Medway Estuary and Swale Strategy
Appendix R: Partnership Funding Plan

August 2018

Environment Agency
Medway Estuary and Swale Strategy
Appendix R: Partnership Funding Plan

August 2018
## Issue and Revision Record

<table>
<thead>
<tr>
<th>Revision</th>
<th>Date</th>
<th>Originator</th>
<th>Checker</th>
<th>Approver</th>
<th>Description</th>
</tr>
</thead>
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<tr>
<td>A</td>
<td>29/06/18</td>
<td>N Del Estal</td>
<td>B Riley</td>
<td>Z Hutchison</td>
<td>Draft for issue and comment</td>
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<td>B</td>
<td>16/05/18</td>
<td>B Riley</td>
<td>L Eyres</td>
<td>Z Hutchison</td>
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<td>C</td>
<td>09/07/18</td>
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<td>L Eyres</td>
<td>Z Hutchison</td>
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<td>D</td>
<td>17/08/18</td>
<td>B Riley</td>
<td>L Eyres</td>
<td>Z Hutchison</td>
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3 Partnership Funding Plans per Benefit Areas  
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1 Introduction

The Environment Agency has appointed Mott MacDonald (MM) to develop the Medway Estuary and Swale Coastal Flood and Erosion Strategy (hereafter known as MEASS), with the aim of providing a Flood and Coastal Risk Management (FCRM) Strategy for the Tidal Medway Estuary, the Swale Estuary, and the Isle of Sheppey. The aim of MEASS is to assess how to best manage the coastline to protect people, properties, designated habitats, and agricultural land from coastal flood and erosion risk. As with all flood and coastal risk management work, the wider impacts must be considered. This means that the best technical solutions for defences need to be found, while also considering the impacts and benefits for local communities, the environment, and the cost to the tax payer.

The Strategy that has been produced consists of a Strategy Appraisal Report (StAR) document which summarises the business case and key financial information. The StAR document is supported by several Technical Appendices, which together, provide the details behind the decisions made within the StAR. Technical Appendix H: Implementation Plan forms an important appendix to MEASS and provides clear and concise actions and roles for the implementation of the Strategy.

The Implementation Plan has identified obtaining Partnership Funding for the Strategy to be a key risk in the implementation of the capital schemes identified. Therefore, this Appendix aims to summarise key information required to be able to assess the core funding strategy which should be adopted for each capital scheme. The Implementation Plan has recommended an Integrated Landscape and Green Infrastructure Study as part of the work to look for Partnership Funding, and this Appendix will help inform this study.

It is to be noted that this Appendix only focuses on Benefit Areas which have a capital flood risk management scheme planned as part of the implementation. Managed Realignment schemes are not covered within this Appendix as individual pages, as the costs are split proportionately across the Hold the Line frontages and therefore overall costs are included across the different Benefit Areas. Furthermore, schemes which will be presenting a moderation case will be undertaking a cost effectiveness analysis and have also not been included within this Appendix.

Only high-level details are included within this Appendix. Further information on stakeholders, communities and wider opportunities and risks can be found in the Implementation Plan.
2 Partnership Funding Strategy

Following approval of the Strategy, a more detailed funding Strategy will be produced by the KSL Area Team. This will take the information developed for the Strategy and will start the more specific funding discussions with different organisations and beneficiaries of the Strategy.

There are a number of different levels of contributions which can be provided by different organisations. Generally, this can be split into three levels across the whole life cost of the project including:

- **Efficient project delivery providing efficiency savings**: As this is a very large Strategy covering many areas, there are likely to be a number of efficiencies through a more detailed optioneering process that can be achieved at appraisal stage. Through reducing risks, and value engineering, costs of implementing the Strategy could be reduced. This will be a focus of the KSL Area Team as well as the Consultant(s) commissioned to take some of these projects forward.
- **Direct financial contribution to the scheme**: This will be one of the hardest types of contribution to secure but will likely be the main type of contribution required for the Strategy. Discussions around potential contributions are required to be undertaken by the KSL Area Team prior to Outline Business Case (OBC) stage to ensure the effective delivery of the project once the appraisal is undertaken. Agreeing Heads of Terms can be a lengthy process and these timelines are highlighted in the Implementation Plans (Technical Appendix H of the Strategy).
- **In-kind funding**: This may include the use of land for construction, provision of materials for works, reduction in fees for planning applications, provision of data etc.

