

**The Harbour Plan**  
Design & Access  
Statement

Reserved Matters Application  
Plots F-1, F-2, G-1, G-2 & H

A IS FOR



## Document Control

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A IS FOR \_\_\_\_\_

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Community Engagement



MEP, Sustainability, Fire Safety



Structure + Facade



Planning Consultants



Inclusive Design



Transport



Building Control

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## Introduction

1.0

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## 1.1

**A Vision for Folkestone Harbour & Seafront**

The development of Folkestone Harbour and Seafront represents an opportunity to create a new waterfront environment of the highest quality that provides potential for people to live, work and visit a unique seaside location, yet within an attractive town.

The Kent seaside town of Folkestone grew rapidly in the nineteenth and early twentieth centuries, driven by investment in the harbour and the growth of seaside tourism. Since the turn of the millennium the town has responded to the loss of the ferry connection across the English Channel and the decline in tourism by establishing a growing reputation as a centre of creative activity, epitomised by the new Creative Quarter and the internationally recognised Folkestone Triennial art exhibition. There has also been considerable investment in schools and sports facilities, together with funding for programmes that encourage wider participation by the community.

The plans for the development of Folkestone Harbour and Seafront are designed to complement and work alongside existing Victorian and Edwardian architecture, whilst establishing a vibrant and exciting neighbourhood that will provide a home to a new community, and whose buildings will themselves stand the test of time.

Folkestone Harbour &  
Seafront Development Company



**Fig 1.1**  
Harbour view from above

## 1.2

### Executive Summary

This Design & Access Statement has been prepared on behalf of Folkestone Harbour & Seafront Development Company to support a Reserved Matters application for Plots F-1, F-2, G-1, G-2 and H which correspond to Phases 5 and 6 of the consented Seafront Development and which are collectively referred to in this application as the Harbour Plan.

The Reserved Matters Application discharges the relevant condition from the Outline Planning Consent (Ref Y12/0897/SH) which has been in place since 2015 and was amended through a Minor Material Amendment (Section 73 Ref Y17/1099/SH) in 2017. The designs being brought forward follow the requirements of the approved parameter plans and design guidelines.

Folkestone's harbour has a long history of transformation, and as the main area of economic activity it is intrinsically connected to the life of the town. It evolved from a small fishing port on a naturally sheltered bay to an important transportation hub and fashionable Edwardian resort. The early 1960's brought with them the advent of cheap international flight and the decline of tourist activity. The loss of the ferry service to France and the closing of the Harbour Station, meant that the whole area fell into serious disrepair.

When the Folkestone Harbour & Seafront Development Company purchased the brownfield site with the intent of regenerating it, it was closed-off, unsafe, and in the presence of the caustic marine environment, rapidly degrading.

Even prior to obtaining outline planning consent for the development the FHSDC undertook significant repairs and refurbishment to the Harbour Arm with the view of opening it to the public.

In 2017 the leftover concrete paving on the beach was removed and the whole area was dressed in shingle. The beach was re-levelled to take into

account flood and wave over topping and the boardwalk was installed following the outline of the development plots. The Harbour Station was renovated and became an award-winning public promenade, connected to the landscaped Viaduct and Swing Bridge. The Harbour Master's House, Signal Box and Custom's House have all been restored and given a new purpose.

As of today the Harbour is home to some 40 new and independent businesses employing over 150 people and has become an incubator for local hospitality entrepreneurs, attracting over 2 million visits a year.

The Harbour Plan seeks to fulfil the aim of the outline planning consent of delivering up to 1000 high quality homes and 10,000m<sup>2</sup> of commercial area, ensuring the economic viability of the harbour in the future, as well as delivering the infrastructure upgrades that will make it resilient to rising sea-levels and increased flood risk, including raising the ground level an average of 1.2m and creating a new revetment and sea wall on the southeast side.

Rather than simply repeating the seafront typology, it creates a new mixed-use quarter that embraces the activity and excitement of the current meanwhile uses such as, the food & beverage offerings, leisure and crafts and gives them a new year-round home, with additional space for makers and residents amenities that complements the offer of the town centre, all in a pedestrian and cyclist first environment with restricted vehicle access on the ground floor.

The consolidated design for these plots has evolved over 20 months in consultation with the traders, local authority, local civic societies and the general public. The community engagement included 7 presentations and 2 public exhibitions attended by over 2000 people as well as several workshops with local stakeholders. Each of these moments was an important opportunity to gather feedback and adapt the design.

The design includes 405 residential units, circa 7,500m<sup>2</sup> of commercial area and spaces spread over 14 buildings connected by a single-storey raised basement containing 874 parking spaces.

The residential typologies vary from 1 to 4 bed units in either townhouses and duplexes or flats. The tallest buildings are on the northeast and south corners of Plot G-1 and are 12 storeys high.

The architecture was developed re-fencing themes and geometries present on site, as well as the need to create spaces that are sheltered and active and react to the local climate conditions, maximizing comfort and reducing energy consumption.

The design targets an embodied carbon of 500kgCO<sub>2</sub>/m<sup>2</sup> and 60 kwh/m<sup>2</sup> of operational energy which is in line with the best sustainability practices for this scale of development, but it also takes a long view in terms of flexibility of uses and buildings systems to advances in technology and building regulations by introducing highly modular structural grids and façades. The façades are designed to be low-maintenance, using recycled materials where possible, and they react with overhangs and self-shading to reduce solar gain in summer and increase it in winter.

The extensive greening, which includes the creation of a new Seafront Park, the Shingle Gardens and a residents podium garden results in a biodiversity net gain of 154.06%.

#### How to read the DAS

The Design & Access Statement should be read in conjunction with the other planning documents and drawings submitted as part of this application, specifically the Landscape Statement, Transport Statement, Planning Statement and other technical reports.

The chapters in this report are Outline Planning Consent, Site Analysis, Project Brief, Design Evolution Summary, Placemaking, Community Engagement, Concept, Layout, Scale & Appearance, Sustainability and Inclusive Design. **Outline Planning Consent** This section refers to the applicable constraints and guidance present in the outline planning documentation.

#### Site Analysis

This chapter sets out the location of the plot and describes its physical, regulatory and historical context.

#### Project Brief

This chapter explains the aims and objectives of the project.

#### Design Evolution Summary

This chapter shows how the designed evolved in response to the existing constraints and in consultation with the local authorities, the Folkestone & Hythe Place Panel, local civic groups and the wider community.

#### Placemaking

This section summarizes the approach to placemaking that has guided the design.

#### Layout

The Layout section shows the different programmatic components of the proposed development including the location and number of the various residential types, the commercial areas, vehicle, pedestrian and cycle routes.

#### Scale & Appearance

This chapter deals with the scale, form and appearance of the proposed development in accordance with the mandatory parameter and design guidelines, including frontage design and materiality.

#### Sustainability

The Sustainability chapter explains how the development addresses embodied carbon, energy efficiency and well-being.

#### Inclusive Design

This chapter focuses on accessibility for those with disabilities, both in the residential units and on the public realm.

1.3

**The Harbour Plan development plots**

The Harbour Plan refers to the design of Plots F-1, G-1 and H presented together as a cohesive scheme within the limitations and parameters of the outline planning consent.



- Outline Planning Application Boundary
- RMA Application Boundary
- ..... Plot F-1, G-1 and H Boundary

**Fig 1.13**  
The Harbour Plan development plan



# Outline Planning Application

## 2.0

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2.1 Planning Timeline

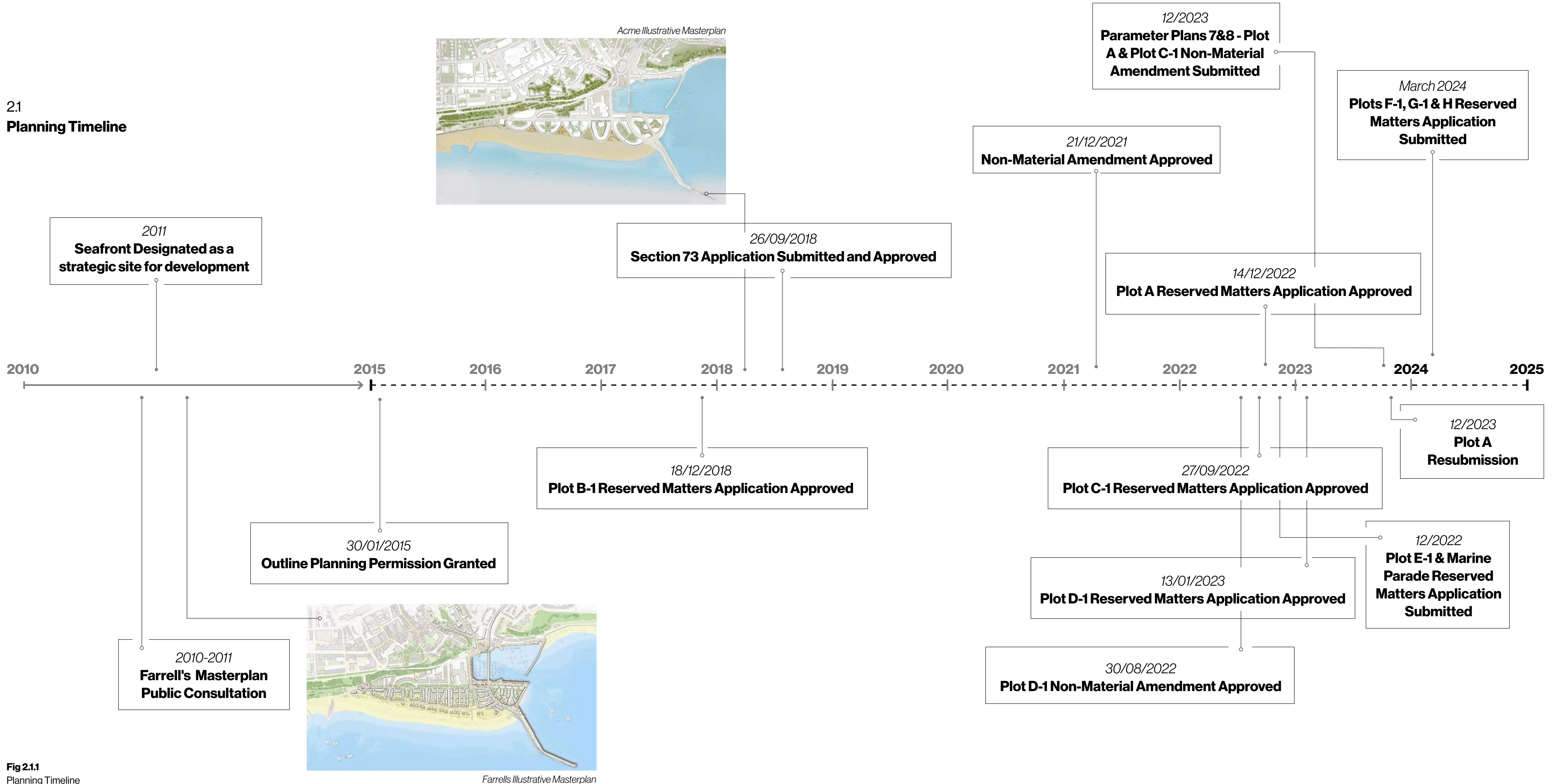
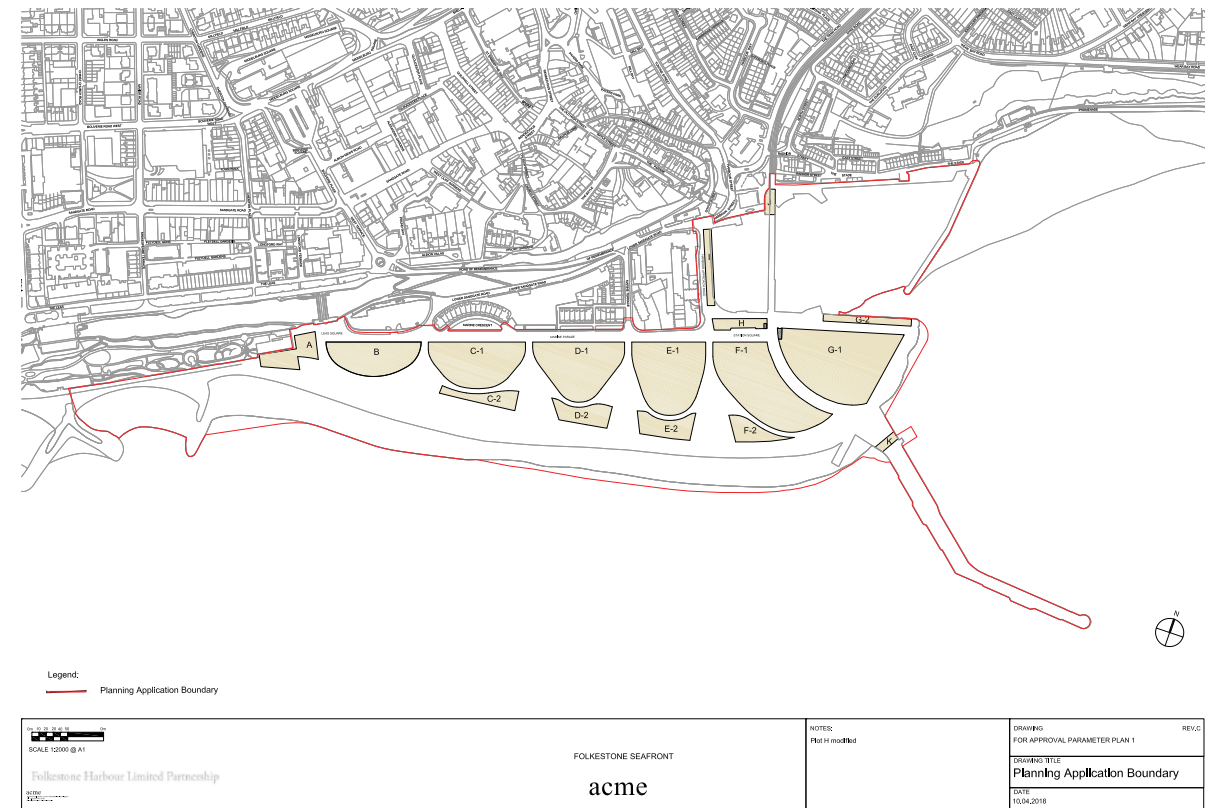


Fig 2.1.1 Planning Timeline

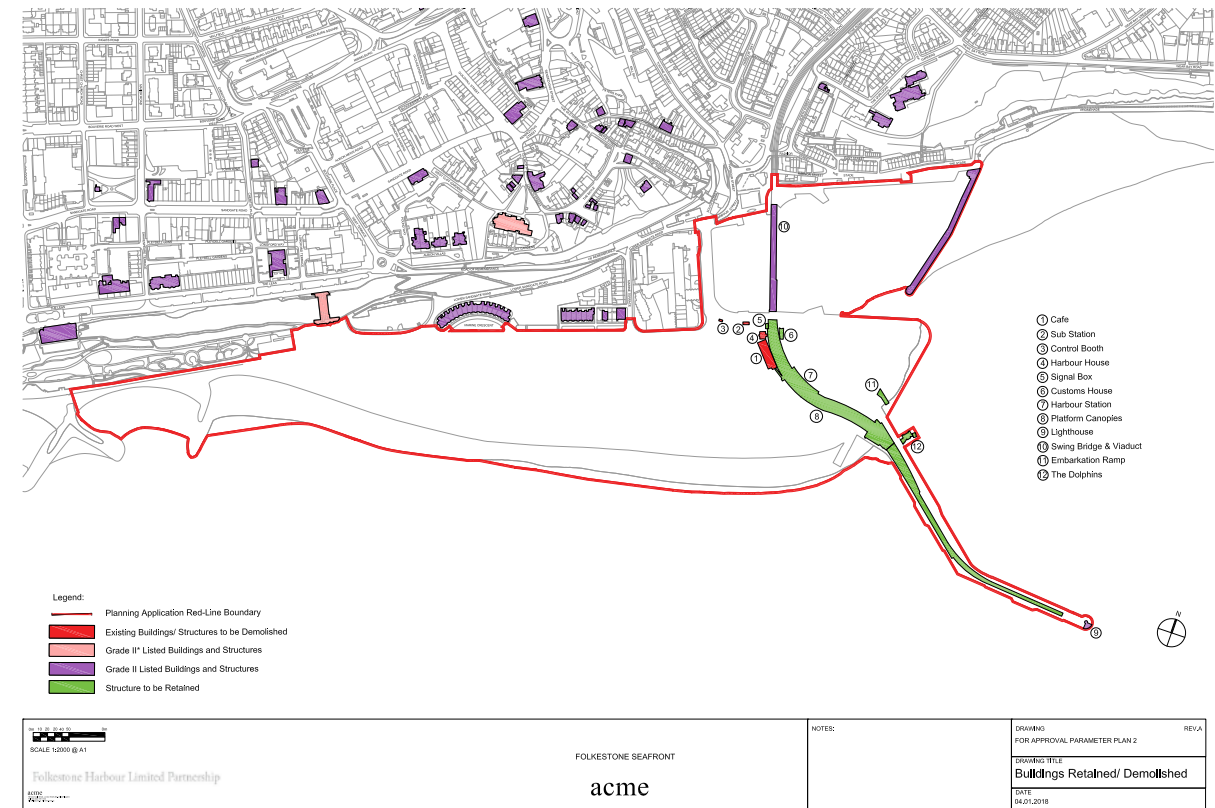
2.1

**Parameter Plans**

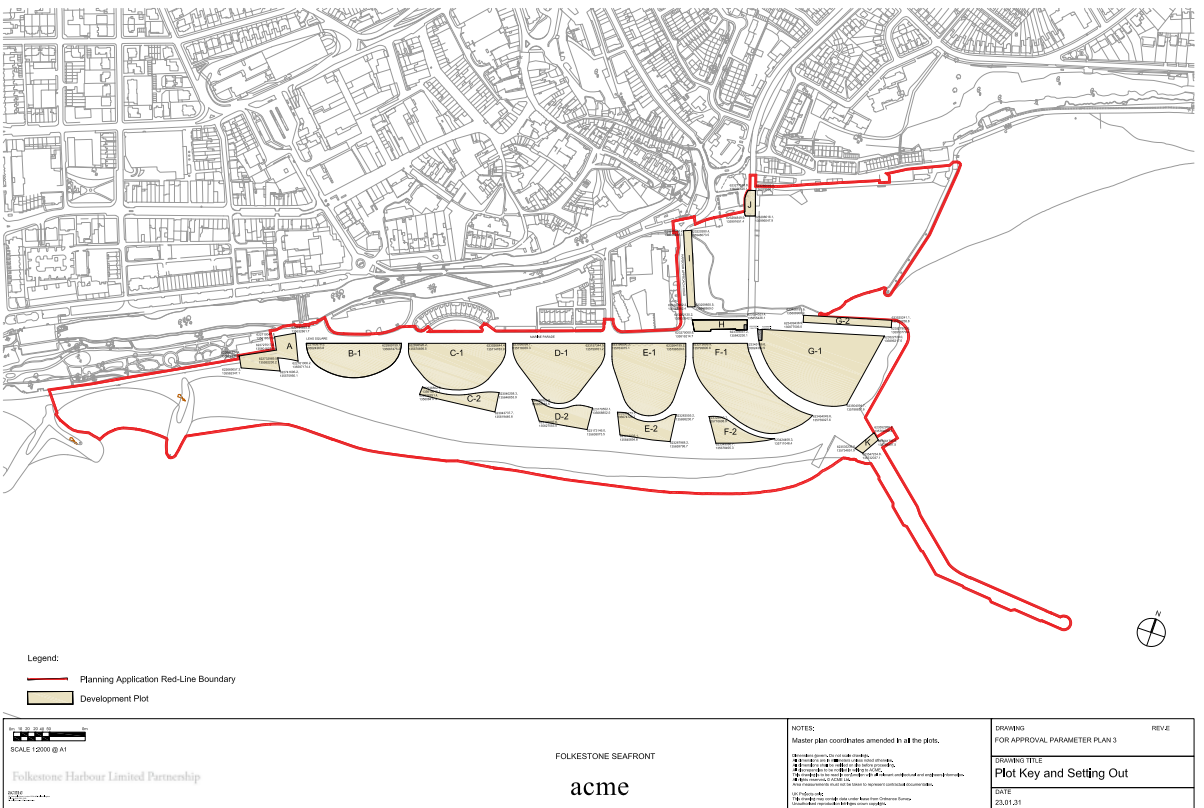
The outline planning consent includes eight plans that define the parameters and extent of the development



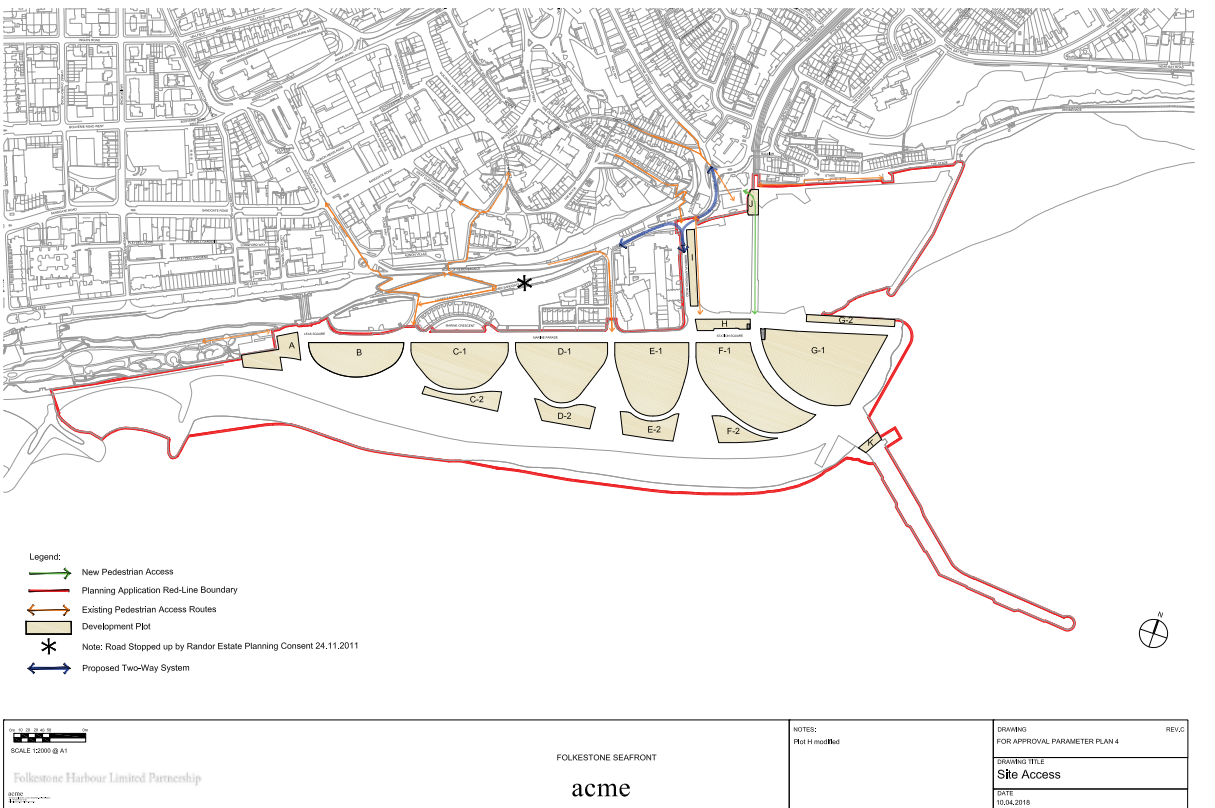
**1. Planning Application Boundary**  
This drawing defines the planning application boundary of the masterplan.



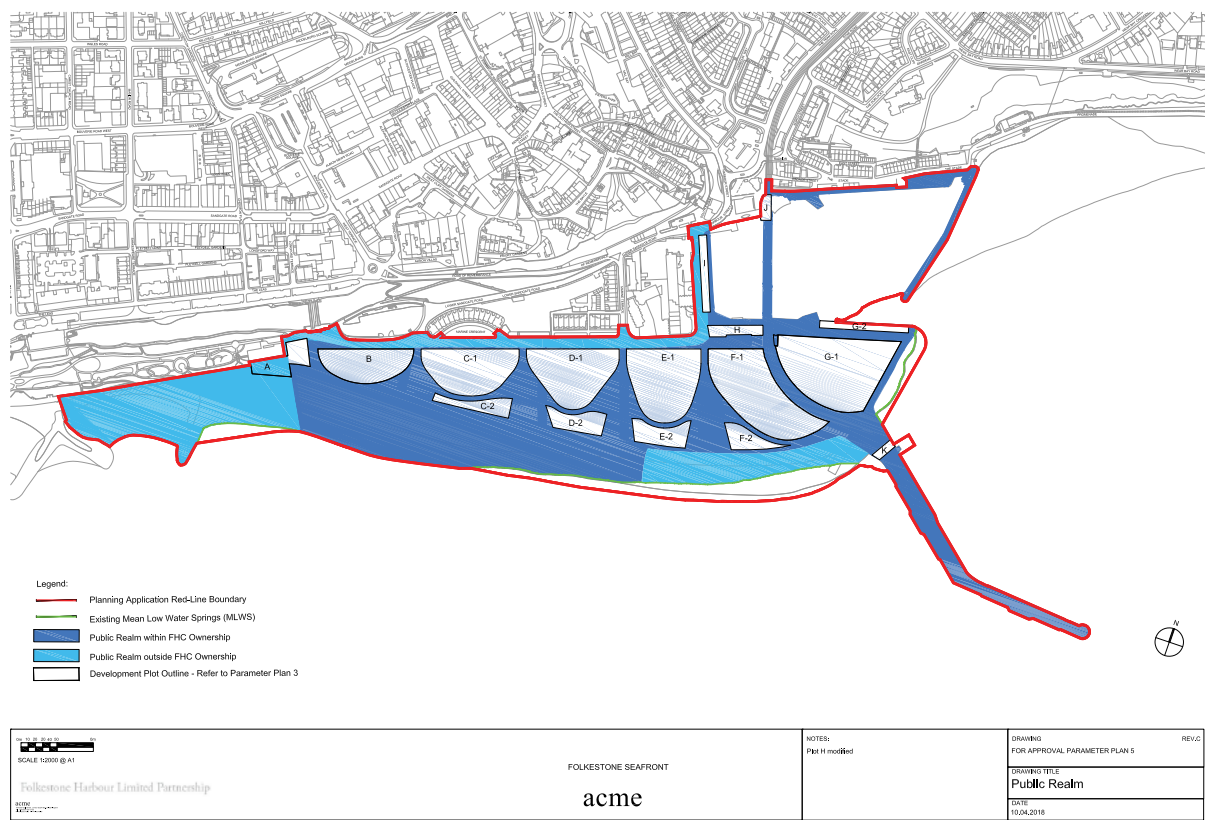
**2. Buildings Retained / Demolished**  
This drawing lists the existing structures within the application boundary and outlines what is to be retained and what is to be demolished.



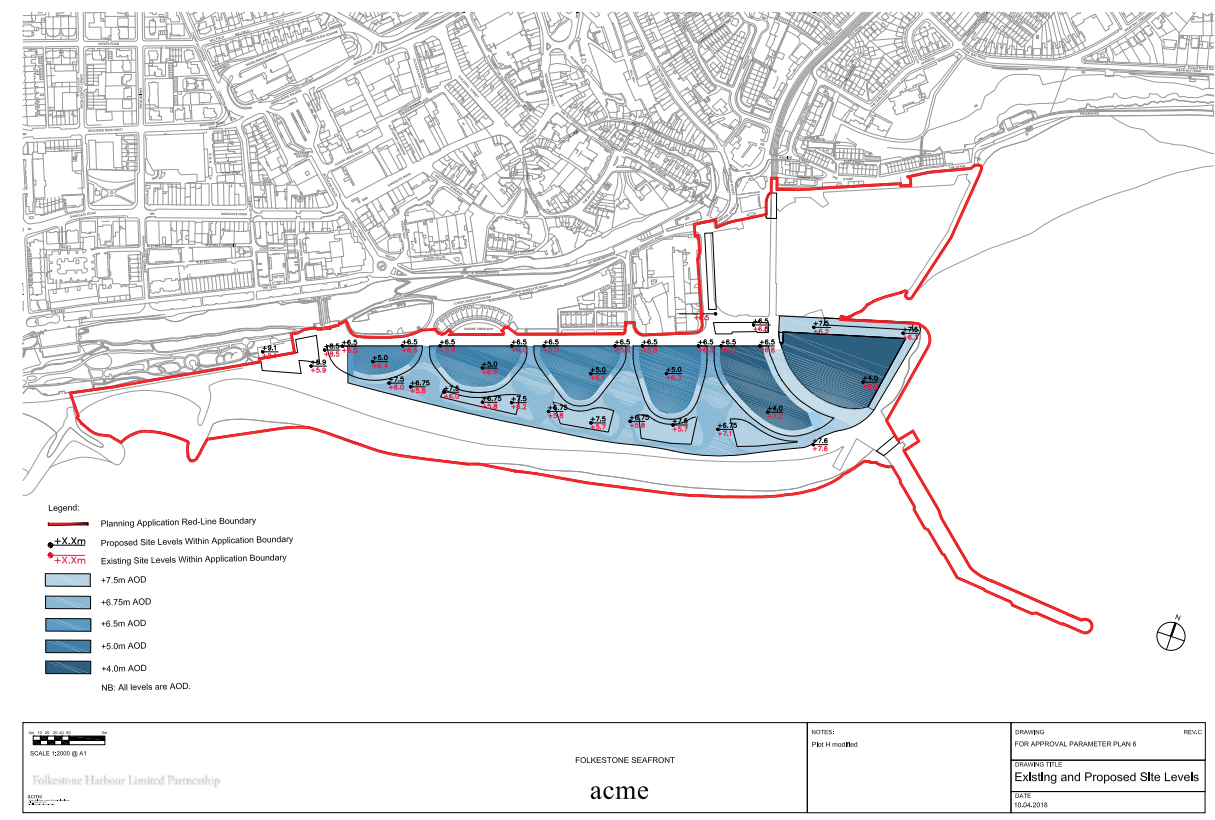
**3. Plot Key and Setting Out**  
This drawing identifies the development plot boundaries and gives their setting out locations as northings and eastings.



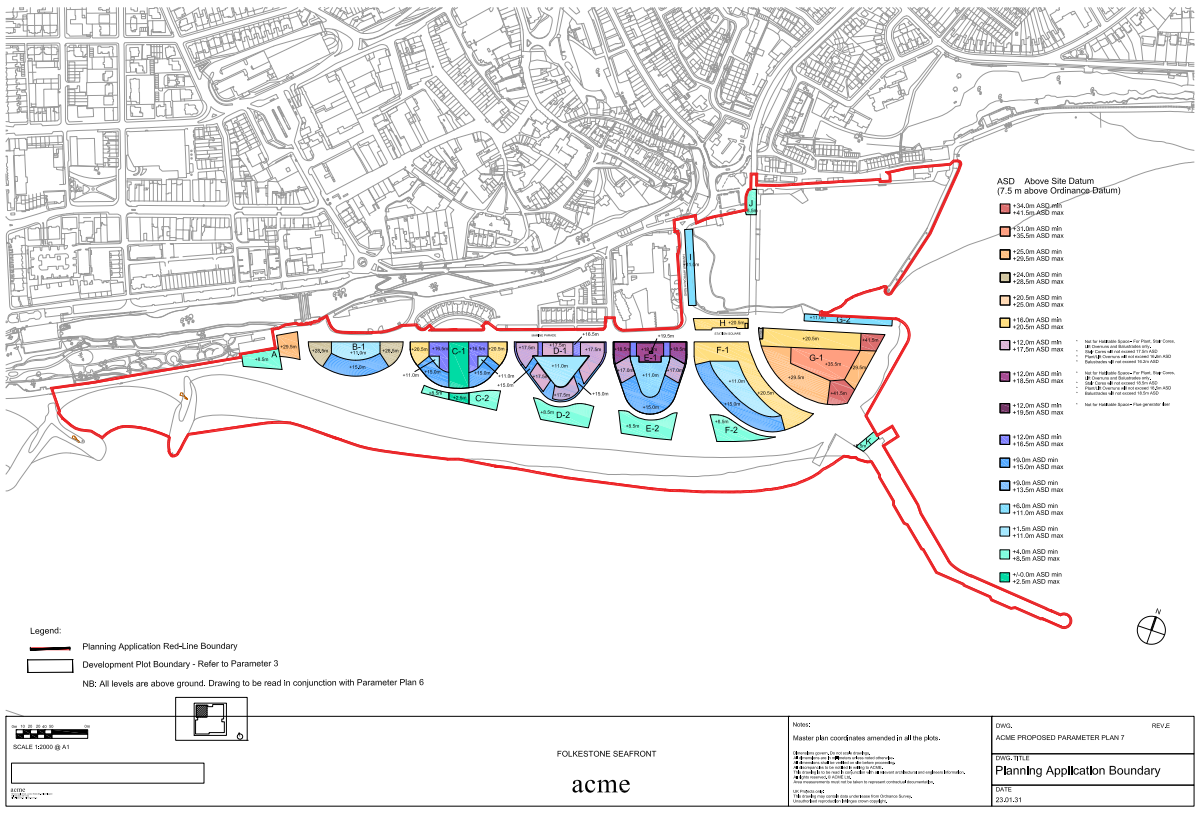
**4. Site Access**  
This plan outlines the vehicle and pedestrian access for the planning application site. The routes are differentiated as existing and proposed.



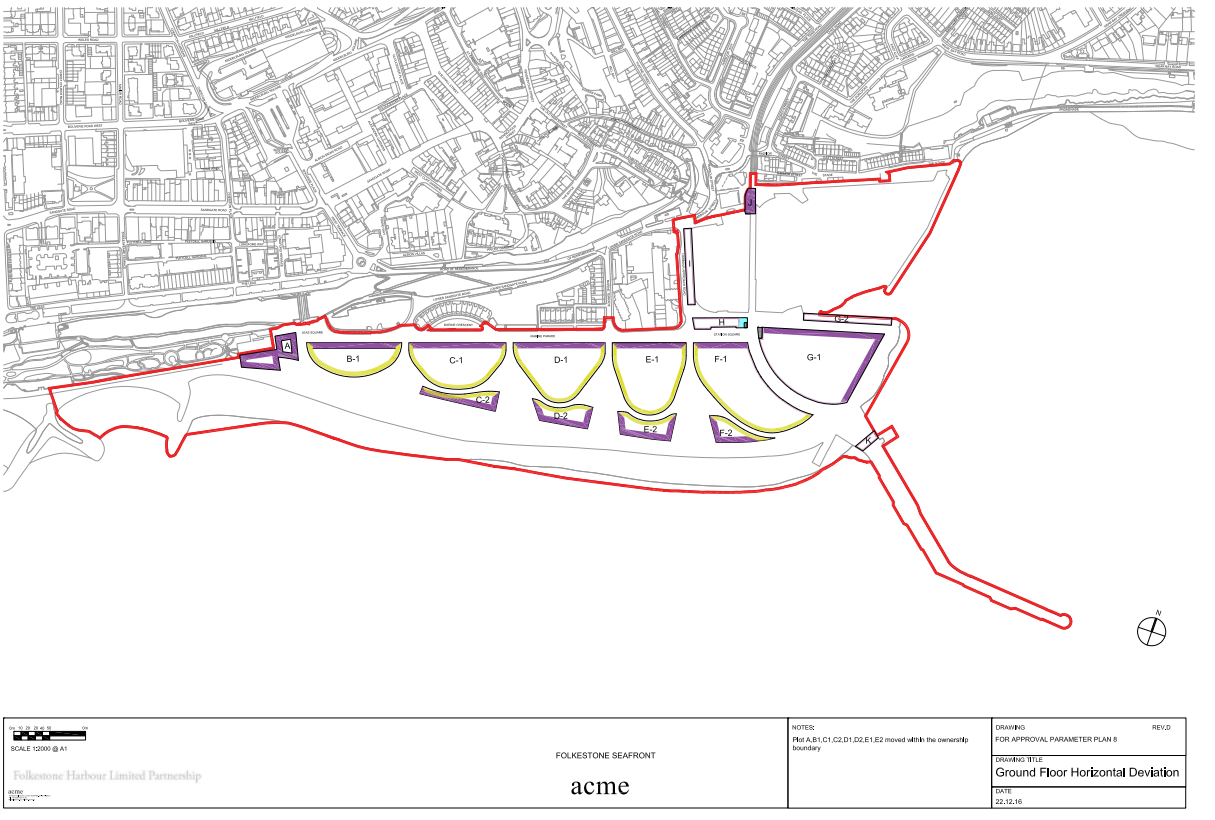
**5. Public Realm**  
This drawing defines the area of public realm within planning application that is in the ownership of Folkestone Harbour Limited Partnership.



**6. Existing and Proposed Site Levels**  
This drawing demonstrates where levels in the site are to be altered as recommended in the engineers Flood Risk Assessment.



**7. Minimum / Maximum Development Plot Level**  
This Plan defines the maximum and minimum deviation of each plot above Ordnance Datum level. Each building or group of buildings shall be as tall as the minimum vertical deviation and no taller than the maximum vertical deviation indicated on these plans.



**8. Ground Floor Horizontal Deviation**  
This plan defines the permitted maximum and minimum horizontal deviation for each development plot. Façades must be located on or within the space between the minimum and maximum horizontal deviations.

**Fig 2.1.1**  
A series of 8 parameter plans established at the outline planning stage.

2.2

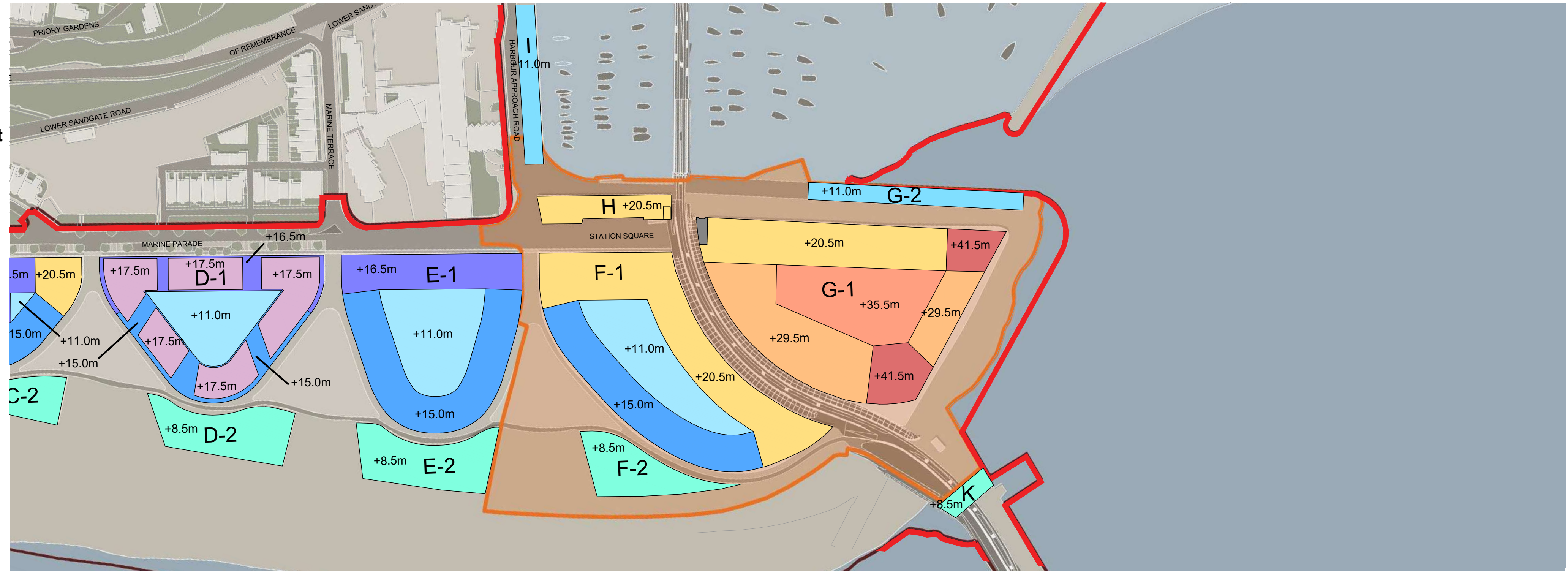
**Maximum and Minimum Development**

The maximum height of the buildings in Plots F-1, G-1 and H are set-out in Parameter Plan 7 of the outline planning permission.

The volume maximum heights vary between +20.5m and +41.5m on Plot G-1, +11.0m and +20.5m on Plot F-1 and Plot H sits at a maximum height of +20.5m.

There are no buildings planned for Plot G-2 or F-2 at this stage.

+/-0.00m ASD corresponds to +7.5m AOD



**Fig 2.2.1**  
Parameter Plan 7 overlaid on site plan

- RMA Application Boundary
- Planning Application Red-Line Boundary

- +29.5m ASD
- +20.5m ASD
- +17.5m ASD
- +16.5m ASD
- +15.0m ASD
- +11.0m ASD
- +8.5m ASD
- +2.5m ASD

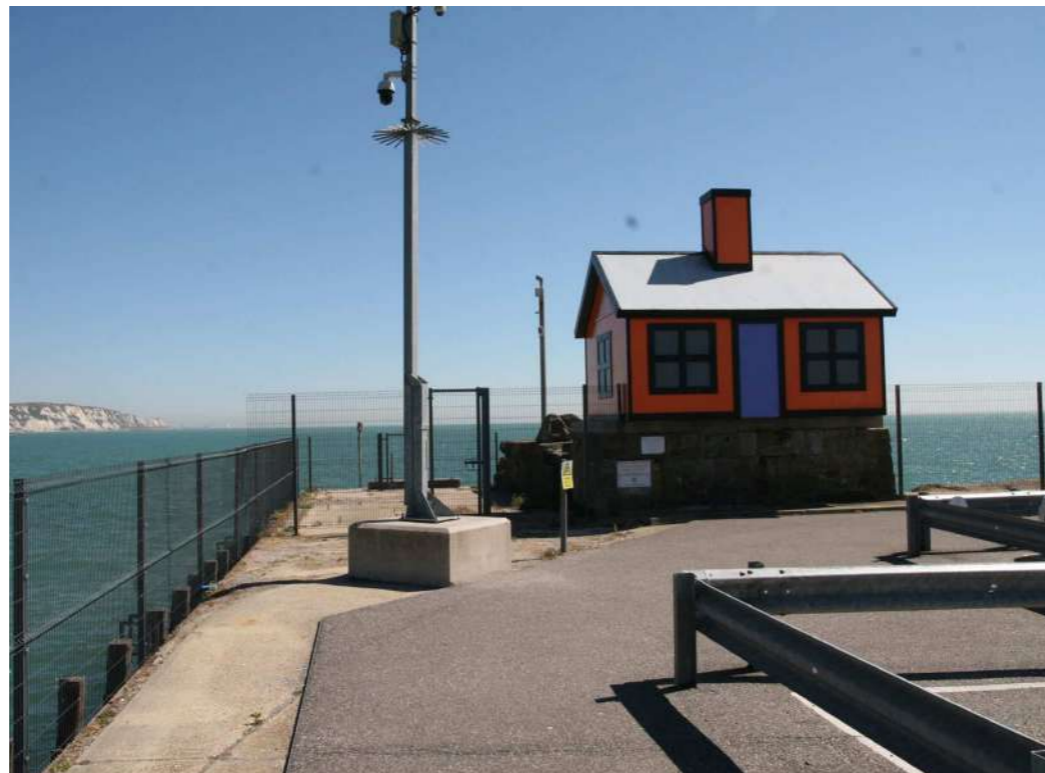
## 2.0 Site Context and Analysis



9. View looking east along the edge of the Harbour, towards Dover



10. View looking east further along the Harbour



11. View from the last accessible point on the north east corner of the Harbour, looking east



12. View from the outer edge of the Harbour looking back west at the Grand Burstin hotel.

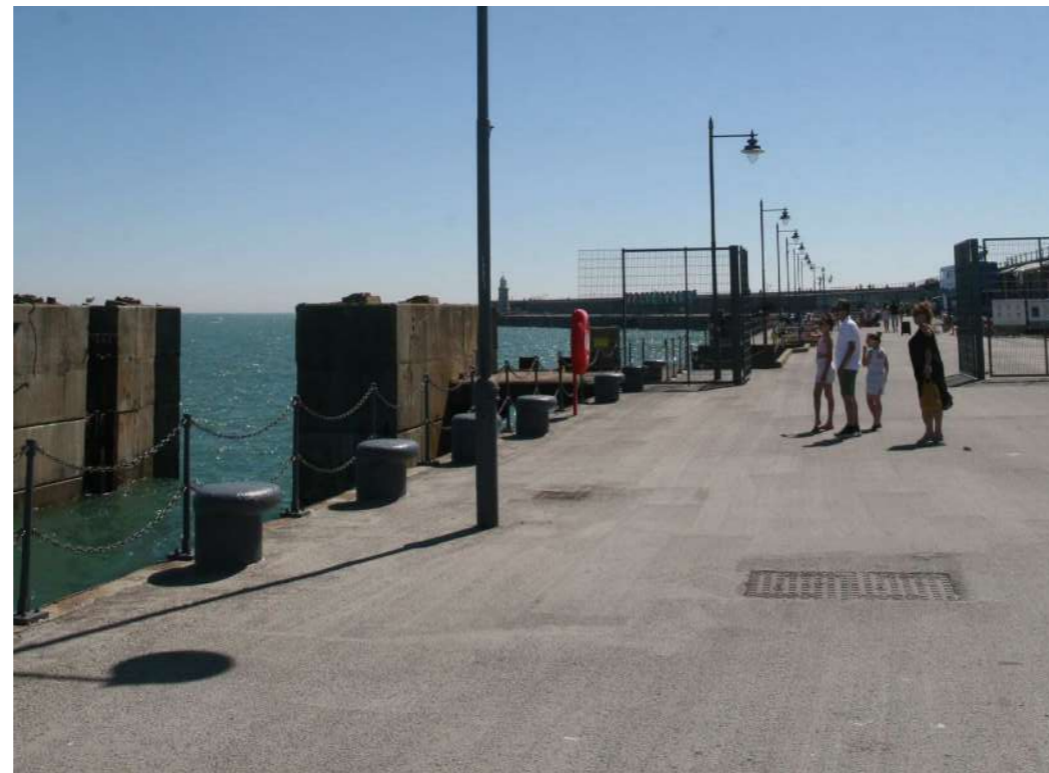
## 2.0 Site Context and Analysis



13. View north from the Harbour Master's House building



14. Looking at the Customs House building from the northern Harbour Edge



15. View looking south east along the Harbour Arm



16. View towards the Grand Burstin and the former German Embassy from the current Goodsyrd

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## 3.0 Concept





### 3.0 Concept

#### 3.1 Concept

The landscape masterplan is based on the following key principles:

##### Responding to the landscape context

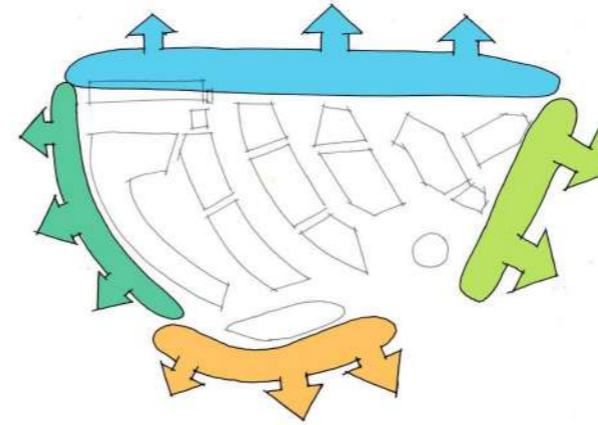
Responding to the local context of the harbour and town centre to the north, the open sea to the east, the beachside to the south, and the crescent plots to the west.

##### Establishing a strong set of connections

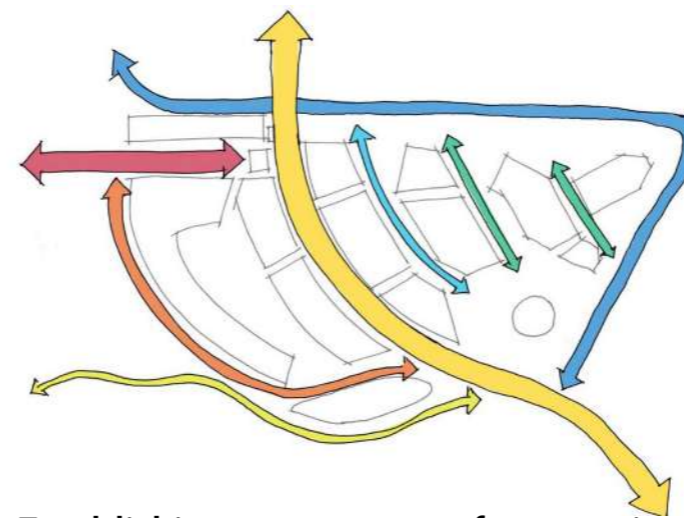
Establishing a strong set of connections, including linking together the viaduct, station, and harbour arm; providing a legible route following the waters edge; providing a suitable termination for both Marine Parade, the crescents, and the boardwalk; and providing appropriate internal streets to serve the variety of uses across the plan.

##### Creating a variety of spaces

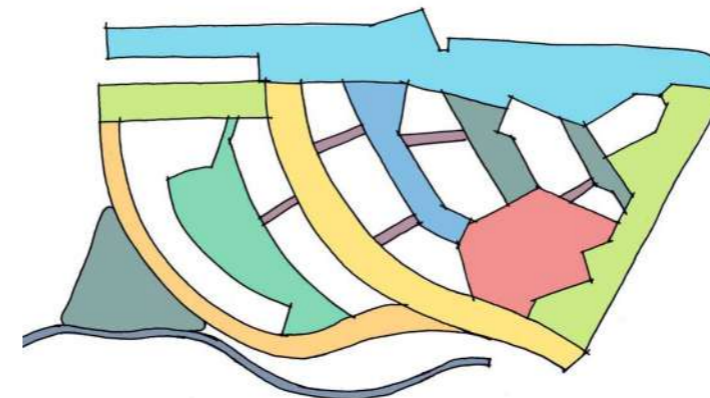
Creating a variety of spaces which respond to the context, build upon the spaces set out in the other masterplan plots, and create a flexible public realm suitable for all users.



Responding to the landscape context



Establishing a strong set of connections



Creating a variety of spaces

### 3.0 Concept

#### 3.2 Landscape Context

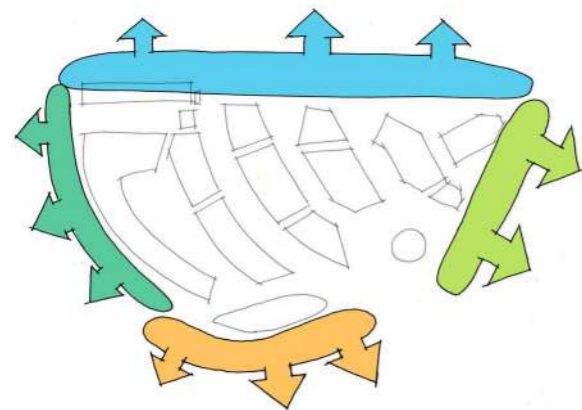
The existing condition and site context of Folkestone Harbour provides a rich variety of landscape edges to respond to. To the north, the harbour faces back towards town, providing an urban context to the proposals. To the east, long views out to the Martello Towers, the sea, and the lighthouse provide an open and expansive edge. To the south, the harbour is bordered by the beach, which will generate leisure activities. To the west, the Harbour Plan faces back towards the other crescent plots, giving a quieter residential context.



Figure 16. The Harbour - Site photograph from the northern edge of the harbour



Figure 17. The Beach - Site photograph of existing restaurant spill out areas



**Responding to the landscape context**



Figure 14. The Crescents - illustrative view of Plot D1



Figure 15. The Sea - Site photograph from the Harbour Arm

### 3.0 Concept

#### 3.3 Connections

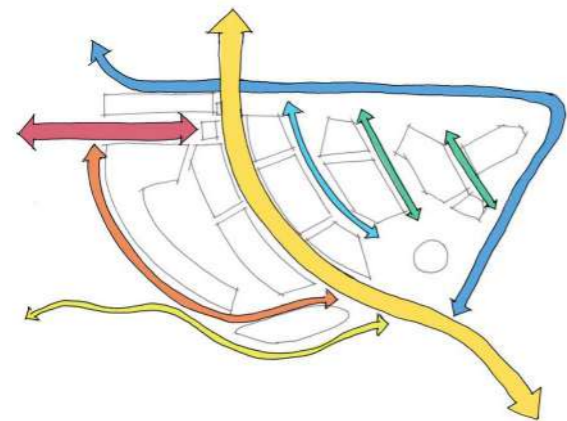
Particular consideration has been given to how people will naturally flow through the site, and developing a set of routes which respond to this and add variety and interest. The Station will be a key component of this, connecting the swing bridge and the Harbour Arm. Harbour Master's Square will also provide the termination for Marine Parade, which is the primary connection of the wider masterplan. A fully accessible route will wrap around the water edge. The final half crescent is pulled inside Plot F1 to provide direct access to the beach. Within Plot G1, a series of streets and passages with varying character will respond to the ground floor uses of the buildings. The boardwalk will connect into the Harbour Arm.



Figure 19. The approach from the Harbour Viaduct - Site photograph looking North



Figure 20. The Boardwalk - Site photograph looking West



**Establishing a strong set of connections**



Figure 18. Harbour Station - Site photograph looking North



Figure 21. Residential Streets - Precedent image

### 3.0 Concept

#### 3.4 Spaces

The harbour contains a number of spaces which will have a varied character. The northern harbour edge will have an urban and civic character, which will be contrasted with the wilder Seafront Park to the east. The resident's garden will provide a more intimate amenity space, and the garden space will provide a green dwelling space, sheltered from the elements. The Shingle Garden will contain 'dunescape' planting inspired by the landscape character of Dungeness.



Figure 23. Residential Garden - Precedent image

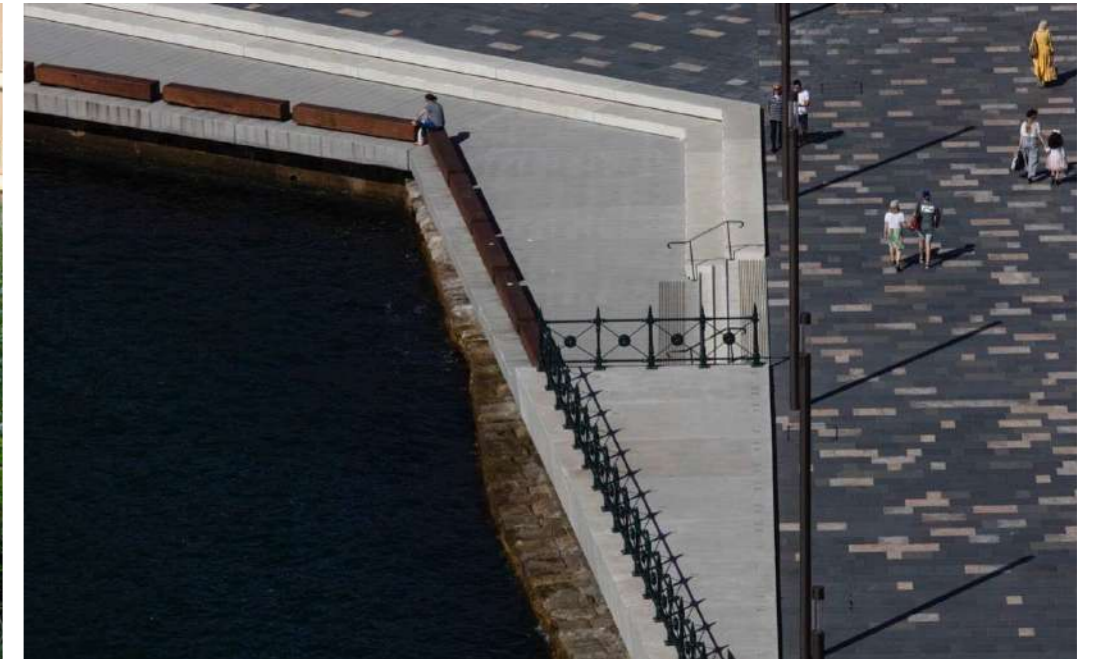
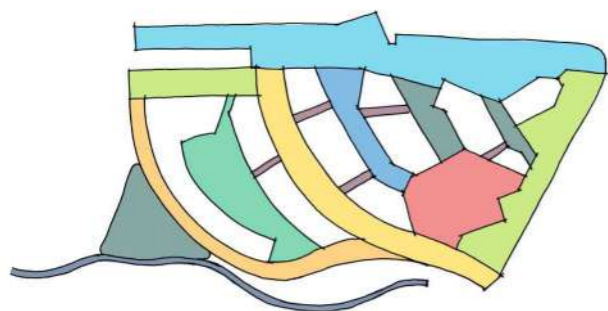


Figure 24. Harbourside - Precedent image



Creating a variety of spaces

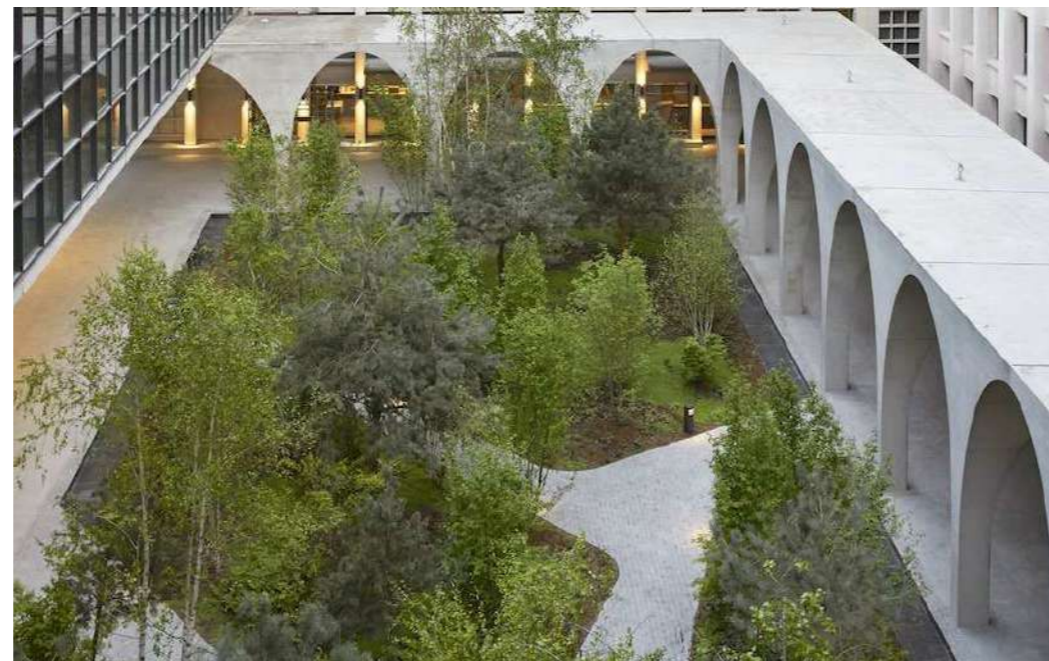


Figure 22. Harbour Master's Square - Precedent image



Figure 25. Seafront Park - Precedent image

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## 4.0 Design Development



## 4.0 Design Development

### 4.1 Masterplan Development

#### Introduction

The proposals for the Harbour Plan public realm have been developed through engagement with the local authority, presentations at Design Review Panels, and public consultation events. Additionally, the design team have engaged with key stakeholders such as Kent County Council highways team, The Crown Estate, and the Environment Agency. The plans below illustrate the various iterations of the proposals and how they have developed in response to this consultation.



Figure 26. Rendered plan presented at November 2022 Pre-app + December 2022 DRP



Figure 27. Rendered plan presented at March 2023 Pre-app



Figure 28. Rendered plan presented at April 2023 DRP



Figure 29. Rendered plan presented at May 2023 Pre-app



Figure 30. Rendered plan presented at June 2023 DRP + public consultation



Figure 31. Rendered plan presented at Nov 2023 Pre-app



Figure 32. Rendered plan presented at Jan 2024 Pre-app



Figure 33. Final rendered plan for submission

## 4.0 Design Development

### 4.2 Seafront Park Development

#### Introduction

The Seafront Park is one of the most exciting aspects of the proposals, and has been developed based on coordination with Marine Engineers and consultation with The Crown Estate.

The reconstruction of the sea defences along the eastern edge of the site is a requirement for the development, but which falls under the Harbour Revision Order, which is a separate process to the planning applications of the Folkestone Seafront Masterplan.

As can be seen on the masterplan images on the previous page, there was a clear ambition from the outset to create a green space along this frontage which contrasted the norther edge of the harbour.

The proposals presented at the June Design Review Panel and the public consultation represented a sea defence construction which consisted of a vertical wall, with an accessible route around the edge of the harbour and a garden space between plots G1 building 8 and G1 building 9.

As the proposals developed, there was a clear preference to move to a rock revetment design for the sea defences, as this created an improved edge condition with a lower wave wall, is more sustainable, and provides more opportunities to support ecology. This also allowed for a more significant green space to run along the length of the eastern harbour edge.

The presented scheme represents the latest coordination on the design of the sea defences, but this may be subject to change as these proposals develop in more detail.



Figure 34. Rendered plan presented at June 2023 DRP + public consultation



Figure 35. Rendered plan presented at Nov 2023 Pre-app



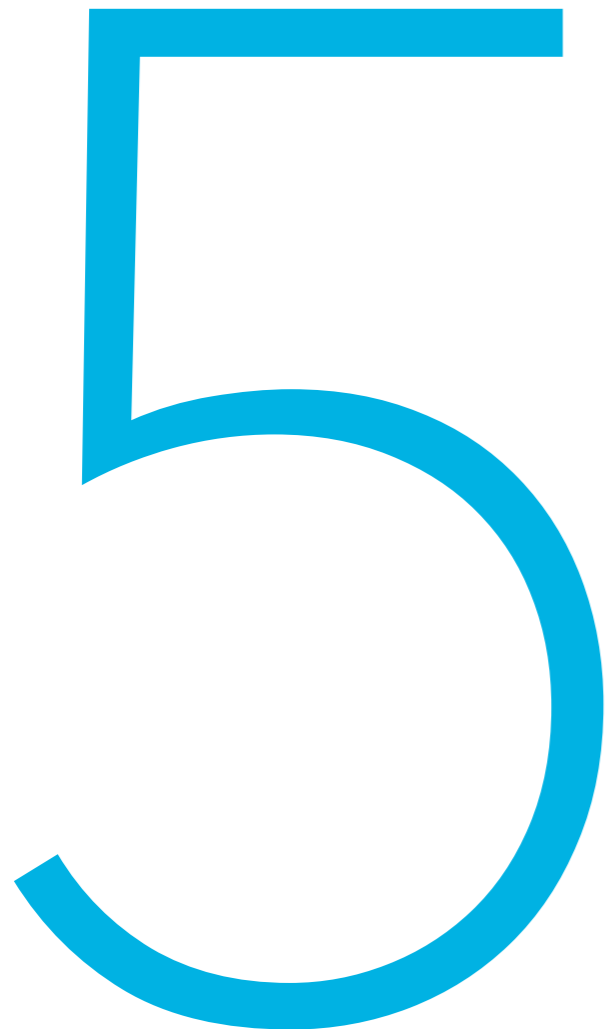
Figure 36. Final rendered plan for submission



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## 5.0 Masterplan Overview



## 5.0 Masterplan Overview

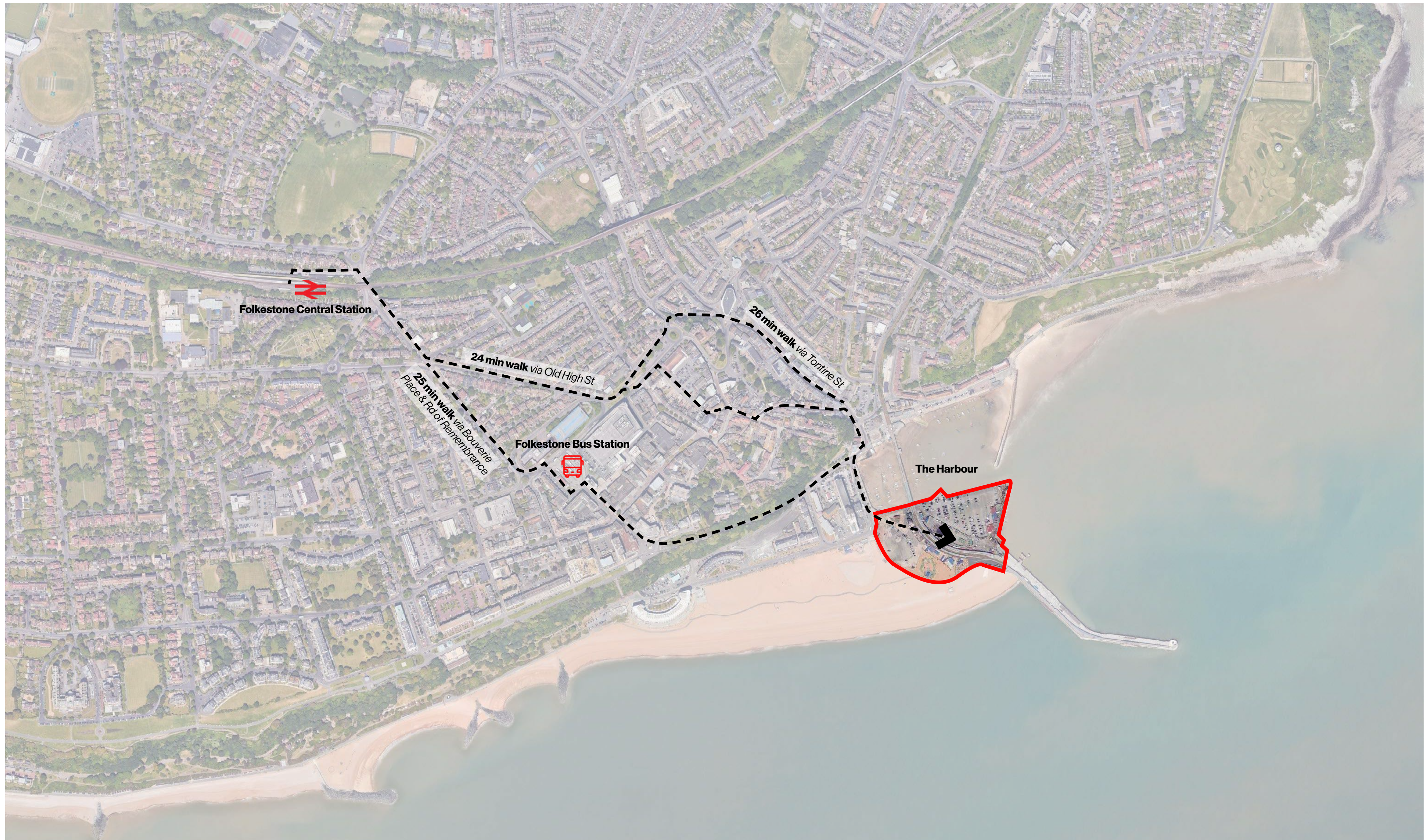


Figure 37. Illustrative plan showing the wider masterplan

0 100 200m





3.2  
**Links between the Harbour and  
Public Transport Hubs**



**Fig3.2.1**  
Plan showing links from the Harbour to the Train Station

3.3  
Commercial Areas



-  Commercial Areas
-  Site Boundary

**Fig 3.3.1**  
Plan showing commercial areas in Folkestone

3.4

Location

The Harbour Plan consists of Plots F-1, G-1 & H of the Folkestone Seafront Development. These plots are located in the Harbour area of the development which includes the eastern end of the shingle beach next to the Harbour Station (Plot F-1), the south quay of the outer harbour (Plot G-1) and the south quay of the inner harbour (Plot H).

- Outline Planning Application Boundary
- RMA Application Boundary
- - - Plots Boundary



Fig 3.4.1 Harbour Plan & development plots



Fig 3.4.2 Plots F-1, G-1 & H aerial view north

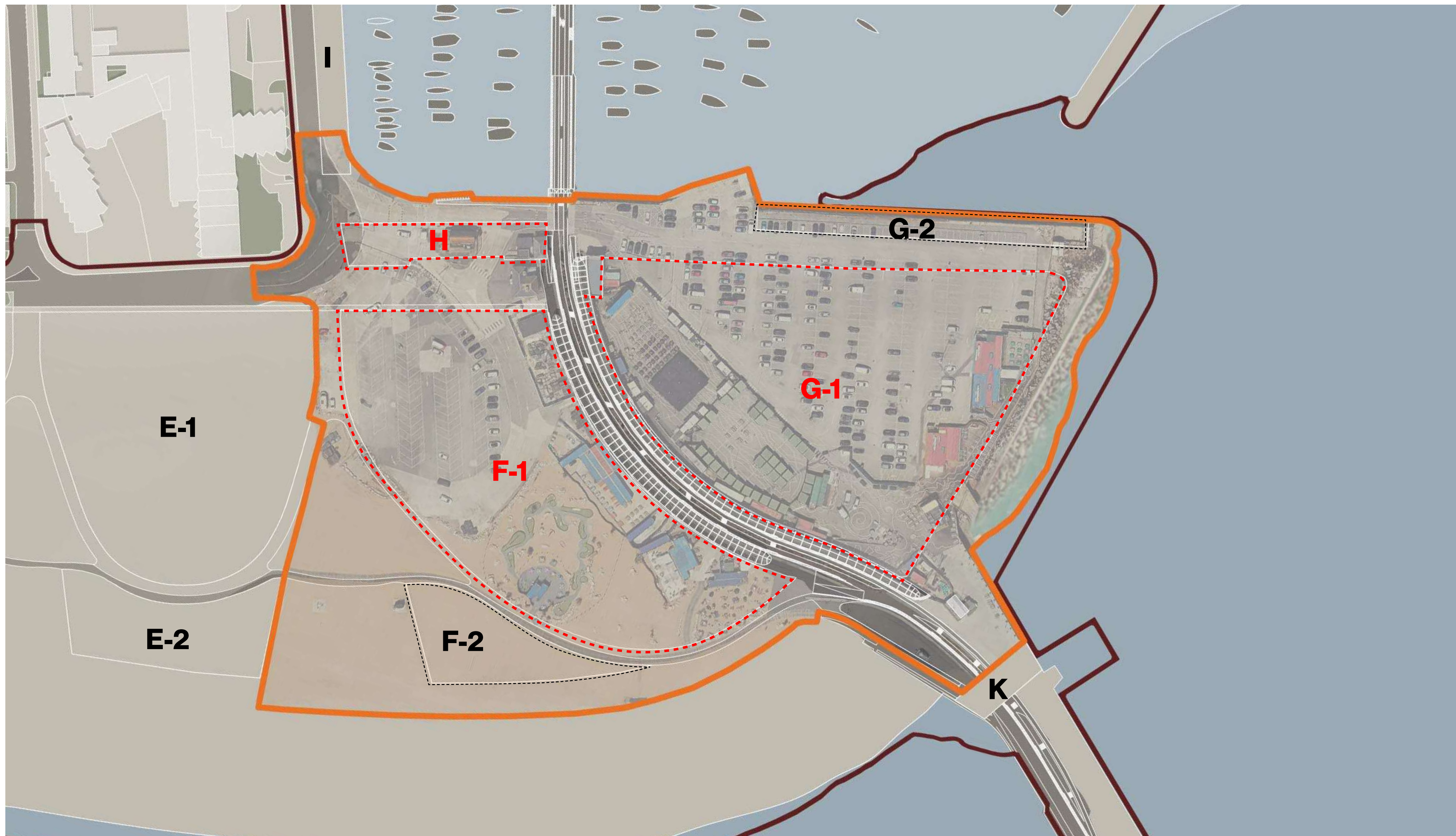


Fig 3.4.3 Plots F-1, G-1 & H aerial view south

3.5  
**Sub-Phase and Development Plot**

Plots F-1, G-1 and H are part of phases 5 and 6 of the Folkestone Seafront Development.

The Reserved Matters application includes the aforementioned plots as well as a significant amount of open space around them.



**Fig 3.5.1**  
Plan highlighting the Sub-Phase and Development Plot

3.6

**Current and Future Development**

In preparation for future development several of the existing structures were extensively renovated. This includes resurfacing and raising the levels of the beach, the advanced instalment of the boardwalk, the refurbishment of the harbour arm - including enhancing the sea defences - and the careful restoration and enhancement of the Harbour Station, Customs House, Signal Box, Lighthouse and Harbour Master's House.

Plot F-1 has the shingle beach to the west and south and the Harbour Master's Square and the inner Harbour to the North. To the east it is flanked by the Harbour Station.

Plot G-1 is roughly triangular and it faces the Harbour Station to the west, the outer Harbour to the north and the English Channel and the Harbour Arm to the south and east.

Plot H is located on the south quay of the inner Harbour in close proximity to the Grand Burstin Hotel.

As the development progresses Plot F-1 will sit to the east of plot E-1 with a shingle garden in between.



**Fig 3.6.1**

Site Plan

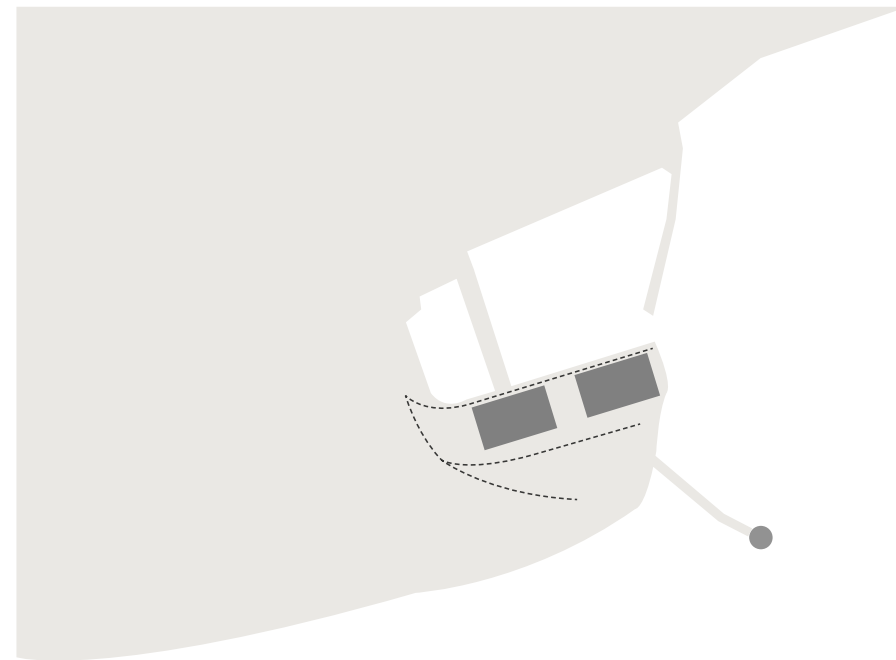


3.7  
**Harbour Creation & Expansion**



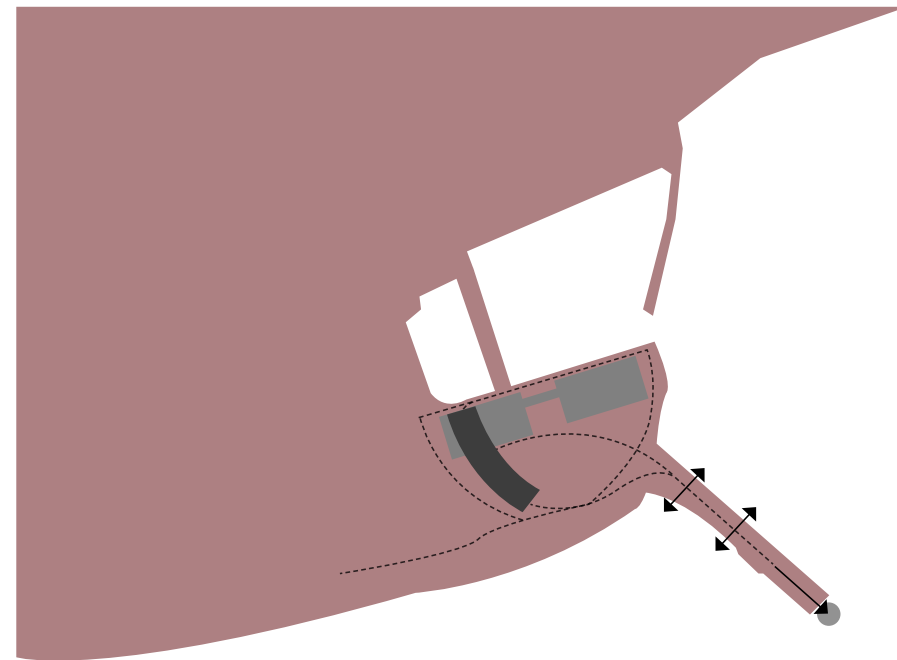
**Pre 1800s Folkestone**

18th Century Folkestone had no harbour or beach as we know it now. There was a small jetty on the ancient stade and a town concentrated around it.



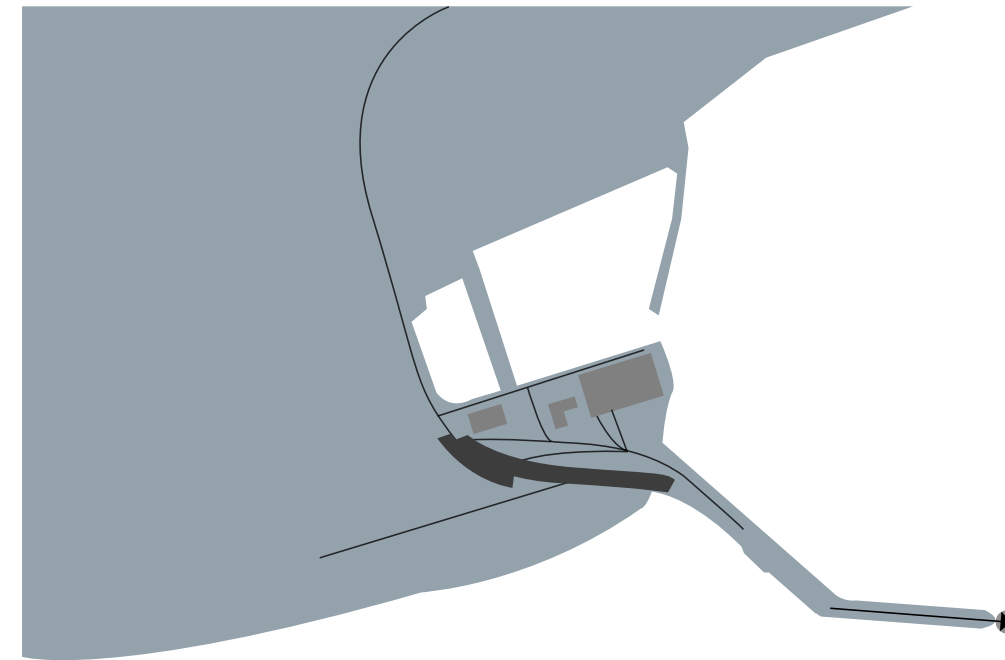
**1807 - The Birth of the Harbour**

5.7 Hectares designated for the pier and harbour, silt and sand hamper development.



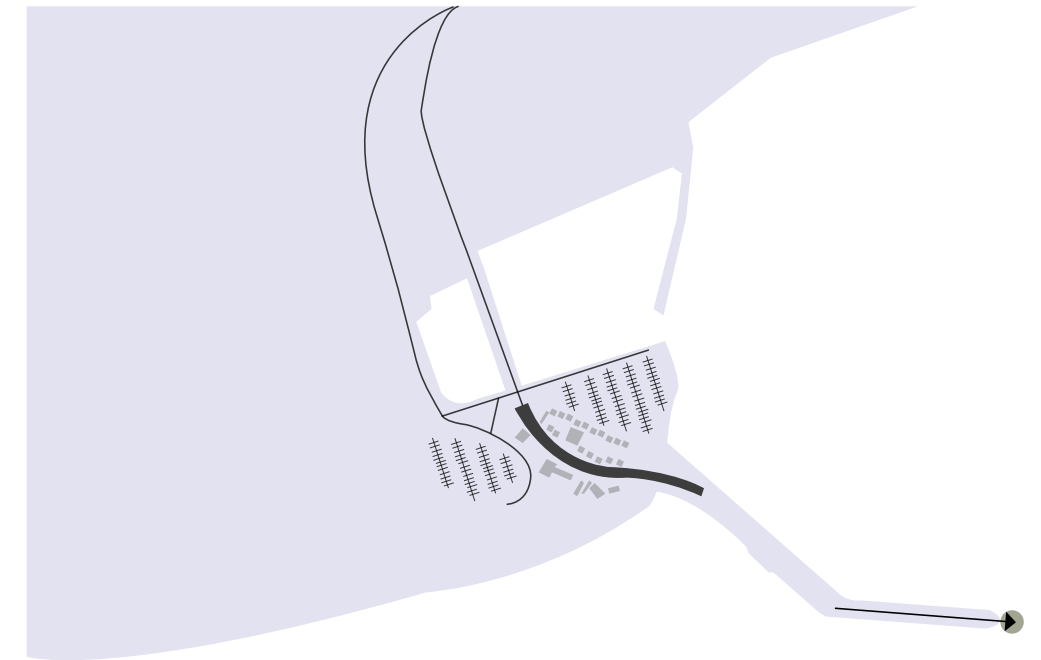
**1872 - The Southeastern Railway Takeover**

Southeastern extend the harbour after dredging the harbour. The prominence of the railway stokes changes in the goods warehouse and the customs house.



**1900+ - Growing and shrinking**

Coal, timber and ice are the main imports of Folkestone Harbour, and chalk is the major export. The pier is extended by 270m. The customs house is damaged during the war and reduced significantly.



**Folkestone Today**

No longer a working train station, Folkestone Harbour has been redeveloped as a commercial site for restaurants, food takeout stalls and large car park which serves visitors to the Harbour, Beach and the old town of Folkestone.

**Fig 3.7.1**  
 A series of diagrams showing the evolution of the Harbour

3.8

**Harbour History**

**15th-17th Century Folkestone**

In 1545 the town centre enlarged post-Tudor period. Harbour plans to replace the ancient Stade where boats had been landing, were drawn up in 1629, although they came to nothing.



**19th Century**

**1804**  
An Act of Parliament is passed to build a pier and harbour.

**18th Century**

The beginning of this period coincided with smuggling which was rife throughout the South Coast of England. The main storage area for smuggled goods was The Warren, to the east of the town; Pre-Harbour.

**1807**  
Thomas Telford builds the pier and harbour.

**1820**  
Thomas Telford builds the pier and harbour. 5.7 hectares is enclosed for the harbour, but development is limited due to excess sand and silt onsite.

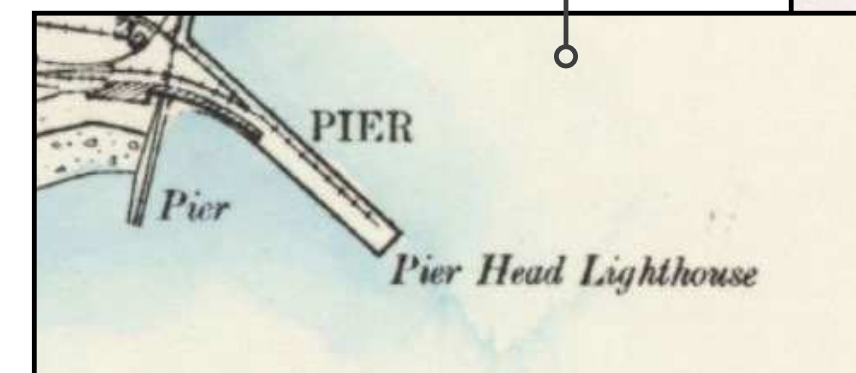
**1843**  
The Harbour Company becomes bankrupt and the government sells the harbour to South Eastern Railway.

**1844**  
George Turnbull builds the Horn Pier. Dredging the harbour begins.

**1849**  
Harbour was used by up to 49,000 passengers, served by the new Folkestone Harbour railway station.

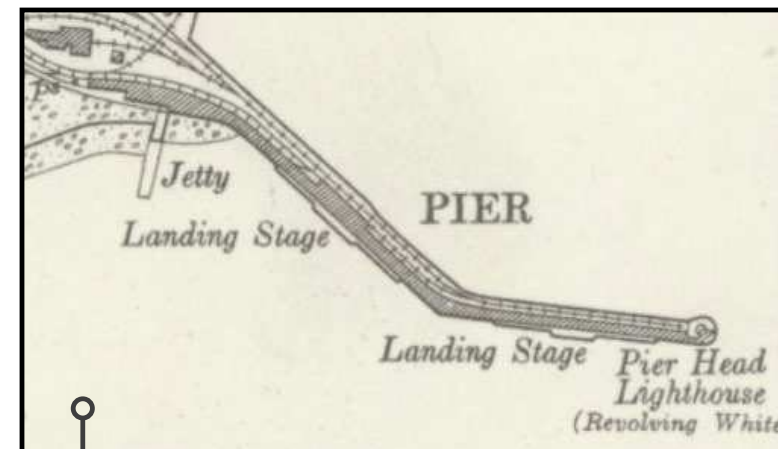
**1860 - 1862**  
Quay is built and the new fish market is opened.

**1872 - George Turnbull's Pier**

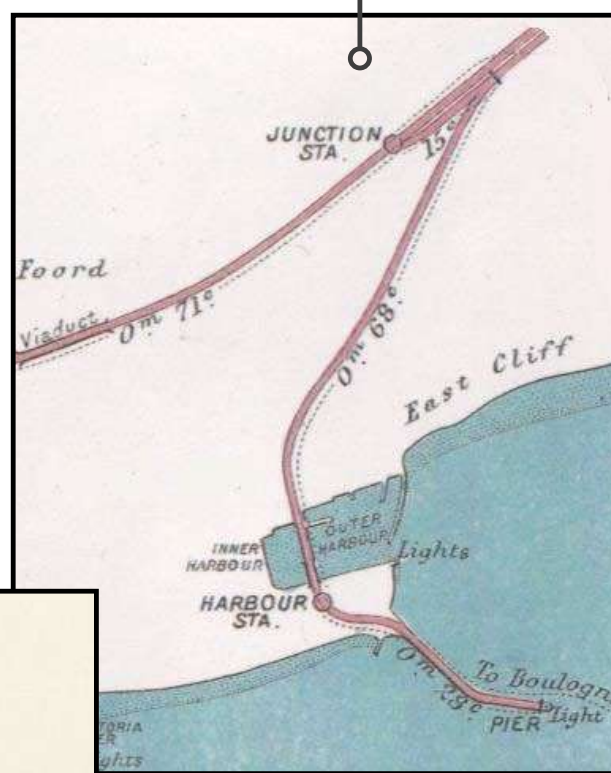


**1865-1900**  
Coal, timber and ice are the main imports of Folkestone Harbour, and chalk is the major export. The pier is extended by 270m.

**1897 - Extended Folkestone Pier**



**20th Century**



**1914 - A 1914 Railway**  
Clearing House map of the Folkestone Harbour Branch

**1939-1945**  
The port closes to civilian use during World War II and 44,000 people used the port during the Dunkirk evacuation; filling up to eighty trains heading to London.

**1914 - 1918**  
The Harbour becomes a huge embarkation point for British Troops travelling to France during World War 1. It was recorded that 10,463,834 military mailbags were handled. The harbour also handled 120,000 war refugees.

**21st Century**

**1947**  
The Folkestone - Boulogne services resumes after a winter break, over 67,000 passengers use the service. Cargo services return to the harbour and ferries go to Calais and Ostend.

**1960-1972**  
The services are incredibly popular and increase from 800,000 passengers, 438 cars and 276 commercial vehicles to 1,266,783 passengers, 913,160 cars, 5,633 commercial vehicles and 31,594 freight vehicles over 12 years thanks to the building of a new roll on/off ramp for two ships named *Hengist* and *Horsa*.

**2000**  
Regular services from Folkestone Harbour Station stop running due to the completion of the Channel Tunnel.

**2001**  
The changes in the fishing industry have a huge impact on the presence of the fishing industry in Folkestone Harbour and all ferry services have stopped.

**2008 - 2014**  
A closure ceremony with an official last train took place on 12 April 2008. The line was formally closed on 31 May 2014.

**2015-2017**  
Folkestone Harbour Company commenced the refurbishment of the viaduct and the station. The viaduct across the harbour was opened as a pedestrian route to the station in 2017.

**2022**  
The Harbour Plan begins.

**Fig 3.8.1**  
A timeline detailing the chronology of the Harbour

3.9  
Historic Photographs

1900 - 1929

At the turn of the 20th century the Harbour Station was a transportation node of national importance. The railway marshalling yard dominated the eastern side of the seafront while the western end, with the Marine Gardens and the Bathing Establishment was the recreational area of the beach.



Fig 3.9.1  
A series of historic photographs

## 3.10

**Historic Photographs**

1940 - 1957

The following decades saw recreational facilities on the west side of the beach expand with the appearance of the large swimming pool and boating lake. Several groins to control the shingle movement are visible on the beach. The harbour station was partially destroyed in WWII and all but a part of the customs house and will soon be demolished and replaced with buildings of lesser historical value.

**Fig 3.10.2**

A series of historic photographs

3.11  
**Historic Photographs**

1960-1985

The next phase of the seafront's life was characterized by the construction of the Rotunda attractions but also by the dwindling number of tourists.

Like most of the south coast, Folkestone is losing its status as a fashionable summer resort as cheap flights and package holidays bring the masses to sunnier shores.

Gone is the marshalling yard on the eastern side of the beach, replaced in time with a nightclub and later with a lorry park. The harbour is also losing importance as a port and its relevance is due to the passenger ferry to Boulogne-sur-Mer.

Notably, the Royal Pavillion Hotel is gradually replaced with the Motel Burstin during the 1970's.



**Fig 3.11.2**  
 A series of historic photographs

3.12  
**Historic Photographs**

1990-2010

The 1990's are the last full decade when the harbour and seafront have an economic purpose.

The seafront is now home to a sprawling set of attractions and fairground rides while car and lorry parks and industrial sheds take over the remaining land.



**Fig 3.12.1**  
A series of historic photographs

3.13

**Historic Photographs**

2007-2014

This aerial view illustrates well the state of the harbour and seafront when purchased by the Folkestone Harbour & Seafront Development Company.

Gone was the Rotunda amusement park which became an expanse of brownfield tarmac and broken-up concrete surfacing.

The eastern end of the beach had turned into a TIR lorry park bringing in a constant flow of large vehicles and with the departure of the last passenger ferry and the last train the harbour and station had fallen into total disrepair.

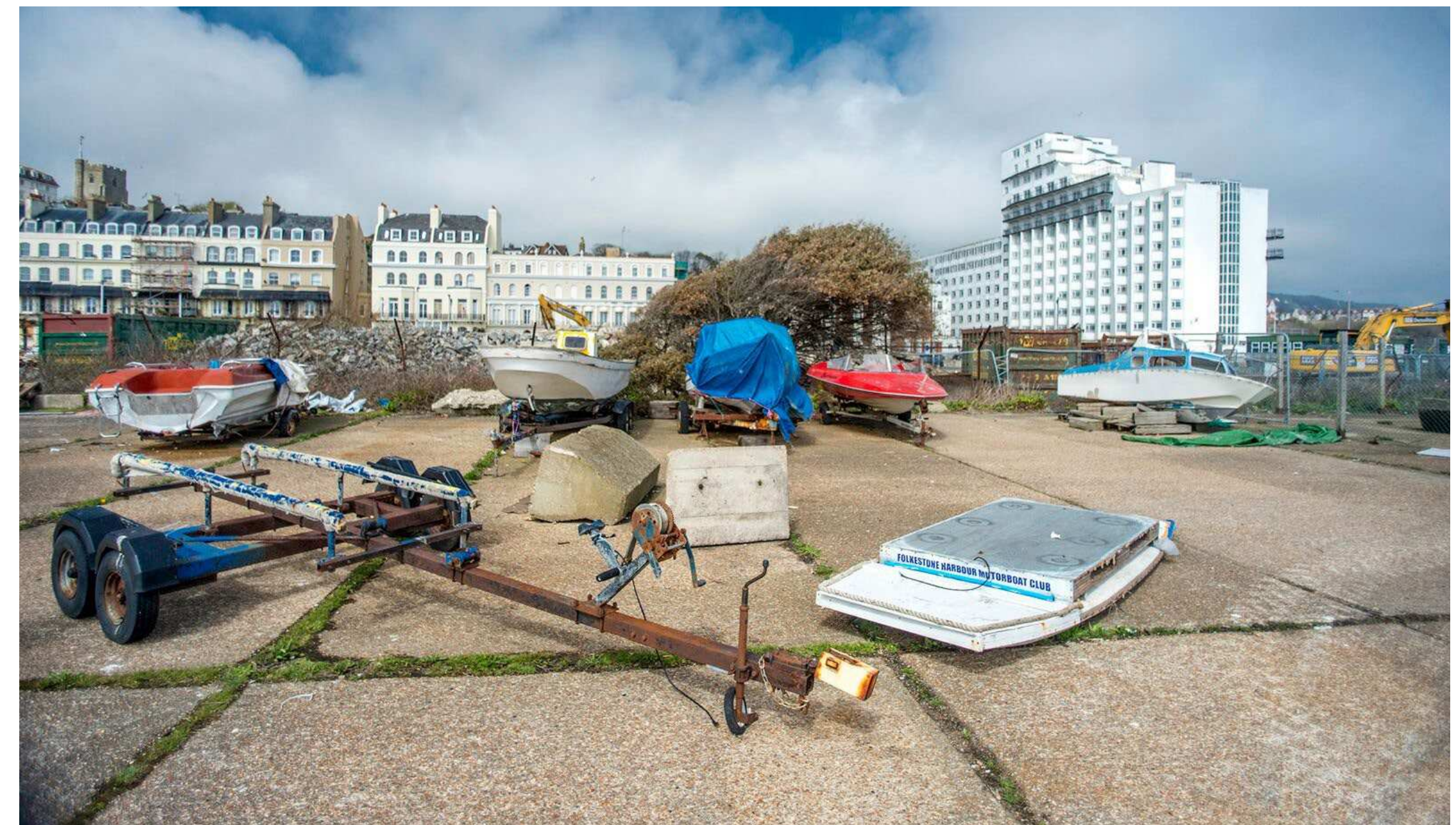
**Fig 3.13.1**

A series of historic photographs

3.13  
**Historic Photographs**

2007-2014

The west beach, which used to be the centre of seaside activity in Folkestone, was by this time a desolate landscape.



