
Planning Statement

Folkestone Harbour Phases 5 and 6,
The Harbour Plan

Prepared by Savills (UK) Limited

Applicant: Folkestone Harbour Limited Partnership

March 2024

Executive Summary

This Planning Statement has been prepared by Savills (UK) Limited in support of the submission of reserved matters pursuant to planning application reference Y17/1099/SH dated 28 September 2018 on behalf of the Folkestone Harbour Limited Partnership for the residential and commercial development at Phases 5 and 6, Plots F1, G1, and H. No above ground building is currently anticipated on Plot G-2. The proposal seeks approval for hard and soft landscaping arrangements in Plot G2. Areas of hard and soft landscaping as well as the basement car park associated with Plot F1 will extend under Plot F2. The application seeks approval for landscaping arrangements on the F2 plot as building designs are yet to be developed. It is anticipated that a future RMA application for a building will be brought forward on Plot F2 in due course. Therefore, the five plots F1, F2, G1, G2, and H are known as ‘the Harbour Plots’ for this statement and are included in the description of development for this application. This follows the granting of outline planning permission for the Folkestone Seafront (ref. Y12/0897/SH) in 2015 and a subsequent S73 approval (ref. Y17/1099/SH) for the development of up to 1,000 new homes and 10,000 sqm of commercial floorspace, improvements to the beaches, pedestrian and cycle routes and accessibility into, within and out of the seafront and harbour, together with associated parking,

The site comprises an area of approximately 5 hectares and is currently in use as a car park.

The proposals have been developed following positive pre-application discussions, engagement with FHDC Officers, the FRAME Design Review Panel (DRP), KCC Highways and Landscaping (Kent County Council), Environment Agency, Historic England, neighbouring residents, the local community, and other key stakeholders.

This Planning Statement sets out the existing and emerging local context, the planning policy framework, and assesses how these proposals overall accord with the development plan when read as a whole. These proposals comply with national, regional, and local planning policy and will provide significant positive benefits to the local and surrounding area. It is respectfully requested that the reserved matters application is approved. This Planning Statement should be read in conjunction with all the supporting documents prepared.



An aerial view of the proposed masterplan Folkestone Seafront Masterplan (facing towards Dover)

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1. Introduction

1.1. This Planning Statement has been prepared by Savills (UK) Limited ('Savills Planning') in support of the submission of Reserved Matters pursuant to planning application reference Y17/1099/SH dated 28 September 2018. The application is made on behalf of the Folkestone Harbour Limited Partnership ('the Applicant') for residential and commercial development and associated landscaping of Phases 5 and 6 at Plots F1, F2, G1, G2 & H ('the Harbour Plots') of the approved Folkestone Harbour and Seafront development, in Folkestone and Hythe District Council ('FHDC' / 'the Council').

1.2. Outline planning permission was granted 30 January 2015 (Y12/0897/SH) for the approved description of development:

"Outline planning application with all matters (access, scale, layout, appearance, landscaping) reserved for the redevelopment of the harbour and seafront to provide a comprehensive mixed use development comprising up to 1000 dwellings (C3), up to 10,000 square metres of commercial floorspace including A1, A3, A4, A5, B1, D1 and D2 uses as well as seasports and beach sports facilities. Improvements to the beaches, pedestrian and cycle routes and accessibility into, within and out of the seafront and harbour, together with associated parking, accompanied by an Environmental Statement."

1.3. Following this a S73 application was submitted and approved on 26 September 2018 (ref. Y17/1099/SH) for the following description of development:

'Section 73 application for the removal of condition 41 (Provision of Sea Sports Centre) and the variation of conditions 4 (Reserved Matters), 6 (Phasing), 7 (Reserved Matters Details), 15 (Public Realm), 16 (Play Space/ Amenity Facilities), 18 (Public Toilets), 21 (Wind Flow Mitigation), 23 (Heritage Assets), 25 (Bus Stop) and 37 (Wave Wall) and 42 (Provision of Beach Sports Centre) of planning permission Y12/0897/SH (Outline planning application with all matters (access, scale, layout, appearance, landscaping) reserved for the redevelopment of the harbour and seafront to provide a comprehensive mixed use development comprising up to 1000 dwellings (C3), up to 10,000 square metres of commercial floorspace including A1, A3, A4, A5, B1, D1 and D2 uses as well as sea sports and beach sports facilities. Improvements to the beaches, pedestrian and cycle routes and accessibility into, within and out of the seafront and harbour, together with associated parking, accompanied by an Environmental Statement) - to enable changes to the plot shapes, footprints, maximum height, changes to parameter plans, levels, parking arrangements, changes to how the sea and beach sports facilities are provided and alterations to the Environmental Statement.'

1.4. Condition 1 of planning permission Y17/1099/SH defines the structure of the reserved matters being Layout, Access, Scale, Appearance and Landscaping. Condition 2 of planning permission Y17/1099/SH requires the reserved matters to be submitted prior to expiration, ten years from 30 January 2015. This Reserved Matters application is therefore submitted for the approval of residential and commercial development of Phases 5 and 6, for the Harbour Plan and seeks planning permission for the following description of development:

‘Application for all Reserved Matters (Layout, Access, Scale, Appearance, and Landscaping) of Phases 5 and Phase 6 comprising Plots F1, F2, G1, G2, and H and ‘the harbour’ public realm for the erection of residential dwellinghouses, commercial space, associated car and cycle parking, landscaping, playspace, public realm and associated services, amenities and plant AND the discharge of conditions 8 (Public Open Space), 9 (Water Use) 20 (Biodiversity) and 21 (Wind Flow Mitigation), pursuant to S73 outline planning permission Y17/1099/SH.’