The potential sources of funding that have been highlighted throughout this Report have been summarised in Table 1, alongside the potential type of funding contribution they may be able to provide. Furthermore, they have been identified and categorised under the following stakeholder categories:

- **Core potential funder and partner for the scheme** – Stakeholders who have a legal or statutory responsibility for managing the risks associated with flooding within the MEASS area. Typically likely to be the Risk Management Authorities, Riparian landowners and third part asset owners.
- **Wider stakeholder** – A stakeholder who will realise benefit from the preferred scheme through better protection from tidal flooding or erosion.
- **Other sources** – Organisations who have access to funding or can act as facilitators for funding where the aims of the funding sources align with the aim of the Strategy. This may include LEP funding.
### Table 1: Summary of beneficiaries and potential funding for the Strategy

<table>
<thead>
<tr>
<th>Beneficiary</th>
<th>BA’s applicable</th>
<th>Assets better protected</th>
<th>Type of Stakeholder</th>
<th>Type of potential contributions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Project delivery</td>
<td>Financial contributions</td>
</tr>
<tr>
<td>Abbey Fields</td>
<td>BA7.2b</td>
<td>Land at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Aylesford Priory</td>
<td>BA3.4</td>
<td>Aylesford Priory</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Block Works</td>
<td>BA5.1</td>
<td>Block Works</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Kingsnorth Industrial Estate</td>
<td>BA1.2</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Offiserve, Knights Park and Conquest Industrial Estate and Tannery Court Business Centre</td>
<td>BA2.1</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Castle View Business Park</td>
<td>BA2.2</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Pier Road Industrial Estate and Owens Way Industrial Estate</td>
<td>BA2.3</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Mid Kent Business Park and Cottage and Yew Tree Industrial Estate</td>
<td>BA3.3</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Deacon Industrial Estate and Britannia Business Park</td>
<td>BA3.4</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within Industrial Estates around Sittingbourne</td>
<td>BA5.2</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Businesses within a number of industrial estates at Sheerness</td>
<td>BA11.2</td>
<td>Commercial businesses -buildings at risk of flooding</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Caravan Parks</td>
<td>BA9.2</td>
<td>Caravan parks and associated buildings and infrastructure</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Damhead Creek Power Station</td>
<td>BA1.2</td>
<td>Damhead Creek Power Station</td>
<td>Core funder</td>
<td>Yes</td>
</tr>
<tr>
<td>Highways Agency</td>
<td>BA5.1</td>
<td>Entrance to Sheppey Crossing</td>
<td>Wider Stakeholders</td>
<td>Yes</td>
</tr>
<tr>
<td>Historic Assets – protection/enhancement/ regeneration funding</td>
<td>BA2.3, BA5.2, BA11.2</td>
<td>Chatham Historic Dockyard (BA2.3) Sittingbourne and Kemsley Light Railway (BA5.2)</td>
<td>Other Sources</td>
<td>Yes</td>
</tr>
<tr>
<td>Beneficiary</td>
<td>BA’s applicable</td>
<td>Assets better protected</td>
<td>Type of Stakeholder</td>
<td>Type of potential contributions</td>
</tr>
<tr>
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<tr>
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<td></td>
<td>Project delivery</td>
</tr>
<tr>
<td>Kingsnorth Power Station</td>
<td>BA1.2</td>
<td>Kingsnorth Power Station</td>
<td>Core funder</td>
<td>Yes</td>
</tr>
<tr>
<td>Medway Council</td>
<td>BA2.1, BA2.2, BA2.3, BA3.2, BA4.1</td>
<td>Medway Towns and Marshes</td>
<td>Core funder</td>
<td>Yes</td>
</tr>
<tr>
<td>Morrisons</td>
<td>BA5.1</td>
<td>Distribution Centre near Sittingbourne</td>
<td>Wider Stakeholder</td>
<td>Yes</td>
</tr>
<tr>
<td>Network Rail</td>
<td>BA1.2, BA2.1, BA2.2, BA3.3, BA5.1</td>