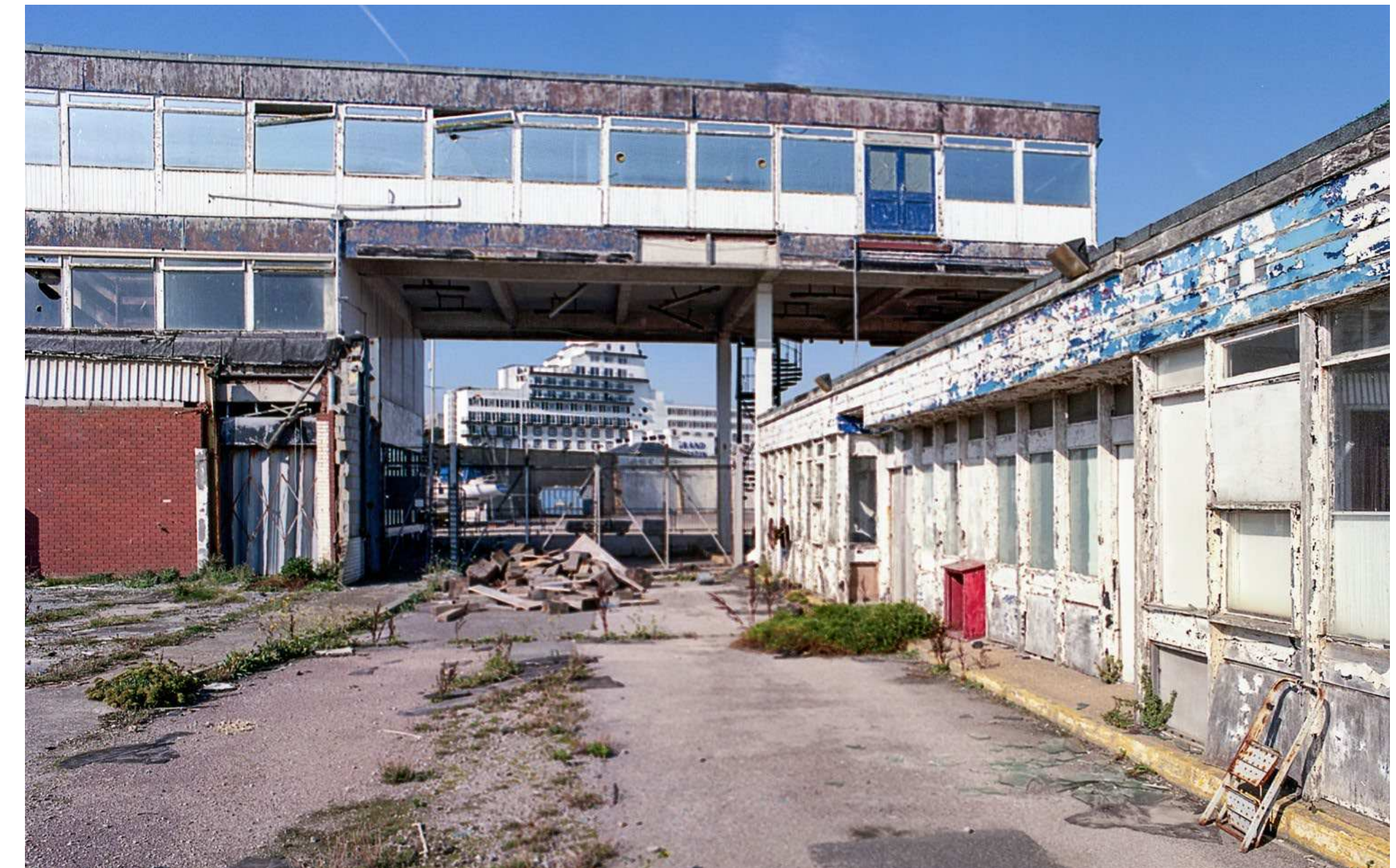
**Fig 3.13.2**  
A series of historic photographs



3.13  
**Historic Photographs**

2007-2014

When the Harbour Station closed the decay of the whole area accelerated and it became derelict and unsafe.



**Fig 3.13.2**  
A series of historic photographs

3.14

**Current Site Photographs**

2017-2023

After the site was acquired by the Folkestone Harbour & Seafront Development Company there were extensive works to the beach. This included raising the beach levels to provide additional flood protection and moving to the west end shingle that had accumulated next to the arm.

It also included removing almost all the concrete apron and covering it with shingle - improving the visual amenity and expanding the areas of leisure in preparation for the future shingle gardens, as well as laying out the new boardwalk. In this view the future plots outlines are visible as depressions on the shingle north of the boardwalk.

The Harbour Station was completely refurbished as a landscaped pedestrian walkway and the spine of the future development.

The Harbour Arm was subject to extensive repairs and enhancements and in the past 5 years, together with the meanwhile uses on the south quay such as the Goods Yard, Beachside and Harbourside areas, has become a venue for independent food & beverage and crafts that is loved by locals and visitors alike.

Notwithstanding the improvements to the area and the success of the meanwhile uses, the site is still a work in progress. The finalized development will be a permanent, year-round house for the thriving businesses and include additional sea defences and raised levels to guarantee access to the harbour and beach for the next generations.

**Fig 3.14.1**

A series of historic photographs

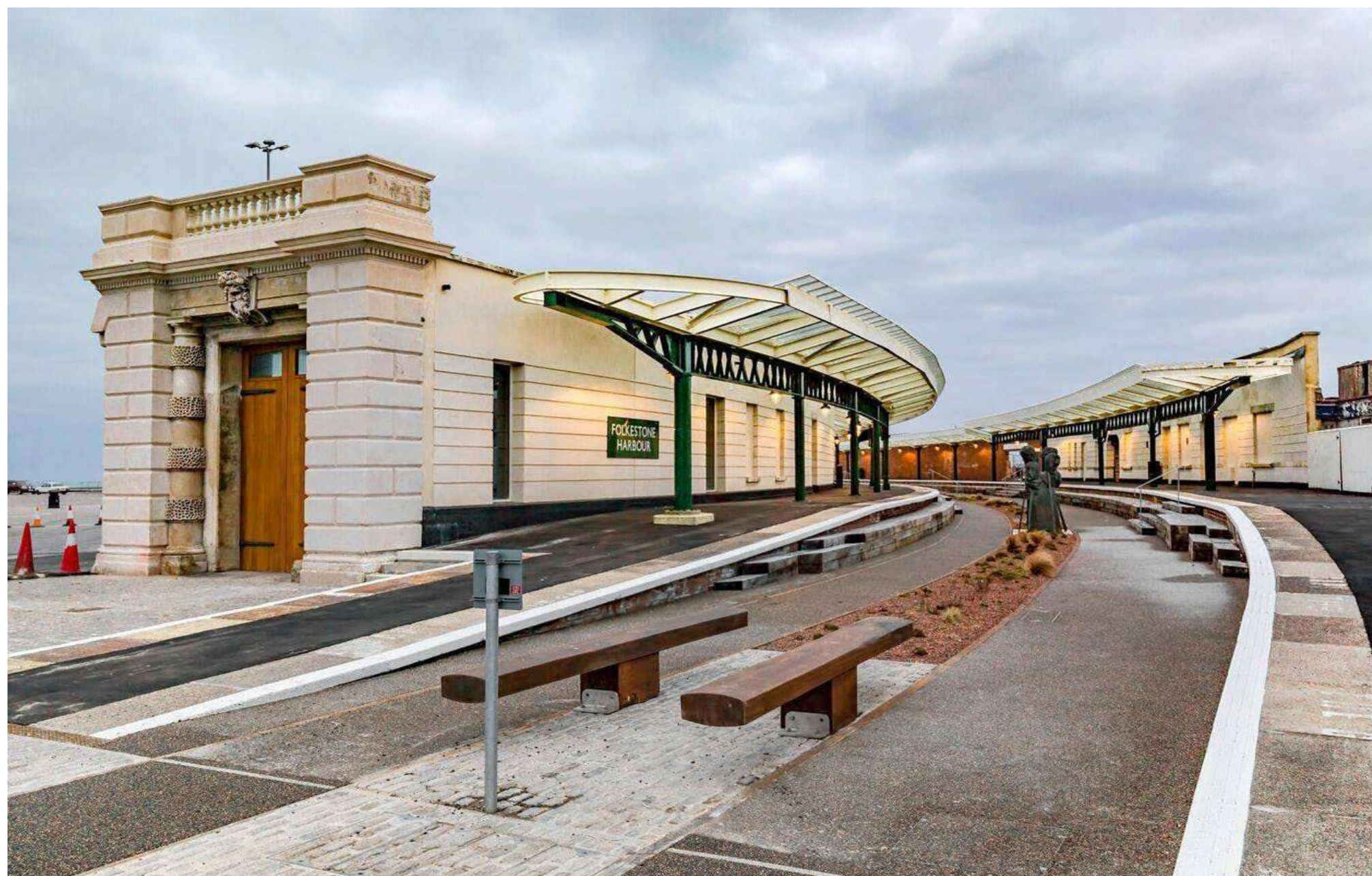
3.14  
**Current Site Photographs**

2017-2023

First installed in 2017, the Boardwalk, which is an integral part of the seafront development, has become a popular place for dog-walking and promenading.

Also in 2017 the viaduct and station were re-opened as landscaped pedestrian links to the town and an important access for the harbour development.

The refurbishment of the station won the best overall entry at the 2023 National Railway Heritage Awards.



**Fig 3.14.2**  
A series of historic photographs

3.15 Site Photographs

The following images help to illustrate the context of the Harbour Plots.

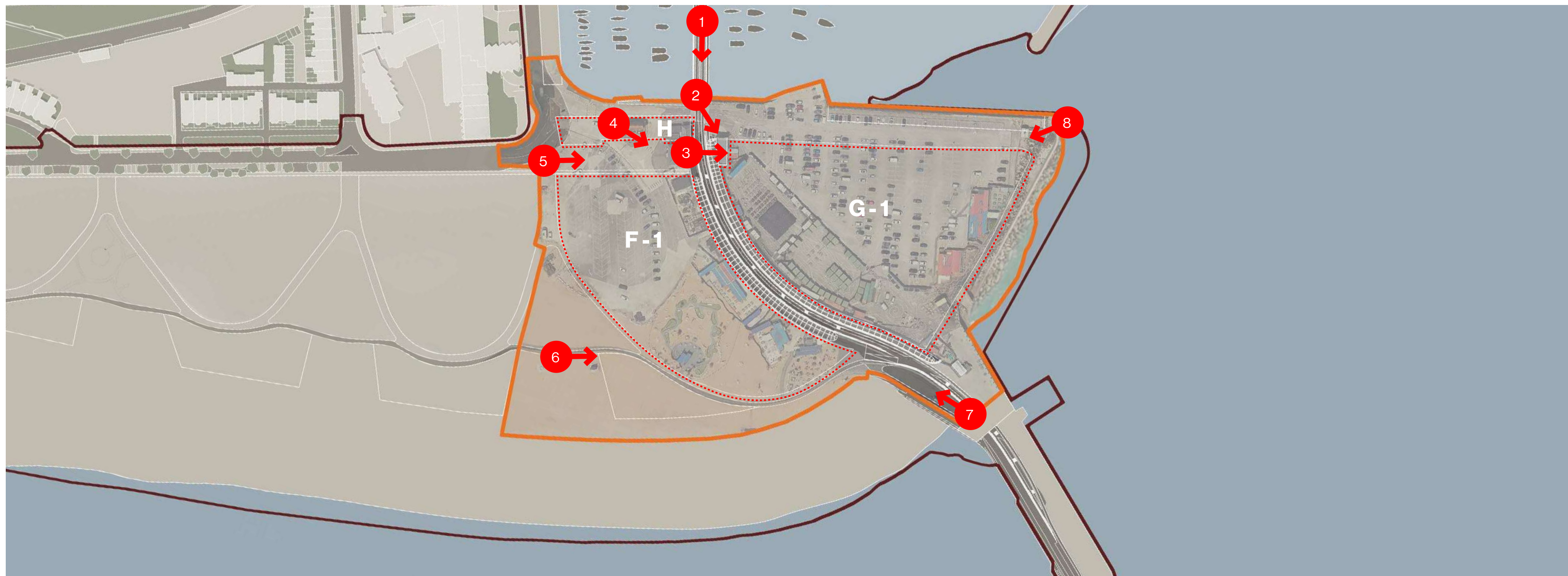


Fig 3.15.1 Site Plan



Fig 3.15.2 View 1



Fig 3.15.3 View 2

- Plots Boundary
- Outline Planning Application Boundary
- RMA Application Boundary
- Plots Boundary

3.15  
Site Photographs

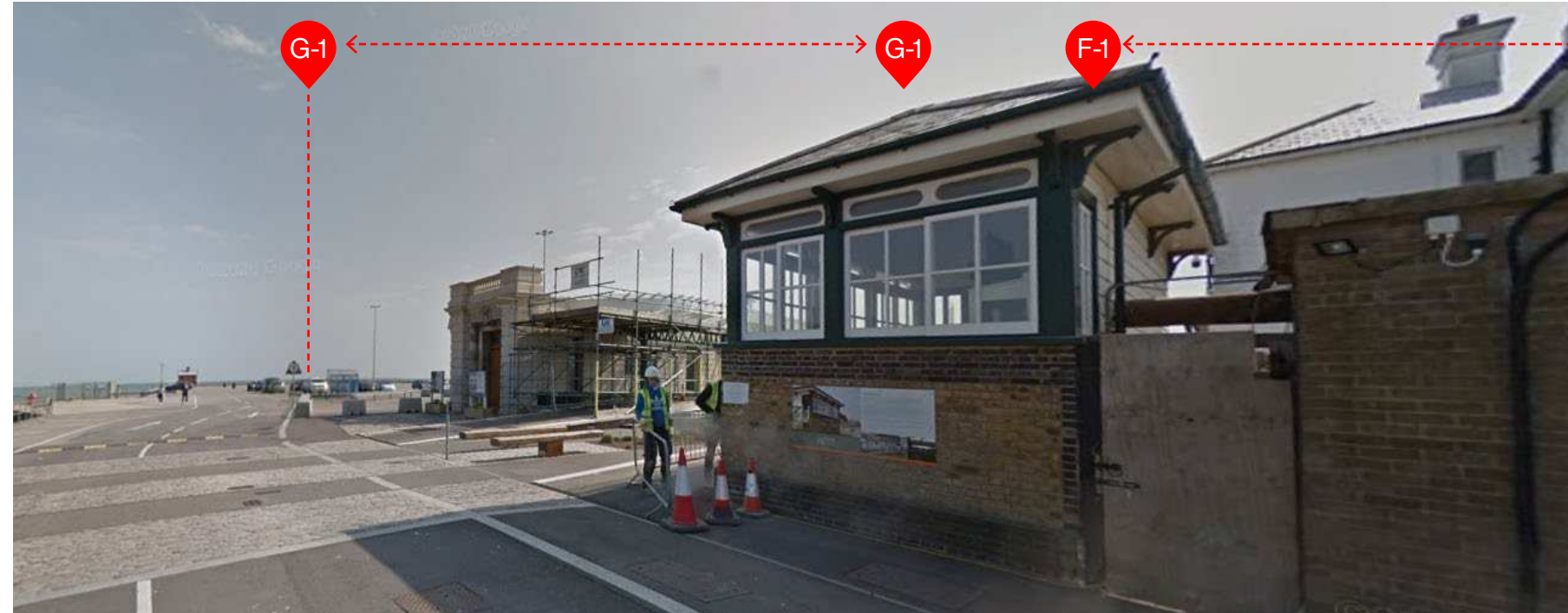


Fig 3.15.4  
View 3



Fig 3.15.5  
View 4



Fig 3.15.6  
View 5



Fig 3.15.7  
View 6



Fig 3.15.8  
View 7



Fig 3.15.9  
View 8



### 3.16 Buildings on Site

Buildings and structures currently on site include the refurbished Harbour Arm Lighthouse (1), the restored Harbour Station (2), the restored Customs House (3), the Harbour Master's House (4), the refurbished Signal Box (5), the restored Platform 3 waiting rooms (6) and the restored Viaduct and Swing Bridge (7).



- Outline Planning Application Boundary
- RMA Application Boundary
- Plots Boundary

**Fig 3.16.1**  
Site Plan - Building on site

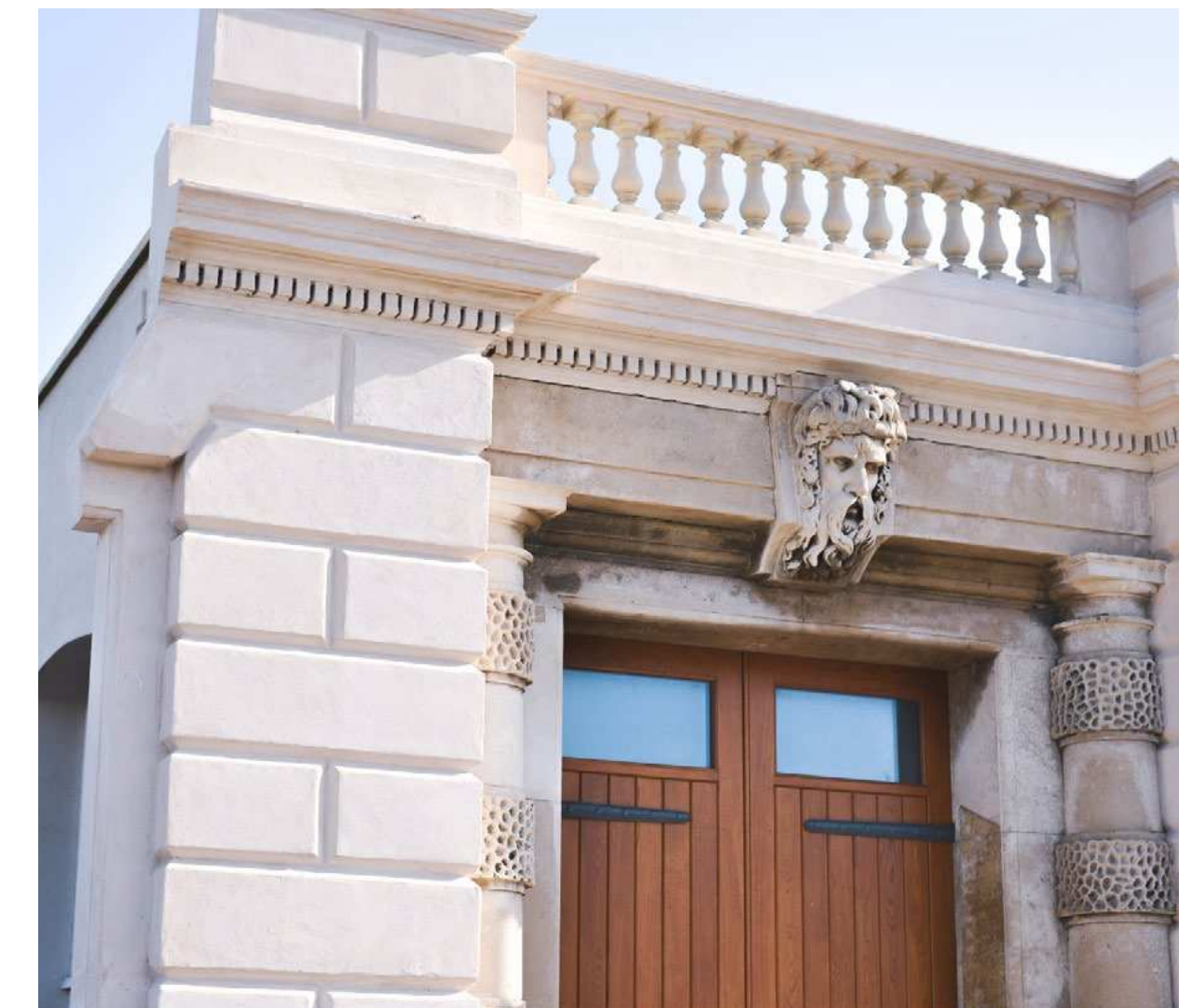
3.16  
Buildings On-Site



**Fig 3.16.2**  
Harbour Arm Lighthouse



**Fig 3.16.3**  
Harbour Station



**Fig 3.16.3**  
Customs House



**Fig 3.16.4**  
Viaduct & Swing Bridge



**Fig 3.16.5**  
View of the Harbour Master's House



**Fig 3.16.6**  
View of The Signal Box



**Fig 3.16.6**  
View of the refurbished of the waiting rooms on platform 3




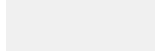





### 3.17 Existing Businesses

There are a number of businesses operating from the harbour. These are mainly food and beverage stalls, some cafés and restaurants housed in re-purposed shipping containers as well as the Goods Yard with the large screen showing movies, sports events and even state ceremonies. There are also some units in the old waiting rooms on the Harbour Arm and the lighthouse.

The businesses that are currently on the development plots will be relocated temporarily while construction takes place while the units on the Arm will remain.

Once the development is complete the businesses that have been incubated on the harbour and seafront will occupy the permanent commercial units as well as the new Goods Yard.

-  Beachside
-  The Goods Yard
-  Harbourside
-  The Harbour Arm

-  Outline Planning Application Boundary
-  RMA Application Boundary
-  Plots Boundary

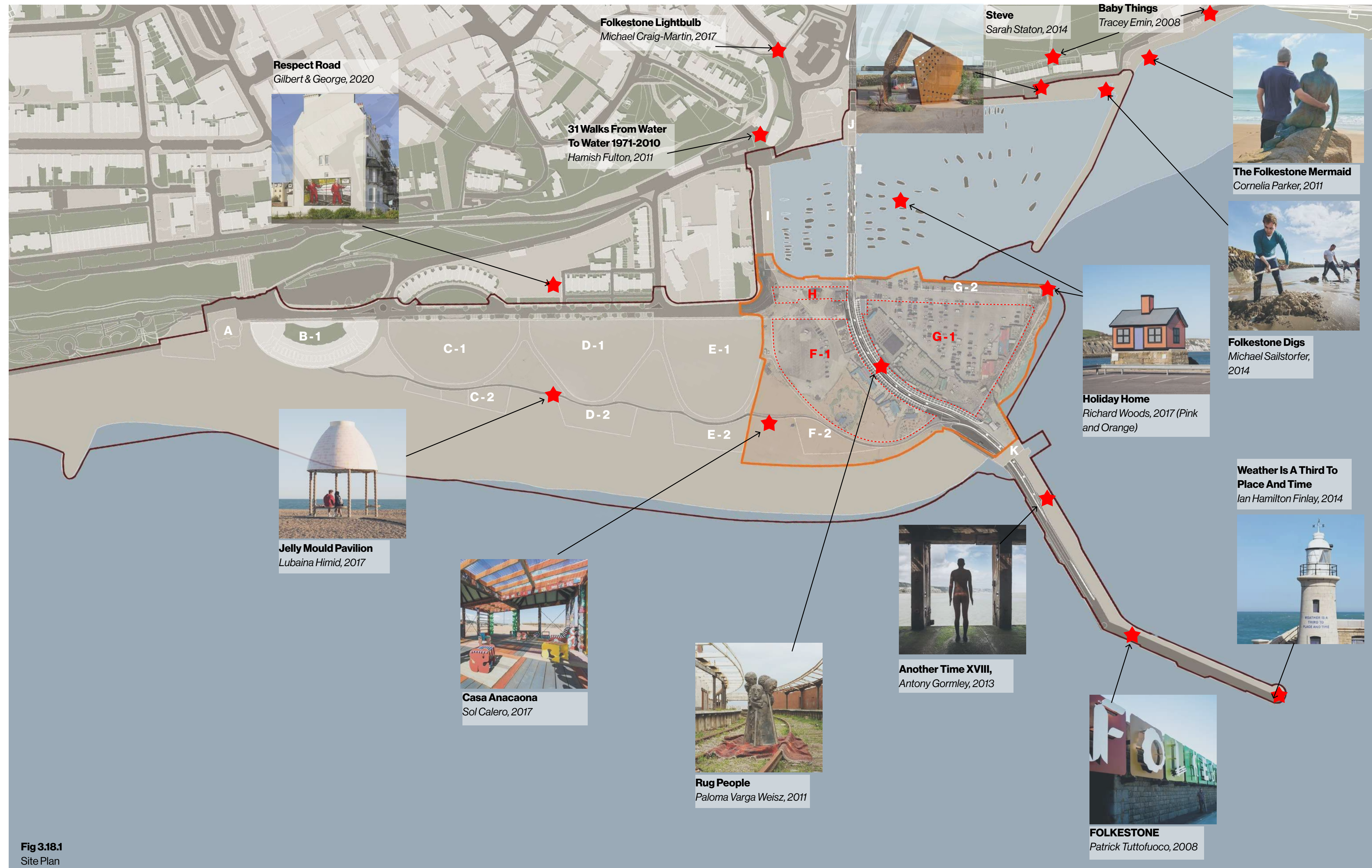






### 3.18 Existing Artworks

The Harbour and Seafont has been home to a number of the installations of the Folkestone Triennial. As a result there are several artworks scattered across the site. Almost all of the artworks will remain after the development has been completed.



3.19 Streets

To the north east of Plot H is Marine Parade which could be considered the spine of the seafront development. It's a double carriageway street with parking on both sides. The carriageway and the foot-ways are blacktop asphalt with granite kerbs.

Harbour Approach Road runs along the western edge of the inner harbour and is a single carriageway street that is part of the gyratory.



Fig 3.19.1 Site Plan

- Marine Parade
- Harbour Approach
- Outline Planning Application Boundary
- RMA Application Boundary
- ⋯ Plots Boundary



Fig 3.19.2 View 1 of Marine Parade looking towards the Harbour



Fig 3.19.3 View 2 of Harbour Approach looking towards the Harbour



### 3.20 Existing Access

The site's current vehicle access is through the north-west corner where Harbour Approach Road meets Marine Parade and the gyratory around the Grand Burstin Hotel.

Cars currently cross in front of the viaduct to enter the car park and for delivery vehicles to access the Harbour Arm.

The main pedestrian routes are across the viaduct and swing bridge and along the boardwalk and the train station.



**Fig 3.20.1**  
Site Plan - Existing Access



### 3.21 Existing Car Parking

There are currently a total of 563 parking spaces distributed across Plots F-1 & G-1, 34 spaces in the council-owned car park on the western end of the beach, 11 spaces on the Harbour St. car park and 64 on Tram Rd. car park. There are an additional 148 spaces on the Marine Terrace car park that are mainly used as overflow when the harbour car parks are full.





### 3.22 National Cycle Route

NCR2 is adjacent to the Harbour plots on the north west corner.



**Fig 3.22.1**  
Site Plan - National Cycle Route

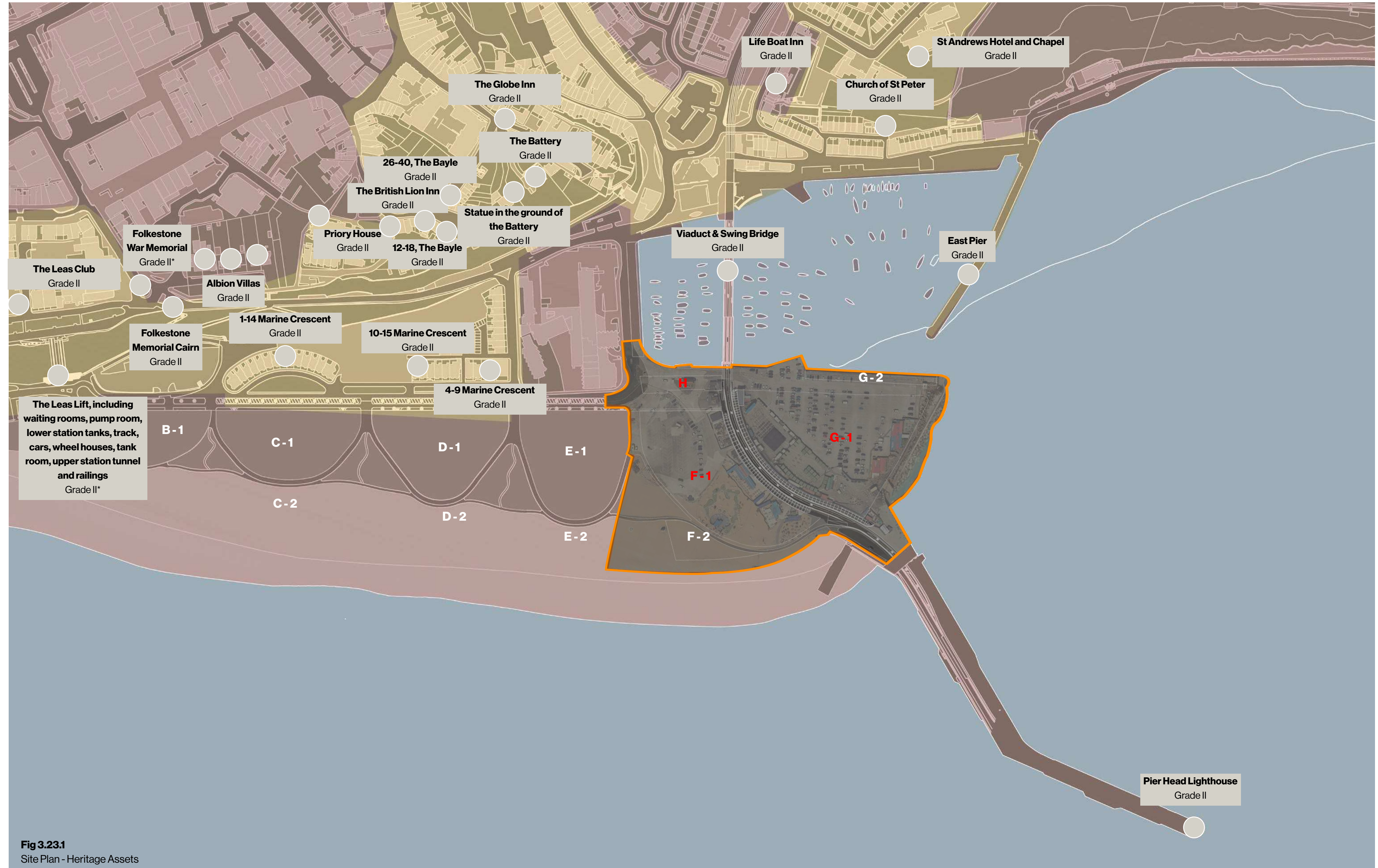


3.23

**Heritage Assets**

Plots F-1, G-1 & H are within an Archaeological Notification Area but outside the Folkestone Leas & Bayle Conservation Area.

There are a number of listed structures in the area around the Harbour including the Viaduct and Swing Bridge, the East Pier and the Lighthouse.



**Fig 3.23.1**  
Site Plan - Heritage Assets

3.24

**The Warren**

The Warren and East Cliff are an important landscape element and visual amenity for this part of Folkestone.

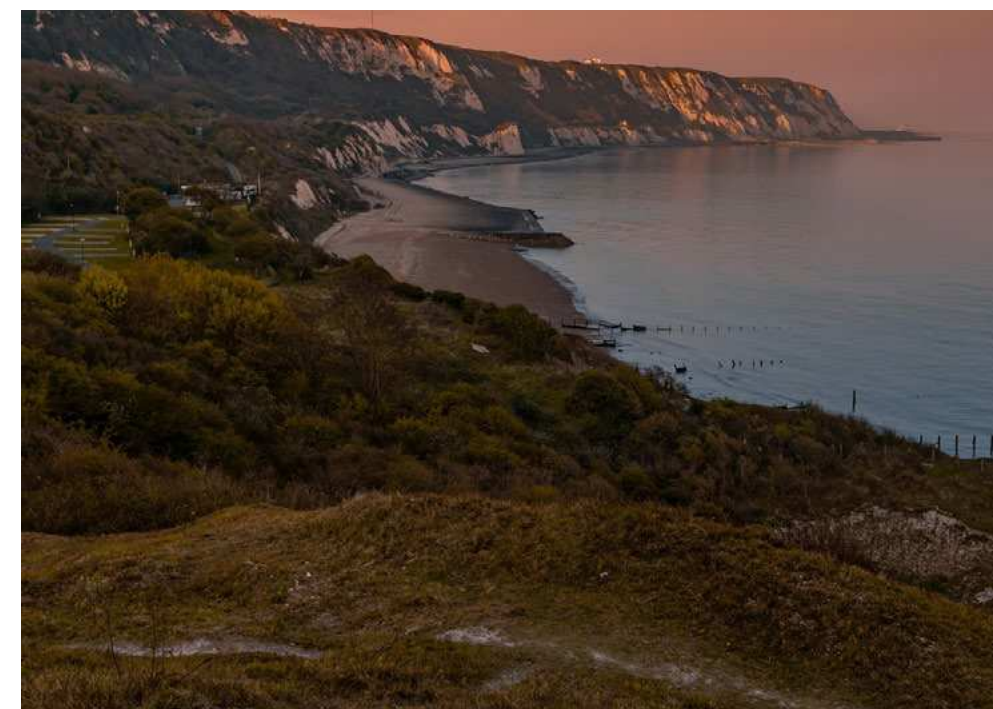
Of particular significance is the Martello tower that figures prominently on the skyline of the town when seen from the Harbour.



**Fig 3.24.1**  
Site Plan - The Warren



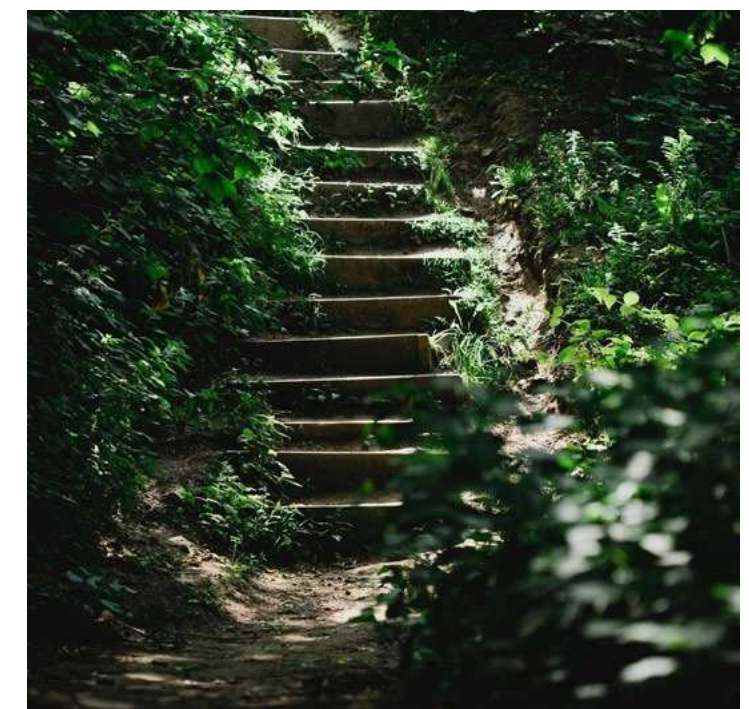
**Fig 3.24.2**  
View from the top of the Warren



**Fig 3.24.3**  
View from the top of the Warren



**Fig 3.24.4**  
View from the top of the Warren



**Fig 3.24.5**  
View of natural stairs in the Warren

3.25

**Lower Leas Coastal Park**

The Lower Leas Coastal Park is a significant amenity on the western end of the seafront development. One of the most visited attractions in Kent it is home to several different landscape styles from formal lawns to naturalistic and eclectic areas, most notably the Pulhamite grottos of the “zig-zag path”, the amphitheatre and the popular playground.

The Coastal Path runs on the south edge of the Park and is part of the National Cycle Route 2.

The S106 agreement for the development include a commitment to improving the footpaths between the seafront and the Leas.



**Fig 3.25.1**  
Site Plan



**Fig 3.25.2**  
Landscaped borders



**Fig 3.25.3**  
View of the amphitheatre



**Fig 3.25.4**  
View from the top of the Leas

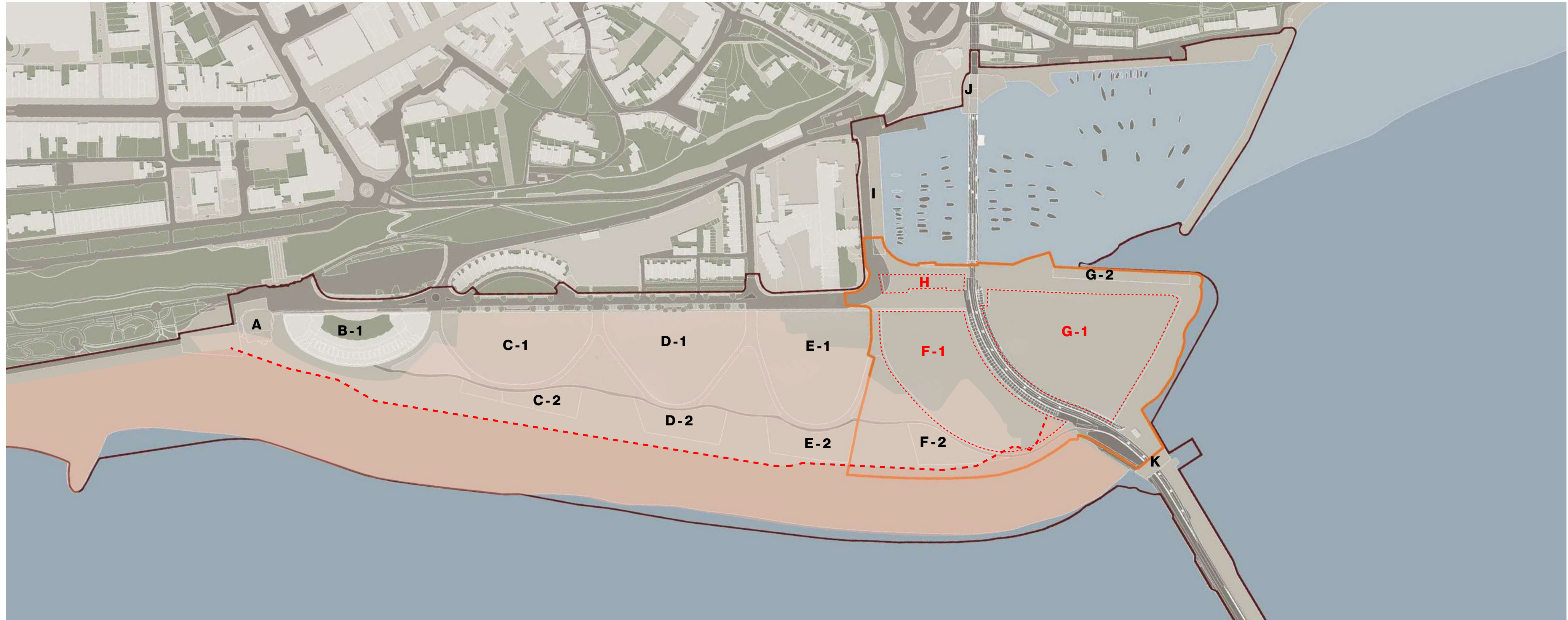
- Lower Leas Coastal Park
- Outline Planning Application Boundary
- RMA Application Boundary
- ⋯ Plots Boundary



3.26  
**Beach**

The shingle beach makes up the southern boundary of Plot F

Well regarded by beach goers in the late 1800s and significantly degraded with the closure of the Rotunda amusement park, the beach has regained some of its popularity recently following the removal of the remaining hardstanding, the completion of the boardwalk and the addition of large-scale artworks, cafés, bars and other leisure opportunities.



**Fig 3.26.1**  
Site Plan

- The Beach
- Temporary Shingle
- Previous Concrete Line
- Outline Planning Application Boundary
- RMA Application Boundary
- Plots Boundary



**Fig 3.26.2**  
Aerial view of the concrete beach circa 2013



**Fig 3.26.3**  
Aerial view of the beach today

3.27  
**Existing Topography**

The existing beach topography is a result of major beach re-levelling and replenishing works undertaken in 2017. These modifications to the beach profile are part of the flood protection measures for the future development.

The topography of the Harbour is relatively flat with an average elevation of +6.2m AOD that increases to circa +7.2m AOD around the station platforms. These will be increased by an average of 1.2m.



**Fig 3.27.1**  
Aerial View



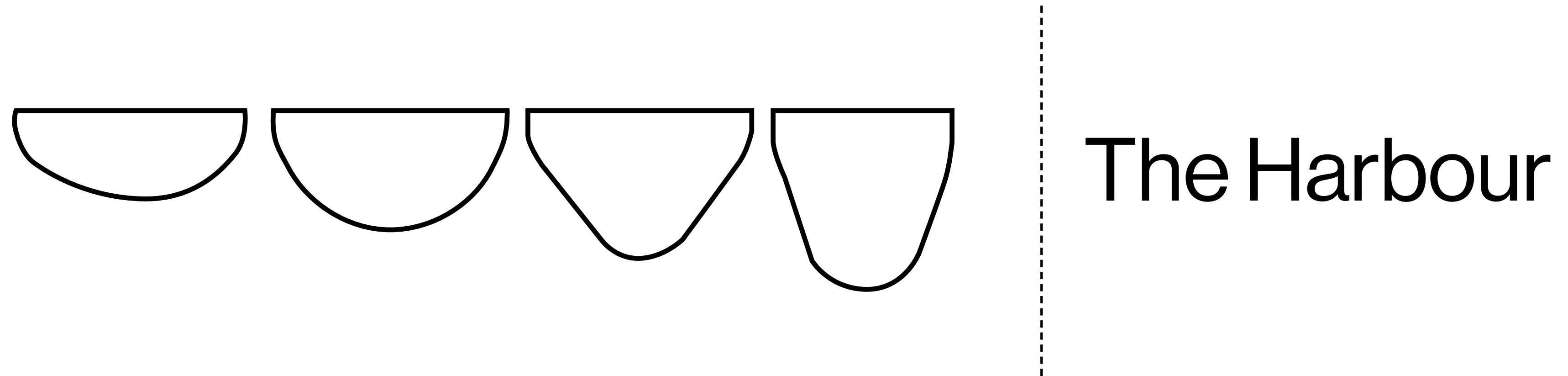
**Fig 3.27.2**  
Topographical Survey

## Project Brief

4.0

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## 4.1

**The Harbour & The Seafront**

**The amendment to the planning application with reference Y17/1099/SH produced a clear concept for the crescent plots.**

**However, the urban design strategy for the harbour plots were not defined at that stage.**

**This is why Plots F-1, G-1 & H, the harbour plots, require 'joined up' thinking.**

4.2

**Future of the Harbour**

FISHING

SHIPPING

TRANSPORTING

LIVING +



**The harbour has had many lives: as a small fishing harbour, a shipping dock and a ferry port.**

**How can this area evolve and support itself in a sustainable way?**

**Fig 4.2.1**  
The future of the harbour diagram

4.3

**A New Neighbourhood**

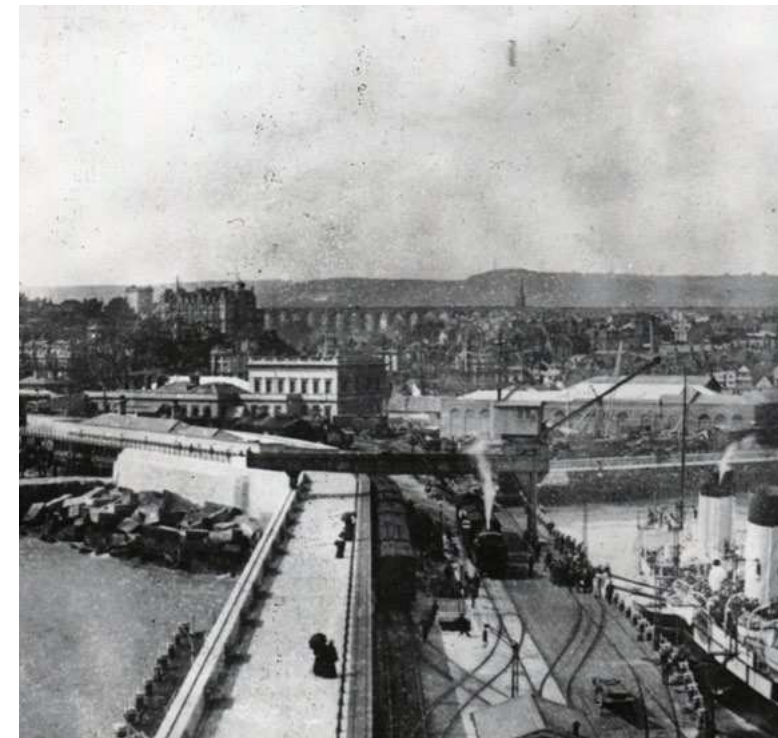


**We need to make sure we are not just building beautiful buildings.**

**The whole harbour doesn't just need architecture, it needs to be re-thought as a urban quarter.**

**Fig 4.3.1**  
A new neighbourhood diagram -  
Image reference the Guggenheim museum in Bilbao

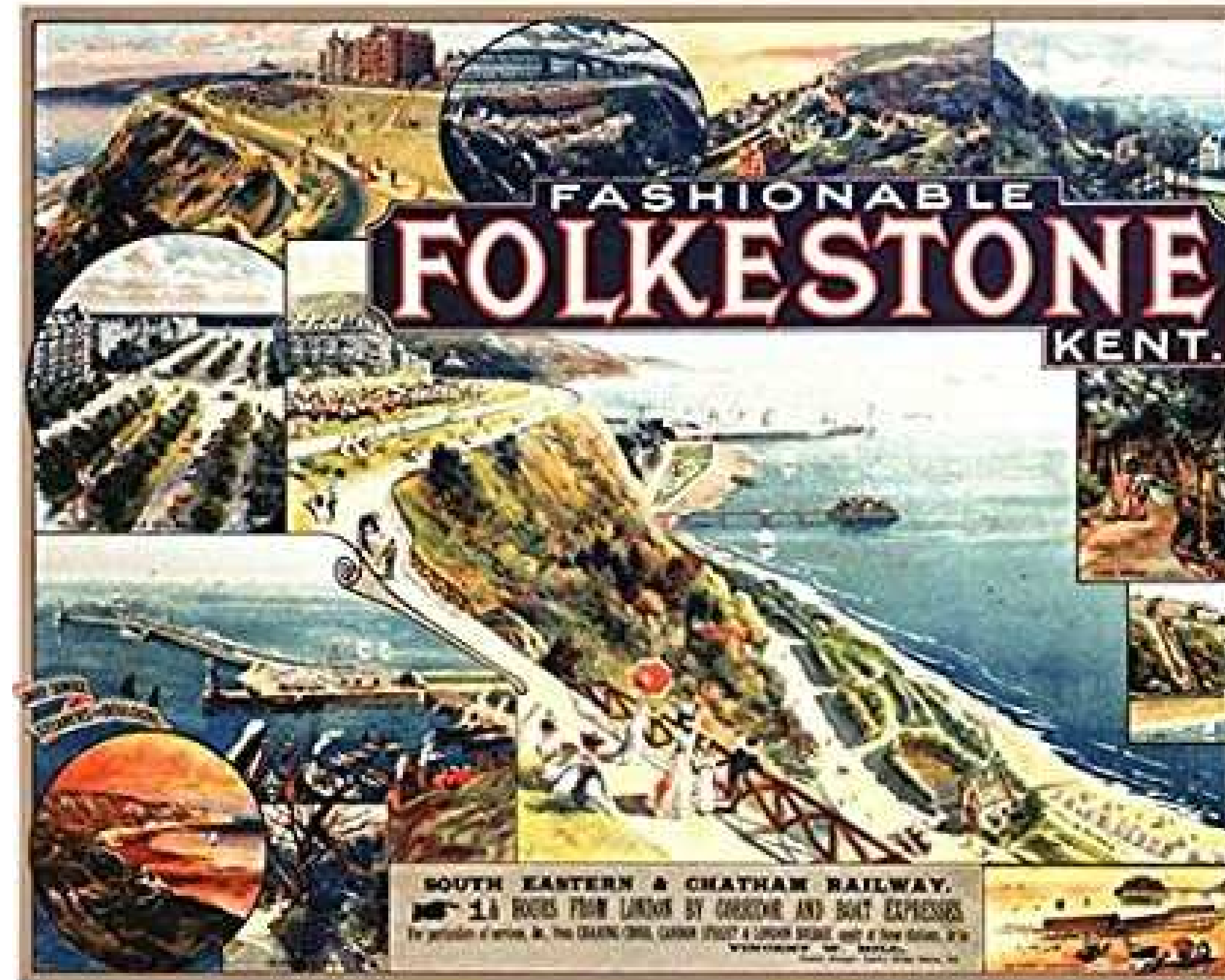
4.4  
**An Active Harbour**



**We want to understand how can we re-create the activity and excitement of days gone by and make people feel the harbour is active and alive again as a place of cultural exchange and commerce.**

**Fig 4.4.1.**  
An active harbour diagram

4.5

**Place and Character**

**The architecture of the harbour should not be generic nor pastiche.  
It should come from thoughtful and creative interpretation of the place and its character.**

**Fig 4.5.1**  
Place and character diagram



4.6

**A 'Low-Fi' Approach**

**Folkestone's success is its unique approach to regeneration. We should strive to retain this 'low-fi' appeal as a draw to the seafront. This requires the commercial units to be flexible and to be allowed to express individuality.**

**Fig 4.6.1**  
A low-fi approach diagram

4.7  
**A Complementary Centre**



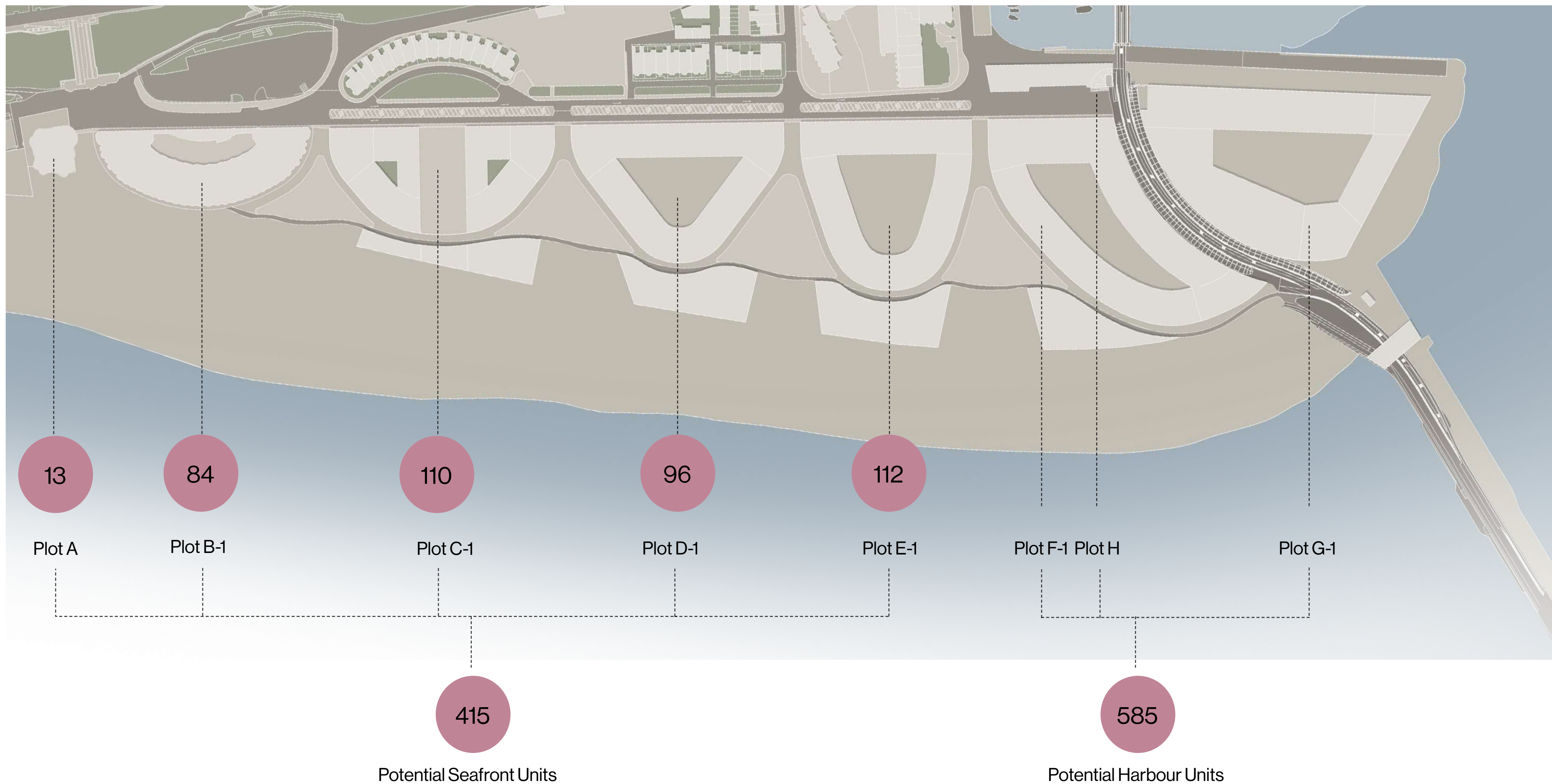
- ↔ Pedestrian Routes
- ▬ Primary Frontage
- ▬ Secondary Frontage
- - - Harbour Plan Boundary
- The Creative Quarter
- ↔ Closing the gap and providing connections

**Fig 4.7.1**  
A complementary centre diagram

**The harbour should not compete with the town centre, but rather extend it and complement it.**

### 4.8 Potential Number of Units

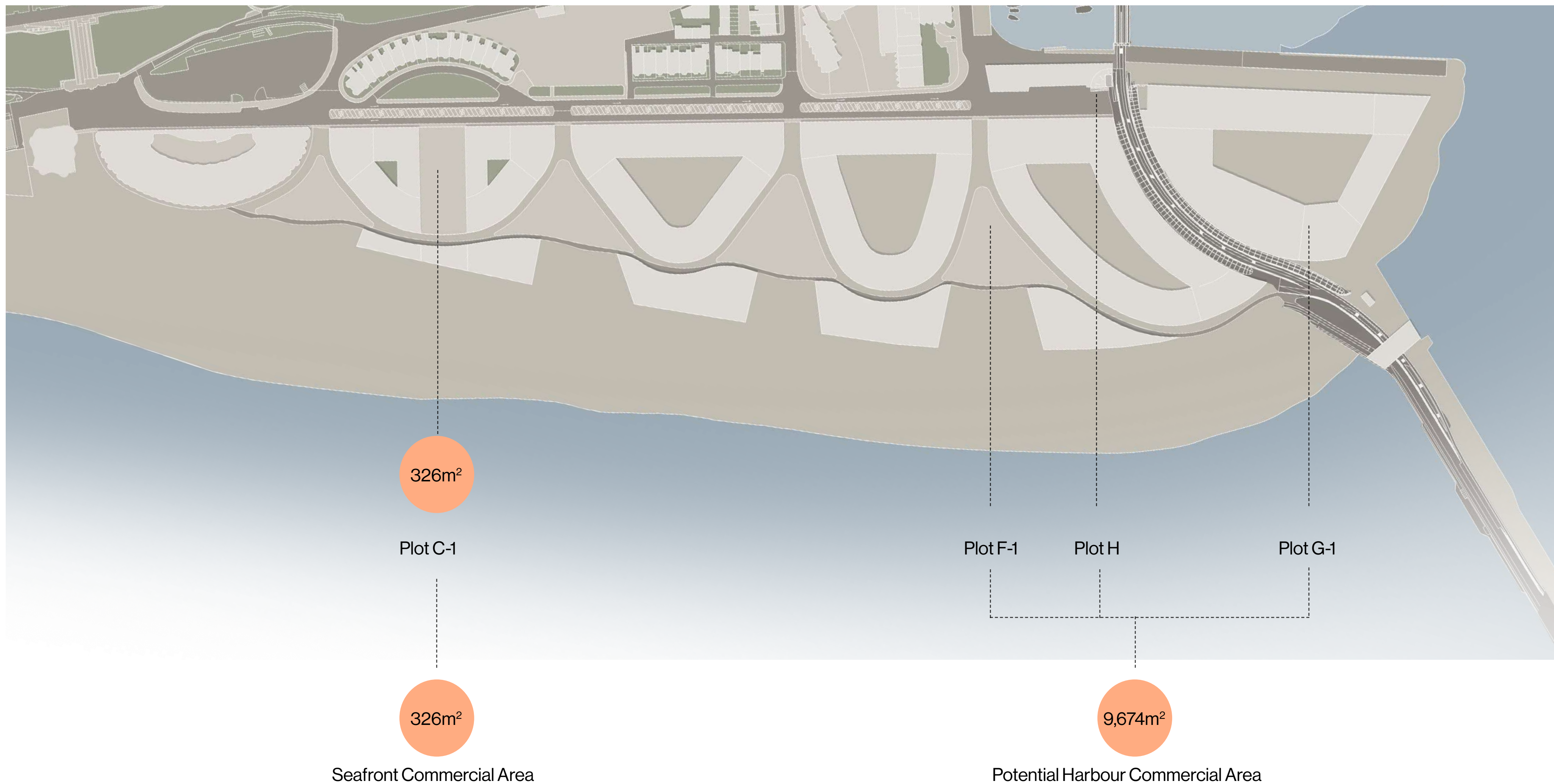
The outline planning consent allows the construction of a minimum of 720 and a maximum of 1000 residential units across the development. The reserved matters applications for the previous phases deliver a combined 415 units which leaves a potential maximum of 585 units on plots F-1, G-1 & H.



**Fig 4.8.1**  
Unit count site plan

#### 4.9 Potential Commercial Area

Along with residential uses the outline consent allows for an additional 10,000m<sup>2</sup> of commercial area on the development; on top of what is already there. From all the reserved matters applications submitted to date only Plot C-1 includes 326m<sup>2</sup> of commercial area, leaving a maximum of 9,674m<sup>2</sup> to be allocated to the harbour plots.



**Fig 4.9.1**  
Commercial area site plan

## Design Evolution

5.0

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# 5.1 The Design Timeline



**May/June**  
Early visuals showing the massing and setting out of the Harbour Plan individual buildings.

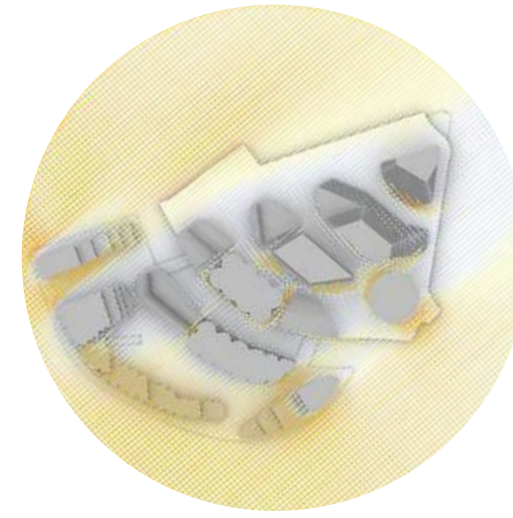


**October**  
The ground floor design begins, looking at the differences between a typical fixed commercial groundfloor versus something more flexible and low-fi; maintaining the vibe of the harbour at present.



**December**  
Design Review Panel 01

**December**  
Facade design begins. Creating characterful design motifs and identities across the site.



**April**  
In house wind-analysis begins, greatly informing the massing of the buildings and the design of various facade elements across site.

**April**  
Design Review Panel 02



**May/June**  
The first in-house visuals are released for the first public consultation.

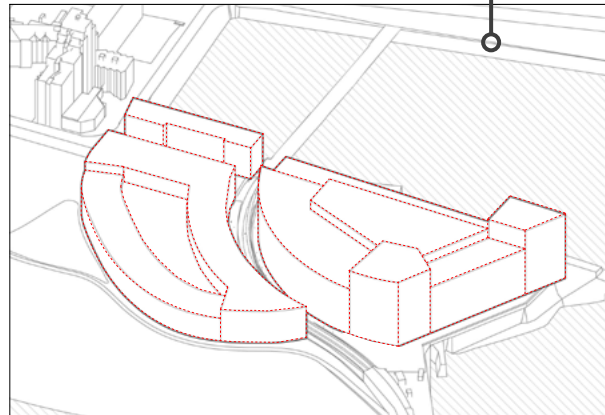


**May**  
Public Consultation 01

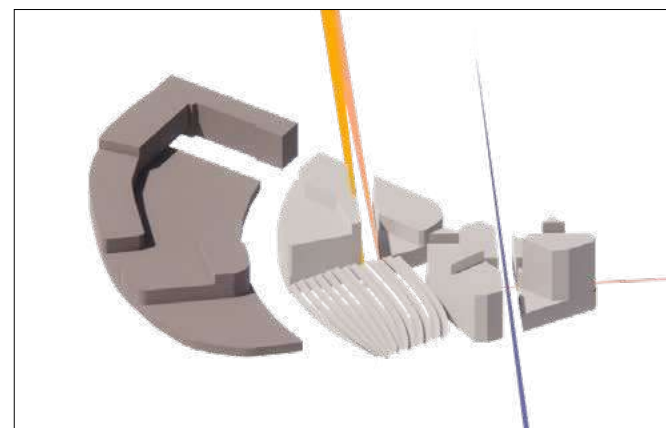
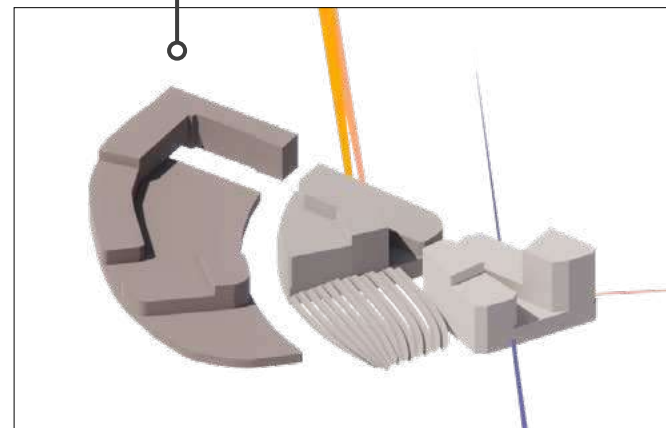
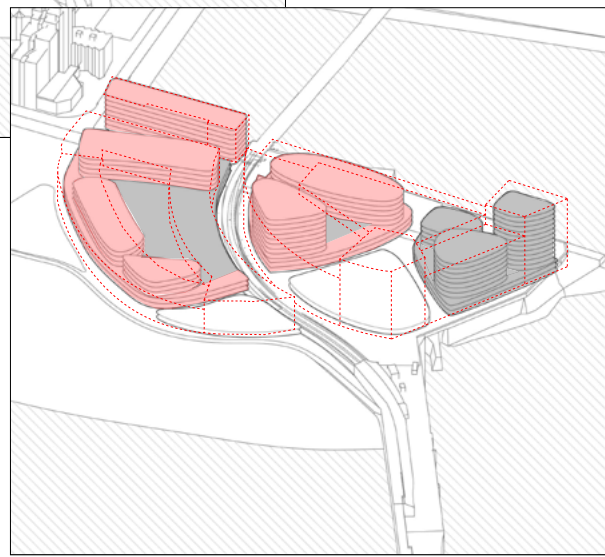
**July**  
Public Consultation 02

**July-December**  
Following the public consultation, every aspect of the design is revisited according to public feedback. Streets are widened, buildings get narrower as efficiency and layouts are reconsidered. Colour scheme and facades become more subtle and a new public viewing platform is added to the Rotunda top floor. Coordination between AISFOR and consultants continues and the scheme becomes more considered.

**February**  
Planning Submission



**February**  
Parameter plans/ jelly mould and the earliest massing option explored for the Harbour Plan.



**July**  
Folkestone view management framework - significant viewpoints are integrated into the massing and remain in place in designs going forward. The views include the lighthouse, the Martello tower and the German consulate.

**November/December**  
Significant changes are made to the proposed massing and both plots split into 13 major masses. Volume is removed and the building massing typologies begin to progress; the site is split into towers, silos and sheds.

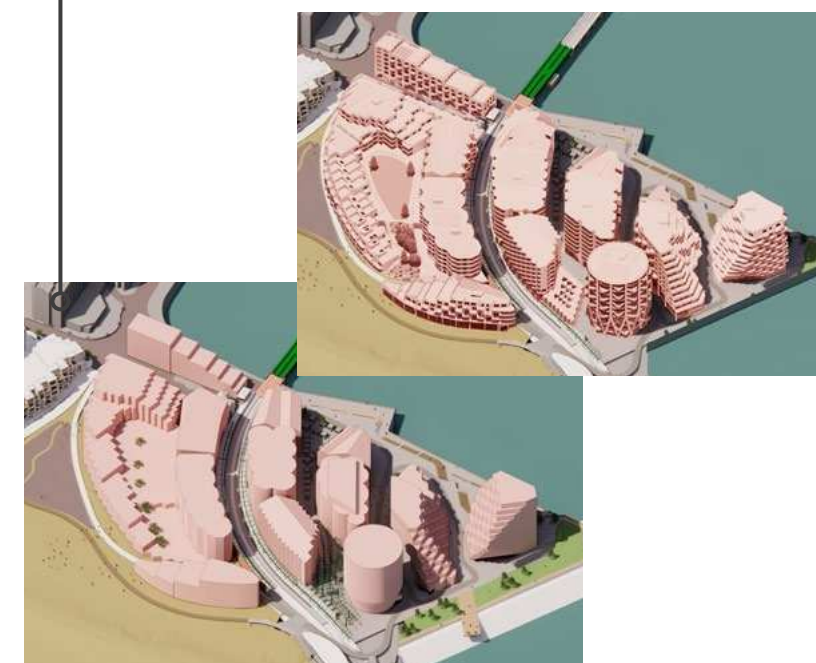
**November**  
Pre-App 01

**March/April**  
The most significant changes to massing take place during Spring 2023, after considerable consultation and design review panels. The shed/silo typologies spread to Plot F-1 as the two plots begin to unify across the station. Facade application continues.



**March**  
Pre-App 02

**April**  
Pre-App 03



**June**  
Design Review Panel 03

**July**  
The second public consultation generates huge quantities of public feedback. Major design challenges include colour scheme, the closeness of tall buildings and the massing of buildings G7 & G8.

**November**  
Pre-App 04



**Fig 5.1.1**  
A timeline showing the design development of the Harbour Plan

## **Design Evolution**

Masterplan & Massing

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### 5.2 Design Evolution

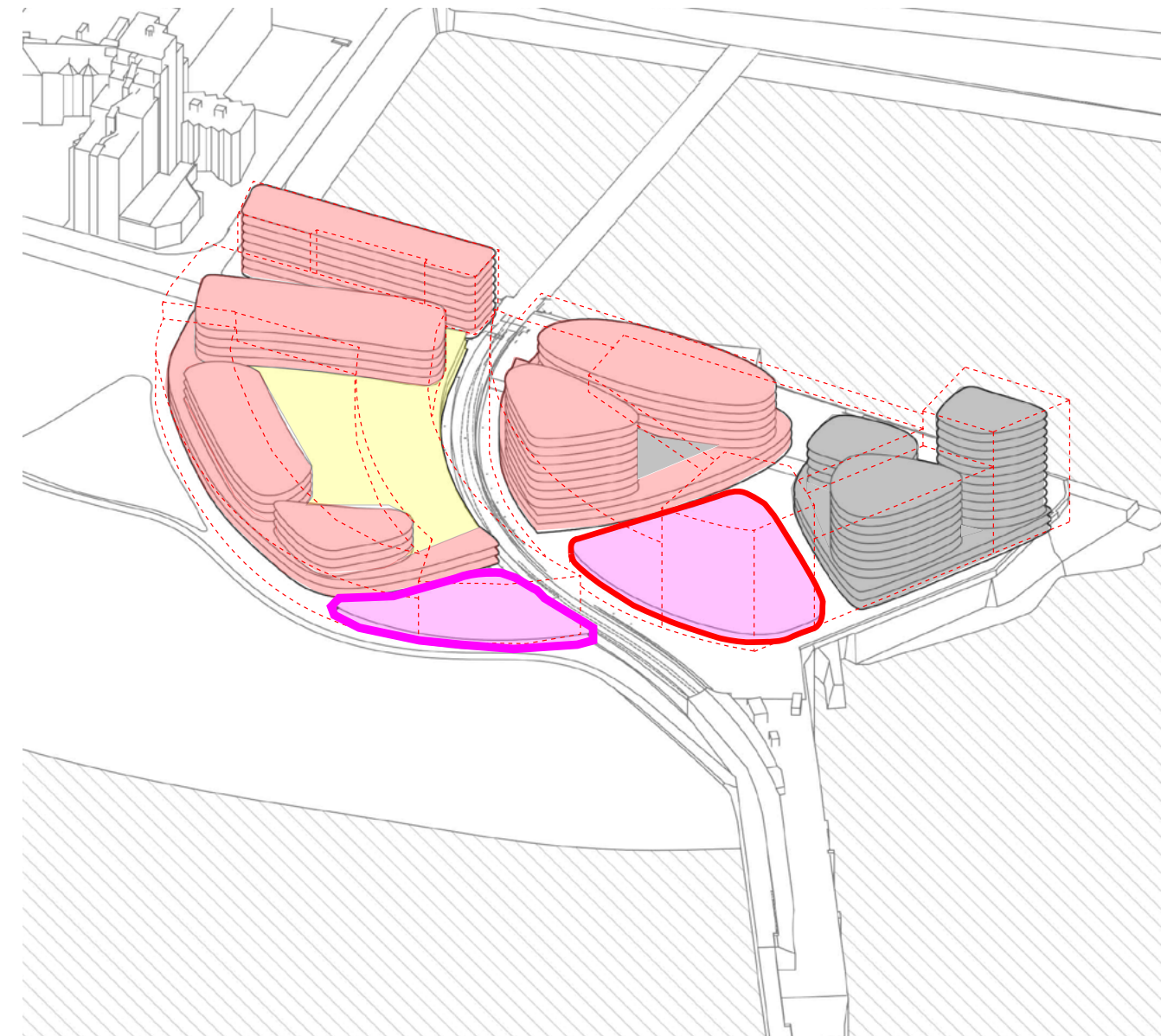
The initial designs for the Harbour Plan were trying to understand how Plots F-1, G-1 & H could work together to create a place that was a part of the Seafront Masterplan but had its own character - more vibrant, urban and public.

The initial investigations took the Goods Yard and Beachside - both areas that did not exist when the masterplan was first conceived and then amended - and gave them a centrality around which the rest of the design revolved.

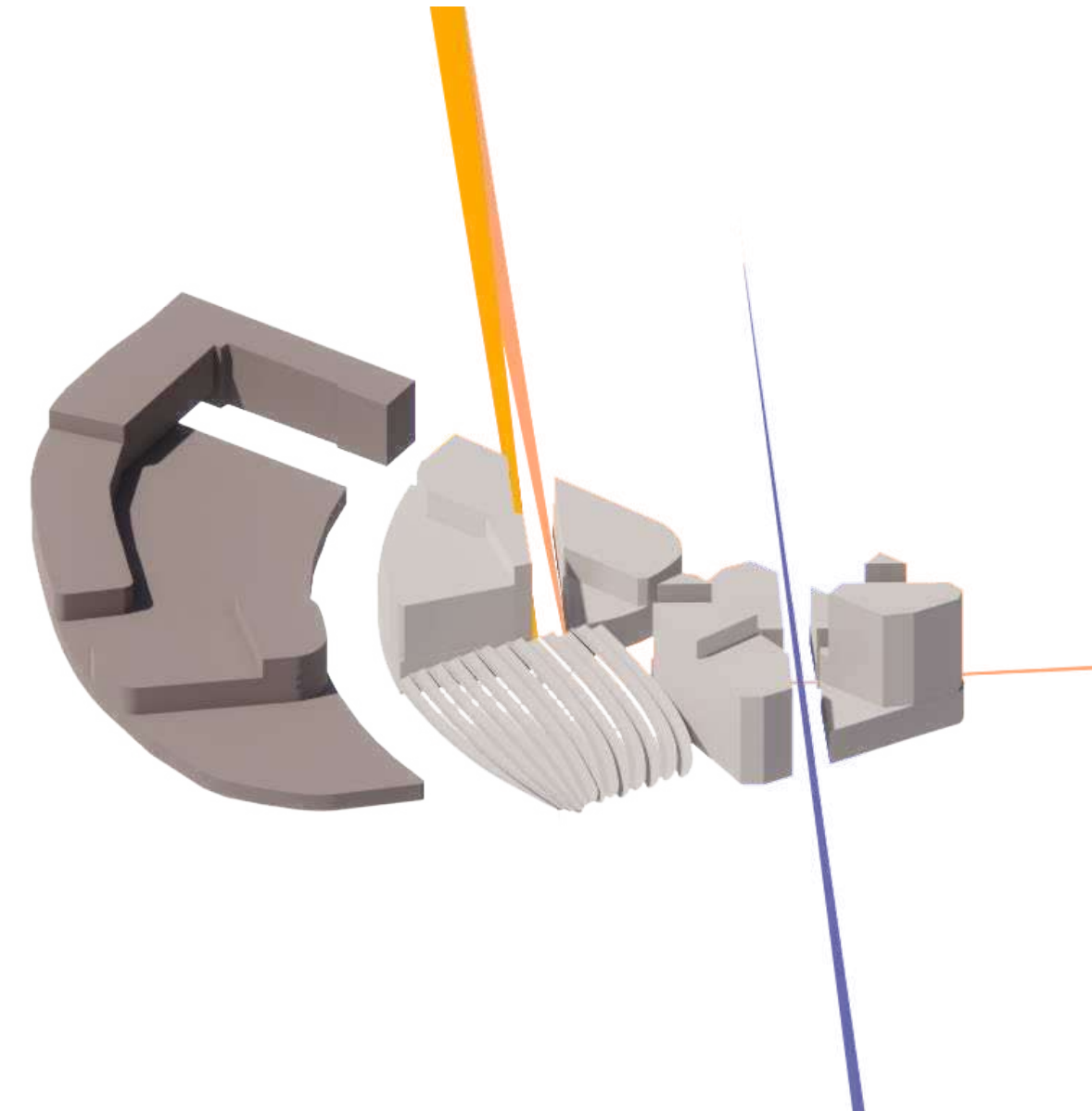
The next iterations introduced the idea of a "harbour view management framework" that would create protected view corridors and start opening up the massing and connecting the harbour back to the town.

These first versions evolved into "fingers" that run from the North Quay to the Harbour Arm inspired by the old train tracks and marshalling yard and almost as an echo of the refurbished train station, viaduct and swing bridge, creating both a clear directionality for the design as well as a network of streets that would later develop their own character.

Towards the end of 2022 there was a better definition of the urban pattern and key buildings that correspond to the high points of the outline planning envelope.



**Fig 5.2.1**  
March 2022



**Fig 5.2.2**  
July 2022



**Fig 5.2.3**  
August 2022



**Fig 5.2.4**  
August 2022



**Fig 5.2.5**  
October 2022



**Fig 5.2.6**  
October 2022

- Beachside Location
- Goods Yard Location



**Design Evolution**

The massing refinement that followed resulted in a specific harbour architecture language that included pitched roofs as a response to the buildings on the Stade and vertical elements. It was at this stage no building was anticipated on the G-2 development plot to make way for a more generous promenade on the North Quay.

As a response to the Design Review Panels and the various workshops with the local authority planning team the sub-character areas of the Harbour Plan were condensed and the designs simplified.

Plot H was initially a long, stepped volume that filled the plot boundary and related directly to the viaduct and the harbour edge. Through dialogue with planners and stakeholders it was converted into smaller volumes and the edge became more porous.

The buildings on the north east corner of Plot G-1 were stepped back to emphasize the visual connection from the viaduct to the lighthouse, but also to allow more light to reach the amphitheatre on the North Quay.



**Fig 5.2.7**  
December 2022



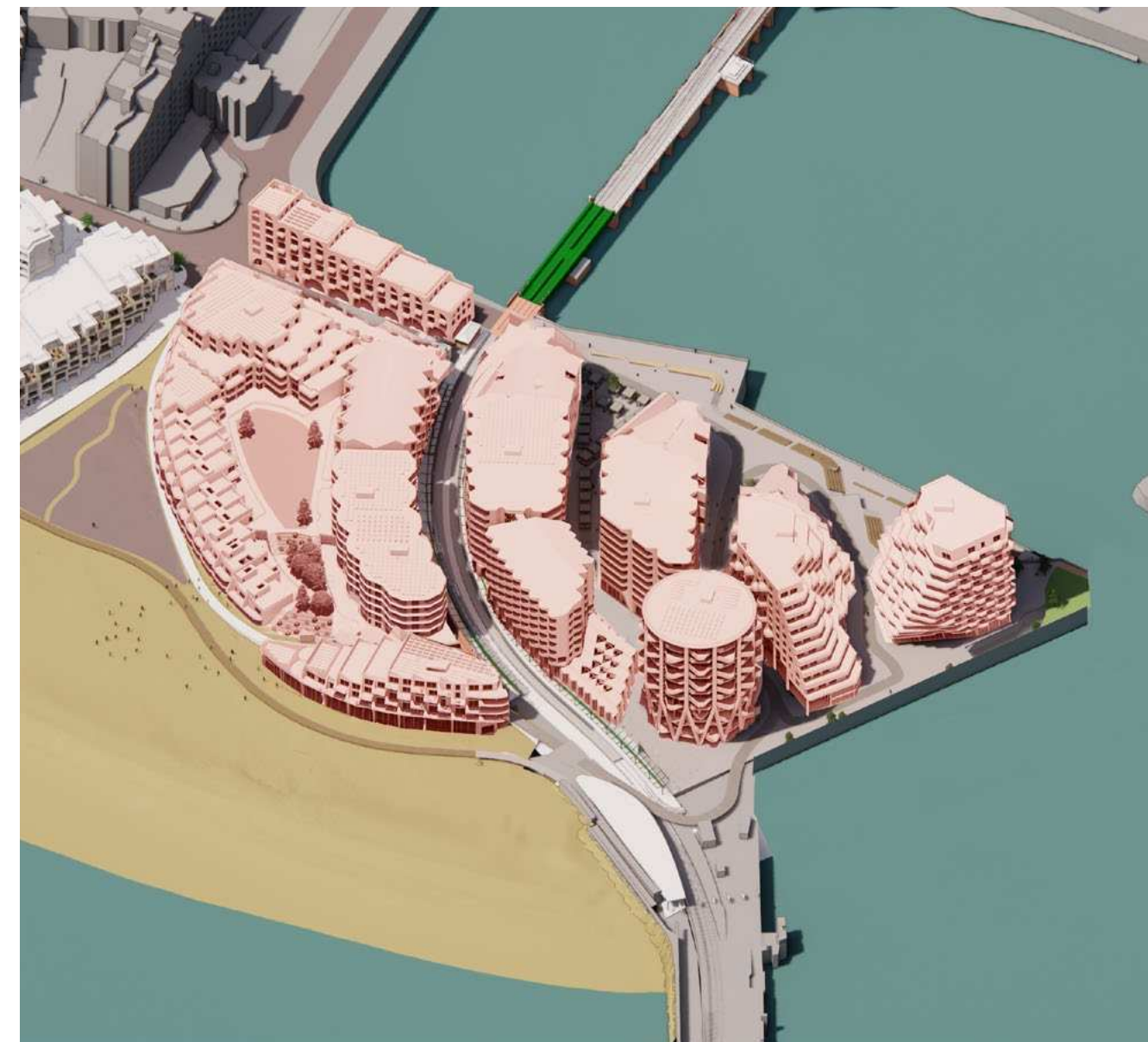
**Fig 5.2.8**  
December 2022



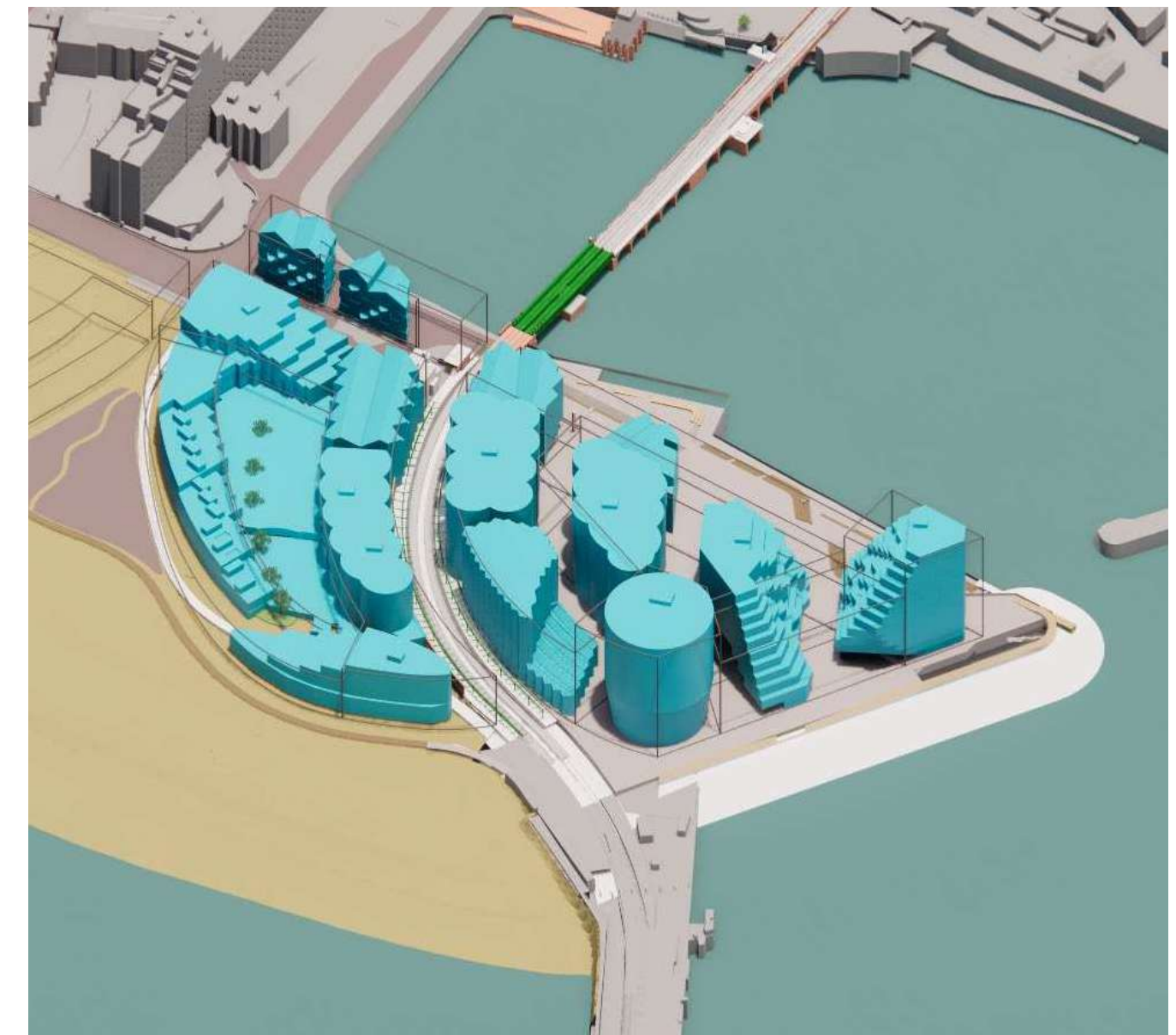
**Fig 5.2.9**  
January 2023



**Fig 5.2.10**  
March 2023



**Fig 5.2.11**  
June 2023

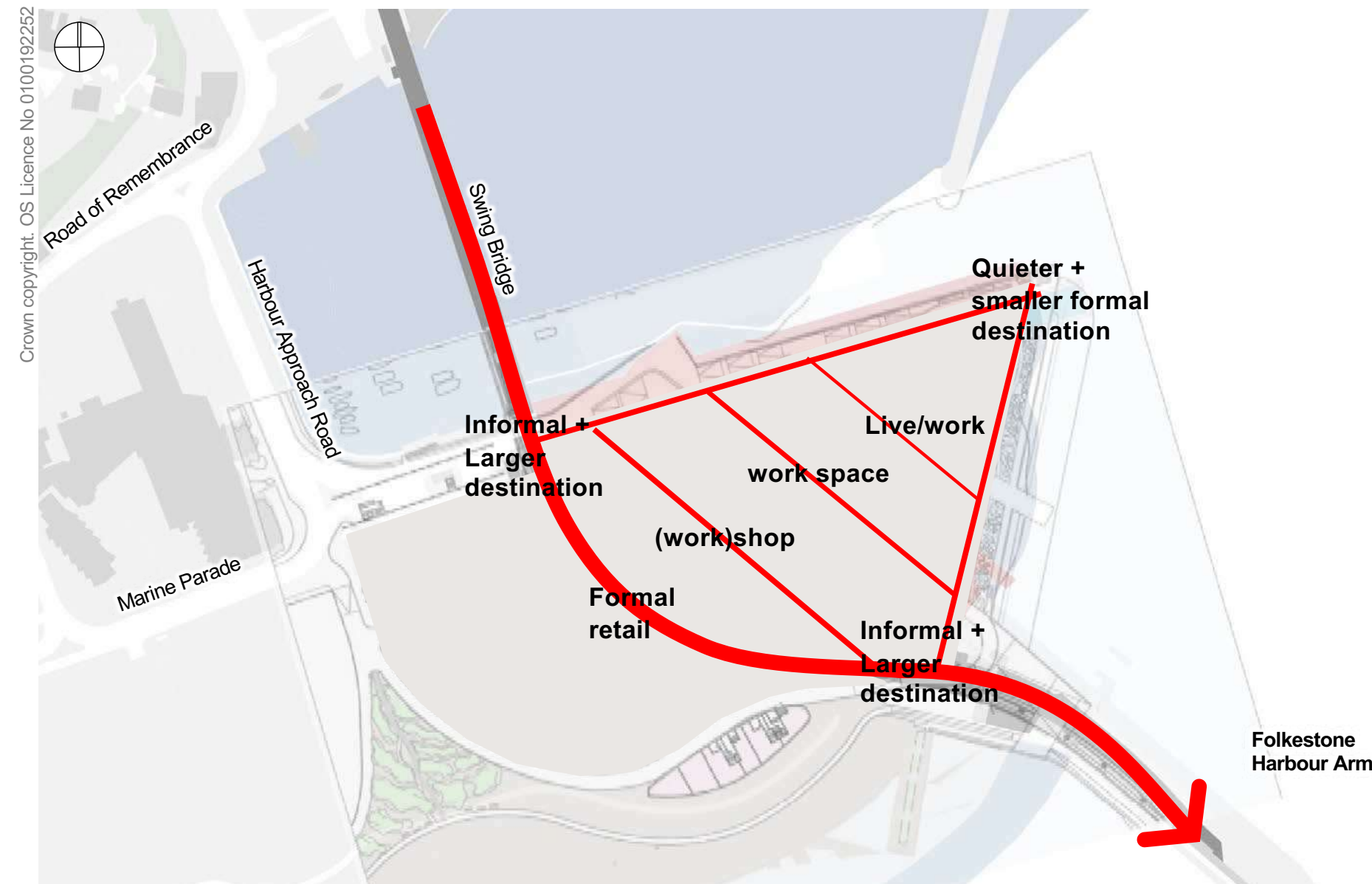


**Fig 5.2.12**  
July 2023

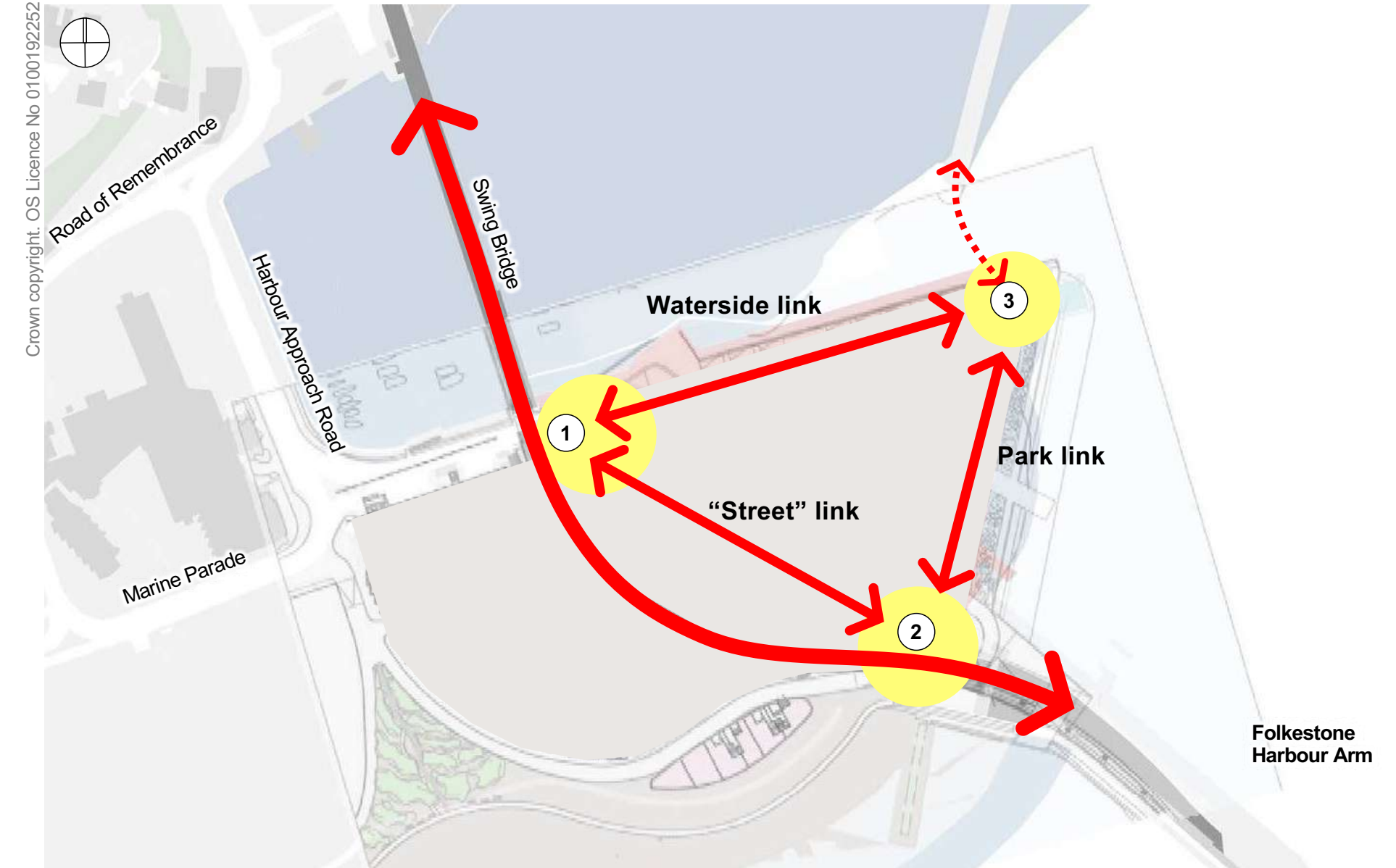
### 5.3 Spatial Analysis

Throughout the design process there were several rounds of spatial analysis undertaken by Space Syntax.

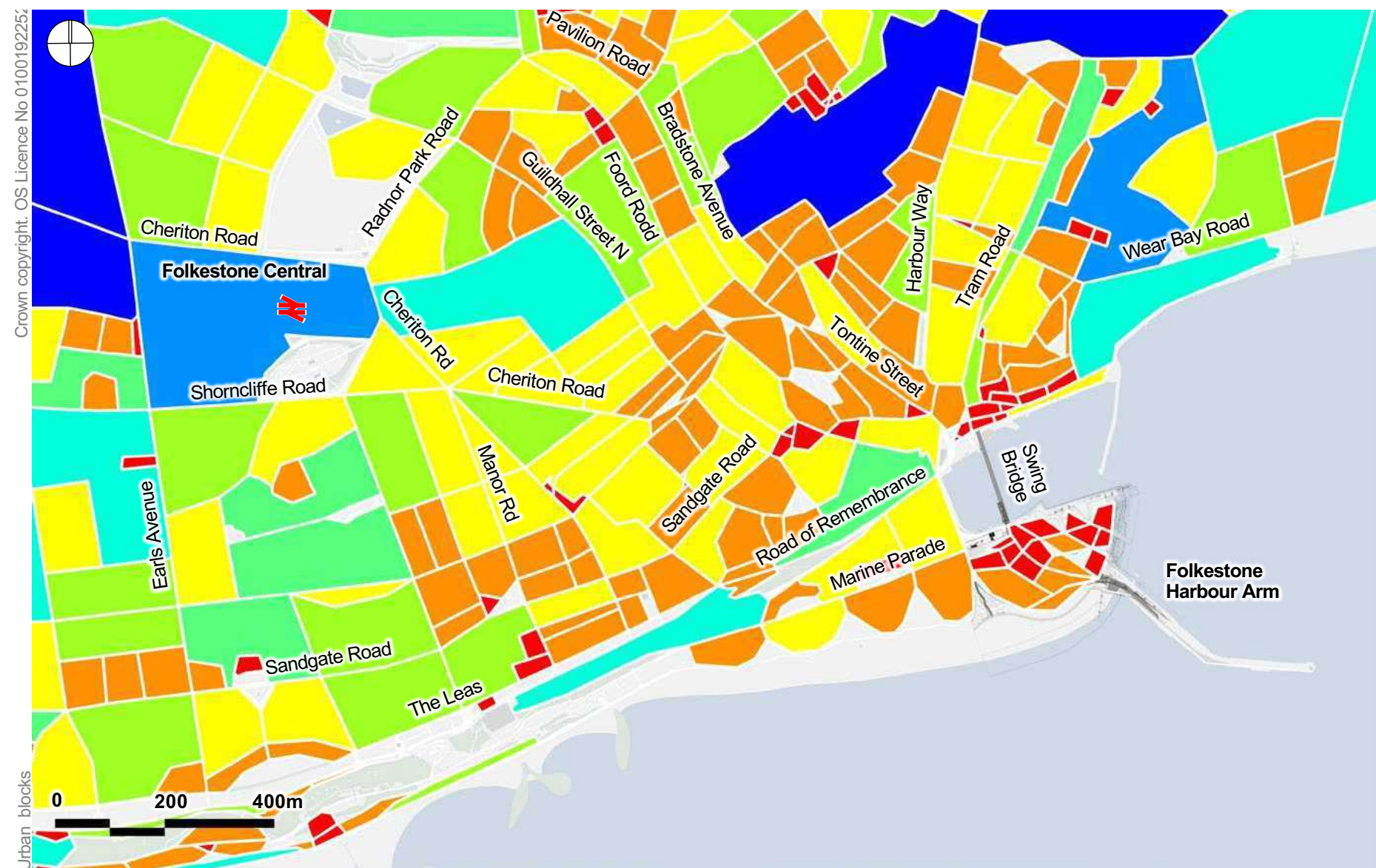
The analysis influenced the street layout and how it captured people flows and the natural connectivity of the area.



**Fig 5.3.1**  
Activity distribution



**Fig 5.3.2**  
Open space strategy



**Fig 5.3.3**  
Urban block analysis



**Fig 5.3.4**  
Spatial accessibility analysis

## 5.4

**View Corridors**

A key component of the design development was the creation of view corridors that made sure the harbour development still allowed for visual connections from the town to the end of the pier but also from the harbour back to Folkestone.

The team identified several landmarks on the town's skyline some of which were already blocked by current development.

The crucial ones that have remained in the design are the Pier End Lighthouse, the Shangri-La building with its iconic "eagle" turret and the Martello Tower on the Warren.

These landmarks will be visible not only from the edges of the plots but also from locations at the centre.



