks. The site could remain enclosed for security. The existing building on the site could be used as an office in the short term. As a boatyard, for security reasons, it may not be suitable to include a walkway through the site connecting to walkways on either side. The use of this site as a boat repair yard would be connected to management of all moorings not managed by the Town Council or Swale Council between Standard Quay and Ordnance Wharf, by the same organisation as operates the boat repair yard. It could also provide toilets and showers for boat users and workers.

Advantages:

- Avoids building new housing on a frontage site.
- Would be part of a wider scheme involving moorings on other sites around the creek, retaining greater share of traditional boat work in the town.

- More appropriate use for a flood plain site.

Disadvantages:

- Potential business users do not own the site.
- Contamination (as above).
- Extensive area of silt on creek side would need removal to create moorings and would need to be maintained as dredged together with other areas of the creek.
- May not be able to link up walkway through this site if security required.

OD Policies

OD1 Use classes

OD2 A walkway shall be provided along the walkway with access through the site and to sites at either end to standards required in the Faversham Creek Streetscape Strategy. For access onto Provender Walk, this would require negotiation with the management company.

OD3 Moorings shall be provided to the creek frontage and inlet suitable for a variety of vessels of different sizes.

8.7 COACH DEPOT (CD – Site 6)

This was previously part of a larger oil depot owned by British Petroleum which closed in the 1970s. It was used until the early 2000s by a local transport company as a depot for buses and coaches. Part of the site is now used as an unauthorised hand car wash. There are two existing single storey buildings, one used as an office, the other as a motor repair garage and architectural salvage storage. The site is accessed from Abbey Road.

There are two alternative options for this site:

A. The proposal is to bring the site into a permanent use rather than the temporary uses that have occupied it over the last few years. Two new buildings would occupy the site, each of three storeys with a taller element to the corner of the building closer to Standard Quay. These could be constructed in brickwork with weatherboarding with a varied roofline incorporating traditional creekside elements such as hoist bays. A gap between the buildings would enable views of the creek from Abbey Road. The building closer to Standard Quay would include commercial uses including retail such as a chandlery or workshops to the Standard Quay and Abbey Road elevations including a toilet and shower facilities for boat users. These commercial uses could include an office to provide support to other local businesses. The second building closer to the oil depot could include car parking and some small commercial uses at ground floor level. Both buildings would include residential above. This would comprise 10-15 residential units, some of which could be used as holiday lets for which there is a shortage in the town.

A walkway is expected to be provided along the frontage linking up with Standard Quay and with the oil depot. This must be designed to incorporate the existing crane tracks at the Standard Quay end which are an Undesignated Heritage Asset. Moorings must be provided along the frontage with heavy duty mooring rings suitable for a wide variety of vessels.

Advantages:

- Landowner likely to favour the scheme
- Housing likely to be sustainable.
- Provides moorings associated with the housing.
- Would provide a permanent use for the site.
- Although small numbers the holiday lets would be in demand for visitor accommodation

Disadvantages:

- Site is subject to flooding, no residential accommodation on the ground floor, potential impact on other ground floor uses
- May need deep piling
- Site may be contaminated by previous use as oil depot.
- Increased level of traffic generated and restricted vehicular access to the site.
- Could be considered over-development.

B. This site is adjacent to the oil depot and the business case for repair of traditional vessels indicates that it would be usable as part of the boat repair yard, with Its frontage also being used for vessels awaiting repair. Associated facilities could be provided such as chandlery, managed office space for small businesses in the area and toilets and showers for boat owners and workers.

Advantages:

- Avoids building new housing on a frontage site.
- Would be part of a wider scheme involving moorings on other sites around the creek, retaining greater share of traditional boat work in the town.
- Would provide a permanent use for the site.

Disadvantages:

- Potential business users do not own the site.
- Contamination (as above).

CD Policies

CD1 Use classes.

CD2 A walkway shall be provided along the frontage of the site to link up with sites to either side and through the site from Abbey Road to the Creek frontage to the standards required in the Faversham Creek Streetscape Strategy

CD3 Moorings shall be provided along the frontage of the site with heavy duty mooring rings suitable for a wide variety of vessels.