Background of Reserved Matters Application

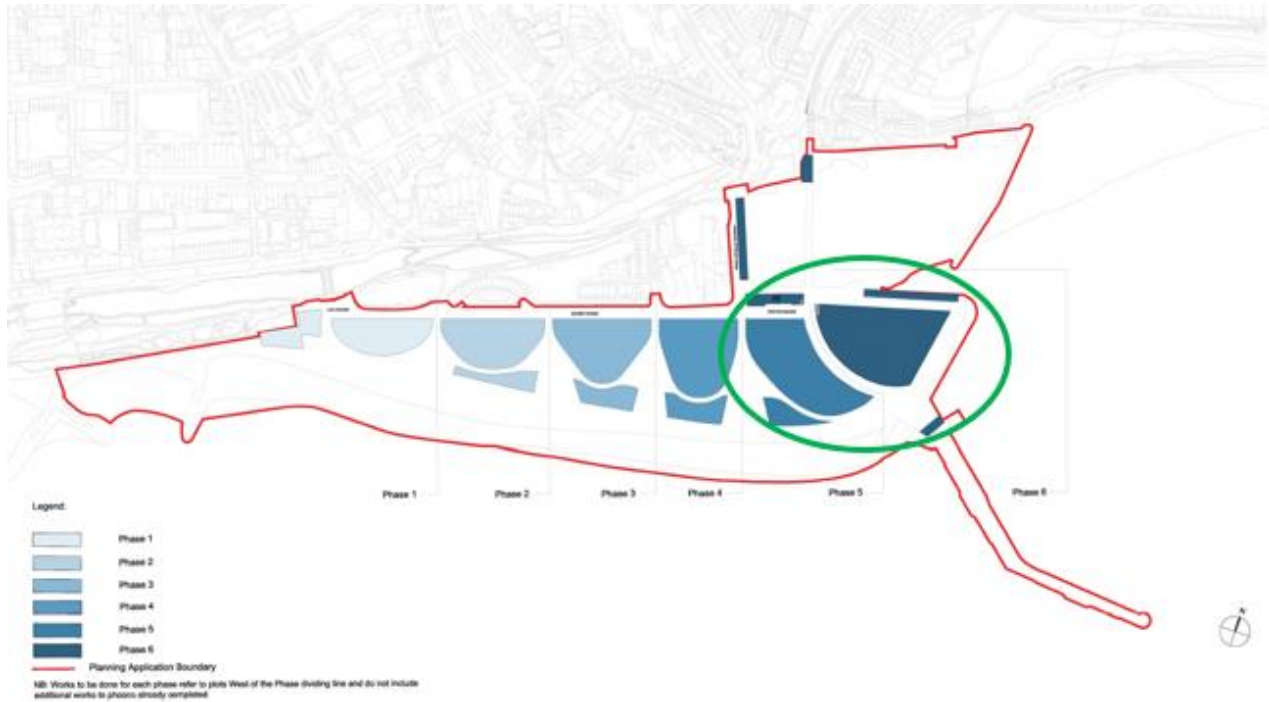
1.5. As outlined above, this application is submitted following the approval of a Section 73 application in September 2018 (reference Y17/1099/SH), which secured amendments to the approved masterplan for the site.

1.6. The following plots / phases have been submitted, with plots A, B, C1 and D1 (phases 1, 2 and 3) having gained approval. Plot E1 (phase 4) is due to be determined at committee in early 2024.

Plot	Phase	Reference	Date of Approval
A	1	22/0956/FH	14/12/2022
B	1	Y18/1252/FH	18/12/2018
C1	2	22/0625/FH	27/09/2022
D1	3	22/1207/FH	13/01/2023
E1	4	22/2168/FH	Decision expected in Spring 2024

Table 1 – Summary of applications and permissions to date in the Folkestone Seafront masterplan

- 1.7. This reserved matters application is submitted in relation to the Harbour Plots and forms part of phases 5 & 6 (as outlined on the Illustrative Phasing parameter plan Plots F1, F2, G1, G2 & H) of the masterplan development. These will be the sixth, seventh and eighth plots to come forward as the subject of a reserved matters application.



Extract of indicative phasing plan shows phases 5 and 6 (circled in green) of the Folkestone Seafront Masterplan to which this RMA seeks consent

- 1.8. The use, siting, and maximum heights have already been established by the approved S73 consent (ref. Y17/1099/SH), and this statement will set out how the detailed designs for Harbour Plots fully comply with the approved parameter plans and design guidelines. For clarity, the approved documents comprise:
- Approved Parameter Plans 1 – 8;
 - Folkestone Seafront Masterplan Design Guidelines Rev. C;
 - Folkestone Seafront Landscape Guidelines Rev. 3.

Overview of Development Proposals

1.9. The development proposals seek to redevelop the Phases 5 and 6, the Harbour Plots at the Folkestone Seafront, creating new high quality residential and commercial buildings. These proposals will deliver the following:

- 15 new buildings comprising of residential and commercial uses;
- Commercial floorspace comprising of 7,501.4sqm (GIA);
- 405 dwellings;
- High quality landscaping throughout the scheme;
- Associated facilities, including cycle stores and refuse/ recycling stores;
- 582 residential car parking bays and;
- 328 public / visitor car parking spaces.

1.10. This reserved matters application includes relevant details required to comply with and discharge the following conditions attached to the outline (ref. Y17/1099/SH) permission, in reference to the Harbour Plots. These are detailed at Table 1 below.

Reference	Condition	Compliance
Condition 1	Approval of the details of the access, appearance, layout, landscaping and scale (Hereinafter called "the reserved matters") for each phase or sub-phase of the development shall be submitted to and approved in writing by the local planning authority before any development is commenced within that phase or sub-phase. The development shall be carried out as approved.	This application is submitting the details required as part of a RMA for phases 5 and 6 of the outline development.
Condition 2	Applications for the approval of all the reserved matters for the first phase or sub-phase of the development shall be made to the local planning authority no later than five years from 30/01/2015. Applications for approval of all remaining reserved matters shall be made to the local planning authority before the expiration of ten years from 30/01/2015.	The application for phase 1 was made within the time limit of 5 years from 30/01/2015 in September 2018. This RMA is to be made pursuant to the S73 approval and it is being made in 2024, prior to the deadline set out in condition 2 of 30/01/2025.
Condition 4	The submission of reserved matter applications pursuant to this outline application shall together provide for at least 720 and not more than 1000 dwellings and up to 10,000sqm gross commercial floorspace (A1, A3, A4, A5, 81, D1 and D2 uses) and demonstrate compliance with the following Parameter Plans and the text set out on those Plans to fix the development principles:- Parameter Plan 1 - Planning Application Boundary Rev C. Parameter Plan 2 - Buildings Retained/Demolished Rev A Parameter Plan 3 - - Plot key and Setting Out Rev C Parameter Plan 4 - Site Access Rev C Parameter Plan 5 - Public Realm Rev C Parameter Plan 6 - Existing and Proposed Site Levels. Parameter Plan 7 Rev B - (now Rev D -see NMA Heights) Minimum/Maximum Development Plot Level. Parameter Plan 8 - Rev C - Ground Floor Horizontal Deviation Rev C Together with the mandatory design and specifications set out within the Folkestone Seafront Masterplan Design Guidelines Rev C: 04.05.2018 and Folkestone Seafront Landscape Guidelines Rev: 3 - 21.05.2018 and Supplementary Information "	This RMA will bring the number of units in the outline permission to 820 and the commercial sqm to 7,827.60. These are in line with the parameters set out in Condition 4. These proposals will be in line with parameter plans 1-8, as set out in the S73 permission.