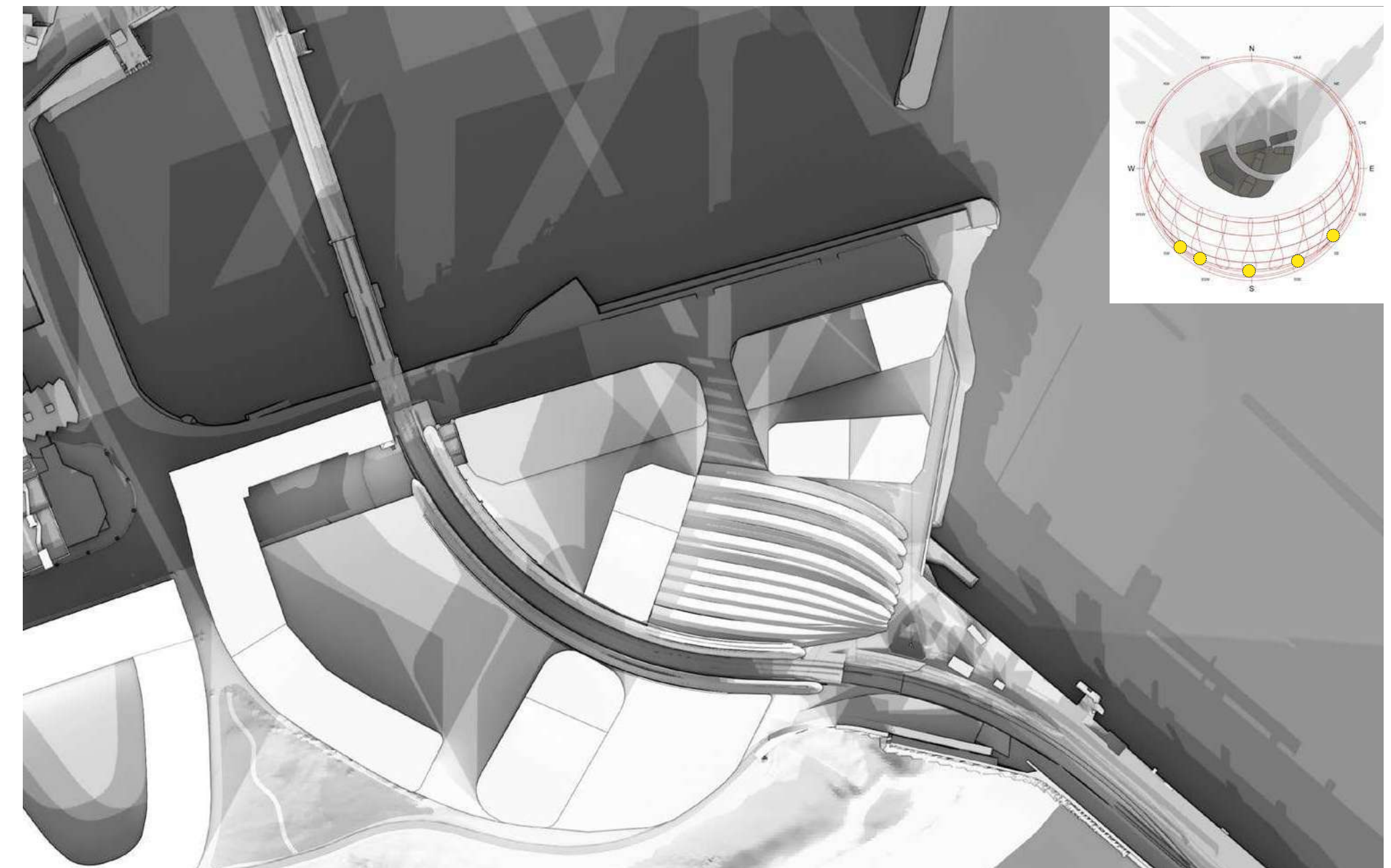
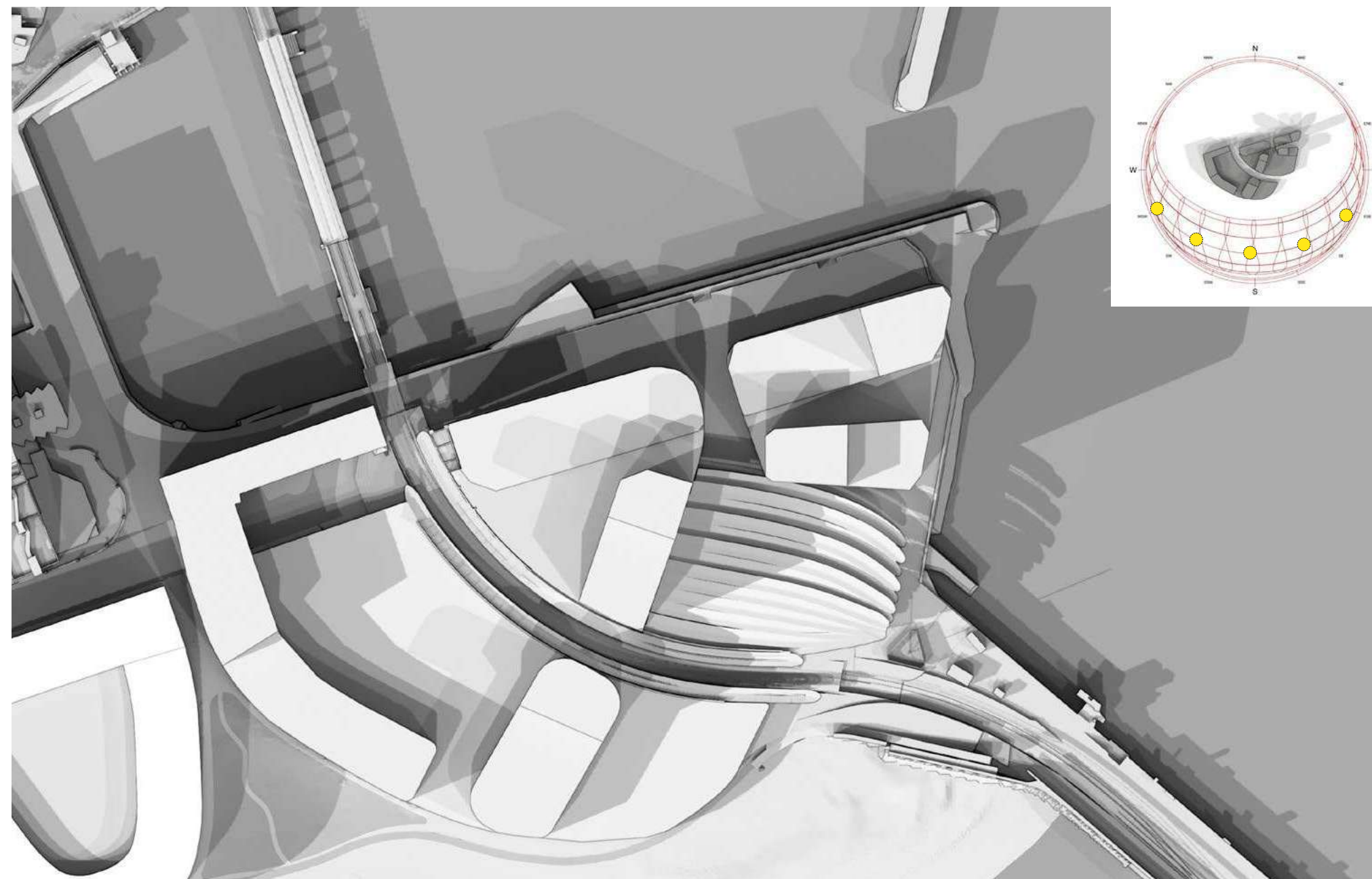
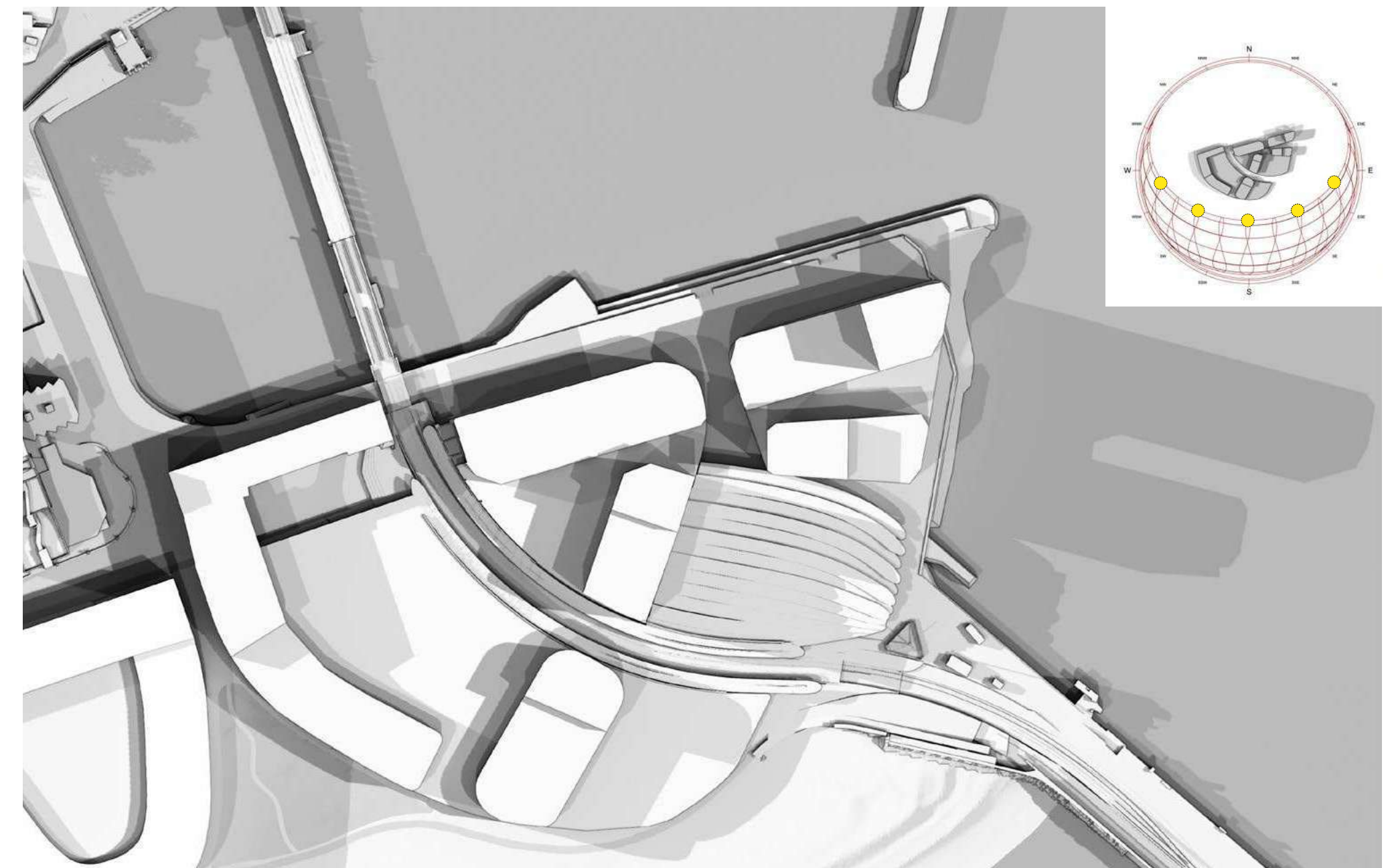
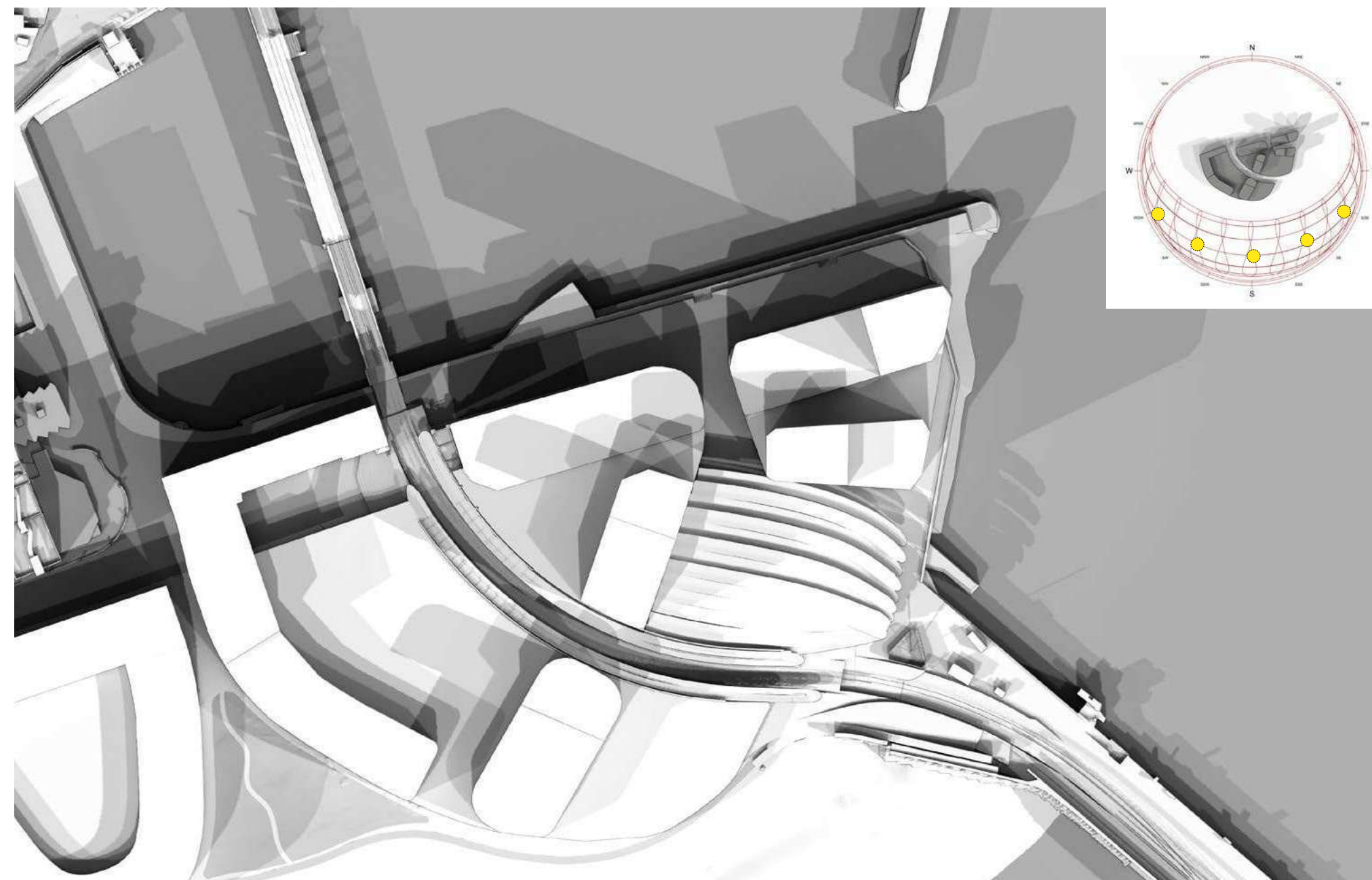
 Usable View Corridors

**Fig 5.4.1**  
Viewing corridor plan

5.5  
**Daylight & Sunlight Analysis**

Daylight and sunlight studies were carried out throughout the design process to minimize shading of public areas and self shading of the buildings.

These studies were also used later to inform strategies related to the location of solar panels and solar gains of the residential units.



**Fig 5.5.1**  
 A series of daylight and sunlight analysis plans

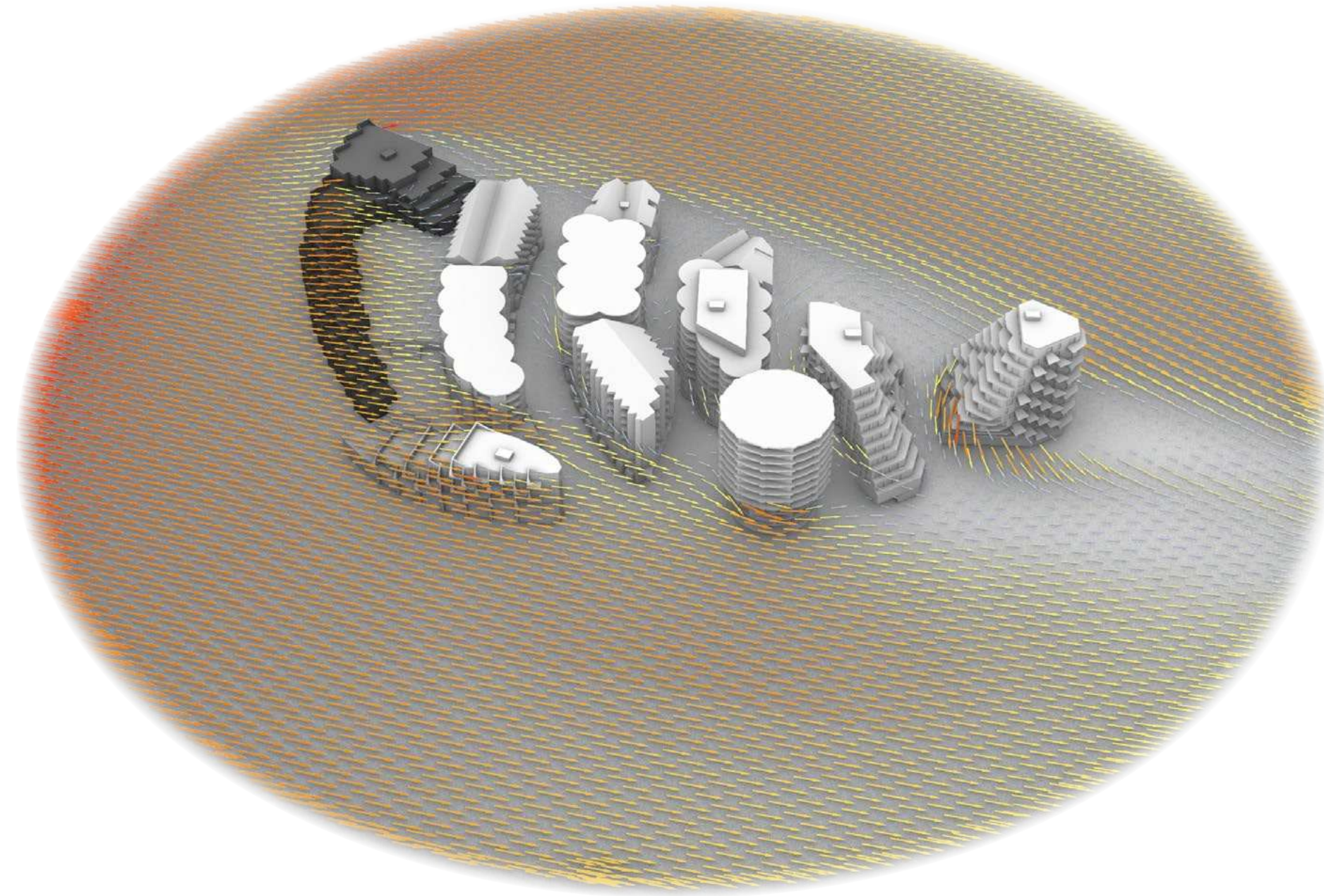
5.6  
Wind Mitigation

Folkestone Harbour is an exceptionally windy place and wind mitigation was an important factor in the design development.

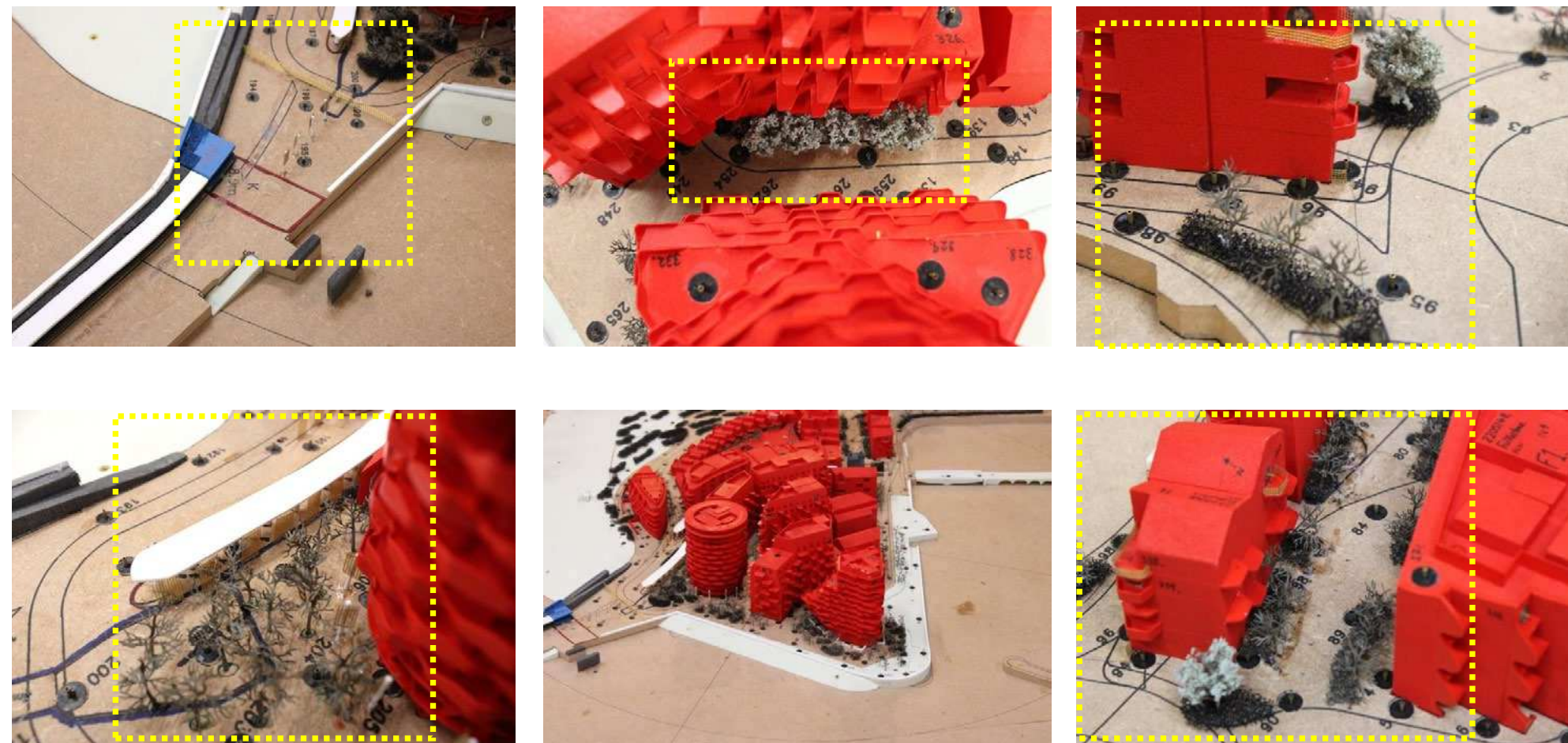
We undertook in-house Computational Fluid Dynamics (CFD) analysis of the early massing options which helped steer the design towards volumes that were protecting the streets from the prevailing winds and to shape the balconies and balustrades to provide wind protection.

At a later stage a more advanced design was subject to wind tunnel testing to confirm the initial strategies and apply further wind mitigation measures.

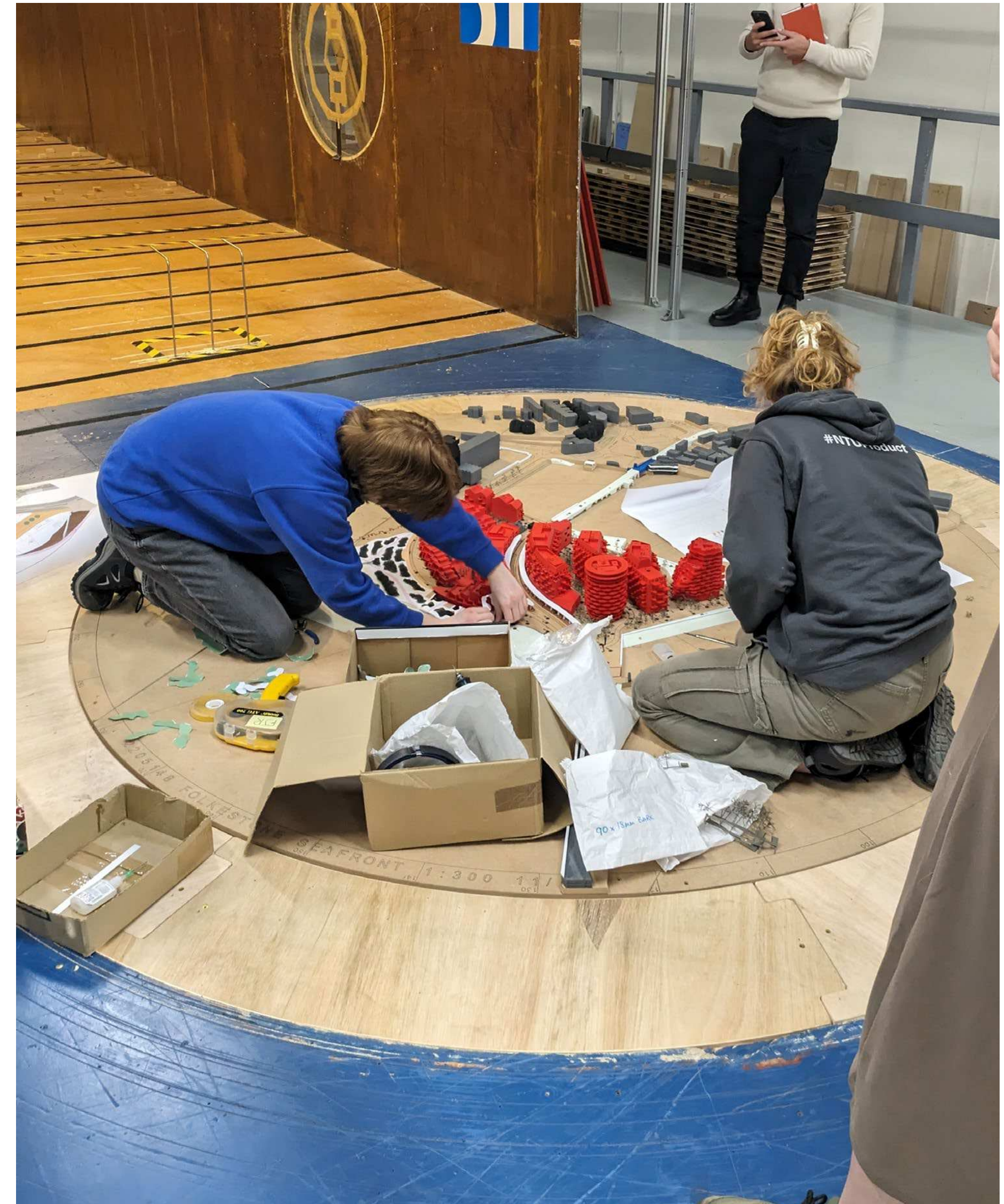
This resulted in changes to the landscape design and the inclusion of groups of trees and banners in particular locations to make the proposed streets and squares pleasant outdoor areas for as much of the year as possible.



**Fig 5.6.1**  
Early CFD analysis



**Fig 5.6.2**  
Mitigation measures



**Fig 5.6.3**  
Preparation for Wind tunnel testing

## **Design Evolution**

Architecture & Public Realm Evolution

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5.7

North Quay

The Harbour Plan design has always considered the North Quay as the formal "front facade" of the development and as such the focus has always been on a dynamic skyline that would reflect and interpret the language of the Stade and of East Folkestone.

In the initial versions Plot H was a long, stepped building with a ground floor colonnade that was directly referencing the viaduct in its form and materials.

After consultation with the local authority and the public, later iterations repeat the pitched volumes, with slight variations of window and balcony positions, across the whole north edge creating a more cohesive language for this area that completes the harbour.



Fig 5.7.1  
March 2023



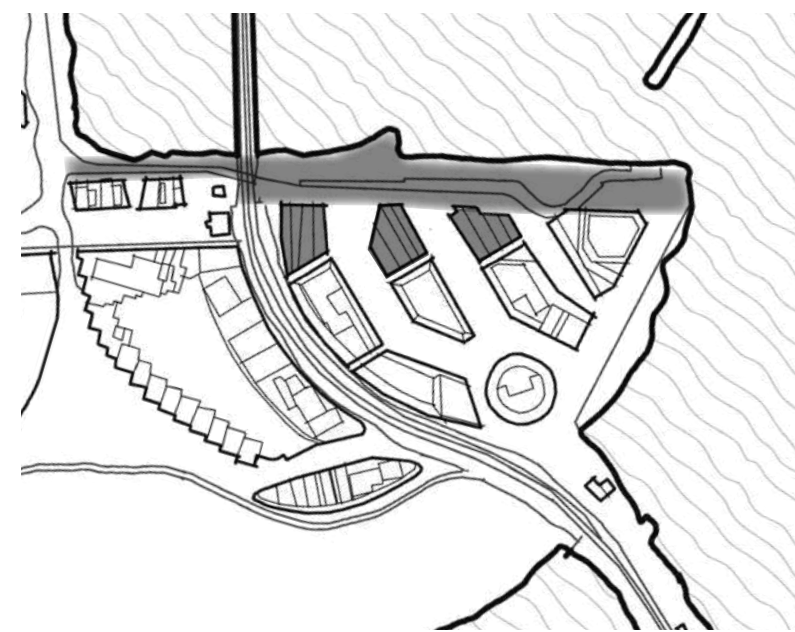
Fig 5.7.2  
June 2023



Fig 5.7.3  
July 2023



Fig 5.7.4  
Final Proposal



### North Quay

Rather than focus all the amenities on the south facing, sea facing side of the development, a wide promenade is introduced facing Folkestone that allows residents and visitors a new appreciation of the town. To enable this no building is anticipated on the G-2 development plot to make way for this more generous promenade.

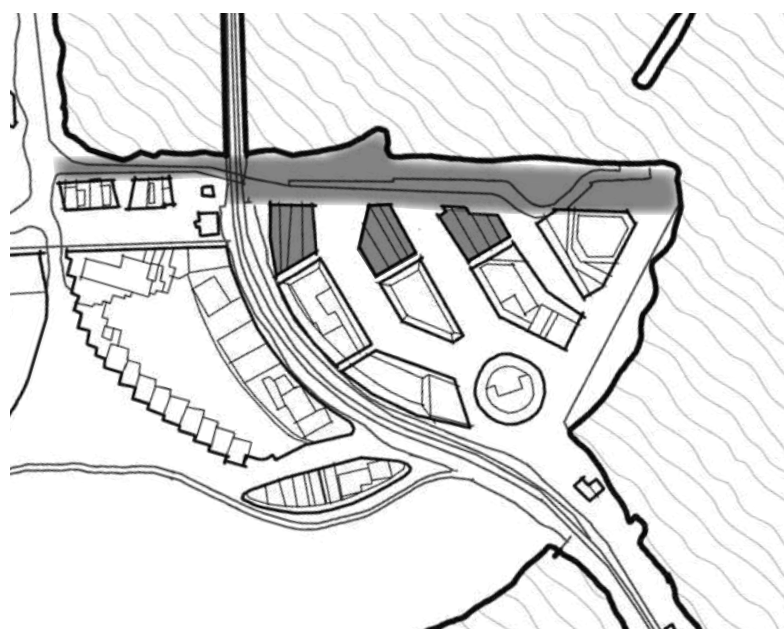
The design evolution of this area has focused on introducing moments, pockets of tree planting, an amphitheatre for casual and planned performances, the use of the boat lifting platform as balcony over the harbour and extension to the quay edge to the east of the swing bridge.



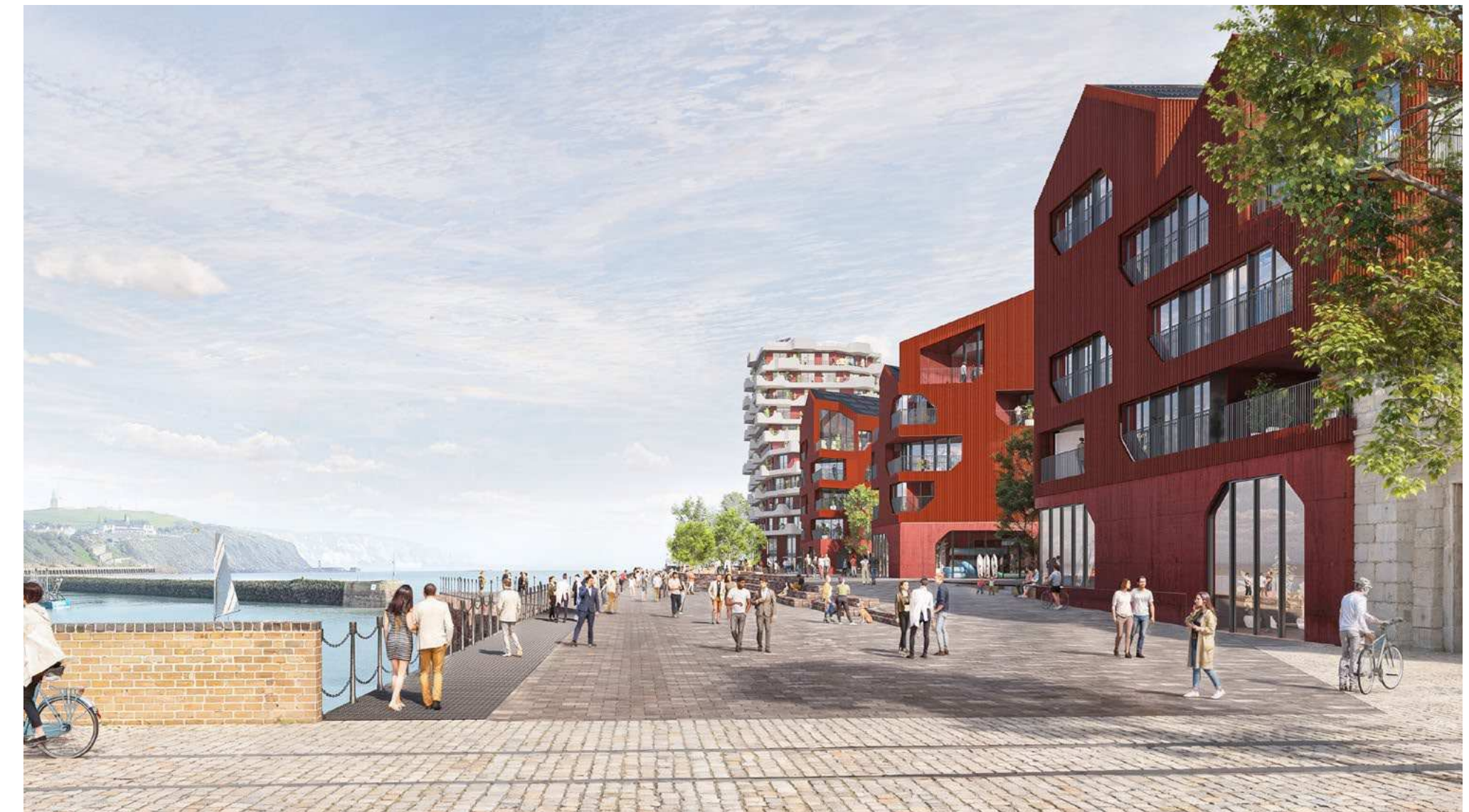
**Fig 5.7.5**  
April 2023



**Fig 5.7.6**  
June 2023



**Fig 5.7.7**  
July 2023



**Fig 5.7.8**  
Final Proposal



### North Quay

Historically, the eastern corner of the North Quay with the now gone "old lighthouse" has always been a lookout point and an important reference for boats entering the harbour.

This function is revived in the new development with a new aid to navigation and a wide platform that marks the transition between the hard-paved promenade and the new seafront park.

The evolution of the design has emphasized the importance of this corner and transition without trying to make it overly dramatic.

The initial versions show large projecting balconies that were later transformed into more horizontal elements with solid areas in the balustrades that give privacy and protect from the strong sea winds.



**Fig 5.7.9**  
April 2023



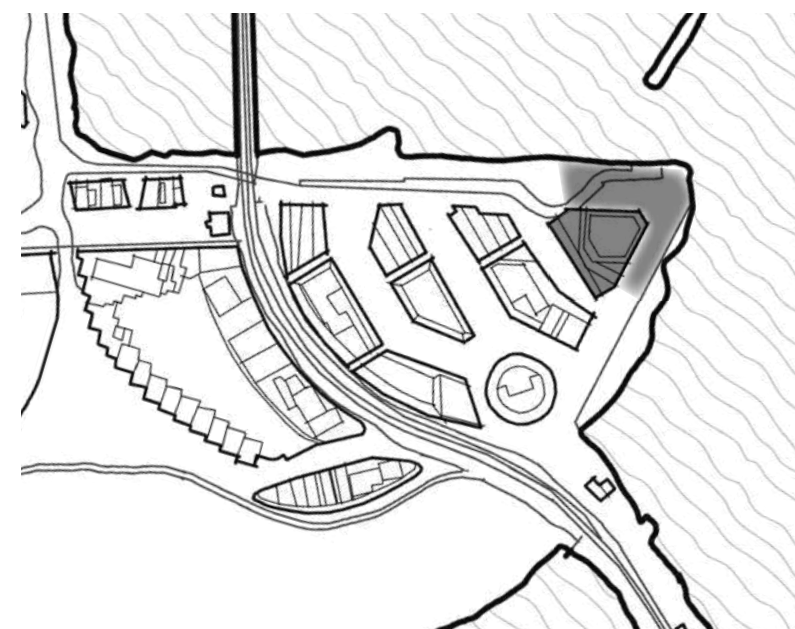
**Fig 5.7.10**  
June 2023



**Fig 5.7.11**  
July 2023



**Fig 5.7.12**  
Final Proposal



5.8  
The Station

Since the start of the design process the award-winning station has been considered the main pedestrian link between the town and the Harbour Arm, building on the very successful and respectful renovation of the platforms and track bed.

Initial designs showed residential balconies overhanging the canopies and shop fronts that weaved in between the columns.

Following public consultations it was decided to pull the buildings back significantly and create smaller openings on the station walls that better reflect the character of each of the areas of the station and their historic character.



Fig 5.8.1  
April 2023



Fig 5.8.2  
June 2023

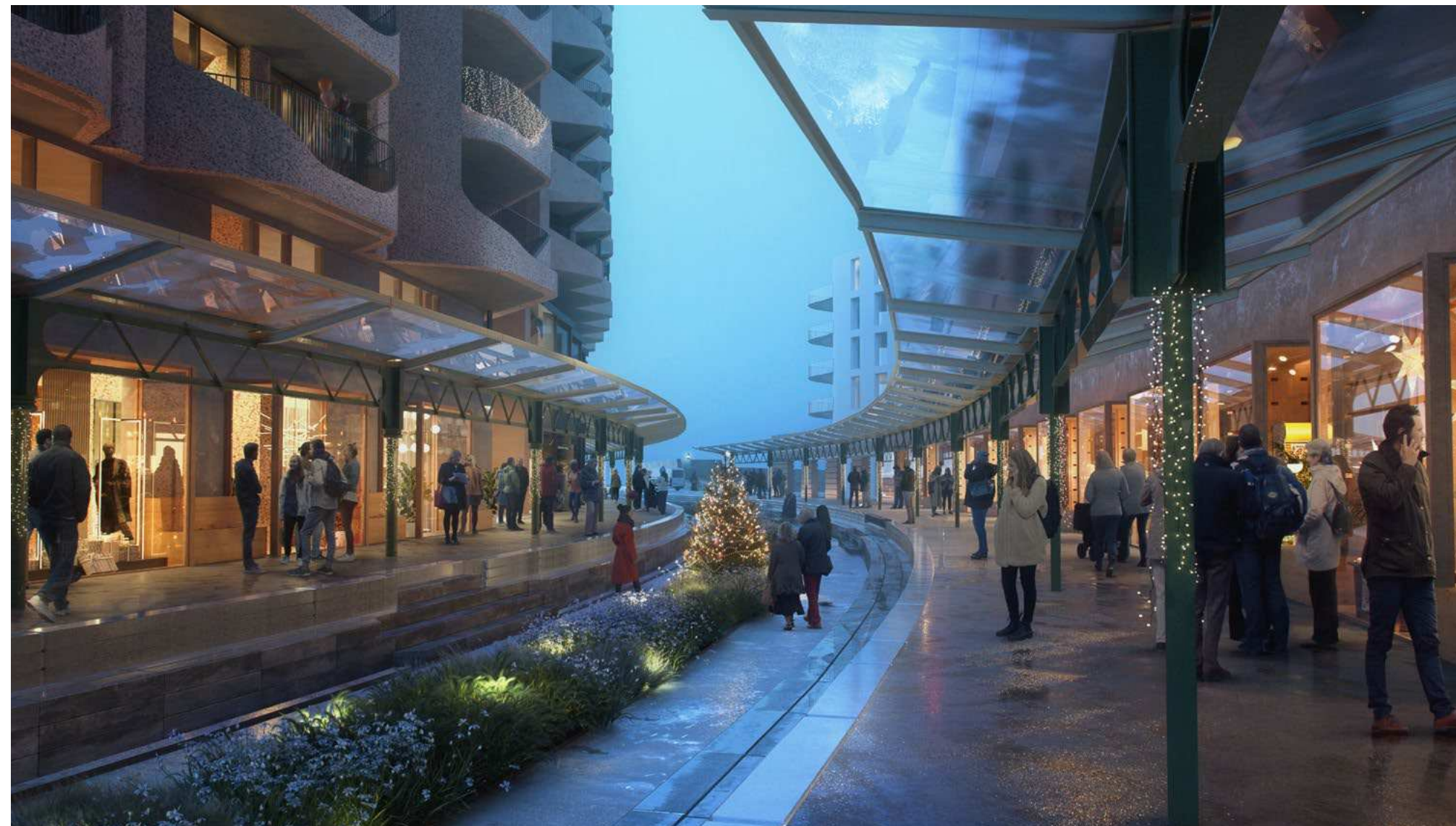
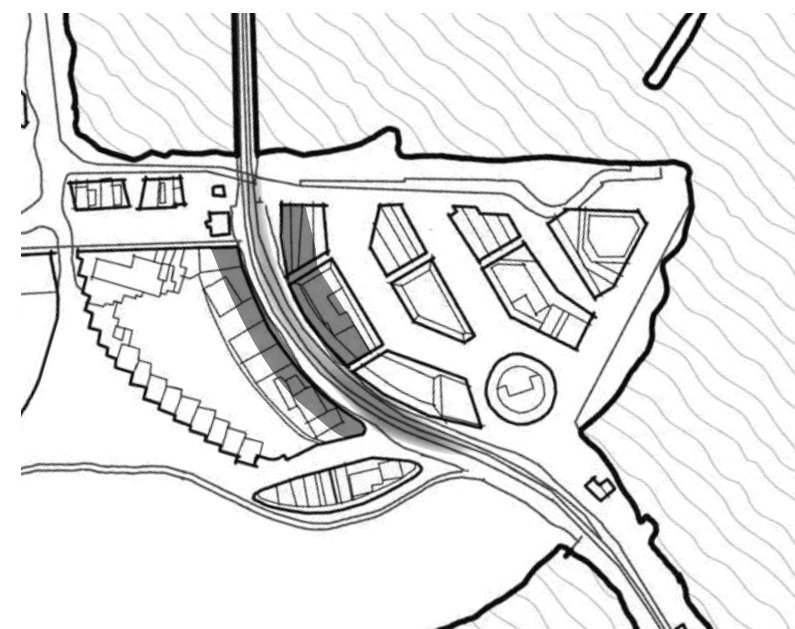


Fig 5.8.3  
July 2023



Fig 5.8.4  
Final Proposal



5.9  
Makers Row

Makers Row was created to allow for light industries, makers and commercial units that require taller spaces to have a place at the core of the new neighbourhood.

Already in the initial designs this area was conceived as more informal, flexible and less unified than the station. As the building design evolved the ground floor has remained a series of repetitive double-height arches that can be configured in different ways to suit the occupier.

In earlier iterations Makers Row was narrower and the buildings more muscular and sculptural, with a more literal interpretation of a harbour quarter with silos and warehouses. Following public consultation the street became wider with space for trees and the buildings lighter with more delicate balconies.



Fig 5.9.1  
April 2023



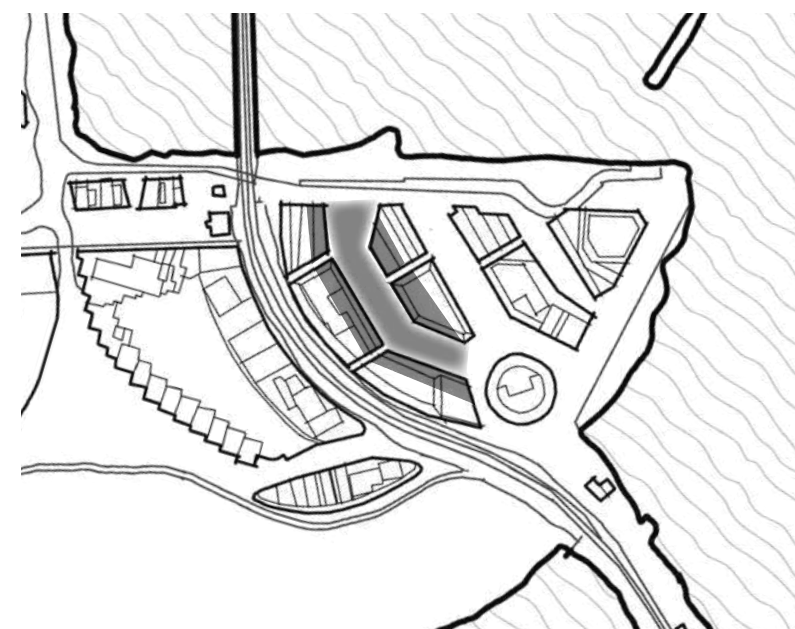
Fig 5.9.2  
June 2023



Fig 5.9.3  
July 2023



Fig 5.9.4  
Final Proposal



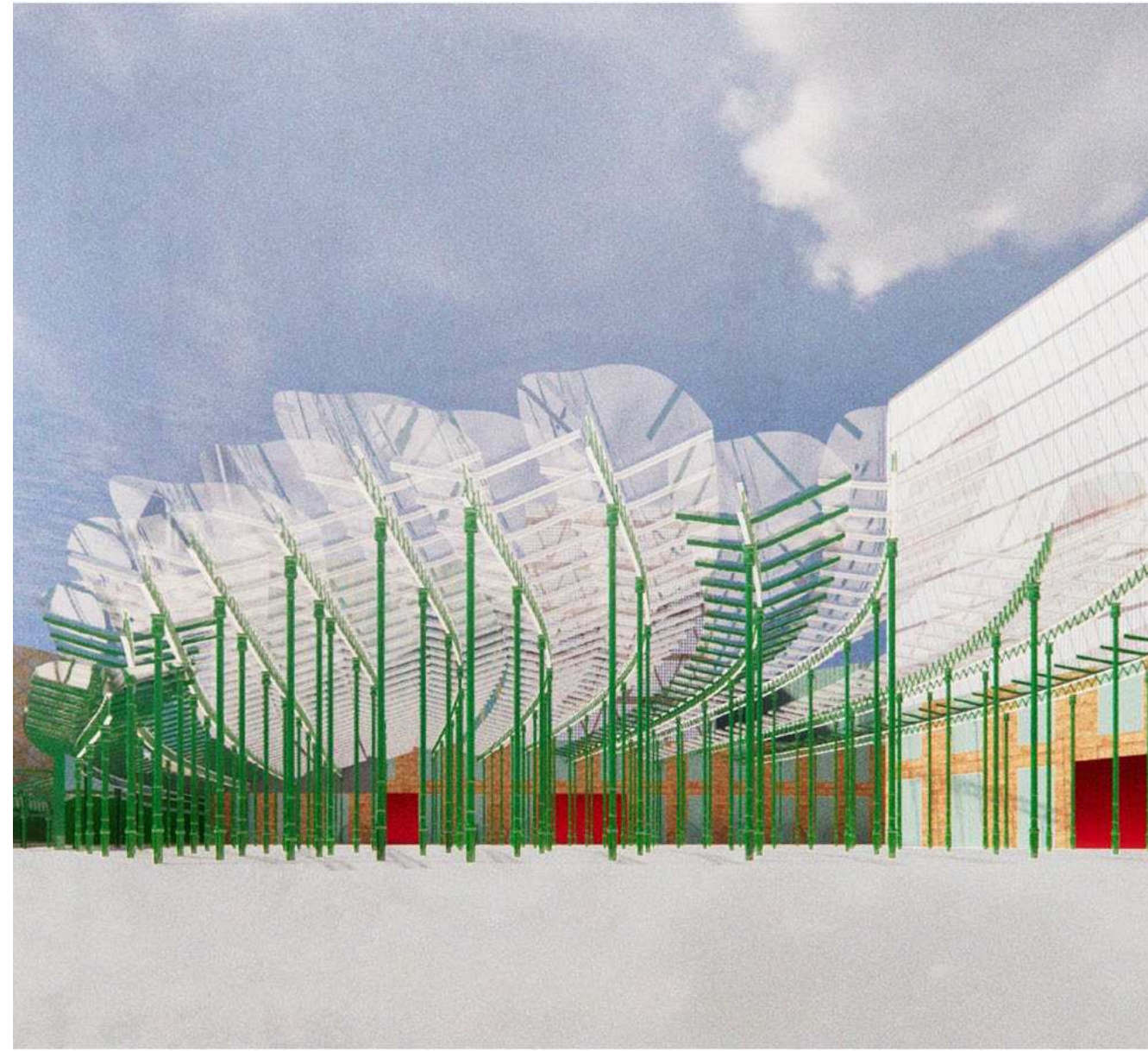
5.10  
**The Goods Yard**

The Goods Yard, or a covered space with the possibility of food stalls and communal seating, has been a key ingredient of the Harbour Plan since the first sketches.

Its character has evolved throughout the design process. In the initial designs it was more of a large covered square with a dense colonnade.

In later versions it became an enclosed area, to satisfy noise constraints and provide wind protection, with open space to the south and a square to the east.

In earlier versions the roof replicated the station canopies while later it became more obviously related to train sheds and other railway buildings that have historically existed on site.



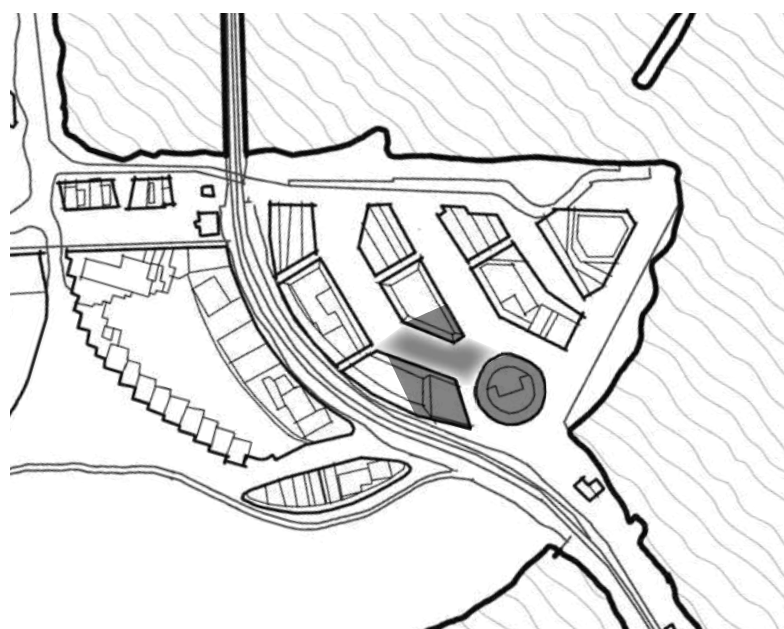
**Fig 5.10.1**  
April 2022



**Fig 5.10.2**  
October 2022



**Fig 5.10.3**  
April 2023



**Fig 5.10.4**  
June 2023



**Fig 5.10.5**  
July 2023



**Fig 5.10.6**  
Final Proposal

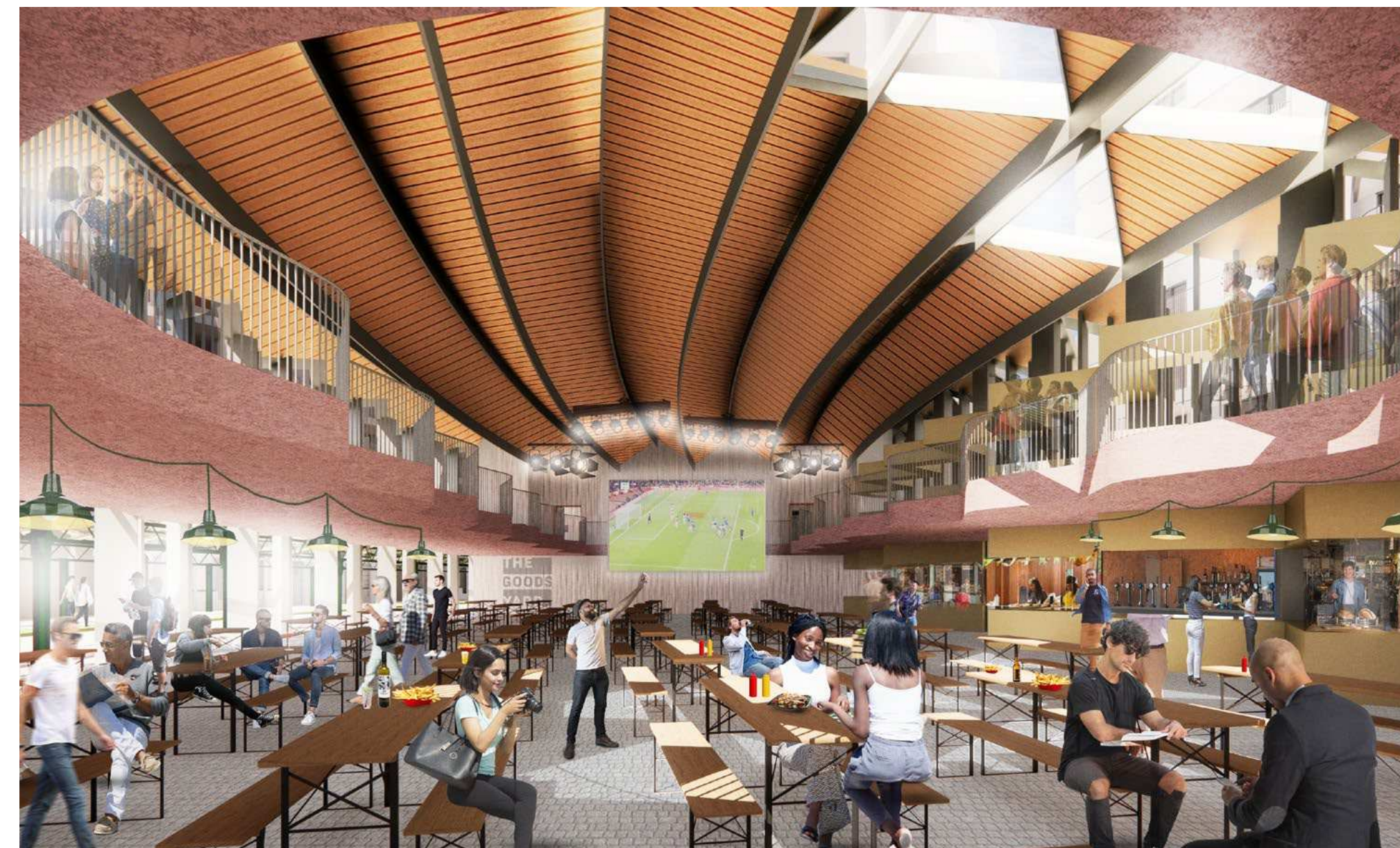
### The Goods Yard

As the design evolved in consultation with the client team responsible for the commercial management of the harbour it became an enclosed hall with larger spans able to accommodate a big screen at one end and to open up to the outside on the other.

The double height hall was one single space on the first versions and later a gallery was introduced to allow for extra seating with a sea view.



**Fig 5.10.7**  
April 2023



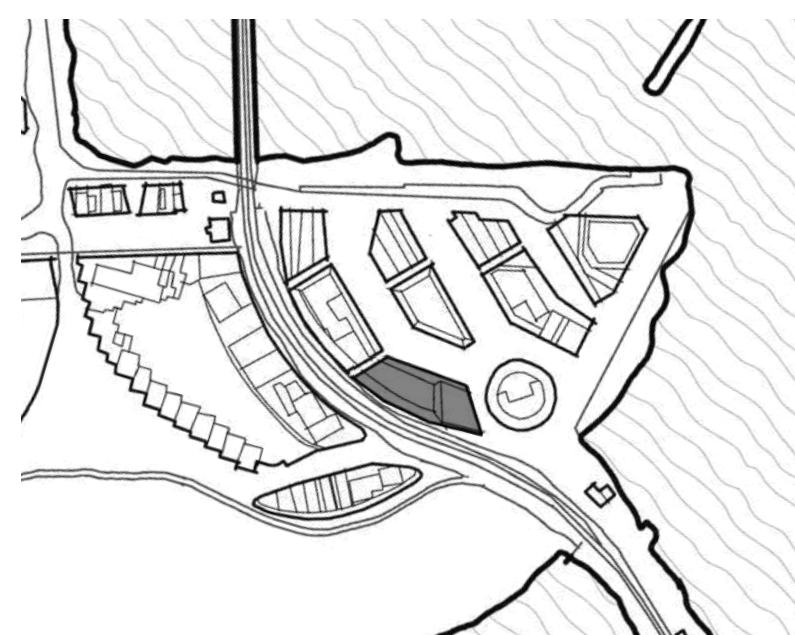
**Fig 5.10.8**  
June 2023



**Fig 5.10.9**  
July 2023



**Fig 5.10.10**  
Final Proposal



5.11  
**The Rotunda**

The shape of the Rotunda building is a response to its location: it is visible at the end of nearly all the newly created streets and serves as a "hinge" between the Harbour Arm, the beach and the development. The circular plan allows the building not to favour any particular side.

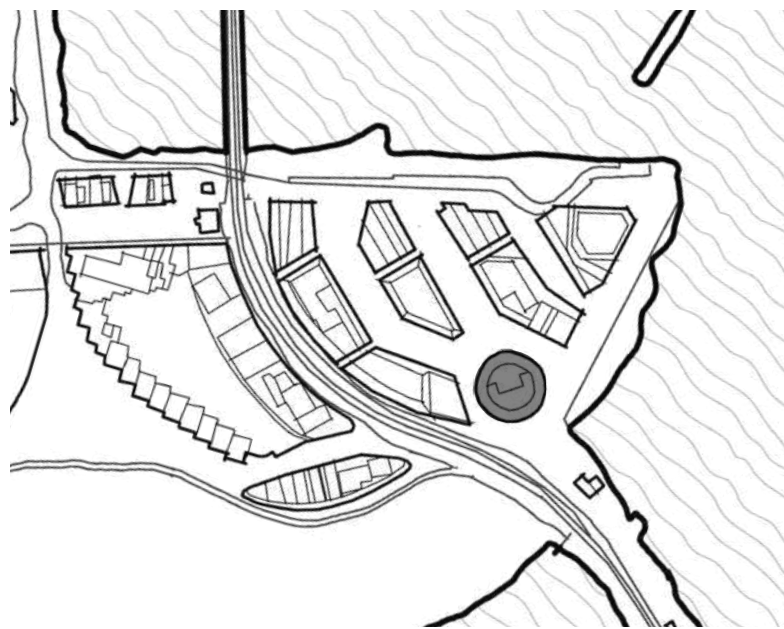
Initial iterations had a more grid-like facade which evolved to express the vertical elements with balconies appearing from the background. As the design evolved the vertical structure receded and the balconies and their balustrades became more prominent resulting in a more slim looking building.



**Fig 5.11.1**  
April 2023



**Fig 5.11.2**  
June 2023



**Fig 5.11.3**  
December 2023



**Fig 5.11.4**  
Final Proposal

5.12  
**The Walk**

In contrast with the Makers Row, this area of the harbour is a quieter street with residents' amenities and some duplex residential units on the ground floor.

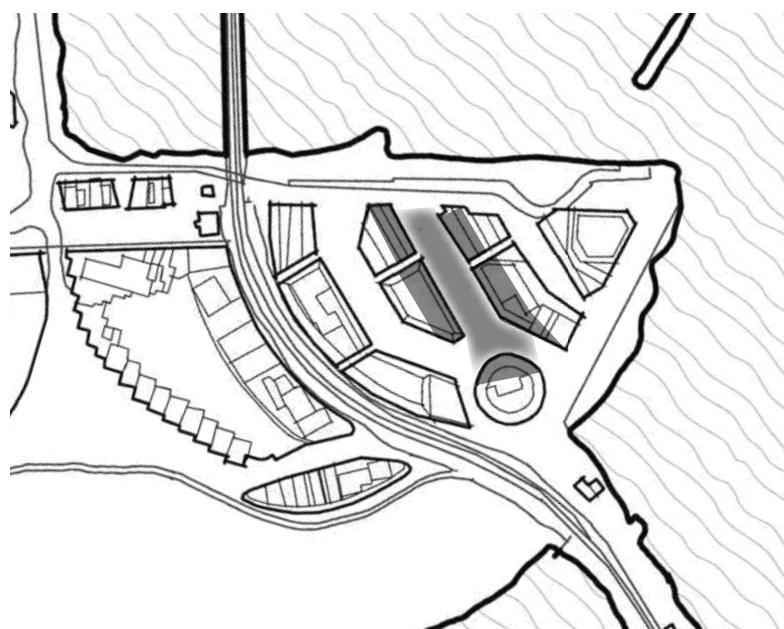
Following consultation with the planning departments and the public buildings on both sides became more similar and the street was slightly widened which allowed for deeper landscaped areas.



**Fig 5.12.1**  
April 2023



**Fig 5.12.2**  
June 2023



**Fig 5.12.3**  
December 2023



**Fig 5.12.4**  
Final Proposal

5.13  
**Harbour Masters Square**

Contrary to the outline planning consent, one of the initial decisions on the project was to keep the Harbour Master's House and make it central feature of a new square.

As the design developed it went from being a resident's garden square to becoming a more civic space containing the harbour management offices, a reception for the whole development and bicycle rental facilities.

Following various consultations with the planning departments, stakeholders and the DRP, the architecture of Plot H changed from a colonnade on the ground floor to two separate buildings allowing for better links to the harbour edge and giving more space to the Harbour Master's House and the Signal Box.



**Fig 5.13.1**  
April 2023



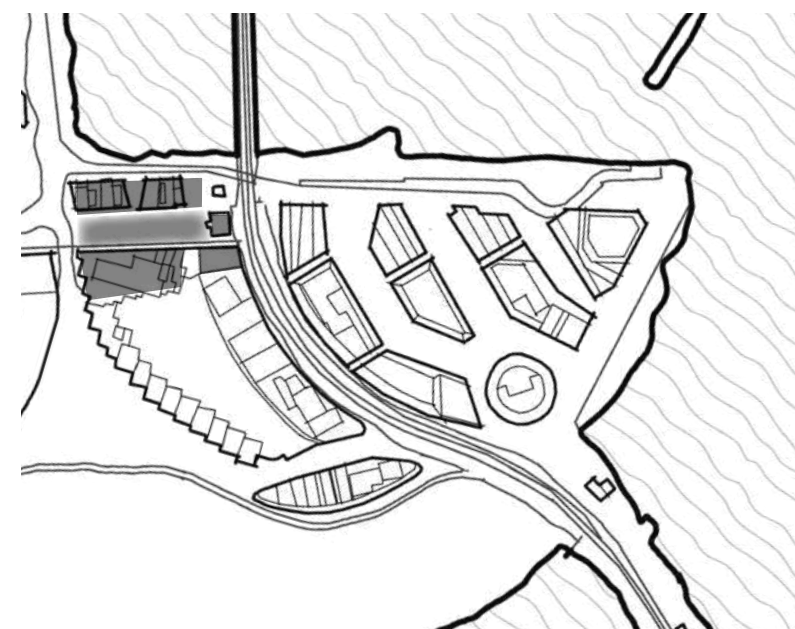
**Fig 5.13.2**  
June 2023



**Fig 5.13.3**  
July 2023



**Fig 5.13.4**  
Final Proposal





5.14  
Plot H

Because of the shape and location of the development plot, Plot H was initially thought of as a linear building that would relate directly to the viaduct and the harbour edge, while stepping down towards the east, adjusting to the scale of the station. This resulted in a wall-like building that perhaps did not articulate successfully all the flows and complexity happening on the ground.

In its final version Plot H became a continuation of the North Quay sub-character area with two buildings of a similar language to those to the east of the viaduct, albeit bigger and with different balconies.



Fig 5.14.1  
October 2022



Fig 5.14.2  
April 2023

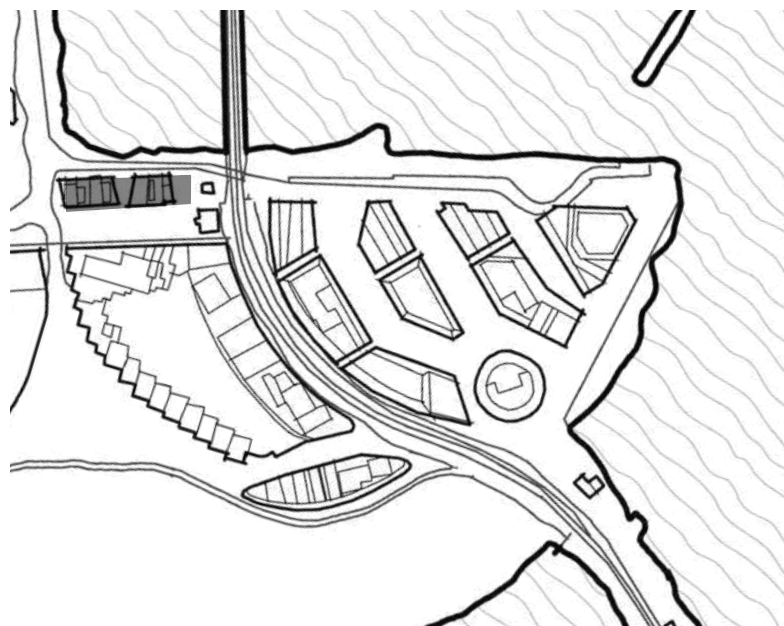


Fig 5.14.3  
July 2023



Fig 5.14.4  
Final Proposal

5.15

**Crescent**

The Crescent area of Plot F-1 was developed in dialogue with the other plots on the seafront who are part of the same masterplan character area.

Initial studies focused on the direction of the spatial grid - making sure that units had unobstructed sea views and were not directly overlooked by Plot E - and in keeping a certain softness that proved successful on Shoreline at the West end of the development.

As the design evolved the facade became more vertical and wind protection and privacy became the driving factors.

The resulting architecture is highly expressive but was driven by functional principles and maintains a simple and continuous facade envelope.



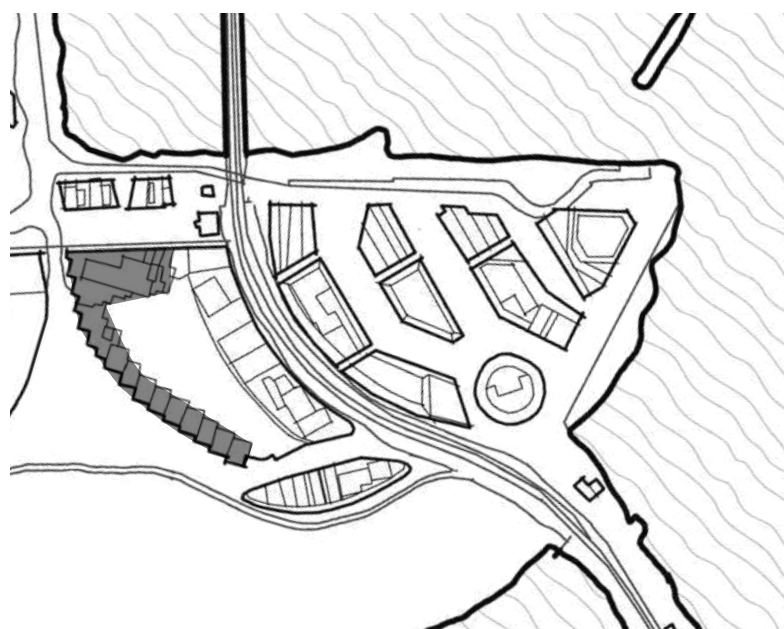
**Fig 5.15.1**  
November 2022



**Fig 5.15.2**  
July 2023



**Fig 5.15.4**  
Final Proposal



5.16  
**Beachside**

The Beachside area shares its principles with the rest of Plot F-1 and followed a similar design evolution.

The main difference is that while the Crescent is stepped to direct views away from Plot E-1 and towards the sea, the Beachside building is already on the front line with unimpeded views. This resulted in a simpler facade with the wind protected balconies having a slightly more detached quality.

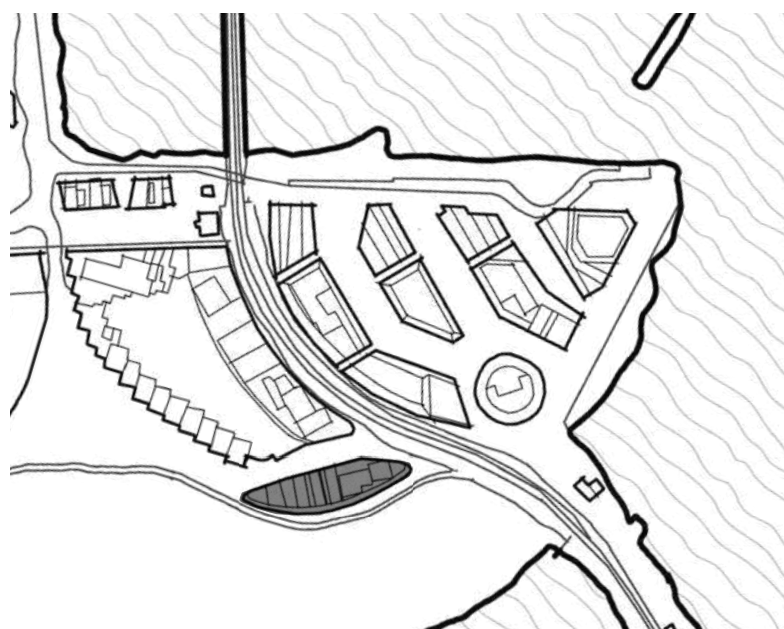
The double height commercial units on the ground floor were purposefully left as large glazed surfaces giving the building a floating quality.



**Fig 5.16.1**  
October 2022



**Fig 5.16.2**  
October 2022



**Fig 5.16.3**  
June 2023



**Fig 5.16.4**  
Final Proposal

# Placemaking

6.0

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6.1

**What makes a successful place?**

An introduction to placemaking

1 Project for public spaces, <https://www.pps.org/>**Great public spaces generally share four qualities.**

They are **accessible**; people are engaged in **activities** there; the space is **comfortable** and has a good **image**; and finally, it is a **sociable** place: one where people meet each other and take people when they come to visit.

**01****Access & Linkage**

You can judge the accessibility of a place by its **connections** to its surroundings, both visual and physical. A successful public space is **easy to get to** and get through; it is **visible** both from a distance and up close. The edges of a space are important as well: For instance, a row of shops along a street is more interesting and generally safer to walk by than a blank wall or empty lot. Accessible spaces have a high **parking** turnover and, ideally, are convenient to **public transit**.

**02****Uses & Activities**

Activities are the **basic building blocks** of great places: They are the reasons why people visit in the first place, and why they continue to return. They are also what makes a place special or unique. When there is nothing to do in a place, it will sit empty and unused—a sure sign something needs to change. The more activities that are going and that people have an opportunity to **participate in**, the better. The space is used throughout the day.

**03****Comfort & Image**

Whether a space is comfortable and presents itself well - has a good image - is key to its success. Comfort includes perceptions about **safety, cleanliness**, and the availability of **places to sit** - the importance of giving people the choice to sit where they want is generally underestimated. Does the place make a **good first impression**? Are people **taking pictures**? Are there many photo opportunities available? Is there access to **comfortable natural green space**?

**04****Sociability**

This is a difficult quality for a place to achieve, but once attained it becomes an unmistakable feature. When people see friends, meet and greet their neighbours, and feel comfortable interacting with strangers, they tend to feel a stronger **sense of place** or **attachment to their community** - and to the place that fosters these types of **social activities**. Is this a place where you would choose to **meet your friends**? Do people bring their friends and relatives to see the place or do they point to one of its features with pride? Is there a vibrant night-life scene?

Some public spaces lean more towards one or two of these characteristics, but by putting them all together, you have a great place.

6.2

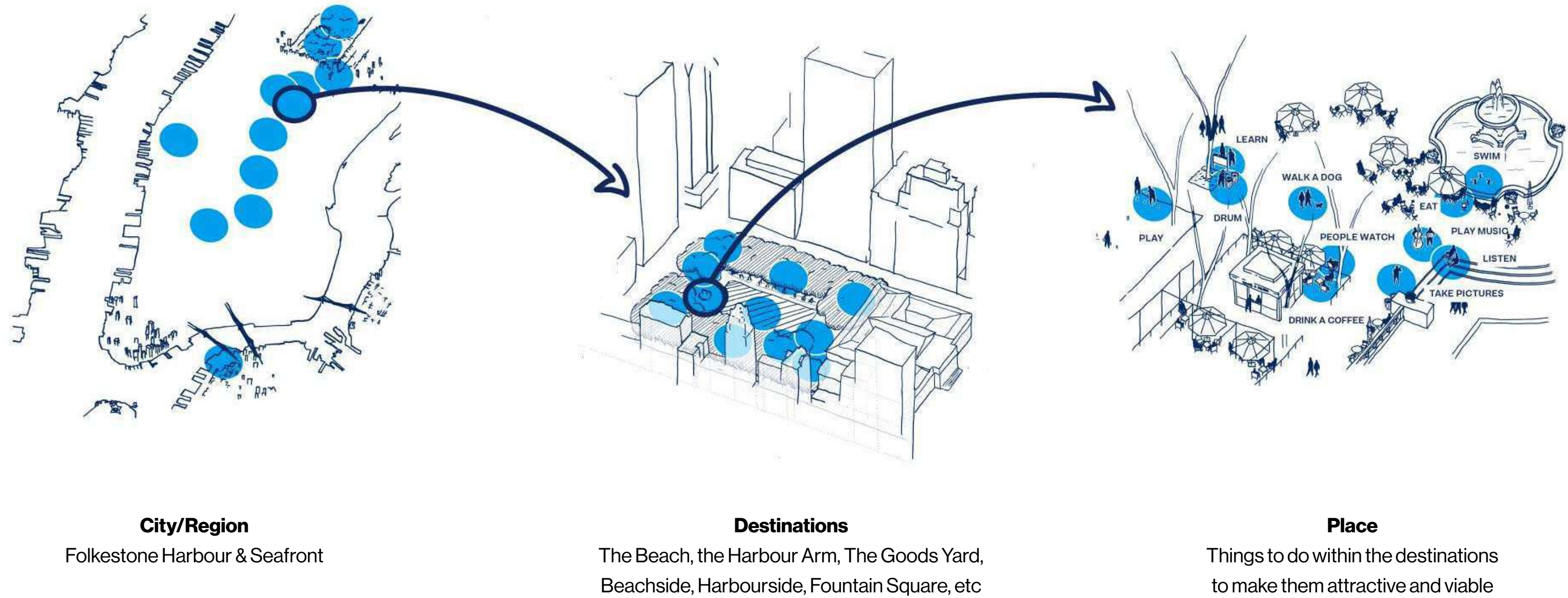
**How cities transform through placemaking**

**Placemaking Strategy**

Places thrive when users have a range of reasons to be there. These might include a place to sit, playgrounds to enjoy, art to touch, music to hear, food to eat, history to experience, and people to meet. Ideally, some of these activities will be unique to that particular place, reflecting the culture and history of the surrounding community.

Firstly by identifying regions (in this case, Folkestone Harbour & Seafront), establishing destinations within the region and filling them with plenty of things to do, you have a successful place.

7 Project for public spaces. <https://www.pps.org/>

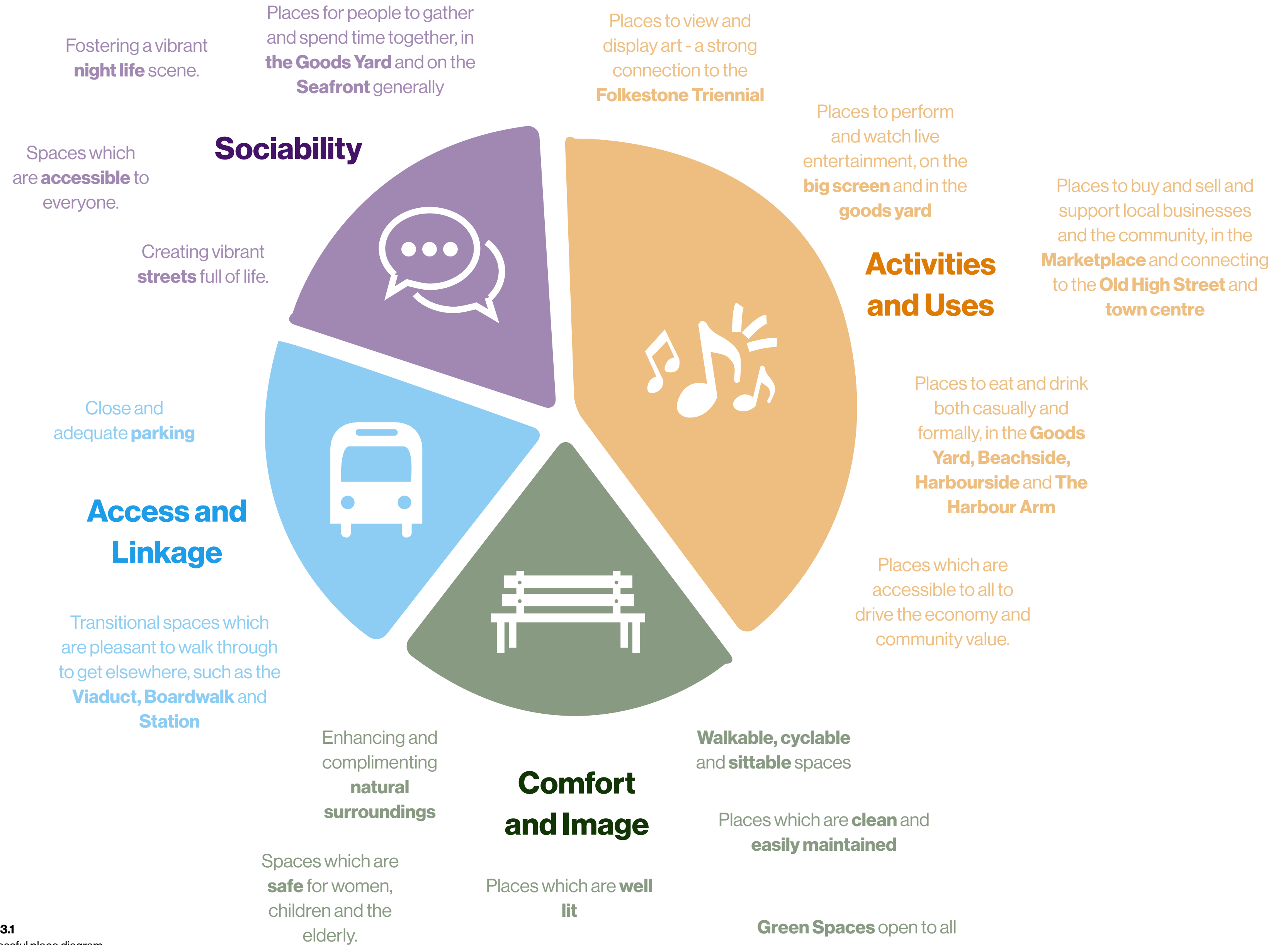


**Fig 6.2.1**  
Placemaking Strategy diagram

6.3  
**Successful Place Index**  
 Existing

Every successful place has a mixture of characteristics that make it unique. To develop the design for Plots F-1, G-1 and H as the Harbour Plan significant research was undertaken into how the area developed as a place and how this could inform a placemaking strategy for the future.

<sup>1</sup> Project for public spaces, <https://www.pps.org/>



**Fig 6.3.1**  
 Successful place diagram

- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image

## **Placemaking**

The Harbour & Seafront through time

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6.4  
**The Seafront in 1930**  
Changing Places

At this time in History, the beach occupied much more space than later on; reaching all the way up to the Marine Gardens and Marine Parade. The defining features of the West end of the Seafront are the Victoria Pier, the Bathing Establishment and the Leas Lift.

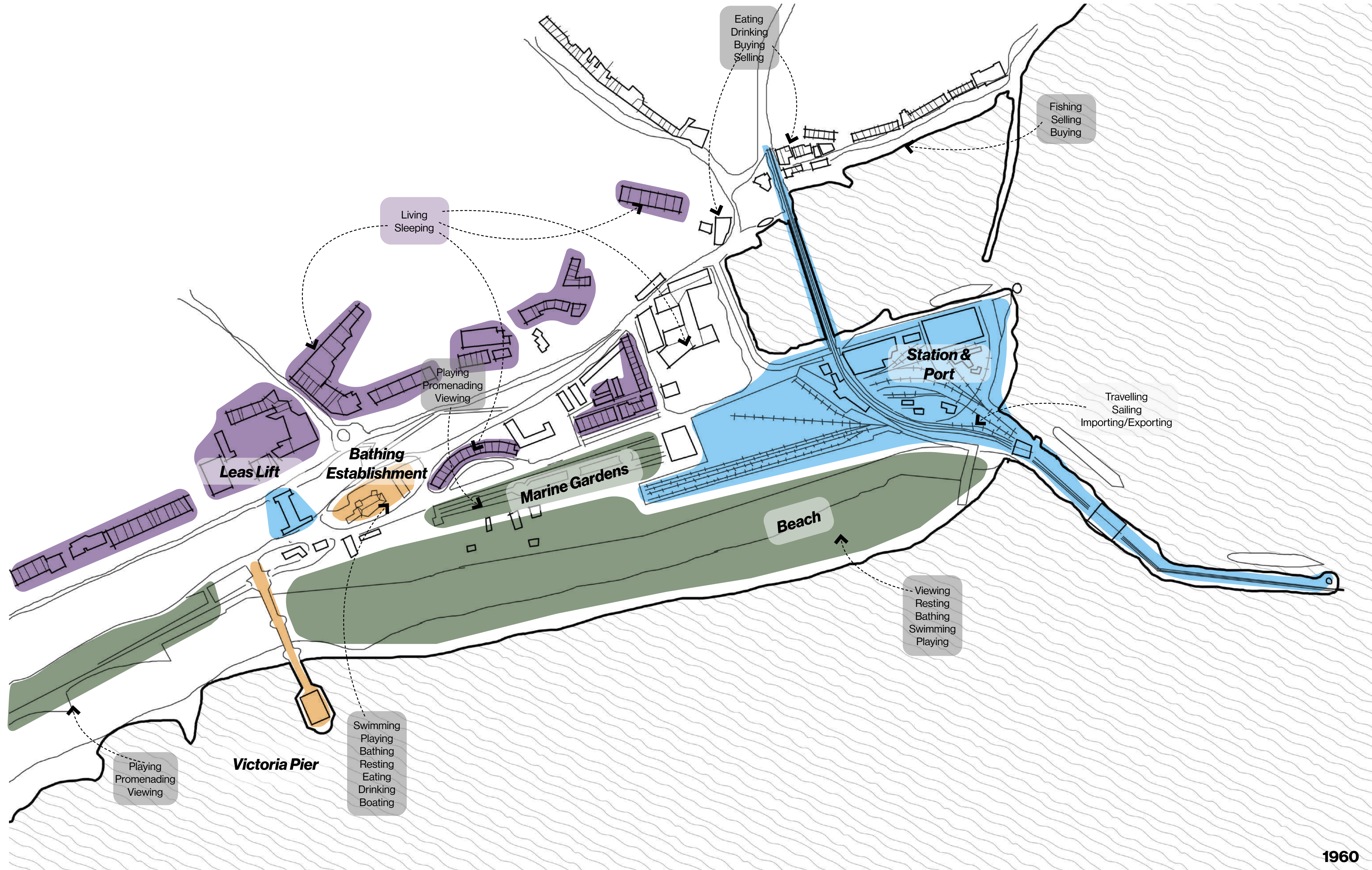


**Fig 6.4.1**  
The Beach from above



**Fig 6.4.2**  
The Victoria Pier

- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image



6.5 The Seafront in 1960 Changing Places

The seafront is split into 3 defined areas: the beach, the station & port and the pools. The residential and commercial areas north of the seafront have remained much the same over time. The harbour is bustling and lively, the resort is sleek and popular and the beach is lined with groynes and jetties.

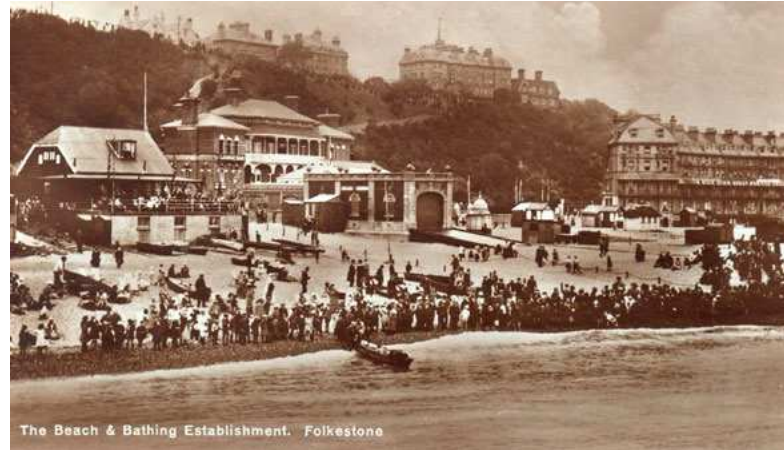
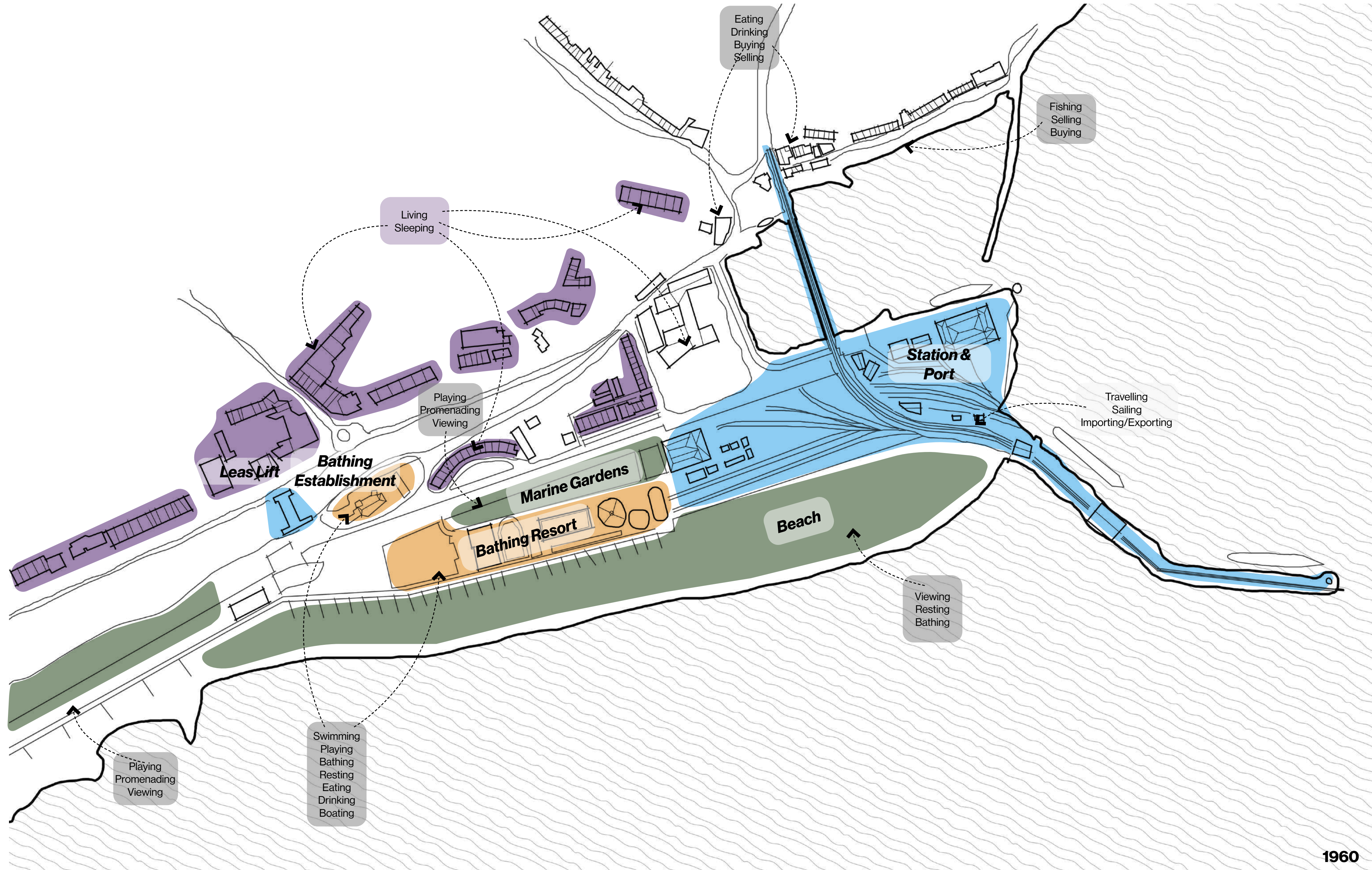


Fig 6.5.1 The Beach & Bathing Establishment



Fig 6.5.2 Folkestone Harbour Station

- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image



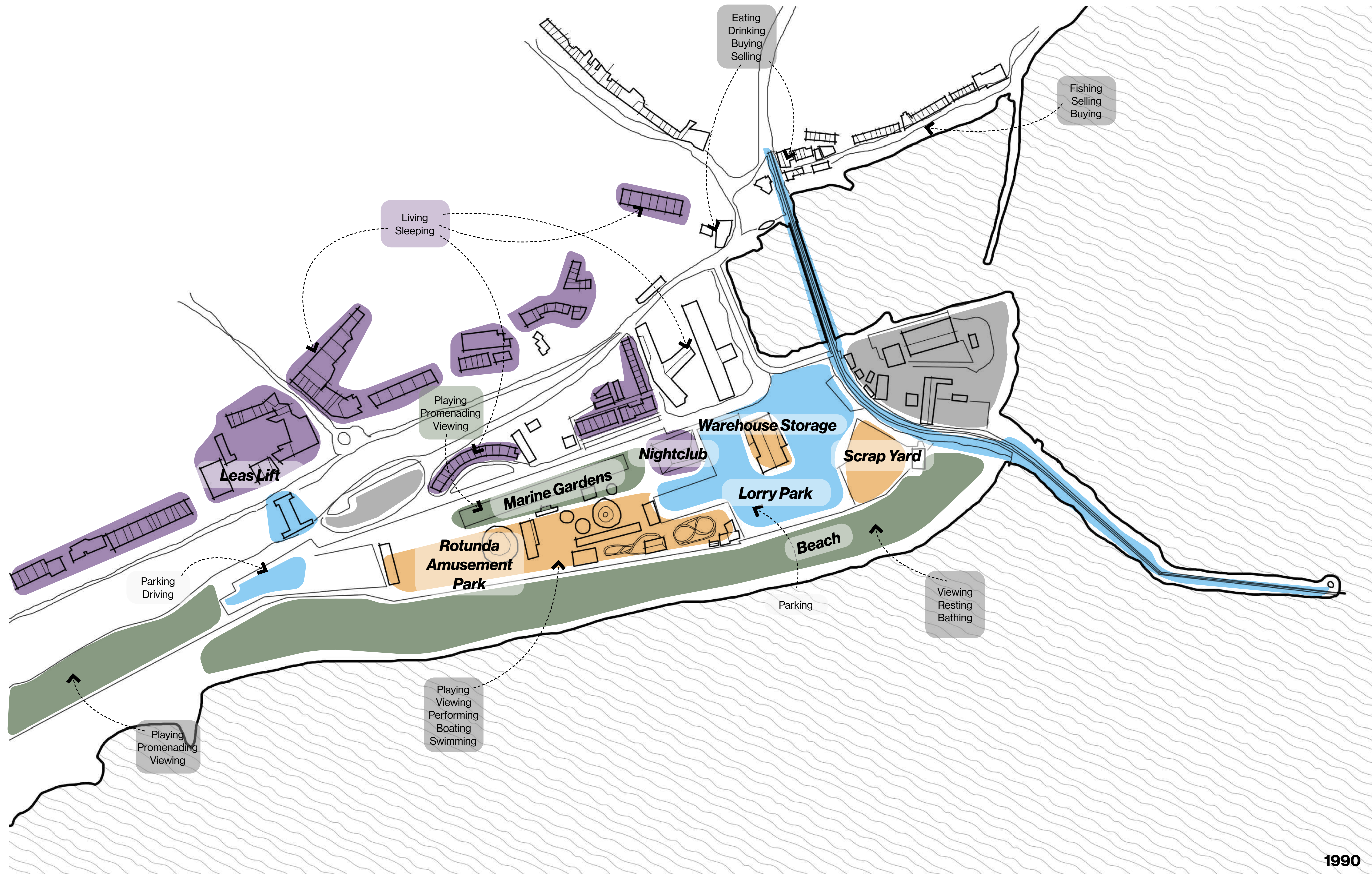
1960

6.6 The Seafront in 1990 Changing Places

Due to failing fishing industries and overseas travel competition from Dover, the harbour/port/ferry terminal as a place fall into decline and start to disappear; closing to the public and becoming a lorry park, scrap metal yard and warehouse storage. The Rotunda Amusement Park is a popular seaside destination until its closure in 2003. La Parisienne nightclub was vibrant and lively until its closure in 2015 and burnt down in 2016.



Fig 6.6.1 The Rotunda Amusement Park & Nightclub



- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image

6.7 The Seafront in 2013 Changing Places

The 2010s sees significant decline in the places and their qualities on the seafront. The closure of the Rotunda Amusement park leaves behind a concrete dead zone, accompanying the harbour and harbour arm as places inaccessible to the public, with no public activity and no real spatial value.



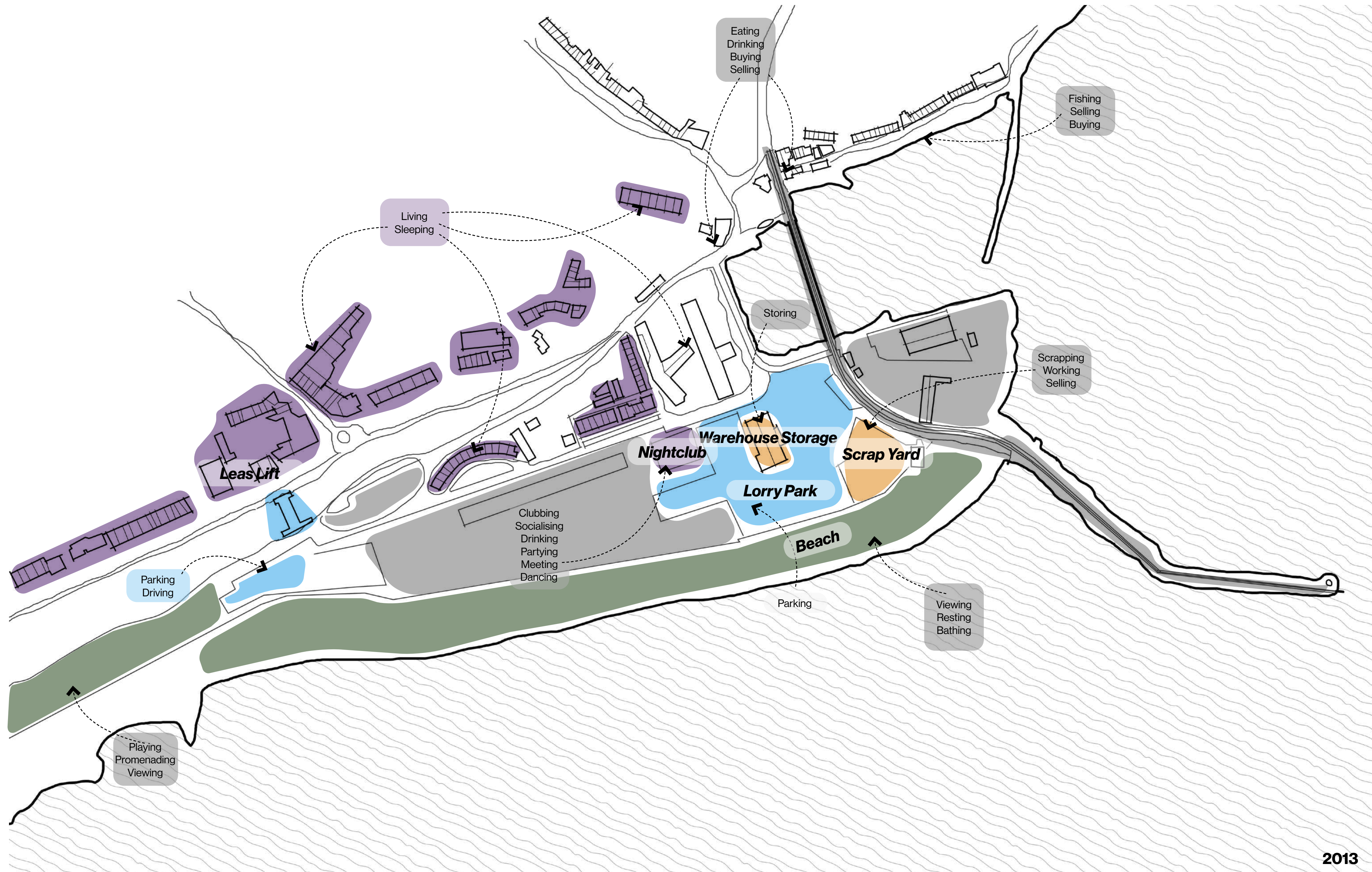
Fig 6.7.1 The Lorry Park & Concrete Beach



Fig 6.7.2 The dilapidated Harbour Station

- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image

A IS FOR



6.8 The Seafront Today Changing Places

Community and private investment significantly improves the Seafront experience. The concrete is removed from the beach, the boardwalk is built, the station platforms and significant historic harbour buildings are restored and vibrancy is brought back. Activities are much more varied than the Victorian hayday, and variety has led to a rich sense of place.

