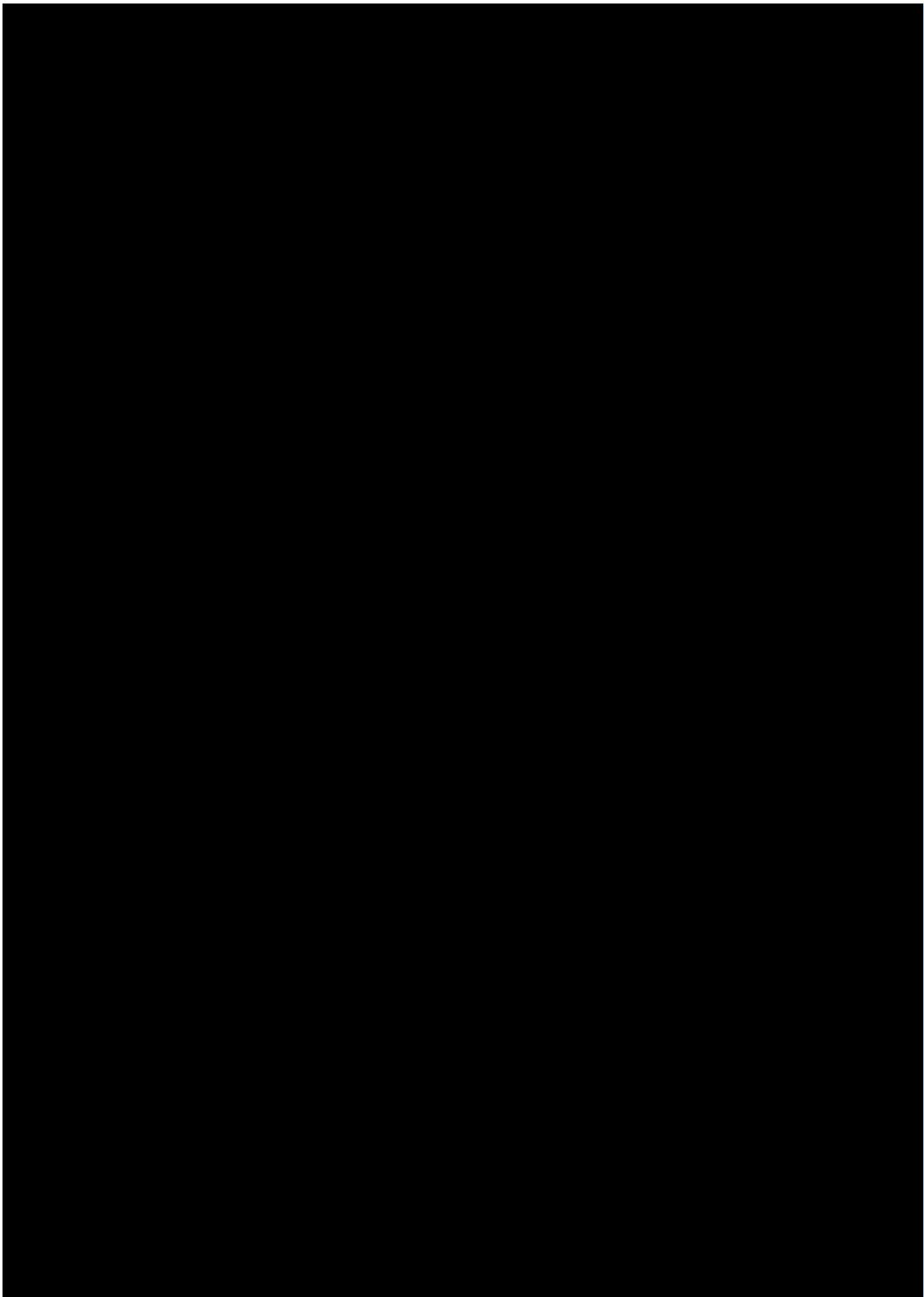




# FAVERSHAM CREEK NEIGHBOURHOOD PLAN

**BASIC CONDITIONS STATEMENT**  
NOVEMBER 2014





# SUPPORTING A LIVING + WORKING WATERSIDE



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Feria Urbanism is a planning and design studio that specialises in neighbourhood strategies, public participation and community engagement. Established in 2007, we have been involved in a diverse range of projects across the UK and have developed key skills in organising community engagement events to inform excellent planning and design.

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## **BASIC CONDITIONS STATEMENT**



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# MAINTAINING + ENHANCING THE CREEKSIDE CHARACTER

THE NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012 STATES THAT NEIGHBOURHOOD PLANS MUST MEET CERTAIN BASIC CONDITIONS BEFORE THEY CAN COME INTO FORCE.

THESE WILL BE TESTED THROUGH INDEPENDENT EXAMINATION AND BE CHECKED BY THE LOCAL PLANNING AUTHORITY BEFORE GOING TO REFERENDUM.

Faversham Town Council considers that the Faversham Creek Neighbourhood Plan meets these basic conditions as it:

- is in general conformity with the over arching policies of the adopted Swale Borough Council Local Plan, the emerging Swale Borough Council Local Plan and subsequent revisions;
- is in accordance with UK + European law and guidance;
- reflects best practice in terms of quality urban design and sustainable planning principles.

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The Faversham Creek Neighbourhood Plan also:

- contains a mix of uses that meets the need of the local community
- has been developed through widespread local consultation
- has broad local support from the residents, notwithstanding specific objections to certain aspects of the plan
- has the broad support of the various land owners/developers on whose land new development is being proposed.

## MEETING THE BASIC CONDITIONS

**This section of the statement sets out the national and local planning policies that the Faversham Creek Neighbourhood Plan conforms with. It also lists other background reports and studies that are of relevance to the drafting of the neighbourhood plan.**

**The comprehensive nature of this list of documents shows that the Faversham Creek Neighbourhood Plan meets the basic conditions, as set out by the Neighbourhood Planning (General) Regulations 2012.**

## The National Planning Policy Framework (NPPF)

The Faversham Creek Neighbourhood Plan has been prepared in accordance with the relevant sections of the National Planning Policy Framework including the following:

- Sections 109-125 (Natural Environment policies)
- Sections 99-104 (Flooding policies)
- Sections 26-141 (Historic Environment policies)
- Sections 69-78 (Community and Leisure policies)
- Sections 18-22 (Business, Tourism and Employment policies)
- Sections 11-16 and 99-104 (Housing policies)

*[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)*

## Swale Local Plan 2008

*<http://maps.swale.gov.uk/LocalPlans/coverpage.html>*

This is the adopted Local Plan for the borough of Swale which covers the period up to 2016. It was produced under legislation which preceded the Planning and Compulsory Purchase Act 2004 and also preceded the National Planning Policy Framework. The Local Plan was based on Regional Planning Guidance for the South East-March 2001 which preceded the adopted South East Plan (2010) The relevant policies include:

### **Policy FAV 1**

#### **The Faversham and Rest of Swale Planning Area**

Within the Faversham and Rest of Swale Planning Area, conservation of the historic and natural environment is the prime and overriding consideration. Within this context, the Borough Council will enhance the role of the market town to support its own local needs and those of its rural hinterland. This will be achieved by promoting development proposals that can retain and harness local skills to

achieve a greater diversity in employment, housing and community life, in scale and character with Faversham and its surrounding countryside and communities. Within this planning area, within the identified Area Action Plans and elsewhere, the following planning priorities will be pursued:

1. To set scales of development that reflect local needs and environmental character to achieve a better balance between the population and employment opportunities alongside a reduction in commuting to other areas;
2. To retain and improve existing employment land and buildings that would otherwise exacerbate the population and employment imbalance if lost to housing development;
3. To safeguard and enhance the diversity of Faversham's small-scale historic character and its maritime traditions, alongside that of its surrounding countryside, landscape and communities;
4. To enhance Faversham creek and creekside so that it functions as a place of special interest and activity with strong associations with the water;
5. To raise the standard of the environment through high quality design and the protection, enhancement and management of environmental resources, including the creation of a network of accessible open spaces (a green grid)
6. To support proposals that can meet as much of Faversham's development needs as possible from land and buildings within the existing urban area so as to minimise Greenfield land development;
7. To provide for employment development, at a scale appropriate to the environment, on sites well-related to the communication network, the existing urban framework and rural settlements;
8. To support and diversify the services, including tourism, in Faversham town centre so as to enhance its economic health;
9. (only relates to rural area)
10. To effectively manage the risk of flooding; and
11. Avoid any significant adverse environmental impacts, and where possible, enhancing the biodiversity interest of internationally designated sites for nature conservation.

## **Policy AAP2 Faversham Creekside**

An Area Action Plan is designated for Faversham Creekside, as shown on the Proposals Map. Within this area the Borough Council will seek to ensure that it continues to function as a place of special interest and activity with strong associations with the water, and will specifically encourage the regeneration of the creek basin for commercial and tourism purposes, including use of the basin and its wharfage for historic craft. Planning permission will not be granted for proposals that would result in the loss of land or buildings suitable for employment uses or, on appropriate sites, would not involve active use or management of the creek itself. All proposals will:

1. Maintain or enhance a mix of uses and activity that respect the maritime, industrial and residential character, as appropriate to the varied parts of the AAP area;
2. Maintain or enhance an environment appropriate to enable traditional waterside activities to flourish, including, where appropriate, financially contributing toward improving and maintaining the navigability of the creek channel and its infrastructure including providing wharfage and moorings;
3. Preserve or enhance the area's special archaeological, architectural and historic character, including its open spaces;
4. Avoid significant adverse environmental impacts and where possible enhance the biodiversity interest of neighbouring internationally designated areas for nature conservation.

The Borough Council will expect development to:

- a) Preserve or enhance landmark or other important buildings, waterside structures and details;
- b) Preserve and create access to the waterside, including wharfage and moorings, and where appropriate provide for a creekside walk;
- c) By use of its grain, scale, form and theme of materials, be creekside in character
- d) Retain existing greenspace and, where appropriate new areas; and
- e) Retain or enhance existing townscapes, including those in the views of higher ground.

## **Policy SP2**

### **Environment**

In order to provide a robust, adaptable and enhanced environment, planning policies and development proposals will protect and enhance the special features of the visual, aural, ecological, historical, atmospheric and hydrological environments of the Borough and promote good design in its widest sense. Development will avoid adverse environmental impact, but where there remains an incompatibility between development and environmental protection, and development needs are judged to be the greater, the Council will require adverse impacts to be minimized and mitigated. Where a planning decision would result in significant harm to biodiversity interests, which cannot be prevented or adequately mitigated against, appropriate compensation measures will be sought.

## **Policy SP3**

### **Economy**

To satisfy economic need and bring about the required step-change in economic performance, planning policies and development proposals will look to optimise the Borough's economic potential by encouraging the improvement and broadening of its economic base to create a strong, more diverse and self-reliant local economy that can offer secure and good quality employment. This will be achieved by:

1. Supporting local companies to grow and develop, providing opportunities for new innovative industries to flourish and improving the skills of the local workforce;
2. Supporting the implementation of the employment land commitments and allocated mixed development sites identified by the Local Plan, by both seeking inward investment to provide essential new road infrastructure and encouraging land owners to work together;

3. (relates to rural areas only)
4. Safeguarding the supply of land and buildings for employment uses;
5. Supporting tourism proposals, particularly those that increase the quality and supply of accommodation for visitors;
6. Improving the economic, social and cultural standing of the Borough's town centres by supporting mixed-use developments; and
7. Protecting and improving the local provision of basic services in market and smaller towns, local centres and rural communities.

## **Policy SP4**

### **Housing**

To satisfy housing need, the Borough Council will seek to ensure that sufficient land is provided for the timely provision of new housing in accordance with the Kent and Medway Structure Plan and the spatial strategy of the Local Plan. Development proposals will:

1. address the full range of housing needs in the Borough, but with priority given to lower priced housing, including the provision of affordable housing and those for single person households and the elderly;
2. be released by the Borough Council to ensure that infrastructure (including services and facilities) and, when appropriate, employment opportunities, are available to support the new communities;
3. promote the more efficient use of previously-developed urban land and buildings within the defined built-up area boundaries, thereby limiting the development of greenfield sites to a minimum;

4. bring forward mixed-use proposals to diversify the economy and provide greater local self-sufficiency and greater interest within the built environment;
5. promote high design standards, innovation, and local distinctiveness; and
6. apply higher development densities where the location, amenity, and environmental considerations allow and when imaginative attractive schemes are the result.

### **Policy SP6**

#### **Transport and Utilities**

To meet the needs of those living, working, or investing in the Borough, planning policies and development proposals will ensure that sufficient infrastructure is available to overcome existing deficiencies and to facilitate development. In particular, they will:

1. provide new transport infrastructure to enable economic and urban regeneration opportunities to be realised and residential and town centre environments to be improved;
2. ensure that new developments are planned and located so as to be close to good quality public transport, housing, jobs, local services and local amenity, and the principal highway network;
3. phase new developments to ensure timely coordination with transport and other utility provision;
4. seek to reduce car dependence by ensuring that options for walking, cycling, and public transport are provided within new developments with links to and from the wider surrounding network;
5. maximise the Borough's potential for goods and passengers to be carried by rail and water;
6. ensure that utility services, including those to enable access to new technology, are planned and provided to serve new developments; and
7. permit well-planned and coordinated energy schemes.

### **Policy SP7**

#### **Community Services and Facilities**

To satisfy the social needs of the Borough's communities, planning policies and development proposals will promote safe environments and a sense of community by:

1. increasing social networks by providing new community services and facilities, increased use of local facilities or innovative ways of providing or continuing existing services, including improving access to them;
2. ensuring that services and facilities needed to support new developments are identified and provided in as timely a fashion as possible; and
3. safeguarding essential and viable services and facilities from harmful changes of use and development proposals.