<td>Industrial line serving BP Isle of Grain in (BA1.2)</td>
<td>Core funder</td>
<td>Yes</td>
</tr>
<tr>
<td>Peel Ports</td>
<td>BA11.2</td>
<td>Sheerness port infrastructure</td>
<td>Wider Stakeholder</td>
<td>Yes</td>
</tr>
<tr>
<td>Queenborough Marina</td>
<td>BA11.2</td>
<td>Queenborough marina and tidal gate</td>
<td>Wider Stakeholder</td>
<td>Yes</td>
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<tr>
<td>RFCC</td>
<td>BA2.1, BA2.2, BA2.3, BA3.2, BA3.4, BA4.4, BA5.2, BA7.2a, BA7.2b, BA9.1, BA9.2, BA11.1</td>
<td>Communities and residential properties</td>
<td>Other Sources</td>
<td></td>
</tr>
<tr>
<td>Ridham Docks</td>
<td>BA5.1</td>
<td>Ridham Docks and associated businesses</td>
<td>Wider Stakeholder</td>
<td>Yes</td>
</tr>
<tr>
<td>Riverside Country Park</td>
<td>BA4.1</td>
<td>Visitor centre and walks</td>
<td>Wider Stakeholder</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Mary’s Island - developers</td>
<td>BA2.3</td>
<td>Currently are responsible for maintenance of some of the defences</td>
<td>Core Funder</td>
<td></td>
</tr>
<tr>
<td>Shephard Neame Brewery</td>
<td>BA7.2a</td>
<td>Brewery and associated buildings</td>
<td>Wider Stakeholder</td>
<td></td>
</tr>
<tr>
<td>Sittingbourne and Kemsley Light Railway</td>
<td>BA5.2</td>
<td>Light railway line – historic and tourism importance</td>
<td>Wider Stakeholder</td>
<td></td>
</tr>
<tr>
<td>Smurfit Kappa Recycling</td>
<td>BA3.3</td>
<td>Recycling centre</td>
<td>Wider Stakeholder</td>
<td></td>
</tr>
<tr>
<td>Beneficiary</td>
<td>BA’s applicable</td>
<td>Assets better protected</td>
<td>Type of Stakeholder</td>
<td>Type of potential contributions</td>
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<td>Project delivery</td>
</tr>
<tr>
<td>Southern Water</td>
<td>BA2.1, BA3.3,</td>
<td>Sewerage works (BA2.1, BA3.3, BA5.1, and BA7.2a)</td>
<td>Wider Stakeholder</td>
<td>Financial contributions</td>
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<tr>
<td></td>
<td>BA5.1, BA7.2a</td>
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<td></td>
<td>In-kind contributions</td>
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<tr>
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<td>Swale Borough Council</td>
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<td>Towns, villages and recreational spaces</td>
<td>Core funder</td>
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<tr>
<td></td>
<td>BA7.2a, BA7.2b,</td>
<td>In BAS9.1, 10.1 and 11.1 – lead local authority for erosional defences</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>BA9.1, BA9.2,</td>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>BA11.1, BA11.2</td>
<td></td>
<td></td>
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<tr>
<td>Tonbridge and Malling Council</td>
<td>BA3.3, BA3.4</td>
<td>Residential properties and communities at risks</td>
<td>Core funder</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td>Yes</td>
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<td></td>
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<td>Yes</td>
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<tr>
<td>Tourism – funding pots related</td>
<td>BA2.3, BA4.1,</td>
<td>Historic Chatham Dockyard (BA2.3)</td>
<td>Other sources</td>
<td>Yes</td>
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<tr>
<td>to tourism and recreation spaces</td>
<td>BA4.4, BA5.2,</td>
<td>Riverside Country Park (BA4.1)</td>
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<td></td>
<td>BA7.2a, BA9.1,</td>
<td>Brickfields site (BA4.4)</td>
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<tr>
<td></td>
<td>BA9.2</td>
<td>Sittingbourne and Kemsley Light Railway (BA5.2)</td>
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<td></td>
<td></td>
<td>Faversham (BA7.2a)</td>
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<tr>
<td></td>
<td></td>
<td>Leysdown Beach (BA9.1 and BA9.2)</td>
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<td></td>
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</tbody>
</table>