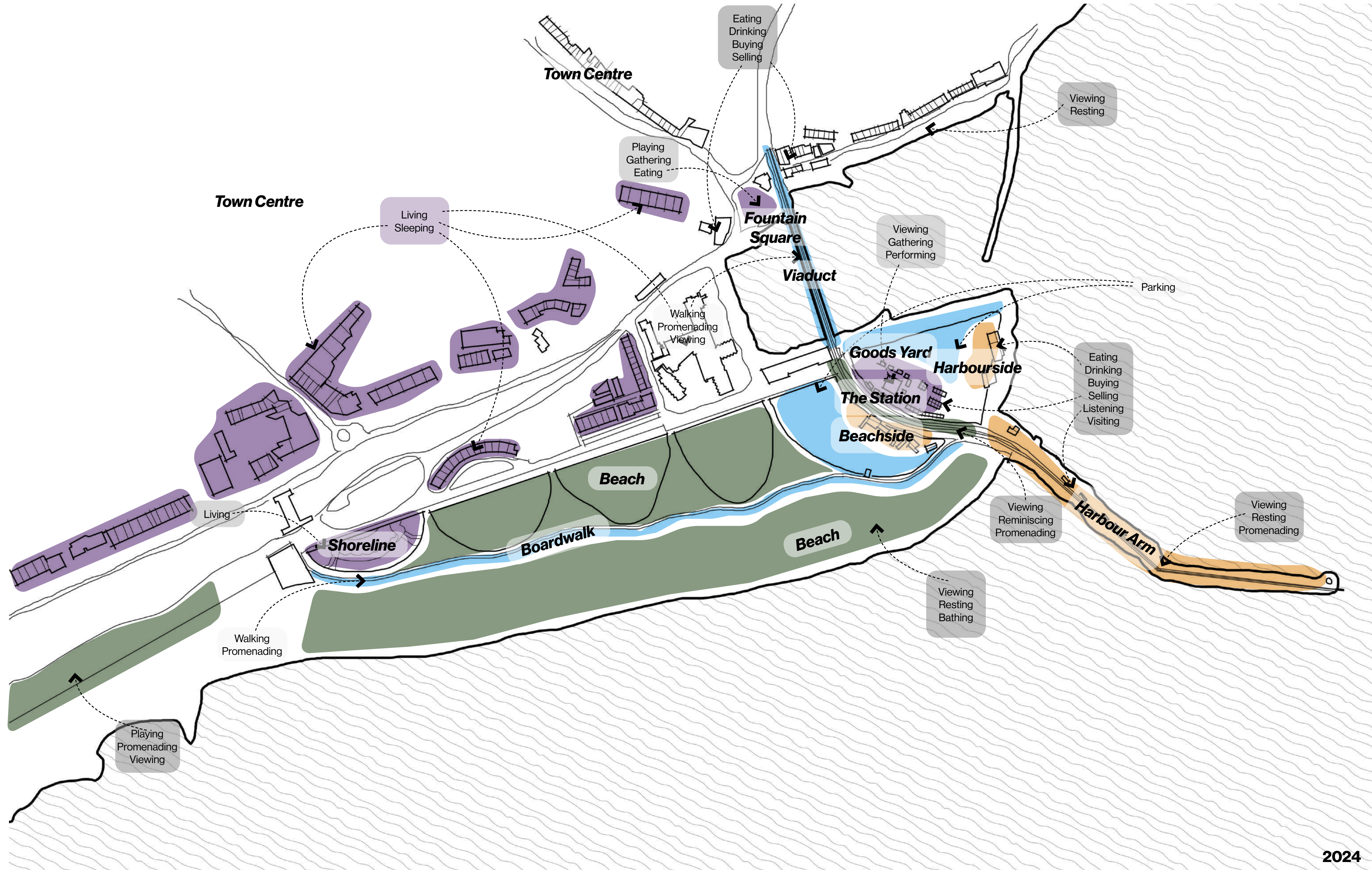


Fig 6.8.1 The Goods Yard



Fig 6.8.2 The beach & boardwalk

- Access and Linkage
- Activities and Uses
- Sociability
- Comfort and Image



## **Placemaking**

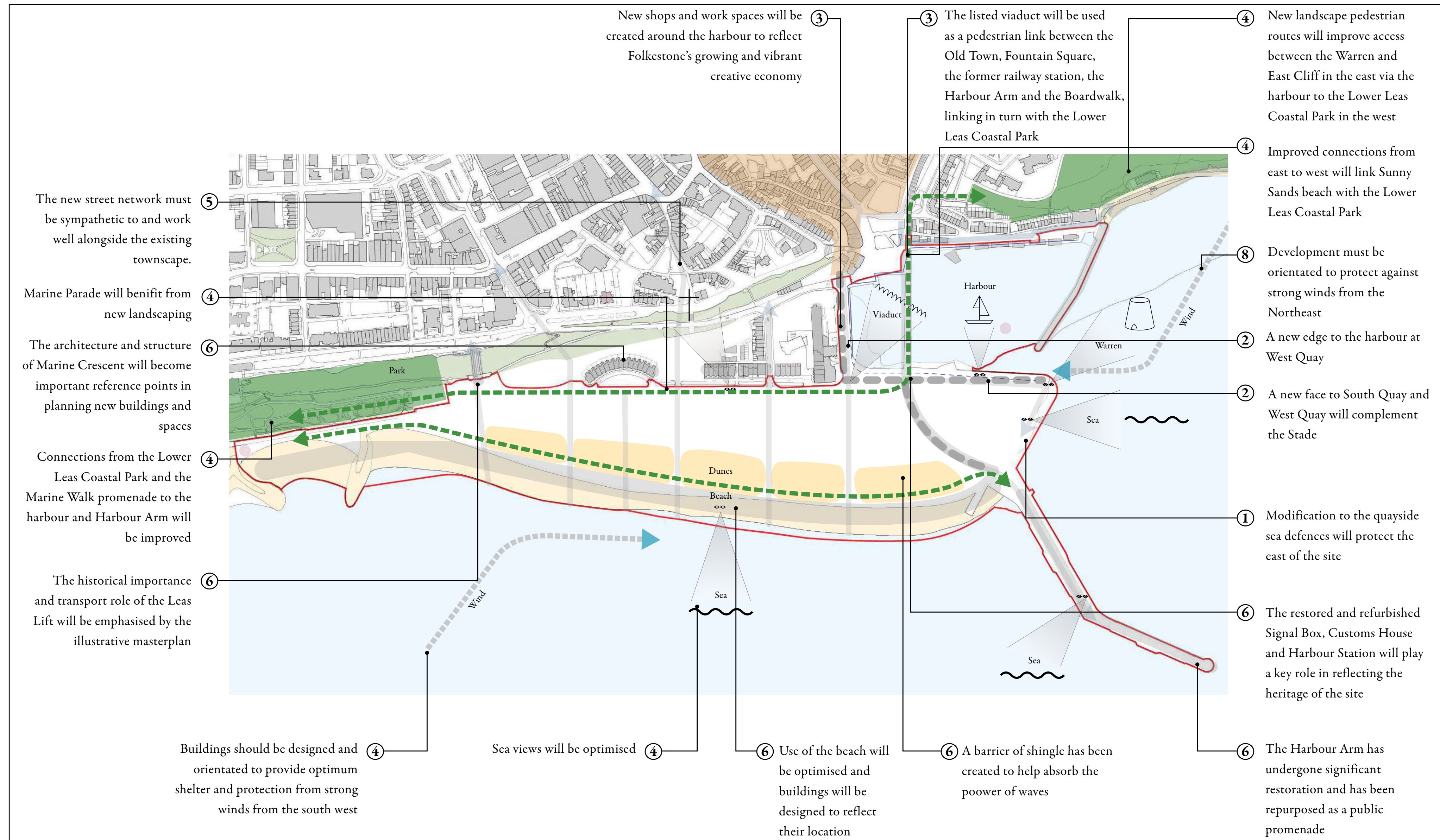
Placemaking in the Masterplan

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6.9

**Placemaking in the Masterplan**

The outline planning consent contains some indication about placemaking but is generally more concerned with issues of connectivity and urban integration. The emergence of the harbour as a commercial and leisure destination asks for a more in depth look at how this area can evolve into a successful place.



**Fig 6.9.1**  
Excerpt from the approved Masterplan Design Guidelines

6.10  
Placemaking in the Masterplan



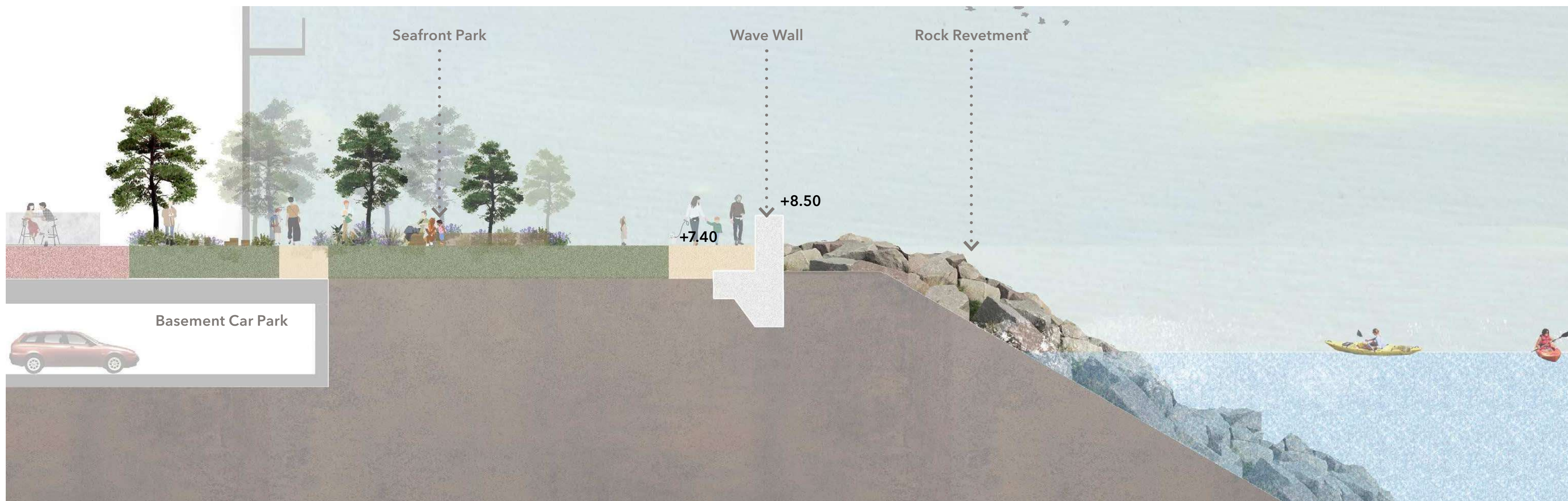
**Fig 6.10.2**  
Excerpt from the approved Masterplan Design Guidelines



6.11  
**Revetment & Raised Levels**

The revetment being proposed along the eastern sea-facing quay of the harbour, along with the raising of the ground level an average of 1.2m, are meant to ensure the sustainable development and safety of the seafront in the future.

The revetment in particular allows for the creation of the new Seafront Park by extending the current quay further into the sea while the rocks in the sea defence itself add to the marine biodiversity.



**Fig 6.11.1**  
 Section showing landscaping and revetment



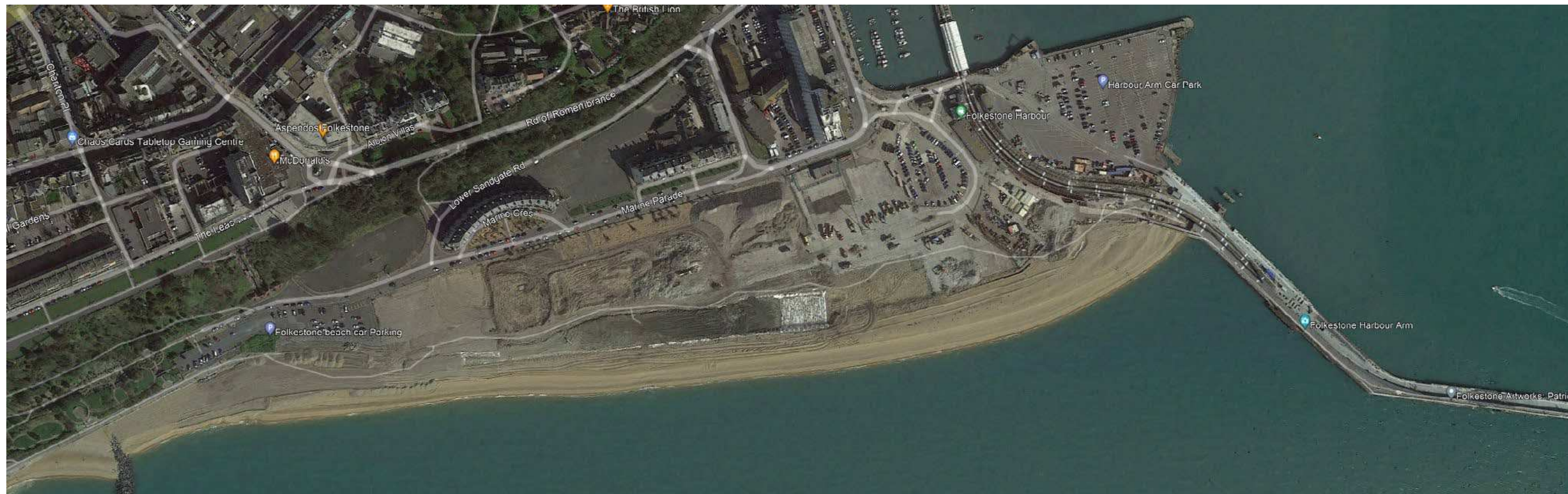
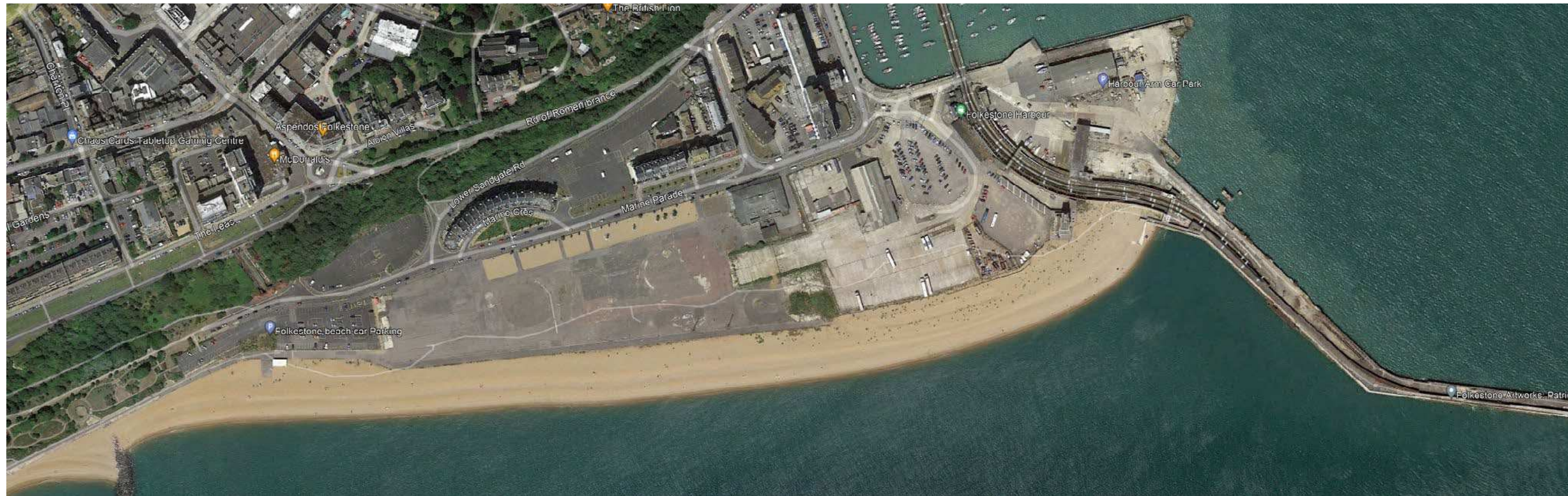
**Fig 6.11.2**  
 Aerial view of ground floor & revetment



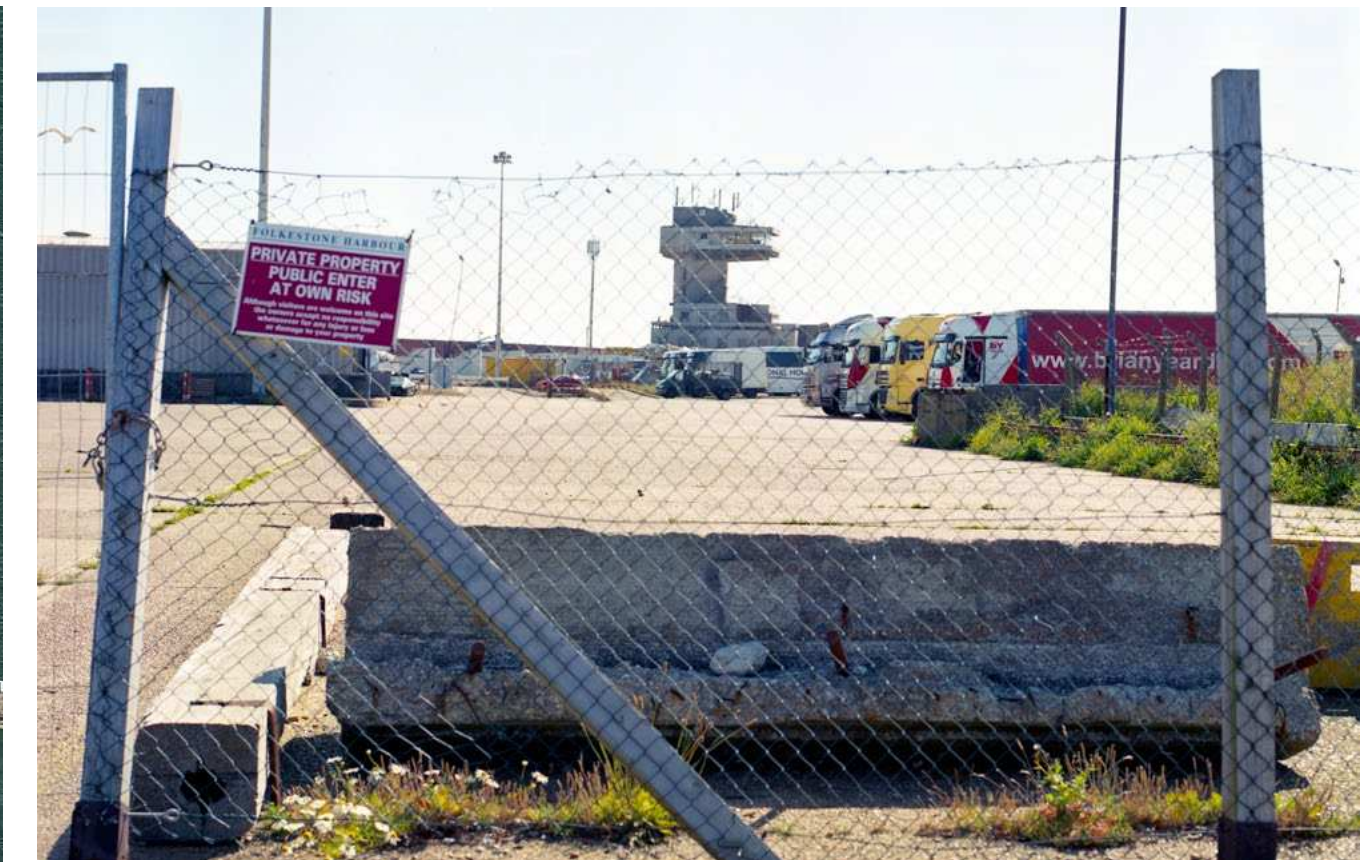
**Fig 6.11.3**  
 Biodiverse revetment

6.12  
**Beach Replenishment**

In 2017 works started to remove most of the concrete surface that was left behind by the funfair and lorry park. The crest of the beach was raised to +7.5m AOD, the boardwalk was installed and the area of the future development plots and shingle gardens was dressed, significantly increasing the visual amenity, but more importantly creating a flood and wave over-topping protection for the whole area.



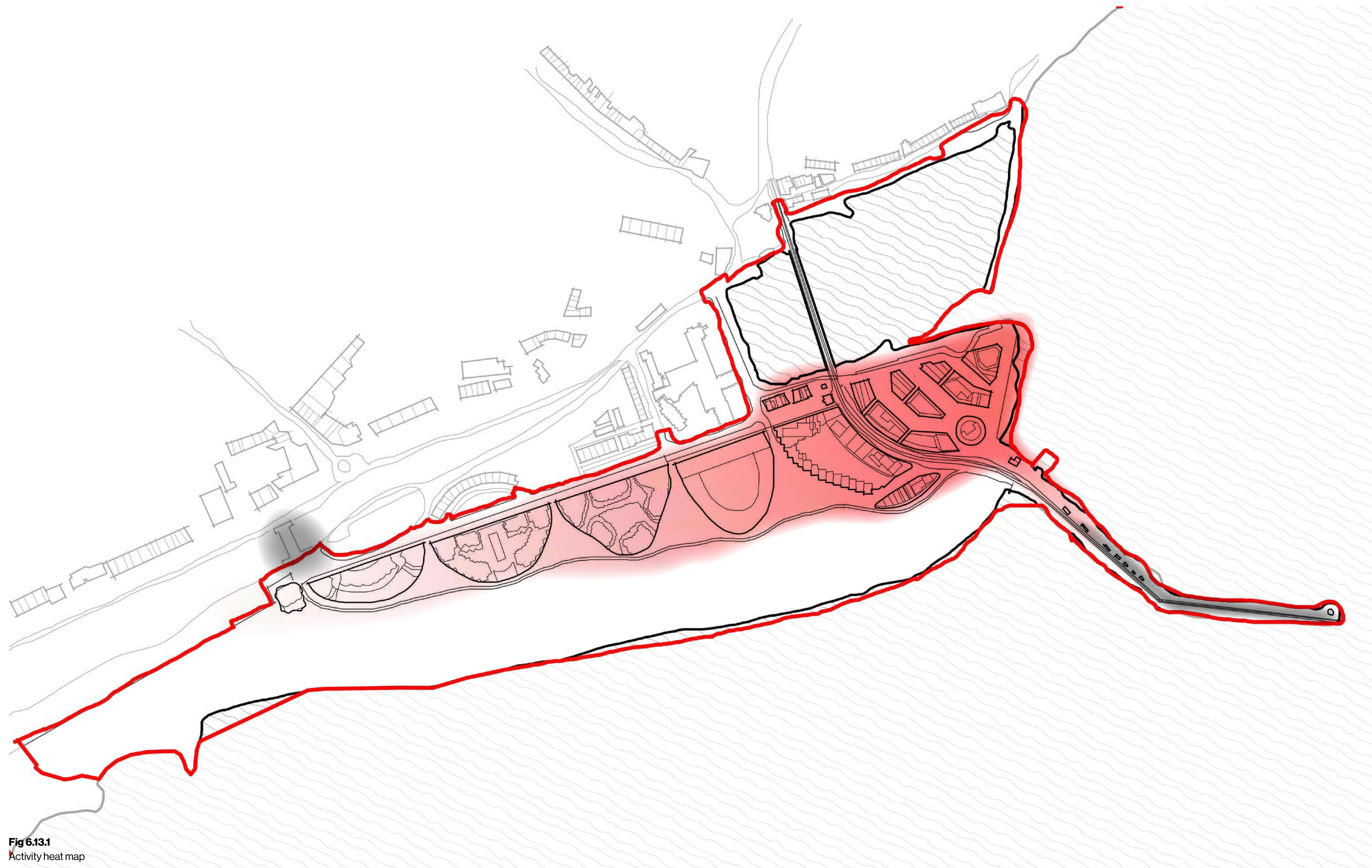
**Fig 6.12.1**  
 Aerial views of beach over time



**Fig 6.12.2**  
 Photographs of beach over time

6.13  
**Masterplan Activity Gradient**

There is an implication in the masterplan that the activity levels across the masterplan will vary; from East to West and North to South. With the vast majority of the built interventions on the beach are residential and private, and the shingle gardens positioned within those spaces, the majority of active places will be on plots F-1, G-1 and H.



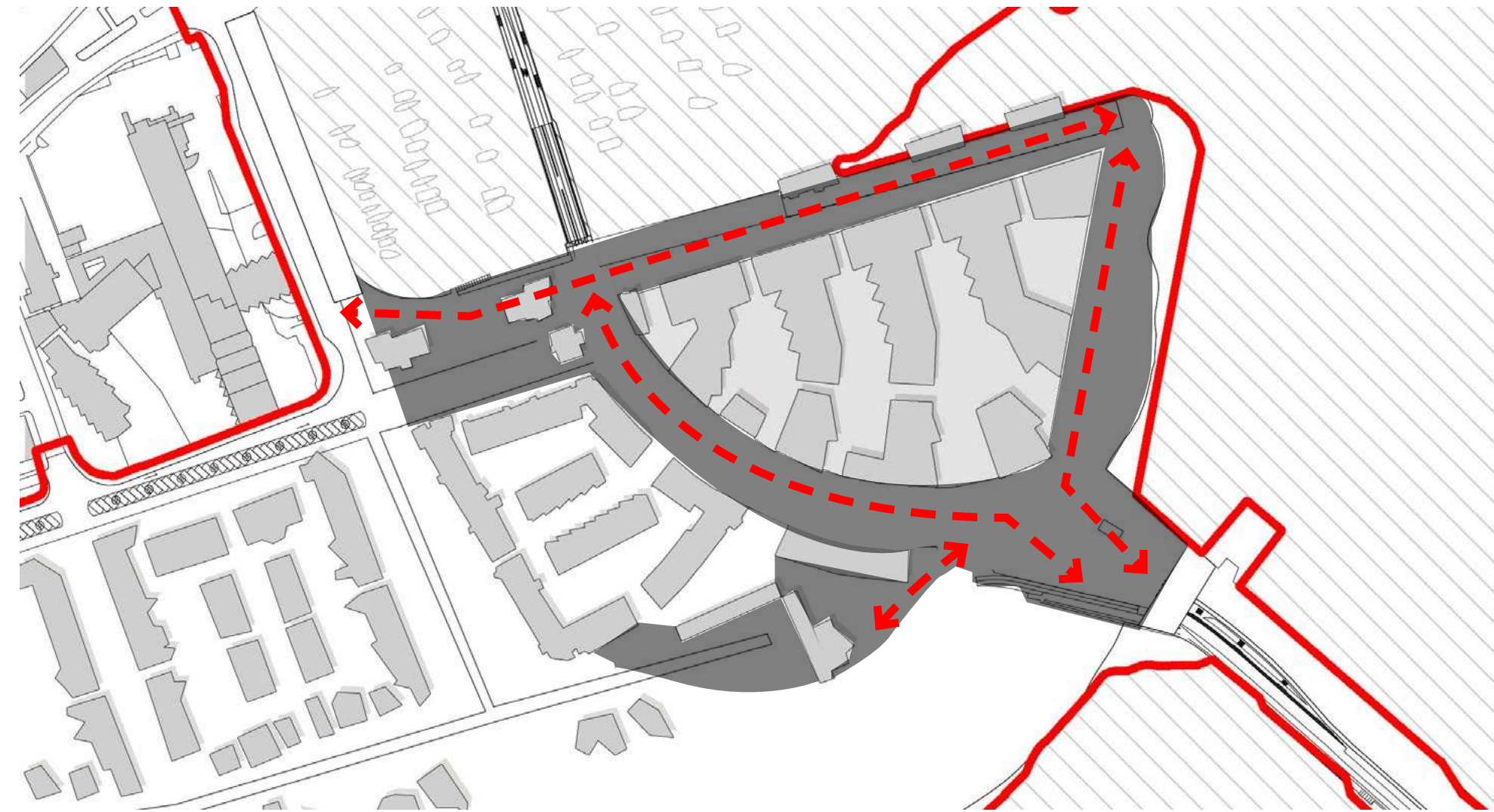
6.14  
**Masterplan Development**

The various illustrative schemes that were developed for this area show different approaches to how pedestrians and visitors should be able to use the site.

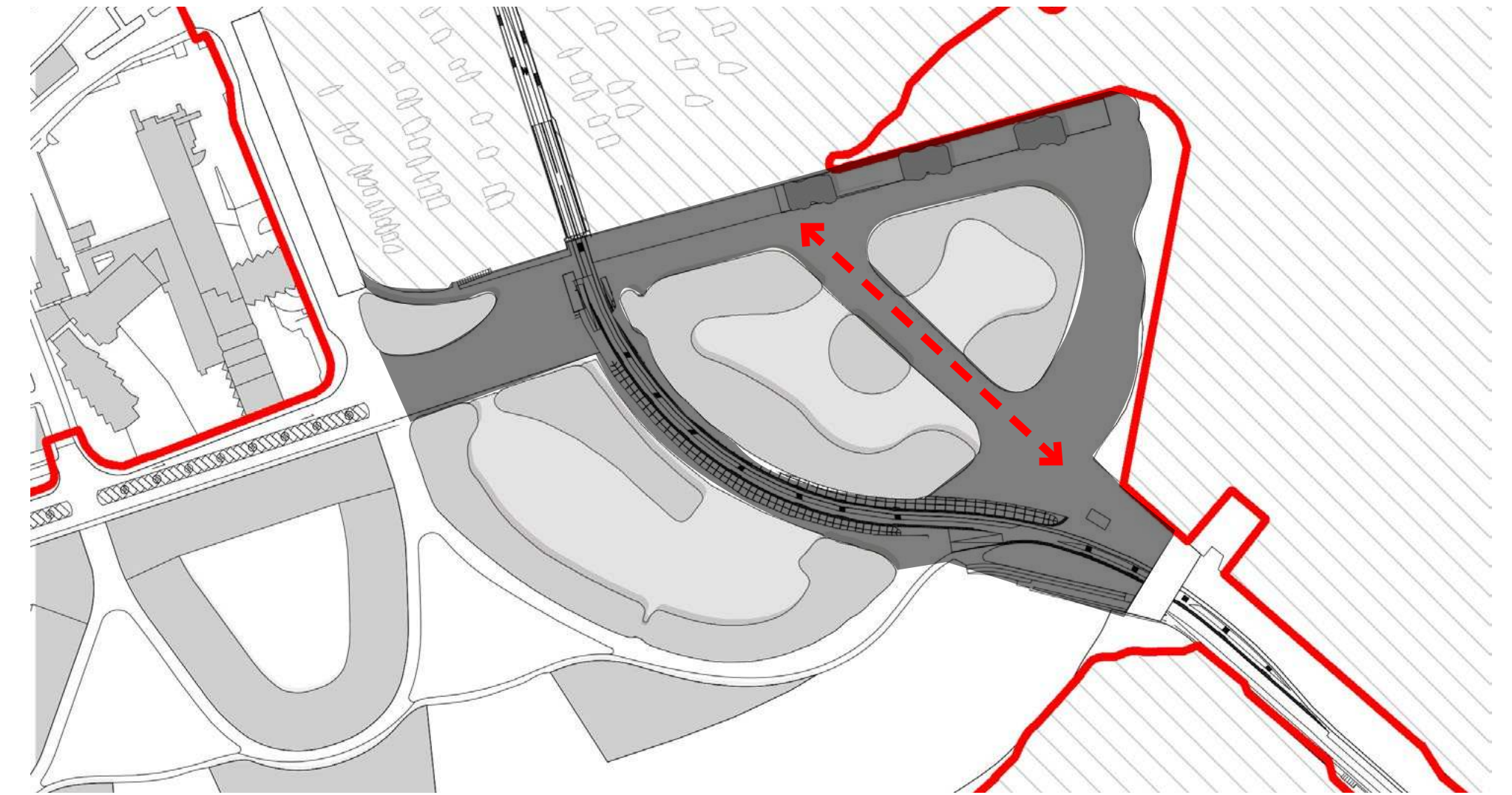
The illustrative masterplan that accompanied the original 2015 outline planning consent did not retain the harbour station and envisioned a series of blocks atop a private podium with retail around it.

The Section 73 minor material amendment came with a new illustrative design that in essence maintained the private residential podium but introduced a new route through the middle which acknowledged a desire line from the viaduct directly to the harbour arm, as well as retaining the Harbour Station which has now been restored.

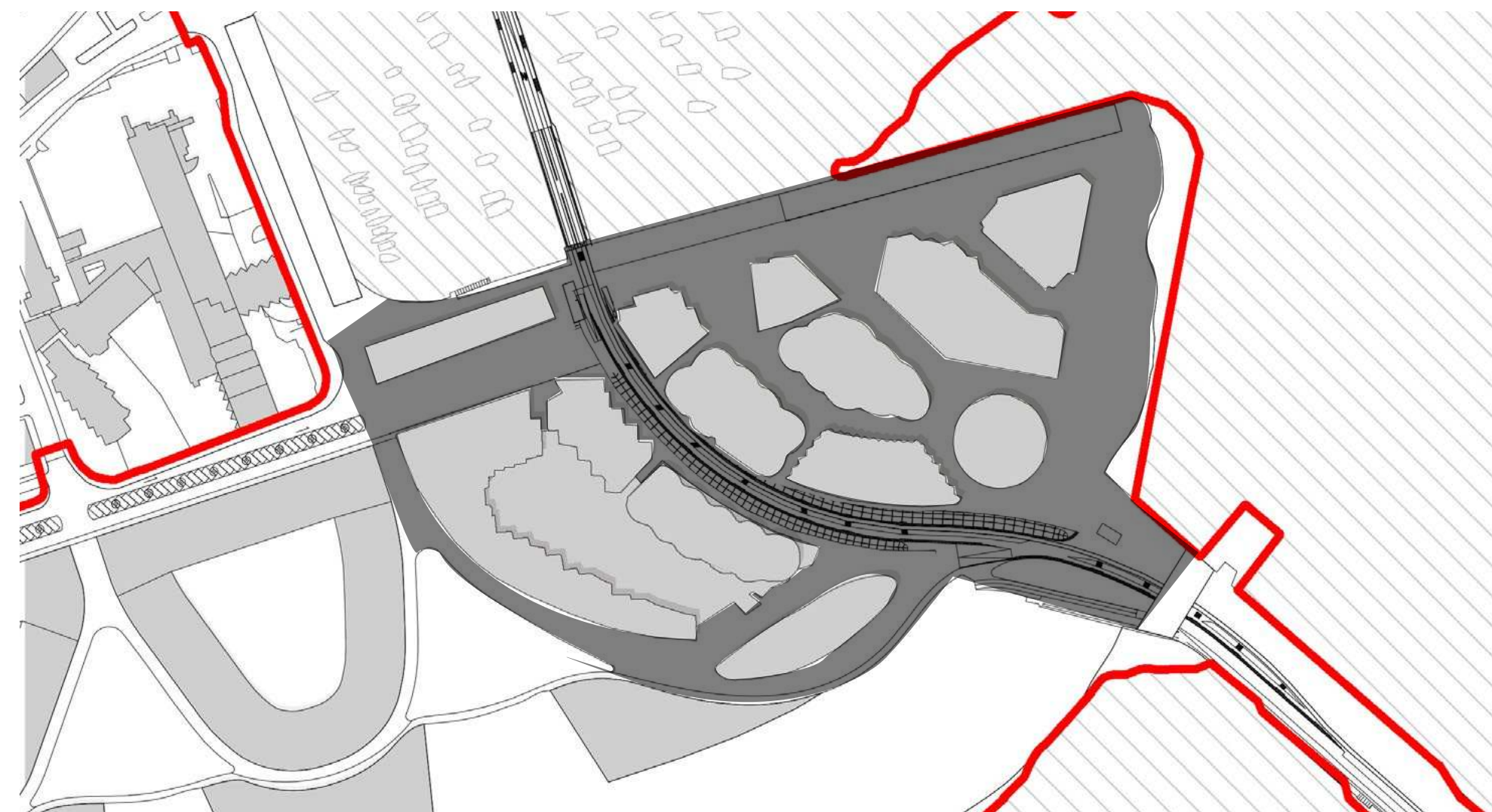
The current Harbour Plan creates a new, accessible neighbourhood with streets and lanes and a fully activated ground floor.



**Fig 6.14.1 - Farrells Illustrative Masterplan**  
 Dense plots with private outdoor space and the removal of the station.



**Fig 6.14.2 - Acme Illustrative Masterplan**  
 A podium based, private scheme with minimal public access across both plots.



**Fig 6.14.3 - AISFOR Reserved Matters Masterplan**  
 A focus on public space and retention of the station.



**Fig 6.14.4 - AISFOR Masterplan within the Parameter**  
 A scheme which prioritises public access.

- Publicly accessible space
- ↔ Pedestrian routes

6.15 Successful Place Index Existing

There are a number of extremely successful public places on the harbour which have contributed to the growth of the seafront as a destination.

The hugely popular Fountain Square, the sensitive renovation of the Viaduct, Swing Bridge and Signal Box, the award-winning Harbour Station, the Boardwalk and the Harbour Arm show that the placemaking regeneration has begun long ago.

This mixture of activity, access and sociability have created an atmosphere which has been nurtured and enhanced in the Harbour Plan guaranteeing the harbour will continue to be an incubator for local and independent businesses.

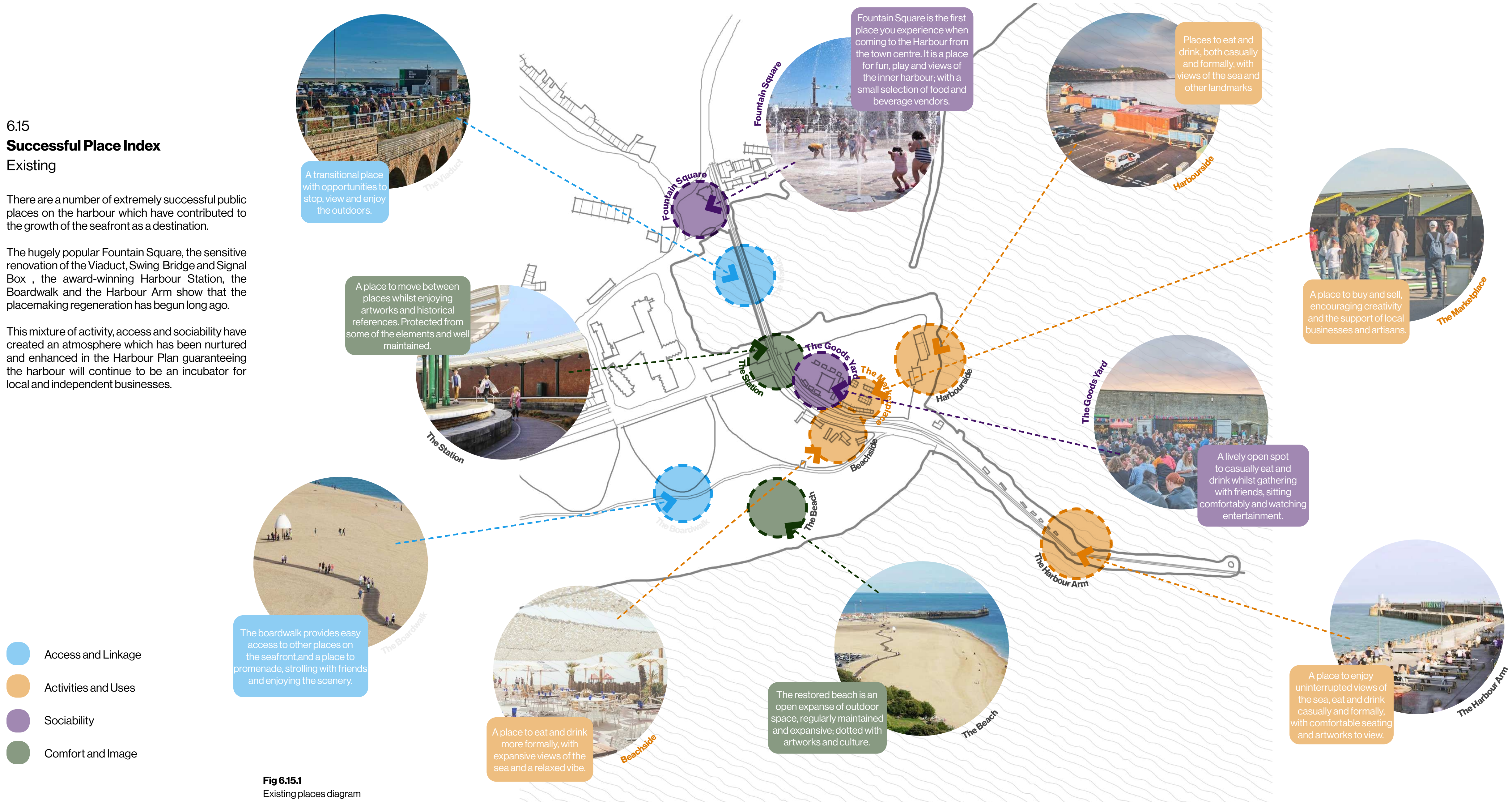


Fig 6.15.1 Existing places diagram

6.16

**Connections and Complements**

**The Harbour Plan and the Town Centre**

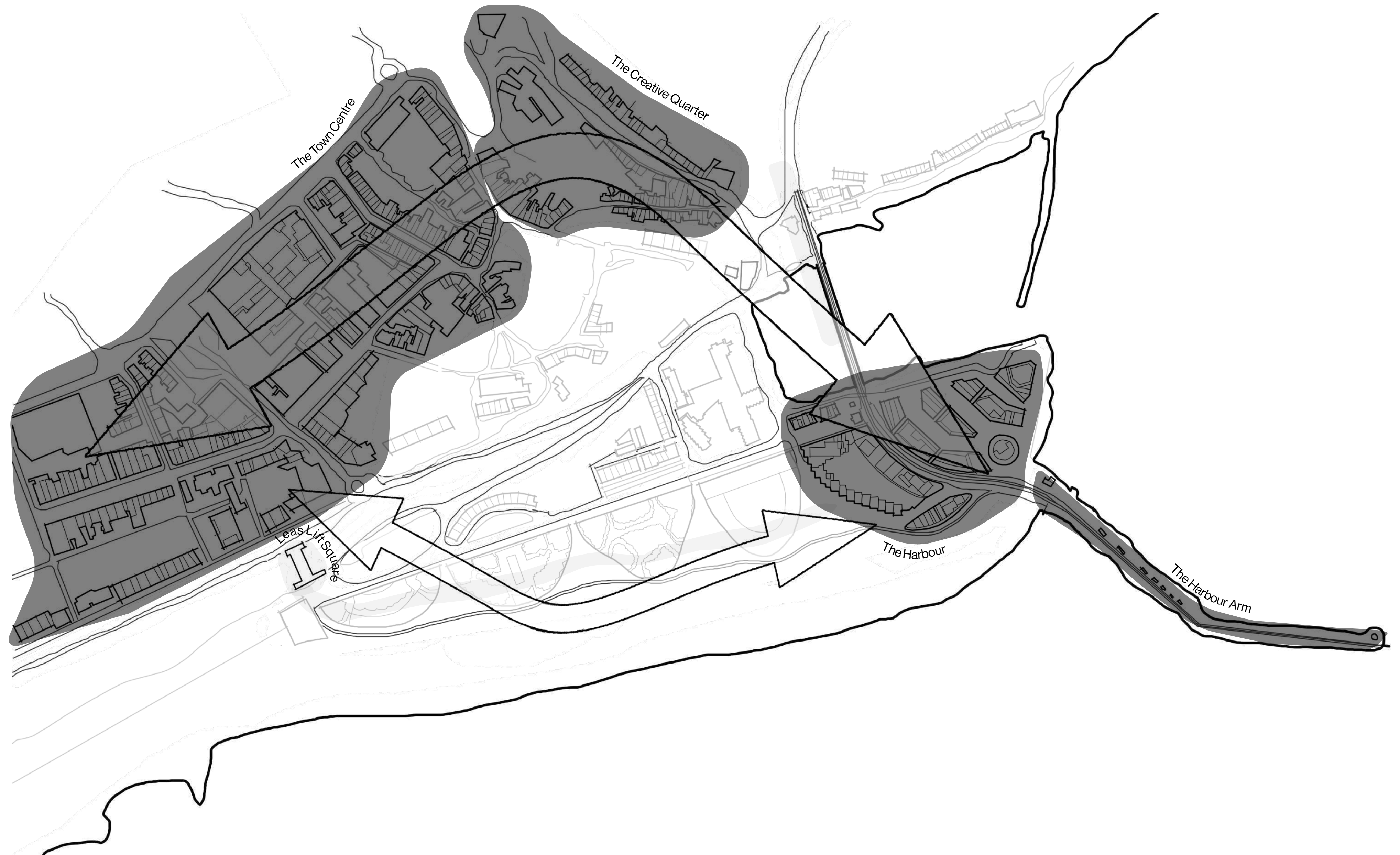
There are a number of commercial areas in Folkestone with different qualities and offerings.

The town centre retail is part of the ecosystem of necessity for any town, with supermarkets, chains and well loved favourites. Folkestone's town centre, particularly the area around Sandgate Road, has significantly declined in the last decades - a phenomenon that is not restricted to the town - with many units becoming vacant. Recent efforts, including from the Levelling-Up Fund are focused in the regeneration of this important part of town.

Through the efforts of the Roger De Haan Charitable Trust and the Creative Foundation, the Creative Quarter and the Old High Street have become the centre for creative industries and small scale independent retail drawing visitors from around the whole South East.

All these areas are part of a journey from the residential areas, the railway stations and the main roads to the north of Folkestone and have become part of residents' daily routines.

By nature, given its location and limited connectivity, the Harbour will continue to be a complement to the town centre and the Creative Quarter, offering a different kind of destination retail and leisure experience.



**Fig 6.16.1**  
Connections diagram

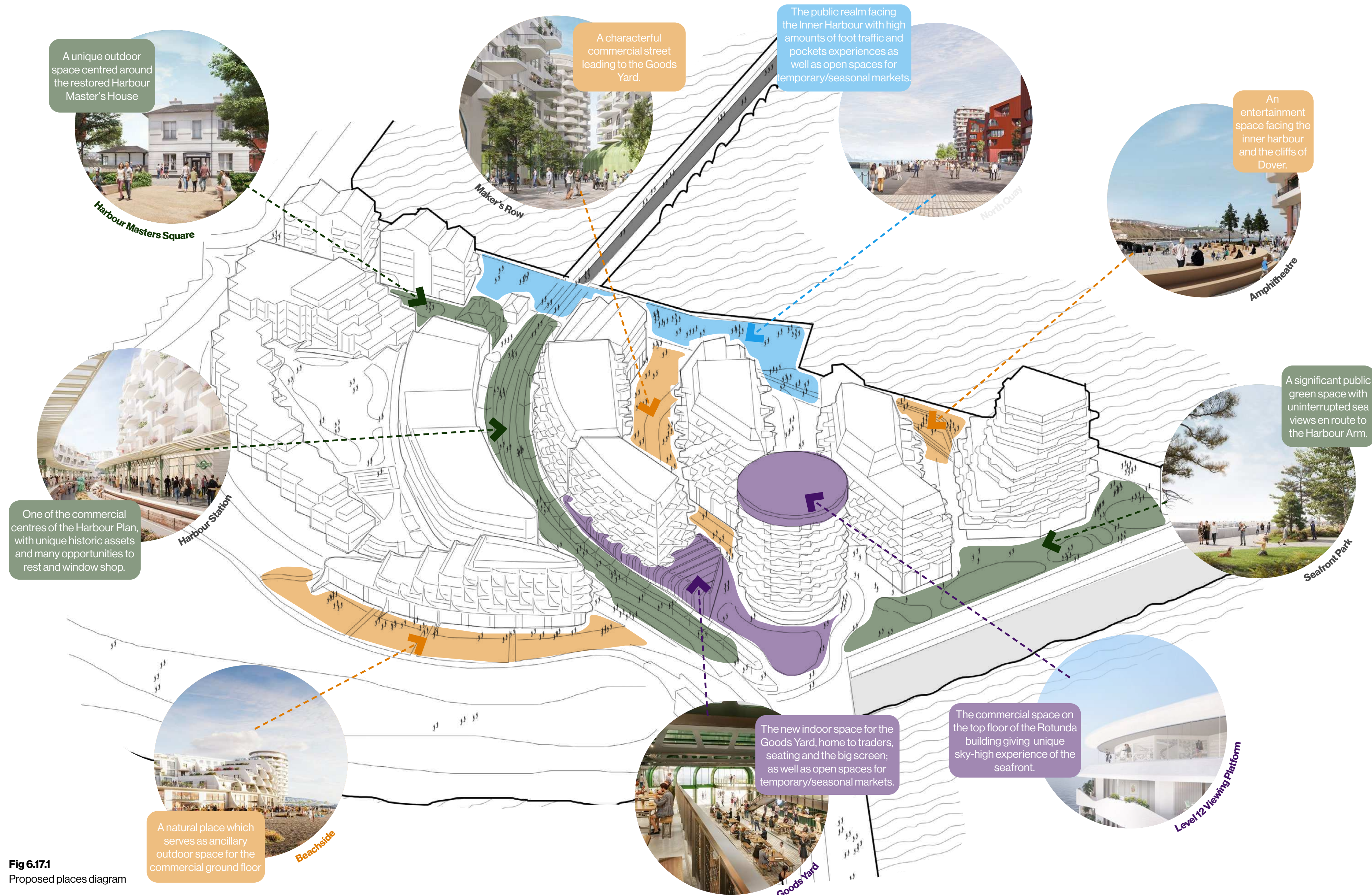
- Access and Linkage
- Activities and Uses

### 6.17 Placemaking in the Harbour Plan

The proposed design creates a place that retains the best of what exists now and is inspired by the current success of the harbour and its history.

Throughout the design process, in close consultation with the local authority and incorporating feedback from local community, the scheme has developed a rich mix of public spaces and amenities that range in scale, use and character, from small "jewels of joy" like the lanes, passages and pockets that define the journey from west to east, to the civic Harbour Master's Square, the light industrial character of Maker's Row, the leisurely rhythm of Beachside, the historical echoes of the Harbour Station, the new amphitheatre that faces back across the harbour, the panoramic commercial unit atop the Rotunda building and the covered Goods Yard or the new Seafront Park.

As a whole the Harbour Plan will create a sustainable new neighbourhood with a biodiversity net gain of 154.06% and a variety of spaces for all.



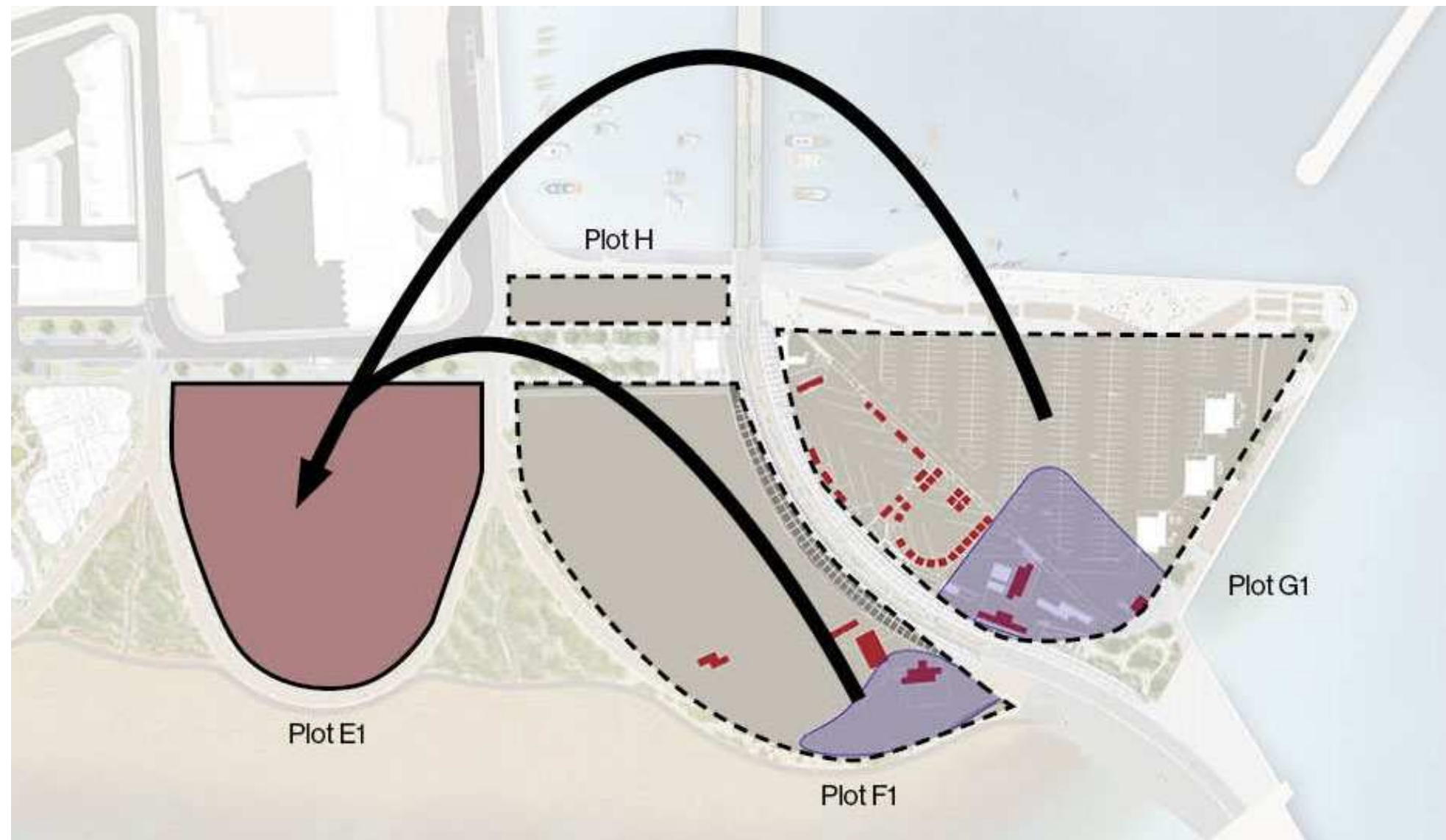
**Fig 6.17.1**  
Proposed places diagram



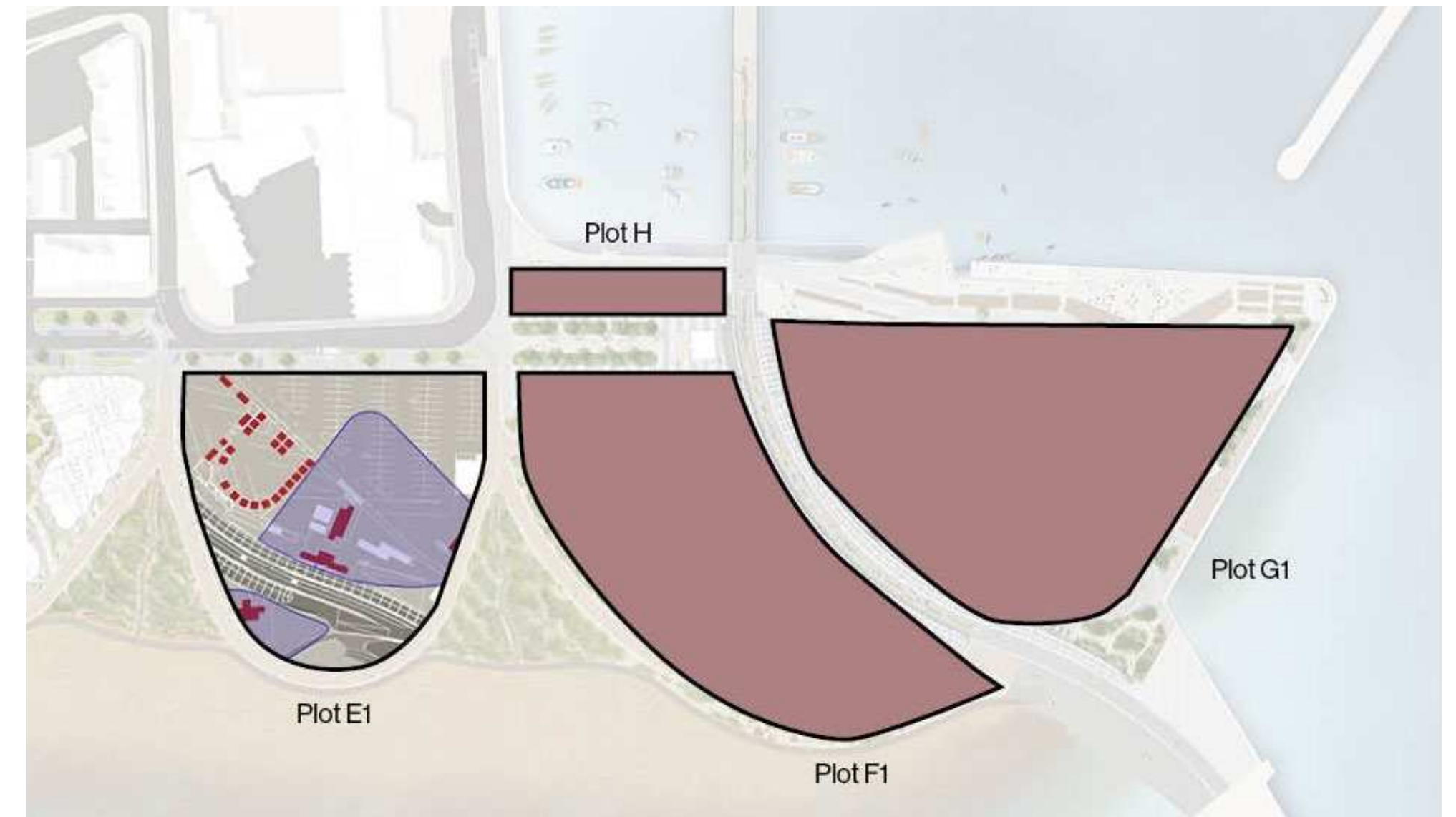


6.19  
**Phasing and Meanwhile Use**

In the development of the Harbour, the preservation of existing successful places and businesses is extremely important. As the goods yard and marketplace are current meanwhile uses of the harbour, moving them during construction while still allowing access is important for the businesses trading in the area; as well as for visitors and the local community.



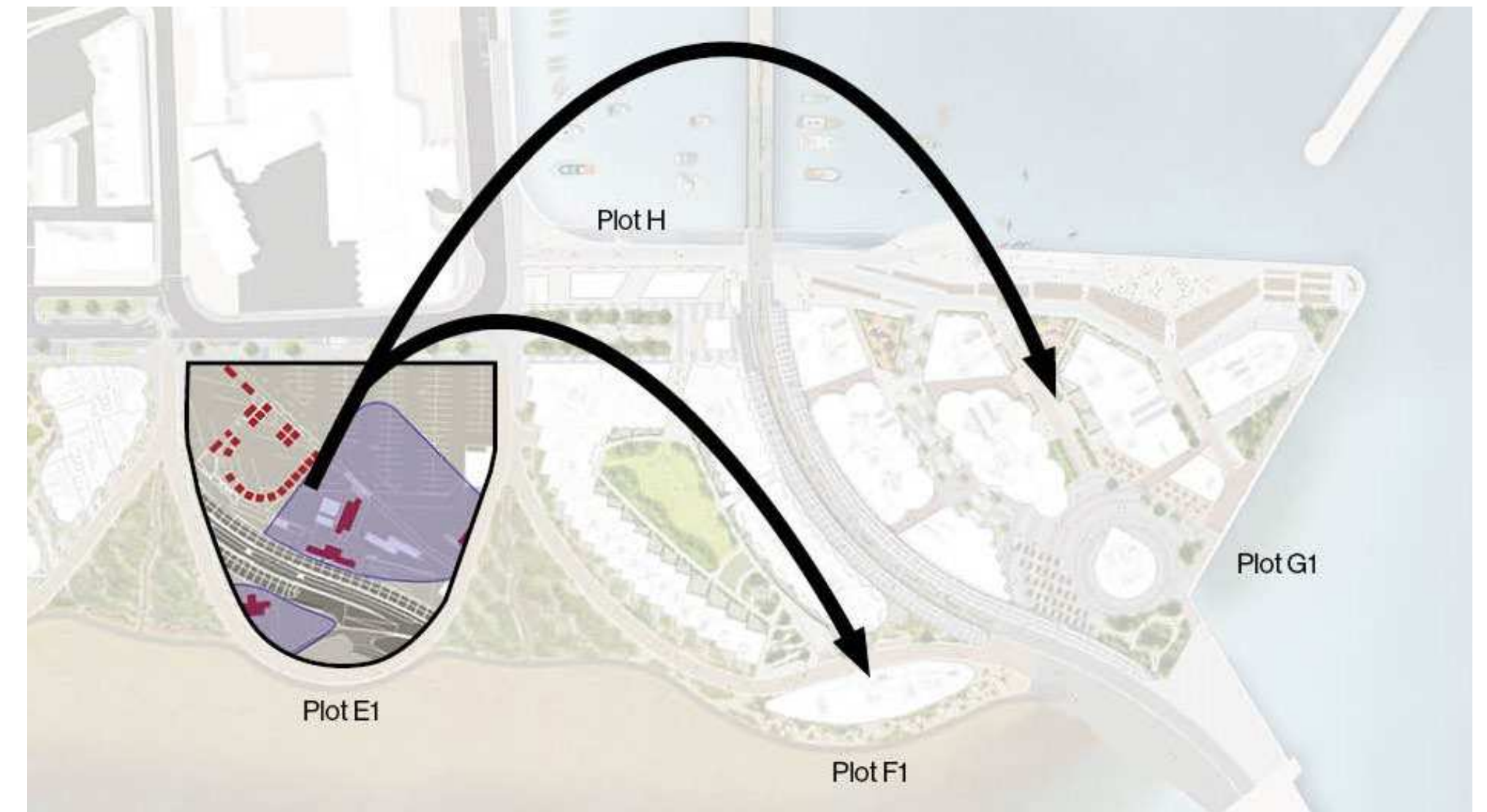
**Fig 6.19.1**  
 As development begins on the Harbour, the existing spaces will be moved to Plot E-1 during construction.



**Fig 6.19.2**  
 As construction on the Harbour Plots progressed, Plot E-1 will be home to the Goods Yard, Marketplace, Beachside and parking.



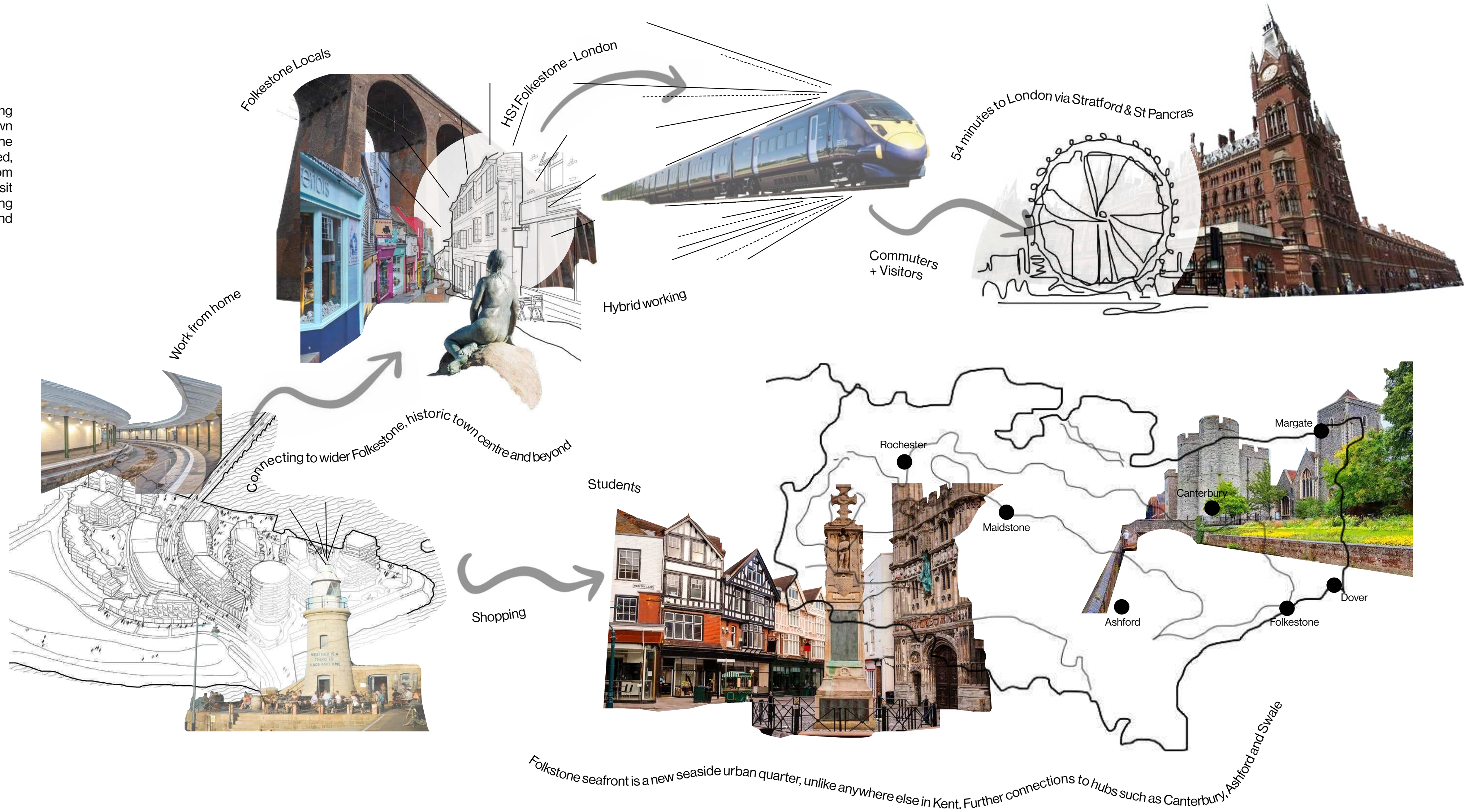
**Fig 6.19.3**  
 As development is completed on the Harbour Plots, the commercial spaces will gradually fill and Plot E-1 will empty.



**Fig 6.19.4**  
 Once commercial spaces on the Harbour are filled, Plot E-1 will be empty once again and ready for its own development.

6.20  
**Wider Connections**

Placemaking on a larger scale means connecting to the wider community, be that in Folkestone town centre, wider Kent and even London. Folkestone benefits from being extremely well connected, meaning there is ease of movement for people from outside the boundary of the Harbour Plan to visit and enjoy the places created; potentially moving to the area and further diversifying Folkestone and adding to the community.



**Fig 6.20.1**  
Wider connections diagram

## Community Engagement

7.0

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7.1  
**Community Engagement**

The consultation strategy delivered for Plots F-1, G-1 & H was developed to ensure all those who are interested in the proposals had an opportunity to give their views. The consultation and community engagement aimed to cover the following.

- Put Place Plots F-1, G-1 & H in context
- Explain the planning application
- Raise awareness
- Provide feedback and report back

Due to the significance of the proposals for Plots F-1, G-1 & H, it was felt that the community engagement should be undertaken in five phases to actively consult with the residents and stakeholders.

**Phase 0: Traders Workshop: 2 September, 2022**  
This initial session was a hands-on workshop with the businesses and traders currently operating on the Harbour to discuss and get feedback on the initial ideas.

**Phase 1: 7 – 24 February, 2023**  
Undertaken on 24 February, the invitation-only event involved the Harbour Plan project team introducing the initial designs and process to key local stakeholders and community groups.

**Phase 2: 4 May – 9 June 2023**  
Introduced the public to the proposals for Plots F-1, G-1 & H in a two-day exhibition at Customs House, Folkestone Harbour. A dedicated website was also developed as part of the project.

**Phase 3: 13 July – 25 August 2023**  
The final public exhibition of the work-in-progress designs. It was also held at Customs House, Folkestone Harbour.

**Phase 4: 13 July – 25 August 2023**  
The final element of the community engagement programme was a series of talks with local civic groups and district and town councillors.



**Fig 7.1.1**  
Community engagement figures and statistics



**Fig 7.1.2**  
Harbour plan engagement leaflet



**Fig 7.1.3**  
Harbour plan engagement leaflet

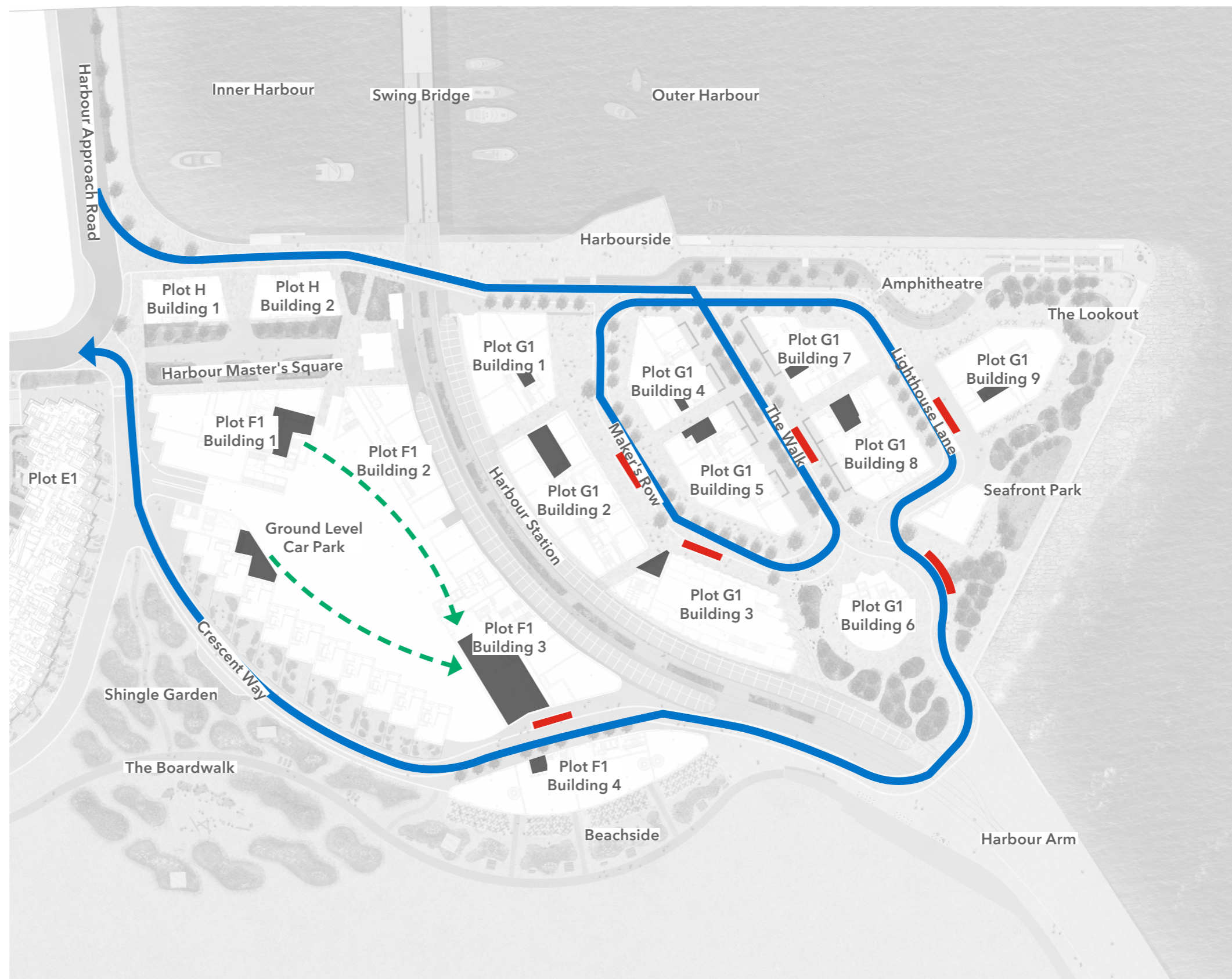
## 7.0 Site-wide Strategies

### 7.4 Waste Collection

Waste collection vehicles will travel along the primary one-way service route, and the secondary routes using Maker's Row and Lighthouse Lane.

In order to limit the travel the waste collection vehicle will have to take, there will need to be a certain level of estate management involvement - consolidating bins to keep pick up locations for the collection vehicle near the illustrated route.

Please refer to Pell Frischman's waste strategy for more information.



#### LEGEND





-  Commercial servicing route
-  Loading bays for waste collection
-  Bin store
-  Estate management

Figure 81. Waste collection strategy diagram



## 7.0 Site-wide Strategies

### 7.5 Deliveries

The commercial servicing route following the primary and secondary routes set out in the vehicular movement strategy. This route will be managed to minimise the impact on the public realm. Loading bays have been located in strategic location close to back of house functions to minimise loading times.

An alternative drop off route through Harbour Master's Square will allow for smaller residential deliveries, reducing the number of vehicles accessing the full site.

Management control lines will use rising bollards to manage access to various parts of the Harbour Plan.



#### LEGEND





-  Commercial servicing route
-  Residential drop off
-  Loading bay
-  Management control line

Figure 82. Deliveries strategy diagram



## 7.0 Site-wide Strategies

### 7.6 Blue Badge Parking

22 visitor blue badge parking spaces will be provided across the site, to provide access to all areas for blue badge holders.

To the areas around Plot G1, these are located in the surrounding public realm. To the western side of the site, 17 blue badge spaces will be provided within the Plot F1 car park.

On the Marine Parade Gyratory, a visitor drop off bay will be provided for both visitors and blue badge holders.



Figure 83. Blue badge parking strategy diagram

## 7.0 Site-wide Strategies

### 7.7 Visitor Cycle Parking

Visitor cycle parking will be provided across the site to encourage cycling. These will be clustered in key arrival locations and close to visitor attractions. The arrangement of the cycle stands will allow for cargo bikes and accessible bikes to use the end sheffield stand.



Figure 84. Visitor cycle parking strategy diagram

#### LEGEND

- 108no. Sheffield stands (216 spaces)
- 5% Accessible stands

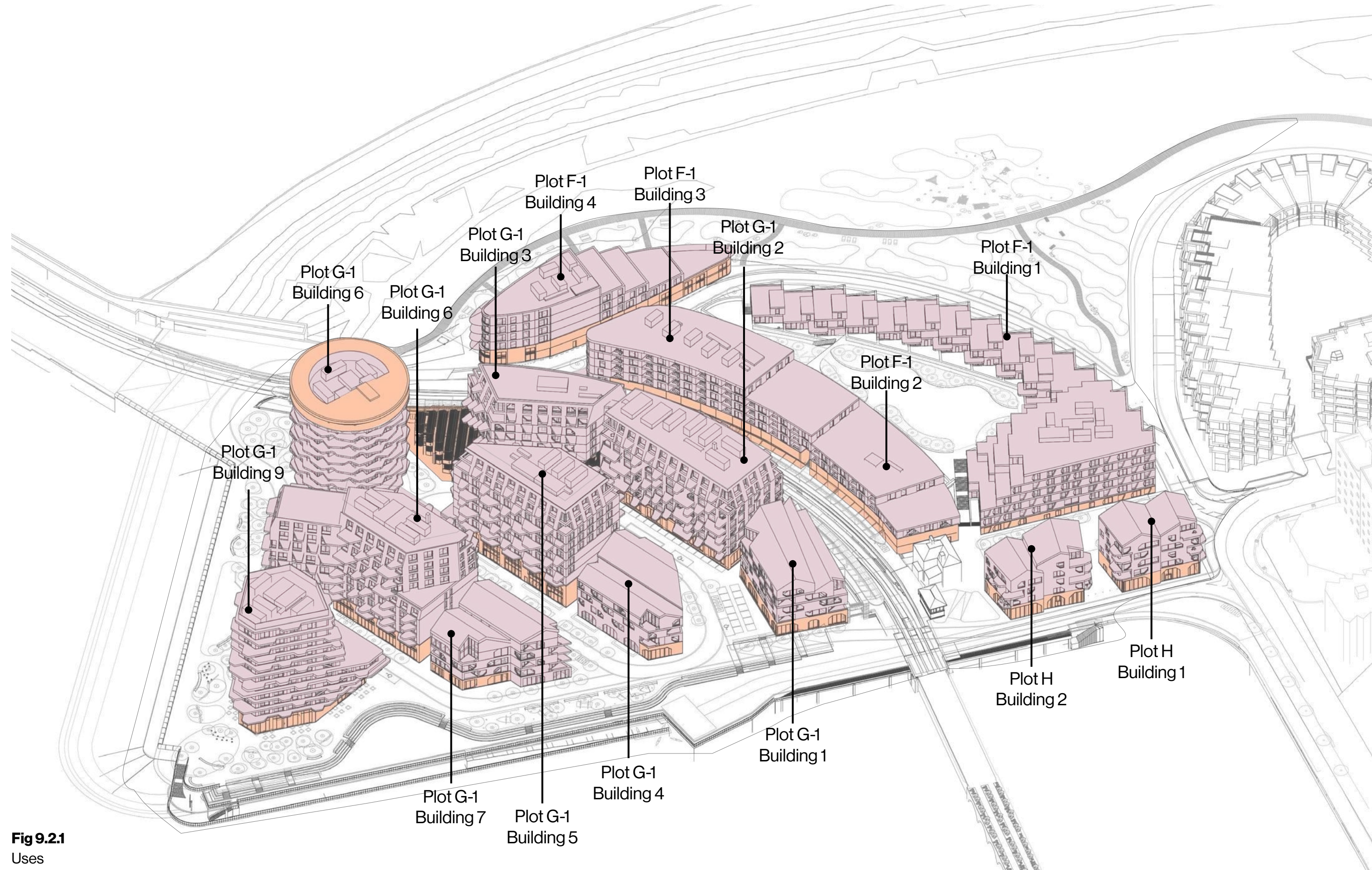




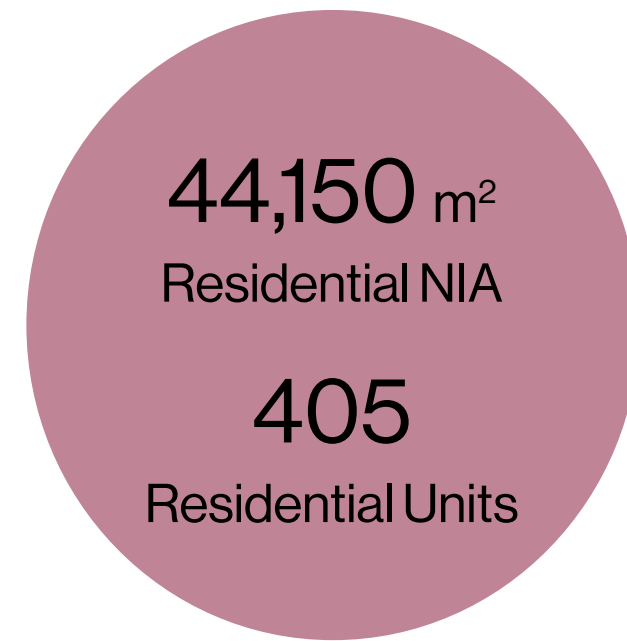
9.2

**Unit Mix and Quantities**

The scheme contains a variety of different residential and commercial unit types and sizes as well as large numbers of cycle spaces.



**Fig 9.2.1**  
Uses



9.3

**Pedestrian Access**

There is pedestrian access throughout the site. There is primary and secondary pedestrian access throughout the site and a hierarchy of routes dependent on commercial and residential provision on the ground floor.











**Fig 9.3.1**  
Pedestrian routes

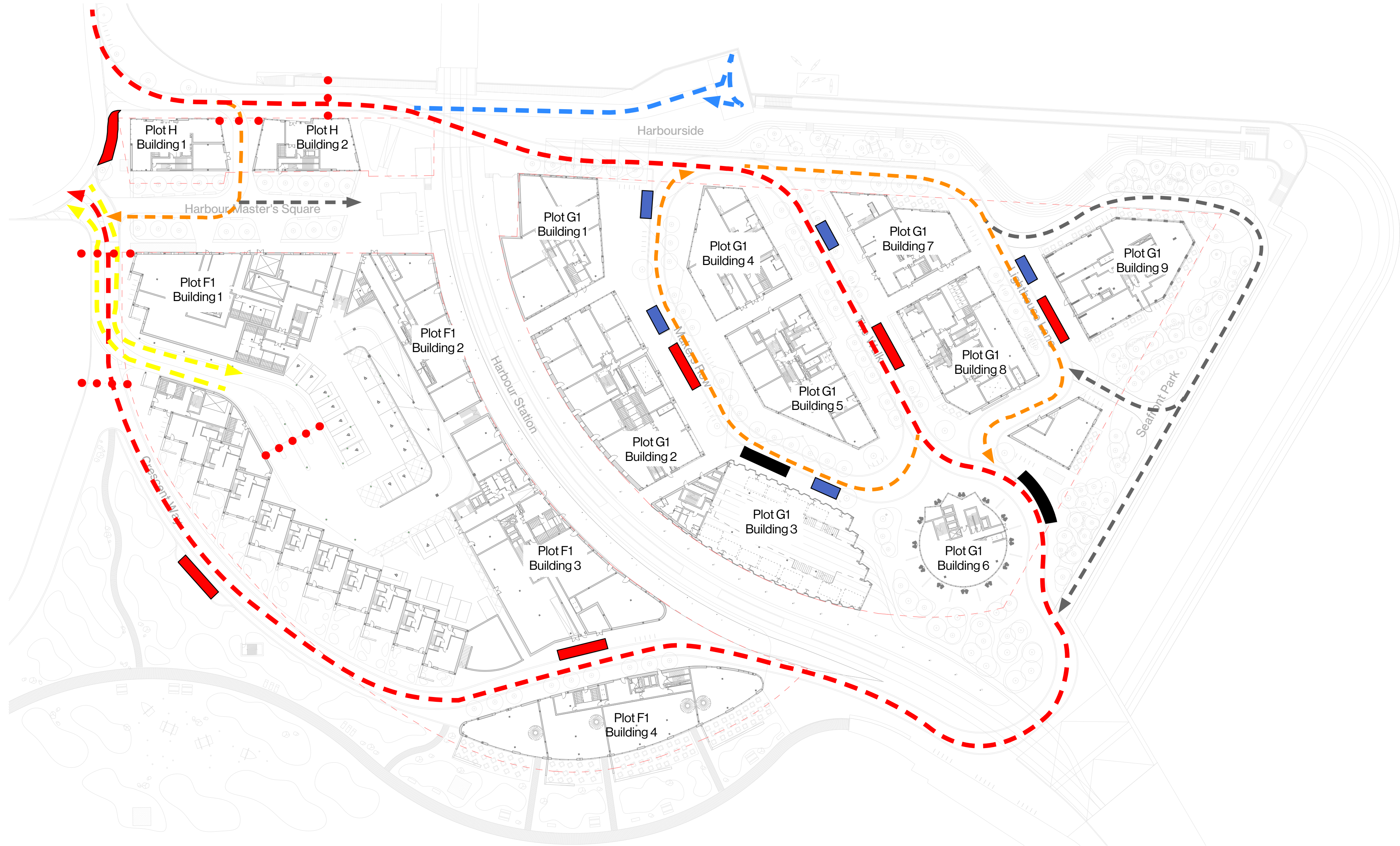
9.4

**Vehicular Access**

There are a variety of vehicle access routes throughout the site, with the vast majority of the site being accessible only to maintenance, emergency and service vehicles.

The underground car park is accessible via Plot F-1, with barriers in place and moveable barriers at ground floor throughout the site.

-  Blue badge parking bays
-  Loading bays
-  Management control line
-  Primary one-way service route
-  Secondary one-way service route
-  Maintenance & fire access route
-  Boat lifting access
-  Combined car park access




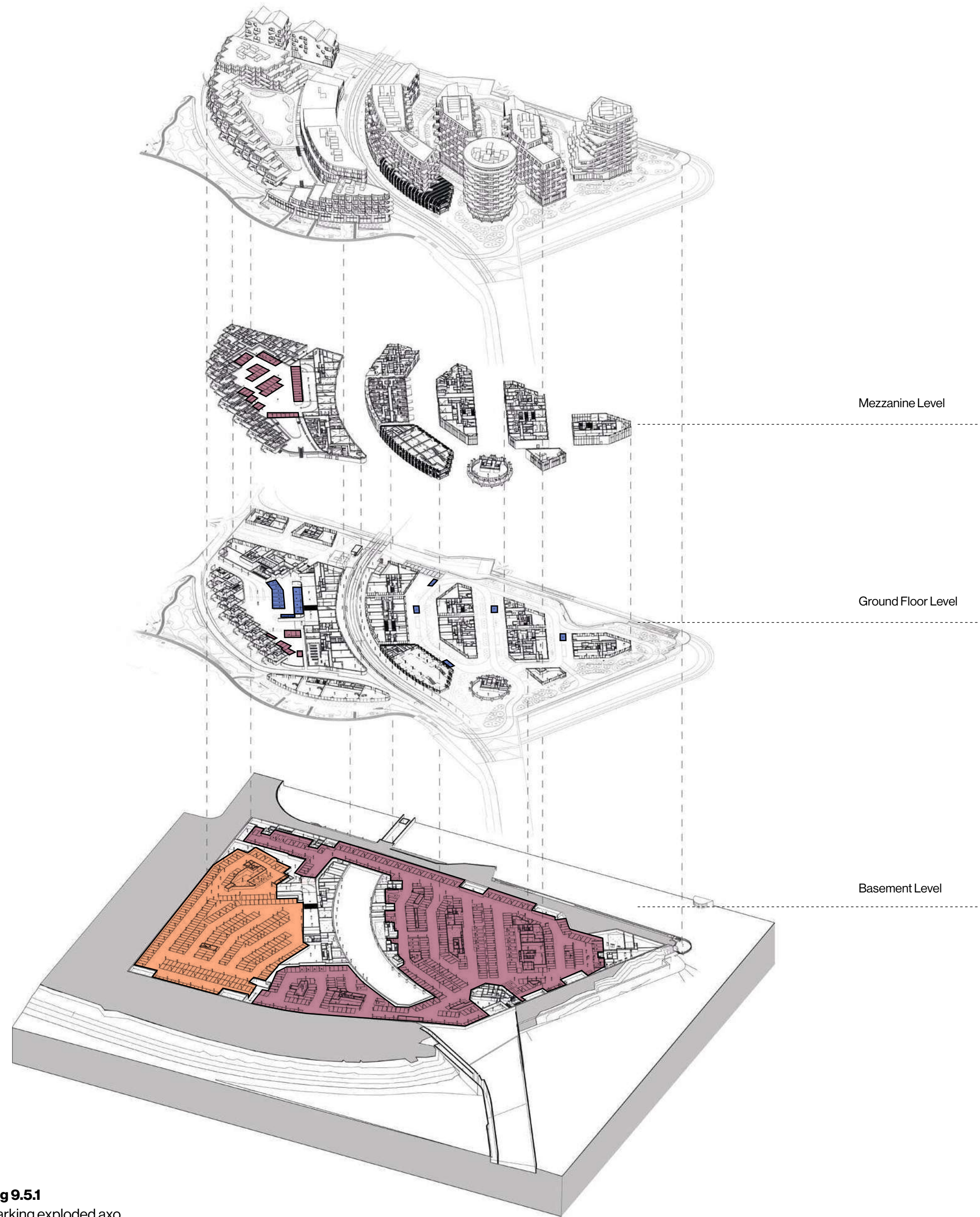
**Fig9.4.1**  
Vehicle access

9.5  
**Car Parking**

The basement car park is accessed via a ramp with managed access.

- Residential car parking -529 Bays  
-53 Blue badge bays
- Public car parking -306 Bays  
-22 Blue badge bays

-  Public Blue Badge Parking
-  Residential Parking
-  Public Parking



**Fig 9.5.1**  
Parking exploded axo

### Car Parking - Ground Level

There is a mix of public blue badge and residential parking accessed on foot via the street outside Plot F-1.

- Residential car parking -8 Bays  
-2 Blue badge bays
- Public car parking -0 Bays  
-18 Blue badge bays

- Combined car park access
- Residential car parking access
- Public car parking access
- Residential car parking
- Public car parking
- Blue badge parking bays
- Public pedestrian vertical access
- Public pedestrian access
- Management control line












**Fig9.5.2**  
Ground floor plan

### Car Parking - Mezzanine Level

There is residential parking with direct access to units.

Residential car parking -50 Bays  
-3 Blue badge bays

-  Combined car park access
-  Residential car parking access
-  Public car parking access
-  Residential car parking
-  Public car parking
-  Blue badge parking bays
-  Public pedestrian vertical access
-  Public pedestrian access
-  Management control line



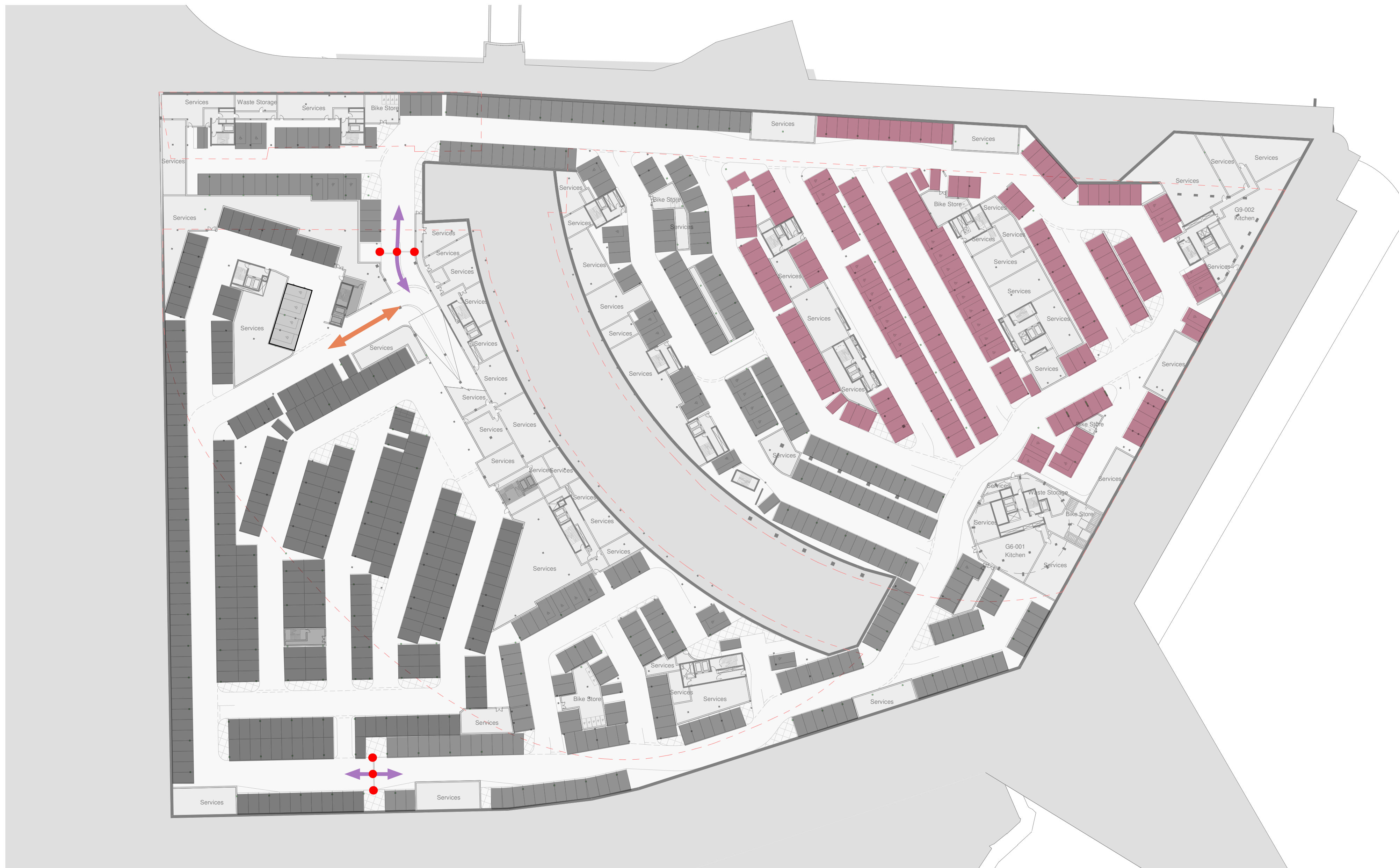
**Fig9.5.3**  
Mezzanine plan

### Car Parking - Basement Level

There is a mix of public and residential parking accessed on foot via cores.