## BEARING FRUITS 2031

### The Swale Borough Local Plan Part 1 Consultation August 2013

<http://www.swale.gov.uk/bearing-fruits-2031-the-draft-local-plan/>

The consultation draft version of this Plan was the subject of public consultation between August and September 2013. The comments received to this consultation were considered by the Local Development Framework Panel in December 2013. The Publication version of the Plan will go out for a further period of consultation in late 2014/early 2015, before submission for an Independent Examination. It has been prepared taking into account the guidance in the National Planning Policy Framework. The policies referred to in the policy sections in Part 1 are as follows:

#### Policy ST1

#### Delivering sustainable development in Swale

In order to deliver the national policy for sustainable development and the Local Plan strategy for Swale, all parties and development proposals shall:

1. Build a strong competitive economy by meeting predicted and unforeseen needs on a choice of sites to attract inward investment both from the expansion of local firms, whilst securing growth of biosciences and technology, if necessary with a review of the Local Plan;
2. Ensure the vitality of town centres by growth and enhancement at Sittingbourne so as to reinforce it as a principal centre and reinforcing and enhancing the roles of Sheerness and Faversham as centres for home and wider populations in a way which is proportionate to their scale and character;
3. (only relates to the rural areas)
4. Steer growth to locations in accordance with the settlement strategy and promote sustainable transport by ensuring key developments and facilities provide transport choices and give priority to walking, cycling and high quality public transport;
5. Support high quality communications infrastructure according to national policy;
6. Deliver a wide choice of high quality homes by;

- a) Balancing levels of housing need with deliverability, local demographic change and economic aspirations, whilst monitoring its delivery to ensure that targets continue to be realistic;
- b) Supporting housing opportunity, choice and independence with types of housing for local needs now and in the long term; and
- c) (Relates to rural settlements)
7. Require good design that reflects the best of an area's defining characteristics supported by master planning, development briefs and design and access statements and guided by design review, conservation area appraisals and supplementary planning documents;
8. Promote healthy communities to deliver the social, recreational and cultural facilities and services it needs through:
  - a) Co-location of development needs to achieve safe, mixed uses and shared spaces;
  - b) Rejuvenation of deprived communities, especially where improvements to health and wellbeing can be achieved;
  - c) Helping to deliver the services and facilities identified in the Local Plan Implementation and Deliver schedule;
  - d) Safeguarding those services and facilities that can continue to support communities; and
  - e) Protection, management and additional provision to meet deficiencies of open spaces and facilities for sport and recreation and contribute to the Swale Green Infrastructure Strategy.
9. Meet the challenge of climate change, flooding and coastal change by:
  - a) The use of nationally described building standards, the expansion of renewable energy sources and the integration of green infrastructure, location and design of development to maximise reductions in greenhouse gas emissions and the efficient use of natural resources; and
  - b) Applying policy within an identified Coastal Change Management Area and national policy to flood risk on land around the estuary and from streams, drainage and ground water.
10. Conserve and enhance the natural environment by:
  - a) (Relates to AONB and North Sheppey)
  - b) (relates to estuarine, woodland, dry valley and downland landscapes)
  - c) Recognising within decision making as evidence develops, the wider benefits to society obtained from ecosystems;
  - d) Ensuring biodiversity is supported by generous levels of native landscaping of

- local provenance;
- e) Protecting and enhancing in accordance with their status, the international, national and Kent level biodiversity designations (including the Greater Thames Natural Improvement Area) and other important habitats and species;
  - f) Achieving net gains in biodiversity, increases in natural/semi-natural greenspace and coherent ecological networks by applying national policy to offset the impact of development and supporting the Swale Natural Assets and Green Infrastructure Strategy. Where off-site action is needed to secure mitigation or compensation, these shall be focussed at identified Biodiversity Opportunity Areas or other appropriate locations;
  - g) (relates to offsetting outside Swale)
  - h) Applying national policy in respect of pollution, despoiled, degraded, derelict, contaminated, unstable and previously developed land;
  - i) (relates to agricultural land)
11. Conserve and enhance the historic environment by applying national policy to heritage assets, ensuring all assets are central to strategies, plan, policies and development proposals, through the identification, assessment and positive integration of the importance, form and character of buildings, features, settlements and historic landscapes.

### **Policy ST7**

#### **The Faversham area and Kent Downs strategy**

Within the Faversham area, the conservation and enhancement of the historic and natural environment are the primary planning aims. Decisions shall strengthen the viability of Faversham or its rural communities and support their shared social, economic and cultural links. Planning permission will be granted for development proposals that:

- 1. (relates to Strategic Employment Sites and industrial allocations in Saved Local Plan allocations)
  - 2. Deliver new employment opportunities as part of Neighbourhood Plans (also covers the allocation for Oare Gravel Work or Love Lane for mixed development)
- 3. Safeguard, diversify or expand the tourism focus of the area through appropriate proposals with an environmental, countryside or active leisure emphasis;
  - 4. Maintain or enhance the range of town centre services and facilities to secure Faversham's role and functioning and support its vitality and its uniqueness, strong sense of place and the range of independent retailers;
  - 5. (relates to rural settlements)
  - 6. (relates to settlements in the rural area)
  - 7. Develop public transport networks which meet the needs of both the market town and its surrounding rural area;
  - 8. Provide housing at allocations and, as appropriate, within Neighbourhood Plans or other appropriate locations where the role and character of Faversham and its rural communities can be maintained or enhanced;
  - 9. Improve levels of deprivation in Davington and East Downs wards and/or facilitate as required, increased capacity in infrastructure and services in accordance with the Local Plan Implementation and Delivery Schedule;
  - 10. Accord with the Faversham Creek Neighbourhood Plan, enhancing this locality as a tourist hub and a place of special interest and activity, with strong associations with the water and improved links to the town centre;
  - 11. Address the risks of flooding and forecast climate and coastal change and at Faversham and Oare creeks;
  - 12. Achieve net gains in biodiversity from Local Plan allocations at Oare, The Western Link and from the Faversham Creek Neighbourhood Plan;
  - 13. Ensure the landscape qualities and distinctive features of the Kent Downs AONB remain valued, secure and strengthened, alongside the local landscape designations within and around the North Kent Marshes and the Blean; and
  - 14. Protect and enhance the diversity, character and appearance of the area's historic assets including;
    - a) The small scale and compact urban form and setting to the town, strongly defined by surrounding countryside and its position standing adjacent to the A2 rather than astride it;
    - b) The setting and separation of settlements close to Faversham; and
    - c) (relates to the rural areas only)

**Policy CP1****Building a strong, competitive economy**

Actions by public, private and voluntary sectors shall work towards the delivery of employment opportunities to provide a sufficient range and choice of sites, a balance of supply across different locations, the renewal and upgrading of existing sites and meet the needs of specific sectors. The Council shall support proposals that:

1. Stabilise losses of jobs and/or floorspace within the manufacturing sector or exploit Swale's strengths;
2. Secure additional retail/leisure growth, taking into account of committed schemes and existing centres and provide flexibility over uses in town centres to enable them to respond to the challenges they face;
3. Uplift sectors related to the visitor economy;
4. Provide for expansion of the pharmaceutical and science sectors;
5. Encourage educational facilities or an expansion of vocational learning, developing links between institutions and the private sector or work-based learning at key locations;
6. Contribute to the delivery of a comprehensive land portfolio for the Borough by:
  - a) Safeguarding and maximising the potential of identified Existing Strategic Employment Sites;
  - b) Bringing forward the stock of existing committed employment sites;
  - c) Addressing qualitative issues with new provision at (i) (relates to Sittingbourne), (ii) at Faversham to release poorer quality locations and upgrade the overall supply-this is discussed in the site policy for Brents Industrial Estate at 7.12) (iii) relates to Sheppey)
  - d) Managing existing and future employment potential by upgrading older industrial areas, safeguarding existing sites and allocations where appropriately located and suitable, whilst viable for users under normally functioning economic conditions.
7. (relates to agriculture and forestry)
8. Safeguard or enhance Swale's Strategic Tourism Assets and bring forward proposals to consolidate and widen the Borough's tourism potential particularly while embracing principles of sustainable tourism;
9. (applies to major allocations)

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10. Support sectors that will be attractive to the local population who would otherwise out-commute for work;
11. Facilitate the delivery of digital infrastructure;
12. Create resilience in existing businesses to forecast changes in flood risk, climate change and natural processes or bring forward proposals that lead to an expansion of businesses in the low carbon sectors;
13. Provided the Local Plan strategy is not significantly compromised and sites cannot be found within criterion 6, can meet unanticipated needs in one or more of the following Priority Locations:
  - a) the extension of an existing employment site;
  - b) where benefits to deprived communities can be achieved;
  - c) (well related to major roads), or
  - d) where appropriate, re-using heritage assets or delivering significant benefits to the conservation of landscape or biodiversity.

**Policy CP2****Transport Infrastructure**

Actions by the public, private and voluntary sector will adopt an integrated approach to the provision of transport infrastructure through making best use of capacity in the network and working together with transport providers to improve and extend the transport network in the most sustainable way. Development proposals will:

1. Locate new development in accordance with Policies ST1-7, Local Plan allocations, approved Neighbourhood Plans and Community Right to Build initiatives, which minimise the need to travel between homes and employment, shopping, community facilities and leisure and recreation facilities and facilitate sustainable transport. This will be demonstrated through the provisions of Transport Assessments and Travel Plans supporting development proposals;
2. Ensure that new development is well located in relation to public transport links and to promote its use through improved access to existing or new services;
3. Ensure provision of improved bus stop infrastructure and expansion of the bus network to serve new developments from the earliest stages of occupation;
4. Facilitate use of buses for commuting, through partnership working with Kent County Council, transport operators and other partners to establish a Quality Bus Partnership;

5. Ensure maximisation of use of rail services for passenger and commercial traffic, through improvement of station forecourts and bus interchange facilities, especially at Sittingbourne, alongside improvements to accessibility and on the Sheerness branch line. This will be achieved through working in partnership with Kent County Council, Network Rail and Network South East (or other rail franchise operators);
6. Ensure development of integrated walking and cycling routes to link existing and new communities with local services and facilities, public transport and the Green Grid network of recreation routes, through working in partnership with Kent County Council and cycling groups;
7. Facilitate greater use of waterways for commercial traffic, where this would not have an unacceptable adverse environmental impact, through working with the Port of Sheerness and other bodies;
8. Facilitate new investments in transport infrastructure by:
  - a. Demonstrating that with new development proposals, the transport network operates at an acceptable level and that any necessary transport infrastructure is in place to support new development through partnership working to deliver the Infrastructure Delivery Plan/Schedule and Strategic Transport Delivery Plan;
  - b. Working with partners to progress the design of transport schemes, identify any land requirements (including areas of search for new routes) and take account of them in preparation of development proposals;
  - c. Providing appropriate contributions from developments either financially, or in kind, to fund the transport infrastructure required. Off site transport improvements relating directly to an individual development including site access and local junction and road improvements will be required through Section 106 and Section 278 agreements, in addition to any pooled contributions to strategic infrastructure projects. The Council will introduce a Community Infrastructure Levy as a longer term means of funding strategic transport projects;
  - d. Partnership working across all sectors to achieve alternative funding measures for any identified shortfall in strategic transport improvements; and
  - e. Partnership working across all sectors with Kent County Council to address local road improvements, public transport, walking and cycling initiatives (which are not necessarily related).

### **Policy CP3**

#### **Delivering a wide choice of high quality homes**

Actions by the public, private and voluntary sectors shall work towards the delivery of a wide choice of high quality homes that extend opportunities for home ownership and create sustainable, inclusive and mixed communities. The Council will support proposals that:

1. Steer housing to the following locations in accordance with Policies ST2-3:
  - a. Local Plan allocations, Neighbourhood Plans and Community Right to Build initiatives;
  - b. windfall sites, including on previously developed land, except where the character of the site, its local context or environmental value determines otherwise;
  - c. town centres when contributing to their vitality and viability; or
  - d. deprived communities when improving local housing markets.
2. Respond to issues present within local housing market areas;
3. Provide affordable housing in accordance with Policy DM8, or in rural areas, homes in accordance with Policy DM9;
4. Provide a mix of housing types, with emphasis toward smaller 1-2 bed properties and 3+ bed homes;
5. Work towards meeting the housing requirements of specific groups, including families, older persons, ethnic groups, including Gypsies and Travellers or disabled and other vulnerable persons;
6. Bring vacant homes back into use and up the Decent Homes standard;
7. Achieve sustainable and high quality design by:
  - a. responding to the defining characteristics of an area through the use of design statements, supplementary planning documents and other best practice design guidance;
  - b. achieving higher standards of sustainable construction in accordance with Policy DM20;
  - c. promoting the greater use of landscaping and habitat creation to promote

biodiversity and contribute to the Local Plan Natural Assets and Green Infrastructure Strategy in accordance with Policy CP6;

- d. use of innovative housing design that includes features for ensuring safe and accessible environments that minimise the fear of crime;
- e. densities determined by the context and the defining characteristics of the area; and
- f. use of mixed use developments.

#### **Policy CP4 Promoting Healthy Communities**

The Council, working in conjunction with relevant organisations, communities and developers, will promote, protect and work to improve the health of Swale's population and reduce health inequalities. The Council will support proposals, where appropriate that:

1. Bring forward accessible and new and/or community services and facilities, including new health facilities in accordance with the Local Plan Implementation and Delivery Schedule;
2. Safeguard existing community services and facilities where viable or able to be made so, including existing health care facilities where the local Clinical Commissioning Group has identified that there is need for such facilities;
3. Safeguard or provide as appropriate, open space, sport and recreation in accordance with Policy DM18, additionally enabling access to nature in accordance with the Local Plan Natural Assets and Green Infrastructure Strategy in Policy CP6;
4. Promote healthier options for transport, including cycling and walking;
5. Improve or increase access to a healthy food supply such as allotments, markets and farm shops;
6. Create social interaction and safe environments through mixed uses and in the design and layout of new development; and
7. Create a healthy environment that regulates local climate by providing open space and greenery to provide shading and cooling particularly within existing urban environments.