<p>Condition 7</p>	<p>The reserved matters submitted in accordance with Condition 1 shall include the following details to the extent that they are relevant to the reserved matters application in question: -</p> <p>A. Layout The layout of routes, buildings and spaces, the block form and organisation of all buildings including the locations and plan form of non-residential buildings, the distribution of market and affordable dwellings within that phase including a schedule of dwelling size (by number of bedrooms), the location of dwellings designed to seek to meet the Council's Lifetime Homes guidance (a minimum of 20%), full details of the approach to vehicle parking including the location and layout of adequate residential parking, visitor parking and parking for people with disabilities for each building type together with details of the design approach for access points into, and the ventilation of, any undercroft/ underground parking, full details of the approach to residential cycle parking at a ratio of 1 space per bedroom and the approach to commercial and visitor parking strategy including the location, distribution, types of rack, spacing and any secure or non-secure structures associated with the storage of cycles and the location and form of open areas."</p> <p>B. Access The access and circulation of modes of travel within the relevant phase or sub-phase, the design of roads and paths and junction layout including the provision of footpaths and cycleways.</p> <p>C. Scale and Appearance Scale, form and appearance of the architecture within each phase in accordance with the mandatory parameter and design guidelines, including frontage design and public/private realm definition and boundary treatments</p> <p>D. Public Open Spaces Public Realm Design Strategy The extent, layout and specification of public open spaces, in accordance with the mandatory Folkestone Seafront Landscape Guidelines Rev: 3 - 21.05.2018 and Supplementary information and including details of street furniture (including lighting, seating, signage, bus stops, bins surface treatments, threshold levels) and play space and delivery of Marine Parade, accompanied by a management plan showing how the relevant areas of public open space are to be laid out, paved, planted, equipped and maintained together with a timetable for their implementation.</p> <p>E. Landscaping The landscape design and specification of hard and soft landscape works within each phase in accordance with the mandatory Folkestone Seafront Landscape Guidelines Rev: 3 - 21.05.2018.</p> <p>F. Playspace The amount and location of play space including: a) A plot specific play space strategy including details of the play equipment proposed b) An overarching play space strategy which should have regard to the play space provision within preceding plots and proceeding plots as appropriate.</p>	<p>This RMA includes the details of layout, access, scale and appearance, public open space, landscaping and playspace for plots F1, G1 and H (phases 5 and 6).</p> <p>This is outlined in Section 7 (Assessment of Reserved Matters) of the Planning Statement.</p>
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Condition 8	All reserved matters applications for residential development shall identify how the relevant areas of public open space (inclusive of the beach) are to be laid out, paved, planted, equipped and maintained together with a timetable for their implementation. The public open spaces shall be laid out and implemented in accordance with the agreed timetable and phasing plan as required by Condition 6 and shall be permanently retained thereafter in accordance with the management plan as required by Condition 7 and for public amenity purposes only, unless otherwise agreed in writing with the local planning authority.	The public open areas are outlined in the Landscape DAS and associated plans prepared by Spacehub. This is outlined in Section 7 (Assessment of Reserved Matters) of the Planning Statement (page 65 & 66).
Condition 9	Construction shall not commence until written documentary evidence has been submitted to, and approved in writing by, the local planning authority proving the development will achieve a maximum water use of 110 litres per person per day as defined in paragraph 36(2)(b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of a design stage water efficiency calculator. Reason: In accordance with the details of the application and water efficiency requirements of policy SS6 of the Core Strategy Local Plan 2013.	The Energy and Sustainability Statement prepared by Atelier Ten demonstrates that the proposed development will achieve a water consumption of 105 litres/person/day through low flow and water efficient fixtures. This is outlined in Section 8 (Public Benefits) under the header of "Environmental"..
Condition 12	The reserved matters submitted in accordance with Condition 1 shall show facilities clear of the highway for loading, unloading and turning of vehicles in accordance with the adopted standards of the Local Planning Authority. The approved scheme shall be laid out and suitably surfaced before the land/buildings is/are brought into use for the purpose now approved and maintained in a useable state for occupiers and visitors to the premises at all times.	This is demonstrated in the layout plans in the submitted Transport Assessment, prepared by Pell Frischmann. Compliance with this condition is set out in Section 7 (Assessment of Reserved Matters).
Condition 14	For each phase or sub phase Reserved Matters submission that includes non-residential floorspace details of the following shall also be submitted: Breakdown of non-residential floorspace Breakdown of 'comparison' (non-perishable goods) and convenience (supermarket, grocers, newsagents) floorspace Phasing controls to ensure the retail floorspace is delivered in sequence with the wider development of the seafront site and the relevant reserved matter phase. Analysis of the amount of non-residential uses already bought forward by previously approved reserved matters applications and how each subsequent reserved matters application relates to these. Location of units taking into account the requirement for active frontages.	The phasing plan is outlined in the DAS, prepared by A is For and in the Accommodation Schedule. This is detailed in Section 5 (Proposed Development).
Condition 16	The reserved matters submission for phase 6/plot G1 shall include play space and communally accessible amenity facilities (eating areas, tables, seating etc) within the communal gardens, inclusive of details of opening hours to residents and the public.	These details are outlined in the Landscape DAS and the associated landscape drawings. This is detailed in Section 7 (Assessment of Reserved Matters).
Condition 17	The reserved matters submitted in accordance with Condition 1 shall ensure all properties incorporate provision of private outside space, inclusive of balconies.	All of the proposed properties have access to private outside space either in the form of balconies or private garden space. The residents' gardens are located in podium of Plot F1, and all residents of the Harbour Plots have access.

		This is detailed in Section 7 (Assessment of Reserved Matters).
Condition 20	Details of biodiversity enhancements, including the creation of new habitats (vegetated shingle) and signed pathways in accordance with the approved Environmental Statement shall be submitted to the LPA for approval alongside each phase/ sub phase reserved matters submission.	<p>These details are provided as part of the BNG assessment, prepared by Fellgrove. This takes into account the ecological appraisal and habitat condition assessment also prepared by Fellgrove which provides a baseline for assessment.</p> <p>This is detailed in Section 6 (Compliance with Outline Consent).</p>
Condition 21	The reserved matters submitted in accordance with Condition 1 for phase 6/plot G1 shall include mitigation measures to reduce the impact of wind flow downwash. Such measures shall include a Wind Tunnel Assessment once massing has been designed and will include evidence to demonstrate how the results of the assessment have informed the detailed design of the proposed development.	A Wind Tunnel Assessment has been undertaken by RWDI. This outlines the results of the test, alongside mitigations to reduce the wind in the proposed development. This has been incorporated into the landscape and design of the proposals.
Condition 27	Development for each phase shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.	<p>Eckersley O'Callaghan have prepared a surface water drainage scheme. Buro Happold have prepared the FRA which appends the drainage strategy for reference.</p> <p>This is outlined in Section 7 (Assessment of Reserved Matters).</p>