- Residential car parking -471 Bays  
-48 Blue badge bays
- Public car parking -306 Bays  
-4 Blue badge bays

- Combined car park access
- Residential car parking access
- Public car parking access
- Residential car parking
- Public car parking
- Blue badge parking bays
- Public pedestrian vertical access
- Public pedestrian access
- Management control line

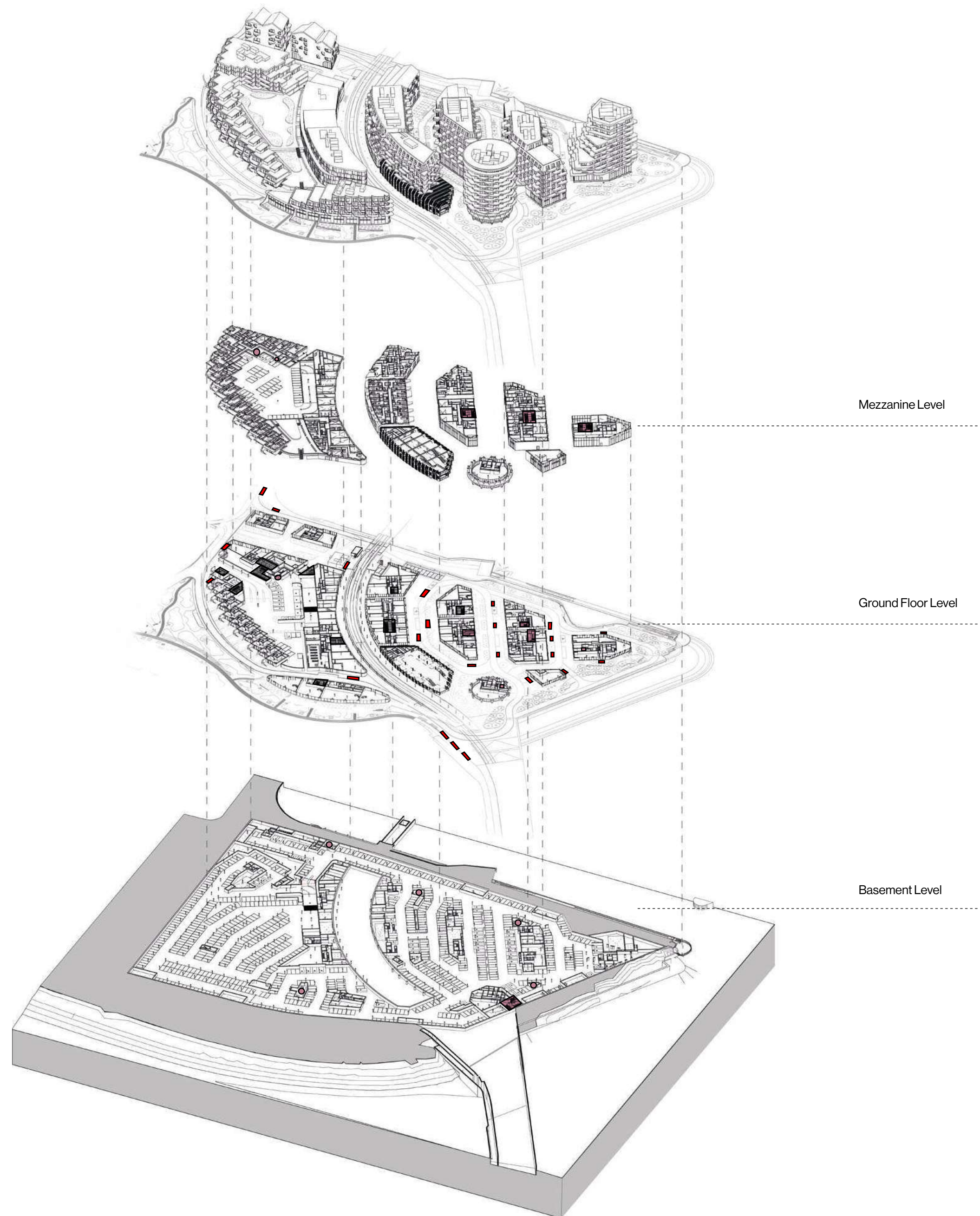


**Fig9.5.4**  
Basement plan

9.6  
**Cycle Store**

- Residential cycle parking - 728 bikes  
- 6% accessible bikes & family bikes
- Visitors cycle parking  
- Short to medium term - 216 bikes  
- Medium to long term - 118 bikes  
- 6% accessible bikes & cargo bikes

- Public cycle sheffield stands
- Commercial staf long stay cycle store
- Residential cycle store
- Residential mobility scooters & family cycle store



**Fig 9.6.1**  
Cycle Storage exploded axo



### Cycle Store - Ground Level

At ground level there is public and residential storage across site in varying locations. There is also storage for mobility bikes, scooters and family bikes.

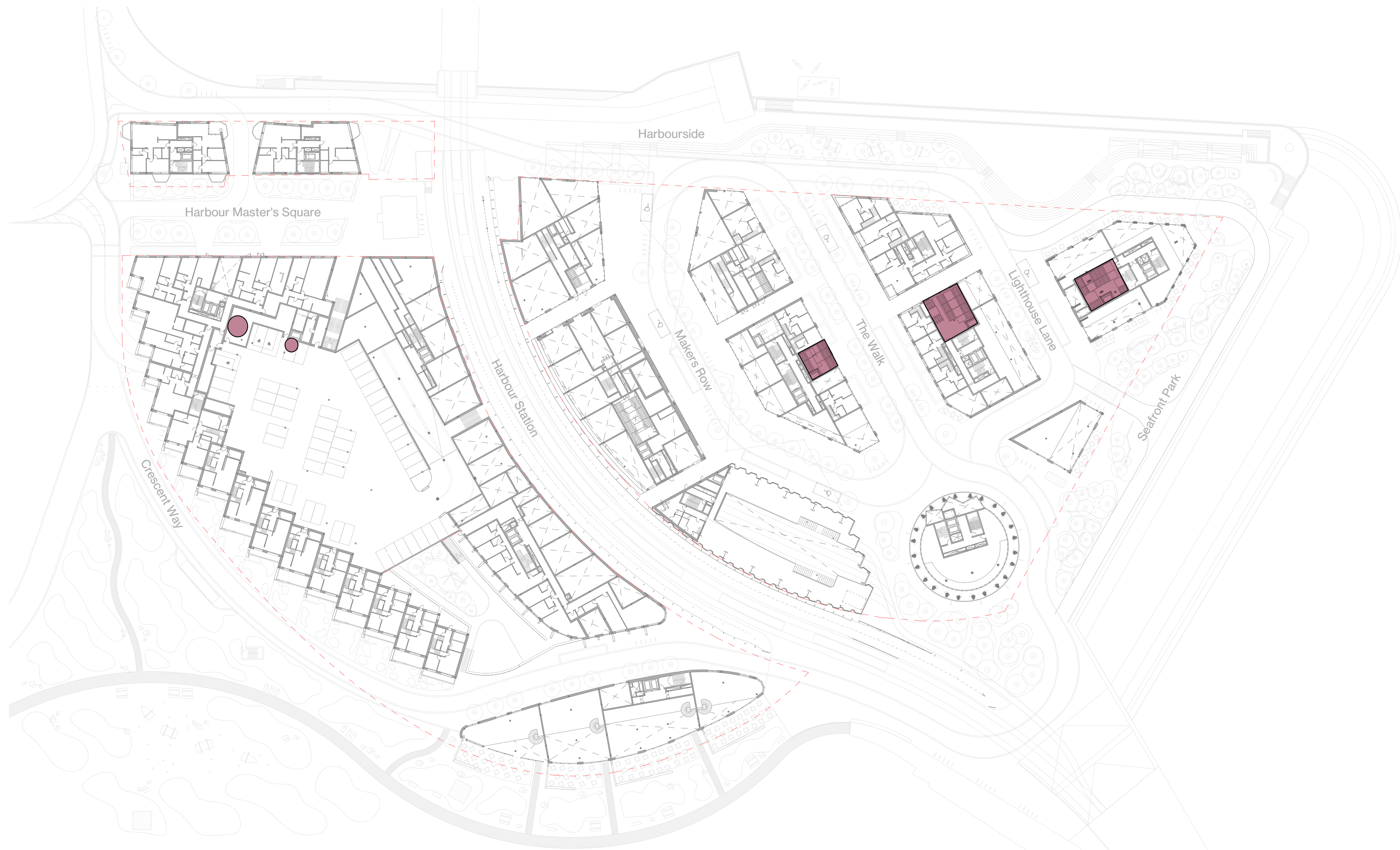


- Public cycle sheffield stands
- Commercial staf long stay cycle store
- Residential cycle store
- Residential mobility scooters & family cycle store

**Fig9.6.2**  
Ground floor plan

### Cycle Store - Mezzanine Level

At mezzanine level there is residential bike storage accessible via cores to units.



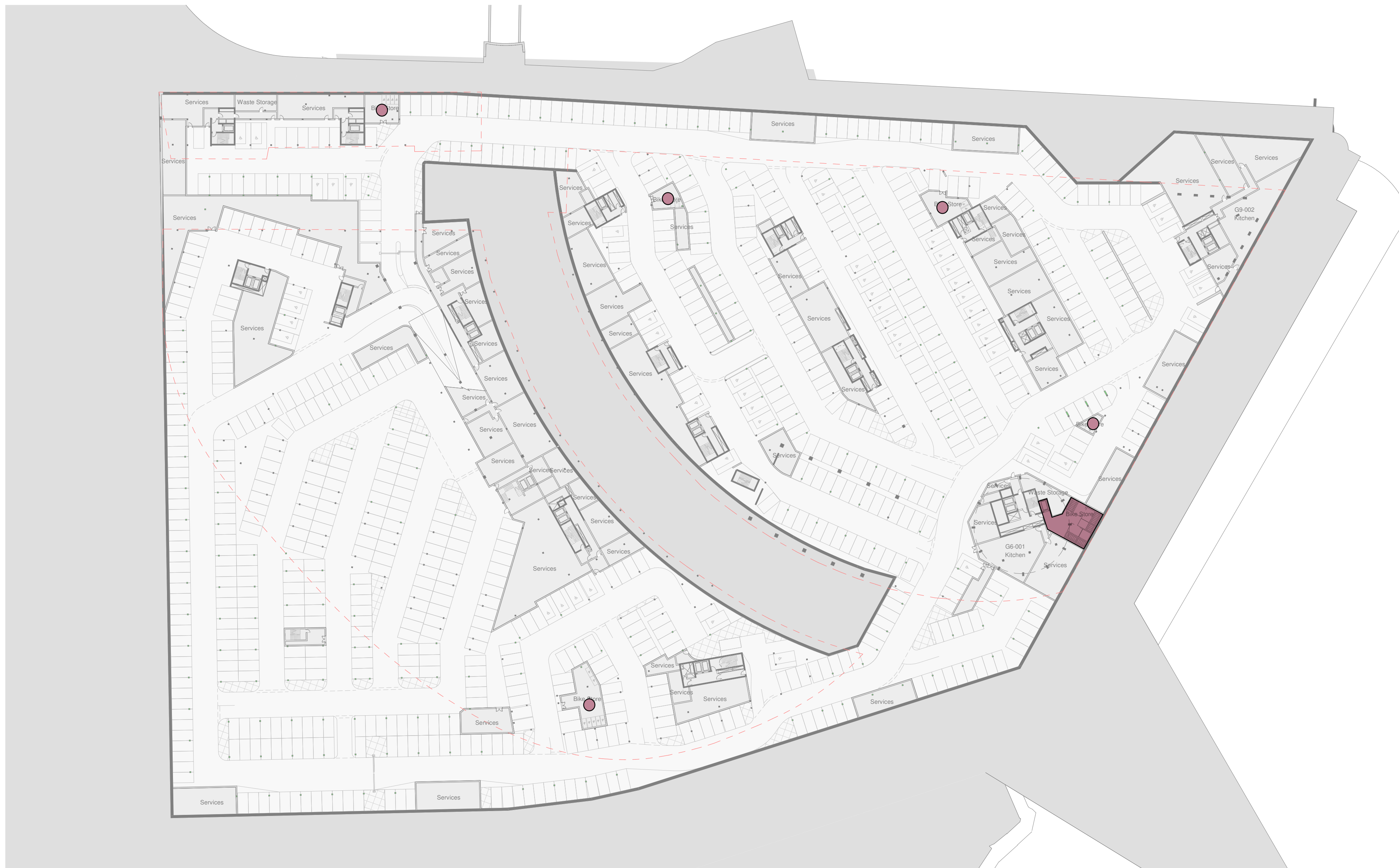
- Public cycle sheffield stands
- Commercial staff long stay cycle store
- Residential cycle store
- Residential mobility scooters & family cycle store

**Fig 9.6.3**  
Mezzanine floor plan

### Cycle Store - Basement Level

On the basement level there is storage for mobility bikes, scooters and family bikes.

- Public cycle sheffield stands
- Commercial staf long stay cycle store
- Residential cycle store
- Residential mobility scooters & family cycle store



**Fig9.6.4**  
Basement plan

9.7

**Waste Strategy - Basement Level**

Residential Waste Collection

- The council currently operates a fortnightly collection of all waste streams. Residual and organics are collected on alternate weeks, typically on the same day and by different vehicles (rear loader refuse vehicles). Mixed recyclables and paper/card are also collected on alternate weeks, on split-body rear loaders.

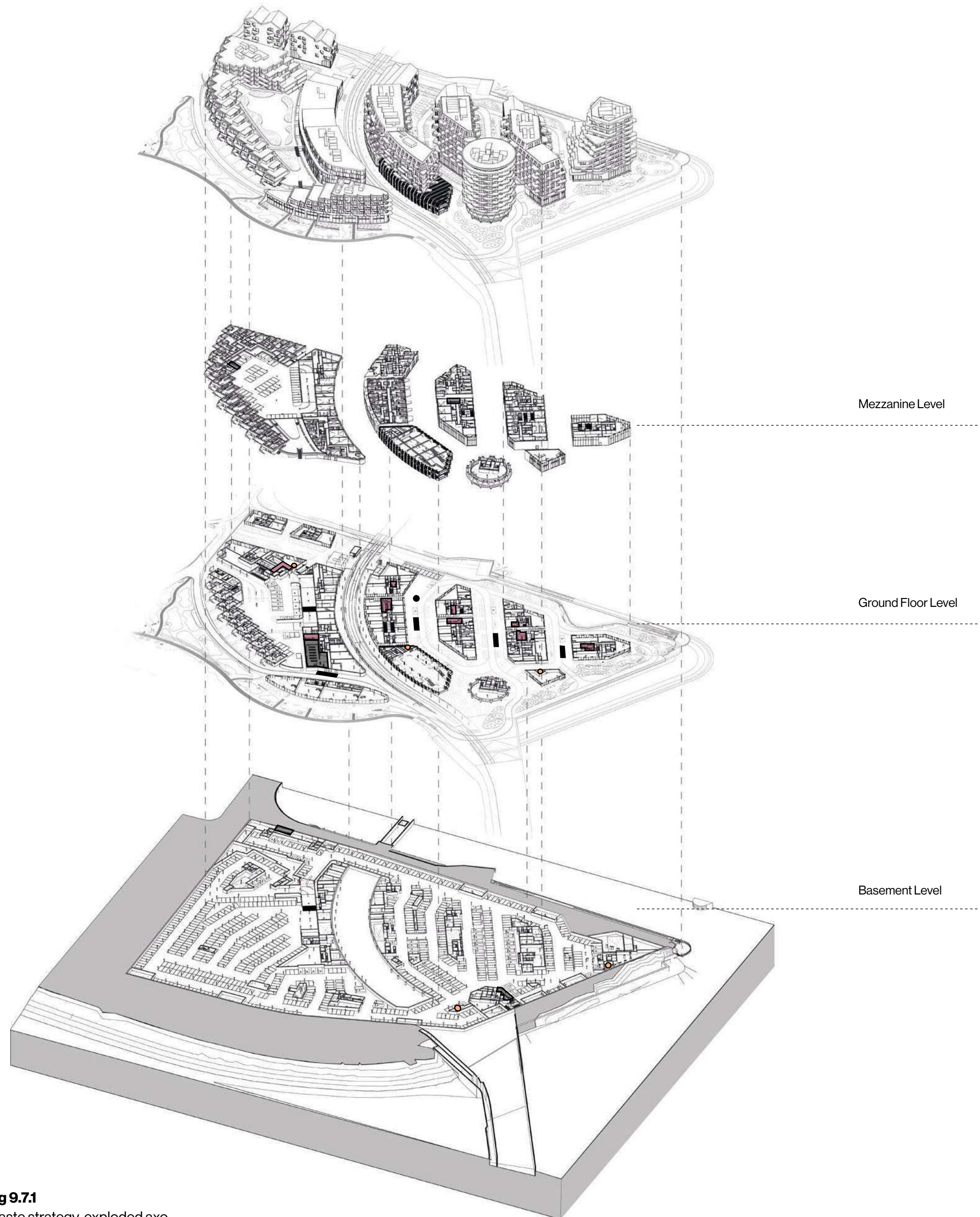
- All units within the Harbour Plots will incorporate space for the segregation of waste into the four streams currently collected by the council. This could be in the form of a number of small receptacles within a kitchen cupboard or similar.

- Within the site, waste collection for residential properties will be undertaken at various pick up points. It will not be possible for all bin stores to be located within 10m of a vehicle route, particularly where the car park is located within Plot F. Therefore, an on-site management strategy will be put in place to transfer bins to central collection points as required.

Commercial Waste Collection

- It is anticipated that waste from each of the individual commercial units will be deposited by occupants into local commercial bin stores provided across the masterplan. The facilities management team will then transfer the waste to a combined commercial bin store located in Plot F Building 3 for compaction and storage prior to it being removed by a waste collection company.

- Loading bays
- Residential waste storage
- Commercial waste storage



**Fig 9.7.1**  
Waste strategy exploded axo










### Waste Strategy - Ground Floor

Residential and commercial waste is stored in several locations on the ground level. There are a number of loading bays along service access routes to collect the waste across the site.



F1 Building 1&2 waste storage










F3 & F1 TH waste storage

-  10 m Waste drag distance
-  Loading bays
-  Waste collection on the road
-  Waste collection routes
-  Residential waste transfer
-  Commercial waste transfer
-  Interim commercial waste storage
-  Commercial waste storage
-  Residential waste storage

**Fig 9.7.2**  
Ground floor plan

### Waste Strategy - Mezzanine Level

There are two residential waste storage areas at mezzanine level.










-  10 m Waste drag distance
-  Loading bays
-  Waste collection on the road
-  Waste collection routes
-  Residential waste transfer
-  Commercial waste transfer
-  Interim commercial waste storage
-  Commercial waste storage
-  Residential waste storage

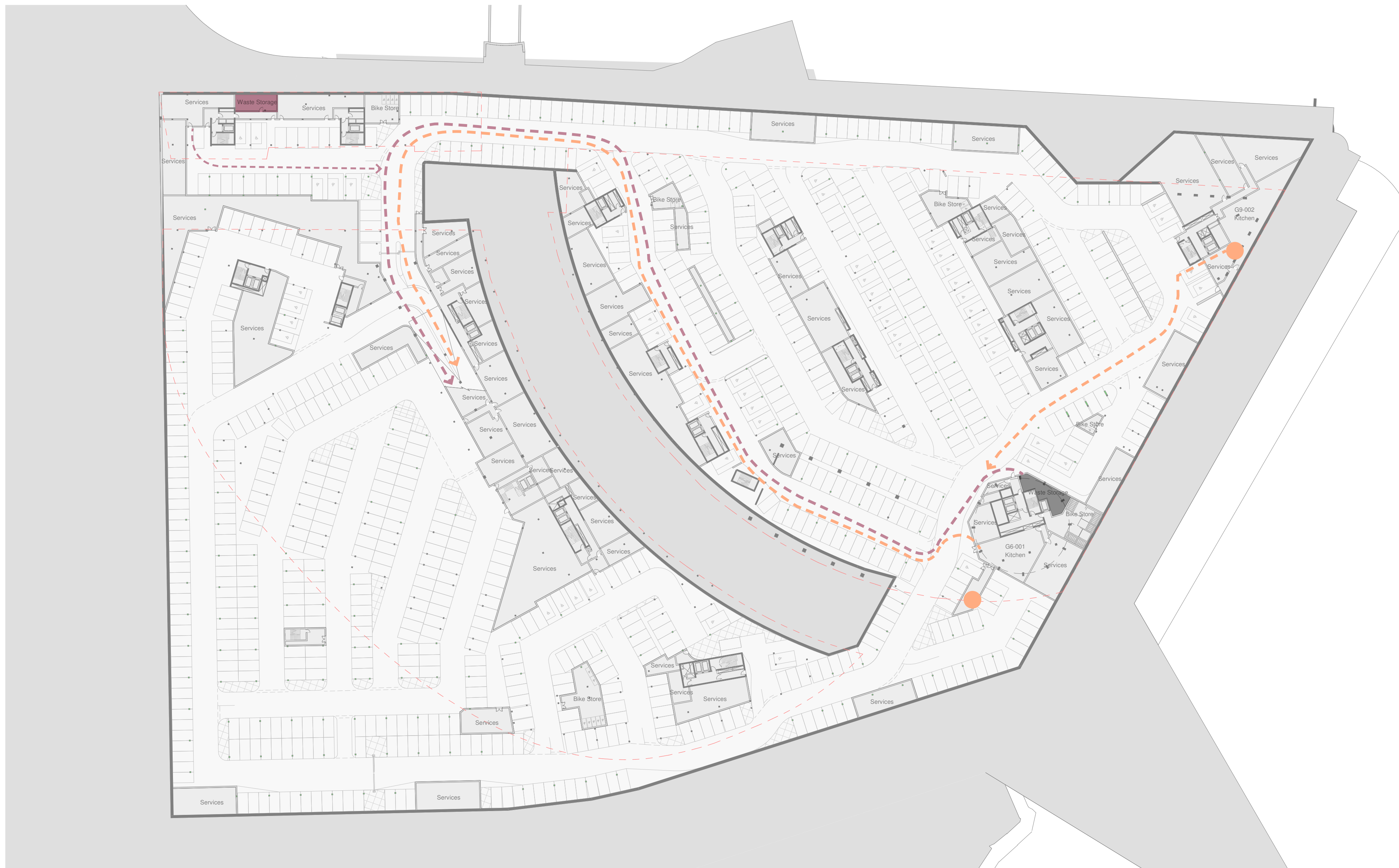


**Fig9.7.3**  
Mezzanine floor plan

### Waste Strategy - Basement Level

Residential and commercial waste is stored in several locations on the basement level. There is a residential waste transfer route between Plot F-1 and Plot G-1.

-  10 m Waste drag distance
-  Loading bays
-  Waste collection on the road
-  Waste collection routes
-  Residential waste transfer
-  Commercial waste transfer
-  Interim commercial waste storage
-  Commercial waste storage
-  Residential waste storage



**Fig 9.7.4**  
Basement plan

## Layout

Plot F-1

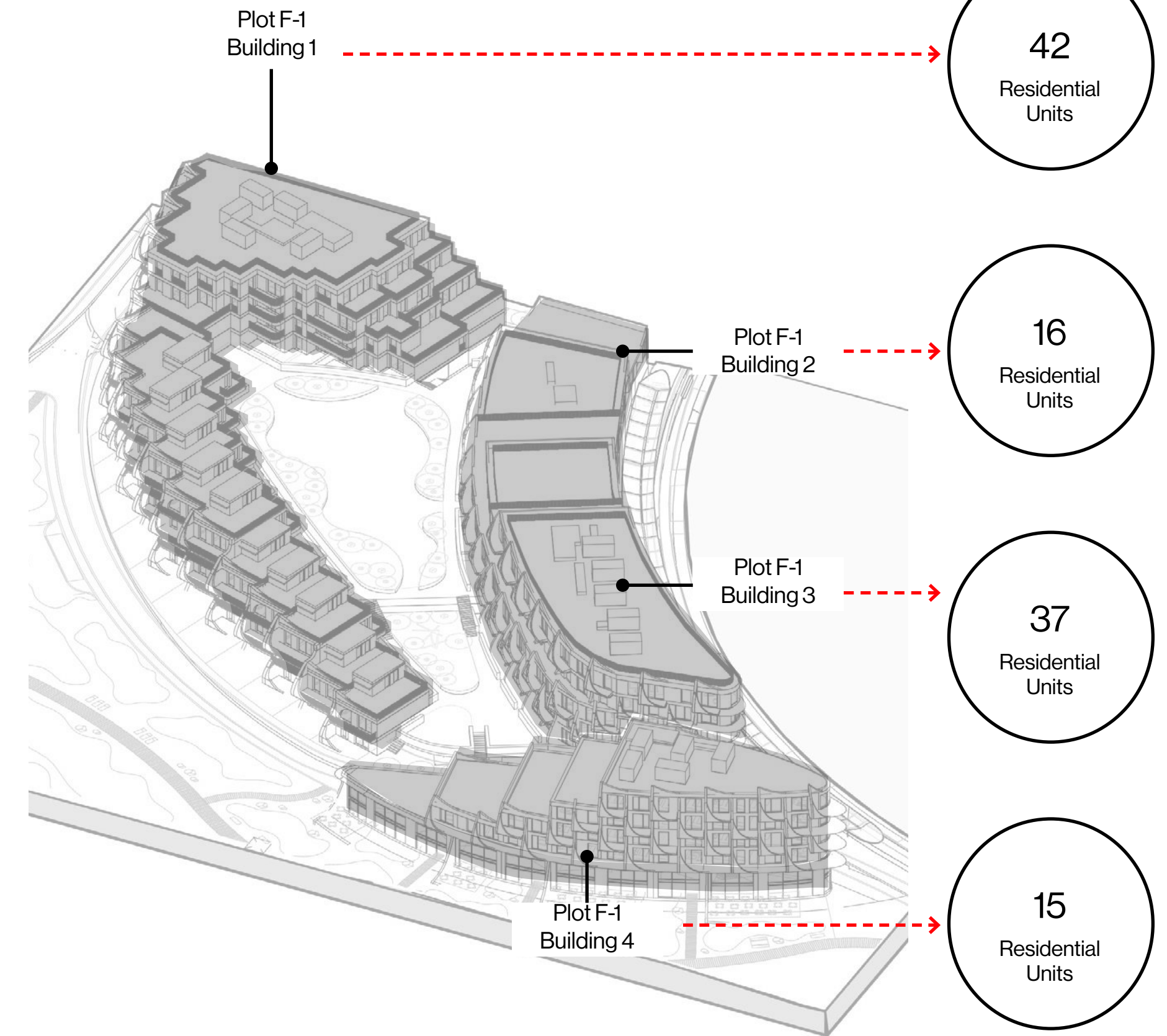
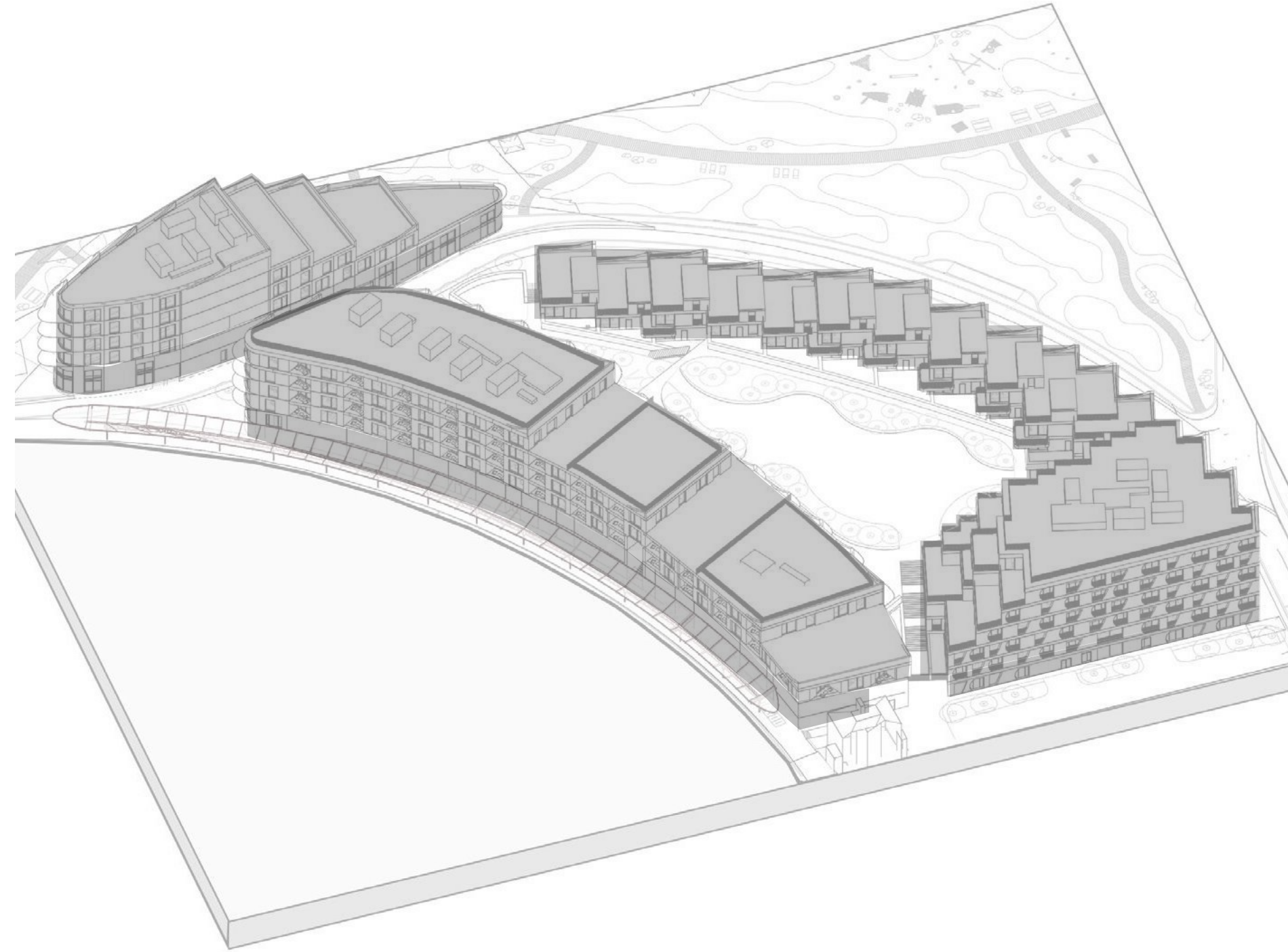
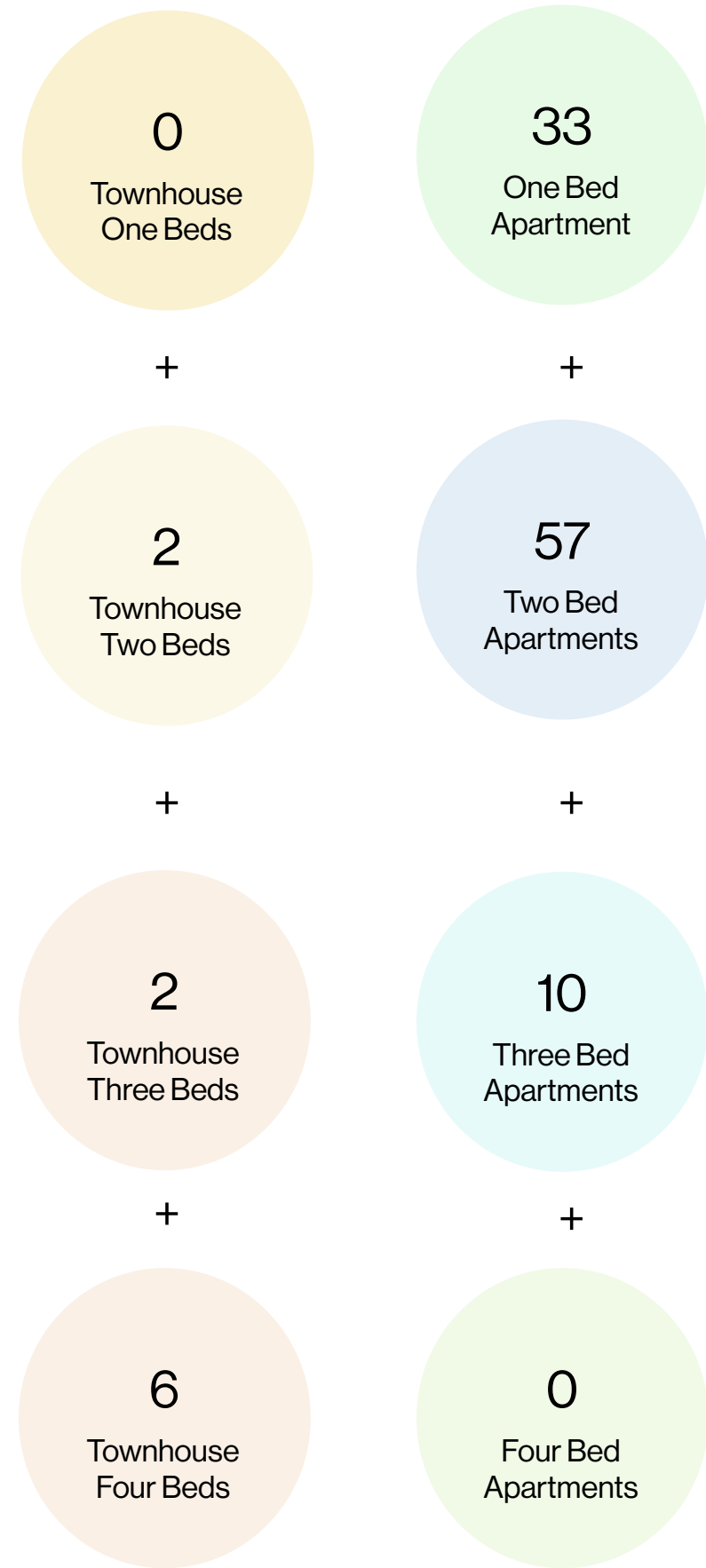
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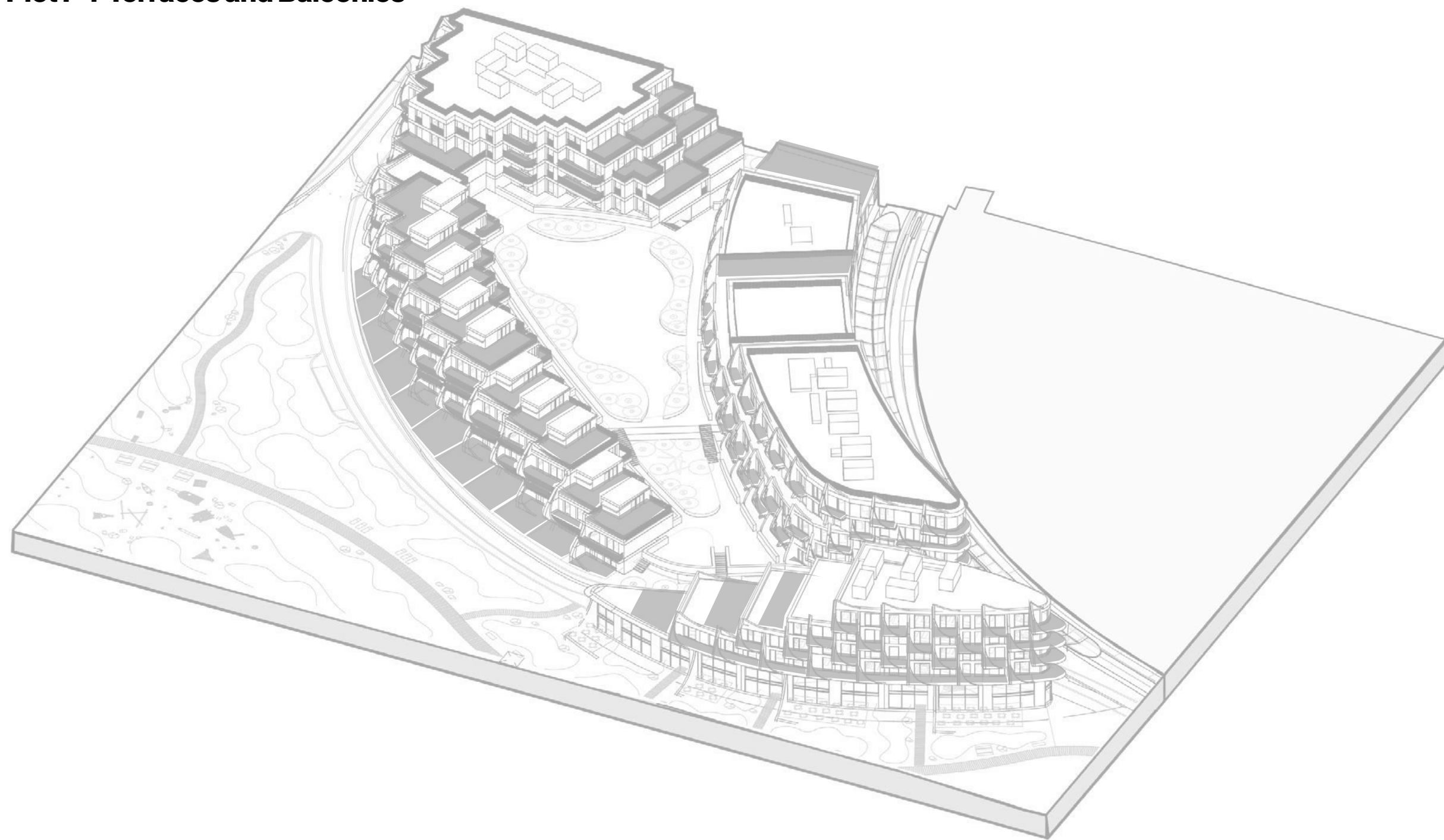
9.8

**Plot F-1 Unit Mix and Quantities**

Plot F-1 contains a variety of different residential unit types and sizes as well as large numbers of cycle spaces and private and communal storage rooms.



9.9  
**Plot F-1 Terraces and Balconies**



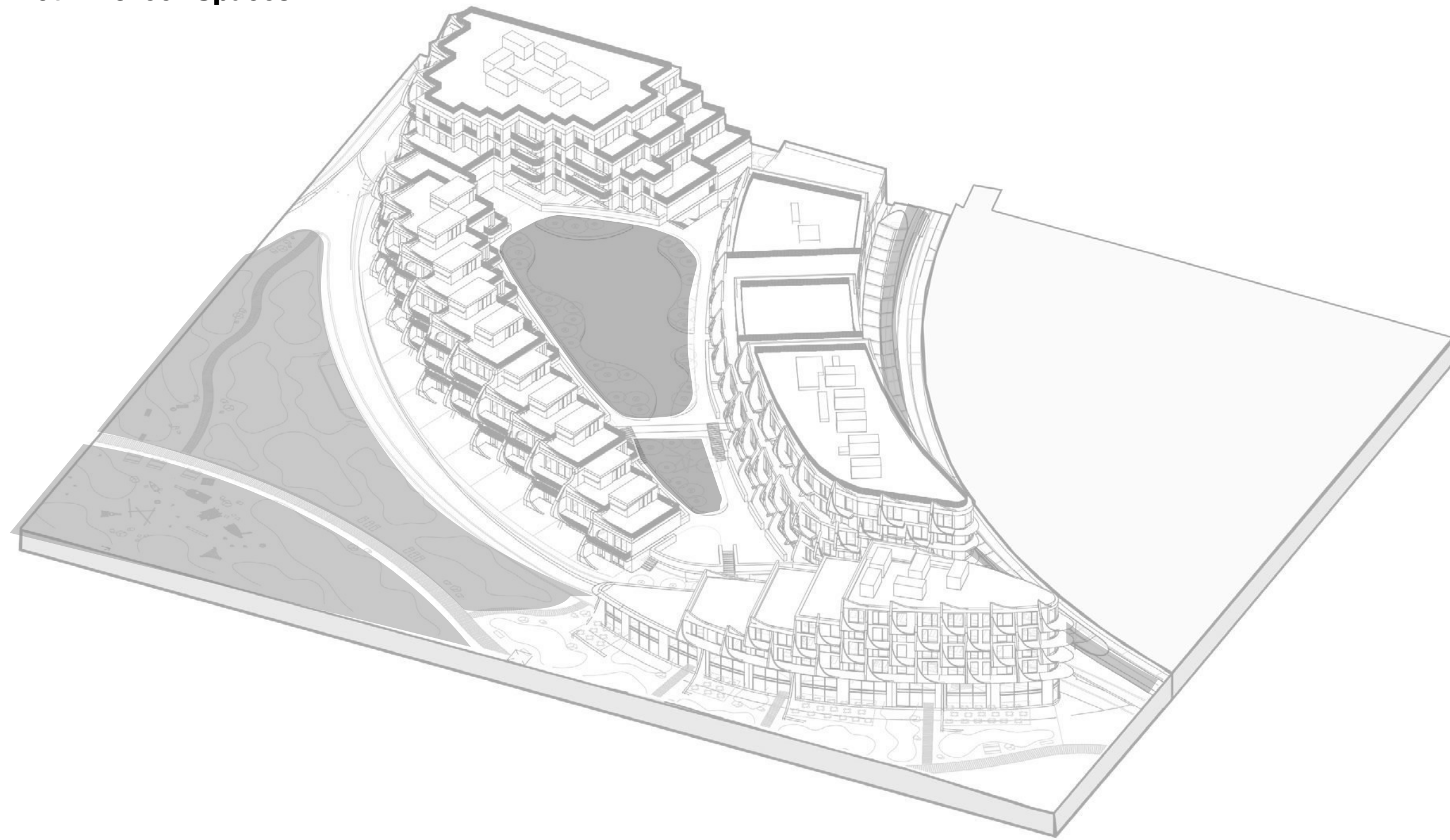
**Fig 9.18.1**  
Private Terraces and Balconies



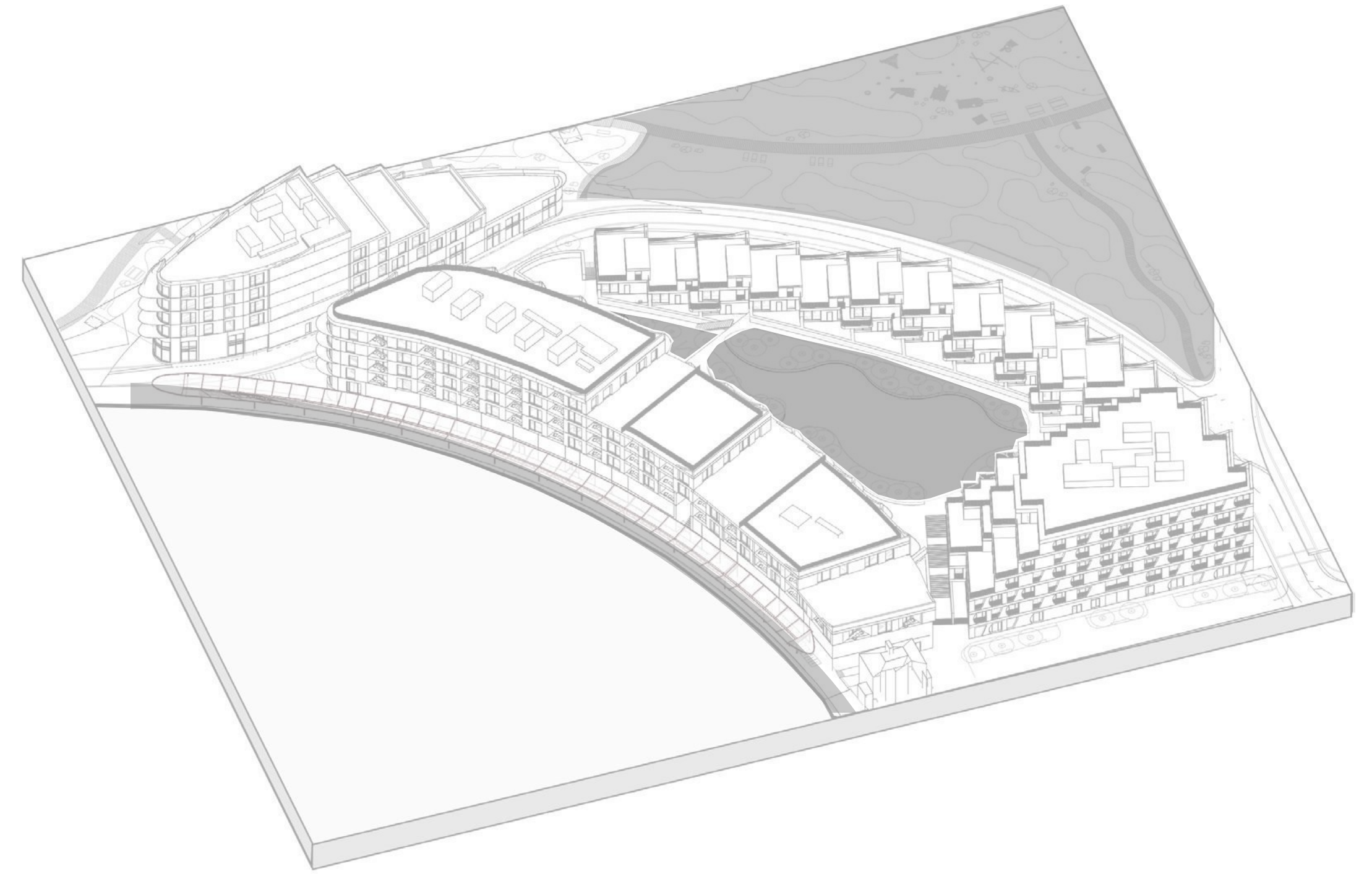
**Fig 9.18.2**  
Private Terraces and Balconies

■ Private Terraces and Balconies



9.10  
**Plot F-1 Green Spaces**



**Fig 9.10.3**  
Residents Green Space



**Fig 9.10.4**  
Residents Green Space

-  Public Accessible Green Space
-  Residents Green Space

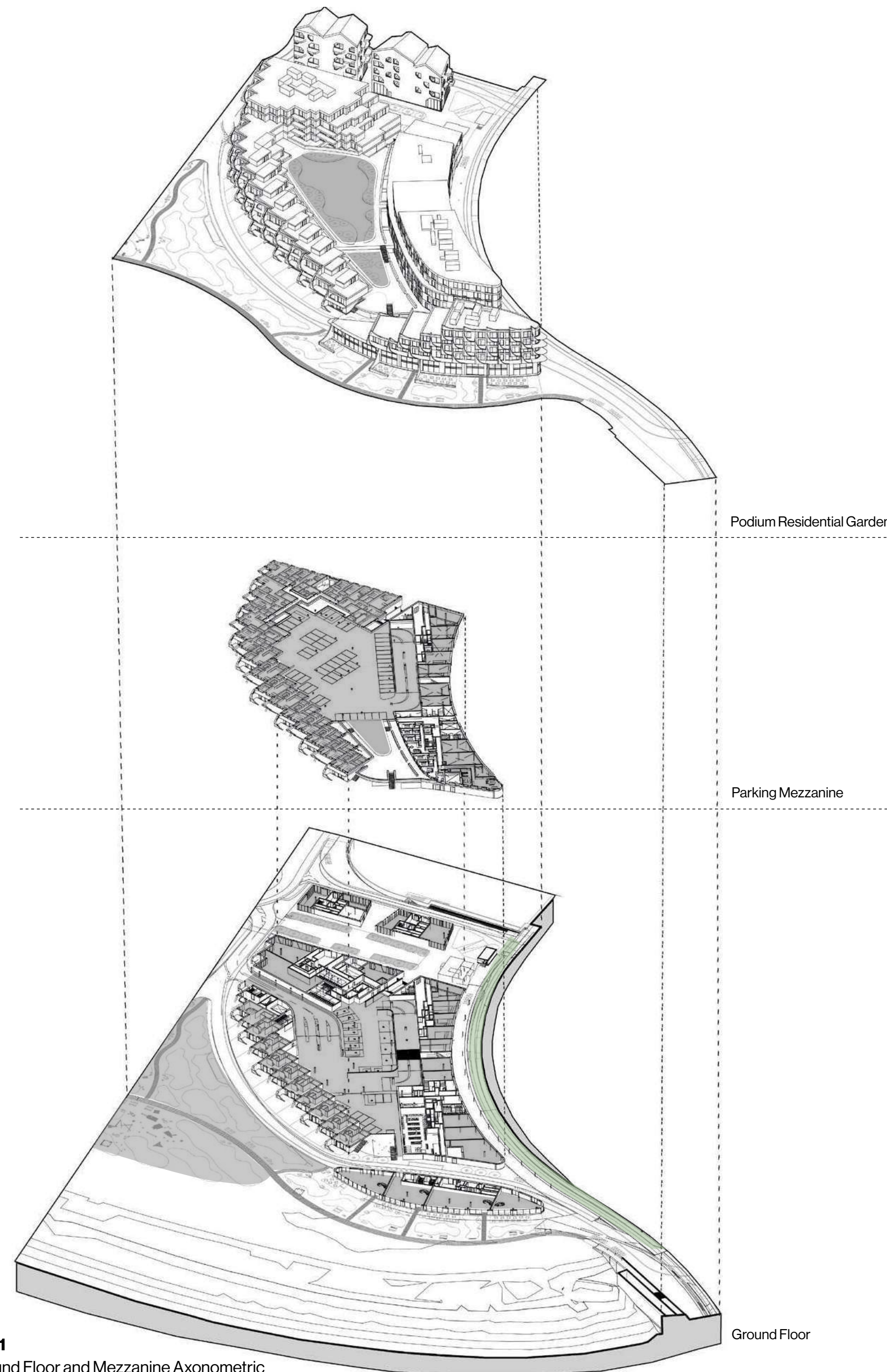
9.11

**Plot F-1 Ground Floor & Mezzanine**

The podium garden is accessible for all the harbour residents via three external stairs. Residents can also use the lifts and stairs of the surrounding buildings.

Units at podium level have a defensible area and direct access to the communal garden.

- Residential
- Commercial Uses
- Residential Green Space
- Public Accessible Green Space
- Car Parking



**9.10.1**  
Ground Floor and Mezzanine Axonometric

9.12

**Plot F-1 Ground Floor Plan**

The ground floor of Plot F-1 contains harbour management and residents amenities on the north facing Harbour Master's Square and the entrance level of the townhouses on the southwest.

On the northwest corner is the car park entrance for the whole harbour development including the basement and mezzanine, public and private spaces.

The Harbour Station side has retail units as well as access to the car park and the residents podium garden.

On building 4 of this plot is the Beachside commercial area consisting of bars and restaurants directly on the shingle.

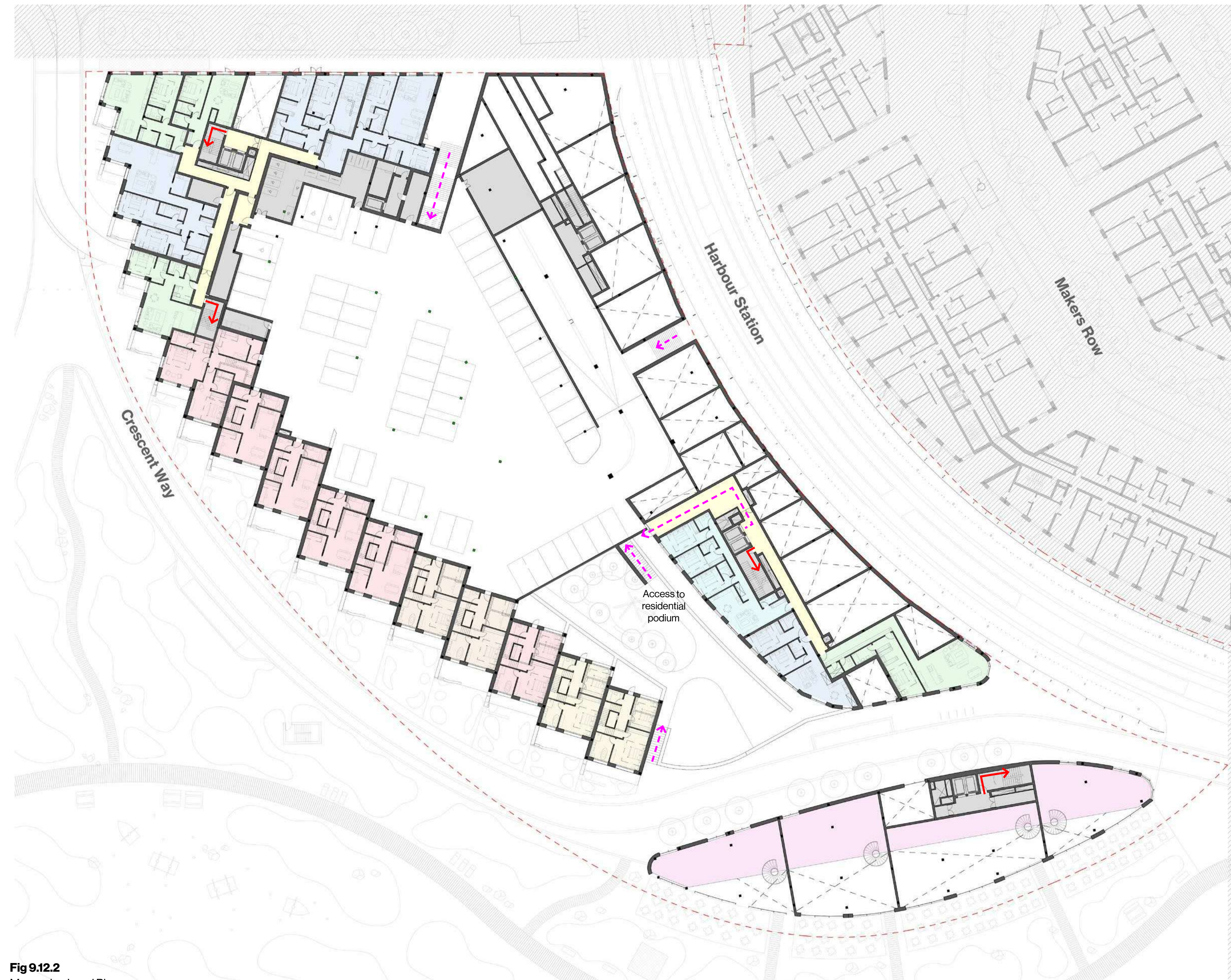
- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.12.1**  
Ground Floor Plan

**Plot F-1 Mezzanine Level Plan**

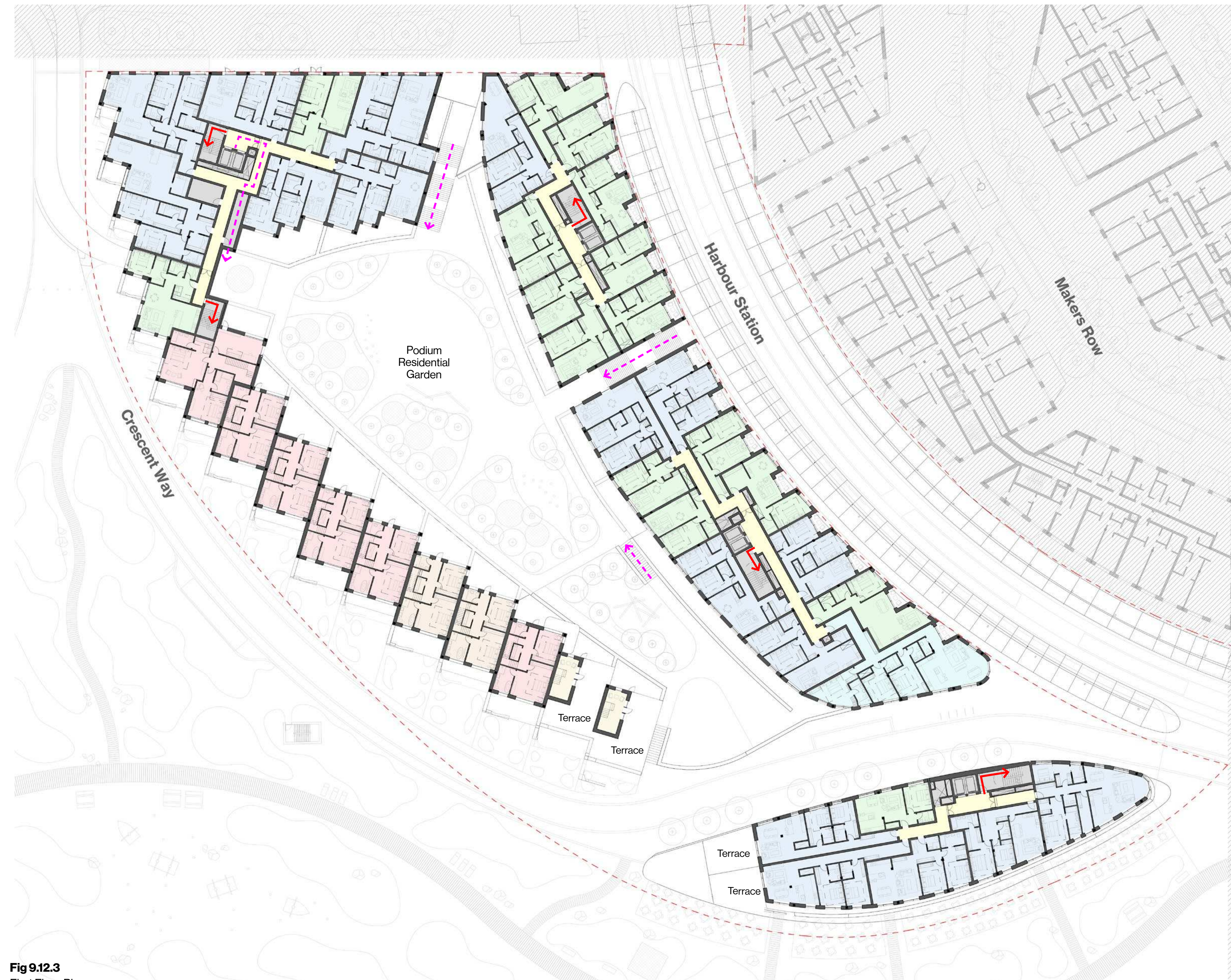
- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- ▶ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.12.2**  
Mezzanine Level Plan

**Plot F-1 First Floor Plan**

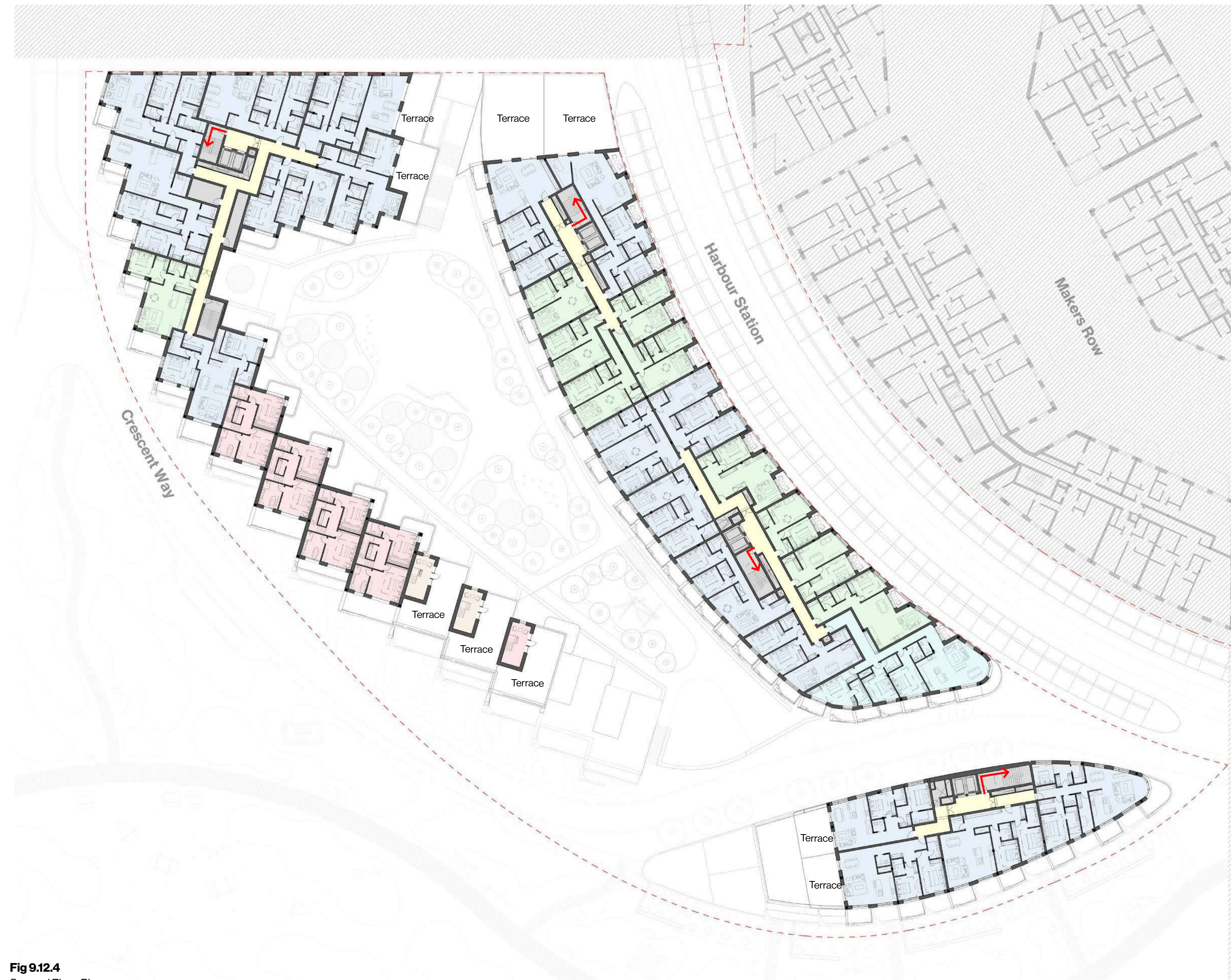
- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- ▶ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.12.3**  
First Floor Plan

**Plot F-1 Second Floor Plan**

- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.12.4**  
Second Floor Plan



**Plot F-1 Third Floor Plan**

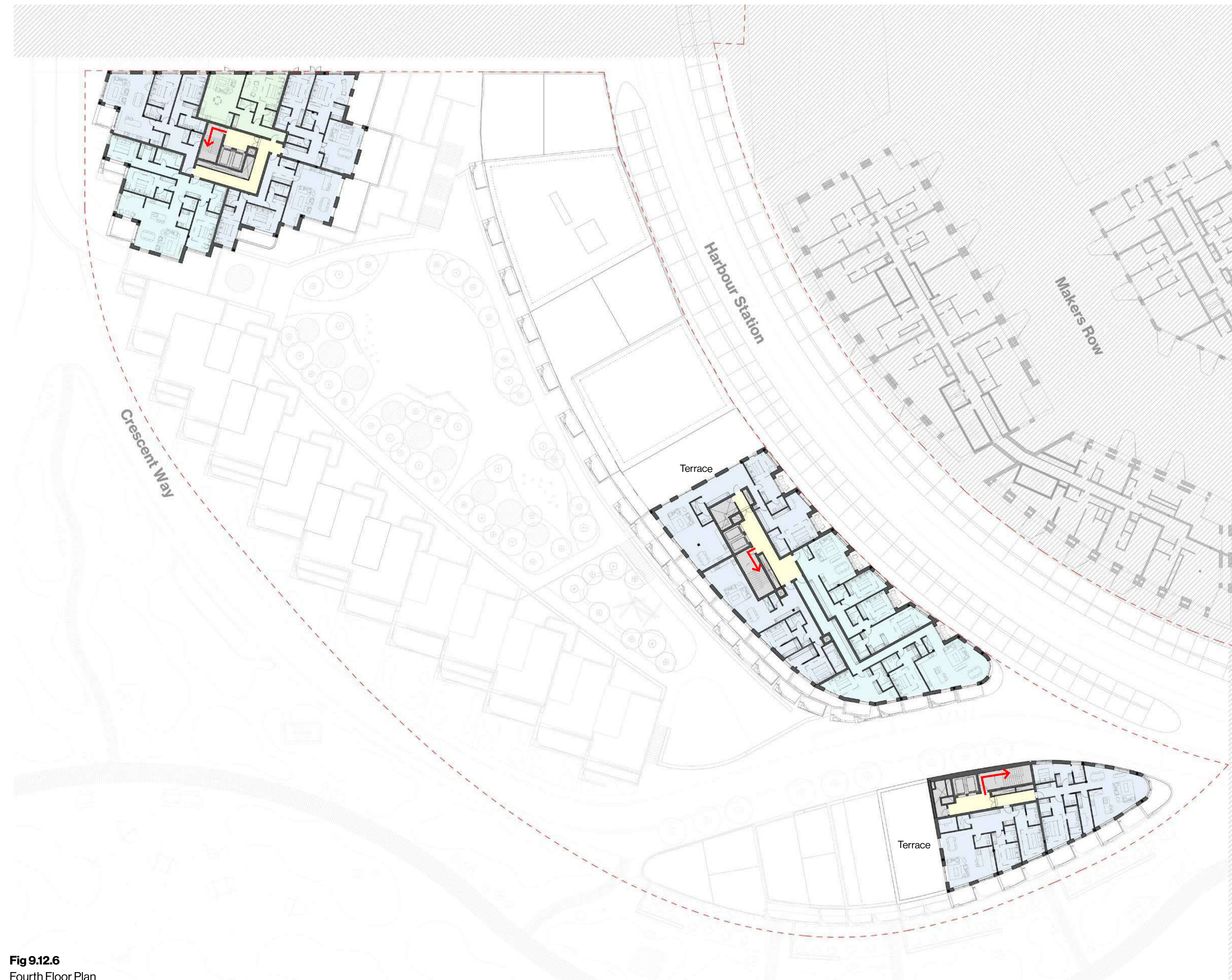
- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Fig 9.12.5**  
Third Floor Plan



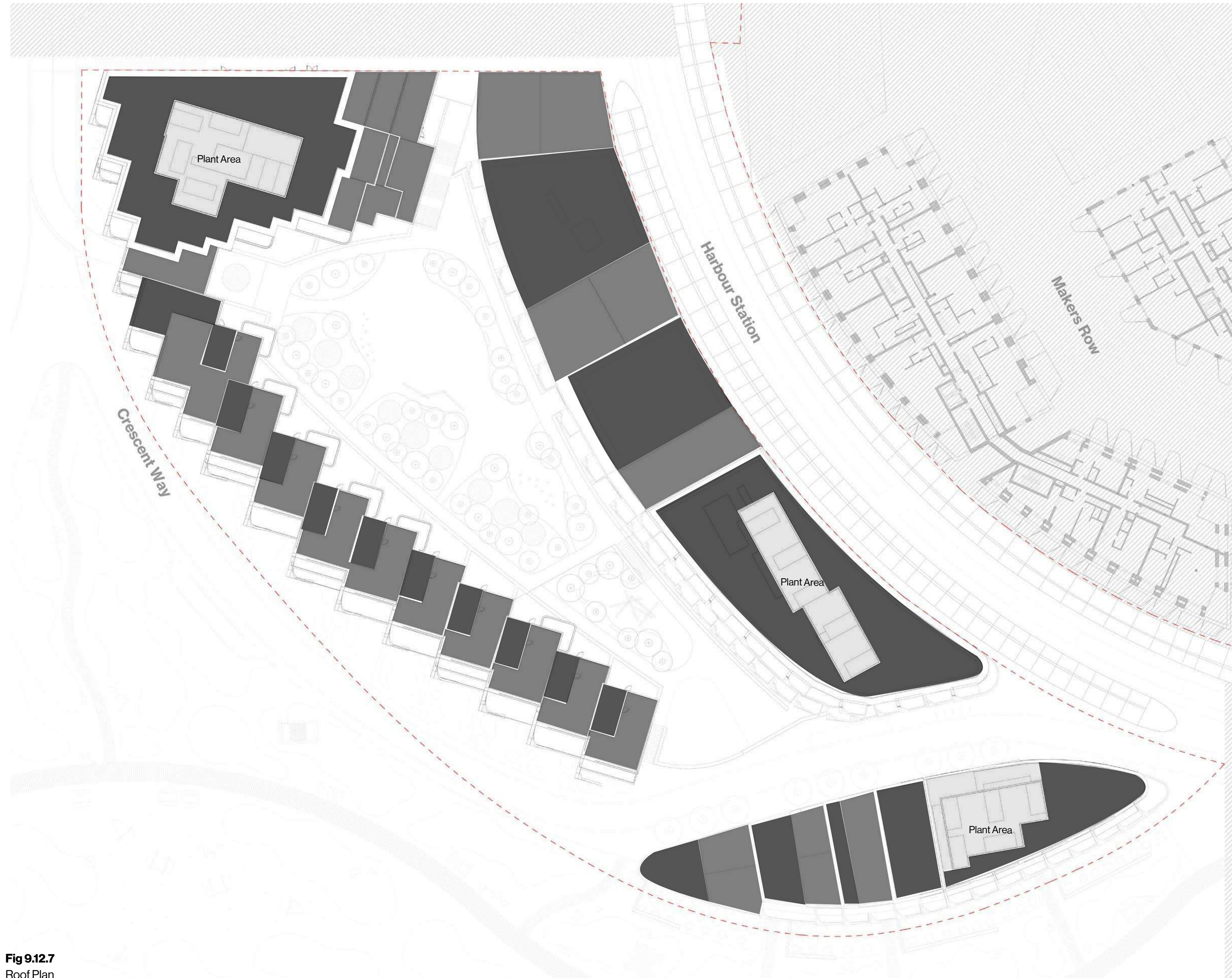
**Plot F-1 Fourth Floor Plan**

- Plot Boundary
- ◀---▶ Access to the car parking
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.12.6**  
Fourth Floor Plan

**Plot F-1 Roof Plan**



**Fig 9.12.7**  
Roof Plan

## 7.0 Site-wide Strategies

### 7.19 Tree Strategy

The tree species proposed for the Harbour Plan will be selected based on their aesthetic properties, their suitability to microclimate, and their ability to support biodiversity.

The Seafront Park will contain a combination of evergreen and deciduous tree with a more wild character. These trees are in a particularly exposed location, and will need to be well adapted to the salt-laden winds.

The streets and public realm areas will use species which have a 'standard' form, with clear stems allowing for clear site lines and clutter-free ground plane.

The Residential Garden will include more multistem trees and smaller shrubs with a more gardenesque character.

The Harbour Master's Square will include shade-tolerant species adapted to the lower light levels in this location.

The species palettes on the following pages provide an indication of species that may be used.

#### LEGEND

- Street trees
- Garden Square trees
- Seafront Park trees
- Residential Garden trees



Figure 88. Tree strategy diagram



## 7.0 Site-wide Strategies

### 7.20 Street Trees Palette

*Alnus glutinosa*

N D PP

*Pinus nigra*

E

*Carpinus betulus*

N D PP

*Quercus ilex*

E

*Hippophae salicifolia* 'Robert'

D PP

*Ulmus* 'Cloud Corky'

D PP

STREET TREES



*Alnus glutinosa*



*Pinus nigra*



*Carpinus betulus*



*Quercus ilex*



*Hippophae salicifolia* 'Robert'



*Ulmus* 'Cloud Corky'

N Native species

E Evergreen

SE Semi-Evergreen

D Deciduous

PP Plants for Pollinators

## 7.0 Site-wide Strategies

### 7.21 Resident's Garden Tree Palette

Carpinus betulus (multistem)

N D PP

Acer campestre

N D PP

Genista aetnensis

D PP

Pinus sylvestris (multistem)

N E

Tamarix tetrandra

D PP

Cercis siliquastrum

D PP

Hippophae rhamnoides

N D PP

Betula nigra

D

Euonymus europaeus

N D PP

Cretaegus laevigata

D PP

#### RESIDENT'S GARDEN TREES



*Carpinus betulus (multistem)*



*Acer campestre (multistem)*



*Genista aetnensis*



*Pinus sylvestris (multistem)*



*Tamarix tetrandra*



*Cercis siliquastrum*



*Hippophae rhamnoides*



*Betula nigra*



*Euonymus europaeus*



*Cretaegus laevigata*

N Native species

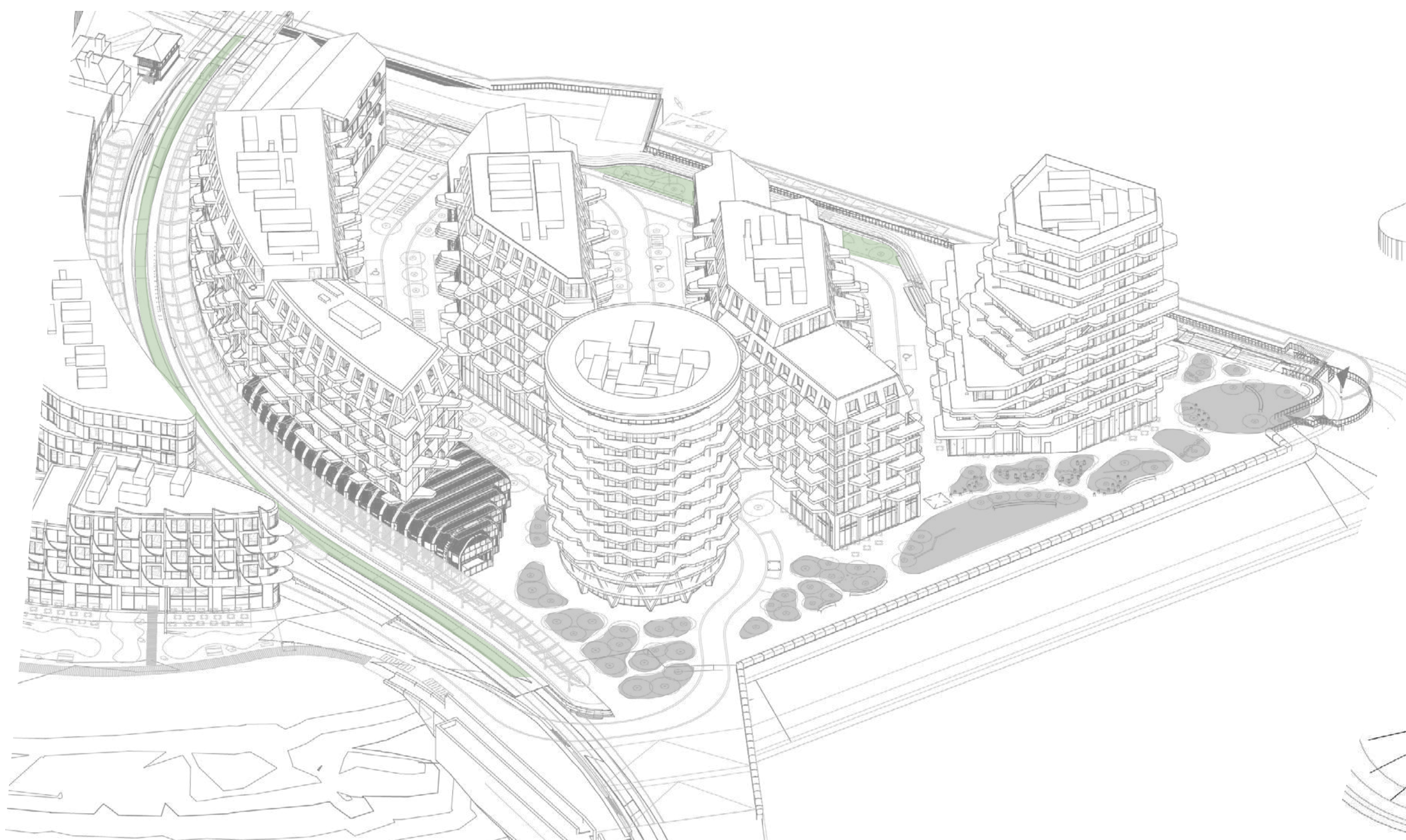
E Evergreen

SE Semi-Evergreen

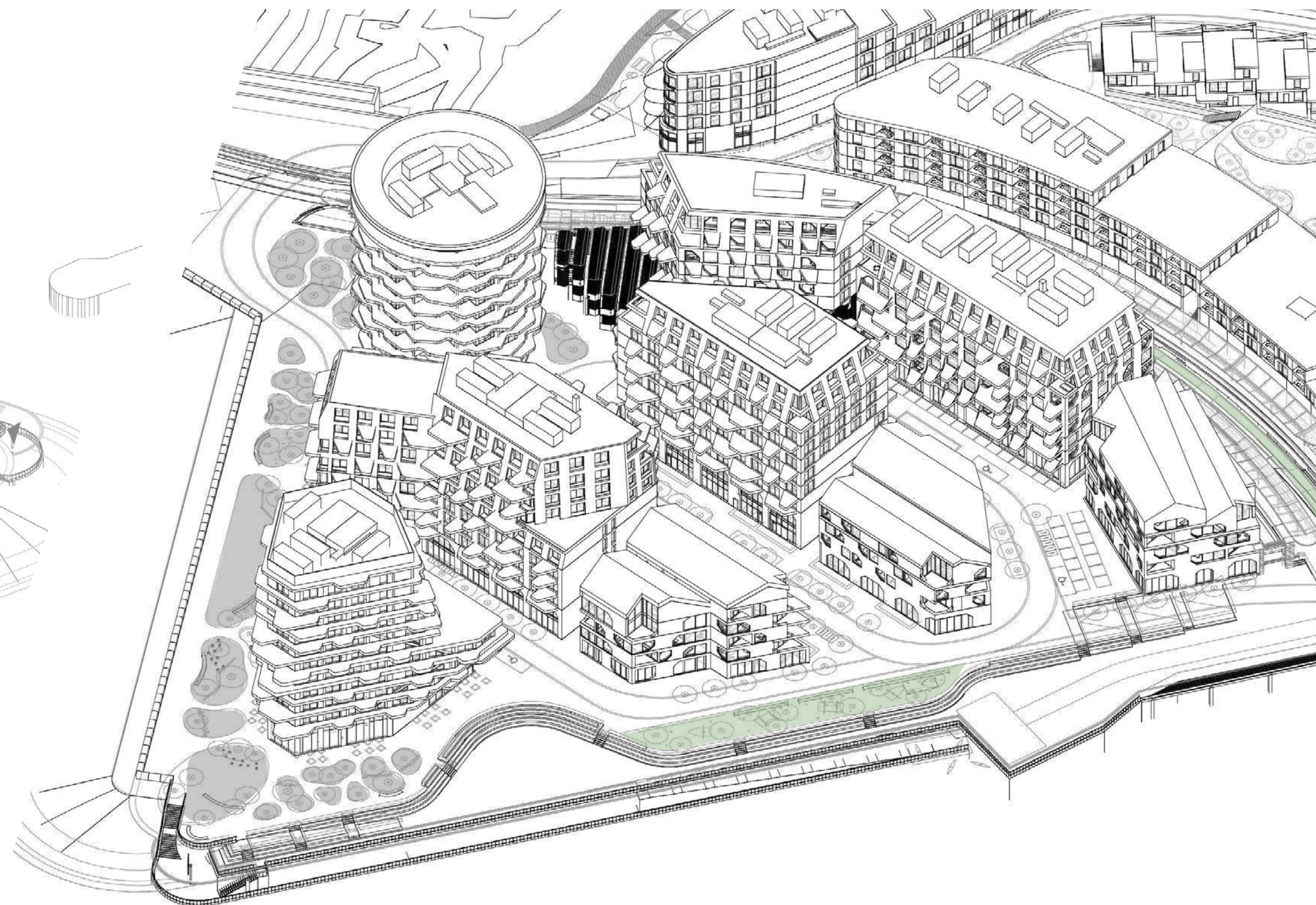
D Deciduous

PP Plants for Pollinators

9.17  
**Plot G-1 Green Spaces**



**Fig 9.17.1**  
Green Spaces



**Fig 9.17.2**  
Green Spaces

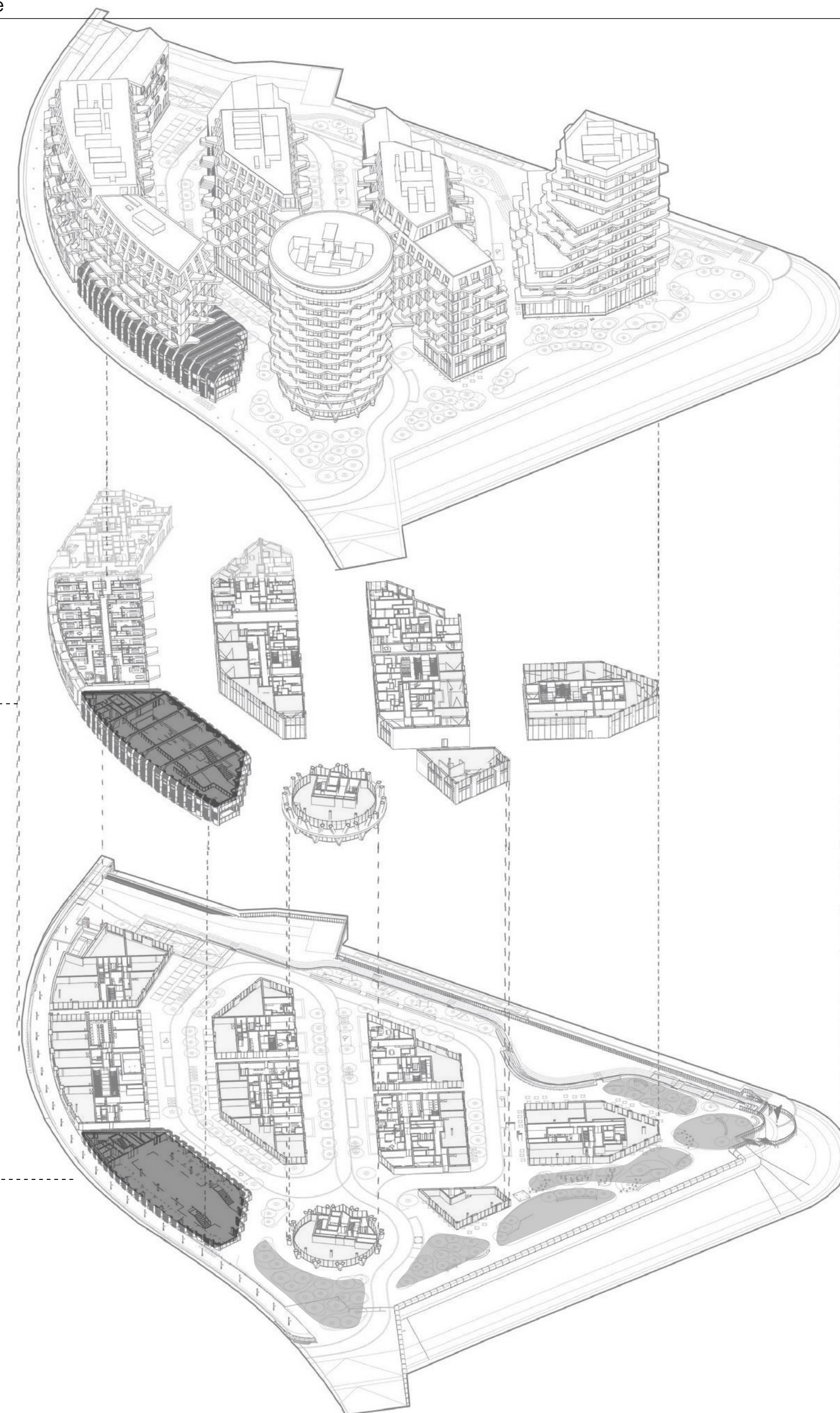
Publicly Accessible Green Spaces

9.18  
**Plot G-1 Ground Floor & Mezzanine**

- Commercial Units
- Goods Yard
- Viewing Platform
- Green Spaces

Mezzanine Floor

Ground Floor



**9.18.1**  
Commercial Spaces Axonometric



9.19

**Plot G-1 Ground Floor Plan**

The ground floor of Plot G-1 consists of a majority of commercial units with some residential lobbies, residential services and residential amenities and community spaces.

Harbour Station will house mainly smaller retail units with the new Goods Yard at its southern end, while Makers Row will have some larger, double-height units intended for light industrial, making and selling.

The Walk is a quieter street with mainly duplex residential units, bookended on one side by small commercial spaces.

Lighthouse Lane will house community spaces for residents.

On the ground of buildings 6, 8 & 9 there are larger restaurants with great sea views.