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A Health Impact Assessment which shall include proposals to address any issues arising shall be submitted with planning applications for relevant proposals that are (a) required to undertake Environmental Impact Assessments or (b) within Swale's most deprived wards, or (c) identified as required by the Local Plan.

#### **Policy CP5 Infrastructure**

The Council will work with developers and other public agencies to identify infrastructure which will need to be addressed in order to facilitate sustainable growth by:

1. Working with statutory agencies, developers, voluntary and community groups and other public sector bodies to facilitate timely infrastructure delivery, especially those forming part of the Local Plan Implementation and Delivery Schedule; and
2. Collect developer funding as appropriate via Section 106 Agreements or in accordance with the Council's Community Infrastructure charging schedule.

#### **Policy CP6 Conserving and enhancing the natural environment-providing for green infrastructure**

The Council will work with partners and developers to ensure the protection, enhancement and delivery as appropriate of the Swale natural assets and green infrastructure network and its associated strategy. The Council will support proposals that:

1. Recognise and value ecosystems for the wider services they provide such as for food, water, flood, disease control, recreation, health and well being;
2. Protect the integrity of the existing green infrastructure network as illustrated by the Natural Assets and Green Infrastructure map, having regard to the status of those designated for their importance (refers to Development Management Policies)
3. Where assessments indicate a need, enhance and extend the network, guided where appropriate, by the natural assets and green infrastructure strategy map, including where management, mitigation and/or compensation actions

are required to address harm, steering them, as appropriate, to Biodiversity Opportunity Areas or

4. Contribute to the objectives of Natural Partnerships and Nature Improvements in Kent, or
5. Have the enhancement of biodiversity or landscape as their primary purpose.

To promote the expansion of the natural assets and green infrastructure, including within new and existing developments, proposals shall where possible and as appropriate:

- a) Deliver a high standard of design quality to maximise the social, economic, health and environmental benefits of green infrastructure;
- b) Provide a focus for social inclusion, community development and lifelong learning;
- c) Take into account the guidelines and recommendations of relevant management plans and guidance, Biodiversity Action Plans and Supplementary Planning Documents;
- d) Contribute to the protection, conservation and management of historic landscapes, archaeological and built heritage assets;
- e) Achieve, wherever possible, a net gain of biodiversity;
- f) Provide new recreational facilities in accordance with policy DM18 exploiting opportunities to link urban and countryside areas and to create new footpath and cycle links;
- g) Take account of and integrate with natural processes such as flood risk and utilise sustainable urban drainage; and
- h) Include proposals to 'green' existing and proposed developed areas by increasing opportunities for nature in domestic gardens, streets and buildings, including street trees and in and around formal open spaces and sports provision.

## **Policy CP7**

### **Conserving and enhancing the historic environment**

The Council will apply national policy in determining applications affecting a heritage asset. Development will preserve or enhance Swale's designated and non-designated heritage assets as the means to sustain the historic environment whilst creating an individual sense of place and special identity for all areas. Proposals shall recognise the interrelationships between heritage and green infrastructure, landscape, regeneration, economic development, transport, infrastructure, planning, tourism, town centres and climate change. The Council will support proposals that:

1. Preserve and enhance Swale's designated and non-designated heritage assets and their settings in a manner appropriate to their significance and in accordance with Policies DM 31-35
2. Respond to the integrity, form and character of settlements and historic landscapes;
3. Bring heritage assets into sensitive and sustainable use within allocations, neighbourhood plans, regeneration areas and town centres, especially for assets identified as being at risk on national or local registers;
4. Respond positively to the conservation area appraisals and management strategies prepared by the Council;
5. Respect the integrity of the original design and setting of historic assets, whilst meeting the challenges of a low carbon future; and
6. Support the appropriate use of heritage assets, especially for employment and tourism uses where these represent the most appropriate way to preserve or enhance the heritage asset.

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## Policy NP1

### Faversham Creek Neighbourhood Plan

Within the Faversham Creek Neighbourhood Plan area as shown on the Proposals Map, priority will be given to the regeneration of Faversham Creek by retaining maritime activities (including the retention and improvement of wharfs and moorings for large craft repair) with complementary redevelopment opportunities for workshops/business uses, residential, small scale retail and restaurant uses. Where relevant, development of the area should result in:

1. The restoration of listed and other important historic buildings and enhancement of their setting.
2. The protection of open space and nature conservation interests and upgrading of the public realm.
3. Navigation improvements to the creek
4. The provision of a publicly accessible creekside walkway
5. High quality designs which respect their context
6. Proposals which are acceptable in terms of flood risk; and
7. The remediation of contaminated sites.

Specific site allocations and proposals, including finalising the levels of new employment and housing will be made through the Faversham Creek Neighbourhood Plan process.



## Faversham Creek Streetscape Strategy

<http://favershamcreekneighbourhoodplan.org.uk/content/Creek%20Streetscape5220Strategy.pdf>

The Faversham Creek Streetscape Strategy has been endorsed by Faversham Town Council, Swale Borough Council and Kent County Council as guidance for future improvements to the public realm within the Plan area and as part of the evidence base for the Neighbourhood Plan. This is acknowledged in 'Bearing Fruits 2031' in the introduction to policy NP1. It says:

'A number of development opportunity sites front onto the creek which may be brought forward during the period covered by this strategy. It is essential that the requirements of this strategy are recognised and incorporated not only in the planning, but the detailed design of the proposals, in order to ensure:

- a. The accessibility, continuity and legibility of the creekside
- b. That potential connectivity between the creekside and the street and footpath network of Faversham is achieved
- c. That the frontages facing the creek are 'active' and do not consist of blank walls
- d. That paved surfaces, street furniture and where appropriate, railings and lighting follow the guidance in this document, in order that the character of the creekside and its conservation area is preserved and enhanced
- e. That the scale, sense of enclosure and alignment of paths and frontages are appropriate to the character of the area.'

## The Faversham Conservation Area Character Appraisal

<http://www.swale.gov.uk/assets/Planning-forms-and-Leaflets/Planning-General/Planning-Conservation/Faversham-conservation-area-character-appraisal.pdf>

The character of the area around Faversham Creek is assessed in the Faversham Conservation Area Character Appraisal (CACA) published by Swale Council in 2004. This is still relevant over much of the area but is becoming outdated due to more recent events. The CACA describes the character of the creekside in Chapter 4. This discusses the impact of 20th century changes to the character and appearance of the basin and the history of brickmaking on The Brents and resultant townscape. Distinctive buildings including St. John the Evangelist church and the Brents Tavern are noted. There are open spaces above Crab Island and the Upper Brents continues to the former shipyard, the frontage of which was at the time being redeveloped.

