

NOTES for the FAVERSHAM FUTURE FORUM held in The Guildhall Faversham on Monday 11 July 2017

Present: The Mayor, Cllr Shiel Campbell, Debbie Lawther, Antony Hook, Harold Goodwin, Chris Wright, Alastair Gould, Frances Beaumont, Sue Akhurst, Chris Oswald Jones, Ian Read, Tim Stonor, Teresa Curteis, Janet Turner, Findlay Macdonald, Sandra Pilcher, Claire Belsom, Trevor Abram, Kevin Moon, Chris Williams, Louise Bareham

1. INTRODUCTION

Introductions were made and guests were welcomed.

2. APOLOGIES FOR ABSENCE

Apologies were received from Margaret Abram.

3. MATTERS ARISING

COJ noted that he was not on the attendees list.

4. DEVELOPMENT PLANNING GUIDELINES

It was unanimously agreed to accept the Planning Guidelines and for them to be presented to Faversham Town Council at their next meeting.

5. VISION

TA noted at a recent visit to Spain that all crossroads had a crossing. TS thought that once 20's Plenty was implemented rules required for crossings would change, for instance it would be easier to put in an informal crossing. Therefore 20's Plenty would be a key component for the vision and a building block for more. 2020 TAP involved consultants, as did the Creek NHP, although it was not a smooth ride. Recent work with Design SE could be extended with a guiding vision of place and a traffic consultant had been employed for 20's Plenty.

JT's vision was to sustain and maintain the historic centre. People love the market town with the beautiful centre – new development should be incorporated to maintain the integrity.

COJ noted that Hazebrouke's side roads had zebra crossings. He also felt the 2020 TAP should be used as a base document. LB confirmed that it was being used to assist the writing of the Town Council's strategic plan.

DL felt the group was acting like a body of trustees with a wide remit with oversight of the improvement for the town. AG noted walking and cycling in Holland had a prominence over cars. The impact of the new developments must be fully integrated with off road routes and to allow mixed uses where the traffic

speed was lower. He thought active transport must be promoted and fully understood why more people were riding on footpaths.

SC wondered if Gatefield Lane could be shared but AG felt roads such as Newton Road were difficult to cross as there was less visibility and thought more prominence needed to be given to cycle and pedestrian routes.

TS thought it had already been done in Faversham and gave Napleton Road and Tanner Street areas as an example. He also thought that Court Street zebra crossing was an excellent model, as it was the same level as the footpath and brought the cars up to the same level as pedestrians. TS also pointed out the different widths of the zebra crossings around the town, with Station Road having 4 stripes, Court Street 5 and Whitstable Road 6. This made Whitstable Road the hardest to cross and showed that the road needed to be narrowed at that position.

SA did not like the idea of Gatefield Lane being a shared space with cyclists, although some already use it, as it felt dangerous and not wide enough to cope. She would be against making these cycle routes.

AG thought the area could be shared with care. COJ quoted the required widths noting that a path had to be 1800mm for KCC to designate it as a cycle path. It was considered that the Dutch had been brought up to cycle but here young people think it's ok to ride on the footpaths.

DL liked the idea of renting out electric cars to residents. JT thought it was unrealistic that families would walk with loads of shopping bags; certainly those living on Perry Court would not walk to Tesco to do their shopping. AH noted that if you were cycling from the west of Faversham you had to use Dark Hill and how there was a lack of alternative routes which could be safely used by cyclists. When new developments are built there should not just be one way in and out. He was also concerned that those living to the south of the A2 would be a completely separate community, however if the A2 was made 20mph this may assist. AH's vision was to make the town accessible to walk and cycle across safely – although not abolishing cars and most people should be able to live in walking/cycling distance of all amenities such as schools, health care and grocery shop.

HG thought Faversham was no longer a single centre town - Standard Quay, Macknades, West Faversham Community Centre etc – and that not everyone used the town centre, except for medical purposes. Faversham was not flat, there is no public transport in some areas. HG would be interested to know how many did not have access to cars.

SA noted that getting new bus services was not easy, particularly with non-competing agreements. Arriva had just shortened their service in Oare due to difficulty in passing parked vehicles. TA noted that it was not a regular frequent service to Bysing Wood either.

TC thought the location of car parks needed to be considered, visitors had to enter the town centre as that's where the car parks were. She was looking at shared space at the UoK campus with Ben Hamilton-Baillie.

KM wondered how yellow lines would solve parking problems and believed that having double yellow lines around the Guildhall would cause further problems. He thought cars should not be allowed in the town centre but deliveries should take place. CW works on the Abbey School site and felt the A2 was a barrier, but his business offered free deliveries. He also noted the park and ride service over Christmas and wondered if that could be increased.

6. UPDATE ON NEIGHBOURHOOD PLAN/LOCAL PLAN/SE DESIGN STATEMENT

COJ gave an update on the status of the Local Plan, due for ratification at the end of the month. The next first year review will start immediately. Designated green spaces have been included. The Faversham Creek Neighbourhood Plan will be included within the Local Plan.

Design SE is yet to respond to a letter sent on behalf of the town council, requesting the 'next steps'. Disappointment was noted in their lack of response.

The Bovis development on the Western Link both the town council and Faversham Society had requested 35% affordable housing, rather than the proposed 30%.

SA requested that the group look at development proposals in order to comment and noted that Design SE had shown that grid development was better than cul-de-sacs with only one way in and out. JT raised concerns about areas of affordable housing where public space management was recharged to residents. SA noted that any playgrounds must be properly managed and suggested that ground rules were laid down early on.

JT commented that two GP surgeries were not sufficient in Faversham. TS thought that landowners selling to developers did not lead to health care or businesses being created, that instead land should be sold in stages. He added that there might be an opportunity to be a pilot area at national level.

FM raised concerns regarding fly tipping on common areas and who would be responsible for the high cost of clearing. AG asked how Faversham could

become a pilot for the scheme. TS said the study was looking at finances, the non-delivery of social benefits, land banking and potential new ways of working. He will look into it further.

SC thought Faversham had been innovative in the past, as the Vanguard project was one of the first and thought we should follow up the initiative. COJ asked if any further meetings with developers had been planned.

FB proposed that the group look at supporting different opportunities.

TS agreed to take this forward and will look to explore innovative ways for future development.

HG thought it might be a waste of time; the NPPF was well written but would be interested to hear of any ideas.

7. ANY OTHER BUSINESS

FM asked about electrical charging points for the town. AG said home charging points should be included within new developments. SBC had apparently made a provision for 4 points in Sittingbourne, but none in Faversham. It was agreed to request this item be put to the PRG. A question was raised over potential funding, but it was thought that there were government grants available. Perhaps Tesco could rent out a space.

8. ACTIONS FROM THE MEETING

- TS to research whether Faversham could act as a pilot for an innovative scheme.
- LB to include electrical points on the PRG agenda.
- LB to send out latest Design SE More Faversham document and try to engage with them further.
- A request to the Town Council to adopt the Planning Guidelines, as agreed by the FFF.

9. DATE OF NEXT MEETING

Monday 4 September, 7pm, The Guildhall