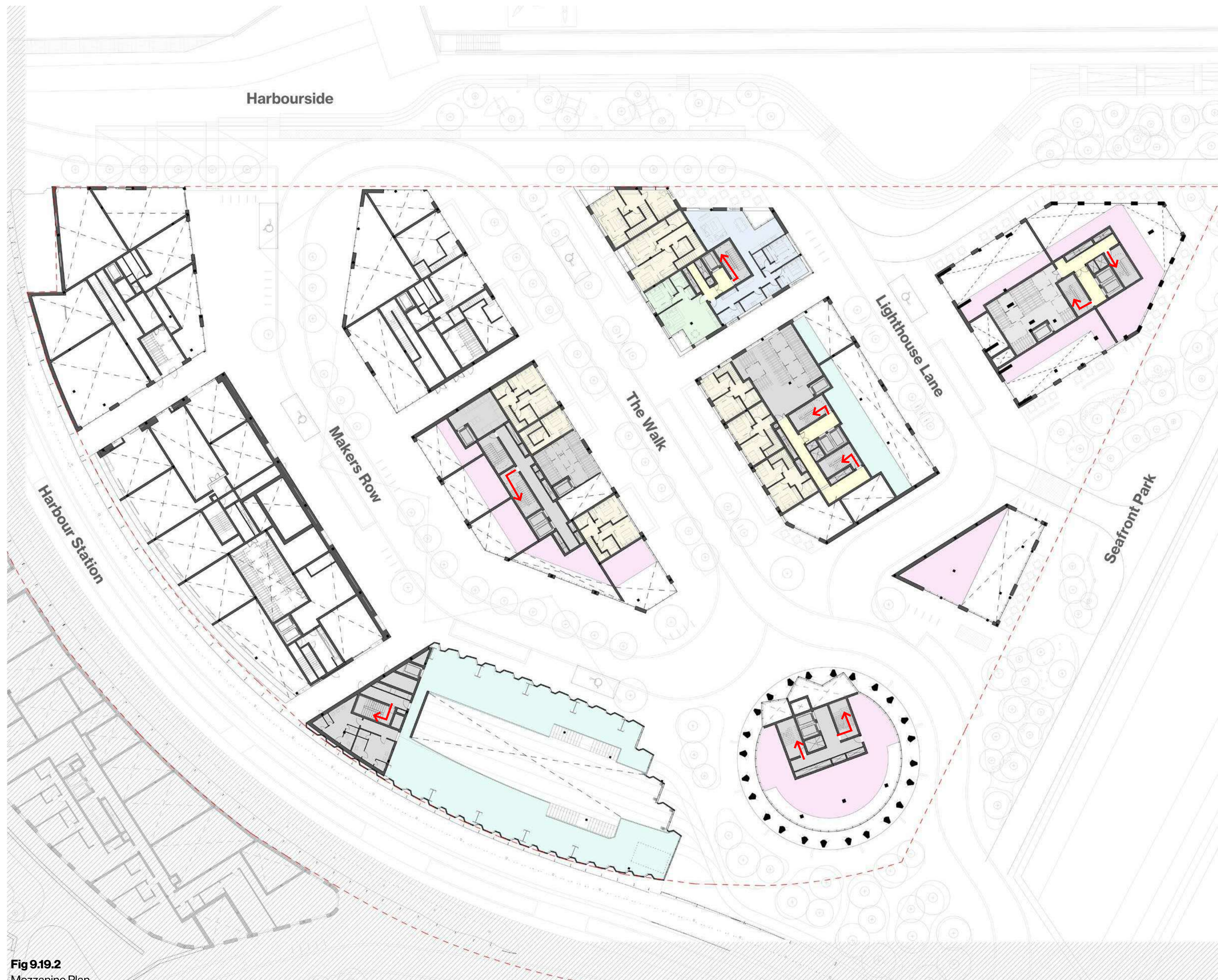
- Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.1**  
Ground Floor Plan

**Plot G-1 Mezzanine Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.2**  
Mezzanine Plan

**Plot G-1 First Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

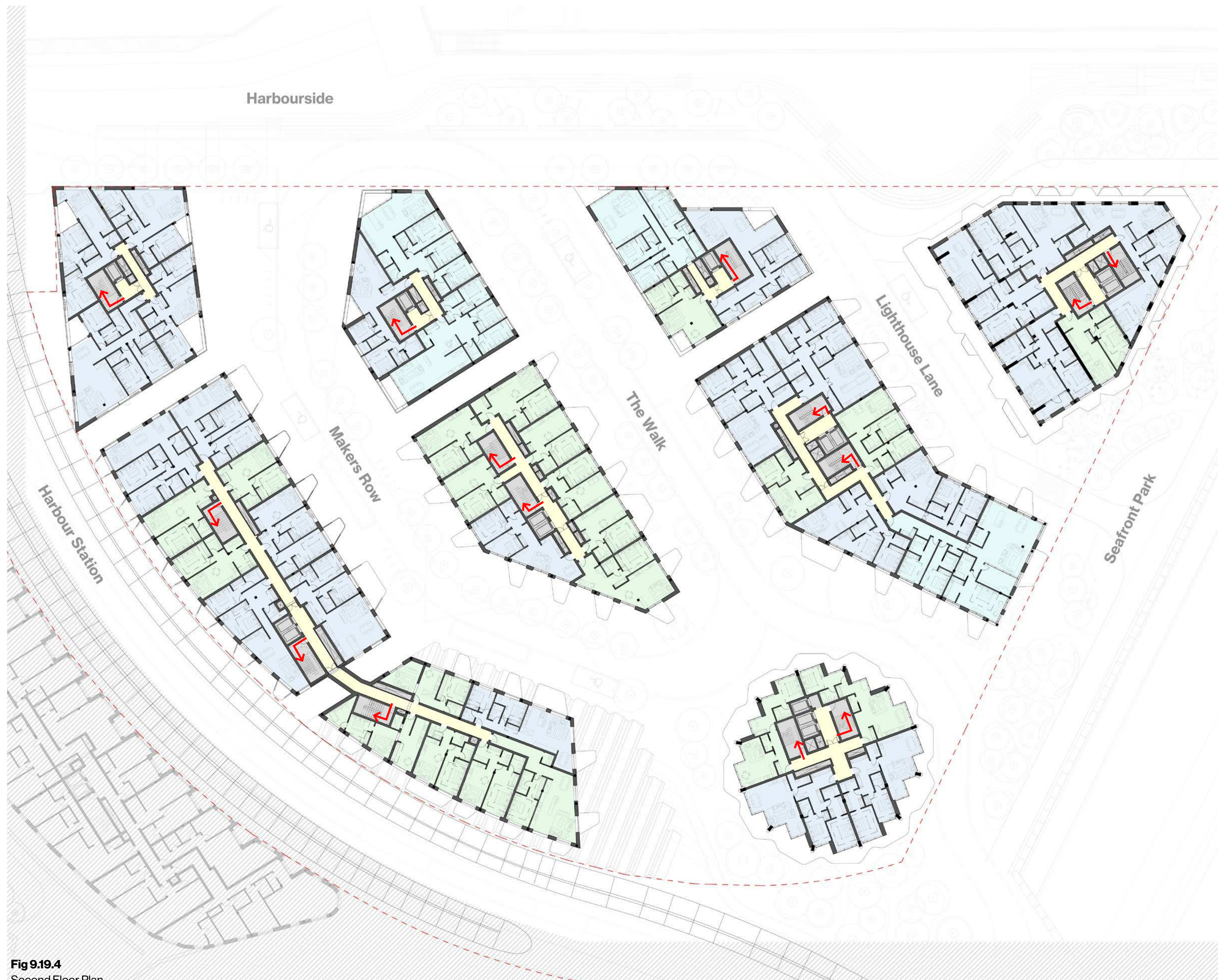


**Plot F1**  
**Refer to Drawing 1100-1110**

**Fig 9.19.3**  
 First Floor Plan

**Plot G-1 Second Floor Plan**

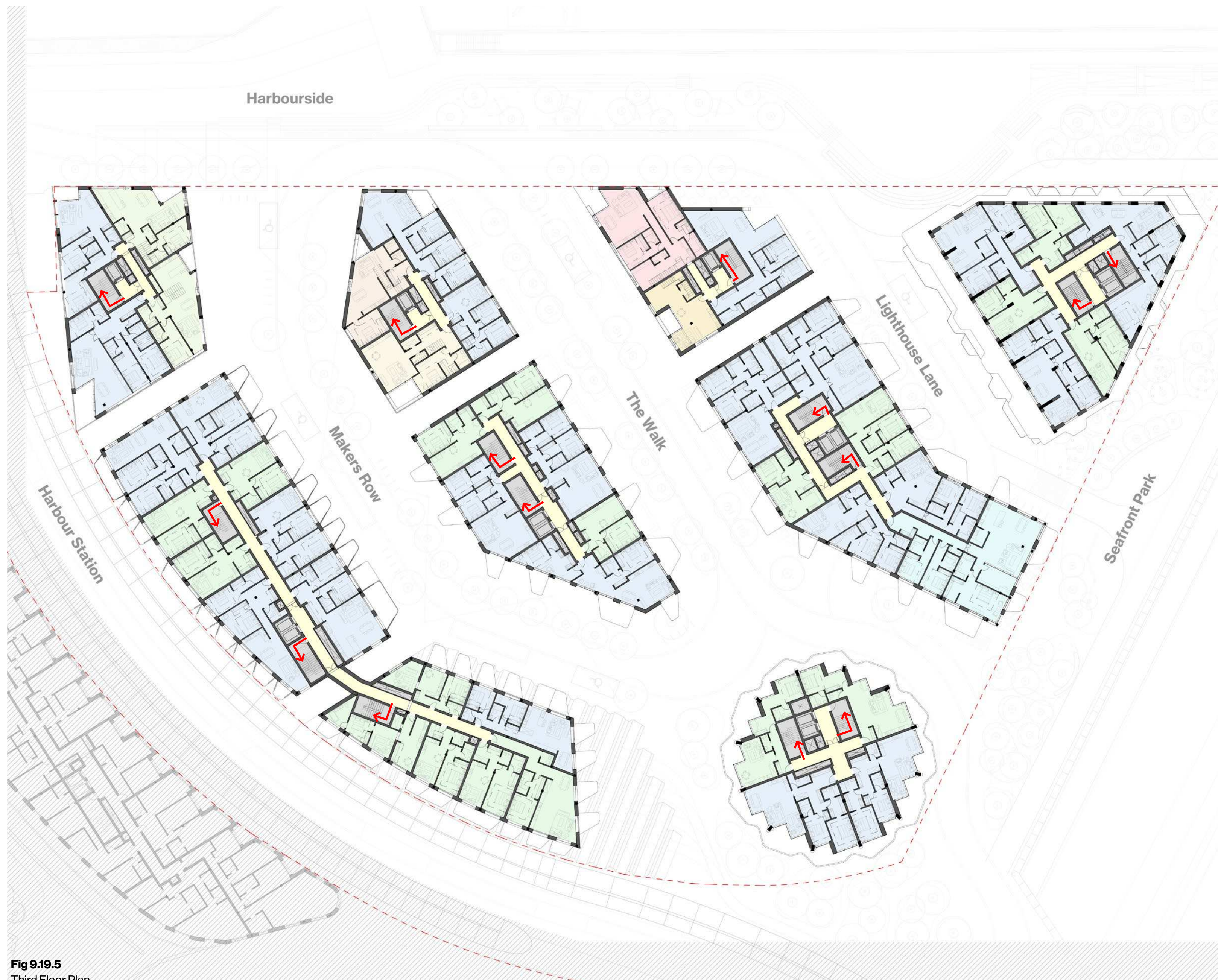
- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.4**  
Second Floor Plan

**Plot G-1 Third Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.5**  
Third Floor Plan

Plot G-1 Fourth Floor Plan

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

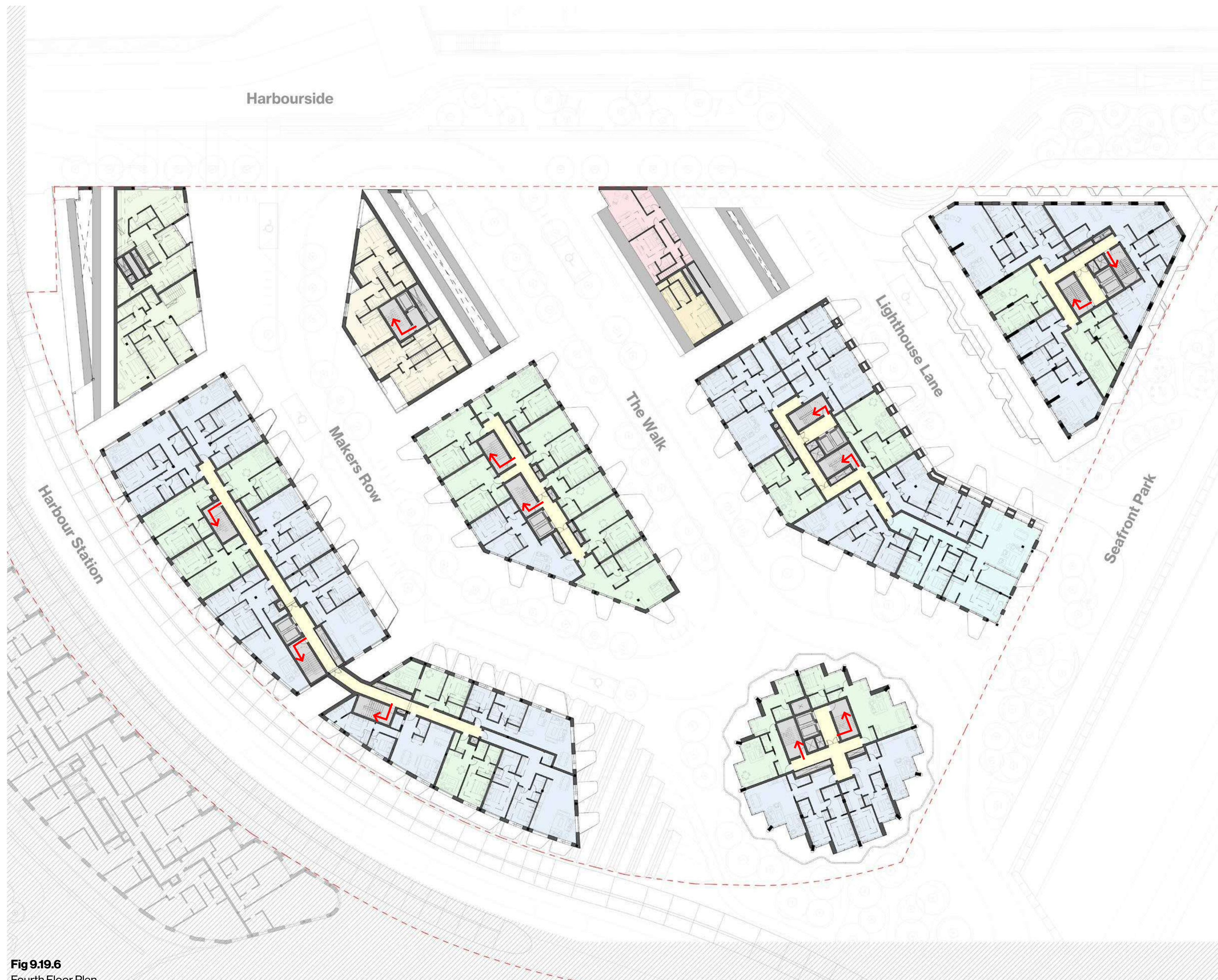


Fig 9.19.6 Fourth Floor Plan

**Plot G-1 Fifth Floor Plan**

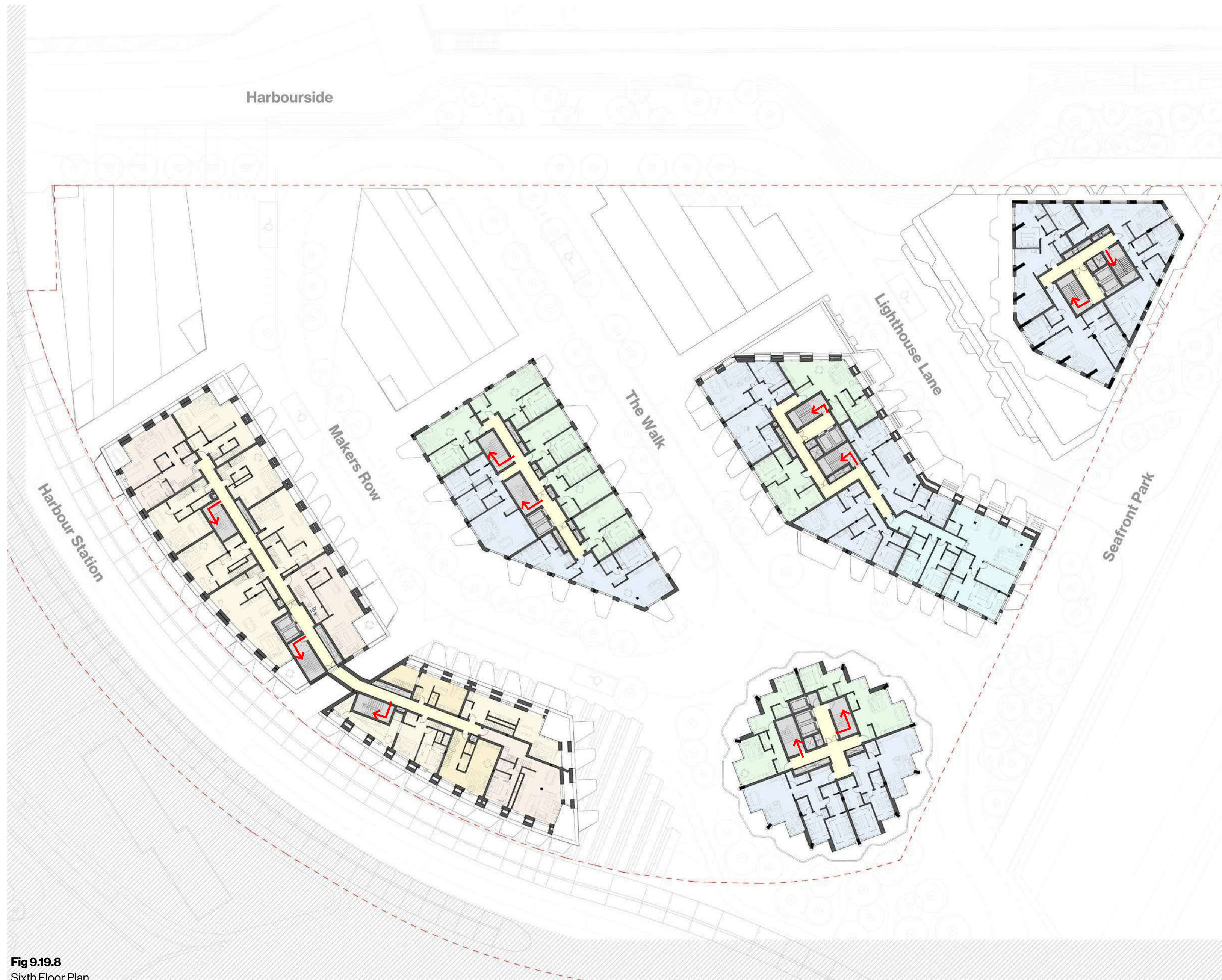
- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.7**  
Fifth Floor Plan

**Plot G-1 Sixth Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.8**  
Sixth Floor Plan



**Plot G-1 Seventh Floor Plan**

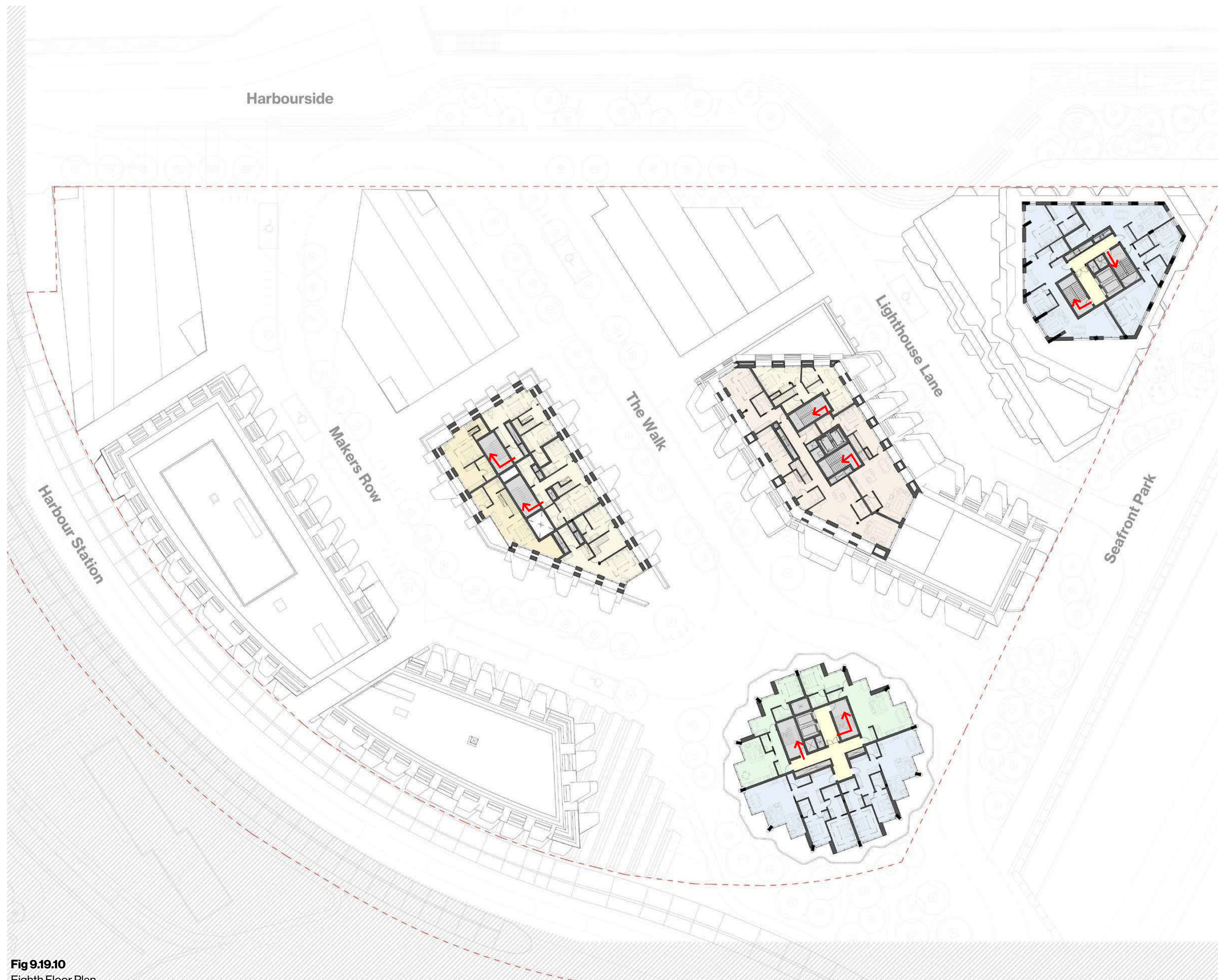
- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.9**  
Seventh Floor Plan

**Plot G-1 Eighth Floor Plan**

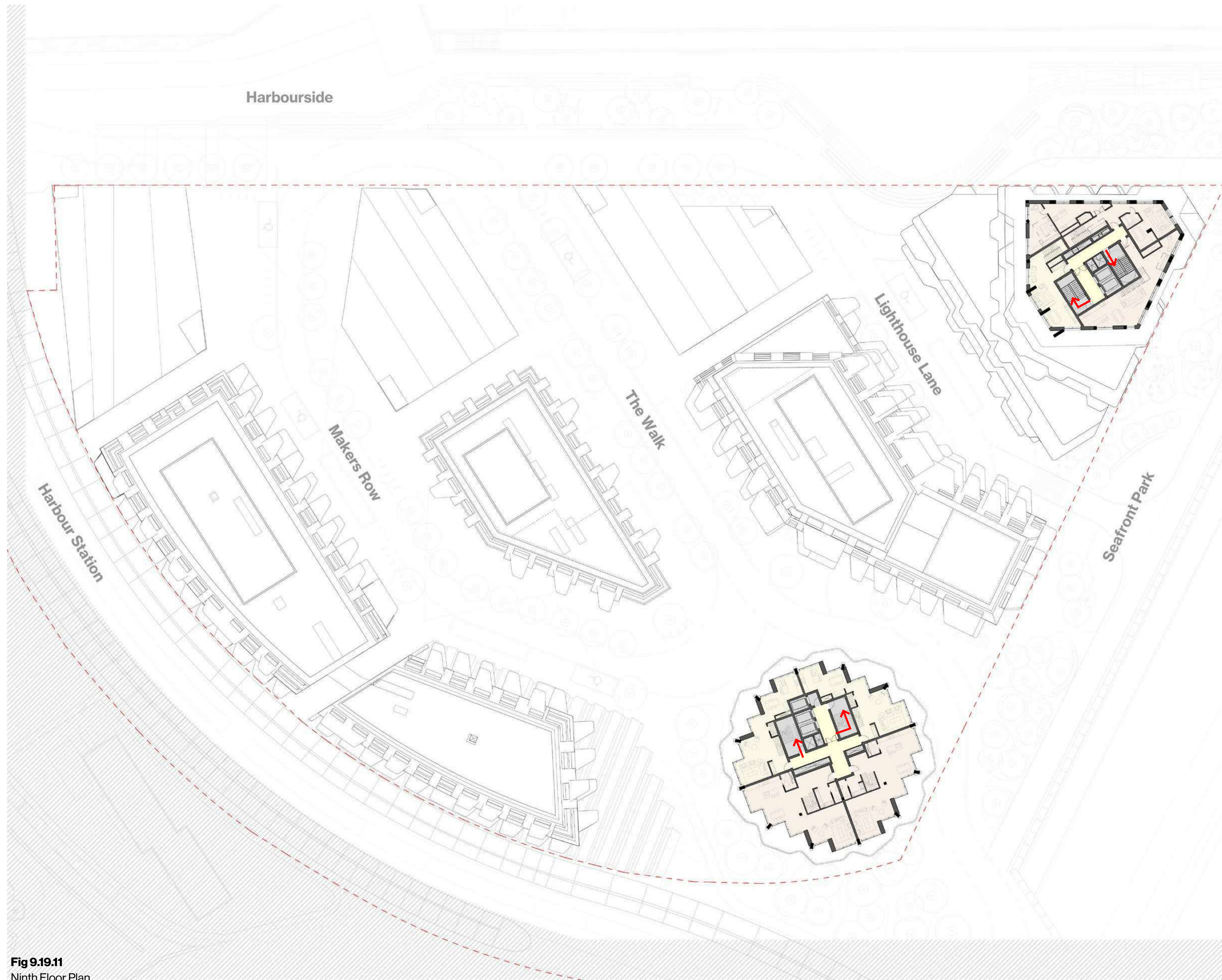
- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.10**  
Eighth Floor Plan

**Plot G-1 Ninth Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.11**  
Ninth Floor Plan

**Plot G-1 Tenth Floor Plan**

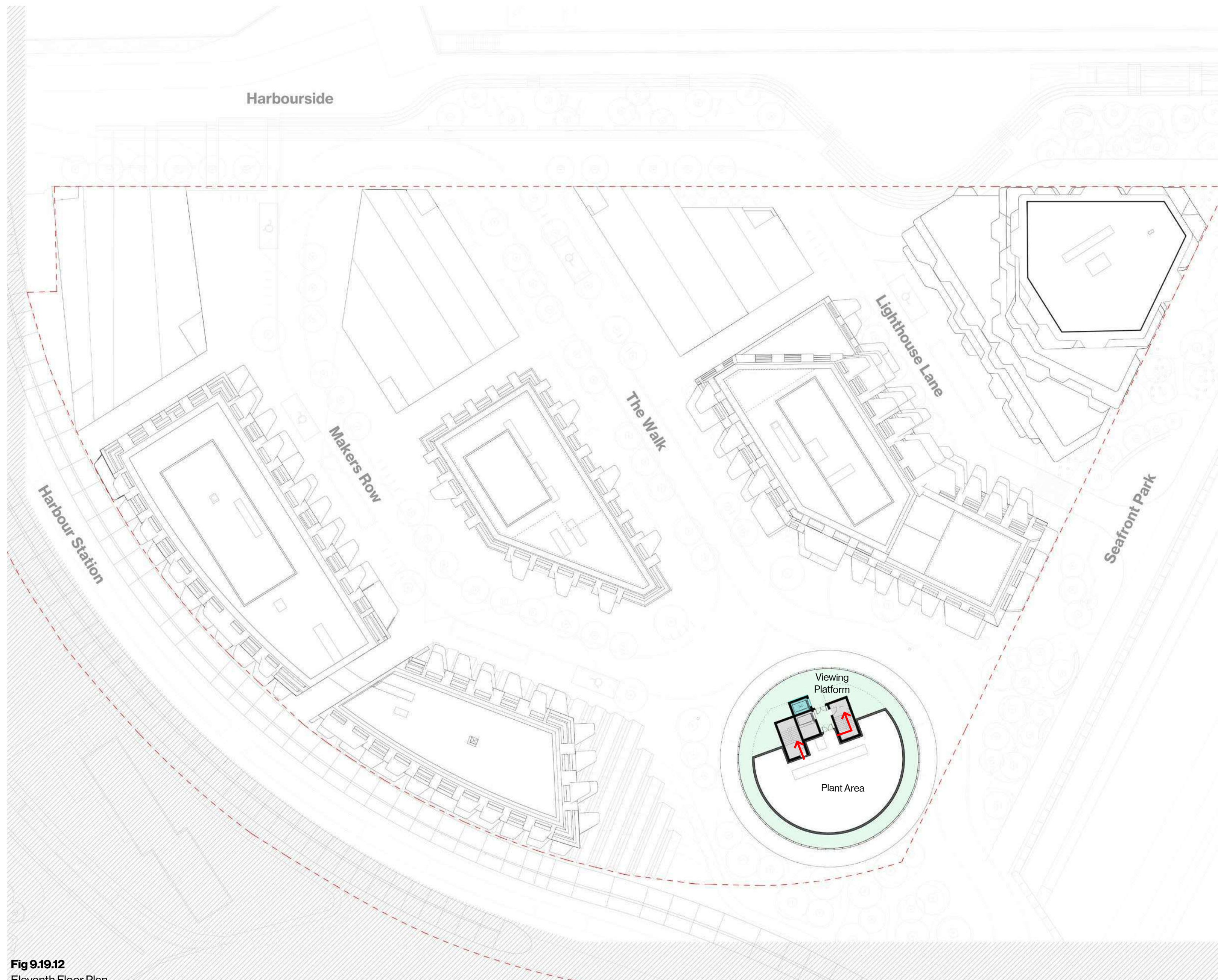
- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.12**  
Tenth Floor Plan

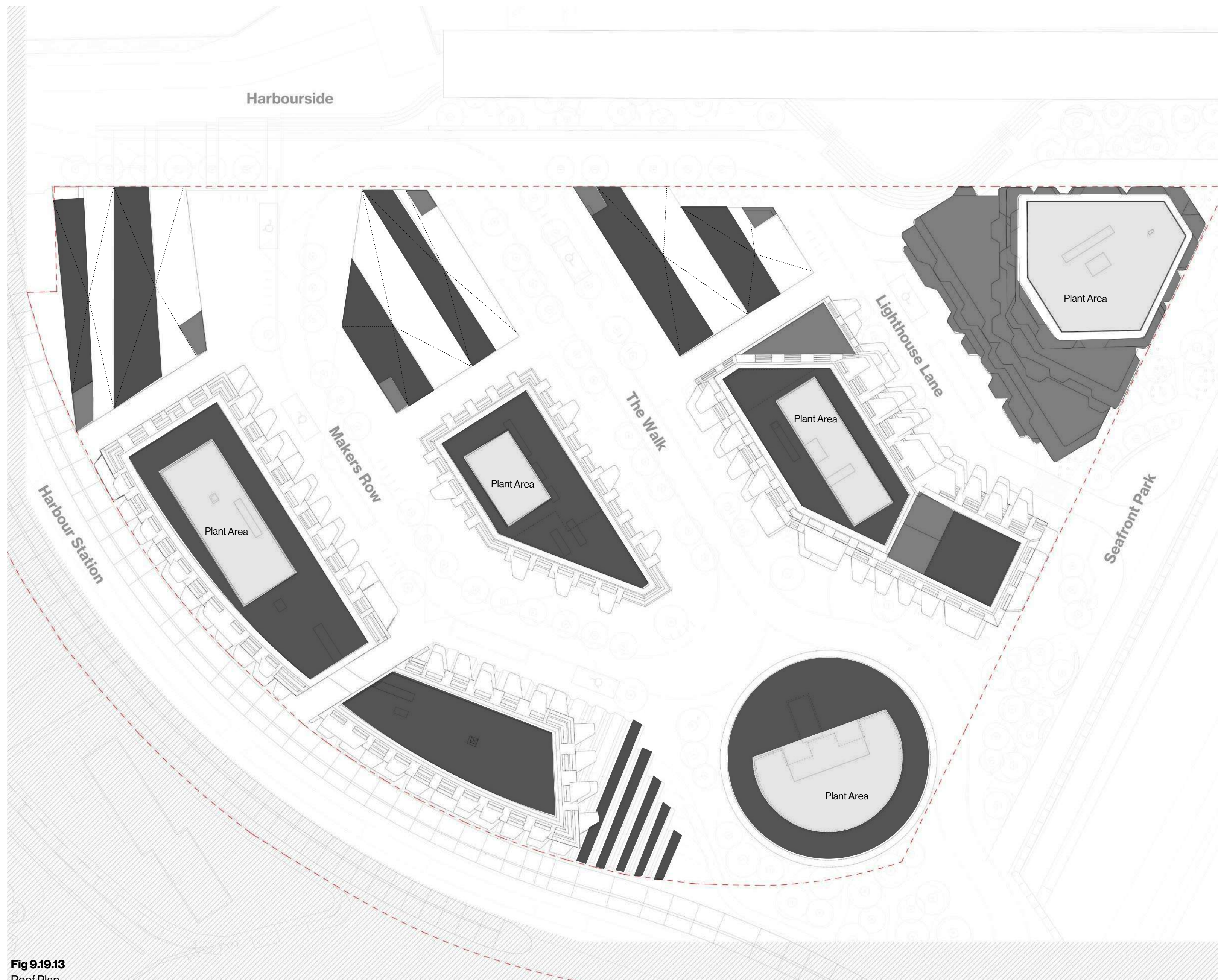
**Plot G-1 Eleventh Floor Plan**

- - - Plot Boundary
- ▶ Viewing Platform Access
- ▶ Commercial Access
- ▶ Residents Access
- ➔ Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



**Fig 9.19.12**  
Eleventh Floor Plan

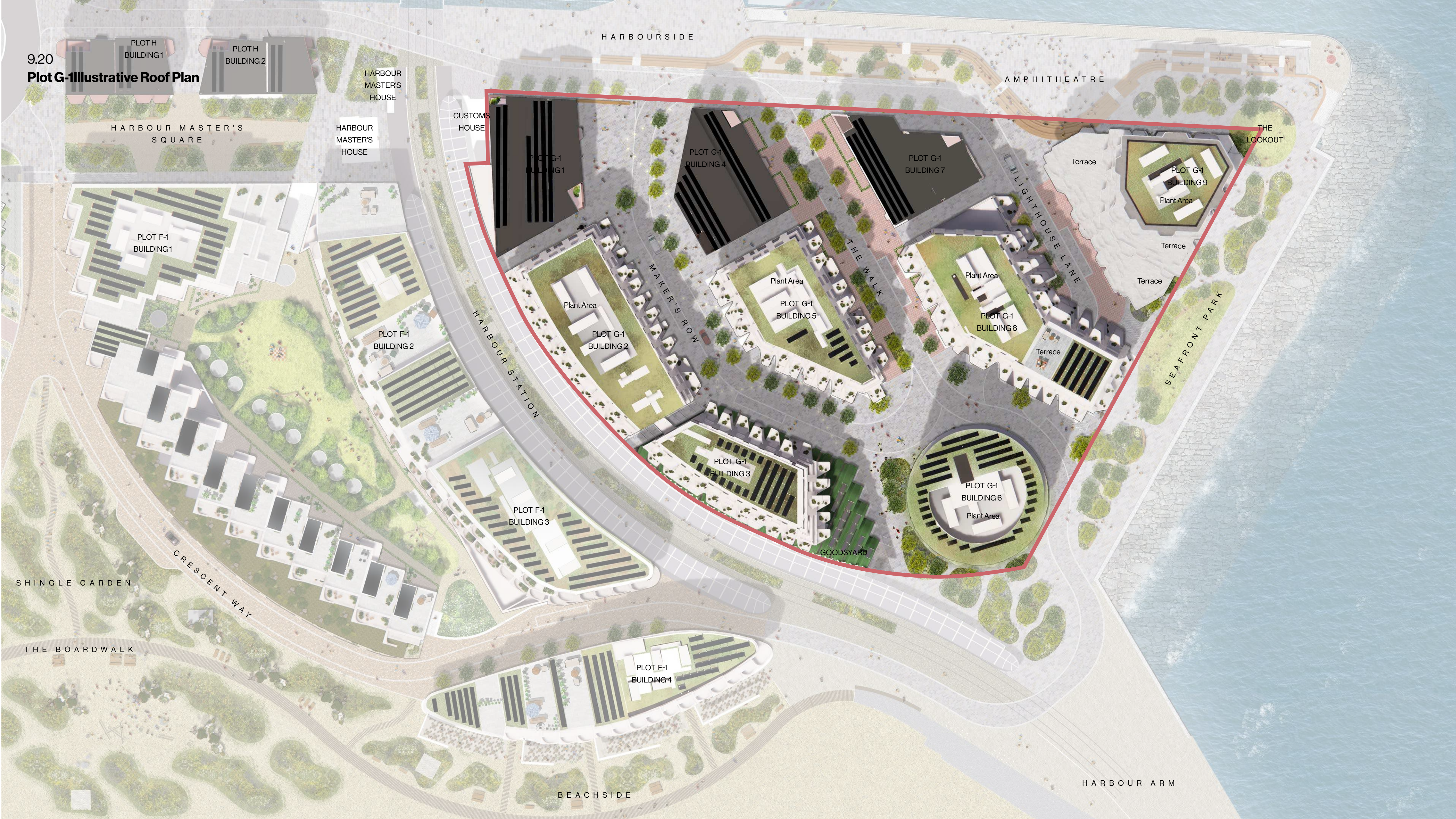
**Plot G-1 Roof Plan**



**Fig 9.19.13**  
Roof Plan

9.20

Plot G-1 Illustrative Roof Plan



HARBOURSIDE

AMPHITHEATRE

THE LOOKOUT

Terrace

Terrace

Terrace

SEAFRONT PARK

LIGHTHOUSE LANE

THE WALK

MAKER'S ROW

HARBOUR STATION

GOODSYARD

HARBOUR ARM

BEACHSIDE

SHINGLE GARDEN

CRESCENT WAY

THE BOARDWALK

HARBOUR MASTER'S SQUARE

HARBOUR MASTER'S HOUSE

HARBOUR MASTER'S HOUSE

CUSTOMS HOUSE

PLOT F-1 BUILDING 1

PLOT F-1 BUILDING 2

PLOT F-1 BUILDING 3

PLOT F-1 BUILDING 4

PLOT G-1 BUILDING 1

PLOT G-1 BUILDING 4

PLOT G-1 BUILDING 7

Plant Area

PLOT G-1 BUILDING 2

Plant Area

PLOT G-1 BUILDING 5

Plant Area

PLOT G-1 BUILDING 8

Terrace

PLOT G-1 BUILDING 3

PLOT G-1 BUILDING 6

Plant Area

PLOT G-1 BUILDING 9

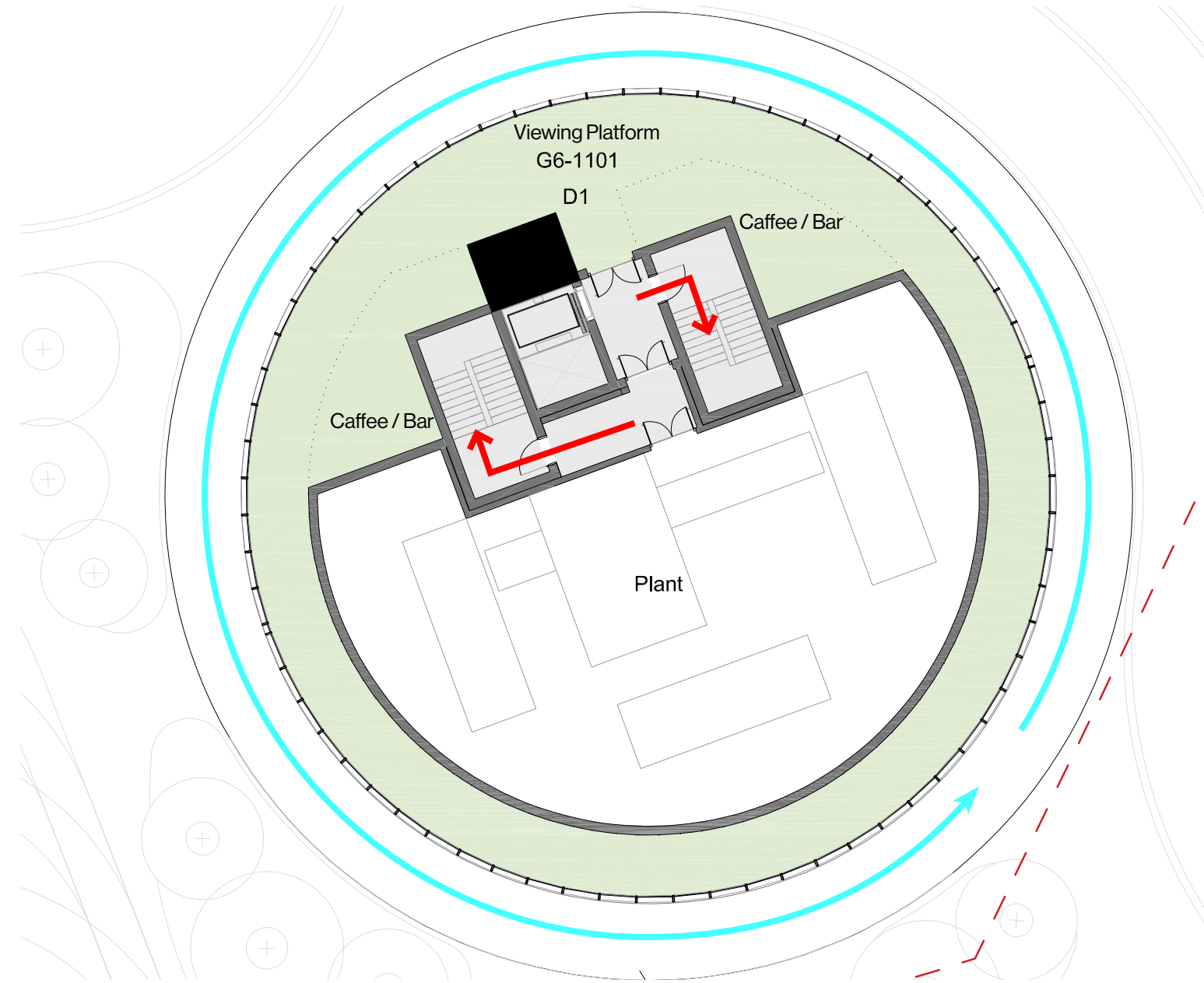
Plant Area

PLOT H BUILDING 1

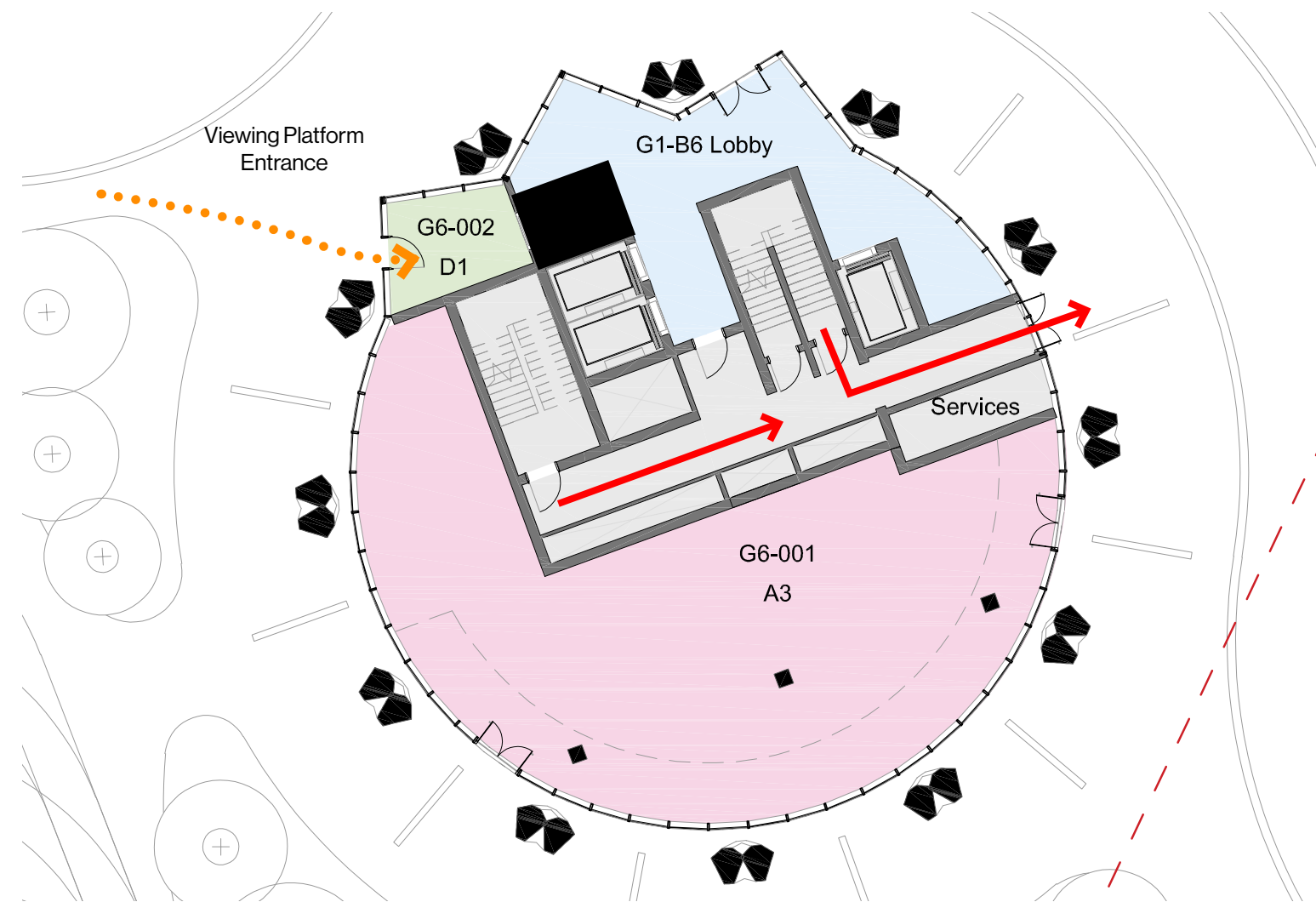
PLOT H BUILDING 2

9.21 Plot G-1 Viewing Platform

Building 6 of Plot G-1 has a panoramic rooftop unit with a wrap-around viewing platform and an associated cafe/bar. Access is via a dedicated lift with a separate entrance on ground floor. It's proposed that this unit will be publicly accessible subject to more detailed management plan.



9.21.1 Viewing Platform Level Plan

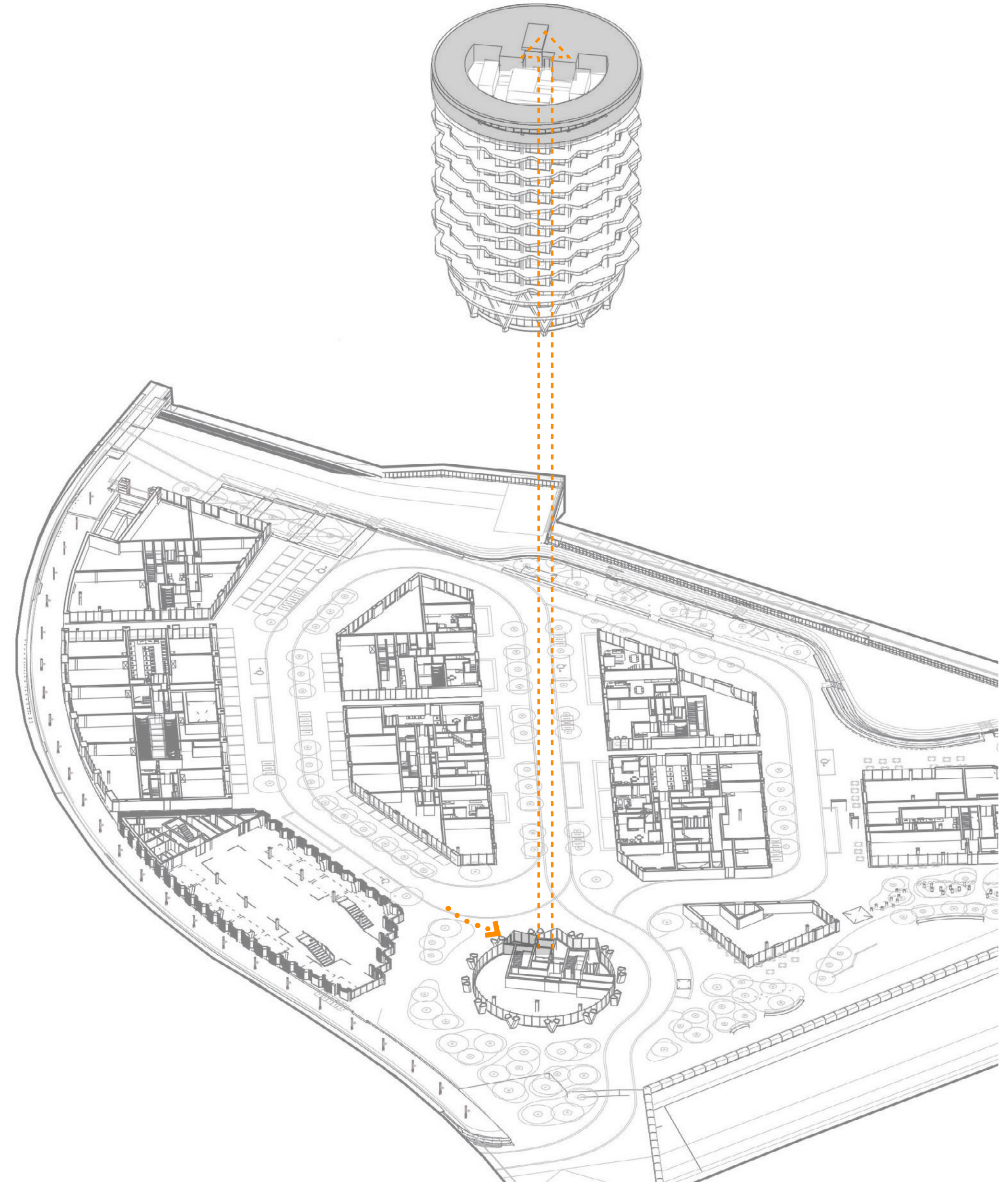


9.21.2 Entrance to Viewing Platform Ground Floor Plan



9.21.4 View of the Viewing Platform

- Fire Escape Route
- View out
- Access
- Commercial Units
- Viewing Platform



9.21.3 Commercial Spaces Axonometric



9.22

**Plot G-1 The Goods Yard**

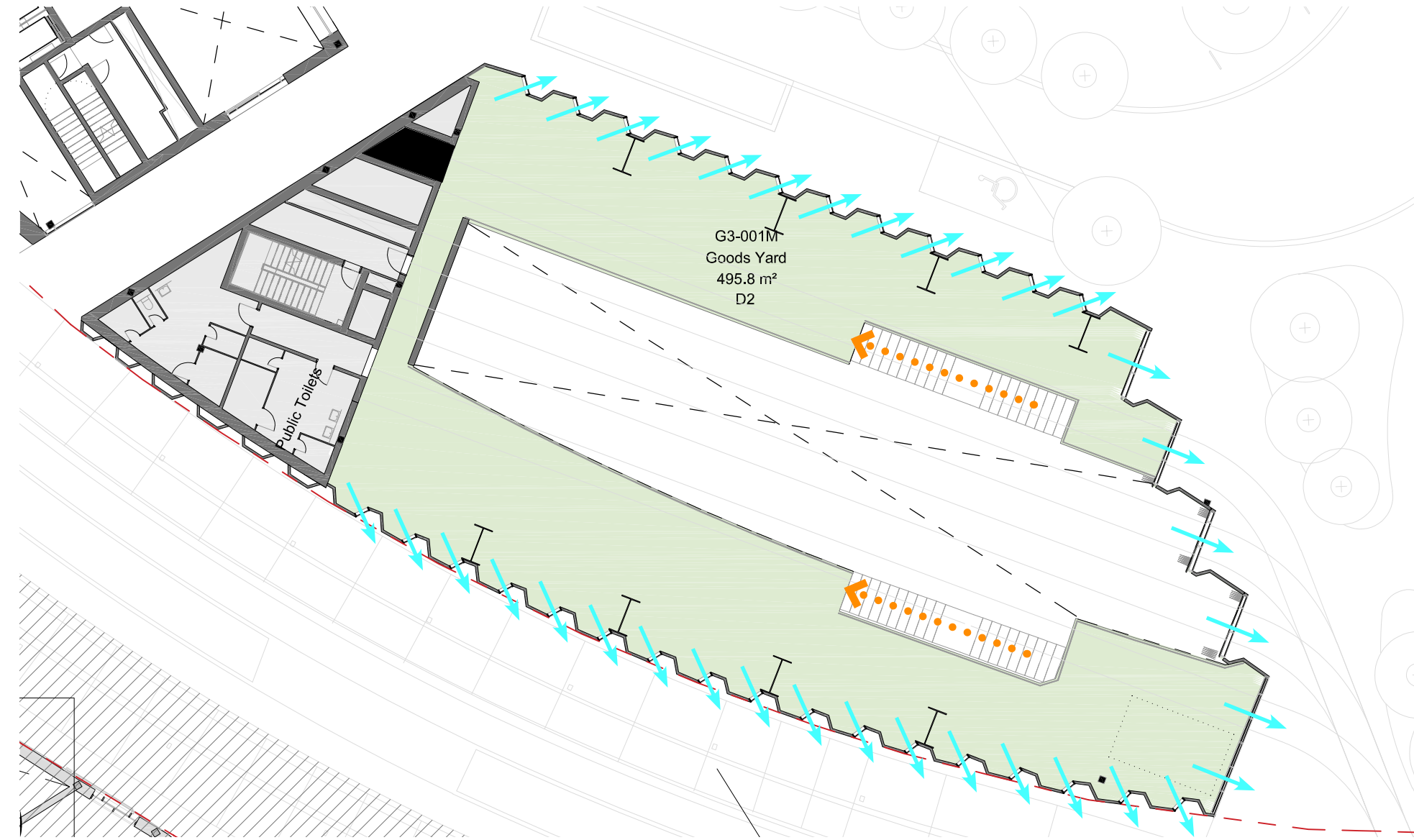
The permanent Goods Yard builds upon the success of the temporary venue and makes it an accessible, naturally ventilated, year-round food hall.

Entrance is mainly through the south facade, opposite the big screen, via large folding doors that can also allow for spill-out to the adjacent outdoor area. There are two stairs that give access to the upper level and a lift and stair core at the back of house area. There are toilets in both levels.

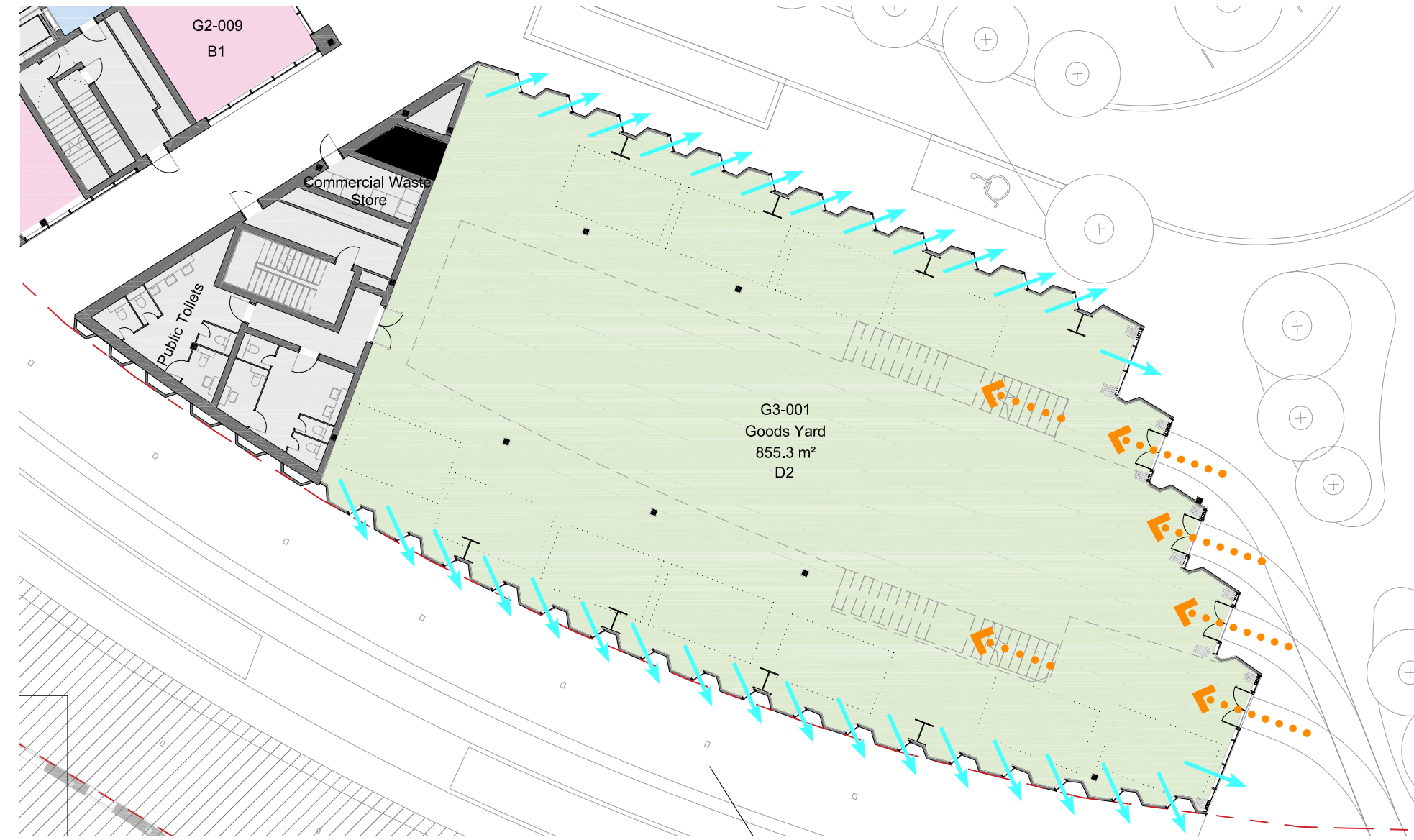
The Goods Yard will have circa 14 permanent stalls, but it will also be able to host large scale events and screenings in the central area.

Unlike the current Goods Yard, the new venue will have sea views, particularly from the upper concourse.





**9.22.1**  
Goods Yard Mezzanine Floor Plan



**9.22.2**  
Goods Yard Ground Floor Plan



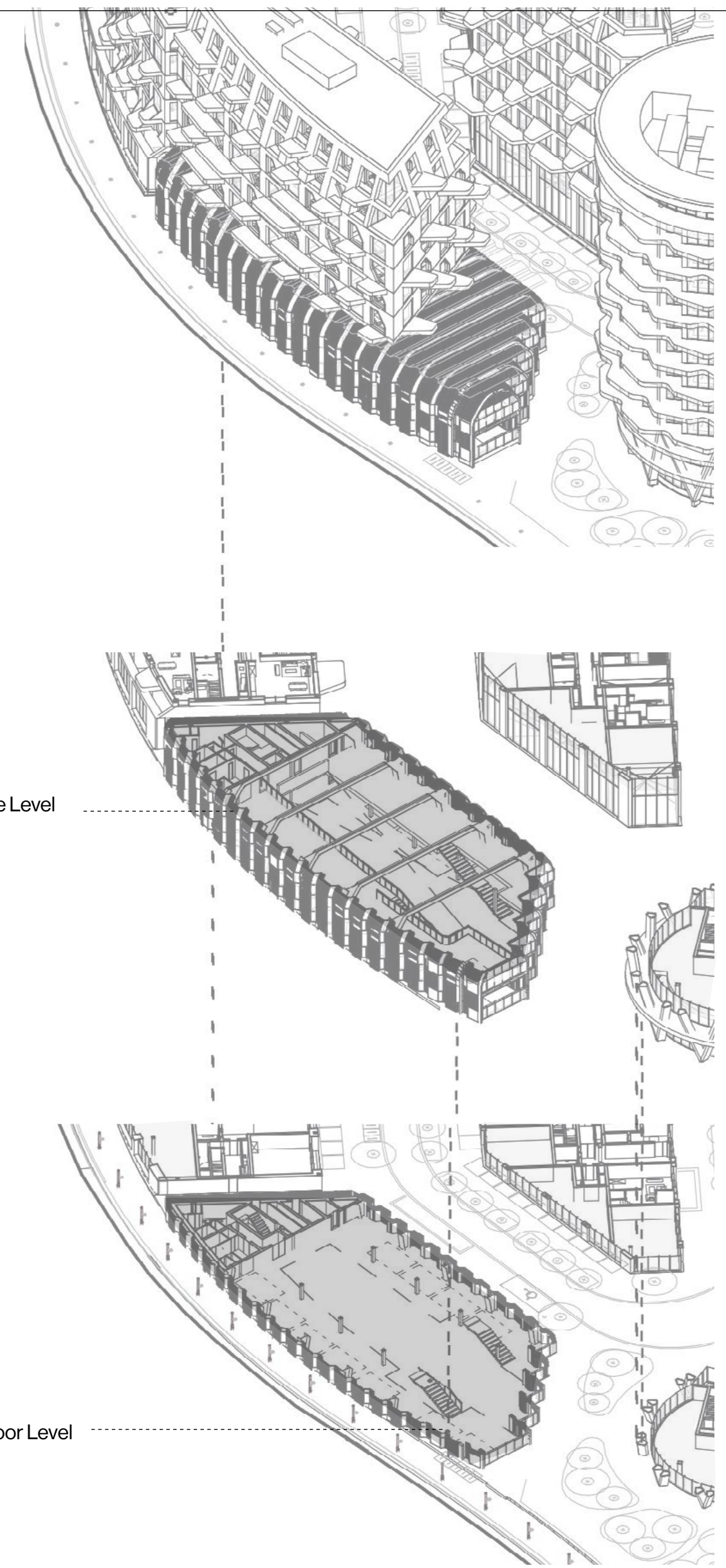
**9.22.5**  
View of the Goods Yard interior

-  View out
-  Access
-  Commercial Units
-  Goods Yard

Mezzanine Level

Ground Floor Level

**9.22.3**  
Commercial Spaces Axonometric



9.23

**Plot G-1Part M4(2) Units**

Planning conditions require 20% of the units to comply with Approved Document M4(2) of Part M of schedule 1 to the Building Regulations 2010. These units can be easily adapted to suit individual needs of the households that live in them, particularly as users age or their life circumstances change.

Most units in the Harbour Plan will meet these criteria, but for the purpose of compliance units from 2 bed to 4 bed were identified.

Chapter 12 of this document explains in more detail the inclusive aspects of the design.



**Fig 9.23.1**  
M4(2) Dwellings - Level 00



**Fig 9.23.2**  
M4(2) Dwellings - Mezzanine Level

- Plot Boundary
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Plot G-1 Part M4(2) Units**



**Fig 9.23.3**  
M4(2) Dwellings - Level 01



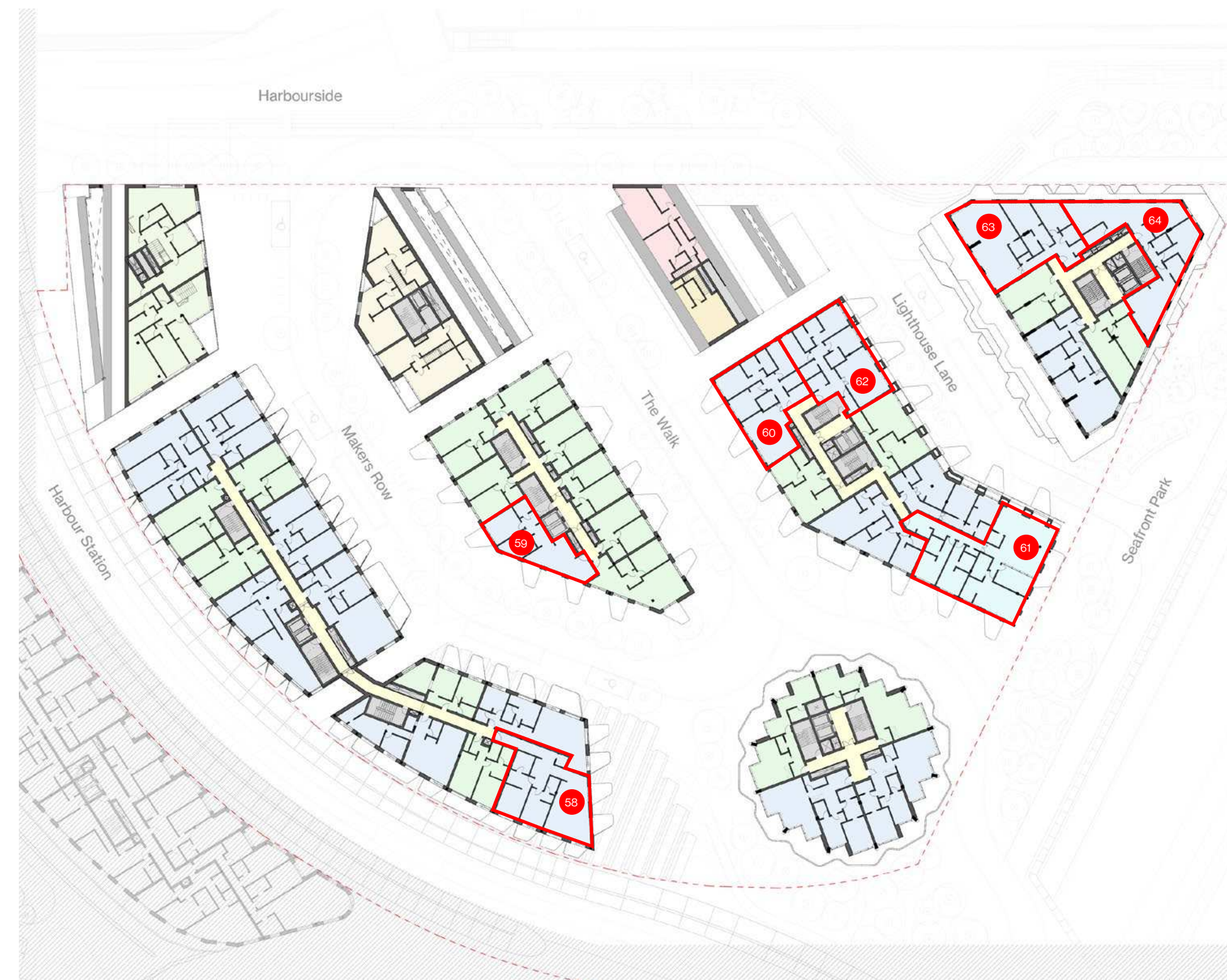
**Fig 9.23.4**  
M4(2) Dwellings - Level 02

- Plot Boundary
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Plot G-1 Part M4(2) Units**



**Fig 9.23.5**  
M4(2) Dwellings - Level 03



**Fig 9.23.6**  
M4(2) Dwellings - Level 04

- Plot Boundary
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Plot G-1 Part M4(2) Units**



**Fig 9.23.7**  
M4(2) Dwellings - Level 05



**Fig 9.23.8**  
M4(2) Dwellings - Level 06

- Plot Boundary
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Plot G-1 Part M4(2) Units**



**Fig 9.23.9**  
M4(2) Dwellings - Level 07



**Fig 9.23.10**  
M4(2) Dwellings - Level 08

- Plot Boundary
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

### Plot G-1 Part M4(2) Units



**Fig 9.23.11**  
M4(2) Dwellings - Level 09



**Fig 9.23.12**  
M4(2) Dwellings - Level 10

- Plot Boundary
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse / Duplex - Three Bed
- Townhouse / Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

**Layout**  
Plot H

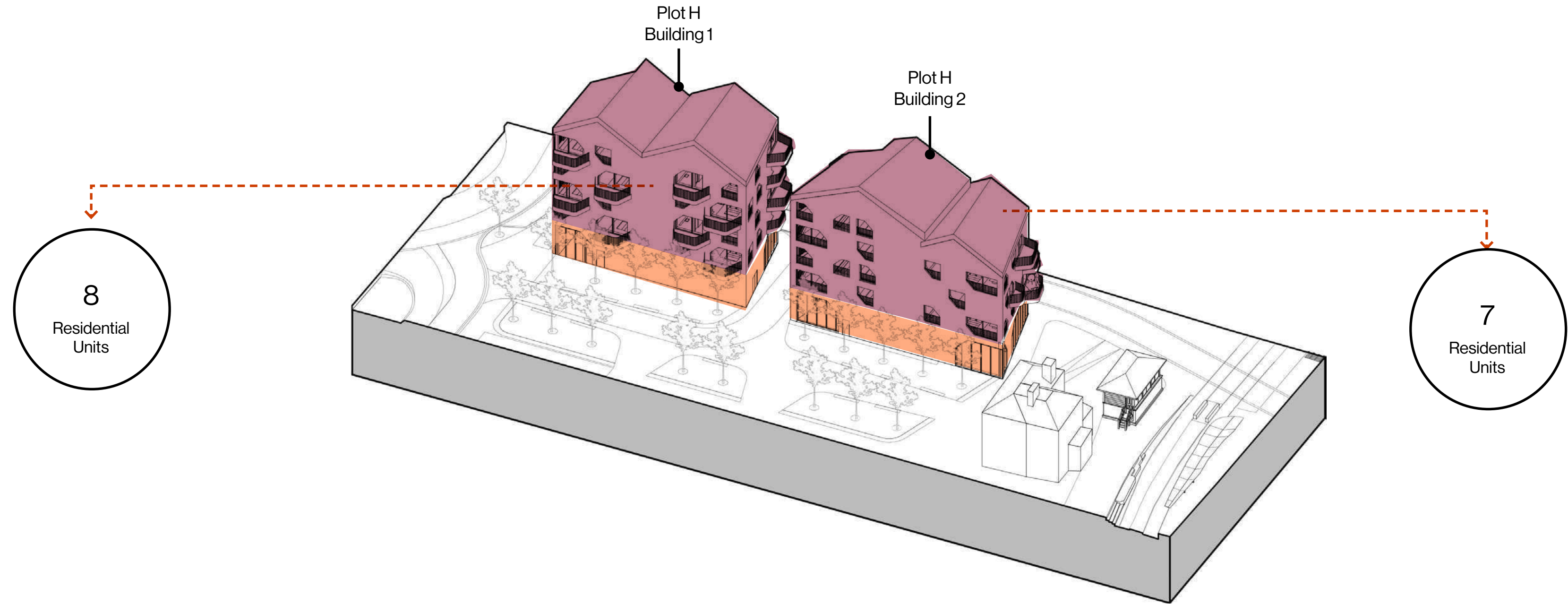


9.24

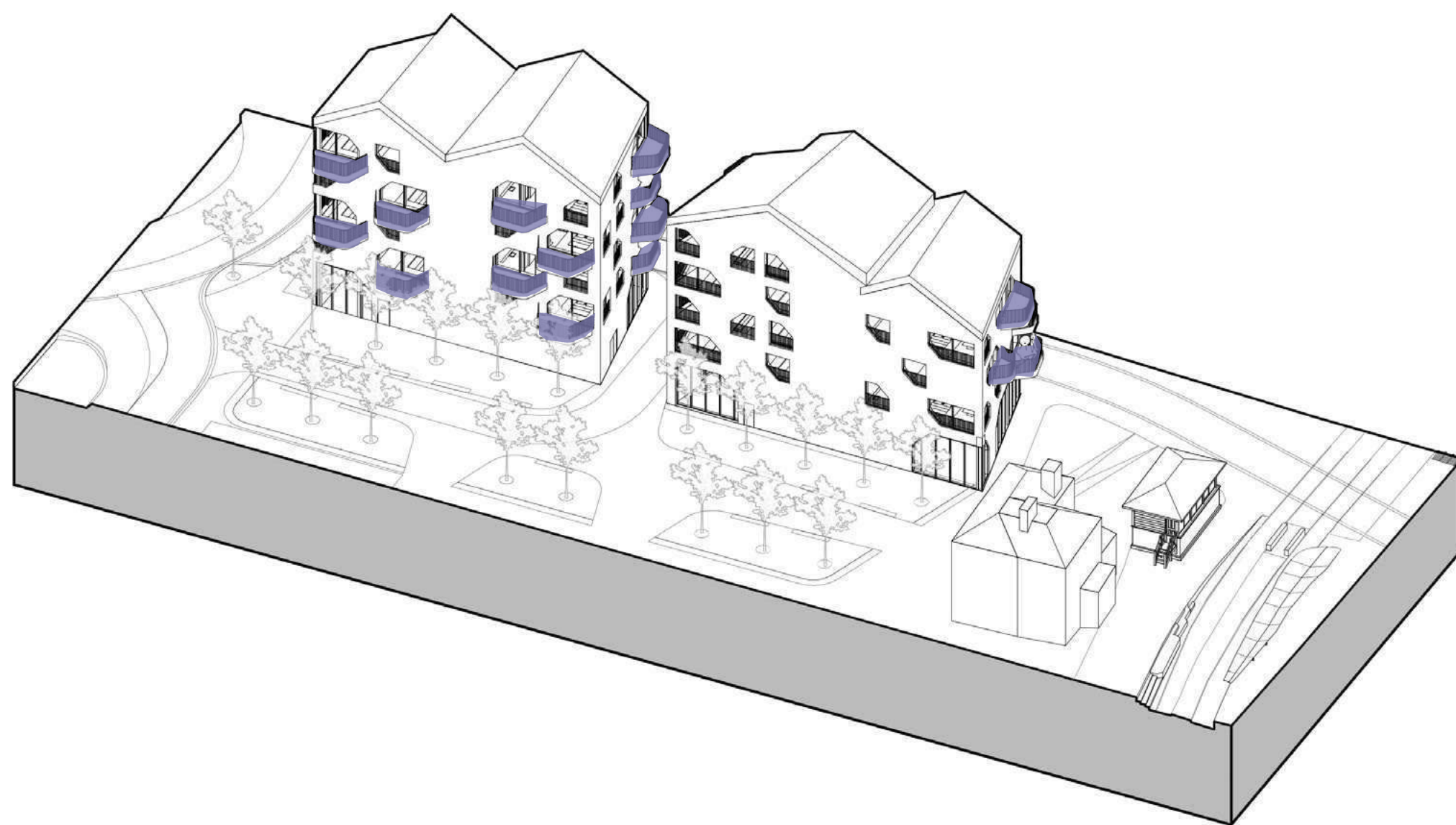
**Plot H Unit Mix and Quantities**

Plot H contains 15 two bed apartments and 4 commercial units that face both the harbour and Harbour Master's Square. It's proposed that some of the commercial units are dedicated to cycle hire and repair as part of an active travel plan and also as an information point for tourists and residents.

Cycle parking for residents is also on the ground floor.



9.25  
**Plot H Terraces and Balconies**



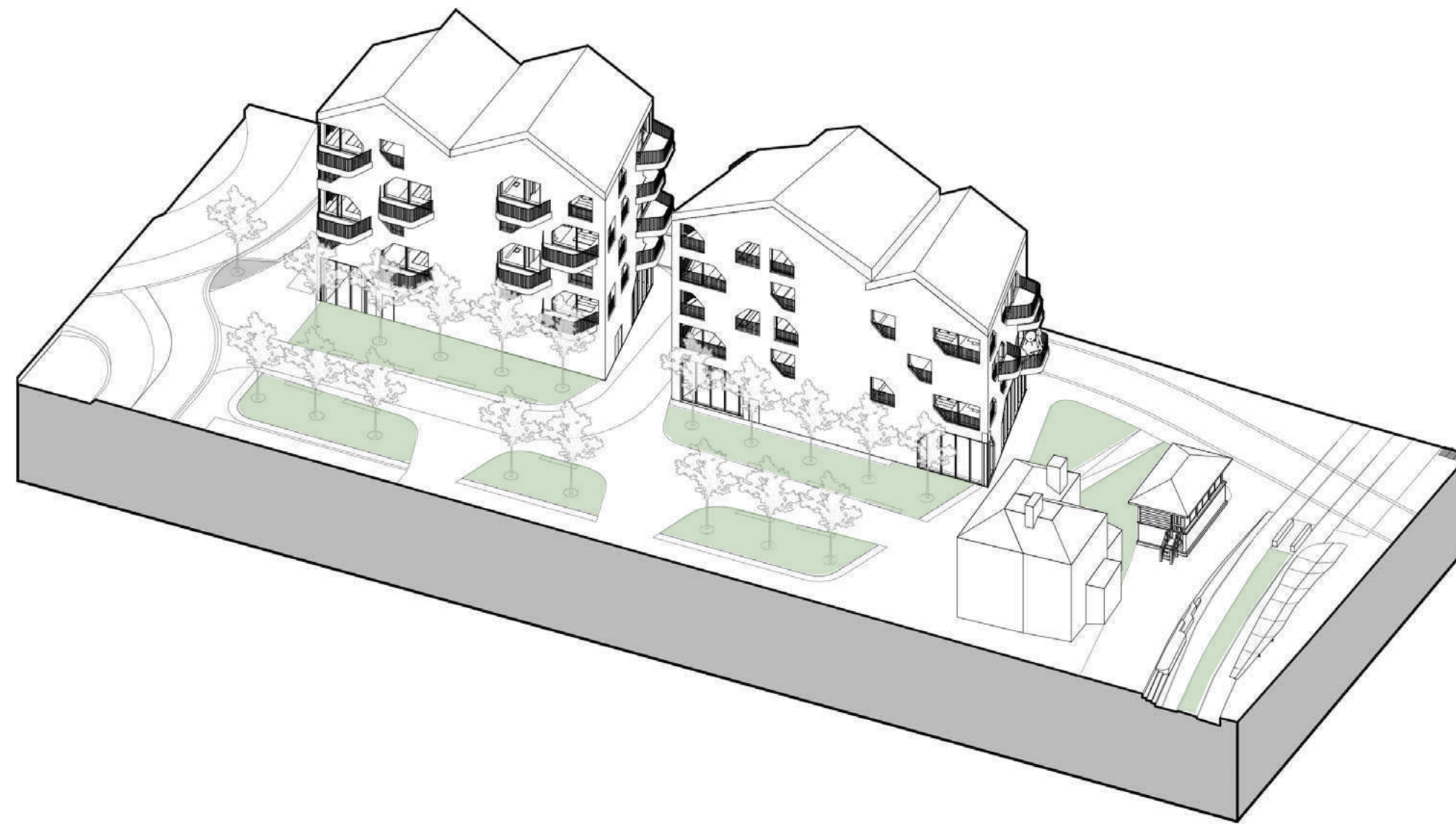
**Fig 9.25.1**  
Private Terraces and Balconies



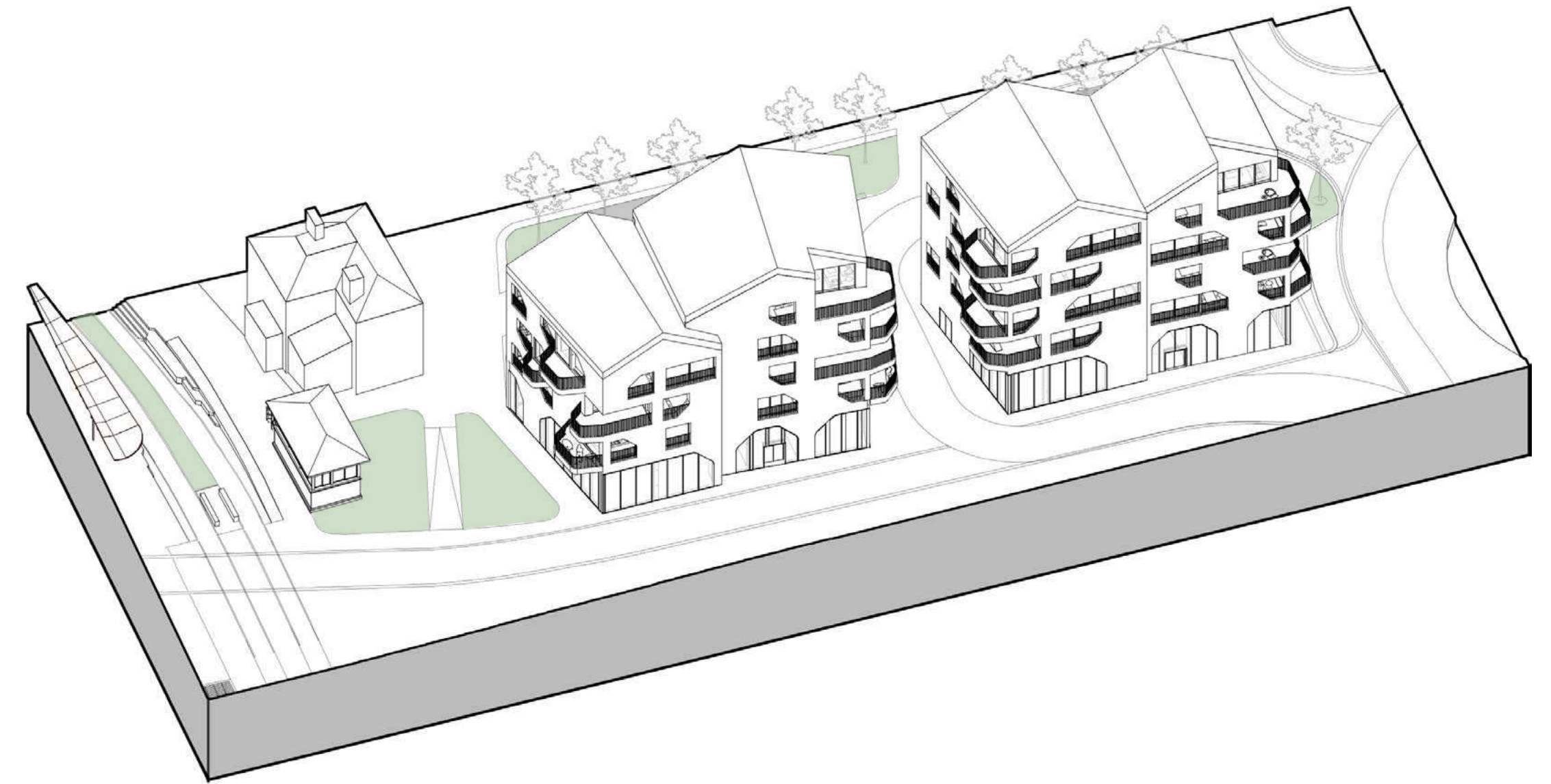
**Fig 9.25.2**  
Private Terraces and Balconies

■ Private Terraces and Balconies

9.26  
**Plot H Green Spaces**



**Fig 9.26.1**  
Green Spaces



**Fig 9.26.2**  
Green Spaces

■ Green Spaces

9.27  
Plot H Ground & First Floor Plans

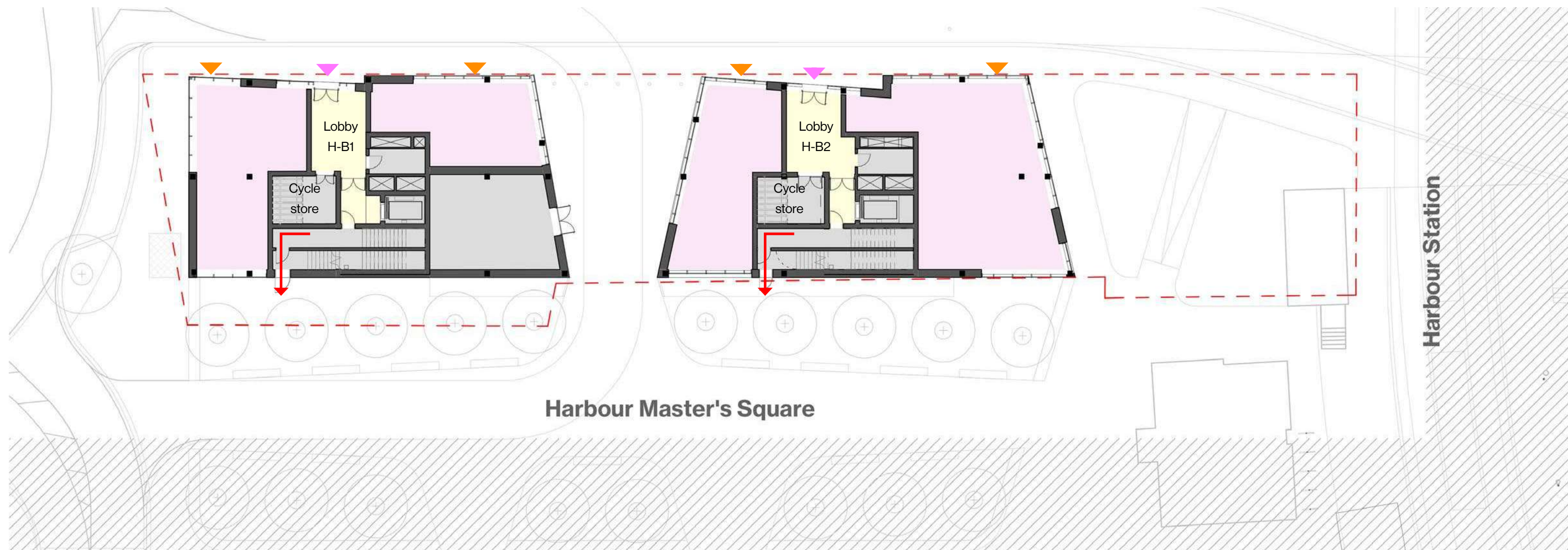


Fig 9.27.1  
Level 00

- Plot Boundary
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors

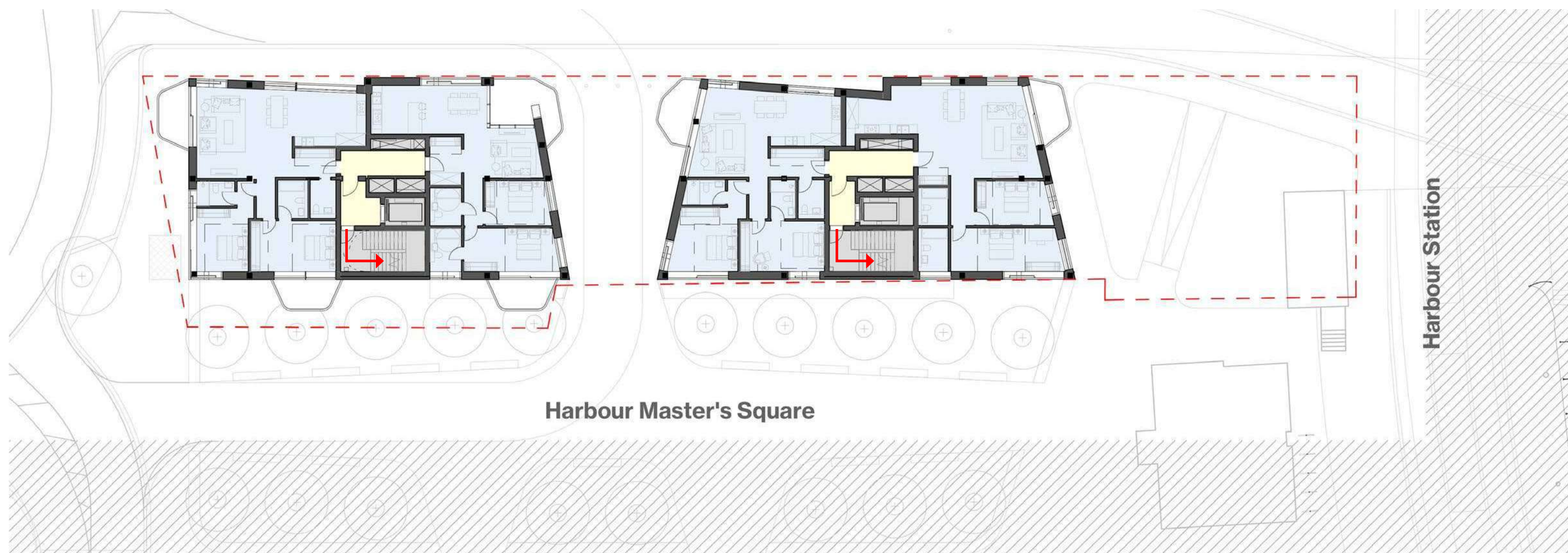


Fig 9.27.2  
Level 01

**Plot H Second & Third Floor Plans**



**Fig 9.27.3**  
Level 02

- Plot Boundary
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors



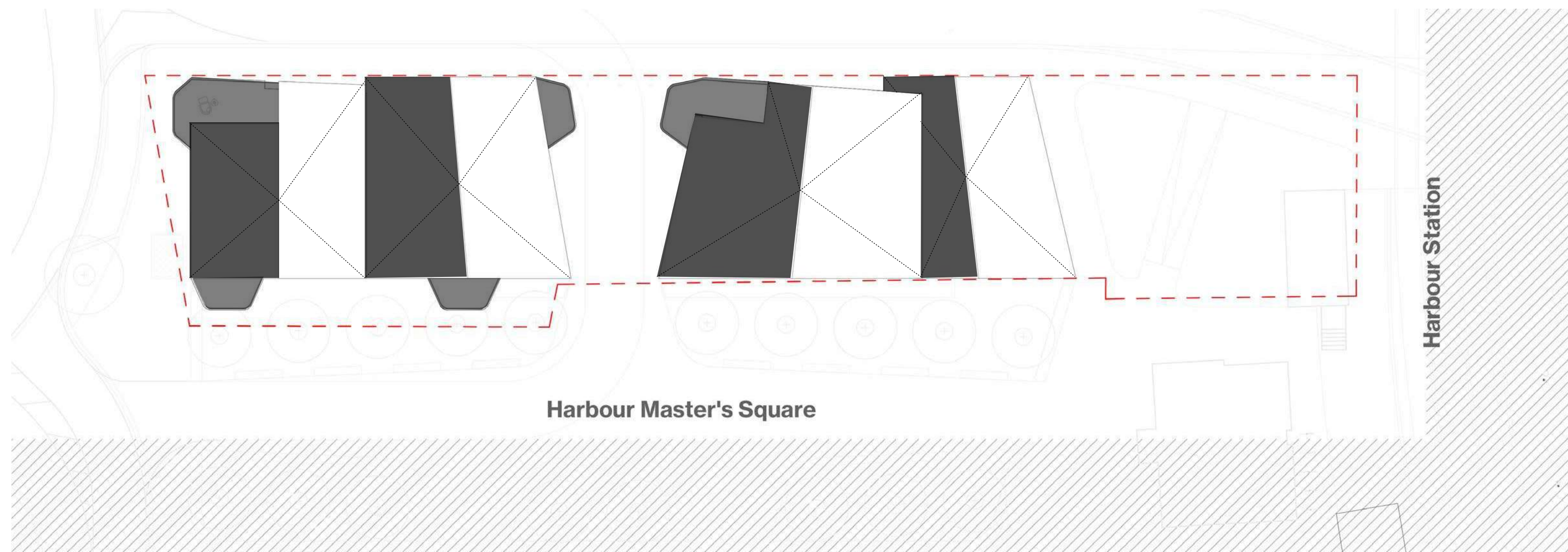
**Fig 9.27.4**  
Level 03

**Plot H Fourth Floor & Roof Plans**

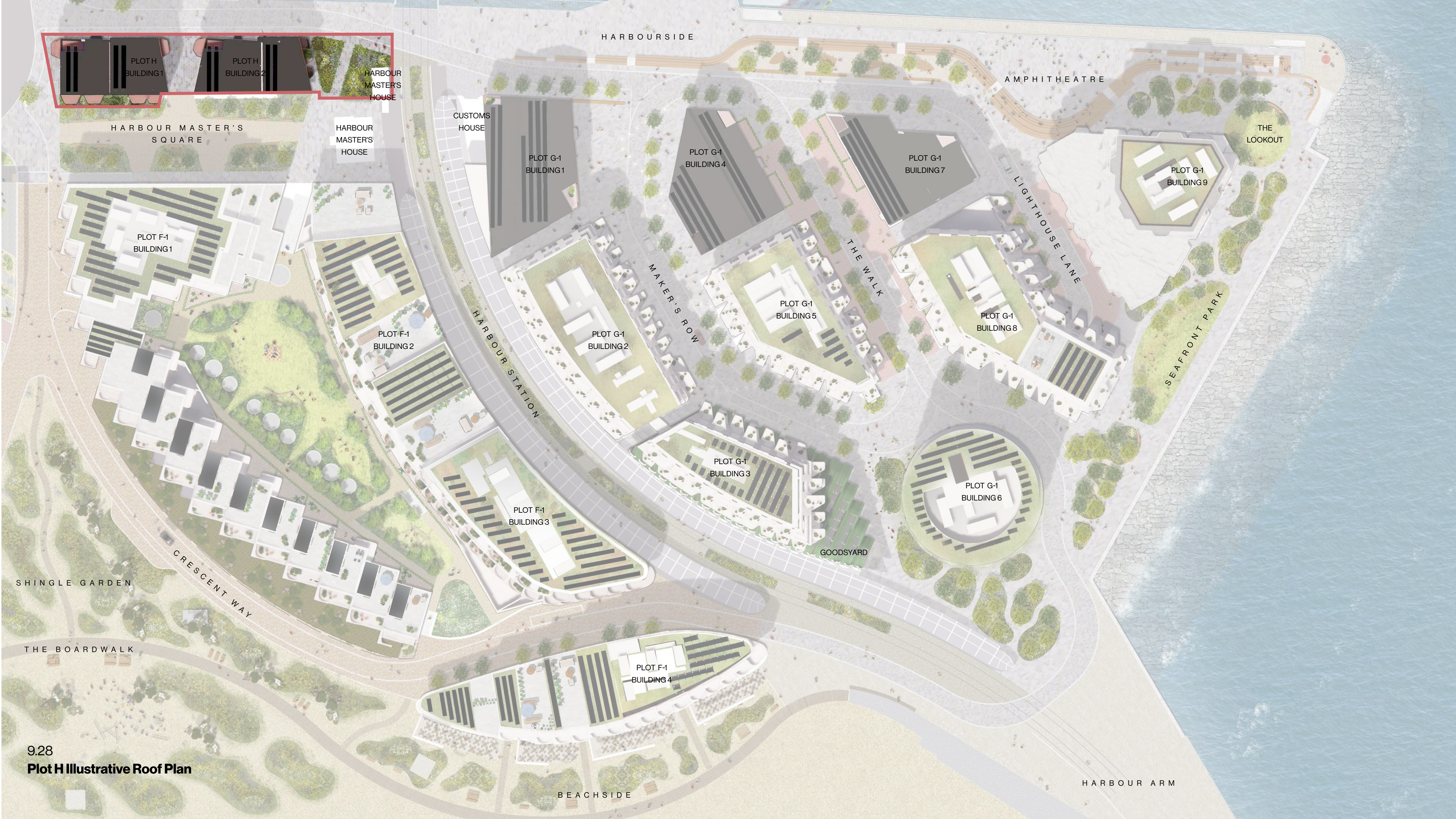


**Fig 9.27.5**  
Level 04

- - - Plot Boundary
- ▶ Commercial Access
- ▶ Residents Access
- Fire Escape Route
- Commercial (A1, A2, B1)
- Assembly and Leisure (D2)
- Townhouse / Duplex - One Bed
- Townhouse / Duplex - Two Bed
- Townhouse/ Duplex - Three Bed
- Townhouse/ Duplex - Four Bed
- One Bedroom
- Two Bedroom
- Three Bedroom
- Four Bedroom
- Lobby / Corridors
- Terraces
- Roof plant
- PV Panels areas / Biodiverse roof
- PV Panels areas



**Fig 9.27.6**  
Roof Level



9.28  
**Plot H Illustrative Roof Plan**

HARBOUR ARM

## Scale & Appearance

10.0

---



10.0  
Aerial View of the Harbour



10.1  
Scale

The scale of the proposed design is based on the maximum and minimum development prescribed by the outline consent.

Building height is lowest at the south-west edge of Plot F-1 - where two-storey townhouses are located - and rises to its highest points at the north east and south corners of Plot G-1 with buildings reaching a height of +48.5m and +48.7m AOD.



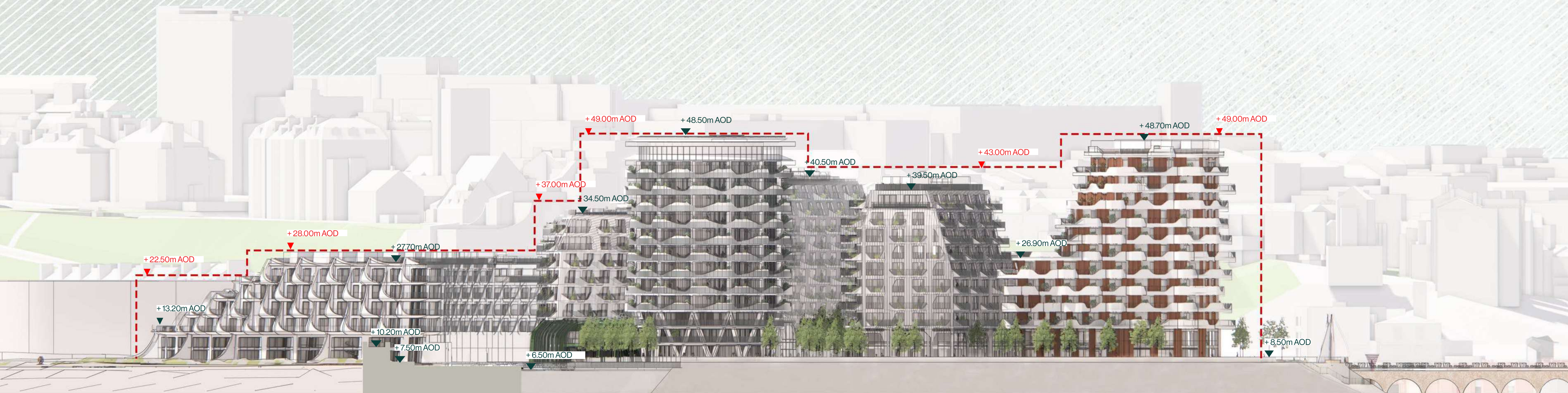
Fig 10.11  
Harbour Axo View

10.2

Aerial View towards Folkestone



10.3  
East Elevation

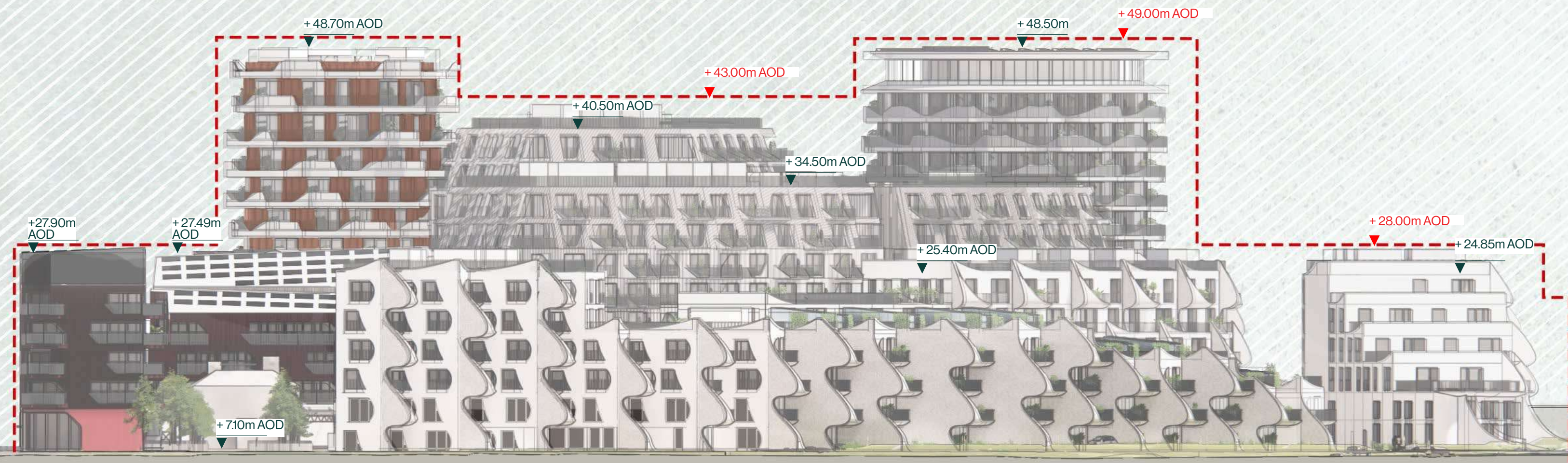




10.5  
**South Elevation**

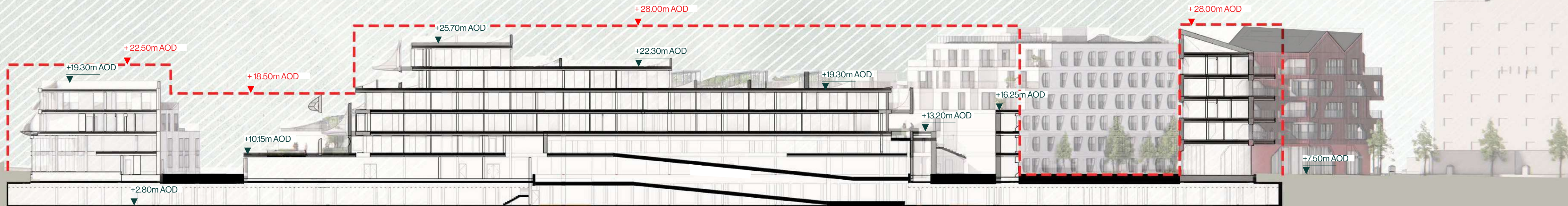


10.6  
West Elevation



10.7

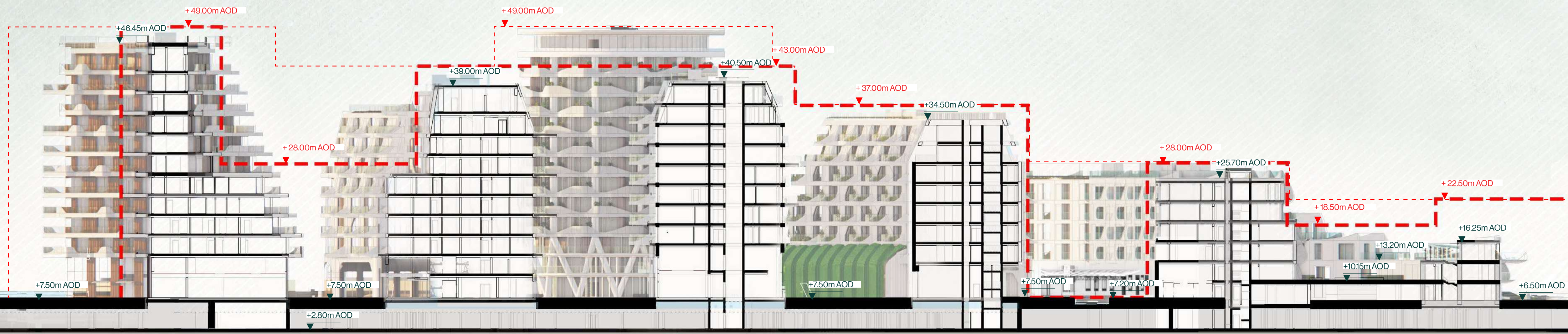
**Section AA**



A IS FOR

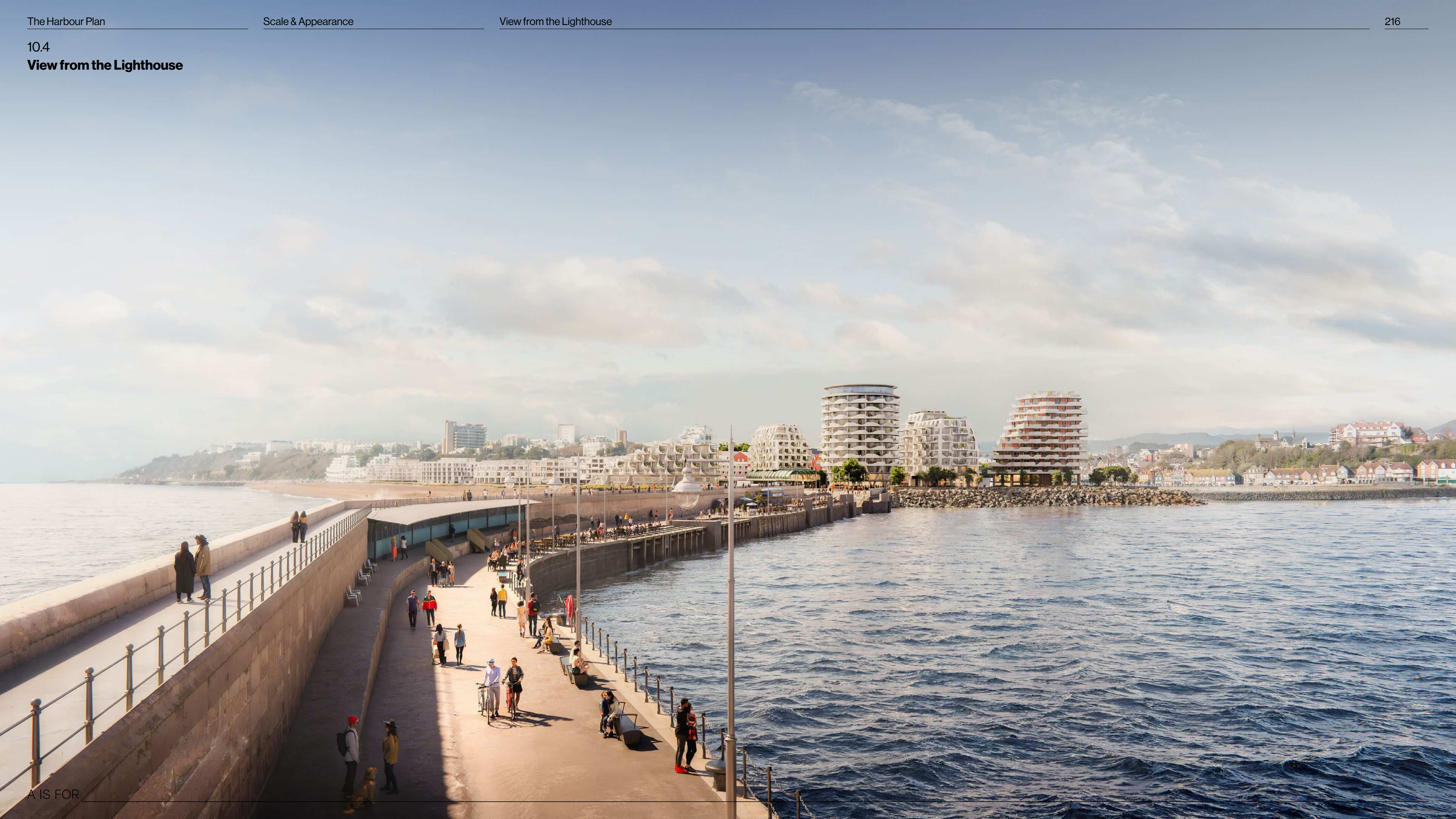


10.8  
Section BB



10.4

**View from the Lighthouse**



## 10.5

**Sub-character areas**

The outline planning Masterplan Design Guidelines define several character areas across the site with Plot F-1 falling under the Crescent character area, Plot G-1 under the South Quay character area and Plot H belonging to the Inner Harbour character area.

The integrated design of these plots as the Harbour Plan led to the creation of sub-character areas which help define the architectural language of each area.

The area along the inner and outer harbour has become the North Quay, the whole of Plot F-1 is the Crescent, the middle of Plot G-1 is part of the Lofts while the north-east corner of this plot is the Lookout and the south corner the Rotunda.

**Fig 10.5.1**

Building type plan - Sub-character areas

10.6 Referencing Context

Throughout its history the harbour was the site of refined civic buildings - an example is the Harbour Customs building of which the Customs House is the only remaining fragment - and of more utilitarian structures that nonetheless have an important role to play in defining the character of the area.

The architectural language of the Harbour Plan directly references the distinctive geometrical and architectural motifs present in the harbour and the Stade - the shape of the Victorian trusses or the cantilevering structure of the swing bridge, the undulating steel sheets of the platform 3 roof or the mooring cleats.