3  Partnership Funding Plans per Benefit Areas
**Funding Plan - Benefit Area 1.2 Kingsnorth**

Preferred Option: Maintain defences until year 8. Then raise (sustain) the embankment, seawall, and rock revetment in year 8.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£22,054k</td>
<td>10%</td>
<td>£19,759k</td>
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</tbody>
</table>

**Benefits proportion:**

- Residential properties: 50%
- Commercial properties: 49%
- Road and Rail: 1%
- Agriculture: 0%
- Tourism: 0%

**Key infrastructure benefiting from protection:**
- Kingsnorth Power Station
- Damhead Creek Power Station
- Kingsnorth Industrial Estate
- Railway alongside A228 (industrial line used for BP Isle of Grain Terminal)

**Potential Funders:**
- Kingsnorth Power Station
- Damhead Creek Power Station
- Local businesses in Kingsnorth Industrial Estate
- National Rail /BP

**Wider Opportunities**

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**Do Nothing Flood Map**

![Map of Kingsnorth showing various areas and labels](image)
**Funding Plan - Benefit Area 2.1 Medway Towns-Lower Upnor to Medway Bridge**

**Preferred Option: Raise (sustain) embankments, walls, flood gates and revetments**

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£20,534k</td>
<td>14%</td>
<td>£17,618k</td>
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</tbody>
</table>

**Benefits proportion:**

- Residential properties: 22%
- Commercial properties: 74%
- Road and Rail: 4%
- Tourism: 0%
- Agriculture: 0%

**Key infrastructure benefiting from protection:**

- Industrial estates including Offiserve, Knights Park and Conquest Industrial Estate
- Railway Line - Strood to Cuxton section - Southeastern line
- Tannery Court Business Centre
- Sewerage Works

**Potential Funders:**

- Medway Council
- Industry along the water front
- National Rail
- Local Levy/ RFCC
- Local Developers
- Southern Water

**Wider Opportunities**

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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</tbody>
</table>

**Do Nothing Flood Map**

![Map of the area showing flood risk and potential development sites]
Funding Plan - Benefit Area 2.2 Medway Towns-Medway Bridge to West St Mary’s Island

Preferred Option: Raise (sustain) seawalls and sheet piling in localised areas

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£5,417k</td>
<td>18%</td>
<td>£4,440k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Commercial properties: 91%
- Road and Rail: 0%
- Tourism: 0%
- Agriculture: 0%
- Residential properties: 0%

Key infrastructure benefiting from protection:
- Castle View Business Park
- Railway Line - Strood to Chatham line - Southeastern Railway

Potential Funders:
- Medway Council
- Local Levy/ RFCC
- Local Businesses
- Developers
- Network Rail

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

Legend:
- Preferred Option: Defence Raised
- Preferred Option: No Action Intervention
- Boundary of Benefit Area
- Potential Development Sites
- 5 to 20ft flood extent future undeveloped
Funding Plan - Benefit Area 2.3 Medway Towns- St Mary's Island to the Strand

Preferred Option: Raise (sustain) embankments, walls, flood gates, and sheet piling.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£16,124k</td>
<td>33%</td>
<td>£10,783k</td>
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</tbody>
</table>

Benefits proportion:

- Residential properties: 71%
- Commercial properties: 29%
- Tourism: 0%
- Agriculture: 0%
- Road and Rail: 0%

Key infrastructure benefiting from protection:
Pier Road Industrial Estate and Owens Way Industrial Estate

Potential Funders:
- Medway Council
- Industry along the water front
- Historic Dockyard
- St Mary's Island - currently maintain some of the defences
- Local Levy/ RFCC

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

Legend:
- Preferred Option: Development Area
- 508 (Site of Special Scientific Interest)
- 507 (Special Protection Area) / Ramsar
- Boundary of Defend Area
- 20ka Road network / future underlined
- Potential Development Sites
Funding Plan - Benefit Area 3.2 Upper Medway- North Halling to Snodland.