Pre-Application Consultation

- 1.11. The Applicant has engaged with FHDC via extensive pre-application discussions, taking place from the winter of 2022 until early 2024. The feedback received has informed the design process. The Applicant has also extensively consulted with neighbours and key stakeholders. The details are contained throughout this Planning Statement and the Statement of Community Engagement, prepared by Maxim.
- 1.12. The proposals have also been the subject to a Public Exhibition, presentation to the FRAME Design Review Panel and engagement with Historic England, as well as discussions with Kent County Council regarding Highways and landscaping matters.
- 1.13. The pre-application discussions with stakeholders have influenced the scheme's final design set out in this application.
- 1.14. The designs for the Harbour Plots have been based upon ongoing compliance with the approved parameter plans and seek to deliver a new buildings which takes forward all of the principles established by the outline consent in terms of height, relationship with surrounding heritage assets, land uses, landscaping, high quality layout, and architecture.
- 1.15. The outline planning application (ref. Y12/0897/SH) and subsequent Section 73 application (ref. Y17/1099/SH) were accompanied by a range of technical reports to justify the proposed development. This included an Environmental Statement dealing with technical matters including townscape impact, built heritage, flood risk and drainage, ecology, microclimate and greenhouse gas emissions. An addendum to the ES was submitted with the Section 73 application in order to justify the revisions to the original outline. All of the reports submitted previously should be referred to in considering this application.
- 1.16. A Statement of Conformity has been undertaken by the Savills EIA team. This reviewed the Original Environmental Statement and the subsequent Addendum to confirm the validity of the conclusions and mitigation measures presented as part of the Full Planning Application for the Proposed Development. The review has demonstrated that the changes comply with the previously assessed parameters and the relevant strategies relating to the EIA and the baseline environment are not considered to have materially altered from that set out in the Original ES and Addendum's. As such, the environmental information contained within the Original ES and Addendum's remains valid with respect to the changes submitted within the RMA.

Supporting Information

- 1.17. This Planning Statement sets out the application proposals and relates them to national, regional and local planning policies. This Statement should be read in conjunction with the drawings, Design and Access Statement, as well as the supporting documents.
- 1.18. In addition, this application is supported by the following plans and reports:

- **Accommodation Schedule**, prepared by A IS FOR;
- **Covering Letter and Planning Statement (this document)**, prepared by Savills (Planning);
- **Design and Access Statement**, prepared by A IS FOR;
- **Ecology Appraisal and Biodiversity Net Gain Assessment**, prepared by Fellgrove;
- **Energy and Sustainability Statement & Statement on Sustainable Construction**, prepared by Atelier Ten;
- **Fire Strategy**, prepared by Atelier Ten;
- **Flood Risk Assessment & Flood Evacuation Warning Plans**, prepared by Buro Happold;
- **Drainage Strategy**, prepared by Eckersley O'Callaghan;
- **Site Location Plan**, prepared by A IS FOR;
- **Full set of proposed architectural drawings (plans, elevations and sections)**, prepared by A IS FOR;
- **Heritage and Townscape Assessment including Visual Impact Assessment of key views**, prepared by Stephen Levrant Heritage Architecture;
- **Internal Daylight and Sunlight Report**, prepared by Delva Patman Redler;
- **Landscape Design Statement and Landscape Drawings**, prepared by Spacehub;
- **Noise Impact Assessment**, prepared by Cahill Design Consultants;
- **Socio Economic Impact Assessment**, prepared by Amion Consulting;
- **Statement of Community Engagement**, prepared by Maxim;
- **EIA Statement of Conformity**, prepared by Savills Planning (EIA Consultants);
- **Transport Statement**, prepared by Pell Frischmann and
- **Wind Tunnel Assessment (WTA)**, prepared by RWDI

1.19. In addition to the above, an **Application Form/ Ownership Certificate, and Community Infrastructure Levy (CIL) Additional Questions Form** have also been supplied. The accompanying covering letter gives a clear overview of the proposed development. The **Application Fee** has also been provided under separate cover.

Structure of this Planning Statement

1.20. This Statement is set out under the following headings:

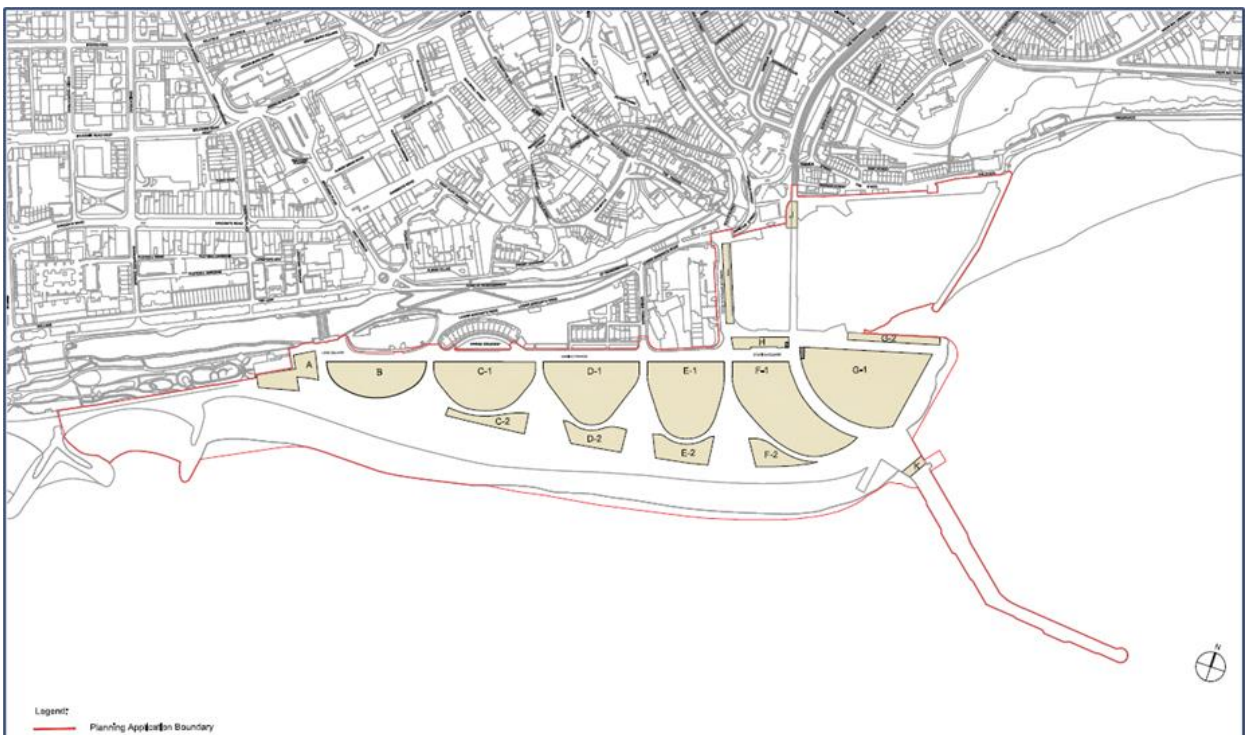
- **Section 2 (Site and Surroundings)** outlines the Site and its surrounding context;
- **Section 3 (Planning History)** provides an overview of the relevant planning history;
- **Section 4 (Pre-application Consultation)** sets out the details of the pre-application consultation programme;
- **Section 5 (The Proposed Development)** provides an overview of the proposed development which forms part of this Reserved Matters application;
- **Section 6 (Compliance with Outline Consent)** demonstrates the proposals compliance with the outline conditions and Planning Policy Framework;
- **Section 7 (Assessment of Reserved Matters)** considers the main planning considerations associated with this reserved matters application;
- **Section 8 (Public Benefits)** outlines the economic, social and environmental benefits of the scheme and
- **Section 9 (Conclusions)** draws our conclusions in respect of the proposals.