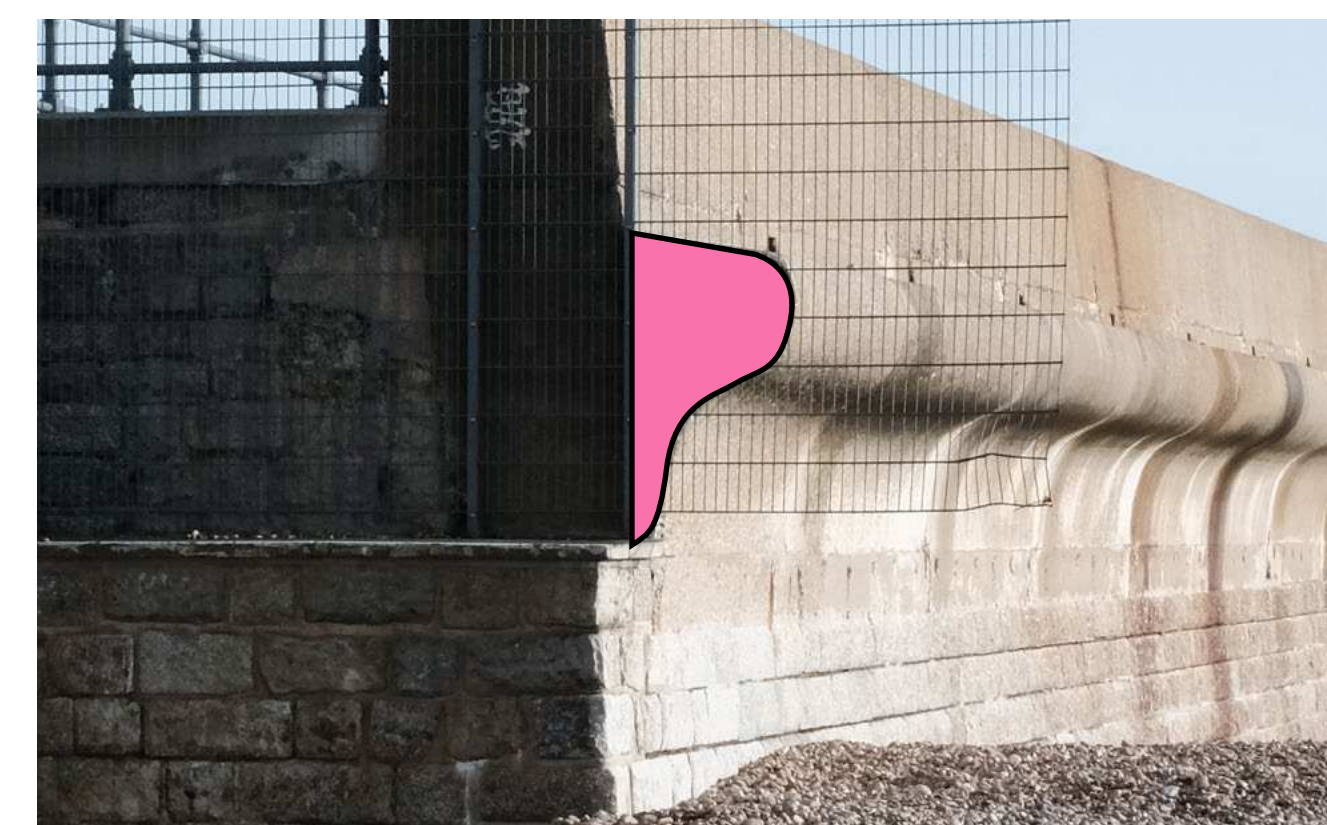
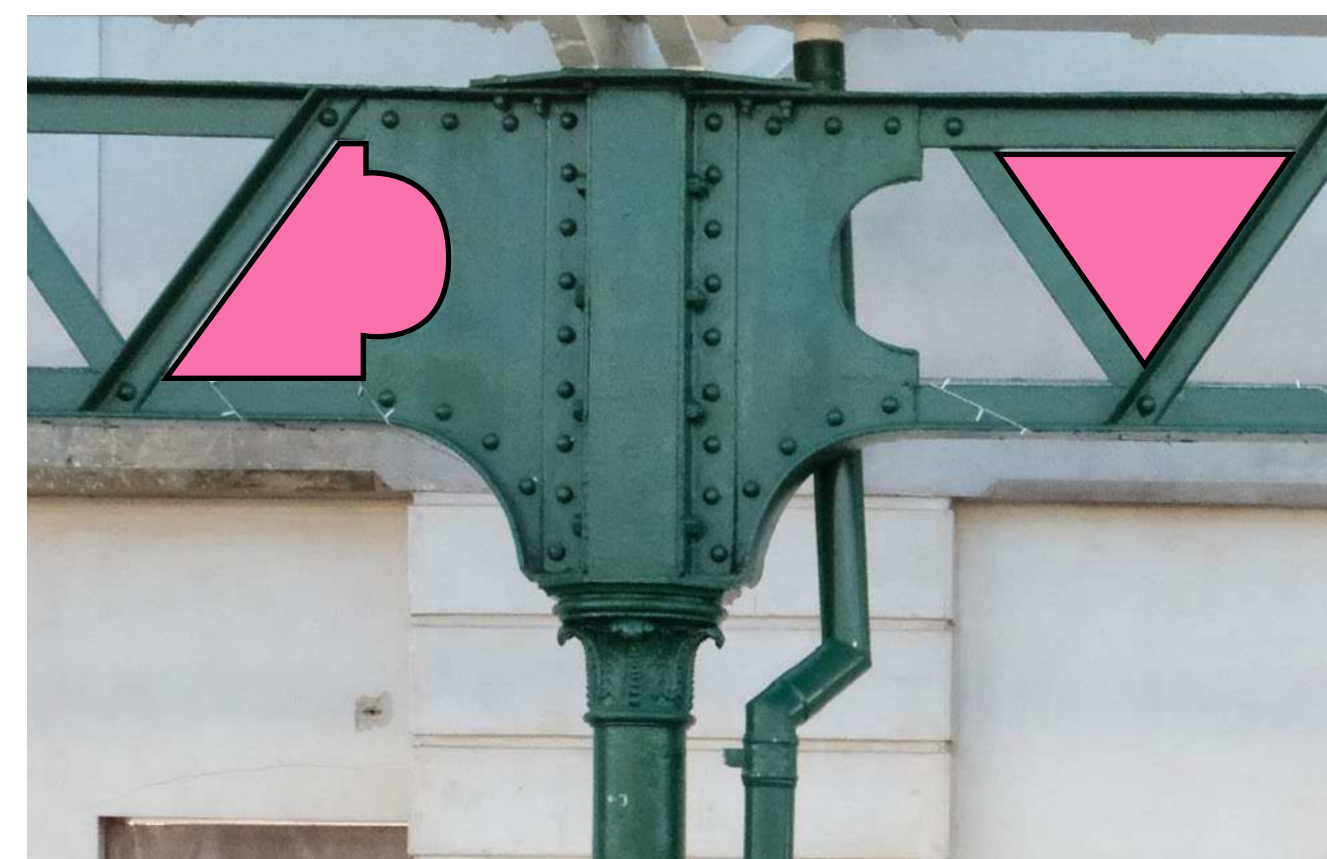
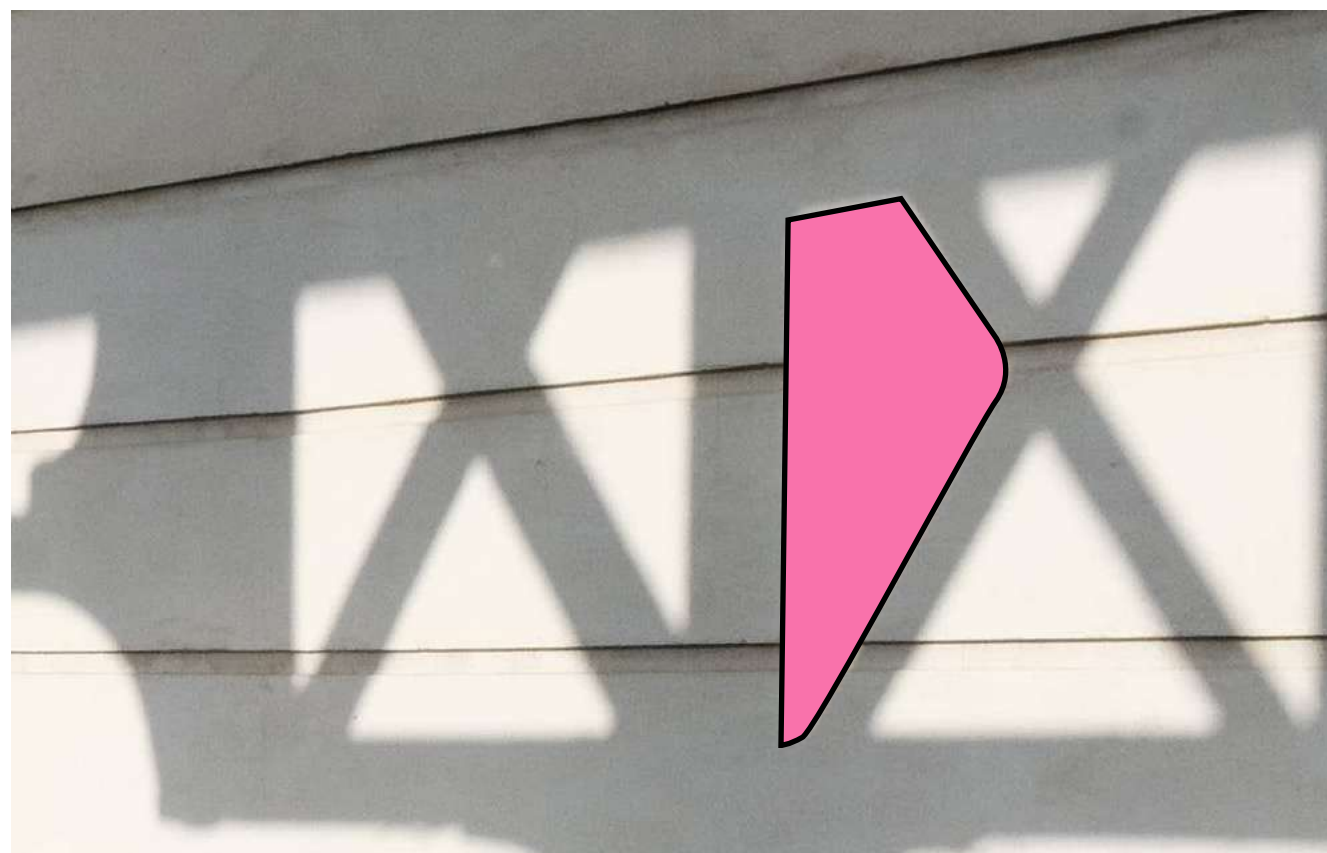


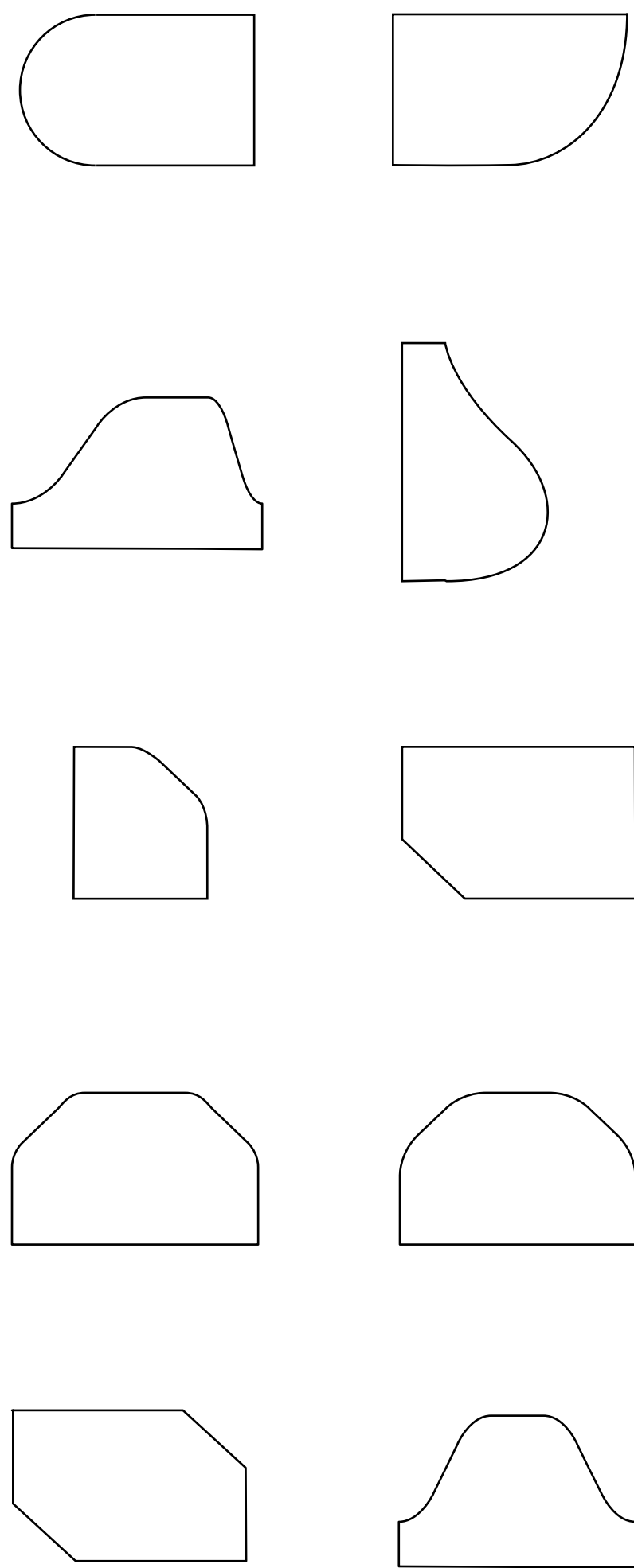
Fig 10.6 Context shape references

10.7  
**An Architectural Language**

The harbour geometries were distilled into a common "pattern book" that creates a new site-specific language that references and celebrates its context.

This harbour language unifies the buildings across the character areas and ensures that every character area is in dialogue with the rest of the design.

These elements are more explicitly referenced in the shape of windows, balustrades, archways and balconies



**Fig 10.7.1**  
Architectural pattern book



**Fig 10.7.2**  
Architectural solutions

10.8 Climatic Design

The other common aspect across the whole Harbour Plan is the need to consider wind protection, sun shading and privacy.

These needs combined with the Harbour language to generate elements that have an aesthetic and functional purpose.

The raised cheeks on the balcony guardrails vary in their position depending on wind exposure and direction and the needs for privacy, while the depth of balconies and size of openings is influenced by daylight and shading requirements.

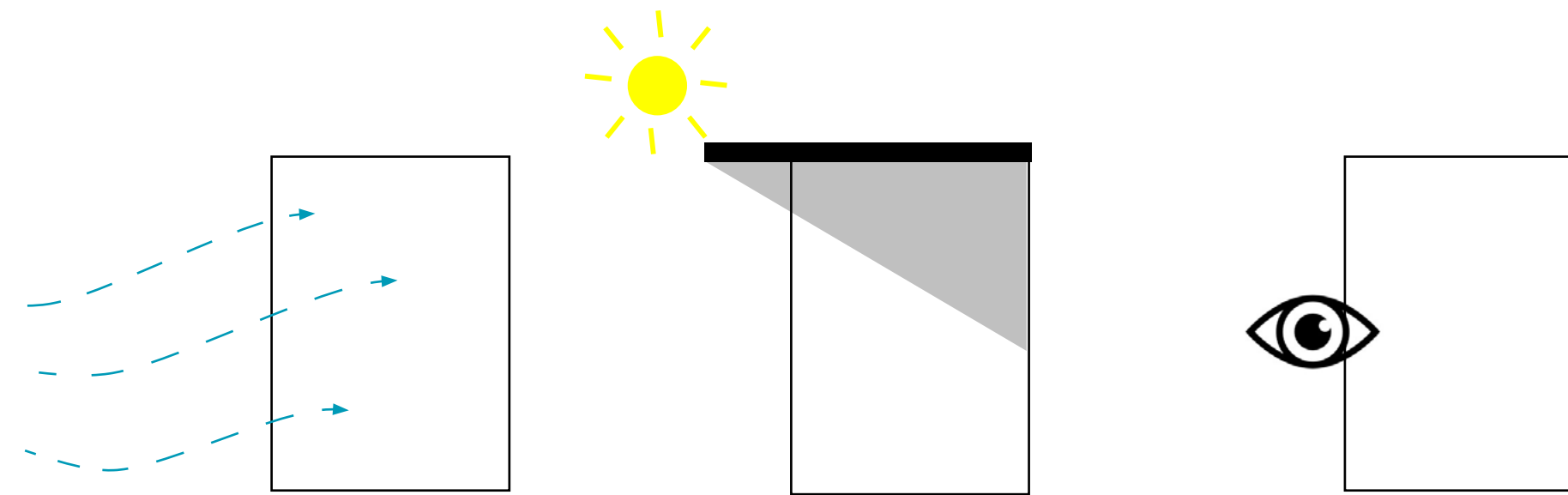


Fig 10.8.1 Wind, shading and privacy design considerations

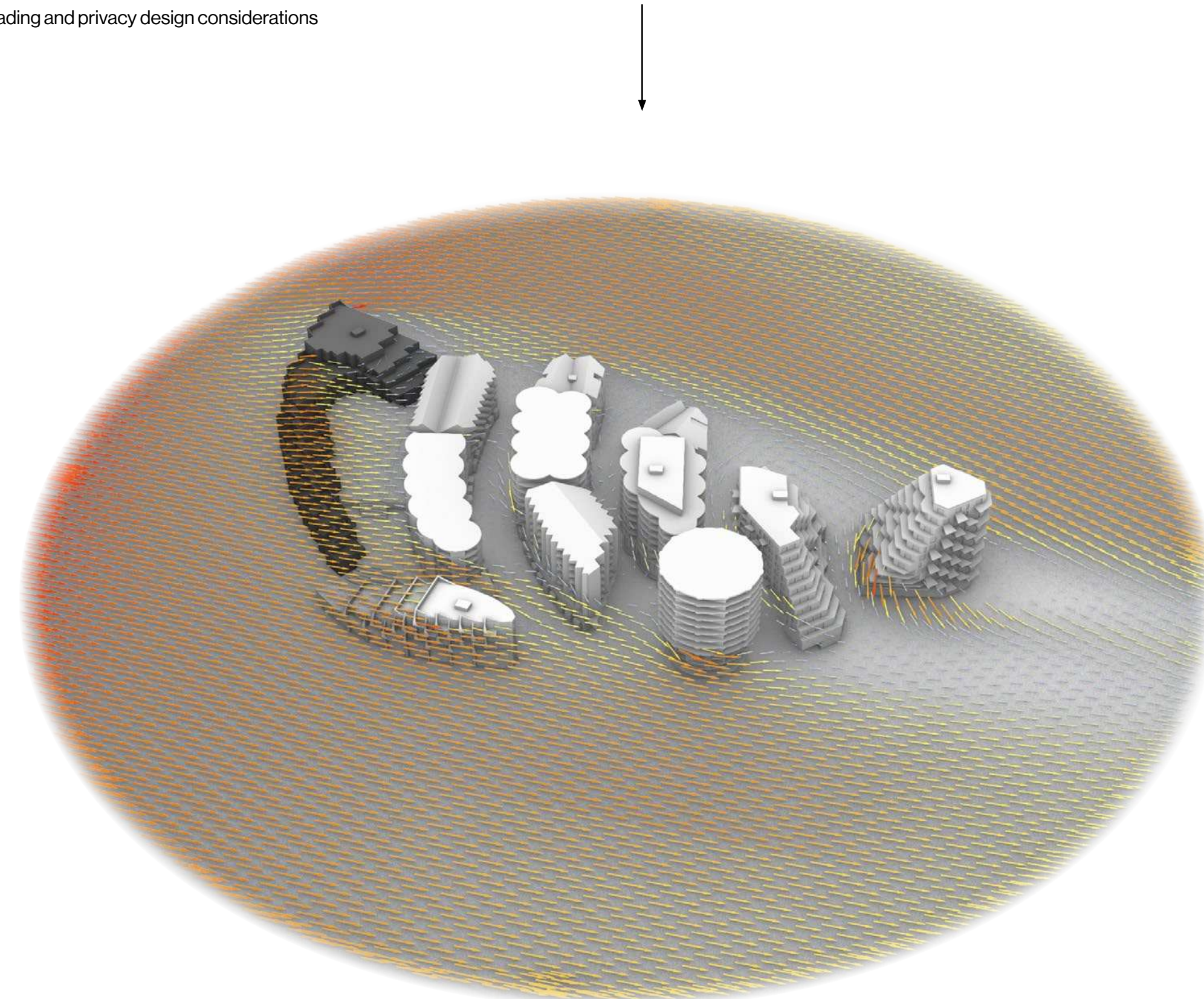


Fig 10.8.2 A IS FOR\_\_ CFD analysis showing the estimated effects on wind by the massing

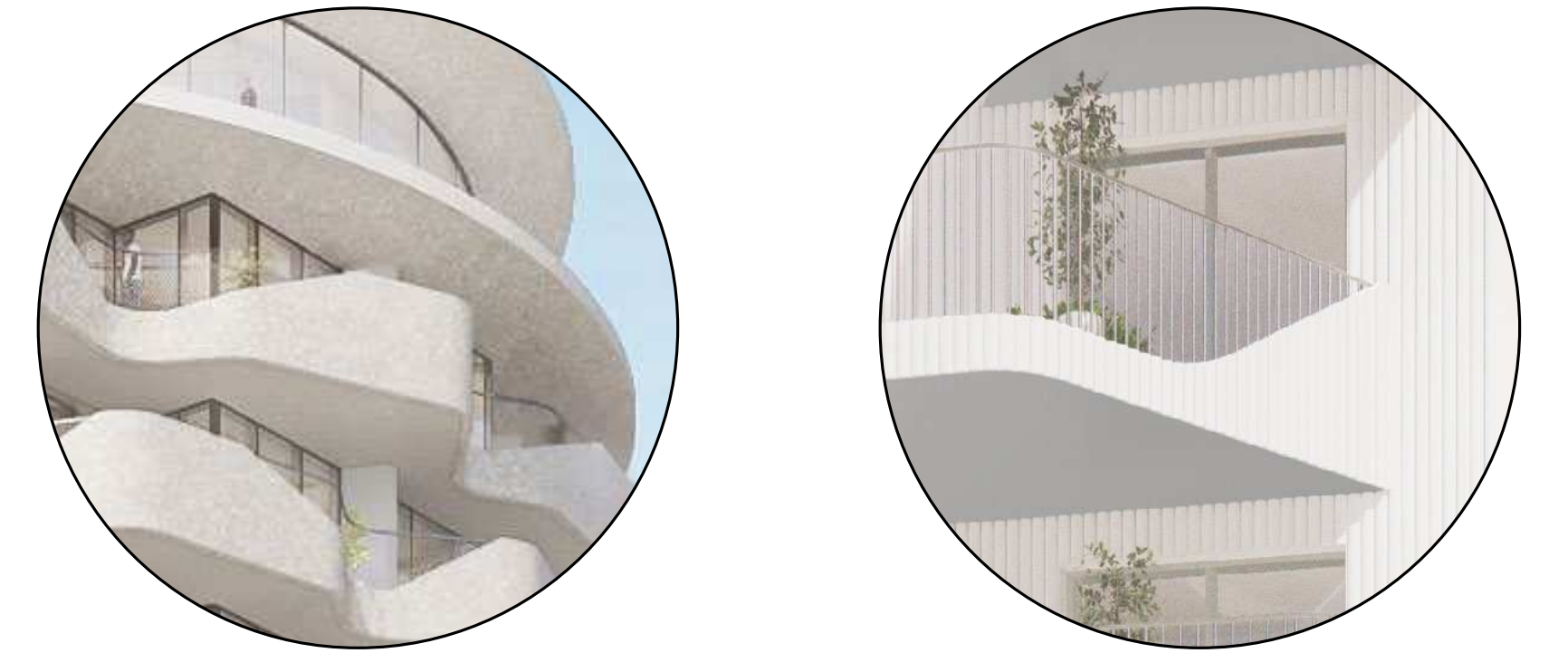


Fig 10.8.3 Architectural solutions

10.9  
Colour Concept

While the colour scheme across the Harbour Plan is generally lighter - following the precedent created by the Crescent plots along the seafront and to ensure the streets feel bright and ample - there are elements of colour that reference the harbour as a site of trade and exchange, the colours of the station and the train livery or the brick of Stade.

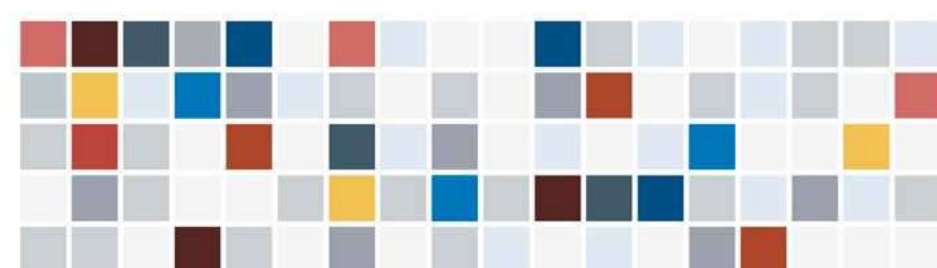
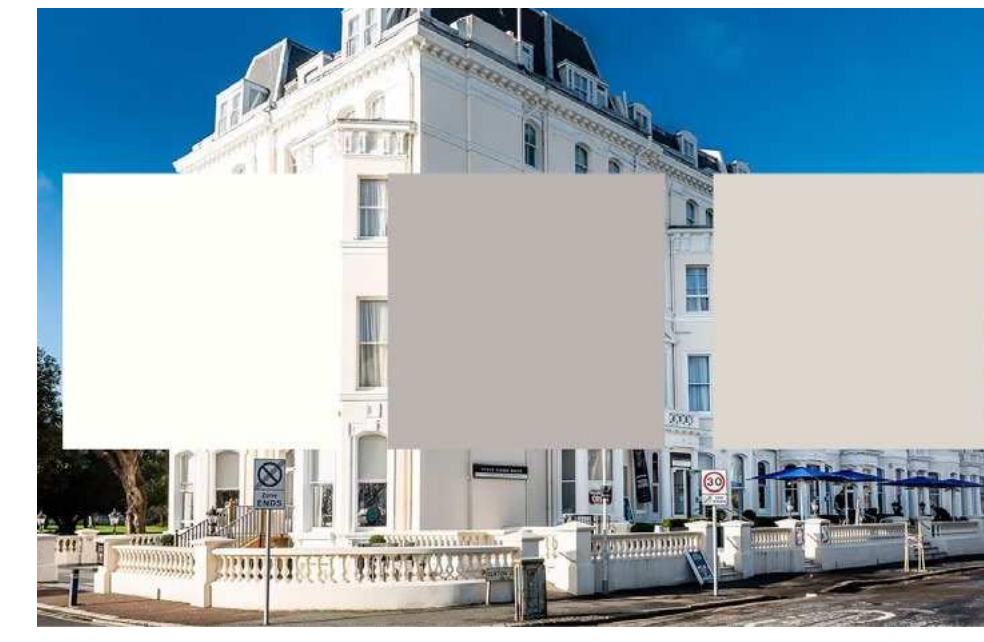
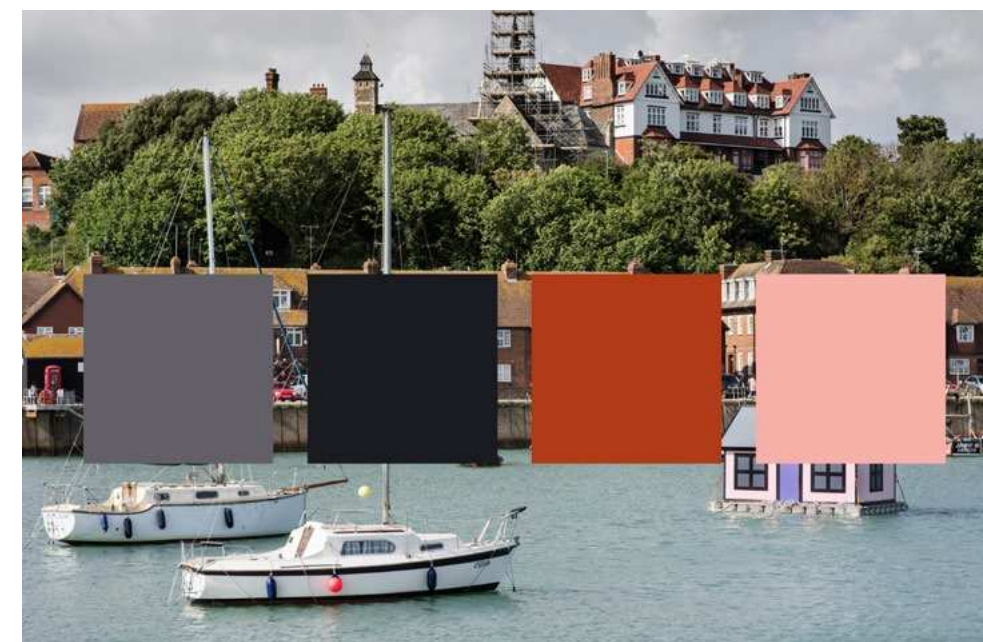
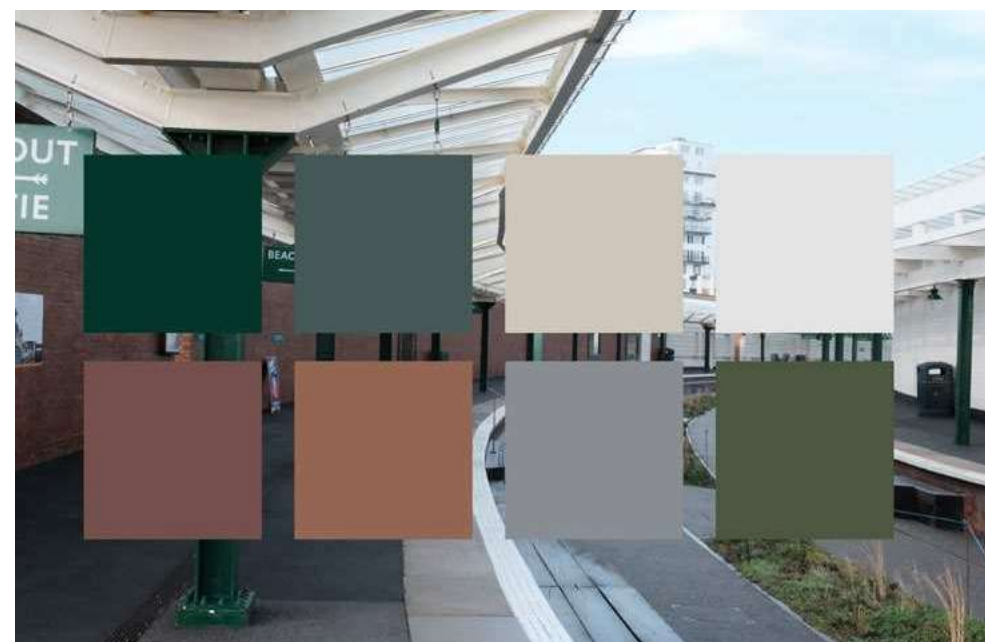


Fig 10.9.1  
Harbour colour inspiration



Fig 10.9.2  
Station colour inspiration



Fig 10.9.3  
Stade colour inspiration



Fig 10.9.4  
West Folkestone colour inspiration

10:10

**North East Aerial View towards Dover**





10.11

**North Quay Character Area**

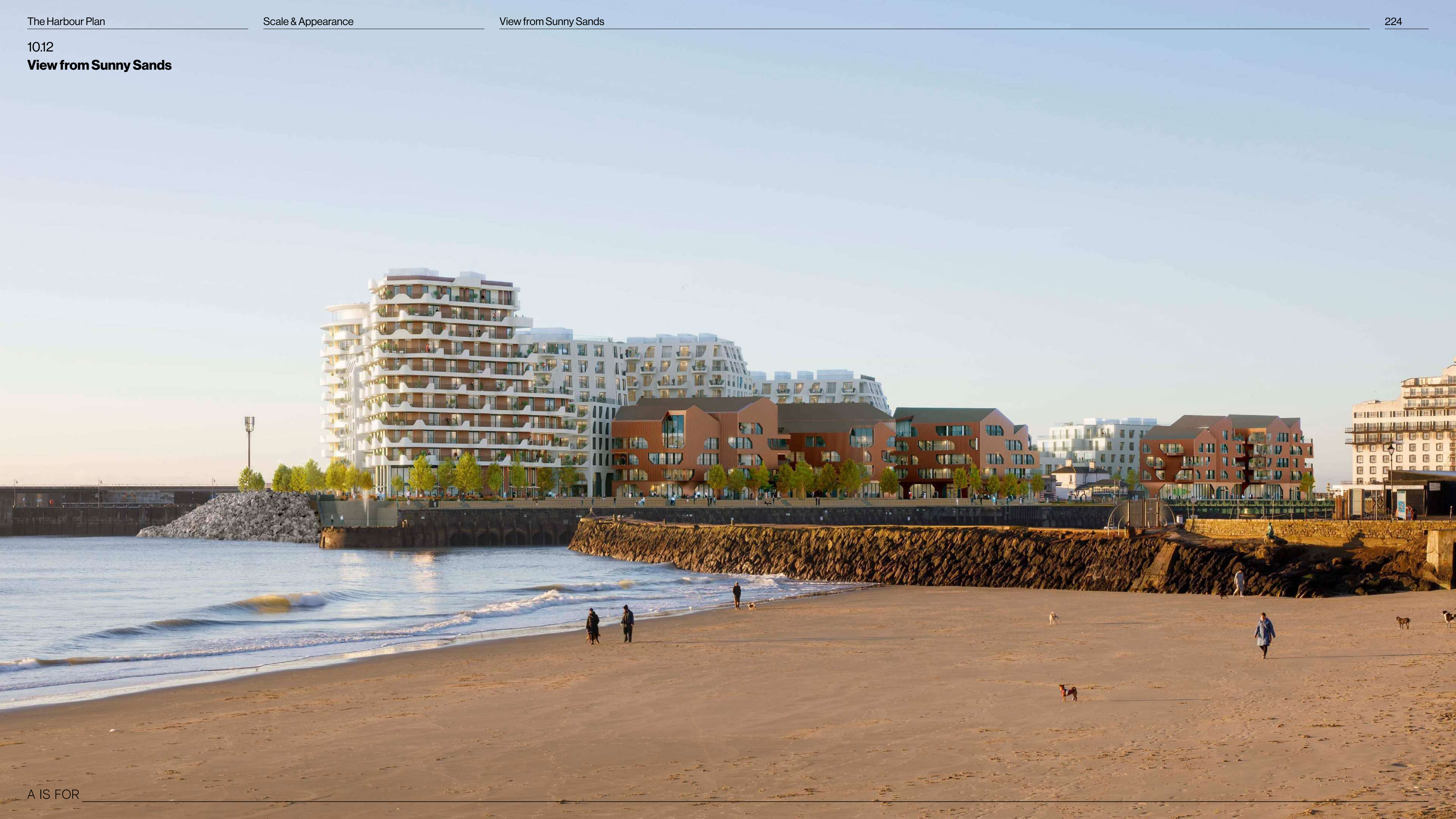
The North Quay extends from the inner harbour to the harbour mouth and is defined by smaller buildings with pitched roofs that reference the architecture of the Stade.

**Fig 10.11.1**

Building type plan - North Quay Character Area

10.12

**View from Sunny Sands**



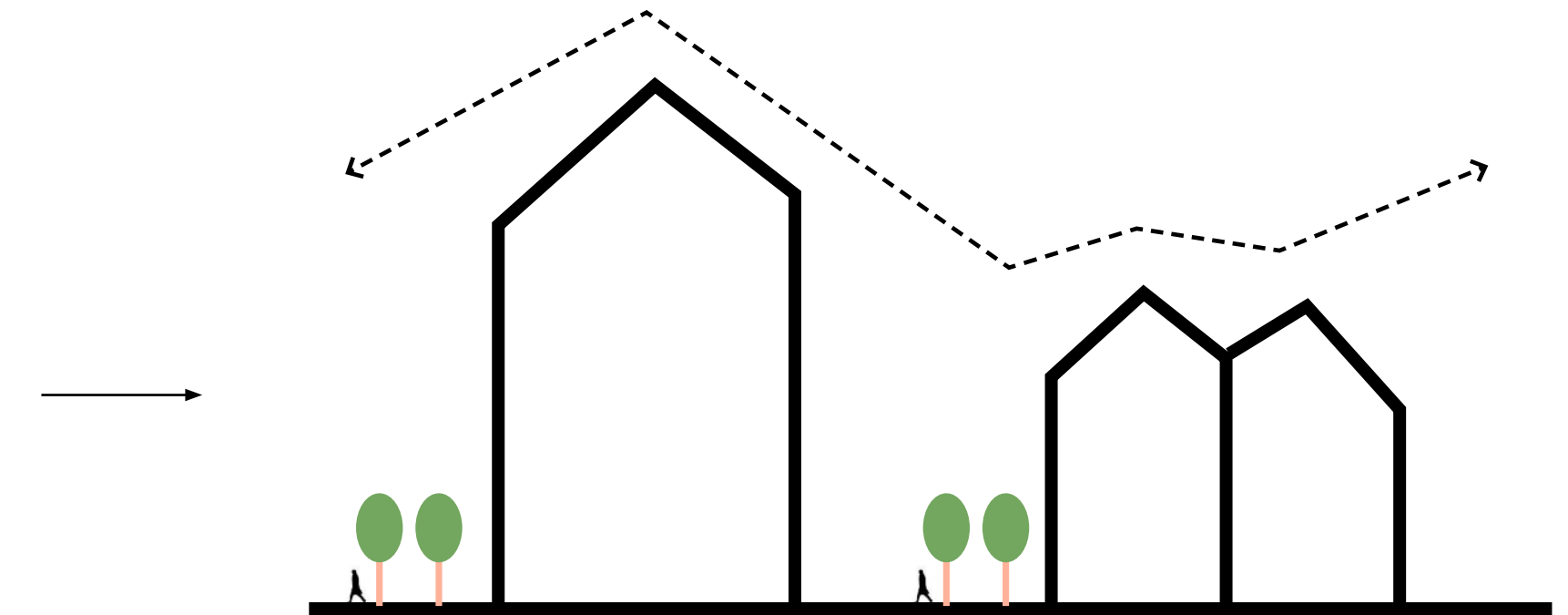
10.13  
**A Varied Skyline**

The Stade has evolved from the old fish market to the promenade that it is today but its character has largely remained defined by the use of brick, black timber and pitched roofed volumes in an informal composition.

The North Quay area applied these principles and adapts them to the reality of the outline masterplan creating a dialogue between both sides of the harbour.



**Fig 10.13.1**  
 Architectural composition of the Stade yesterday and today



**Fig 10.13.2**  
 A varied roofscape to create variation and intrigue

10:14  
**View from the Viaduct**



**Fig 10.13.1**

Photograph of how the harbour looked when purchased by FHSDC



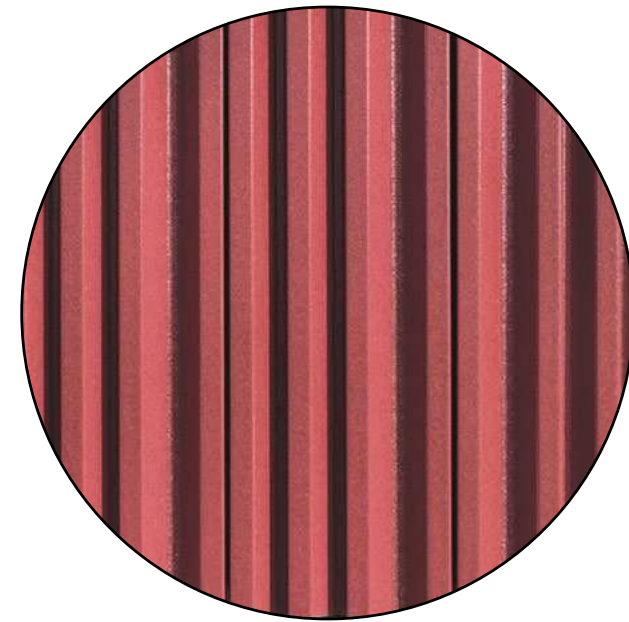
10.15  
**Materiality**

The material palette of the North consists of pre-fabricated concrete panels that are glazed on the upper storeys and polished on the ground floor and grey anodized aluminium for the metal work.

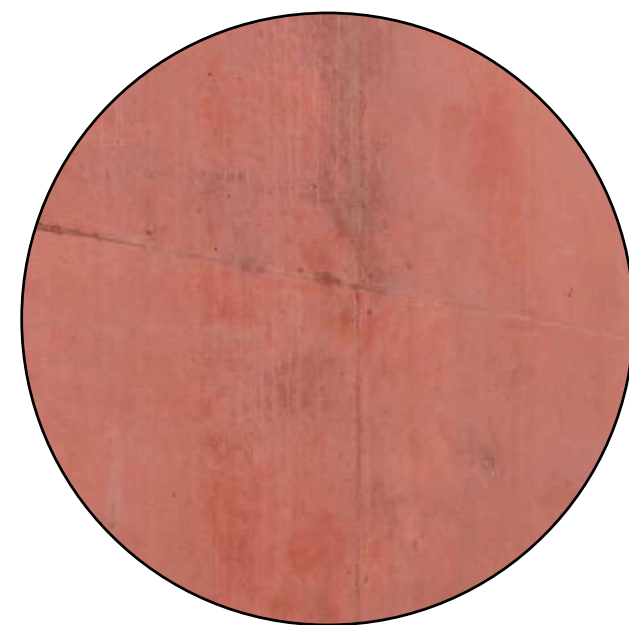
These materials have proven to have exceptional resistance to the caustic marine environment and to be easy to maintain.



**Fig 10.15.1**  
Metalwork: Grey anodised aluminium



**Fig 10.15.2**  
Facade material: ribbed brown and red glazed terracotta



**Fig 10.15.3**  
Facade material: Red Pigmented Concrete with Joins



**Fig 10.15.4**  
North elevation of Plot H-1

10:16  
**Facade Close Up**



**Fig 10.16.1**  
Close up view - North Quay

1017  
Makers Row Looking North

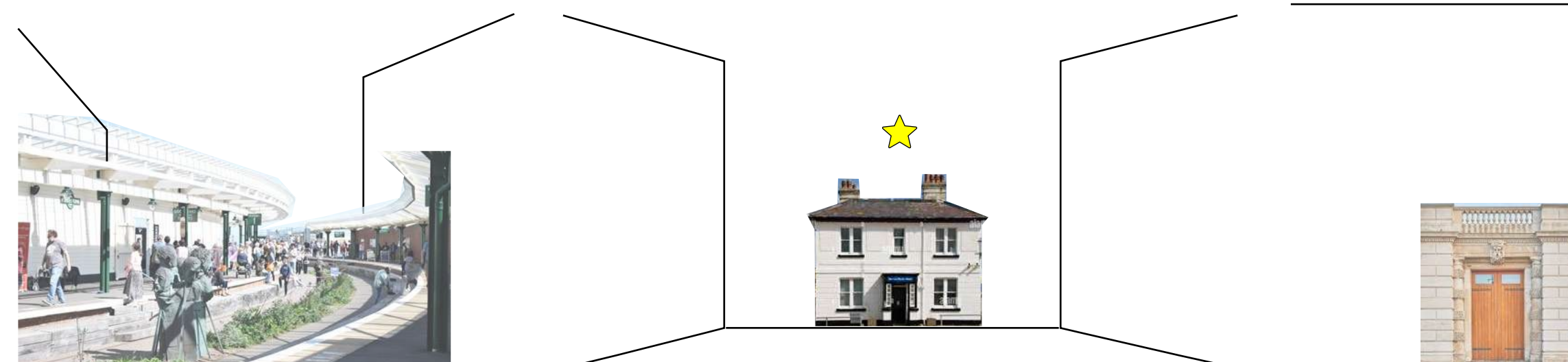


10.18  
**Responding to Historical Assets**

The buildings on the North Quay area frame and articulate with the Customs House, Harbour Master's House and Signal Box that were restored by Folkestone Harbour Development Company.



**Fig 10.18.1**  
The massing steps down to allow for appreciation of the heritage buildings



**Fig 10.18.2**  
Heritage buildings at time of purchase

**Fig 10.18.3**  
Integrating Heritage Assets



10.19  
Harbour Masters Square



10.20

**View of North Quay**



10.21  
View of Amphitheatre



10.27  
**Facade Close Up**



**Fig 10.27.1**  
Close up view - Plot F1

10.28  
**View of Residents Podium Garden**



**Fig 10.28.1**  
Close up view - Podium

10.29

**Loft Character Area**

The Lofts are the buildings at the centre of Plot G-1 which are characterized by their double heighted ground floors with either commercial units or maisonettes and by the projecting balconies and slanted loft façades.

**Fig 10.29.1**

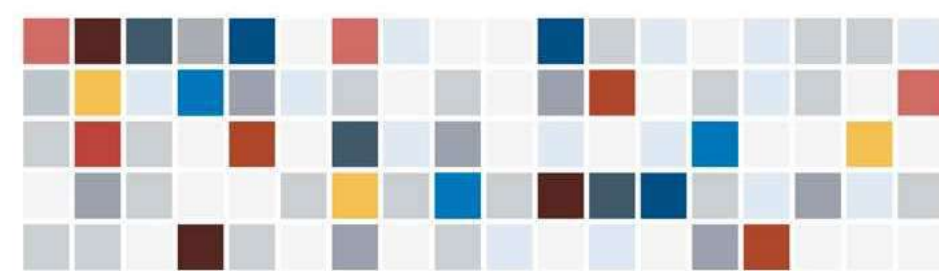
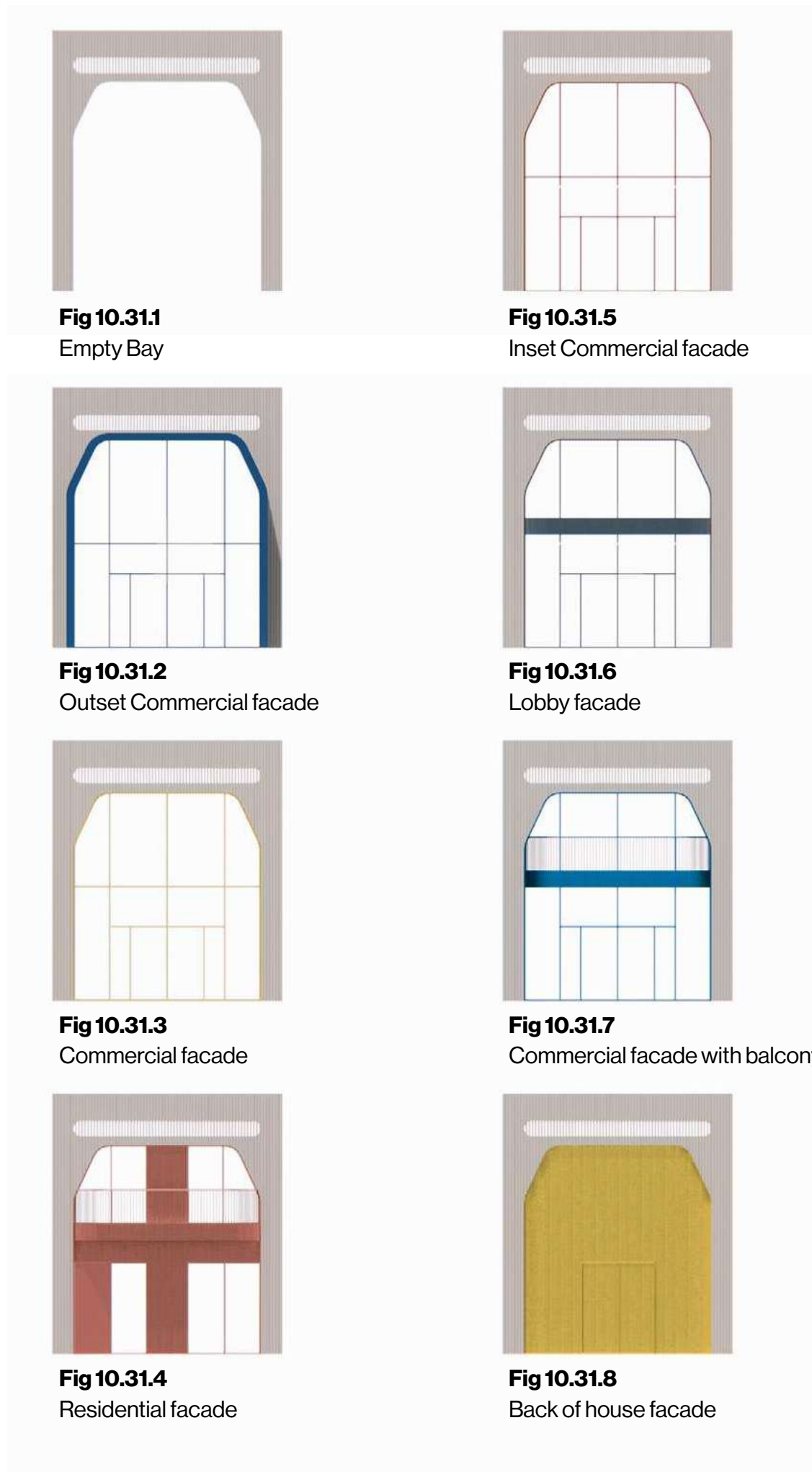
Building type plan - Loft Character Area

10.30  
View of the Makers Row



10.31  
**Flexibility**

An integral part of the design of this area is the notion of a flexible arched ground floor that can be easily converted by the tenants without prejudice to the overall design unity. A series of facade modules have been developed that include double-height façades, balconies or more solid elevations.



**Fig 10.31.9**  
Facade colour concept



**Fig 10.31.10**  
Various façades applied to Building G5



10.32

**View through Lane to Station**

There are 6 smaller lanes that cross the site from east to west providing alternative routes through the different streets and character areas.



**Fig 10.32.1**  
View through Lane to Station

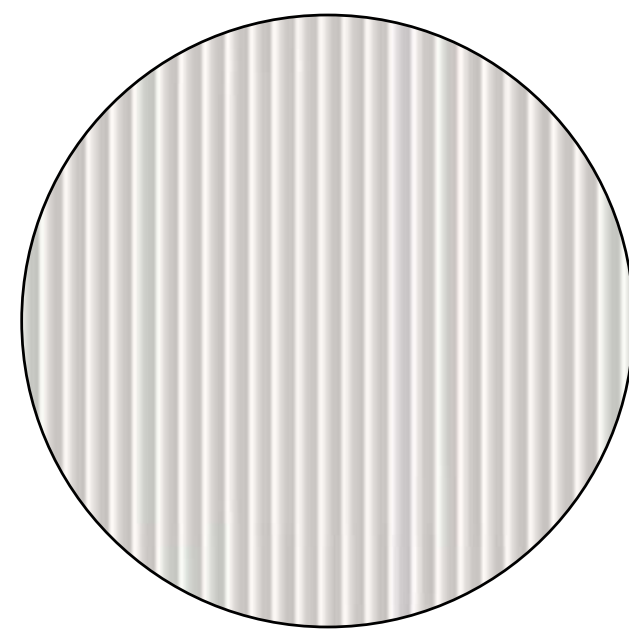
A IS FOR

10.33  
**Materiality**

As with the other buildings in the development the Lofts have a very simple material palette consisting of glazed pre-cast concrete and anodized aluminium.



**Fig 10.33.1**  
Metalwork: Light grey anodised aluminium



**Fig 10.33.2**  
Facade material: Fluted white terracotta precast panel



**Fig 10.33.3**  
G2 Elevation view

10.34

**Facade Close Up**

The top two floors of the Lofts slope back to increase daylight to the street and give the buildings the appearance of being lower.



10.35

**View toward Martello Tower**

The lanes that connect main streets on the east-west axis were also positioned to ensure view corridors to some of the most significant landmarks. In this image the Martello Tower is visible from outside the Goods Yard.



10.36

**The Goods Yard Concept**

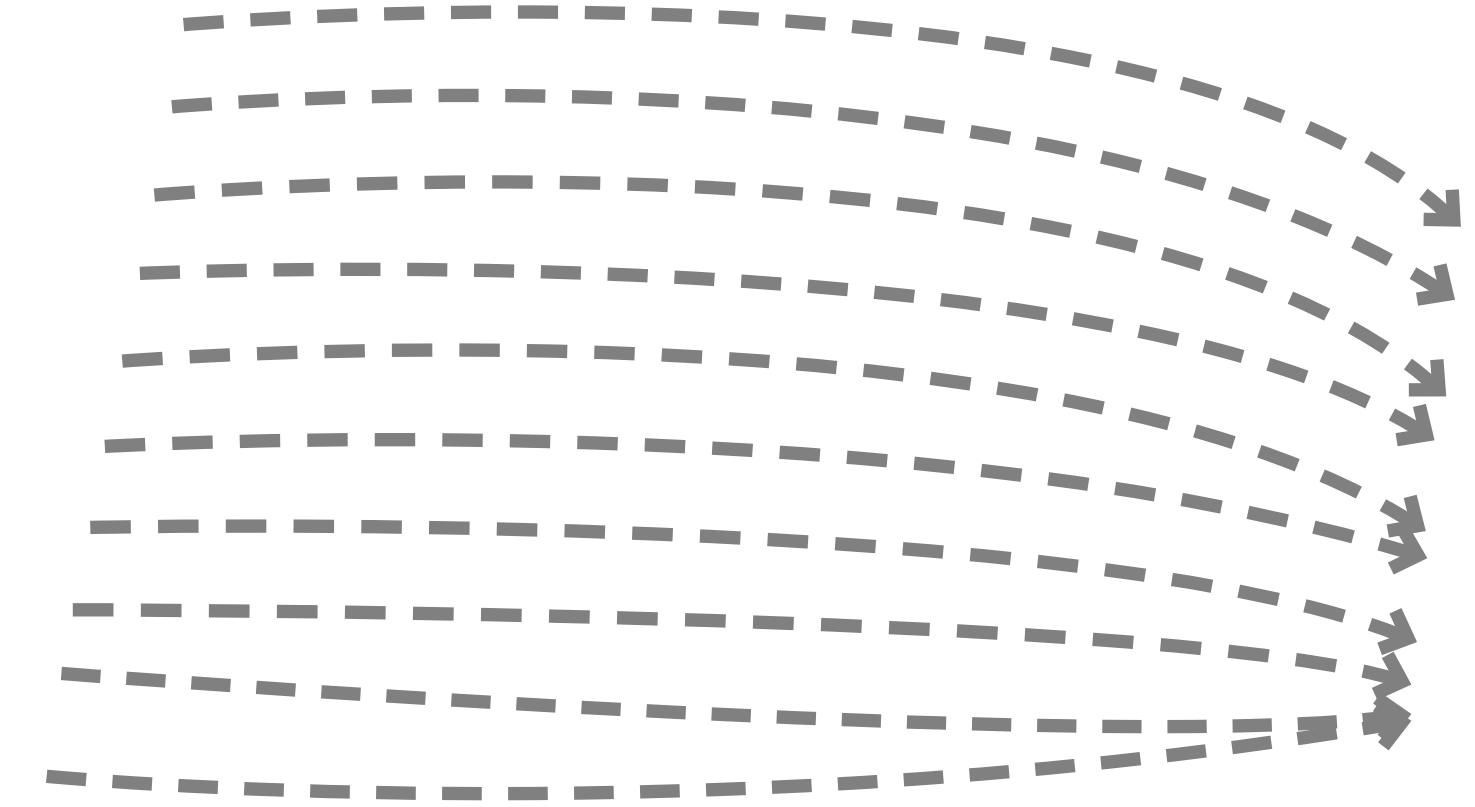
The new Goods Yard is located at the end of Makers Row where the original railway yard would have been. Its architectural language and colour are a reflection of the history and character of this area, taking direct inspiration from the shapes and the structure of the station canopies, the colour of the railway livery and metal cladding of railway sheds.

It's a single span hall that can be naturally ventilated giving the space the flexibility to host events.

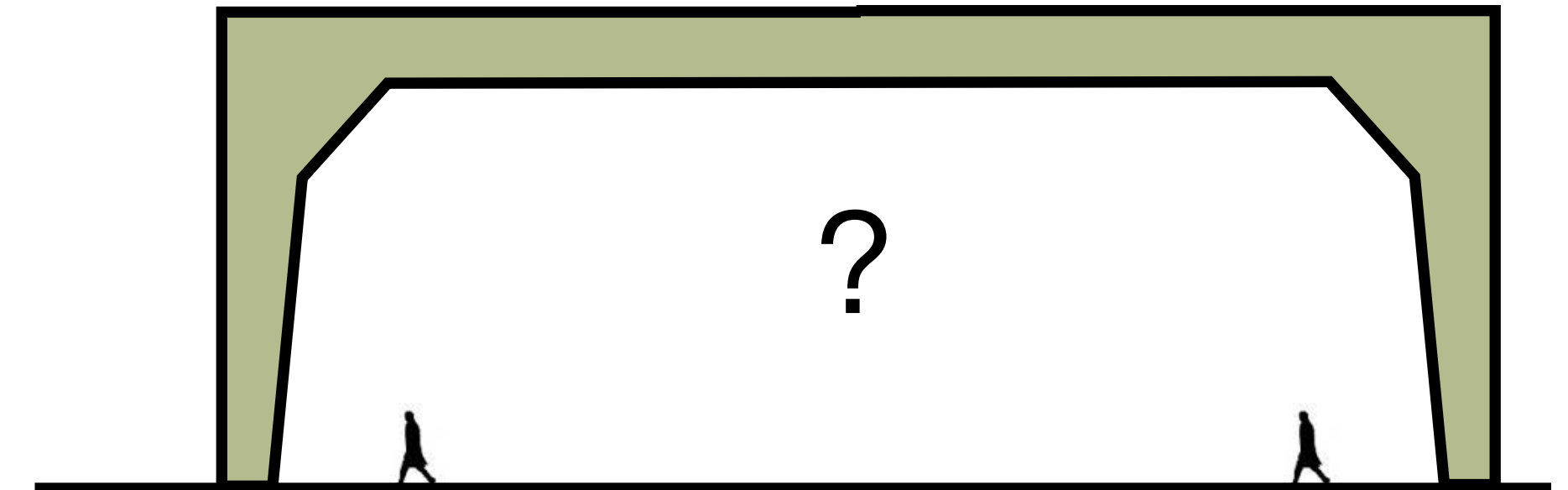
There is a gallery floor providing additional seating with a sea view.



**Fig 10.36.1**  
Inspiration from railway heritage



**Fig 10.36.2**  
Mirroring the direction of the roof structure to the historic railway



**Fig 10.36.3**  
Large span structure to allow flexible operation of space

10.37

View of Goods Yard Interior



10.38

**View of Goods Yard Facade**

The south facade of the Goods Yard can be completely opened to allow for a free flow between inside and outside. It also creates extra outdoor space for multiple businesses.

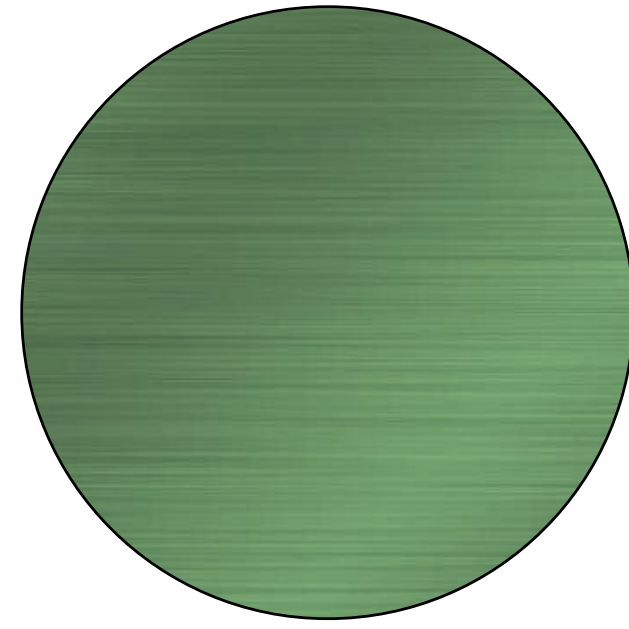
**Fig 10.38.1**

Close up view - Goods yard

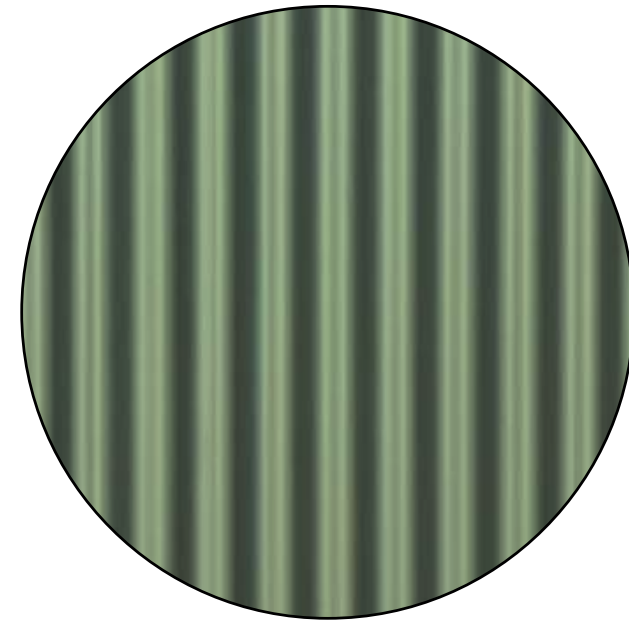
10.39

**Materiality**

The Goods Yard is clad in green corrugated anodized aluminium.



**Fig 10.39.1**  
Facade material: Green anodised aluminium panel



**Fig 10.39.2**  
Facade material: Green corrugated anodised aluminium panel



**Fig 10.39.3**  
Goods yard close-up



10.40

**Station Character Area**

The Harbour Station was completely renovated in 2017 as a pedestrian promenade. The Harbour Plan maintains the station as the main spine of the development with small-scale independent retail animating the platforms.

**Fig 10.40.1**

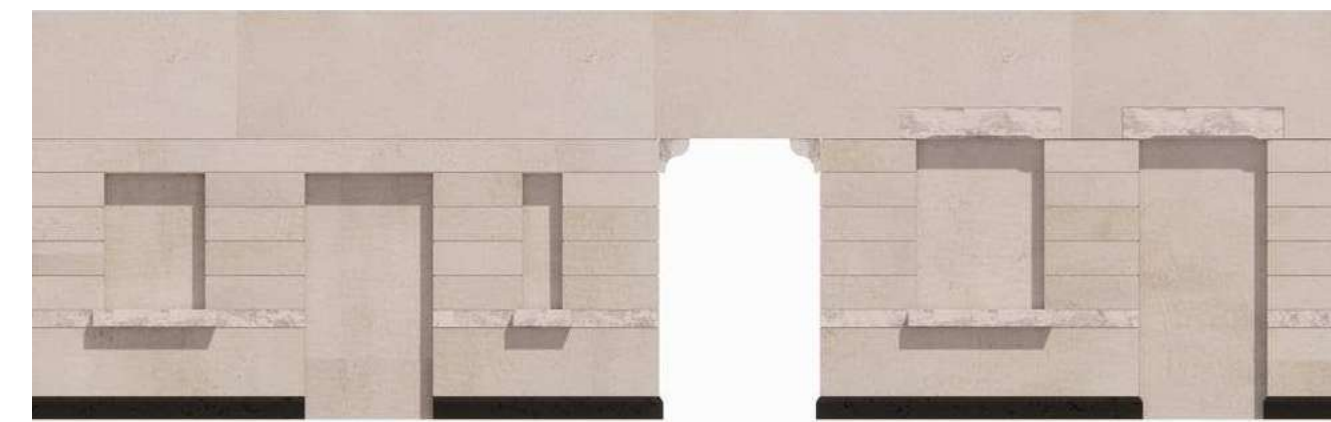
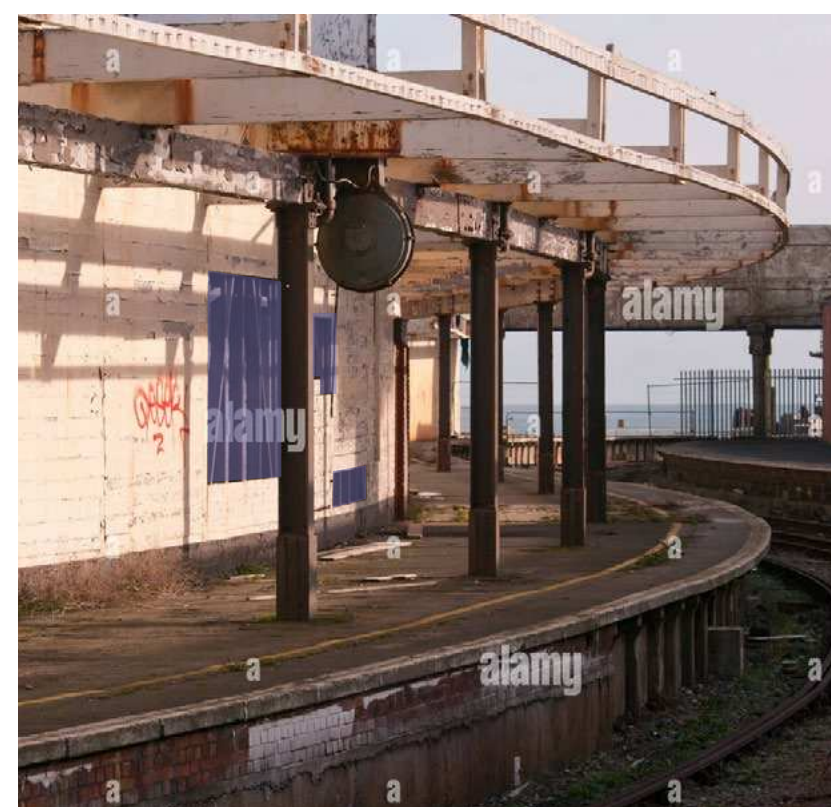
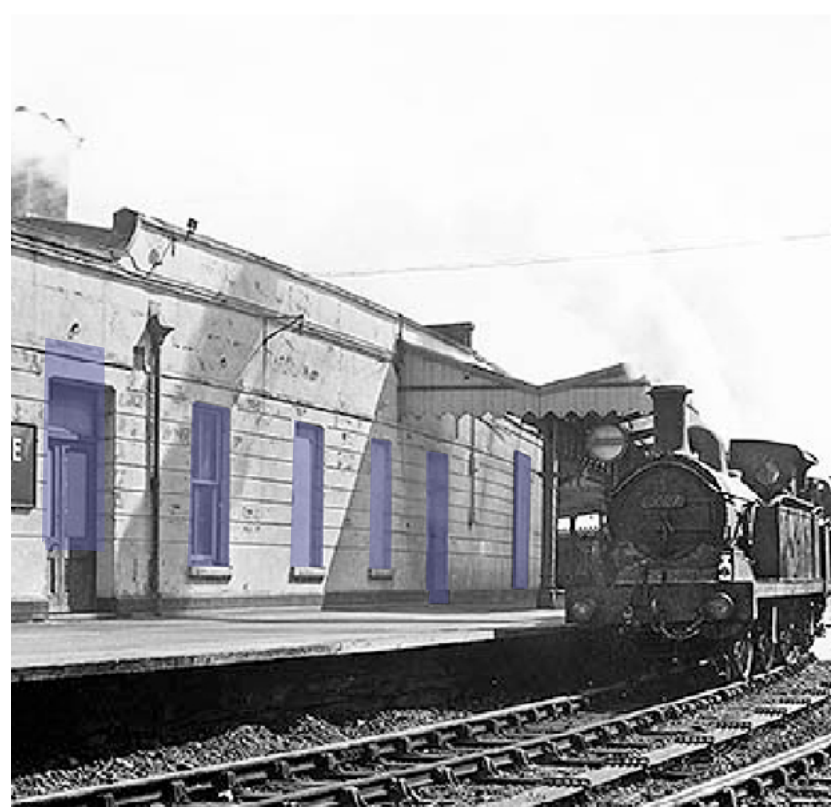
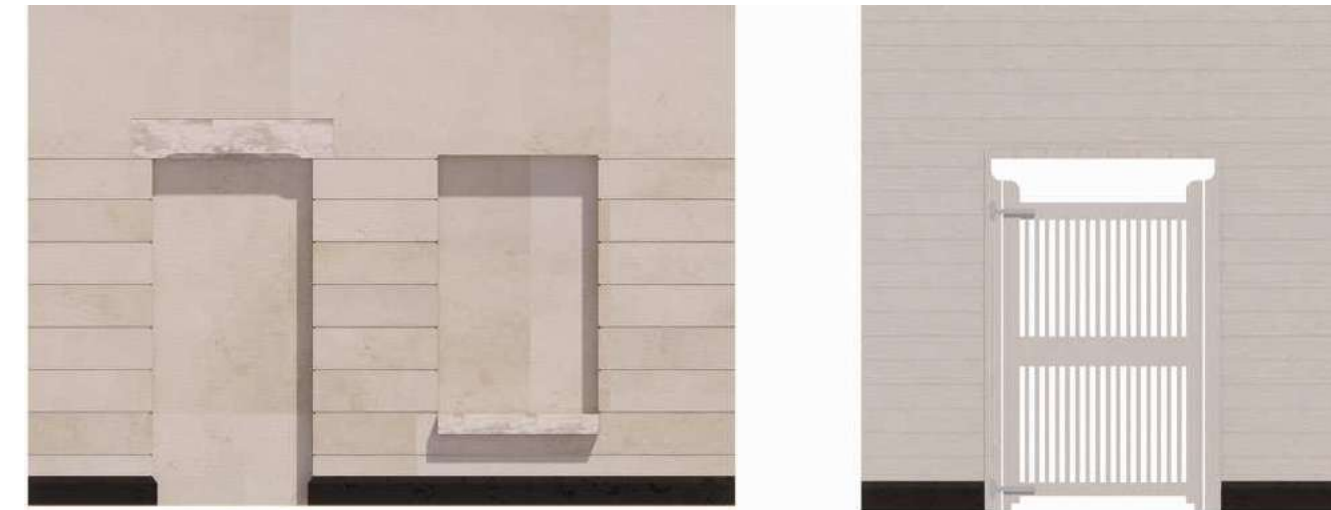
Building type plan - Station

10.41

**The Station**

The station refurbishment took the dilapidated structure and through careful and sensitive re-interpretation brought it back to life. The Harbour Plan continues that work and seamlessly integrates the station with the scheme

The station openings take as a starting point the rhythm and character of the historical windows and doors through which passengers accessed the now gone ticket halls and luggage rooms.



**Fig 10.41.1**  
Learning from heritage

**Fig 10.41.2**  
Analysing existing openings

**Fig 10.39.3**  
Proposing new openings in wall types

10.42

View of Station towards Folkestone



10.43

**Rotunda**

Because of its location at the intersection of the streets and promenades that make up the public realm, the Rotunda building acts as a hinge for the Harbour Plan with the design of its facade borrowing from all the other character areas.

**Fig 10.43.1**

Building type plan - Rotunda

10.44

View towards the Goods Yard

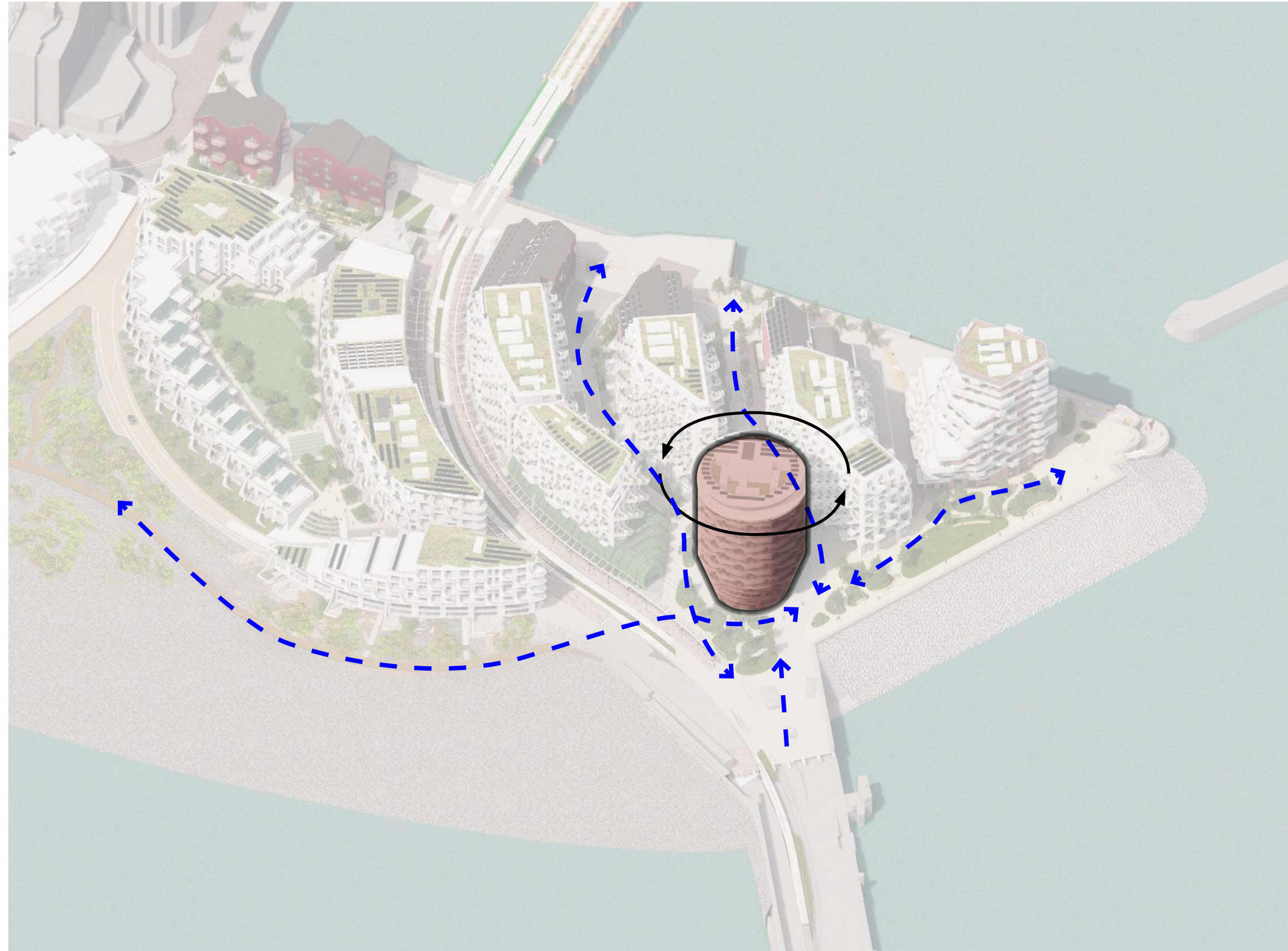


10.45

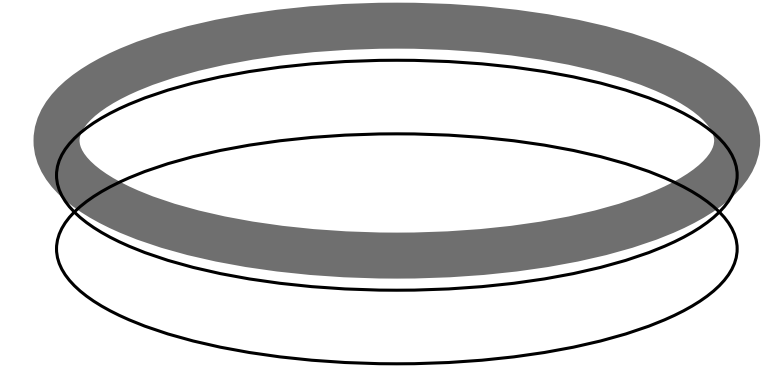
**Rotunda Concept**

The base of the Rotunda building is setback to allow for shelter and circulation around it, with all sides equally activated.

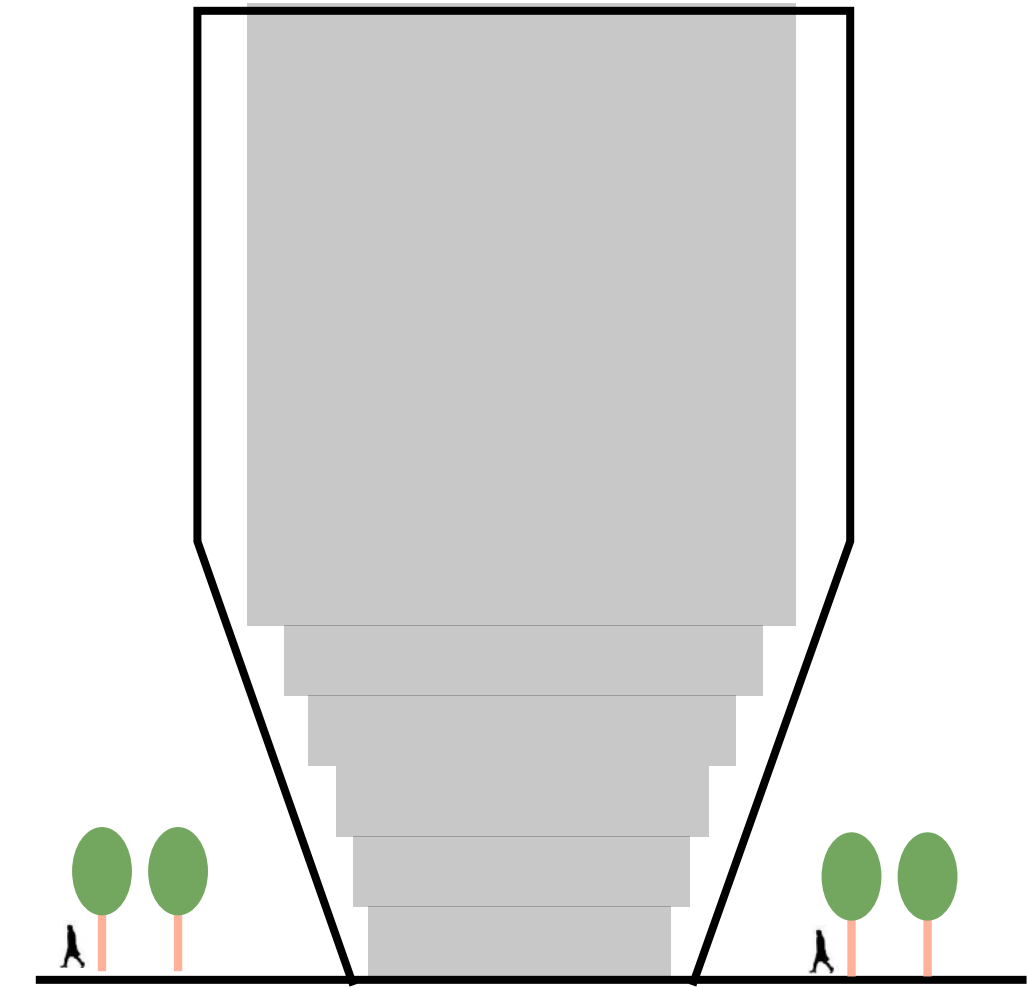
On the roof there is a panoramic space that allows for views across Folkestone, the Warren and the English Channel.



**Fig 10.45.1**  
The Rotunda acts as a pivot point for the whole development, visible from multiple points and streets



**Fig 10.45.2**  
A viewing platform on the roof



**Fig 10.45.3**  
Ground Floor steps back to create space at the ground for commercial activity and landscaping

10.46

**View from the Harbour Arm**



10.47

**Materiality**

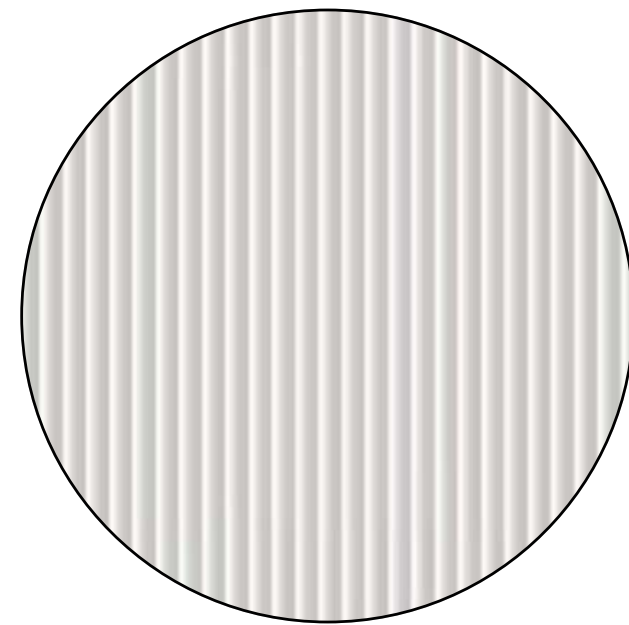
The main inner facade system for this building will be a stick curtain wall system and opaque areas will be clad with fluted terracotta rain-screen panels.

The primary structure columns will be clad on the outside with terracotta rain-screen cladding panels.

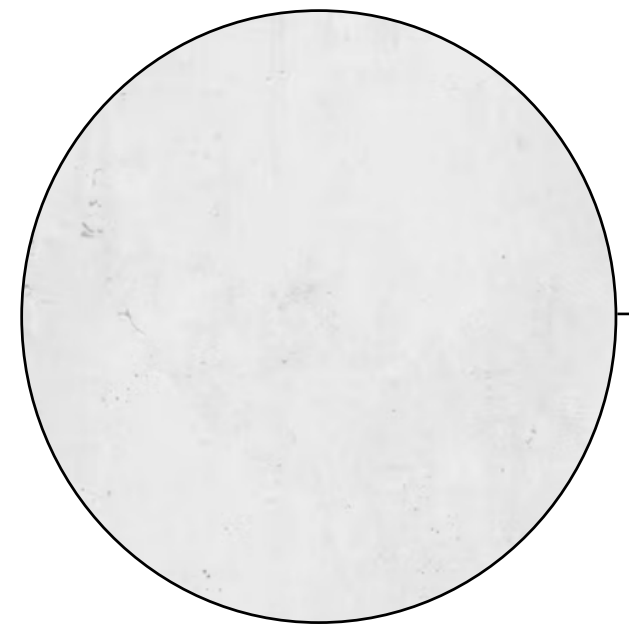
Parapets will feature GRC cladding (polished) on a secondary steelwork sub-structure.



**Fig 10.47.1**  
Metalwork: Light grey anodised aluminium



**Fig 10.47.2**  
Facade material: Fluted grey terracotta panel



**Fig 10.47.3**  
Facade material: Cream GRC panels





10.48  
**Facade Close Up**



**Fig 10.48.1**  
Close up view - Rotunda

10.49

**View of Viewing Platform**

The rooftop commercial unit with the included viewing platform will give visitors panoramic views over Folkestone and the English Channel.

**Fig 10.49.1**

Close up view - Rotunda

10.50  
**Lookout**

The Lookout building forms the north east corner of the harbour, at the confluence of the North Quay and the new seafront park.



**Fig 10.50.1**

Building type plan - Lookout

10.51

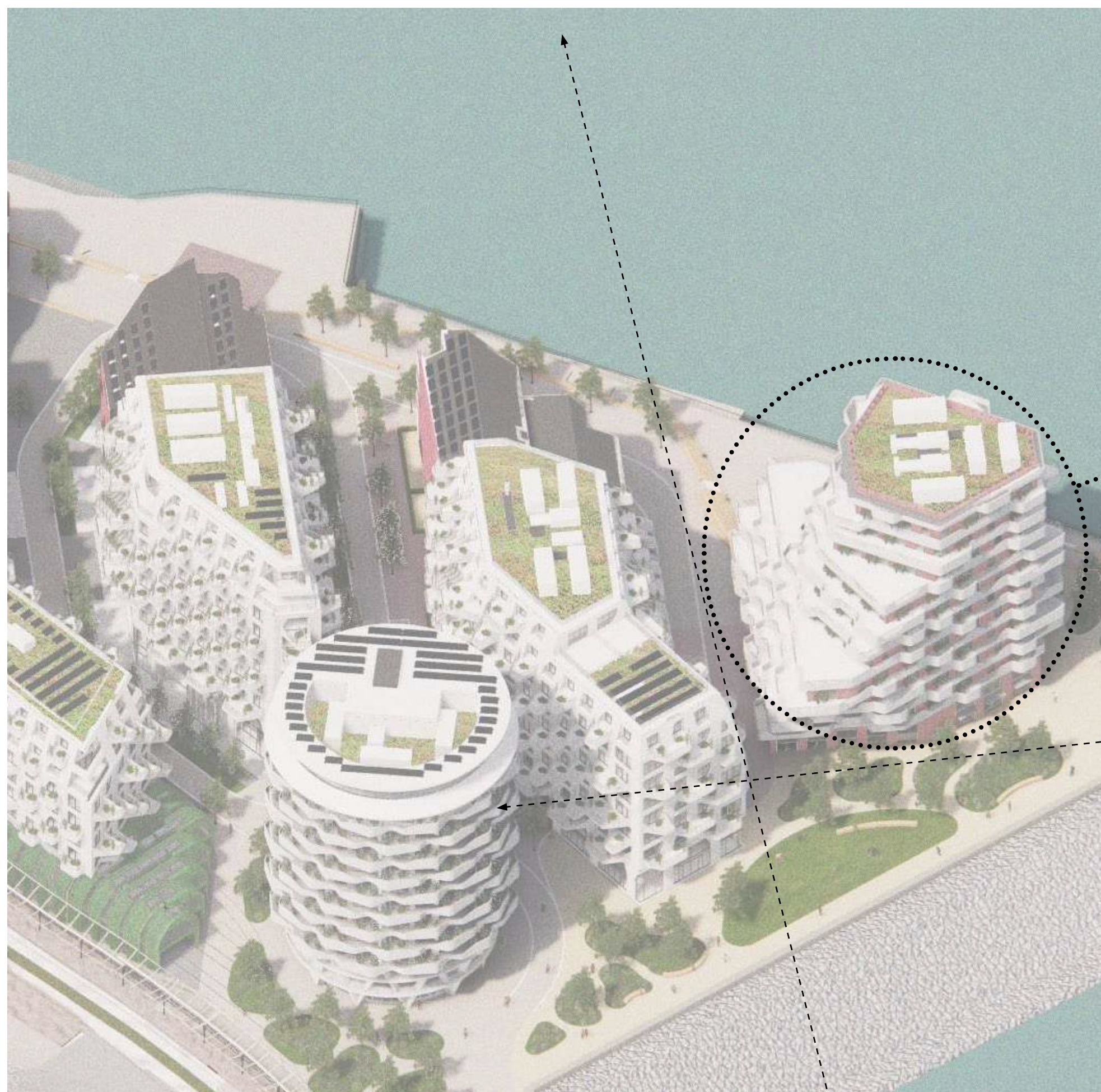
**View from The Stade**



10.52

**Lookout Concept**

The Lookout terraces back to allow light on to the amphitheatre to the north and is carved on its base to allow views out to the Martello tower and the white cliffs beyond maximizing the usage of the ground floor.



**Fig 10.52.1**  
Viewing corridors that have influenced the massing of the building



**Fig 10.52.2**  
The form of the massing allows for much more sunlight to reach the amphitheatre on the North Quay

10.53  
**View towards White Cliffs**



**Fig 10.53.1**  
View of the amphitheatre towards white cliffs

10.54

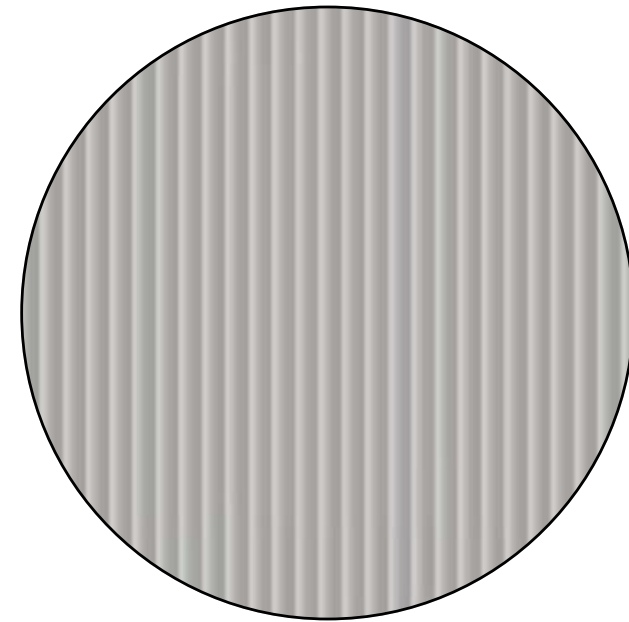
**Materiality**

The facade system for this building would be a lightweight steel framed system (SFS) backing wall with terracotta rain-screen cladding.

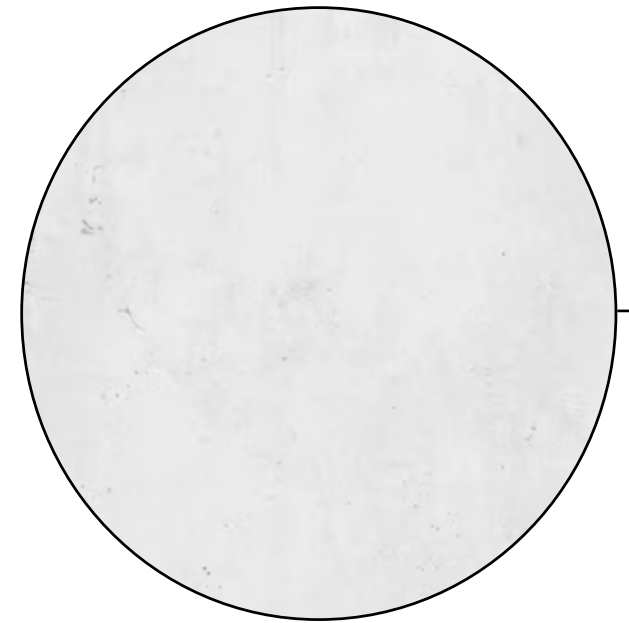
Parapets will feature GRC cladding (polished) on a secondary steelwork sub-structure.



**Fig 10.54.1**  
Metalwork: Light grey anodised aluminium



**Fig 10.54.2**  
Facade material: Terracotta rain-screen cladding



**Fig 10.54.3**  
Facade material: Cream GRC panels



10.55  
**View down Lighthouse Lane  
towards Lighthouse**



**Fig 10.55.1**  
Close up view - Lookout



10.56

**View of Seafront Park**

The new public Seafront Park takes advantage of the additional space gained by pushing the revetment further out to sea, to increase the amenity, wind protection and biodiversity of the site.

**Fig 10.56.1**

Building type plan - Lookout

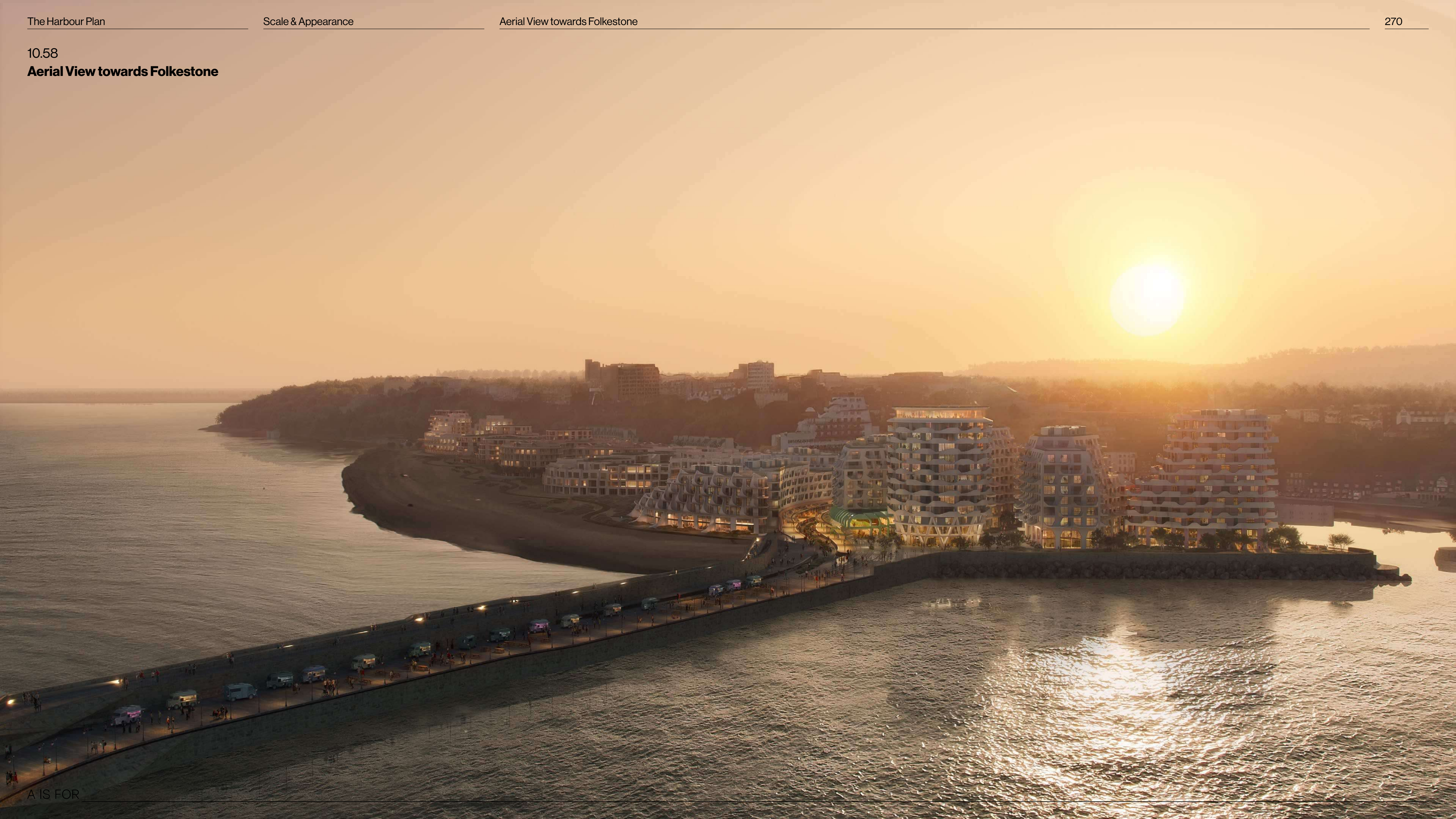
10.57  
**Facade Close Up**



**Fig 10.57.1**  
Close up view - Lookout

10.58

**Aerial View towards Folkestone**



## Sustainability

11.0

---

11.1

### Sustainability Goals

The Harbour Plan targets ambitious embodied and operational carbon values as one component of a broader strategy that includes improving health and well being through high-quality design, materials and landscape that take into account the caustic marine environment, a significant increase in biodiversity, including for marine ecosystems, data gathering to monitor outcomes and climate resilience by raising ground floor levels and creating a new sea defence.

The Energy & Sustainability Statement, submitted together with this report as part of this application describes in more detail the Harbour Plan's targets and strategy.