8.9 STANDARD QUAY (STQ – Site 8)

This site includes the old granary, the black sheds and Baltic House on the frontage, the yard and two green sheds backing onto New Creek Road and the wharf and car park extending to Oyster Bay House. The old granary was rebuilt on this site using materials from the refectory of the former Faversham Abbey in the early 17th century. The building is listed grade II*. It was used as a grain warehouse and country store by Gilletts until the late 2000s and has now been converted and subdivided to form retail units on both floors, a cafe and garden centre with an external staircase to access the retail antique bazaar in the first floor. The black sheds and Baltic House were built as warehouses in the early 19th century and were used until the early 1990s for grain and fertiliser storage. They are listed grade II. These buildings were used for boat repair and training in connection with moorings and dry docks at the quays between 1993 and 2011 when the lease ceased, and was not renewed by the landowner. The green sheds and yard were previously used by Gilletts. One is now used as an antique warehouse, the other for repair of cars. The car park serving the site extends from the end of the concrete quay to Oyster Bay House. The site is accessed from Abbey Road.

There are two options for proposed use.

A. The old granary, which has already been subdivided and a staircase added at the north end, would remain in its existing uses as retail on both floors, a cafe and garden centre and that any further alterations must be entirely sympathetic to the historic character of this grade II* listed building.

The longer green shed has a rear elevation onto New Creek Road. Reduction of the length of the building to create a short terrace of 4-5 houses fronting onto New Creek Road would be acceptable. These should be of two storeys, using traditional materials. The remainder of the building would remain in workshop (class B1) use. The second green shed could be used for either retail or workshop use with the yard ancillary to the two sheds. If the shed nearer to the old granary is rebuilt, any new building must be used as retail or workshops and its appearance must be sympathetic to the existing warehouse buildings in the vicinity and not set closer to the old granary than the existing building.

The largest of the black sheds, building 1, has been altered pursuant to a planning permission to add an external staircase and in 2013 had an appeal dismissed for conversion to a restaurant at ground floor level and function room at first floor level. This was on the grounds of potential harm to the character of the listed building and conservation area because of the internal and external alterations necessary to accommodate the use. It is expected that the applicant would make a further application. The building contains a small exhibition explaining the restoration of the sailing barge 'Cambria' recently moved from Baltic House. An unauthorised toilet block added to the building is detrimental to its significance and setting and should be removed.

Buildings 2 and 4, the other black sheds, have been subdivided to create units for retail (class A1) and workshop businesses (class B1) including storage (Class B8) connected with a barge based on the moorings. These uses are acceptable, provided that internal and external alterations are minimised to retain the special character of this group, and that planning permission is obtained in advance of making any alterations. Workshops associated with maritime trades could be encouraged.

Planning permission has been recently approved for the retention of Baltic House as a wine bar with staff accommodation above. Further planning permission should be made for internal and external changes that were made to enable such use, including kitchen and bathroom facilities. Residential use of the upper floor must remain contingent upon the ground floor business.

This area could become part of a wider attraction of businesses if the adjacent coach depot site is redeveloped.

The existing footpath which runs between the black sheds and the old granary must be re-located to run along the frontage of the black shed as part of a creekside footpath. The Faversham Creek Streetscape Strategy sets out a project for brick pavements between the black sheds and a shared surface in aggregate on macadam to the roadway in front of the old granary which would improve the setting of the listed buildings. The footpath to the north end of the site which connects the site via Chambers Wharf to Iron Wharf as part of the Saxon Shore Way must be consolidated with a better draining surface such as consolidated gravel to make it passable in winter. Moorings with heavy duty mooring rings suitable for a wide variety of vessels must be provided along the quay. Some moorings here provide the winter base for Thames Barges, and this must be encouraged together with provision of moorings for other historic vessels.