Preferred Option: Construct new setback embankments at Halling Marshes. Raise (sustain) embankments, walls and flood gates in localised areas.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£1,725k</td>
<td>28%</td>
<td>£1,236k</td>
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</tbody>
</table>

Benefits proportion:

- Residential properties: 78%
- Agriculture: 6%
- Tourism: 0%
- Commercial properties: 0%
- Road and Rail: 16%

Key infrastructure benefiting from protection:
Limited infrastructure in this area.
- Railway - Cuxton to New Hythe route - Southeastern Railway

Potential Funders:
- Medway Council
- Local Levy and RFCC
- Land and property owners
- Network Rail

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

*Legend*
- Preferred Option: Break
- Preferred Option: Defences Raised
- Preferred Option: Defences not Maintained
- Preferred Option: Setback Embankments
- Boundary of Benefit Area
- Potential Development Sites
- 0000 (Site of Special Scientific Interest)
- SPA (Special Protection Area)/Flanner
- H2400 (fixed extent future unmarked)
Funding Plan - Benefit Area 3.3 Upper Medway-Snodland to Allington Lock

Preferred Option: Raise (sustain) embankments, walls and flood gates from year 20.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£17,628k</td>
<td>76%</td>
<td>£4,285k</td>
</tr>
</tbody>
</table>

Benefits proportion:

Key infrastructure benefiting from protection:
- Railway - New Hythe to Aylesford - Southeastern Railway
- Smurfit Kappa Recycling
- Mid Kent Business Park
- Sewage Works
- Cottage and Yew Tree Industrial Estate

Potential Funders:
- Network Rail
- Land and property owners
- Local Businesses
- Tonbridge and Malling Council
- Southern Water

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map
Funding Plan - Benefit Area 3.4 Upper Medway-Allington Lock to North Woulgham

Preferred Option: Raise (sustain) embankments, walls and flood gates in localised areas.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£10,708k</td>
<td>16%</td>
<td>£8,952k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Agriculture: 8%
- Residential properties: 48%
- Commercial properties: 44%
- Road and Rail: 0%
- Tourism: 0%

Key infrastructure benefiting from protection:
- Aylesford Priory
- Deacon Industrial Estate
- Britannia Business Park

Potential Funders:
- Local Businesses
- Tonbridge and Malling Council
- RFCC and Local Levy
- Aylesford Priory

Wider Opportunities

<table>
<thead>
<tr>
<th></th>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map
Funding Plan - Benefit Area 4.1 Medway Marshes- The Strand to west Motney Hill

Preferred Option: Construct new setback embankments at Danes Hill and sustain embankments, walls and flood gates around other areas.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£4,846k</td>
<td>13%</td>
<td>£4,222k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Tourism: 83%
- Residential properties: 8%
- Commercial properties: 0%
- Road and Rail: 1%
- Agriculture: 8%

Key infrastructure benefiting from protection: Riverside Country Park

Potential Funders:
- Local Landowners
- Medway Council
- Tourism Funds

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

![Do Nothing Flood Map](image-url)
Funding Plan - Benefit Area 4.4 Medway Marshes East of Upchurch to east of Lower Halstow

Preferred Option: Raise (sustain) embankments and revetments in localised areas.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£814k</td>
<td>8%</td>
<td>£748k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Agriculture: 33%
- Residential properties: 50%
- Commercial properties: 17%
- Tourism: 0%
- Road and Rail: 0%

Key infrastructure benefiting from protection:
Limited infrastructure benefitting - focus is on village of Lower Halstow.