On the town side of the creek, the CACA sets out the character of Conduit Street and North Lane with particular focus on the Shepherd Neame brewery complex and the junction between Conduit Street and Quay Lane including T.S.Hazard and the Faversham Creek Hotel. There is a description of the historic buildings in Belvedere Road where new housing was still taking place around Provender Mill. At Standard Quay there is a brief description of the buildings including the black sheds and old granary and for Iron Wharf, the landmark of Oyster Bay House and the remnants of the railway being part of the wharf's special identity

Other parts of the Plan area are described in further chapters. Flood Lane is discussed in Chapter 5. Chapter 6 sets out the history of gunpowder making at the Home Works, most of which has become Stonebridge Pond and the allotments enclosed by the blast walls on Brent Hill.

## Undesignated Heritage Assets and Values

<http://favershamcreekneighbourhoodplan.org.uk/content/NPAssets2013-2.pdf>

The National Planning Policy Framework advises that local planning authorities should set out in their Local Plan or in any Neighbourhood Plans a positive strategy for the conservation and enjoyment of the historic environment. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. The area of the Faversham Creek Neighbourhood Plan is within the Faversham Conservation Area and contains a number of listed buildings of grade II and II\* as indicated on the map in Part 1. These together with their settings benefit from Statutory protection.

The report 'Undesignated Heritage Assets and Values' addresses undesignated buildings and other assets including open areas such as Stonebridge Pond in their context within the Plan area. It also updates the CACA to take into account developments and changes that have taken place since 2004. The document discusses views within, into, out of and across the creek and identifies five distinctive views. It also discusses buildings, structures and items of townscape such as paving and their context and the contribution that these make to the character of the area.

The Undesignated Heritage report is supported by a reference collection of photographs. These can be found at <http://favershamcreekneighbourhoodplan.org.uk/exhibition/>

## Faversham Creek AAP Development Proposals 2010

<http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Faversham-Creek/Final-doc-for-web.pdf>

The brief for this report was to undertake feasibility and viability work following on from the Urban Initiatives Report. In addition, the remit was to advise on development options for the creek area and also on the best planning policy vehicle to deliver regeneration of the creek area. The report assessed forces aiding regeneration and forces constraining regeneration.

Using the Vision already identified for the creek area agreed through the Urban Initiatives consultation, the report proposed regeneration priority areas for most of the sites around the creek identified in the present Neighbourhood Plan and brief suggestions for improving the public realm.

## Faversham Creek AAP Stakeholder Consultation and Options Report (Urban Initiatives) 2009

<http://www.swale.gov.uk/neighbourhood-planning/> - (Overview of past work section)

This was a consultation programme based on a Creek Team approach and hosted by Urban Initiatives which comprised a series of workshops involving representatives of organisations. This is set out in more detail in the Consultation section below. The main outcome of this process that has continued to be relevant was the Vision and Objectives which have been used in this Neighbourhood Plan. The site proposals and assessment of potential alternatives were intended to form the preparatory work for a Development Plan Document, probably to be in the form of an Area Action Plan.

## Faversham Tourism Development Framework 2010

<http://favershamcreekneighbourhoodplan.org.uk/consultation/> (Supporting documents section)

This is a framework for tourism development over the five years from 2010 (that is 2011-16). It sets out comparative numbers for day trips and overnight staying visitors and comments that overall tourism volume is increasing. The nature of tourism has also changed, with more people staying in self-catering or visiting friends or relatives. The document sets out what visitor markets the town and surrounding area is trying to attract and the needs of these groups, in particular good eateries, pubs, hotels and local walks in the countryside.

The marketing strategy for the area is to encourage the target markets to visit the destination for the first time, to repeat visit, to stay overnight, to increase the length of their stay and to visit in the low season to spread business across the year. Motivators for visits include major festivals such as the hop festival, sampling seasonal produce and the changing face of the countryside. The town and its surrounding countryside are being marketed as follows:

*Kent's easily accessible, quaint, charming, creekside small market town set in diverse, spectacular countryside and attractive rural villages, with heritage, quality food and drink outlets and green tourism activities, offering visitors relaxation, peace, tranquillity, a slower pace of life and a warm and friendly welcome. Visitor surveys identified the history and historical setting, architecture and interesting buildings, the creekside (in particular Standard Quay) as fifth, seventh and eighth in a list of fourteen attributes of Faversham, of which the first was unspoilt, ever-changing countryside.*

Future marketing of the town on line is discussed as the main method of reaching potential visitors using search engines and social networking. Improvement of the tourism offer including boutique hotels and quality pub hotels would encourage visitors to stay. Standard Quay is listed within the top seven most popular attractions in the area and is one of the sites that the strategy recommends more promotion. Walking around the creek and estuary is identified as one of the key motivators of visits. Creek Creative is identified as a potentially significant contributor to the cultural elements of the tourism offer.



## Brents Swing Bridge-Options Report

*KCC/Amey February 2014*

This is a KCC-owned document and is a work in progress not yet publicly accessible. The report considers alternative options for a replacement of the existing swing bridge. The options considered were: Option 1-a fixed bridge; Option 2- a swing bridge; Option 3-a lifting bridge; and Option 4- a Dutch-Style bascule bridge. Costings and timescales are set out for each.

- Option 1 — fixed bridge — 6 weeks construction period, 4 week road closure at cost of £390000
- Option 2 — swing bridge — 13 week construction period, 12 week road closure at cost of £970000
- Option 3 — lifting bridge — 12 week construction period, 11 week road closure at cost of £1150000
- Option 4 — bascule bridge — 13 week construction period, 12 week road closure at cost of £1210000

The report discusses the construction of the existing bridge including its superstructure and decking. The Principal Inspection Report from an inspection carried out in 2011 identified that there was differential settlement at the north abutment which would need to be remedied whichever option is selected. There is also repair work required for the masonry abutments which is costed into each of the options.

For all options, there is a requirement for a temporary road closure and diversions via Brent Road and Brent Hill, on which there would need to be public consultation. If a footway and cycleway is to be maintained, then a diversion for the footpath and cycle route via Flood Lane would require that Flood Lane is improved. There is no costing included for fendering to any of the opening bridge options if the bridge is to open for navigation.

Section 3 of the report sets out each option in more detail including their costs and the advantages and disadvantages of each including their whole-life costs.

- Option 1 — the fixed bridge — would be the quickest and cheapest to construct and has the lowest whole life costs, however, it would limit the size of vessels able to access the basin.
- Option 2 — the swing bridge — would produce a wider swing bridge than existing and is the cheapest of the opening bridge options. It would have automatic opening with barriers and gate and allows larger vessels into the basin. It has the lowest whole-life costs of the opening bridge options
- Option 3 — the lifting bridge — and Option 4 — the bascule bridge — are both more expensive to build, and Option 4 has the highest whole-life cost. Both Option 3 and Option 4 would allow larger vessels into the basin and would be automatically controlled with barriers and gates. Both would require the construction of a retraction pit at the north side of the bridge. A bascule bridge would include high level counter balance beams.