2. Site and Surroundings

2.1. This reserved matters application relates to a parcel of land referred to above as the Harbour Plots, within the wider Folkestone Harbour and Seafront area, as defined by the parameter plans accompanying the outline planning permission (as amended ref. Y17/1099/SH). The masterplan area is outlined below, with further detail provided specifically for the Harbour Plots.

Masterplan Area

2.2. The area to which the amended outline consent (ref. Y17/1099/SH) applies is defined by approved parameter plan 1 (rev. c). The plots in the context of the red line boundary is shown below:



Approved Parameter Plan 1 rev C (Planning Application Boundary Rev: C) showing the various development

plots in the Folkestone Seafront Masterplan

2.3. The site lies within the administrative boundary of Folkestone and Hythe District Council (FHDC), in the town of Folkestone. The masterplan area comprises a large part of the seafront and harbour to the south of Marine Parade. A shingle public beach lies to the seaward side of a large part of the development area and is bisected by a boardwalk.

Plots F1, F2, G1, G2 and H

2.4. The Harbour Plots are phases 5 and 6 of the outline consent. The RMA is formed of Plots F1, F2, G1, G2, and H and represent the ‘harbour plots’ in the masterplan for Folkestone Seafront. The site is approximately 5 hectares. The plots are located to the east of Plot E1 of the masterplan development and is situated to the east of the wider site. This includes the eastern end of the shingle beach next to the Harbour Station (Plot F1), the shingle garden south of the boardwalk (Plot F2), the south quay of the outer harbour (Plot G1), part of the associated harbour edge (Plot G2), and the south quay of the inner harbour (Plot H). The Site forms part of the Harbour Arm and station previously used in connection with the harbour function.



Aerial View Existing Harbour Plots (F1, F2, G1, G2 and H)

- 2.5. The site is currently a brownfield site, having previously accommodated the ferry terminal and the Rotunda Amusement Park. The site formerly accommodated some vacant and partially used commercial buildings, with retail and leisure uses. The area is currently characterised by the remaining historical structures that formed the Harbour mainly the station, the Customs House, the Harbour Master's House and the Signal Box, as well as some smaller outbuildings. This also includes the harbour arm, Goods Yard and Harbour Arm car park.

Planning Designations

- 2.6. Folkestone and Hythe District Council adopted a Local Plan in 2013 and allocated Folkestone Seafront for development under Policy SS6. This allocation is now superseded by Policy SS10 'Spatial strategy for Folkestone Seafront' within the new Places and Policies Local Plan (2020).

- 2.7. The policy states:

'Folkestone Seafront is allocated for mixed-use development, providing up to 1,000 homes in the region of 10,000 sq. m of floorspace comprising small shops and retail, offices (within class E) and other community and leisure uses; together with beach sports and sea sports facilities and with associated and improved on- and off- site community and physical infrastructure.'

Flood Risk

- 2.8. The Environment Agency's Flood Map for Planning indicates that the site is situated within Flood Zone 3. A full detailed Flood Risk Assessment prepared by Buro Happold is submitted as part of this planning application, alongside an EIA Statement of Conformity prepared by Savills (EIA) with the approved Environmental Statement. The FRA confirms that with the *'mitigation measures in place, the overall flood risk to the proposed development is assessed to be Low for all sources of flooding.'* The latest available date has been included in the assessment of flood risk including the climate change effects to 2115 and to re-confirm the design. Calculations *'include sea level rise for the full design life and so the discharges will be significantly lower than shown for most of the intervening period, even for a 1 in 200yr event.'* The Statement on Conformity confirms that the assessment in the Environmental Statement (ES) prepared with the s73 outline application is still valid and no amendment to the ES is required.

Heritage

- 2.9. There are no listed buildings within the defined site area, however there are some listed heritage assets within the proximity of the wider masterplan. In the Harbour area there is the Folkestone Harbour Viaduct and Swing Bridge (Grade-II), East Pier, Folkestone Harbour (Grade-II) and the Lighthouse at End of Folkestone Harbour Outer Pier (Grade-II). There is a Grade II listed residential terrace along Marine Parade and Marine Terrace, located to the northwest of the Harbour Plots (listing number: 1061230, 1344179, 1203957). Also, the Grade II listed Marine Crescent – a Victorian Crescent of residential dwellings (listing number: 1257494), and the Grade II* Leas lift, are located to the northwest of the site. The Grade II* listed church, the Parish church of St Mary and St Eanswythe is located to the north of the site on the Cliff, though this is largely blocked from view by the Grand Burstin Hotel and wild-grow planting on the cliff slope.
- 2.10. The Site itself is located on the southern boundary of the Folkestone Leas and Bayle Conservation Area, though it is noted that in its present state it does not contribute positively to the setting of the Conservation Area or the heritage assets on Marine Parade. A full assessment of the proposal on Heritage Assets within the vicinity of the Site is included within the accompanying Heritage Assessment, prepared by Heritage Architecture.

3. Planning History

3.1. The site has an extensive planning history relating to both its former use, and for works relating to the nearby boardwalk and regenerated Harbour Arm and Station. For the purposes of this reserved matters application the following applications are of greatest relevance:

Y12/0897/SH – Original Outline Consent dated 30th January 2015

3.2. Outline planning permission was granted on the 30th of January 2015 for the redevelopment of the Harbour and Seafront area to provide up to **1,000** new dwellings and **10,000** sq. m of new commercial floorspace alongside car parking, landscaping, public realm and beach and sea sports facilities.