Potential Funders:
- RFCC and Local Levy
- Swale Borough Council
- Recreation/habitat creation at Brickfields site

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

- BA4.4: Lower Halstow
- Legend: Preferred Option: Defences not Maintained; Preferred Option: Defences Maintained for first epoch; Preferred Option: Defences Maintained; Site of Special Scientific Interest; 1:250y flood extant/1:250y extanted; Lower Halstow.
Preferred Option: Maintain defences until year 20. Raise (sustain) embankments and walls from year 20

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£8,920k</td>
<td>42%</td>
<td>£5,175k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- **Commercial properties**: 63%
- **Residential properties**: 21%
- **Road and Rail**: 13%
- **Agriculture**: 3%
- **Tourism**: 0%

Key infrastructure benefiting from protection:
- Railway - Sittingbourne to Swale route - Southeastern Railway
- Morrisons Distribution Centre
- Ridham Docks
- Block Works
- Railway - Sittingbourne to Swale route - Southeastern Railway
- Network Rail
- Highways Agency - entrance to Sheppey crossing
- Industry around Ridham Docks (including Morrisons)
- Southern Water - sewerage works

Potential Funders:
- Residential properties: 21%
- Commercial properties: 63%
- Road and Rail: 13%
- Tourism: 0%
- Agriculture: 3%

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map
Funding Plan - Benefit Area 5.2 Milton Creek and Sittingbourne-Milton Creek

Preferred Option: Construct new setback embankments at identified managed realignment site at Kemsley. Raise (sustain) embankments and walls along the rest of the section.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£8,751k</td>
<td>106%</td>
<td>£0</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Residential properties 69%
- Commercial properties 25%
- Road and Rail 0%
- Tourism 6%
- Agriculture 0%

Key infrastructure benefiting from protection:
Sittingbourne and Kemsley Light Railway
Industrial estates including: Milton Regis, Sittingbourne Viaduct, Castle Road and Eurolink

Potential Funders:
- Swale Borough Council
- Local Industry
- Local Levy/ RFCC
- Local Developers

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map
Funding Plan - Benefit Area 7.2.a Faversham Creek-Faversham to Nagden (Front Brents and Town)

Preferred Option: Raise (sustain) embankments and walls

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£5,877k</td>
<td>18%</td>
<td>£4,798k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Residential properties: 75%
- Commercial properties: 12%
- Road and Rail: 12%
- Tourism: 0%
- Agriculture: 1%

Key infrastructure benefiting from protection:
- Shephard Neame Brewery
- Sewage Works

Potential Funders:
- Swale Borough Council
- Local businesses including the Shephard Neame brewery
- RFCC and Local Levy
- Southern Water

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
<th>Regeneration</th>
<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

- BA7.1
- BA7.2a: Faversham
- BA7.2b
- Industrial area
- Sewage works
- Properties at risk
- Shephard Neame Brewery
Funding Plan - Benefit Area 7.2.b Faversham Creek-Faversham to Nagden (Abbey Fields)

Preferred Option: Maintain defences until year 20. Raise (sustain)embankments and walls from year 20.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£1,236k</td>
<td>12%</td>
<td>£1,083k</td>
</tr>
</tbody>
</table>

Benefits proportion:
- Residential properties: 25%
- Commercial properties: 2%
- Agriculture: 73%
- Tourism: 0%
- Road and Rail: 0%

Key infrastructure benefiting from protection:
- Abbey Fields

Potential Funders:
- Swale Borough Council
- RFCC and Local Levy
- Landowners

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
<th>Heritage/ cultural improvements</th>
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<th>Local developments</th>
<th>Community involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

Legend:
- Preferred Option: Defences Maintained for first epoch
- Preferred Option: Defences Raised
- Boundary of Benefit Area
- 50% (Is of Special Scientific Interest)
- 1sqm2010 fixed extent of water

Abbey Fields
Sewage works
BA7.2b

Map credits: © Crown copyright and database rights 2011
Funding Plan - Benefit Area 9.1 Leysdown- Leydown to Shellness

Preferred Option: Maintain (with capital works) walls, groynes and beach.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£5,612k</td>
<td>55%</td>
<td>£2,549k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Residential properties 59%
- Commercial properties 23%
- Tourism 18%
- Agriculture 0%
- Road and Rail 0%

Key infrastructure benefiting from protection: Limited infrastructure in the area

