



This drawing shows the frontage of the creekside site (Site 5) formerly used by Frank and Whittome and now partly used by Wilkinson Sails and an office in the former chandlery.

Adjacent to the car park of Belvedere Wharf is a three-storey building using some characteristic creekside details. This building should be sited so that it allows a view from across the creek of the listed blue former chandlery.

Across the remainder of the frontage, two buildings are shown, one incorporating a covered creekside walkway. These buildings would include a mix of uses including retail and craft workshops at ground-floor level with an active frontage to walkways running down to the creek. There would be residential use on the upper floors. These two buildings are intended to appear similar in height to Provender Mill

A walkway would link the site to the sites on either side if possible and moorings are intended along the frontage.

The building nearest to Town Quay would be aligned along the side of the existing slipway, and in that location it would open up a wider view of the creek when approaching down Quay Lane. At the Conduit Street end, the height is shown approximately 1 storey taller than the Swan and Harlequin.

A lifting bridge is included to allow access for larger vessels into the creek basin. Sluice gates are retained below to permit management of the waterway by sluicing.

Summary of consensus view reached at November 2012 workshop

*No objections to some of the buildings being rebuilt
Retention of the listed building is essential
Moorings and a public walkway should be included in any scheme.*

A mixture of houses, apartments, offices, small businesses, shops, galleries, cafes etc should be included to create a buzz and to stimulate foot traffic.

This drawing also shows the creek bridge

It is essential that there is an opening bridge and the gates are working effectively.

*It is essential to have a firm commitment in the Neighbourhood Plan to funding an opening bridge
Attention would have to be given for the arrangements for maintaining and operating an opening bridge and traffic implications for the rest of the town's roads.*

All agreed that whilst everything should be done to try to make this happen, the Plan should not be abandoned simply because a workable solution cannot be found.

Need to identify uses in the inner basin to support / justify the necessary opening of the bridge