3.3. This consent approved a masterplan proposal developed by Farrells which established a series of building plots (A - F) and which set parameters in relation to height, siting and phasing. The outline consent established the future uses of the site and was supported by both Design and Landscaping guidelines. The Design guidelines included character zones for the masterplan areas, setting out the form that future reserved matters applications should take.

3.4. The outline consent was supported by a detailed Environmental Statement which considered a range of technical matters including flooding, townscape impact, transport, archaeology and microclimate. The development was judged to have an acceptable impact in these regards.

3.5. Further to the grant of outline planning permission works were undertaken on site to implement the consent, primarily through a beach replenishment programme and initial enabling works. A number of conditions were discharged to enable these works to take place.

Y17/1099/SH – Section 73 Application

- 3.6. A Section 73 application was approved in September 2018 with the completion of a Deed of Variation to the S106, which amended the outline consent, and replaced the consented parameter plans, Design guidelines and Landscaping guidelines with a set of new proposals. The principal land uses were all retained, and the amendments related primarily to adjustments to the maximum heights and building envelopes, and to the design approach to each phase. It also established Marine Parade as the major thoroughfare off which the development plots are situated. The spacing between the plots was increased to improve connectivity with the beach and seafront. This s.73 application was accompanied by an updated and addendum Environmental Statement and Transport Assessment where the baselines had changed and/or the revisions to the scheme were changing its impact.
- 3.7. The S73 application brought forward the following additional public benefits:
- £3.5 million contribution towards community projects such as the refurbishment of the Leas Lift, further enhancements to the Lower Leas Coastal Park, additional cycling, walking and parking opportunities to the area and;
 - Preservation and restoration of the Harbour Station, the Harbour Arm, the Grade II listed lighthouse and Customs House which are located within and in the vicinity of the Harbour Plots.

21/2443/FH/NMA – Non-Material Amendment to Planning application Y17/1099/SH

- 3.8. A Section 96a application was approved 21 December 2021 for the extension of the Plot A boundary at basement level to allow additional space for a basement car park.

Y18/1252/FH - Plot B (Phase 1) Reserved Matters

- 3.9. Following planning approval for the amendments to the scheme, reserved matters for the development Plot B (Phase 1) were brought forward in September 2018. The proposals brought forward a total 84 residential units, including 24 townhouses and 60 apartments, comprising 1, 2, 3 and 4 bedroom units. The reserved matters brought forward the detailed design and layout of the proposed development in full accordance with the parameters of the outline consent.
- 3.10. The Council's planning committee resolved to grant consent on the 18th of December 2018 and the formal decision was issued on the 17th of January 2019. Following the approval of the reserved matters, works commenced on site and the plot is now complete.

22/0625/FH - Plot C1 (Phase 2) Reserved Matters

- 3.11. The reserved matters detail relating to Plot C1 (Phase 2) was submitted to the Council in March 2022. The application proposes the erection of a single mixed-use building, comprising a total of 110 residential apartments, 130 on-site car parking spaces, 136 cycle parking space, refuse storage, private storage areas and ancillary plant space. In addition, a total of 344.6 sqm of commercial floorspace will be provided, spread across 2 units at ground floor level. The application was approved on the 27th of September 2022.

22/0956/FH – Plot A (Phase 1) Reserved Matters

- 3.12. The reserved matters detail relating to Plot A (Phase 1) was submitted to the Council in June 2022. The application proposes the erection of a single building comprising 13 residential units, amenity uses (lobby, residents lounge and gym) for the benefit of the residents, refuse storage, ancillary plant space and parking at basement level (26 car parking and 41 cycle spaces). The application was approved on the 13th of December 2022.

22/1004/FH/NMA - Plot D1 (Phase 3) Non Material Amendment

- 3.13. An application in support of a Section 96.A application for a Non-Material Amendment to condition 4 (approved drawings) of S.73 planning consent Y17/1099/SH was submitted to allow amendments to the maximum height parameter permitted for Plot D1 (Phase 3) for protrusion of stair cores, lift overruns and plant on small areas of the roof, to the maximum height of 17.5 metres. This increase is limited to small areas of the roof and extends the maximum height permissible for the building (for stair overruns, lift overruns, balustrades and plant only) by 1 metres - 2.5 metres from the originally agreed maximum heights on the plot. There is no opportunity for habitable space in the areas, and there is no material change in terms of what would be visible from ground level. The application was approved on 30th August 2022.

22/1207/FH - Plot D1 (Phase 3) Reserved matters

- 3.14. The reserved matters detail relating to Plot D1 (Phase 3) was submitted to the Council in July 2022. The application proposed the erection of 5 interconnected buildings comprised of 96 homes with a mix of 1 to 4 bedroomed apartments and duplexes, split between five interconnected buildings. Undercroft and mezzanine car parking (147 parking spaces) and cycle parking (226 total comprising, 155 cycle spaces within building and 71 in residential stores) is provided, plus podium gardens for residents. This application was approved under delegated powers on 13th January 2023.

22/2169/FH/NMA – Plot E1 (Phase 4) Non Material Amendment

- 3.15. This application was approved for an NMA to condition 4 (approved drawings) of S.73 planning consent Y17/1099/SH to allow the maximum height parameter permitted for Plot E1 (Phase 4) to increase for the protrusion of stair and lift overruns, solar panel, balustrading and plant detail. There is no opportunity for habitable space in the areas, and there is no material change in terms of what would be visible from ground level. This application was approved on 5th May 2023.

22/2168/FH - Plot E1 (Phase 4) and Marine Parade Reserved matters

- 3.16. A reserved matters application was submitted relating to Plot E1 (Phase 4) and Marine Parade in December 2022. The proposals of this application were twofold. Firstly, the proposals related to the development of 112 residential units in Plot E1 (Phase 4) with supporting facilities and amenities for residents. The layout consists of a crescent building containing two wings of apartments with 41no. apartments each, either side 8no. townhouses to the south and a second building on Marine Parade containing 22no. apartments. Secondly, these proposals related to the redevelopment of Marine Parade. The application proposed changes to the highway layout between Plot A (Phase 1) at the western end of the masterplan site and Plot E1 (Phase 4) at the eastern end. This application is currently under consultation and a decision is expected in early 2024.

23/2083/FH/NMA Parameter Plans 7 & 8 – Plot A (Phase 1) & Plot C1 (Phase 2) Non-Material Amendment

- 3.17. An application was submitted in December 2023 to amend Condition 4 (parameter plans 3, 7 and 8) to allow for the amendments to the maximum height parameter for Plots A and C1, and the maximum horizontal deviation and locational co-ordinates for Plot A. This is solely to ensure that a second stair case can be incorporated as per the updated fire regulations since approval of reserved matters for Plots A and C1. The application is due to be determined in early 2024.