Potential Funders:
- Swale Borough Council
- RFCC and Local Levy
- Tourism/regeneration funding

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
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<th>Community involvement</th>
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<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

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Legend:
- Preferred Option: Defences Maintained
- Erosion Rates
  - Year
    - 29
    - 59
    - 1K0
- Boundary of Benefit Area
- Potential Development Sites
- SSSI (Site of Special Scientific Interest)
- 100yr flood extent future undetermined

BA9.1: Leysdown

Groynes and beach
Leysdown parade
Funding Plan - Benefit Area 9.2 Laysdown- Warden Point to Leysdown

Preferred Option: Maintain (with capital works) embankments walls, groynes and beach. NAI and localised property adaptation along Warden Cliffs.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£ 2,771k</td>
<td>23%</td>
<td>£ 2,146k</td>
</tr>
</tbody>
</table>

Benefits proportion:

- Commercial properties: 69%
- Residential properties: 29%
- Agriculture: 1%
- Tourism: 1%
- Road and Rail: 0%

Key infrastructure benefiting from protection: Caravan Parks and infrastructure associated with tourism

Potential Funders:
- Swale Borough Council
- RFCC and Local Levy
- Tourism/regeneration funding
- Caravan Parks

Wider Opportunities

<table>
<thead>
<tr>
<th>Habitat creation</th>
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<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map

Key Features:
- Caravan parks
- Coastal cliff defence
- Oyster and beach
- Residential areas
- Commercial properties

Legend:
- Preferred Option: Defences Maintained
- Preferred Option: No Active Intervention

Erosion Rates
- Year
- 25
- 50
- 100

Boundary of Benefit Area
- Potential Development Sites
- Site of Special Scientific Interest
- 100yr flood extent future unintended
Preferred Option: Maintain embankments, walls, flood gates, groynes and beach.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£1,409k</td>
<td>116%</td>
<td>£0</td>
</tr>
</tbody>
</table>

Benefits proportion:
- Residential properties: 93%
- Commercial properties: 4%
- Tourism: 3%
- Agriculture: 0%
- Road and Rail: 0%

Key infrastructure benefiting from protection: Limited infrastructure at risk

Potential Funders:
- Swale Borough Council
- RFCC and Local Levy
- Tourism/regeneration funding

Wider Opportunities

<table>
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<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

Do Nothing Flood Map
Benefits proportion:

- Agriculture: 5%
- Tourism: 1%
- Residential properties: 12%
- Commercial properties: 71%
- Road and Rail: 11%
- No: 0%
- Yes: 354%

Key infrastructure benefiting from protection:
- Port infrastructure
- Lots of industry and local businesses
- Queenborough marina
- Industrial estates including: New Road, Klondyke, Sheppey Plant and Thomas Seth

Potential Funders:
- Local Industry
- Peel Ports
- Swale Borough Council
- Local Levy
- Heritage and Regeneration Funding

Do Nothing Flood Map

Funding Plan - Benefit Area 11.2 Sheerness - Sheerness to Minster and Rushenden to Sheerness

Preferred Option: Maintain defences until year 8. Then raise (sustain) the embankment, seawall, and rock revetment in year 8.

<table>
<thead>
<tr>
<th>PV Whole Life Cost</th>
<th>PF Score</th>
<th>External Contributions Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>£36,060k</td>
<td>354%</td>
<td>£0</td>
</tr>
</tbody>
</table>
4 Next Steps

As the Strategy is taken forward for implementation, the information set out in the Strategy will be developed into a more specific funding plan for the different areas by the KSL Area Team. For each area, the potential funders presented in Table 1 will be assessed in more detail and further discussions, building on initial Strategy discussions, will be undertaken. The detailed funding plans will be developed so that for each stakeholder, the following is set out:

- The reasons why they should contribute to the schemes;
- The evidence for this including benefit assessments and flood modelling from the Strategy;
- The funding mechanisms available to that stakeholder;
- The likelihood of achieving those funding mechanisms;
- Any critical timeframes or deadlines associated with applying for the funding (e.g. cycles in funding allocation for infrastructure companies); and
- Key contact and responsibility within the KSL Area Team.