The report also assesses the bridge in the context of other factors including the historic environment, ecology, geology, noise and vibration and the water environment. It includes some discussion of geotechnical issues in respect of the construction of any new foundations that require piling, but recommends that more work is done on this whichever option is selected.

The report concludes that Option 1 — the fixed bridge would be the quickest and cheapest and that Options 2,3 and 4 all have similar construction and road closure times and all three have higher attendance and maintenance costs, but all three also allow vessels into the basin.

The report does not make a preference between the options other than setting out the advantages and disadvantages. However, the KCC-chaired working party is actively considering options other than a fixed bridge.

## Faversham Creek Green Cluster — study and report (2008)

<http://gtgkm.org.uk/documents/faversham-creek-technical-report-1265039502.pdf>

These were prepared as part of an initiative led by the DCLG in 2008 as part of a vision for the design of Green Grid public realm and were intended to provide an action plan and to support its delivery across North Kent. The overarching vision for Faversham Creek Green Cluster captured stakeholder aspirations and visions. The document was designed as a tool to prompt creative discussion and joined-up thinking in future discussions between stakeholders as various projects in the cluster might be taken forward.

It suggested some forces for positive change and a BIG vision for Faversham Creek including improving the public realm and linking walks to the open countryside of the North Kent marshes, together with an accessible network of cycleways and footpaths. The study was supported by a technical report explaining the process in more detail.

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## Faversham 2020 Town Plan 2013

<http://www.faversham.org/community/faversham-2020.aspx>

This was prepared by first identifying at a public consultation session what were the issues which residents of Faversham considered to be good or bad. A steering group prepared a plan with brief summaries of what were the findings on a large range of issues and a long list of recommendations grouped by subject. The main outcome was that the Town Council could get a lot more involved in how the town could be improved by better liaison with existing providers of services. The Town Council has adopted the document and has a Localism sub-committee which is working on some of its proposal.

## Realising our ambitions for Swale: Partnership Priorities for the Borough to 2031

[http://issuu.com/swale-council/docs/realising\\_our\\_ambitions\\_for\\_swale](http://issuu.com/swale-council/docs/realising_our_ambitions_for_swale)

This updated the 2009 Sustainable Communities Strategy and describes the priorities and key actions to 2031 that are shared by a 'Swale Public Services Board'-a partnership of important players in the social, economic and environmental life of the Borough. The overarching vision of the Swale Public Services Board is to transform the economic, social and environmental prospects of Swale, making it into one of the best places in Britain in which to live, work, learn and invest. The document highlights a number of issues which planning can influence:

- The challenges of housing need and access to education and employment
- The need for infrastructure and regeneration
- Tackling climate change and protecting our natural and built assets whilst improving our cultural offer
- Promoting healthy lifestyles and reducing gaps in health
- Inequalities which impacts community strength and safety

## Swale Borough Council Strategic Housing Market Assessment-Update and Development Needs 2013

<http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Local-Plan-2013/Misc/13164-Swale-SHMA-Update-Development-Needs-Study-Final-Report-Issue-Low-Res-March-2013.pdf>

This was prepared as part of the evidence base for 'Bearing Fruits 2031'. It sets out details of the Swale labour market, business status, the condition of the economy and the mix of employment sites that already exist in the Borough and for what types of employment there are shortfalls. It also assesses housing requirements and the need for land for new employment and infrastructure requirements across the Borough based on more recent forecasts. The work included development of a number of housing and economic based scenarios to assess the level of new jobs and homes that could be provided.

## Swale Borough Council Employment Land Review 2010

<http://www.swale.gov.uk/employment-land-review-final-april-201/>

This was prepared as part of the evidence base of the Bearing Fruits 2031 Borough Local Plan. It sets out all the existing and proposed employment land allocations throughout Swale so that a strategy for which to include in the Local Plan can be devised. It assesses each site by accessibility and other factors and sets a score out of twenty for each site. This includes all of the existing and currently vacant employment sites around the creek discussed in the Neighbourhood Plan together with sites which are not proposed as possible candidates for change such as Shepherd Neame Brewery. Reference was also made to the inspector's decision letter for Ordnance Wharf (dated 21.12.2004) during the preparation of the plan.

## Swale Borough Council Strategic Housing Land Availability Assessment 2011

<http://www.swale.gov.uk/shlaa/>

This was an assessment of potential housing sites throughout Swale and identified potential numbers of housing units they could contain and the accessibility and suitability of sites to assist in selection of those to be chosen for the Plan. It included several sites around Faversham Creek which have been identified within Appendix 3 of 'Bearing Fruits 2031' as 'saved' allocations until the Neighbourhood Plan comes into force. The sites included land at BMM Weston office site and at Standard House.

The estimate in the SHLAA was that the area around Faversham Creek should provide approximately 100 dwellings. The Neighbourhood Plan area will be expected to make a contribution to housing within the overall numbers for Faversham. The overall document has been updated by the SHMA-Update and Development Needs 2013; in particular this increases the requirement for affordable housing in the Borough.

## Faversham Creek Navigation Study by H.R Wallingford 2006

[http://www2.swale.gov.uk/media/adobepdf/n%2F9%2FEX5311\\_-\\_REPRO\\_-\\_Faversham\\_Creek\\_Navigation\\_Study\\_Rel\\_4-0\\_final1.pdf](http://www2.swale.gov.uk/media/adobepdf/n%2F9%2FEX5311_-_REPRO_-_Faversham_Creek_Navigation_Study_Rel_4-0_final1.pdf)

This was commissioned to assess the condition of the creek with regard to navigation. It is a technical report which investigated the extent of silting of the creek channel including the basin and what measures would be necessary to improve navigability. It estimated the cost of dredging and disposal of silt at that time, which can give a baseline for comparison with what might be required today. It advised that there was likely to be a requirement for some larger scale dredging as well as sluicing, especially in the basin and that maintenance dredging is also likely to be required to maintain the waterway in a navigable condition. Reference was also made during the preparation of the plan to the "Flood-Re" memorandum, 2013 and the Swale Flood Risk Assessment, 2009.

## Swale Landscape Character and Biodiversity Appraisal, Swale Borough Council 2010

<http://www.swale.gov.uk/assets/Planning-General/Planning-Policy/Landscape-Character-Appraisal-Final-Sept-2011/Introduction-reduced-size.pdf>

Swale Landscape Character and Biodiversity Appraisal 2010 provides policy guidance on consideration of planning proposals in the countryside in Swale including close to towns. It assesses the character and quality of landscapes and intends to provide a robust evidence base to protect the highly valued local areas of landscape within the borough. The second element of the appraisal is to protect and enhance biodiversity within the area of the Swale Local Plan. The document provides Supplementary Planning Guidance to support the policies in the draft Local Plan. It identifies landscape character areas throughout the borough.