23/2024/FH – Plot A (Phase 1) Resubmission

- 3.18. The resubmission reserved matters application relating to Plot A (Phase 1) was submitted to the Council in December 2023. The application proposes a similar building to the approved, but with some minor changes to the shape and design to accommodate for a second staircase as required by building control. This is due to be determined in early 2024.

4. Pre-application Consultation

- 4.1. In accordance with the Localism Act 2011, a programme of public consultation has been undertaken prior to the submission of this application. The consultation focused on engaging with key stakeholders in order to seek their views.
- 4.2. Paragraph 39 of the National Planning Policy Framework (NPPF) states that *“early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.”*
- 4.3. The NPPF further emphasises that there is significant potential to improve the efficiency and effectiveness of the planning application system for all parties through early engagement. The importance of pre-application engagement and frontloading is further highlighted in the accompanying Planning Practice Guidance (‘PPG’).
- 4.4. The Applicant team has undertaken extensive pre-application engagement with FHDC, relevant statutory consultees, local communities and other key stakeholders. The pre-application engagement has included the following:
- 7 formal meetings with FHDC Planning Officers between December 2022 and January 2024;
 - 3 Design Review Panel between December 2022 and June 2023;
 - Environmental Agency Pre-Application held in November 2023;
 - Kent County Council Highways Pre-Applications between June 2023 and November 2023;
 - FHDC Policy Meeting held in March 2023;
 - Consultation with key local stakeholders and community groups and;
 - In person Public Consultation event on site held on the 12th & 13th May 2023 and 21st and 22nd July 2023.

Consultation with Local Planning Authority and Other Stakeholders

Folkestone and Hythe District Council (FHDC)

- 4.5. Pre application discussions relating to the Harbour Plots have taken place with Folkestone and Hythe District Council over a number of months from the winter of 2022, right through to early 2024 and these have taken the shape of different topic workshops. These have focused on Layout, Highways, Scale and Appearance and Landscaping.

Pre-application Meeting 1 (15th November 2022)

- 4.6. The first meeting with the Council established the broad principles of the proposals, with a focus on the movement between the plots and the wider masterplan.
- 4.7. Discussions about the establishment of roads took place as a starting point, with a suggestions that the buildings can be shaped to allow connectivity from the Boardwalk to the amphitheatre. The Council highlighted the importance of having clear routes that would be easily navigated by the pedestrian and lead them to correct places, such as commercial areas.

- 4.8. The existing Goods Yard was discussed. As existing this is temporary in nature, and it was advised that families and differing customers should be considered as part of the Goods Yard proposal. Inspiration should be taken from other successful mixed use schemes, such as Battersea Power Station.



Existing commercial provision compared with proposed covered Goods Yard

- 4.9. The gap between buildings was viewed as being too close, and further pedestrian views were required to justify these spaces. This was therefore considered as the design process progressed.
- 4.10. The initial proposals were considered to be in a “good direction of travel” by the Council and it was viewed as acceptable to divert from the design guidelines if the reasons were justified. It was agreed that collaboration would be key to making these proposals successful and achieving the client’s desired proposals.

Pre-application Meeting II (29th March 2023)

- 4.11. The second pre-app responded to the advice received in the first pre-app meeting with the Council and the design comments received by the DRP.
- 4.12. The key updates in response to FHDC’s advice were:
- An uplift in the density of the development;

- Defining and establishing access and movement around the site, with a particular focus on horizontal permeability of the scheme;
- Distances between the buildings and investigation into light levels;
- Definition of public spaces, to establish distinct, connected and 'homely' character;
- Massing of the buildings allowing views to key buildings/ viewpoints;
- Reduction in the parking proposed, and relocation of parking from the double basement to a podium parking scenario;
- Access considerations into the site from Harbour Approach and Marine Parade. Consideration for the mass at Plot H and incorporation of Harbour Masters square clearly linking Marine Parade with the harbour.
- It was previously considered to have a completely free ground floor with the buildings being propped up, however this could create a lot of dark, unappealing spaces. Therefore, this was amended, with different flexibility being developed for the ground floor commercial uses.

4.13. As noted above, there were discussions on the level of parking provided by these phases (5 and 6). The revised design reduced the number of spaces provided by removing the double basement parking and moving towards a podium parking scenario. The Council highlighted that while the current proposals were compliant with policy, a balanced justification would be required between policy and public demand. It was noted that the design approach is trying to embed the meanwhile use of the harbour into the new development, with public interest in retaining a higher level of parking than is required by planning policy.

4.14. Character Areas across the plots were defined in this pre-app meeting. The design had been further split to allow for multiple character areas such as the 'Crescent Character Area' which will have a playful dialogue with the rest of the areas, but has move private areas, and the Station and Good yard character area' which is intended to be more public.

4.15. The Crescent originally envisioned for Plot F1 had been altered in order to help with the transition from the crescent Plots (A – E1) to the higher density buildings at Plots G1 and H. The previous designs created a more stark transition which took place across the station from Plot F1 to Plot G1.

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- 4.18. The Council agreed that the proposals were still moving in the right direction. However, they highlighted that as there are many buildings on these plots, an effort is required to ensure the buildings are making one coherent place and not competing with one another.

Pre-application Meeting 3 – Ground Floor and Public Realm Matters (26th May 2023)

- 4.19. A third pre-application meeting was held in May 2023 with a focus on ground floor and public realm. This marked the first of a number of pre-app “workshop” style meetings which were recommended by the Council. Due to the size of RMA, it was agreed that the Pre-Applications should take a specific focus to allow enough detail discussion to take place.
- 4.20. Following a presentation of the ground floor public realm, the Council queried the impact of the use of the Goods Yard and whether the later opening hours would cause disturbance to residents. It was suggested that a management plan would be attached as a condition when consent is granted.

Pre-application Meeting 4 – Planning Matters (9th June 2023)

- 4.21. The meeting explored the potential for non-material amendments to the S73 consent (ref. Y17/1099/SH) to accommodate for additional floor build up and plant / overruns that would exceed the agreed parameter plans. The Council advised that these would be acceptable if it could be demonstrated that they did not deviate from the original consent and could be considered as a non-material.
- 4.22. The mix of uses was also discussed. Condition 43 (Commercial/ Non Residential Floorspace) of the S73 consent sets out the use commercial use classes that can form the proposals. Due to the condition pre-dating The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which amended the Town and Country Planning (Use Classes) Order 1987, the project team wanted to clarify whether the previous use classes would apply. It was recommended and agreed that the previous uses classes were to be followed as set out in the condition.