11.1

**Sustainability Goals**

Sustainability goals can be achieved in several ways. The Harbour Plan takes into account local environmental conditions as well as the experienced garnered in the design of previous plots to

**ASPIRATIONAL TARGETS**

- Embodied Carbon **500 kgCO<sub>2</sub>/m<sup>2</sup>**
- Operational Energy **60 kWh/m<sup>2</sup>**

**WATER**

- Low flow fixtures with leak detection
- 1** Rainwater harvesting
- Water metering
- Greywater harvesting

**POLLUTION**

- 1** Net positive air quality
- No negative noise impact
- Minimise light pollution
- Stormwater attenuation

**WASTE**

- Investigate circular economy
- Consolidated waste stores to reduce trips to the site
- Segregated waste streams to maximise recycling
- Achieve diversion of waste from landfill :
  - Demolition 70%
  - Non-Demolition 95%

**COMMUNITY**

- Communal gardens
- 1** Community space enhancement
- Promote local art on site
- 2** Landscape design refers to distinct character areas

**HEALTH AND WELLBEING**

- Healthy building materials
- 1** Exposed thermal mass
- 2** Private and communal amenity space
- 3** Façade optimised for daylight and energy
- 4** Views out
- Electrical car charging
- 5** Maximise bicycle storage provision and encourage active transport
- Development impact on external thermal comfort investigated and mitigated

**BIODIVERSITY**

- Enhance local ecology
- 1** Biodiversity gain
- Protecting ecological features

**ROAD TO NET ZERO**

- Responsibly sourced materials
- Single layer of basement helps reduce embodied carbon
- Explore design for reuse and recovery
- Low embodied carbon materials
- Structural grid optimisation
- Net zero carbon offsets
- 1** Solar shading
- Comfort cooling
- 2** Highly efficient HVAC
- 3** Maximise photovoltaic installation
- 4** Operable windows for natural ventilation
- Energy efficient lighting
- Feasibility for waste water heat recovery
- All electric buildings
- Battery storage
- Energy efficient lifts
- Smart metering
- Centralised energy network being investigated
- HVAC systems designed for future climate resilience

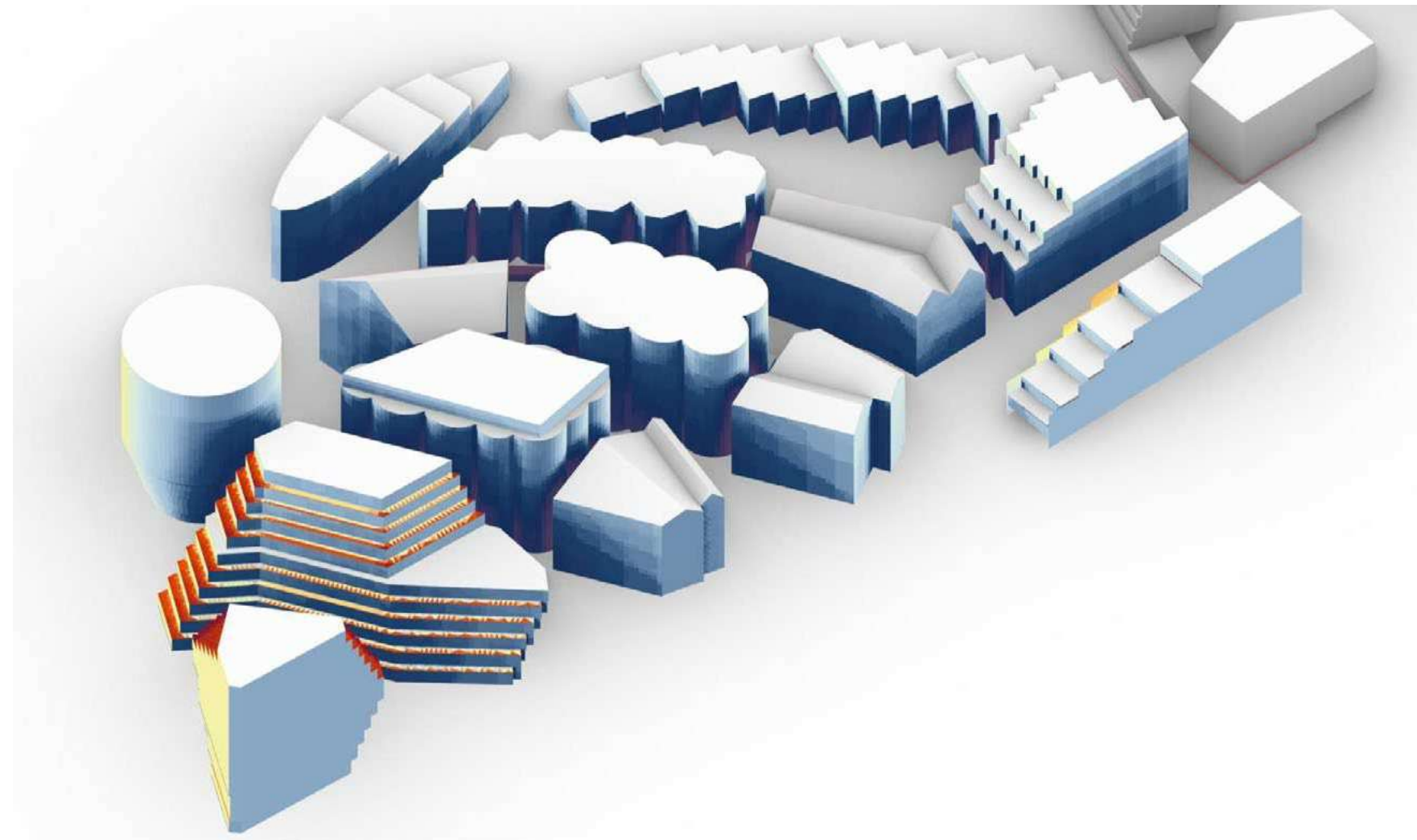


**11.2.3**  
Sustainability over view

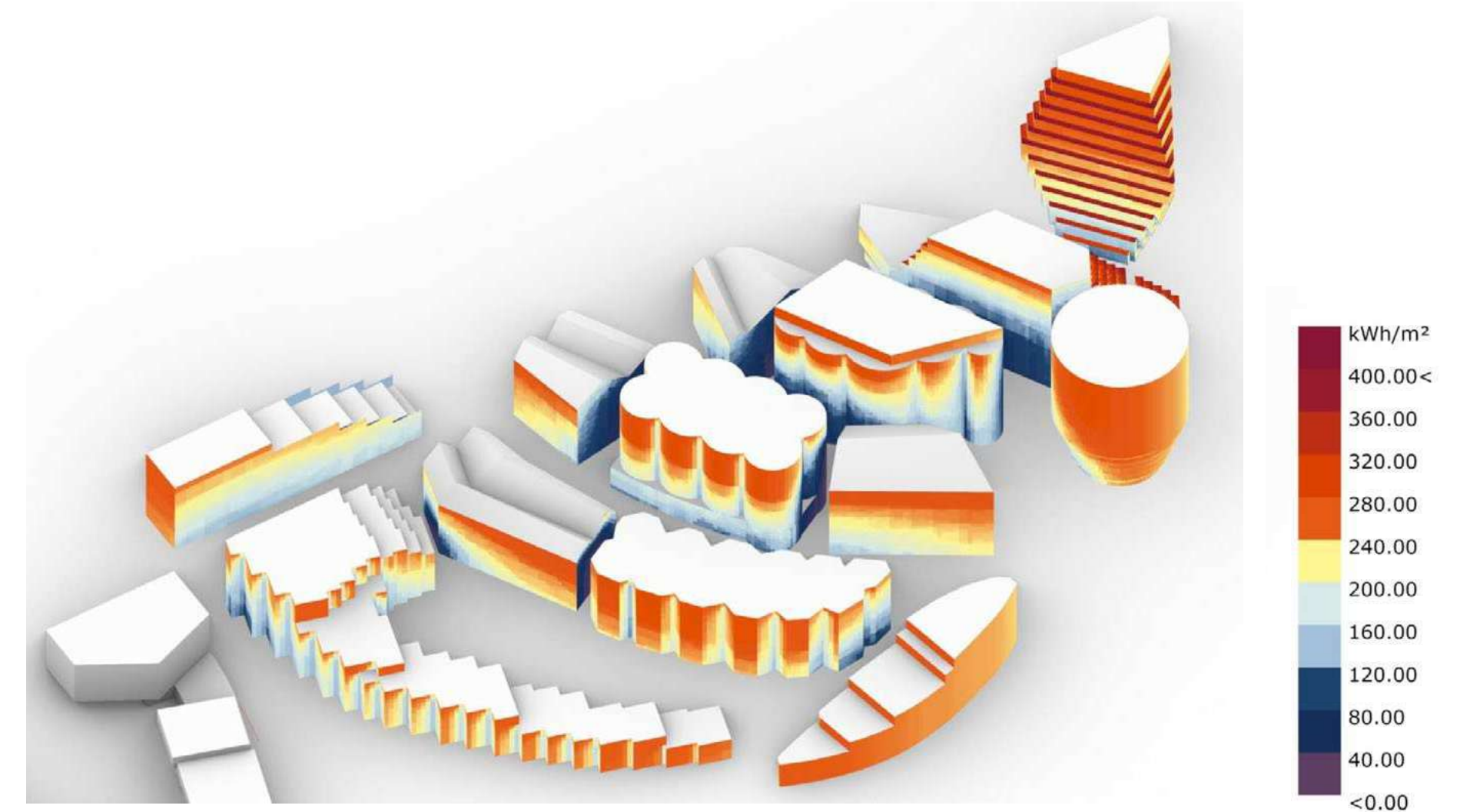
11.2

**Massing Analysis**

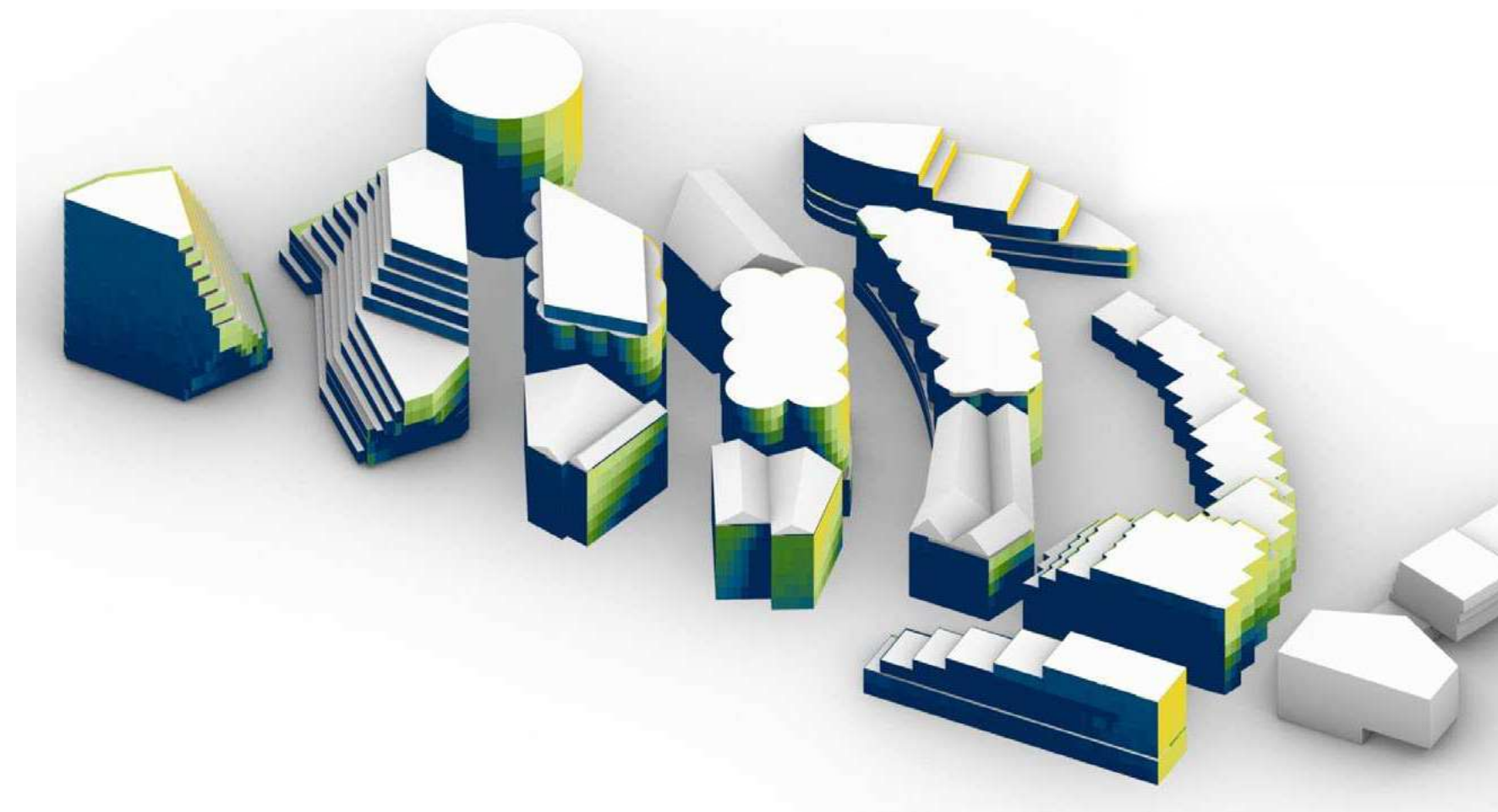
The project has been thoroughly assessed digitally as the design has developed to ensure the design responds well to parameters such as wind, over-shading and overheating.



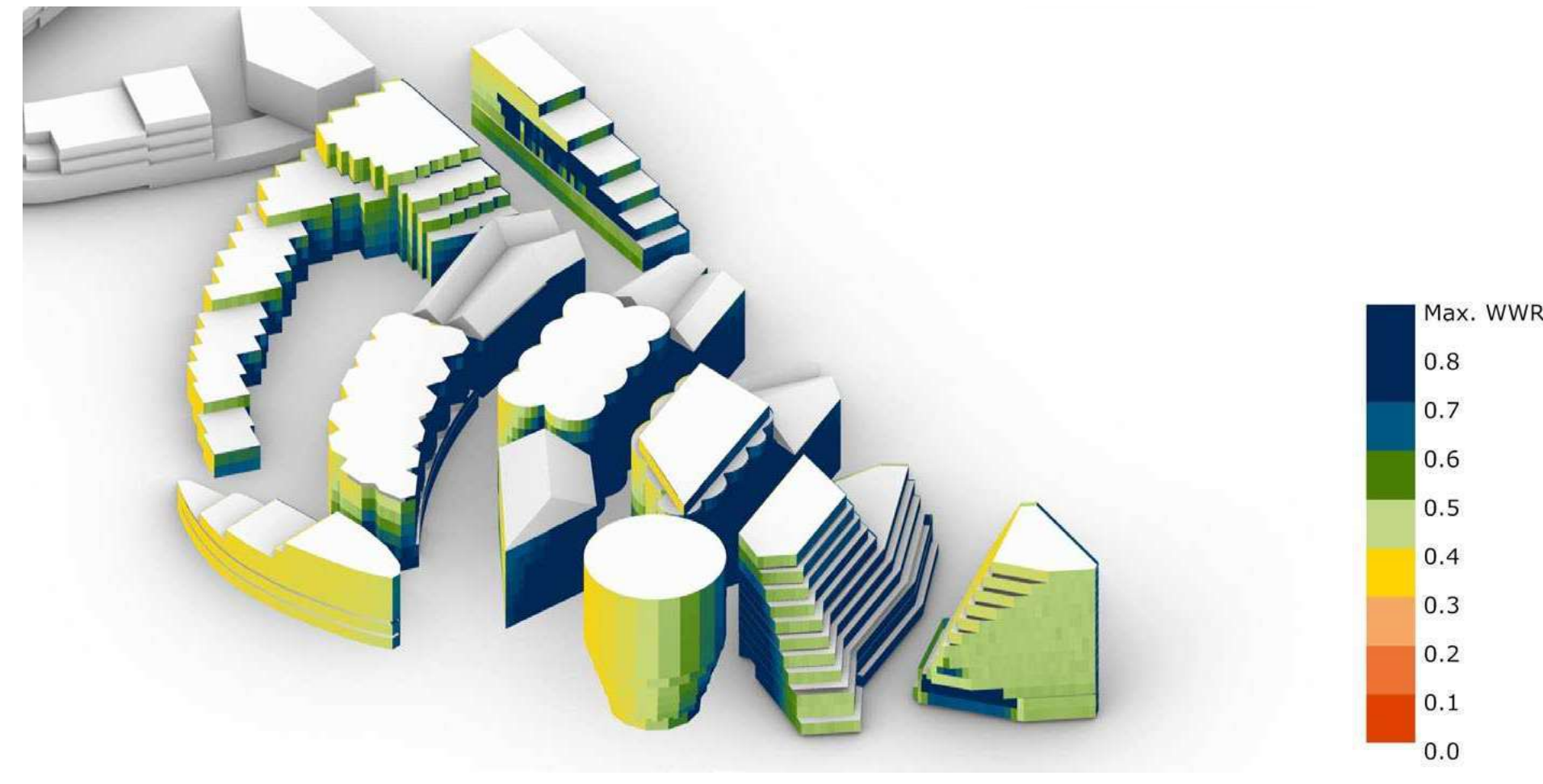
**11.2.1**  
Study - Health and Wellbeing - Façade Optimisation: Solar Radiation Analysis – June - Aug



**11.2.2**  
Study - Health and Wellbeing - Façade Optimisation: Solar Radiation Analysis – June - Aug



**11.2.3**  
Study - Health and Wellbeing - Façade Optimisation: Window to wall ratio Optimisation Study



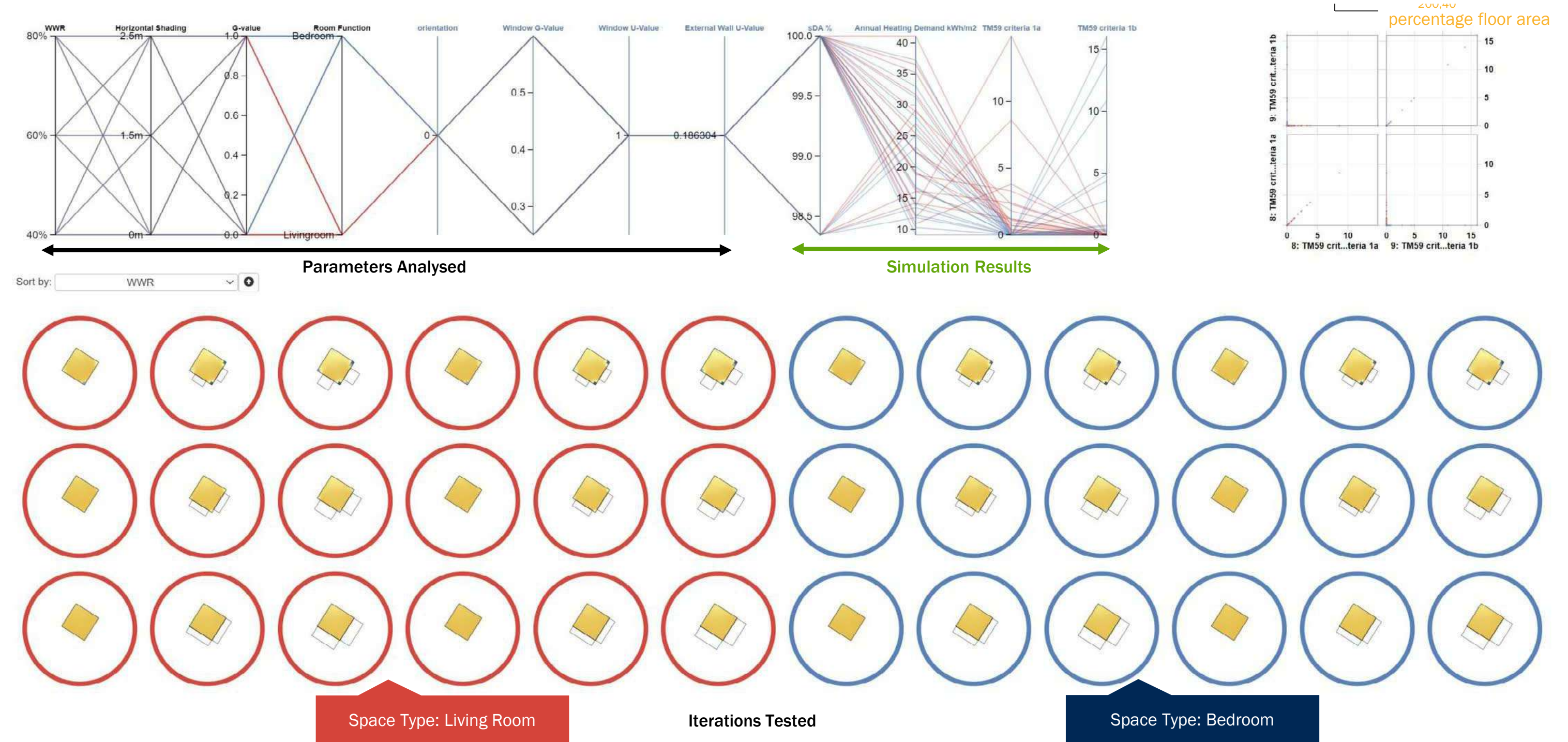
**11.2.4**  
Study - Health and Wellbeing - Façade Optimisation: Window to wall ratio Optimisation Study

### 11.3 Parametric Design

Parametric Design tools and scripts have been used to develop the architectural language with climatic conditions in mind to ensure the buildings perform well in a variety of scenarios.



#### 11.3.1 Different facade types



#### 11.3.2 Window to wall ratio parametric and optimisation study



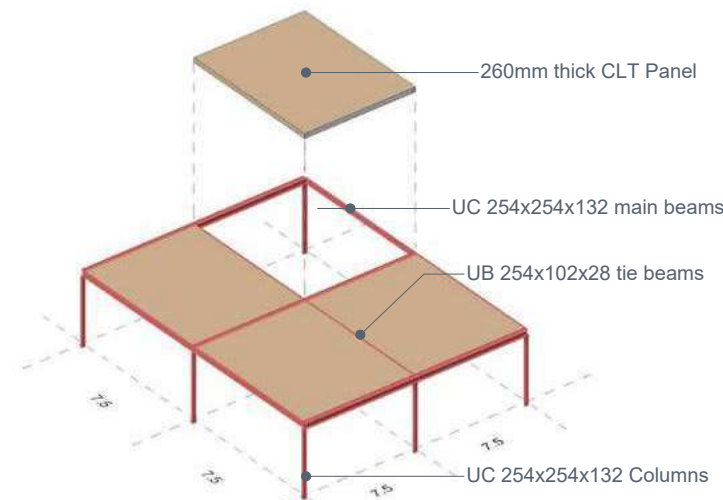
11.4

**Structure and Facade**

Buildings have been designed with flexibility and future-proofing in mind, ensuring new developments in sustainable construction methods, such as mass timber construction, can be delivered within the approved volumes.

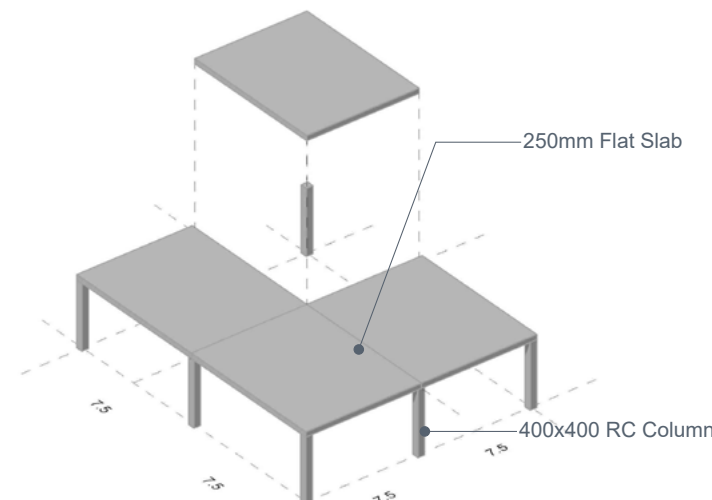


**11.4.1**  
Different facade types



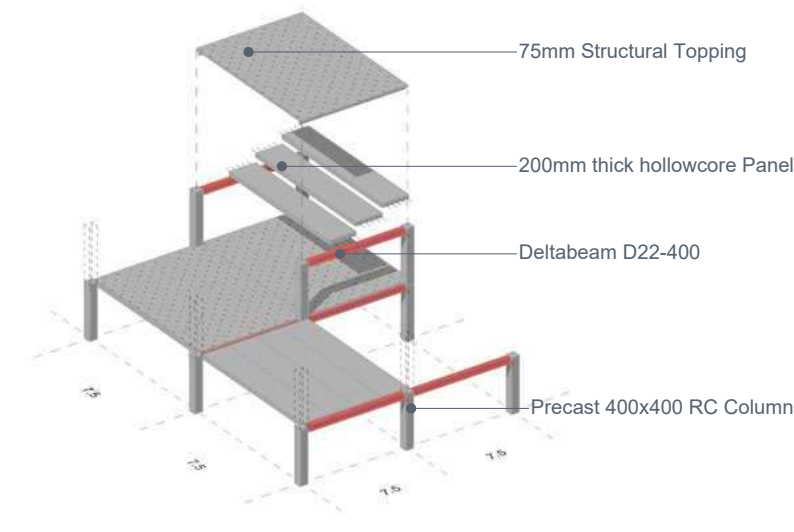
**Steel Frame with CLT panels**

Total structural Depth: 275mm  
Slab Thickness: 260mm  
Total Embodied Carbon: 125kgCO<sub>2</sub>e/m<sup>2</sup> (W/o timber sequestration)  
-56kgCO<sub>2</sub>e/m<sup>2</sup> (With timber sequestration)



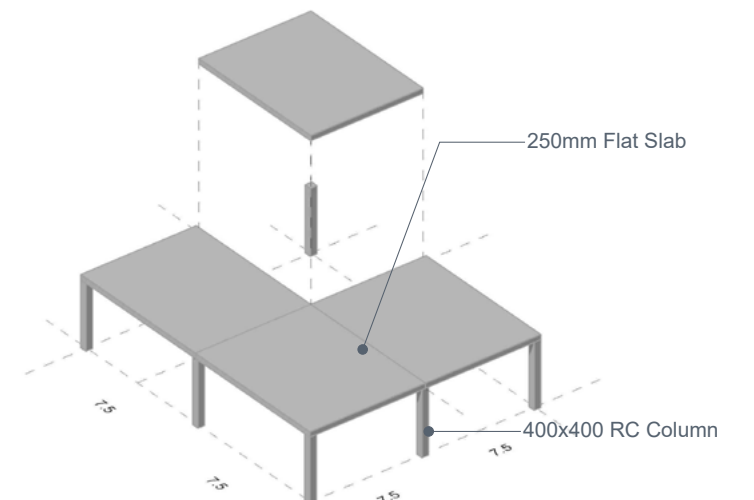
**Baseline In-situ Flat Slab**

Total structural Depth: 250mm  
Slab Thickness: 250mm  
Total Embodied Carbon: 214kgCO<sub>2</sub>e/m<sup>2</sup> (Baseline, no cement replacement)  
141kgCO<sub>2</sub>e/m<sup>2</sup> (50% GGBS cement replacement)



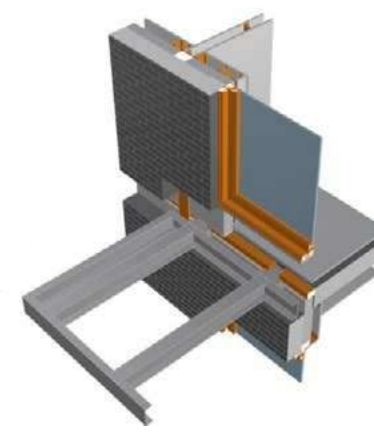
**Deltabeam with hollowcore panels**

Total structural Depth: 275mm  
Slab Thickness: 200mm  
Total Embodied Carbon: 134kgCO<sub>2</sub>e/m<sup>2</sup> (no cement replacement considered)  
106kgCO<sub>2</sub>e/m<sup>2</sup> (Using Deltabeam Green with 50% GGBS cement replacement)

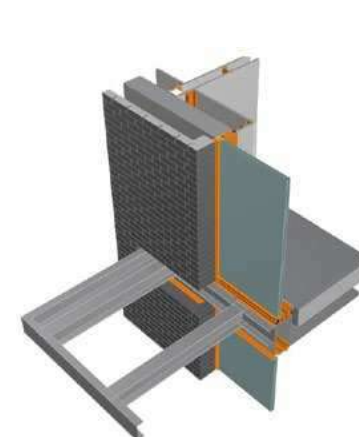


**Baseline In-situ Flat Slab**

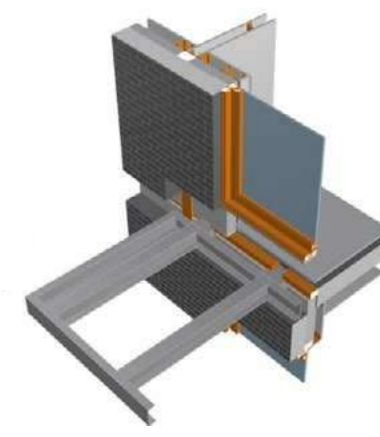
Total structural Depth: 250mm  
Slab Thickness: 250mm  
Total Embodied Carbon: 214kgCO<sub>2</sub>e/m<sup>2</sup> (Baseline, no cement replacement)  
141kgCO<sub>2</sub>e/m<sup>2</sup> (50% GGBS cement replacement)



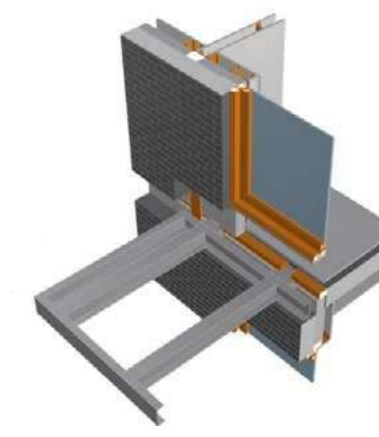
Precast Concrete Panels



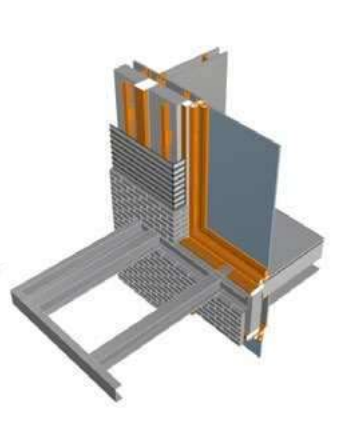
Unitized Curtain Wall



Precast Concrete Panels



Precast Concrete Panels



Stick-curtain and/or SFS

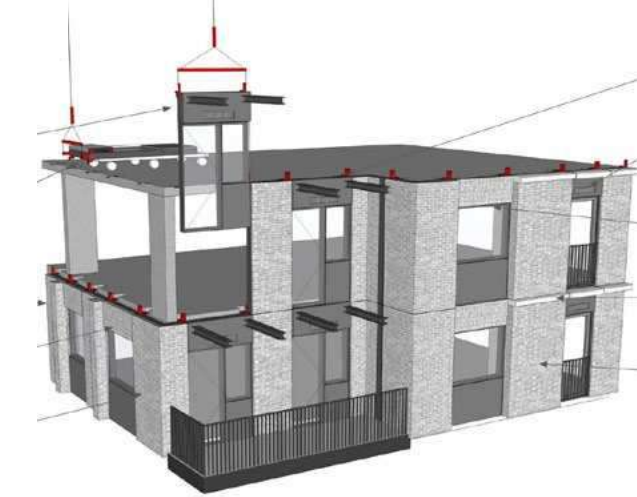
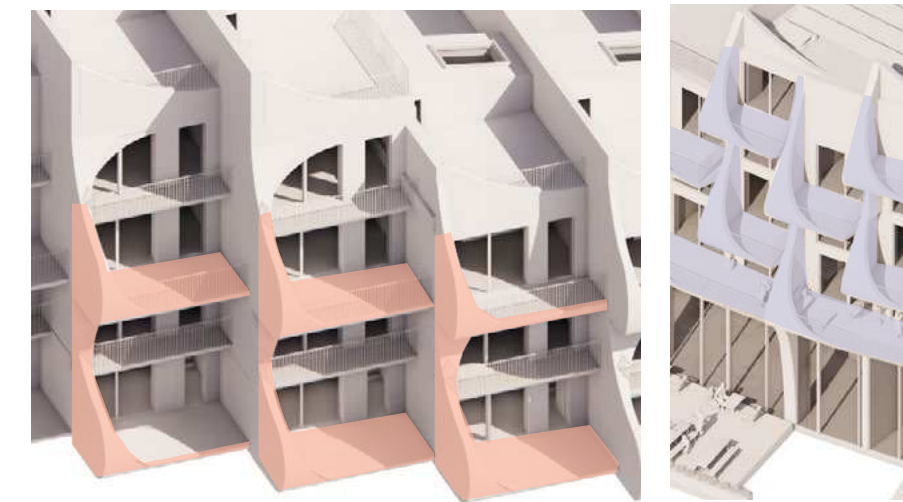
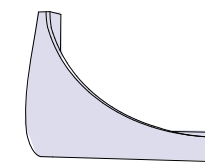
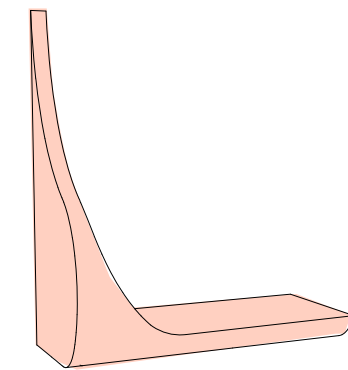
**11.4.2**  
Facade and structural systems

11.5  
**DfMA and Modularity**

Façades have been designed to be constructed using modern methods of construction which allow for more off site manufacture, leading to a higher quality product and less material wastage.



**11.5.1**  
Different facade types



**11.5.2**  
Design modularity

## **Inclusive Design**

12.0

---

12.0  
Inclusive Design

Folkestone Harbour & Seafront – Plots F, G & H

## RIBA Stage 2 – Inclusive Design and Access Report

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Development Co.

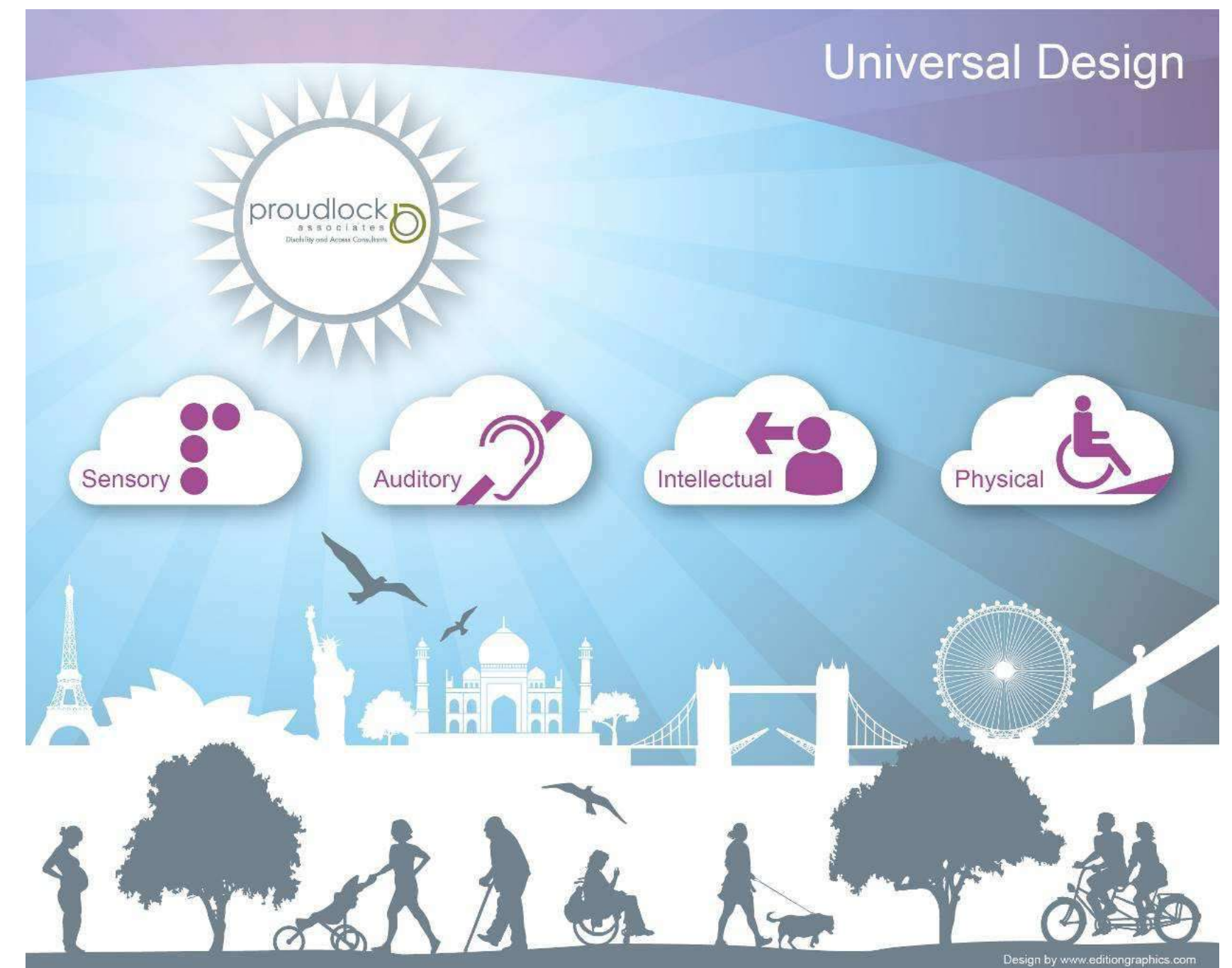
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**This report can be provided in large print or Braille on request.**

12.1

**Introduction to Inclusive Design****Contents**

1	Stage 2 Access & Inclusive Design Report
1.1	Introduction (Background and Summary)
1.2	Philosophy and Approach to Inclusive Design
1.3	Sources of Advice and Guidance
2	Consultation
2.1	Access groups
2.2	Conservation area
2.3	Fire officer or fire safety risk assessor
3	Project details
3.1	Plot descriptions
3.2	Landscape & public realm
3.3	Car parking and drop-off
3.4	Cycle parking & storage
3.5	Residential overview
3.6	Commercial overview
4	Ongoing review & next steps
5	Guidance

**Section 1: Introduction & description of the development****1.1 Background****Folkestone Harbour & Seafront****Plots F, G & H**

Spider Projects

Aisfor

Folkestone Harbour &amp; Seafront Development Co.

This Stage 2 Accessibility Report has been prepared by Proudlock Associates Ltd. in support of an application for the approval of reserved matters for Plots F-1, G-1 & H of the Folkestone Harbour and Seafront development. They are within the masterplan outline planning permission covering the Folkestone Seafront Development which was granted outline planning permission in 2012.

A Section 73 application was granted planning permission in 2019 and it is this scheme that is now under construction (Y17/1099/FH). The planning permission is for up to 1000 dwellings, 10,000sqm of commercial floorspace, beach facilities and associated works.

The proposals for the development of Plots F-1, G-1 & H remain, with a mix of residential, employment, retail as well as extensive public realm and open space and food and beverage outlets. The application is made to the Folkestone & Hythe District Council who are the Local Planning Authority (LPA).

It is proposed to provide 406 residential units in the form of apartments, duplexes and townhouses within the Harbour Plots, in addition to 7,127.8sqm of mixed commercial floorspace. A total of 582 car parking spaces are proposed for residents and 328 spaces for visitors within the proposed car park. Dedicated cycle parking stores will be provided within the proposed buildings and cycle stands will also be provided within the public realm areas across the site.

**Summary**

This Report explains the design of the intended development in the context of the disability-related aspects of the Equality Act 2010 and explains how the new development will meet the relevant standards, as far as reasonably possible, through a combination of design and management as appropriate.

The Report is structured to provide an overview of how the proposed design meets or will meet technical aspects of the regulations, specifically local Planning requirements for the residential units, Approved Document M of the Building Regulations Part M (AD M) volume 2, 2015; this makes reference to Part K of the Building Regulations and these parts are also covered in this report.

## Introduction to Inclusive Design

Where further design details have yet to be provided or decided, considerations are given as guidance for the developer: In many cases best practice in inclusive design can be achieved relatively easily with advice given in adequate time and within any constraints of the site. Such further guidance is mainly taken from resources such as BS8300: 2018. Other resources are used and listed herein (see 1.3).

The need to meet the Equality Act 2010 (the Act) is an evolving process centred on making 'reasonable' adjustments. It is facilitated by providing best practice in the design or refurbishment in the first instance. The Act covers visitors and employees, but it is not prescriptive in its recommendations to improve accessibility or provide inclusion and as such compliance with the Act cannot ultimately be determined as only tangible standards set out in guidance documents such as AD M or BS8300 can be referred to for compliance.

Sometimes, although the proposal may be meeting Part M or BS 8300, further reasonable adjustments under the Act may have to be made to meet disabled peoples' needs. Some of these adjustments are management practices and staff may need to be prepared to make them in order to meet the duties bestowed upon the organisation by the Act.

## 1.2 The Philosophy and Approach to Inclusive Design

The developer embraces inclusive design and will follow the principles through design by adherence to leading material available to endeavour to provide compliance with the Building Regulations Part M through the guidance of the Approved Document M. British Standards, local policies (See References) will also be used in the design process to ensure compliance.

The developer is committed, as far as possible within any constraints of the site, to ensuring that the facilities provided will give all users the opportunity to participate independently whatever their use of the buildings and facilities, and maximize their individual abilities while enjoying safe and, wherever possible, independent participation.

The obligations of the Equality Act 2010 have been greatly facilitated in the proposed design. Inclusive provision has been made in order to strive towards participation by everyone. These actions may later include some appropriate management practices of the building in order to meet the needs of the prospective users – whether residents, guests or staff.

How the design, the provision of features and facilities, and the selection of materials will influence any obligations imposed by other legislation affecting the on-going management of the facilities (such as the Occupiers Liability Act 1957 and 1984) is also to be taken into consideration.

## 12.2

**Consultation****1.3 The Sources of Advice and Guidance Used**

In particular, as has been stated, the design has taken into consideration Part M of the Building Regulations. British Standards, including B.S. 8300 2018 have also been referred to, in addition to the Equality Act (EA) Codes of Practice.

Whilst for this project Approved Document M is being used for measuring compliance with Part M (and the residential requirements of local Planning Policy), associated with the EA there are also a number of guidance notes and standards that illustrate good practice in terms of anticipating and meeting the needs of disabled people.

Listed below are the main documents that have been utilised in writing this report:

- AD M Approved Document M of the Building Regulations volume 2, (2015) <http://www.planningportal.gov.uk/> (including references within this to Part K and Approved Document K).
- AD M Approved Document M of the Building Regulations volume 1, (2015) <http://www.planningportal.gov.uk/> (including references within this to Part K and Approved Document K). With particular reference to Category 2 dwellings.
- 'Fire Safety Risk Assessment – Means of Escape for Disabled People (Supplementary Guide)' by HM Government <http://www.communities.gov.uk/publications/fire/firesafetyassessmentmeans>
- BS 8300:2018 Volumes 1 and 2: Design of an accessible and inclusive built environment: Codes of practice
- The Equality Act – Technical Guidance and Codes of Practice (EHRC website)

**Section 2: Consultation****2.1 Access groups**

For the purposes of this report no specific consultation with disabled users has been undertaken.

There are currently no details known of proposed disabled residents or members of staff with access requirements that need to be addressed by the design, however, should this situation change the opportunity is expected to be taken to incorporate additional requirements at the earliest opportunity. In addition accessibility has been taken into account with accessibility being consulted on and delivered through other means as detailed below.

The developer, project manager and architect consulted Proudlock Associates for further guidance with regard to this provision and requested that their proposals and designs be reviewed to demonstrate their commitment to providing reasonable access for disabled people within any limitations of the existing site, the nature of the service and 'reasonable' provision.

**2.2 Fire officer or fire safety risk assessor**

The proposals will require fire safety / evacuation strategies and further consultation with the appropriate fire safety professional or representative will be undertaken.

This will be reported separately as required. References to these matters with regards specifically to access and inclusion for disabled people are also made within this Report, however the overarching strategy for fire safety and provisions have been outlined in the fire safety consultant's report.

## 12.3

## Project Details

## Section 3: Project details

## 3.1 Plot descriptions

## 3.1.1

The development site is located on the site of Folkestone Harbour, previously used to house industrial buildings and railway structures associated with the harbour operations. In the centre of the development site is a disused railway station with the route of the old track extending along the Harbour arm. The Harbour site ceased to be a working industrial area and any leftover warehouses were replaced by car parking in the mid 2010s. The site remains largely in that same condition, except over the last 7-8 years specific interventions to attract people to the area have been built. The Harbour Viaduct and Station have been refurbished and established as a linear garden and pedestrian route. At roughly the same time, the Harbour Arm was also refurbished so food and drink businesses could establish throughout. Later, this street food market further extended back into the Harbour, in an area now referred to as the Goodsyard - and along the beach edge close to the boardwalk. Today, the site is thriving at weekends, particularly during summer months when the Harbour Arm and Goodsyard are busy.

Aside from the Harbour Station, other existing structures of note within the site include the refurbished Harbour Master's House, Custom's House and Signal Box..

The proposed works includes the construction of multiple mixed-use multi-storey buildings ranging from 2 storeys to 12 storeys (Level 12 of G6 being a new Viewing Platform/Gallery, overlying a basement level). The basement is designed for car parking with the upper floors used as residential apartments and a provision for retail space and other uses at ground floor and mezzanine levels. There is extensive development of the public realm, including landscaping and provision of amenity space. Raising the ground level on plot G as well as a new revetment (wave wall) is to be constructed on the south- eastern side.of the site to protect against wave action. The historic station platform and course of the old railway line is to be maintained as a focal feature between Plots F-1 & G-1.

**Plot F1**

Plot F 1 consists of Buildings 1, 2, 3 & 4.

It is proposed that a total of 26 of the units across the 4 buildings will meet the requirements for Building Regulations, Approved Document M, Volume 1, (Dwellings), Category 2 (accessible and adaptable), the remainder will meet the requirements of ADM, Volume 1, Category 1 (visitable).



Source: Courtesy of Spacehub

- Building 1 consists of 2 – 4 bed Townhouses as well as 1,2 and 3 bed apartments. Level 00 contains Townhouses as well as the Harbour Managers offices and a commercial/shop unit. Levels 01 to 05 contain Townhouses and 1, 2 & 3bed Apartments. There is also parking and bike storage at Levels 00 and 01.

There will be 17 category 2 dwellings in building 1 (6x 2bed, 5x 3bed and 6x 4bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable).It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 2 consists of 5 A1 shop units (double height) at Level 00. There are 1 and 2 bed Apartments on Levels 02 and 03 as well as a bike store at Level 00.

There will be 2 Category 2 dwellings in building 2 (2x 2bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 3 consists of 6 x A1 (shop) at Level 00 and with 3 x 1, 2 & 3 bed Apartments at Level 01, 11 x 1, 2 and 3 bed Apartments at Level 02, 10 x 1, 2 & 3 bed Apartments at Level 03 and 9 x 1, 2 and 3 bed Apartments at Level 04, 4 x 2 & 3



## Project Details

bed Apartments at Level 05. There is also a residential lobby, bike store and bin store at Level 00. Access to the upper residential floors is provided by 2 lifts and a central stair core.

There will be 3 Category 2 dwellings in building 3 (1x 2bed, 2x 3bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 4 consists of 4 x A3 (food and drink) and A4 (drink) at Levels 00 and 01, 6 x 1 and 2 bed Apartments at Level 02, 4 x 2 bed Apartments at Level 03 and 2 bed Apartments at Level 04, 2 x 2 bed Apartments at Level 05. There is also a residential lobby, bike store and bin store at Level 00. Access to the upper residential floors is provided by 2 lifts and a central stair core.

There will be 4 Category 2 dwellings in building 4 (4x 2bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

### Plot G1

Plot G1 consists of Buildings 1, 2, 3, 4, 5, 6, 7, 8 and 9

It is proposed that a total of 56 of the units across these buildings will meet the requirements for Building Regulations, Approved Document M, Volume 1, (Dwellings), Category 2 (accessible and adaptable). The remainder will meet the requirements of ADM, Volume 1, Category 1 (visitable).



Source: Courtesy of Spacehub

- Building 1 consists of 5 x A1 (shops) and B1 (business) units at Level 00 and 4 x 2 & 3bed Apartments on Levels 01 & 02, 1 x 2 bed and 1 x 3 bed Apartments and 2 x 4 bed duplexes on Level 03 (& upper levels of the 2 duplexes on Level 04). Access to the upper residential floors is provided by a single lift and a central stair core.

There are no Category 2 dwellings proposed in Building 1, they will however fully comply with the requirements of Category 1 (visitable). It is also noted that due to their design some of the units may meet the requirements of Category 2.

- There are 9 A1 (Shops) and B1 (Business) on level 00 of Building 2. The Goodsyard (A&L) is located on level 00 and level 01M of building 3. Levels 01 – 05 contain a mix of 1 and 2 bed Apartments, Levels 06 and 07 contain 13 x 2, 3 and 4 bed duplexes. Access to the upper residential floors is provided by 2 lifts and central stair cores. A bin store is provided at Level 00 of Building 2 and a spacious lobby and toilets at Level 00 of Building 3.

There will be 10 Category 2 dwellings in building 2 & 3 (7x 2bed, 3x 3bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 4 consists of 1 x A1 (shop) and 2 x B1 (business) and 2 Duplexes at Levels 00 & 01. Level 01 contains 2 Apartments and the 2 upper levels of the duplexes, Level 02 contains 3 x 2 and 3 bed Apartments, Level 03 contains 2 Apartments and 2 duplexes, Level 04 contains the upper levels of the 2 duplexes. Access to the upper residential floors is provided by a single lift and a central stair core. There is a bin store and bike store on Level 00.

There are no Category 2 dwellings proposed in Building 4, they will however fully comply with the requirements of Category 1 (visitable). It is also noted that due to their design some of the units may meet the requirements of Category 2.

Building 5 consists of 2 x A1 (shop) and 3 x B1 (business) and 3 Duplexes at Levels 00 & Mezzanine. Level 01 -06 contains a mix of 1 & 2 bed apartments. Level 07 and 08 contains 1 and 2 bed Duplexes. Access to the upper residential floors is provided by a two lift and two stair cores. There is a bin store and bike store on Level 00 and Mezzanine.

There will be 13 Category 2 dwellings in building 5 (13x 2bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

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- Building 6 consists of 1 x A3 (food and drink) on Levels 00 and Mezzanine, Commercial kitchen on Level-01 and the new Viewing Gallery Lobby on Level 00 (with direct lift access to the Viewing Gallery). Levels 01 - 09 contain 4 x 1 and 2 bed Apartments, Levels 10 and 11 contains 4 x 2 and 3 bed Duplexes. Level 12 is the new Viewing Gallery which will be fully accessible to all. Access to the upper residential floors is provided by 2 lifts and two stair cores, there is a single lift direct to the Viewing Gallery and a lift to provide access from the basement level parking to Level 00. The bike and bin store are located on Level -01.

There will be 2 Category 2 dwellings in building 6 (2x 2bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 7 consists of a D2 unit as well as 2 x 2 bed duplexes (Townhouses) on Level 00 and 2 x apartments mezzanine. Levels 01 and 02 contain 3 x 1 and 2 bed Apartments on each floor. Level 03 contains 1 x 2 bed Apartment and 2 x Duplexes, Level 4 contains the upper levels of the Duplexes. Access to the upper residential floors is provided by a single lifts and stair core. There is a bin store and bike store on Level 00.

- Building 8 consists of 2 x D2 (Community Centre) and 1 x A3 (food and drink) units and 3 2 bed duplexes on Levels 00 & mezzanine. Levels 01 - 04 contain a mix of 7 x 1, 2 and 3 bed Apartments on each floor, Levels 05 and 06 contain 6 x 1, 2 and 3 bed Apartments on each floor, Levels 07 contains 3 x duplexes and 2x 2 and 3 bed apartments. Access to the upper residential floors is provided by 2 lifts and two stair cores. There is residential lobby on Level 00.

There will be 20 Category 2 dwellings in buildings 7 & 8 (13x 2bed, 7x 3bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable). It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

- Building 9 proposes 3 x A3 (food and drink) on Levels 00 & mezzanine. Levels 01 and 02 contain a mix of 5 x 1 and 2 bed Apartments on each floor, Level 03 contains 6 x 1 and 2 bed Apartments, Level 4 contains 5 x 1 and 2 bed Apartments, Levels 05 and 06 contain 3 x 2 bed Apartments, Levels 07 and 08 contain 2 x 2 and 3 bed Apartments, Levels 09 and 10 contain 1 and 3 bed Penthouses. Access to the upper residential floors is provided by 2 lifts and stair cores. There is a bin and bike store and residential lobby on Level 00.

There will be 11 Category 2 dwellings in building 9 (10x 2bed, 1x 3bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable).

It is also should be noted that due to their design, some additional units may meet the requirements of Category 2 despite not forming part of the allocation.

### Plot H

Plot H consists of 2 buildings with 4 x A1 (shop) on Level 00 (2 per building). On Levels 01 to 03 there are 4 x 2 bed Apartments (2 per building) and on Level 04 there are 3 x 2 bed Apartments. There are single lifts and central stair cores to each building. There is a bike store and residential lobby on level 00 and the bin store is located on level -01.

There are no Category 2 dwellings proposed in Plot H, they will however fully comply with the requirements of Category 1 (visitable). It is also noted that due to their design some of the units may meet the requirements of Category 2.



Source: Courtesy of Spacehub

## 3.2 Landscape & public realm

There is public realm and landscaping, including new public open space, a shingle beach and central railway and Station feature which passes between Plots F1 and G1.

The main pedestrian routes into the Harbour are generally limited to 3 key paths. From the town centre pedestrians generally come across the refurbished Harbour Viaduct and into / along the Station route through to the Harbour Arm. When the Leas Lift comes back into commission, it is anticipated more pedestrians will use Marine Parade towards the Harbour. Other pedestrians from the west may come along the boardwalk, which forms part of the England Coast Path (ECP). The delivery of the Harbour Masterplan, provides an opportunity to develop more meaningful routes along the edges of the Harbour.

Vehicle movement is proposed to be kept to a minimum within the Harbour Masterplan, and is broadly limited to emergencies, servicing and deliveries.

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The one-way primary route comes off of Harbour Approach Road and travels along the north edge of the Harbour. It cuts right through Plot G1 to get access through to the Harbour Arm. The route then comes back to Marine Parade via the Crescent Way in front of Plot F.

It is proposed that direct servicing can be achieved in the rest of the site through one-way secondary routes – which peel off the primary route and back around onto it.

Boat lifting operations will carry on as normal with their access off the primary route, while basement car parking can be accessed off of Crescent Way.

In most cases, the vehicle movements travel through pedestrian priority areas - therefore these are not to be read as 'roads'. Instead, they will be managed spaces where vehicle movement is limited and controlled.

Waste collection vehicles will travel along the primary one-way servicing route. There will also need to be a level of estate management involvement consolidating bins to keep the pick up locations near the route.

Resident deliveries (food shopping and parcels) are also expected to use the primary and secondary one-way servicing routes. There are currently 2 proposed drop-off locations but more could be explored. These locations will include post rooms as well as cold storage for food shopping. Residents would then collect from these locations, however disabled residents will be provided support with collecting their deliveries or to have a management plan for these to be delivered to them.

For pedestrians a clear hierarchy of routes has been developed, firstly with primary routes that connect to the harbour and waters edge as a whole. The key destinations are connected including The Goodsyard, Makers Row, Seafront Park and Station Street.

Secondary routes form the interconnected pedestrian links. The changing characters of each space is marked by a change of material at intersections of key streets which are designed to provide high quality, distinctive and memorable places with buildings and public realm working together to create people-friendly spaces.

The Station is a street already in existence (between Plots F1 and G1) – it forms a key pedestrian route across the harbour itself from the town centre. The Station is being made into a unique shopping street with the addition of retail ground floor units in the proposed adjacent buildings.

The Station overhead structures will remain in place, sheltering the spill out space on either side of the street. Allowances will be made for pedestrian flow and movement along the track level garden, and level access is improved between the boardwalk and the Goodsyard by raising the track level to platform level in that particular location. By raising the track level locally, a barely noticeable 1:80 slope can be achieved for access, it will be ensured that this is adequate for drainage to ensure that pools of water do not accumulate.

Makers Row (Plot G1 between Buildings 1, 2 & 3, and Buildings 4 & 5) is the more informal, creative and dynamic sister to the Station Street. The generous edges will allow makers and businesses to spill out into the street. Street tree planting and lighting columns will define the edges, whilst the street itself (together with the Goodsyard) is designed to be flexible. Both the Goodsyard and Makers Row are mostly hard-surfaced for accessibility, flexibility and durability - with robust natural stone.

The two residential streets within Plot G1 have direct access to building cores and front doors - those with homes on the ground level have generous defensible garden boundaries or private yards. These streets are designed to be quieter and more intimate in scale compared to Makers Row. The Residential Streets have a palette of hard materials, with the front gardens ground surface finished with self binding gravel and planting that will be generously used for boundaries.

There are also a number of passages which are narrower pedestrian routes between buildings that cut east to west across the Harbour Masterplan. They provide shortcuts to other streets and spaces.

The Harbourfront Public Realm spans the entire north side of the Harbour site, overlooking the harbour itself and is broadly split into an Upper Harbourfront and a Lower Harbourfront - divided by seating steps, to create an amphitheatre for gatherings, events and film screenings.

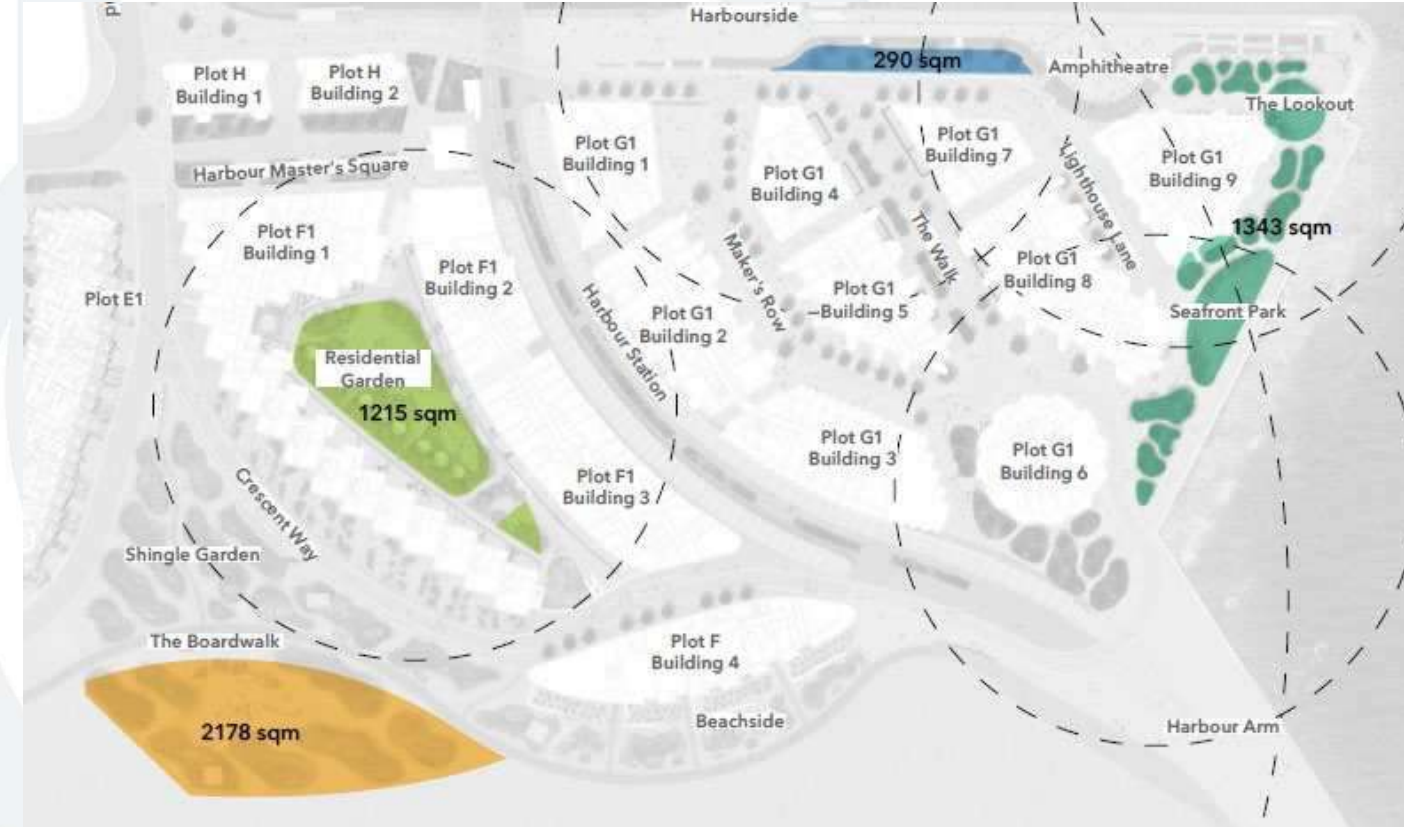
The Lower Harbourfront will still be part of the functioning of a working harbour - boat lifting operations will continue here, and a new slip will be provided to give access to the water for kayaking and other watersports.

A new deck will be built either side of the viaduct bridge to extend the public realm for the benefit of safe pedestrian travel from Harbour Approach Road and the viaduct.

The Upper Harbourfront ensures fully accessible pedestrian travel into the rest of the Harbour Masterplan - as well as forming a vital part of the servicing route.

The landscape proposals include four play areas across the Harbour masterplan. Each play area responds to the distinct landscape character it sits within and offers a variety of play features. The features within the play areas are designed to facilitate a wide range of activities from adventurous, active and challenging play; to calm, reflective and sociable.

**Project Details**



Source: Courtesy of Spacehub

From natural beach play in the shingle garden through to woodland exploration, and maritime adventure. People of all ages and abilities can enjoy the play trail created through the site.

The Seafront Park is one of the most exciting aspects of the proposals. The character of the park will contrast the Harbourside with a much more intimate green dwelling space. The park will have expansive views out to Martello towers, the open sea, and the lighthouse, which are framed with trees and planting adapted to the exposed location.

The Harbour Master's Square is a linear square to the north of the harbour (between Plots F1 and H) is lined both sides with trees with mixed canopies and perennial planting. Timber seating sits within the planting, allowing the user to feel immersed. The garden itself is surfaced with selfbinding gravel, whilst the public realm either side of the Square is paved with natural stone.

The Residents Garden (between Plot F1 Buildings 1, 2 & 3) will be mostly soft landscaping to give residents a green outlook. It features terraces landscaping, small play area, trees and ornamental planting. The garden is accessed through three different points: to the north there is stair access, to the east the podium is accessed via a staircase from Station Street and the platform itself and from Marine Crescent a stair take pedestrians through a terraced landscape. The terraced landscape to the south takes residents up to a first level which features a small enclosed play area. Ascending to the podium level, residents are met by an expansive lawn area encased by a series of trees and ornamental planting. A resin bound surface allows residents to navigate the space and access residences. The stepped access can be overcome by internal lifts from Plot F1, Buildings 1, 2 and 3 to provide access for all. These accessible routes will be clearly signed.

The Shingle Garden (opposite Plot F1) will have timber sleepers as boardwalk paths to maintain the natural look whilst also providing accessible routes. The shingle garden facilitates north-south pedestrian step-free access to beach from the Marine Parade. An accessible timber plank path (ideally minimum 2.0m wide) leads pedestrians through the Shingle Garden where the path terminates at the beach boardwalk. Areas of activity and respite are located to the south of the boardwalk including an area dedicated to play. Children can explore, scavenge and discover 'The Shipwreck' with its natural timber elements scattered throughout the dune landscape.

**3.3 Car parking & drop off**

The parking for residents and for employees will be under the site with entry and exit to the parking between Plot F Building 1 and the Harbour Management Office. Car parking for residents will be provided across the three levels of the car park, and visitor parking will be provided at the basement level of the proposed car park, albeit 13 blue badge parking bays will also be provided for visitors on the ground level of the car park.

Plot	Number of Units	Parking required			Blue badge per building (6%)	location
		Affordable /none affordable units	Required Number of parking (1/1.5 per unit)	Overall number of Parking per plot		
H	15	15	22.5	22.5	2	Level -01
F1	32	12	12	42	3	Level 01
F1 TH	10	20	30			Level 01
F2	16	10	15	15	2	Level 00,01
F3	37	14	14	17	2	Level -01
F4	15	2	3	45	4	Level -01
G1	12	21	21	22.5	2	Level -01
G2 & G3	75	16	24	18	2	Level -01
G4	11	4	4	110.5	8	Level -01
G5	51	71	106.5	16.5	2	Level -01
G6	36	11	16.5	76.5	8	Level -01
G7-A	13	36	54	54	5	Level -01
G7-B	48	13	19.5	19.5	2	Level -01
G8	34	48	72	72	7	Level -01
TOTAL	405	34	51	582	53	Level -01

Level	Car Parking Numbers				Total per Floor	GEA
	Residents car parking	Residents Blue badge	Visitors	Visitors Blue Badge		
Basement	471	48	306	4	829	33543.2
Ground Level	8	2	0	18	28	3784.7
Mezzanine Level	50	3	0	0	53	2757.2
Total	529	53	306	22	910	40085.1

As well as the underground parking and Blue Badge provision as detailed above further blue badge on-street parking spaces will be provided across the site, to provide access to all areas for blue badge holders.

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To the areas around Plot G1, these are located in the surrounding public realm. To the western side of the site, 7 blue badge spaces will be provided within the plot F1 car park. On the Marine Parade Gyratory, a visitor drop off bay will be provided for both visitors and blue badge holders.

Some users of the development, including people with children, pregnant people, and some disabled people may rely on community transport, taxis, minicabs or private cars driven by others. Particularly as the nearest pair of bus stops to the site are reportedly located at the southern end of Tontine Street, approximately 270m north of the site (approximately 4 minutes' walk). Folkestone Bus and Coach Station is located on Middelburg Square, approximately 1km north-west of the site (approximately 14 minute walk), this is served by numerous other bus routes providing services to/from areas such as Ashford and Canterbury. It should be noted that the proximity to various bus stops available will vary for each plot, however these exceed what is considered a reasonable walking distance for some disabled people which is likely to be limited to 50m or less.

Bearing in mind that vehicle access is to be kept to a minimum further proposals for drop-off/pick up for those unable to walk long distances need to be explored

To facilitate drop off from a car / taxi, a kerb or kerbs should be provided to reduce the gradient of any taxi ramp deployed from the side of the vehicle. In addition, dropped kerbs may need to be provided to facilitate wheelchair users to gain access

where required where they are set down from the rear of a vehicle and it is at a different height to the pedestrian route to allow them to access the safer space.

Informal set-down / pick-up points should ideally be located within 50m of the venue being visited (or seating at 50m intervals should be considered).

Electric Vehicle (EV) charging points will also be provided and it should be ensured that these are also suitable for use by disabled people. Further guidance can be found in PAS 1899:2022 Electric vehicles – Accessible charging – Specification.

### 3.3 Cycle parking and storage

It is proposed to provide a total of 118 cycle parking spaces within the cycle stores located in various buildings across the development site for staff or medium to long term parking. It is also proposed to provide 212 cycle parking spaces within the public realm areas within the site. This will be provided in the form of Sheffield style stands, the end spaces of which will be suitable for cargo bikes or accessible bikes.

Residents cycle storage is shown on the ground floors (or basements) of all plots. The proposed cycle storage should be accessed via a gate / door providing an automatic opening. Best practice suggests that this gate/door should be at least 1m effective clear width.

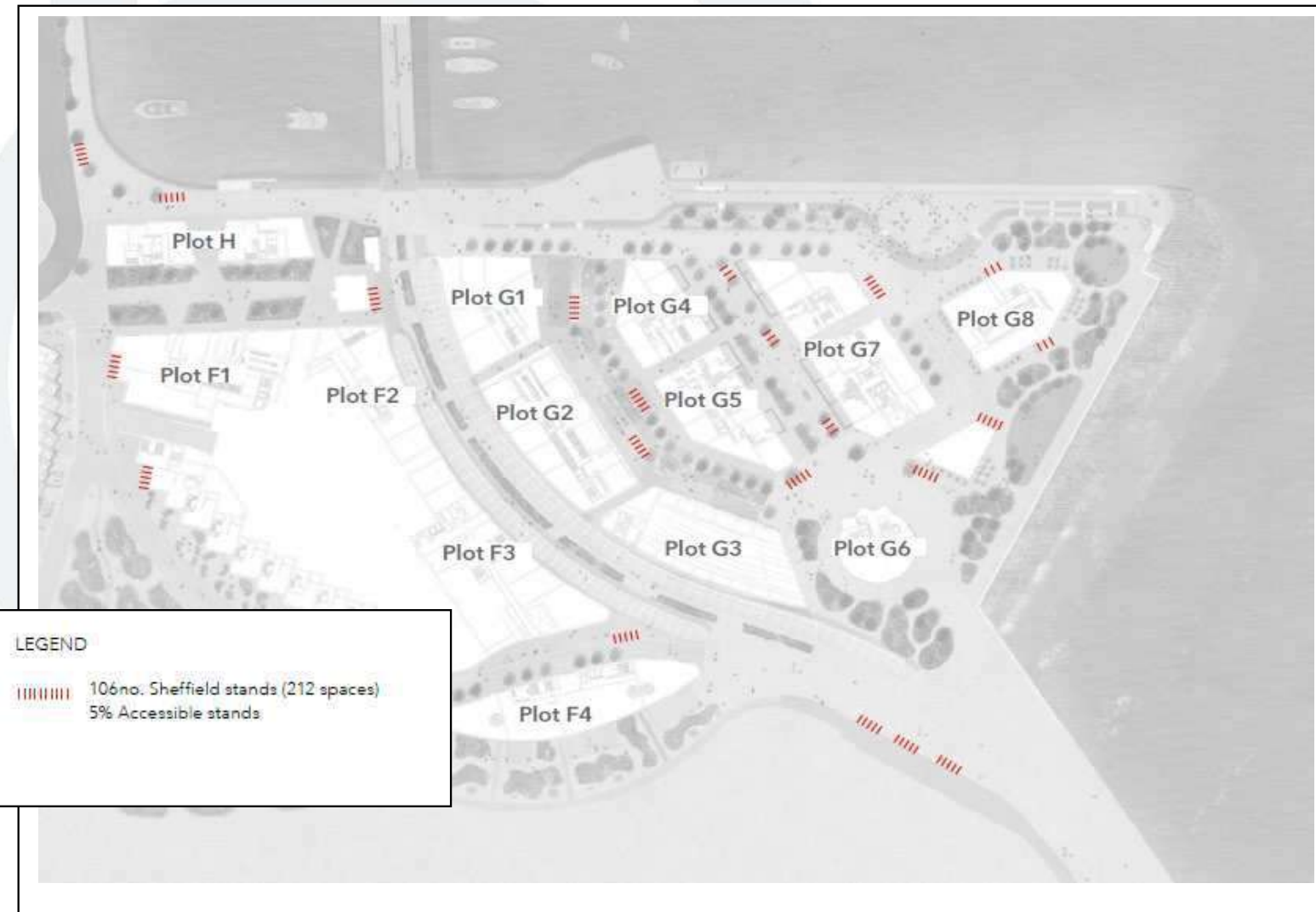
The routes to the stores will meet the M4(2) standards for circulation (although ideally M4(3), with wide corridors and suitably sized doors).

Multiple locations of accessible cycle spaces (Sheffield type stands) allow longer bikes (e.g. recumbent cycles / tandems, up to 2.5m) to be stored there as an alternative.

All cycle spaces allocated should be monitored / have measures in place to ensure cycles are parked properly in allocated spaces and not parked extending into any routes / circulation. Clear signage and a management plan could include measures to support maintaining safety and equality in these respects, in particular to avoid any misuse of the inclusive / accessible spaces by standard bicycle users.

Visitor cycle parking will be provided across the site to encourage cycling. These will be clustered in key arrival locations and close to visitor attractions. The arrangement of the cycle stands will allow for cargo bikes and accessible bikes to use the ends of the stands. A means of reserving these end spaces for accessible bikes and larger family and cargo bikes should be explored.

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Stands should contrast visually against their background to ensure they do not present a hazard to those with visual impairments.

In order to provide charge points for mobility scooters, the following should be considered (this should be provided where residents cycle parking is provided and close to entrances to the buildings (or lifts)):

- Independent charging point isolation equipment and controls, accessible for use by firefighters.
- Provision of suitable premises information and signage for firefighters to indicate positions of charging points, power supply isolation controls, water supplies etc.
- Water resistance of charging points, taking into account firefighting media use (i.e. potentially large quantities of water at high pressures for a prolonged period).
- Location of charging equipped spaces in closer proximity to firefighting access points compared to standard parking spaces, where reasonably practicable.

**3.5 Residential overview**

This section of the report outlines the approach to inclusive design for the individual residential units and how they will be designed to meet the relevant standards and regulations:

- Part M M4(1) standards ensure that homes are visitable and that reasonable provision is made for people to gain access to and use the dwelling and its facilities
- Part M M4(2) standards ensure that homes can be easily adapted to suit the individual needs of the households that live in them; and
- Part M M4(3) standards are designed to meet or to be easily adapted to meet the general requirements of wheelchair users. These are not required under local planning policy as part of this development, however it is recommended that their provision is explored.

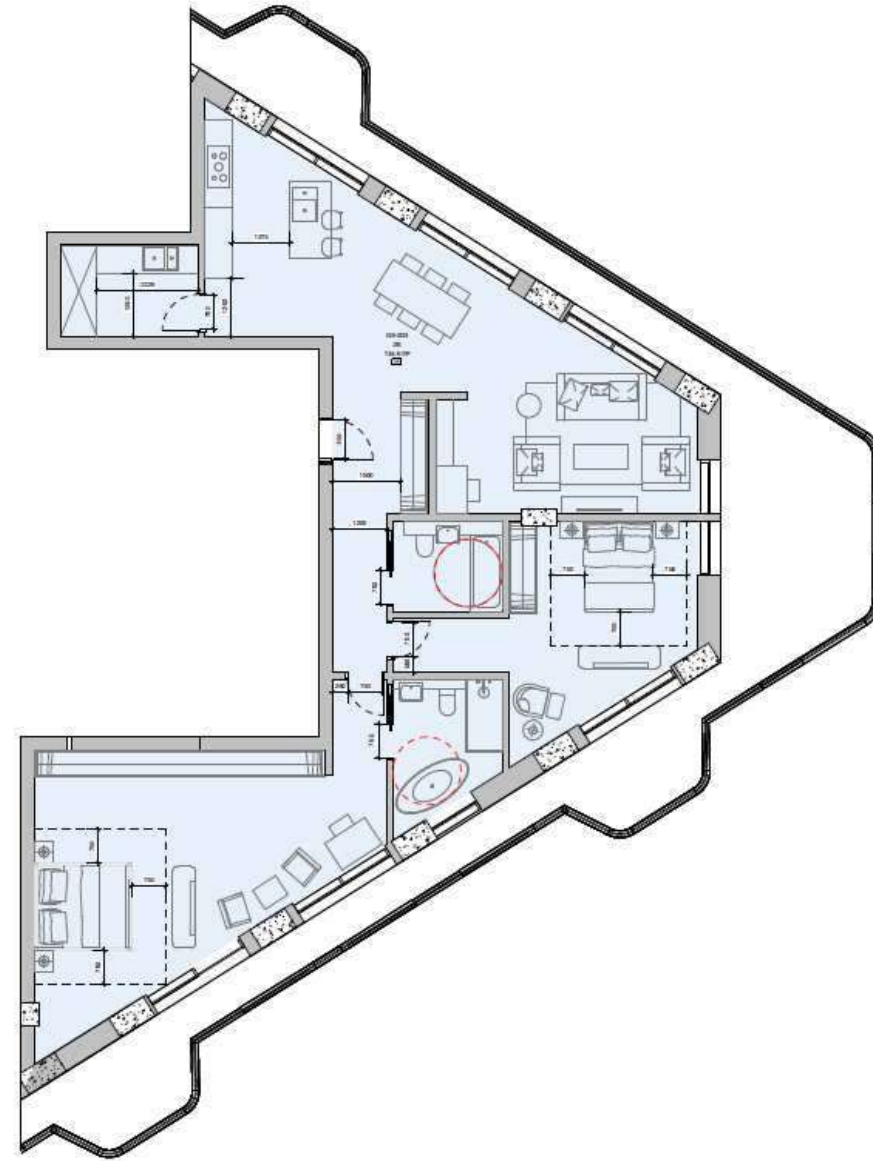
The local planning policy requirement is for 20% i.e. 82 to comply with the requirements of Approved Document M, Volume 1, Category 2 (M4(2) accessible and adaptable), the remainder are to comply with the requirements of M4(1) and be visitable.

Unit M4(2) Allocation		Total	81.2			
Plot	Number of units	1bed	2bed	3bed	4bed	Total
<b>Unit Total (across all types)</b>		138	220	38	9	405
<b>Percentage (across all types)</b>		34%	54%	9%	2%	
		28	45	8	2	82
<b>Percentage (excluding 1 Beds)</b>		0%	82.40%	14.20%	3.40%	
		0	68	12	3	82
H	0	0	0	0	0	
F1	17	0	6	5	6	
F2	2	0	2	0	0	
F3	3	0	1	2	0	
F4	4	0	4	0	0	
G1	0	0	0	0	0	
G2	8	0	6	2	0	
G3	2	0	1	1	0	
G4	0	0	0	0	0	
G5	13	0	13	0	0	
G6	2	0	2	0	0	
G7	2	0	2	0	0	
G8	18	0	11	7	0	
G9	11	0	10	1	0	
<b>Total</b>	<b>82</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>6</b>	
<b>Percentage</b>		<b>0%</b>	<b>71%</b>	<b>22%</b>	<b>7%</b>	

Further discussions resulted in a review of the proposed residential units to ensure compliance with the requirements. The requirement for Category 2 units is generally across all tenures and unit sizes, however to ensure accessibility and adaptability it was felt that 1 bed units would not be included in the requirement as they would not

**Project Details**

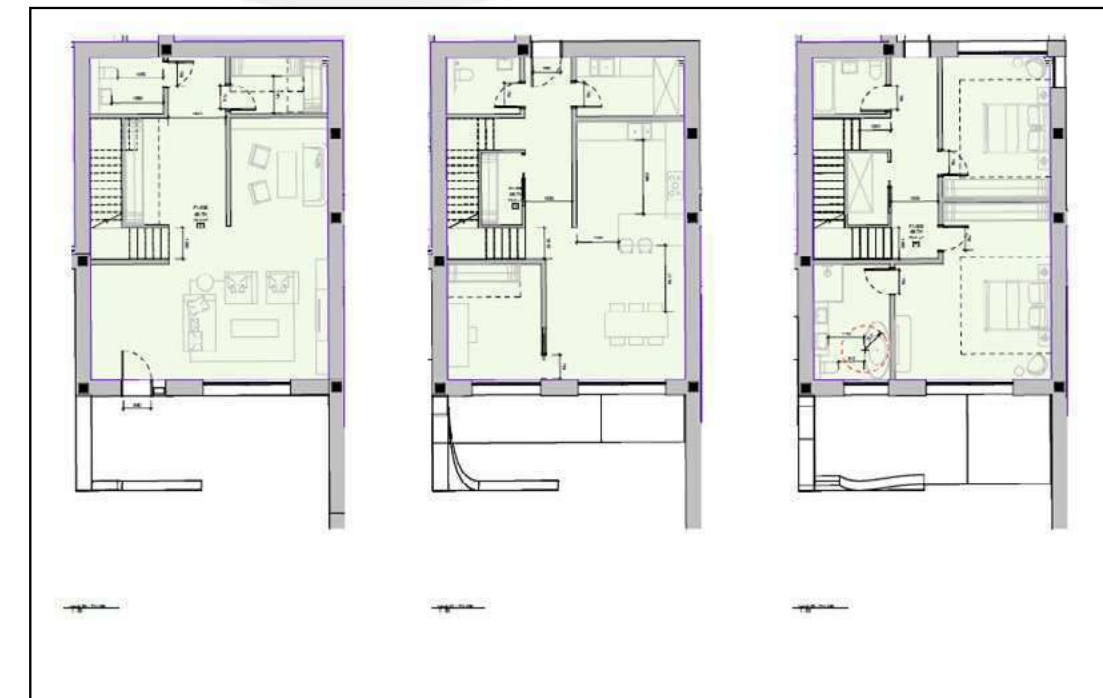
allow a paid carer or personal assistant of a disabled person to stay overnight in a separate bedroom or allow parents to have a baby or child sleep in a separate room (although it should be noted that some may still be accessible and adaptable (Category 2) due to their design). It was also felt that as some disabled people may need to rely on lift access being available that buildings with only 1 lift e.g. Plot H would not have Category 2 units allocated (if the lift is out of order anyone unable to use stairs would not be able to gain access to other floors and may therefore be confined to their dwelling until the lift can be brought back into use. Dwellings in these buildings will comply with the requirements of ADM, Volume 1, Category 1 (visitable) and some units may also meet the Category 2 requirements.



Source: A is For  
Plot G, Building 9, typical 2bed unit (M4(2) compliant)



Source: A is For  
Plot F1 Building 1, Level 04,  
typical 3bed unit (M4(2)  
compliant)



Source: A is For  
Plot F1, Building 1 typical Townhouse (4bed)  
(M4(2) compliant)

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As stated there is no requirement to provide M4(3) wheelchair accessible units, it is however recommended that their provision is explored (and some units may be easily adaptable).

### Entrances – Residential

The residential cores of the Plots each comprise both lifts and stairs.

All ground floor cores will be reached by suitably accessible routes from the outside.

All main ground floor residential entrances will have canopy/weather protection from inclement weather.

Entrances that have double doors will be easily identifiable within the façade and at least 1000mm in effective clear width (for at least one leaf for any double doors) will be provided. These doors will be automatic.

Subject to detailed design, if circulation doors in communal areas are not automatic, they will be held open, where this is not possible they will have opening forces on their closers that meet general circulation requirements for doors (see below).

Any glazing at the communal entrances will have manifestations that will visually contrast in accordance with the requirements of Part M/K.

The detailed design will meet Part M:

- Reveals are no greater than 200mm on the leading side of any of the entrance doors.
- Any entry system / intercom will be operable at height 750-1000mm Above Floor level (AFL), have visual contrast (VC) and show visual signal when responded to; and
- Entrance matting will be provided (where applicable). This will be flush with the floor and non-coir.

For the general (communal) circulation:

- Communal entrance doors throughout the residential parts including at the communal entrance should ideally meet M4(3) requirements (M4(2) being a

minimum), being 850mm and with the appropriate space to the sides of the door leaf opening edge, 200mm on the push side and 300mm on the pull side;

- Corridors will be 1500mm width (to accommodate the required manoeuvring/turning space by the door/s);
- Residential corridors will be free from intermediate communal circulation doors, which further eases circulation; and
- There will be vision panels (or holdbacks) for doors in communal circulation areas, wherever privacy is not an issue.

It is noted that the proposals will endeavour to meet these requirements and that whilst 82 units have been identified as complying with M4(2) others may also be accessible and adaptable due to their design.

### Next steps - detailed design stage:

- Accessible door handles that can be gripped easily should be considered;
- Forces no more than 30N and max 22.5N for swing between 30 to 60 degrees or automatic doors should be provided;
- Intermediate levels of lighting in the lobby areas will be provided and glare-free lighting installed; and
- Visual contrast will be provided to facilitate identifying the floors / walls / doors.

A review of the proposed residential units has now been carried out, to ensure compliance, including the detailed building regulation Part M requirements in relation to:

#### M4(1) Dwellings:

- Accessible threshold;
- Entrance level WC/cloakroom or a bathroom
- Locations of power sockets and switches / consumer units

#### M4(2) Dwellings:

(Include the M4(1) list as well as the following)

- Sensor / motion control entrance lighting;
- Walls in bathrooms suitable to support handrails to 1.5kN/square metre;



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- Door handles / controls;
- Heights of window glazing (in living areas); and
- Locations of power sockets and switches / consumer units

M4(3) Dwellings: (not required but consideration recommended)

(Include the above M4(2) list as well as the following):

- Bathroom and bedroom ceilings suited to install a hoist that can carry 200Kg
- Lengths of kitchen worktops (accessible dwellings), adjustable height worktop sections, layout of sink and appliances below worktop, shallow sink (150mm max in accessible dwellings);
- Detailed bathroom fittings layouts including positioning heights of fittings;
- Taps and bathroom controls suitable for those with limited grip.
- Window handle heights /controls
- Light switch and socket design;
- Door entry phone;
- Bedhead controls; and
- Power sockets and telephone points;

### Residential spaces - vertical circulation

The residential parts have their own dedicated lifts and staircases in each of the cores.

### Lifts

There will be an evacuation lift provided to every residential entrance level

It is noted that there is insufficient space in plot H Building 1 & 2 and plot G1 buildings 1 & 4 to provide two passenger lifts. If a lift is not usable it can particularly impact disabled people who are unable to use stairs and so ideally to be accessible and adaptable these units should have access to 2 lifts so that another option is available in case of breakdown.

It is recommended that there is a fast-response lift repair / service contract in place to ensure that the impact of any lift failure is very short-term to minimise any potential impact on anyone unable to use steps.

All lifts serve all levels. The lift to the new Viewing Gallery goes direct from the lobby to the Viewing Gallery only.

All lifts are designed to meet Part M and meet or exceed the minimum required car size of 1.1m wide x1.4m deep.

There is circulation space in front of each set of lift doors on all floors of at least 1.5x1.5m;

The more detailed design of the lifts should fully meet the appropriate standards including car entrance door clearance and the location of controls inside and outside of the lift being at suitable heights and set out from any corners; and

Voice announcement, an accessible emergency call and handrail should be provided in the lifts.

### Stairs

Communal stairs will be designed to meet all the following requirements of Part M (and General Access Stairs in Part K):

- Step profiles comprise 150-170mm risers, 250-400mm treads;
- Visual contrast will be provided on nosings 50-65mm on treads and 30-55mm on risers; and
- Handrails meet Part K, being of a suitable design and positioned 900mm – 1000mm above the pitch line of stairs. They will extend around landings and be turned down at their ends, which will extend as required for 300mm over the top and bottom steps.
- Whilst permitted under Part K, tapered/spiral stairs are not suitable for use by some disabled people and their provision has been reviewed
- Internal dwelling stairs will meet the requirement of M4(2). They will allow for a stairlift to be fitted to the stairs from the entrance storey to the storey above (or below where this contains the bathroom). The stair will have a minimum clear width of 850mm. The stairs also meet the requirements of Part K for private stairs (rise 150 – 220mm and goings 220 – 300mm)

## Project Details

### 3.6 Commercial Buildings overview

#### Commercial Entrances

The public access entrance doors into the commercial units meet the requirements of Part M, they will be easily identifiable within the façade and at least 1000mm effective clear width in a single leaf when fully opened.

Any glazing at the entrances will have manifestations that will visually contrast in accordance with the requirements of Part K where required.

The detailed design will meet Part M:

- Any entry system / intercom will be operable at height 750-1000mm Above Floor level (AFL), have visual contrast (VC) and show visual signal when responded to; and
- Entrance matting will be provided. This will be flush with the floor and non-coir.

#### Commercial spaces - vertical circulation

##### Lifts

Where provided all lifts are designed to meet Part M and to meet or exceed the minimum required car size of 1.1m wide x1.4m deep.

There is circulation space in front of each set of doors on all floors of at least 1.5x1.5m;

The more detailed design of the lifts will fully meet the appropriate standards including car entrance door clearance and the location of controls inside and outside of the lift being at suitable heights and set out from any corners; and

Voice announcement, an accessible emergency call and handrail should be provided in the lifts.

##### Stairs

All stairs will meet all the following requirements of Part M (and General Access Stairs in Part K):

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- Handrails meet Part K, being of a suitable design and positioned 900mm – 1000mm above the pitch line of stairs. They will extend around landings and be turned down at their ends, which will extend as required for 300mm over the top and bottom steps.
- Whilst permitted under Part K, tapered/spiral stairs are not suitable for use by some disabled people and their provision should be reviewed (these are limited to feature stairs in some units, it should be ensured that the provision of a lift and where feasible an alternative Part K compliant stair are clearly signed).

### 3.7. Means of Escape

#### Commercial spaces - means of escape

The Fire Strategy for the commercial parts of the building will take precedence over this section of the report.

The requirements of the Building Safety Act (BSA) will need to be met by the development. These requirements will apply to all the buildings that are 7 storeys or more (and contain 2 or more residential units).

The BSA requirements (October 2023) have a considerable impact on the management of the means of escape for disabled people.

The BSA means that building owners / the accountable person(s) will need to demonstrate that they have effective, proportionate measures in place to manage building safety risks in the higher-risk buildings for which they are responsible.

The BSA means that residents in high-rise buildings will have more say in how their building is kept safe and will be able to raise building safety concerns directly to the owners / managers of their buildings. The accountable person(s) will have a duty to listen to them and act accordingly with effective, proportionate measures as mentioned above.

While the above points are considered by the access consultant as being key to the impact of the legislation on means of escape for disabled people, the most relevant requirements and the overall view of the fire safety consultant will always take precedence. Procedures should include best practice procedures for the evacuation of disabled people from all parts of the buildings, including BS 9999:2017 and Regulatory Reform (Fire Safety) Order Supplementary Guidance.

## Project Details

The use of suitable warning systems, such as vibrating pagers may be considered for individual members of staff, following a PEEP's assessment.

For evacuation of members of the public, the process will be considerably simplified by the units being ground floor only, and level. The entrances are the fire exits and they discharge to outside without any level change. See Fire Strategy by others.

Any managed plan may need to include a strategy to assist someone with a mobility difficulty down or up the stairs from basement / mezzanine or from the above ground levels and the exit steps.

Evacuation chairs may be required in some areas e.g. where evacuation lifts are not provided; the choice of product should take full account of all the specific stair details on which it is intended to be used, to allow for ease of movement in the upward / downward directions as required, and to be easily usable on the particular staircase(s) given the step dimensions, staircase widths, landing sizes etc.

Any above ground floor or part floor will be considered for having access to at least one evacuation chair, which should be visible and easy to retrieve.

Evacuation chairs will require trained personnel to operate them, and training with regular practices and updating will be required.

Some disabled members of staff may need to be accommodated with a Personal Emergency Evacuation Plan (PEEP).

The use of suitable warning systems, such as vibrating pagers, visual alarms, may also need to be considered for individual members of staff working there, following a PEEP being formulated with them. Vibrating pillows may also be helpful for hearing impaired guests.

The fire strategy will need a General Emergency Evacuation Plan to cover visitors and guests, and this would consider the typical needs of disabled people considering for example if they have a mobility impairment, visual impairment, hearing impairment or other disability including associated with neurodiversity.

As for a PEEP, the GEEP should consider how a disabled person may be alerted and can safely escape from anywhere in the building at any time.

Refer to the fire strategy (by others) for further details on means of escape.

## Section 4: Ongoing review & next steps

It is noted that given the early stage of the project issues identified below are normal and can be addressed at the next stage.

### Door opening devices

Where category 2 dwellings are provided, due consideration will be given to the adaptability - entrance doors should at least be provided with a fused spur and power supply for a power assisted door.

Power operated (automatic) or power assisted doors should be provided to all primary entrances, if category 3 dwellings are provided.

### Shared Space/Surface Identification

To be suitable and safe for use by disabled people (and potentially all users) shared surfaces where pedestrians may come into contact with vehicles should be carefully considered to ensure that the needs of pedestrians (and particularly pedestrians with disabilities e.g. those with sensory impairments) are taken into account and priority given.

### Landscape Seating

Seating (benches) will mitigate the walking between buildings / through the development area. These generally include some in each group with firm surfaces 800mm wide at the ends of the seat, with no armrest in the way, and a seat height of 450-480mm, to facilitate a wheelchair user to sidle the bench and transfer onto it. A variety of seating heights is also advisable, some at 350mm and some at 550mm seated height for example.

### Landscape Navigation

Suitable visual contrast will need to be provided to highlight changes in level and the like, such as kerbs and nosings to steps.

### Dropped Kerbs

The external pedestrian approaches / routes and the spaces themselves will need to be designed to meet or exceed the appropriate standards as described in Part M / the Approved Document M volume 1 for M4(2) units (and ideally for M4(3) units), including dropped kerbs where needed of a maximum 1:15 gradient.

12.4

**Ongoing Review and Next Steps****Blue Badge Parking**

It should be ensured that suitable numbers of Blue Badge bays are provided, particularly for the residential element. 20% of the dwellings are required to meet the requirements of ADM, Volume 1, Category 2 (accessible and adaptable).

This should be kept under review to ensure that further Blue Badge bays can be provided/allocated if needed.

Blue Badge parking for the residential element should be as close as possible to the entrance to the building that the resident requires (or the lift serving that entrance), how will this be managed?

The design of the Blue Badge bays should meet the requirements of Category 2 for residents parking and ADM, Volume 2 (buildings other than dwellings) or BS8300, Part 1 (external) for visitors

**Mobility Scooter Charging & Storage & EV charging**

In order to provide charge points for mobility scooters (possibly within bike storage), the following will need to be considered:

- Locating any power sockets in accessible positions, i.e. approximately 1m above floor level and at least 500mm out from any corner of the room, with circulation not compromised by another stand, for example.
- Independent charging point isolation equipment and controls, accessible for use by firefighters.
- Provision of suitable premises information and signage for firefighters to indicate positions of charging points, power supply isolation controls, water supplies etc.
- Water resistance of charging points, taking into account firefighting media use (i.e. potentially large quantities of water at high pressures for a prolonged period).
- Location of charging equipped spaces in closer proximity to firefighting access points compared to standard parking spaces, where reasonably practicable.

Where EV charging is provided consideration should be given to ensuring that this is also accessible. Further guidance can be found in PAS 1899:2022, Electric vehicles – Accessible charging – Specification

**Cycle Spaces and Access / Cost Management**

- All cycle spaces allocated will need to be monitored / have measures in place to ensure cycles are parked properly in allocated spaces and not parked extending into any routes / circulation. A management plan could include measures to support maintaining safety and equality in these respects, in particular to avoid any misuse of the inclusive / accessible spaces by standard bicycle users.

- How recharge points will be managed in terms of cost of electricity will also need to be determined / managed, although this is notably only a very small cost usually even for those mobility scooter users who travel further afield.

**Changing Places Toilet**

Consideration should be given to the provision of a Changing Places toilet facility within the public toilets proposed in Plots F2/3 & G3.

**Public Toilets**

Suitably designed wheelchair accessible toilets should be provided within the public toilet provision (Plots F2/3 and G3)

**Category 3 dwellings (wheelchair accessible/adaptable)**

There is no requirement to provide M4(3) wheelchair accessible units, it is however recommended that their provision is explored (and some units may be easily adaptable).

## 12.5 Guidance

### Section 5: Guidance

#### Standards and Guidance Resources

The following form the significant part of the resources used in this strategy:

1. Approved Document M - Access to and use of buildings, Office of the Deputy Prime Minister, Volume 1 (Dwellings) and Volume 2 (Buildings other than dwellings) 2015.
2. Approved Document K - Protection from falling, collision and impact, Office of the Deputy Prime Minister, April 2013.
3. Equality Act 2010 Code of Practice on Services, Public Functions and Associations EHRC
4. BS 8300:2018 Design of an accessible and inclusive environment Part 1 and Part 2. British Standards Institution, 2009
5. Equality Act 2010 Code of Practice on Employment EHRC
6. 'Fire Safety Risk Assessment - Means of Escape for Disabled People (Supplementary Guide)'
7. Guidance on the Use of Tactile Paving Surfaces, Department of the Environment, Transport and the Regions, Crown Copyright 1998
8. Inclusive Mobility DfT Dec 2021
9. PAS 1899:2022, Electric vehicles – Accessible charging – Specification

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