The area defined as Goodnestone Grasslands includes Iron Wharf boatyard which forms the boundary of the town and its interface with the arable farmed and marshland landscape of the east bank of the creek. Views from the area into Abbey Farm with its listed barns are described. This landscape character area is identified as being in good condition and of high sensitivity because of its

local distinctiveness. Ham Marshes landscape character area abuts the Brents Industrial Estate and Waterside Close, with the boundary defined by the concrete wall of the former shipyard. The area is accessed from the town via the existing footpath around the former shipyard wall (Part of the Saxon Shore Way) and is an unimproved area of grazing marsh enclosed by a sea wall. The open area provides the backdrop to views from Standard Quay and Iron Wharf and is important to their setting. This is also identified as an unspoilt landscape which is a designated Site of Special Scientific Interest, largely in good condition, although there has been some recent gravel extraction, and a highly sensitive landscape. The North Kent marshes are also a Special Protection Area (SPA) and are a RAMSAR site.

## Swale Borough Council Draft Economic Development Strategy 2013-2016

<http://www.swale.gov.uk/assets/Strategies-plans-and-policies/Open-for-Business.pdf>

This is still in draft at present, having been the subject of consultation in autumn 2013. It sets out a course for Swale Borough Council and its partners to stimulate local growth and sets out a series of priorities and actions for the next three years. The current draft makes very little mention of Faversham except to suggest enhancement of the Faversham's market town, small and medium-sized enterprise offer and apprenticeship offer and to support Faversham during the 2015 Magna Carta commemoration in 2015.

Faversham Town Council has recommended that the Strategy should include more detail about Faversham which discusses its contribution of tourism development, smaller scale commercial development, agricultural and food and drink development and its town centre and creekside revitalisation. For Faversham town centre, the existing vitality should be deepened and strengthened. The diversity of the area with regard to the tourist offer is important, in particular at Faversham the high quality food and drink offer including farmers, growers, food processors, retailers and eating houses.

The Town Council also recommended that for Faversham, Swale should work with partners to improve its on-street and off-street parking provision to support its retail, leisure and cultural and service centre offer; to work with partners to improve the historic built environment; work with the Town Council on integration

of the street market with the associated town centre retail, leisure, cultural and service centre offer; and to work with the Town Council on the successful on the successful completion of the Faversham Creek Neighbourhood Plan and receive the Plan from the Town Council for incorporation into the Local Plan. Swale Borough Council should also engage positively with local businesses through the mechanisms that they have built, including meeting with representative business groups in order to understand needs and problems and collaboratively tailor improvements and solutions. Alternative headings and content are recommended in the 'What we need' and 'what we will do' sections to focus the document or more collaborative working with businesses and with the Town Council.

## Business Case for the Repair and Maintenance of Traditional Vessels on Faversham Creek 2014

[http://www.favershamcreekneighbourhoodplan.org.uk/content/Creek\\_business\\_case\\_report\\_January\\_2014.pdf](http://www.favershamcreekneighbourhoodplan.org.uk/content/Creek_business_case_report_January_2014.pdf)

Faversham Town Council seeks an assessment of the future use of the Creek for its Neighbourhood Plan. It has asked for an outline business case as an overall context for resolving the uncertainties for individual decisions about the Creek's component parts. The business case would help underpin a strategy for the Creek for any financing by public authority. The case appears to depend on attracting sustainable business from Thames sailing barges and other traditional vessels.

This advisory report stems from a professional business analysis by local volunteers in November/December 2013. It presumes a competitive market activity, measured in direct cash terms, as a basis for business financing. To speed the analysis, it treats the Creek as a 'black box' and ignores its components and their ownership at this stage, other than to assess the capacity. It also leaves for further analysis the wider indirect economic benefits.

The market scope covers the Thames from London to its full outer estuary, where can be found 51 Thames sailing barges, 170 Dutch/motor barges and approximately 533 smacks and other traditional vessels. Restoring, refitting and maintaining these vessels is an estimated £6m annual business, of which over 80% is spent on the local boatyard. Long term trends look reasonably steady in aggregate. Capacity is constrained by the number of floating dry docks. There is significant

secondary revenue from moorings. Faversham's existing mooring capacity in the area under consideration is 22 equivalent barges, all tidal. There is potential extra capacity of 14 in the basin, plus 24 hardstandings for smacks etc. Faversham has to compete with some 30 existing locations in London, Essex, Suffolk and Kent, led by Maldon for repairs and St Katherine's Dock for moorings. The study analysed several market share scenarios for repair and judged a reasonable view of what new business Faversham should be able to achieve: 18% of Thames barges, 10% of Dutch barges and 7% of smacks. For that it would need three extra dry docks for mainstream repair and maintenance along the tidal Creek and light maintenance and general moorings elsewhere. The annual income predicted is £700k gross (26% from moorings) and £200k net of operating costs (78% moorings), leading to about 10 extra full time jobs. £1.3m of capital expenditure would be required: £860k for the additional costs of an opening bridge with sluices/gates, £280k for quay structures, £50k for initial dredging and £140k for dry docks and other equipment.

All in real terms, the business model's negative cash flow peaks in the second year and becomes positive in the fourth. Financing from commercial sources can be arranged as a mix of bank loans and private investment, but to attract that at comparable market rates of return for debt and equity requires public support. While some voluntary help is assumed, the bulk of the support needs to come from Local Authority sources. Conveniently, this support matches the additional cost of recreating an opening bridge. If Local Authorities can take responsibility for the additional £860k installation and £20k annual maintenance, the commercial funding is then a feasible £500k.

Conditional on public funding, there is a positive Net Present Value to the Town after all costs, including cost of capital, of £560k. Without any external public support this falls to -£440k, i.e., on a purely commercial basis, the Creek needs public support to be viable. While Local Authority funding pressures indicate difficulty in securing public grants, the business case can offer a credible basis for future applications to a wider range of public bodies.

In summary, and taken as a whole, the outline business case for realising Faversham's potential as a working creek needs significant public support. This can be achieved by providing a new opening bridge, with the prospect of maritime activity substantially along all those lengths of creek-side that are currently under consideration. The extra traditional vessels would be in publicly visible locations. Realising the potential value means visualising and developing the Creek as one entity, even though its components may be separately owned and managed businesses.

### Summary of the Action for Market Towns report on questionnaires 2013

<http://favershamcreekneighbourhoodplan.org.uk/content/AMTSummary.pdf>

This is the report that was presented to the Steering Group in August 2013 which explains the questionnaire and what the qualitative and statistical responses were. Reference was also made in the preparation of the plan to the Swale Retail and Town Centre Study 2010.

### Report on site feedback responses following the Illustrations Exhibition 2013

<http://favershamcreekneighbourhoodplan.org.uk/content/SiteFeedback.pdf>

This is the report presented to the Steering Group in July 2013. It sets out the responses by sites with the number of responses to each of the questions asked at the Illustrations Exhibition.

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