B. It is proposed that the Quay and black buildings be used for boat repair and associated necessary storage and facilities in keeping with their setting, and that although public access to the Quay should be encouraged, the existing footpath and highway between the two rows of buildings must be retained. The granary building should be used to provide a living maritime heritage tourist facility, including the Cambria exhibition. It will also provide a café, tea garden and toilet facilities. The adjacent shed will provide maritime associated workshops and/or craft workshops. Low-rise housing would be acceptable at the rear of the site.

STQ Policies

STQ1 Use classes.

STQ2 Any uses of the black sheds, Baltic House and the old granary shall retain the existing external appearance and shall display the minimum of signage required to advertise their business.

STQ Projects

Opportunities should be sought for:

Negotiation with the landowner to create a footpath on the Quay side of the black sheds and Baltic House as part of a continuous creekside footpath.

Improvements to the paving between the black sheds and to the surface of the roadway between the buildings to benefit the setting of the listed buildings.

Ensuring a tariff of mooring fees at this Quay which favours larger craft.

8.10 STANDARD HOUSE (STH – Site 9)

This house dates from the 18th century and is a landmark building at the north end of Standard Quay. It is listed grade II. The house was formerly used as the offices for Faversham Fencing. To the east, backing onto New Creek Road is a later single storey industrial building in poor condition and to the north an area of vacant, overgrown land between the house and the boundary with 9-12 New Creek Road. The site is accessed on foot from Standard Quay, but it would be possible to create a vehicular access from New Creek Road.

There are two proposals for this site.

A. The house to be refurbished for use as a dwelling. There is currently no vehicular access from New Creek Road, but this could be possible. The roofing material, only felt at present and the roof must be finished in tiling with the dormers rebuilt to match the existing. New steps from the front door are also required.

The Faversham Creek Streetscape Strategy sets out a project to introduce York stone paving outside Standard House to create a paved apron. This must not be fenced as it would harm the open character of the area.

At the side and rear, the site including the existing later industrial building and vacant land could be developed to provide housing, of two storeys in traditional materials. The buildings on the land fronting the public footpath should be set away from the main building and could include black weatherboarding to echo a sail-loft/workshop formerly on the site. Other houses to the rear must also use traditional materials to reflect the character of other new housing in the vicinity. This would provide 4-5 residential units.

B. Visitor accommodation has been identified as being in short supply. The house could be converted for use as a small hotel, B&B or hostel for walkers, with self-catering units on the remainder of the site.

STH Policies

STH1 Use classes.

STH 2 The main house shall be restored in materials to match the existing, including tiled roofs and replacement dormers with new stone steps and correct fenestration.

STH 3 The footpath between the site and the boundary of the car park used by Standard Quay must be re-surfaced with consolidated gravel and boundary fences installed to ensure a footpath which is accessible all year.

STH4 Any new housing development must be of no more than two storeys.

STH5 All vehicular access to the site shall be from New Creek Road to preserve the appearance of the open area in front of the house as a quayside.

11 FENTIMAN'S YARD (FY – Site 10)

This site is currently in use as a storage yard with former use as a business within class B1/B8. It is located behind the old granary which is listed grade II* and opposite new housing in New Creek Road. Access is via Abbey Road.

The proposal is for redevelopment of this site for housing, comprising 3-4 units, parking and landscaping. The buildings could be two or two-and-a-half storeys including dormers. The height of those closest to the old granary must be kept low so that they are not in visual conflict with the listed building.

FY Policies

FY1 Use classes

FY2 All parking for the houses shall be contained within the site to avoid additional pressure on street parking in the vicinity.

8.12 BRENTS INDUSTRIAL ESTATE (BIE – Site 11)

This is the former north yard of Pollocks shipyard (previously White's Barge Yard). It was extended in the 1903s together with the rear part of the original 1916 shipyard. The yard closed in 1970 but part of the main yard continued to be used for shipbuilding until 1975, and the Creek frontage was used as a boat repair yard with residential moorings until about 2000. The former west yard was developed for housing in 1989 (Faversham Reach) and the front part of the main yard in 2003 [?] (Waterside Close). The remainder is currently used as an industrial estate with a mix of class B1 and class B2 uses. The entrance gates and piers are identified as an Undesignated Heritage Asset. Access is via Upper Brents across the swing bridge from the main road network through the town.

There is a relevant policy in the Draft Local Plan which has direct impact on this site. Policy CP1 clause 6 requires that sites should contribute to the delivery of a comprehensive land portfolio by '(ii) in Faversham to release poorer quality locations and upgrade the overall supply.' Brents Industrial Estate is considered important to the economy of the creekside area and that of the town because of the small and medium-sized businesses based in relatively low-cost units. These include car repairs, printers and equipment hire which provide important local services and local employment and which would find it difficult to operate on more modern sites because of the cost.

There is no proposal to change the use of this site. It is acknowledged that some units are in poor condition or, where destroyed by fire, have not yet been replaced. Roadways are in need of better maintenance. One way of resolving this would be to set up a management group among the owners and lessees to work upon improving conditions on the site including buildings and roadways.

Faversham Creek Streetscape Strategy describes a project to connect the walkway that runs along the creek side of Waterside Close onto Ham Marshes by a ramp. Creation of this path as a public footpath is being negotiated with Swale Council and access onto Ham Marsh with the landowner. There is funding available for this.

The other footpath which runs around the outside of the former shipyard wall, outside Faversham Reach is the subject of a Public Inquiry to be held in May 2014. Faversham Creek Streetscape Strategy seeks to reopen the footpath through Faversham Reach (ZF5) which was the original creek towpath and create a footpath along the creekside as far as practicable.

BIE Policies

BIE1 Brents Industrial Estate must be retained in industrial use for a mixture of class B1 and B2 uses to provide local employment and relatively low cost premises suitable for small businesses.

BIE2 It would be desirable to set up a management group between the owners and lessees to manage the roadways and buildings and improve the general condition of this estate.

BIE3 The two sections of footpaths along the frontage of the site shall be connected to the creekside footpath across Crab Island , to each other and to the sea wall at Ham Marsh as specified in the Faversham Creek Streetscape Strategy (or otherwise as agreed) as part of a continuous creekside walkway from the town to the marsh.

12 IRON WHARF (IW – Site 12)

Iron Wharf was formerly an area of railway tracks and storage with a long wharf used for loading and transshipping cargoes following the arrival of the creek branch line in the 1860s. The lines of the old railways, mostly still identified as tracks, are an Undesignated Heritage Asset. The present boatyard extends from the Creek frontage to the old sewerage works at the bottom of Abbey Fields and includes Chambers Dock. Access is via Abbey Fields, a private road. There is a secondary access to New Creek Road but this is gated. It is currently used for boat repairs to the creek frontage including dry docks, storage and repairs on land within the boatyard, a chandlery and offices including some storage in old railway wagons with some residential on houseboats in Chambers Dock.

There is also a boatbuilding company (Alan Staley) at Chambers Wharf which makes small, traditional craft operating from a metal shed and which has a yard and slipway.

Oyster Bay House, (listed grade II) is an important landmark building, the first building seen on approach up the creek by boat or on foot and visible for long distances across Ham Marshes and across open land to the east of the town. This has been converted to a house, but there is a public footpath through the grounds which forms part of the Saxon Shore Way.

There is no proposal to change the use of any of these three elements, but the footpath through the grounds of Oyster Bay House which connects with the footpath between Standard House site and the car park for Standard Quay (part of the Saxon Shore Way) would benefit from improvement to the standard for informal footpaths set out in the Faversham Creek Streetscape Strategy. **The footpath along the creek frontage of Iron Wharf to the White Bridge is sometimes obstructed by machinery, and could be improved if these items were moved when not in use.**

IW Policies

IW1 Use classes

IW2 The footpath through the grounds of Oyster Bay House must be improved to standards required in the Faversham Creek Streetscape Strategy to ensure that it is passable all year.

IW Projects

Opportunities will be sought for:

Negotiation with the owners of Iron Wharf boatyard to ensure clear access to the creekside footpath when machinery is not in use.