Pre-application Meeting 5 – Amendments Responding to Public Consultation (7th November 2023)

- 4.23. Following the public consultation, various amendments to the design of the scheme were incorporated. These were presented to the Council. It was agreed that the design had improved, and Officers welcomed the reduction in height, the simplifying of the architecture, the white colour of the buildings and the Goodsyard Building. It was also welcomed that the buildings had been staggered to create meandering streets and spaces.
- 4.24. It was noted that some of the buildings appeared to be top heavy such as the Rotunda Building. The buildings were also considered as “competing” with one another. In response to these comments, the vertical structure of the Rotunda Building has been reduced and the balconies and their balustrades have become more prominent, resulting in a more slim looking building.
- 4.25. Alongside this, a viewing platform has been introduced into the scheme. Officer’s highlighted that privacy, access and safety would need to be considered. This could be conditioned should this be necessary.

4.26. The basement car park was discussed, and a query as to whether a NMA to the parameter plans would be required was highlighted. FHDC concluded that an amendment to the basement would not be required, however, this would need to be highlighted in the submission. The extent of the basement car park is outlined in the plans and DAS, with the Transport Assessment detailing the access. The FRA concludes that the basement is safe, and the Statement of Conformity authenticates that the proposal is in line with the approved Environmental Statement.

Pre-application 6 – Last view of scheme and wind analysis (9th January 2024)

4.27. Officers noted that a significant amount of work had been undertaken since the previous pre-application. The introduction of the lighter colour scheme was viewed as beneficial and welcomed, however, Officer's requested assurances that the materials would be robust in their seafront location. The materials will follow the same high quality as has been demonstrated on previous phases at the seafront. Final details can be provided by an appropriately worded condition on approval.

4.28. The principle of mansard-style upper elements of some of the blocks was supported. It was considered by Officers that the mansards may not need to be across three storeys, including the "open portal," plant screening detail, on the top floor of each. In light of this advice, the plant screening detail has been amended as noted in the drawings and visuals within the DAS. This has been incorporated in the final 20% overall reduction in the schemes massing post-consultation. The reduction in the plant screen detail is clearly shown in the visual of the East Elevation included in the DAS.

4.29. The wind assessment was presented to Officer's, and they welcomed the results. It was noted that the amenity levels of the balconies and terraces would be included. This has been demonstrated in the Wind Tunnel Assessment which accompanies this RMA in compliance with Condition 21.

Design Review Panel (DRP)

4.30. The DRP facilitated in-depth discussions of the proposals. The DRP provided feedback on numerous aspects of the proposals, some of which had been raised by FHDC. The DRP provided feedback on the following additional aspects of the proposals:

- **Design** – Some blocks were seen as being too close together. It was suggested that Block H should be split into smaller blocks. The design has subsequently been amended to respond to these comments. The Panel believed that the architectural language should be toned down and this has been achieved, with the proposed Harbour style more consistent and buildings no longer compete with one another. The extent of the buildings have been reduced, the sub-character areas of the Harbour Plan have been condensed and the designs simplified.
- **Public Realm** – The panel enjoyed the choreography of the ground floor spaces and uses throughout the masterplan which they view as assisting to activate the public realm. The public realm design was recommended to further strengthen the historical narrative of the site through materiality, planting and street furniture. The Goods Yard being brought into an inside space is viewed as positive as it will extend the operating season and popularity of street food vendors. It was suggested that spill out spaces should be explored.
- **Amenity** – The dedicated play space has been welcomed; however, assurances were requested that there would be adequate private amenity space for families with young children, avoiding conflict between residents and visitors. It is acknowledged that these proposals will deliver a large amount of public space which will be beneficial for the residents and visitors alike. Each dwelling either has access to a balcony or a private garden.
- **Parking and Vehicles** – The Panel supported the proposed servicing strategy and recommends that vehicular movements within the site are limited as far as possible. A reduced number of parking spaces were desired. This led to the design team removing a storey of underground parking which led to an overall reduction in numbers. It is acknowledged that the parking numbers are policy compliant, and a balance must be struck between sustainable transport and accommodation for parking need.
- **Landscape** – The landscape proposals were described as working well, and the level access which has been achieved throughout has been commended. The Panel were insistent that the Seafront Park was a key masterplan “ingredient” and should be realised if possible. The Design team have increased the width of this park, alongside ensuring that there is a fully accessible route which runs around the water’s edge.

- **Sustainability** - The Panel sought more detail on how the proposals would be sustainable and whether the architectural designs had been fully embedded into these proposals. Sustainability has been at the core of the proposals from the early conceptual phase and the finalised proposals have retained this vision. Key measures of sustainability and energy strategies have been developed including the incorporation of renewable energy sources, exceeding the OPA target for on-site carbon reductions and grey water recycling. Alongside this, active transport is encouraged with cycle stores, EV charging points are provided, and openable windows are provided in all dwellings to allow natural ventilation. Full details of the sustainability strategy are provided in the Energy and Sustainability Statement, prepared by Atelier Ten
- 4.31. The DAS and Landscape Strategy further sets out the background on how the scheme has comprehensively responded to the DRP comments.

Kent County Council – Highways and Transportation

- 4.32. Kent County Council Highways and Transport team were consulted with two pre-application meetings taking place between June and November 2023.

Highways Pre-Application 1 (5th June 2023)

- 4.33. KCC confirmed that the proposals still fall within the parameters of what was agreed at outline stage. With the existing visitor parking being removed from this plot, then there is a substitution of existing movements.
- 4.34. With regard to the access strategy, the main car park access and related traffic being kept to the west of the site footprint, well away from the pedestrian dominated area is positive. Keeping this level of traffic clear of the pedestrian crossing to the swing bridge will be helpful to remove potential delay to traffic on entry and related pedestrian safety issue.

- 4.35. Separating delivery traffic to use the eastern access route is sensible and will result in much lower traffic levels to this section of the layout. Having this as one way route is a practical solution, with the delivery traffic then exiting the site to the west.
- 4.36. Concerns were raised about the potential number of small vans making daily domestic deliveries through the pedestrian spaces. In response to this, a cut through will be provided through the middle of Plot H at ground level to provide a route from the internal service road, which will then connect back into the Crescent Road between Plot E1 and Plot F1. This delivery route avoids the need for vehicles unnecessarily routing through the entire site to exit. It is envisaged that all deliveries to Plot H would use this route and other deliveries may also be centralised. The proposed cut through would enable a centralised post / delivery system to be used for the residential element whereby post and deliveries could be dropped off to the management team in this location and stored for residents to collect. This would further help to reduce the number of vehicles routing through the wider site.
- 4.37. Further details are outlined in the Transport Statement, prepared by Pell Frischmann.

Historic England

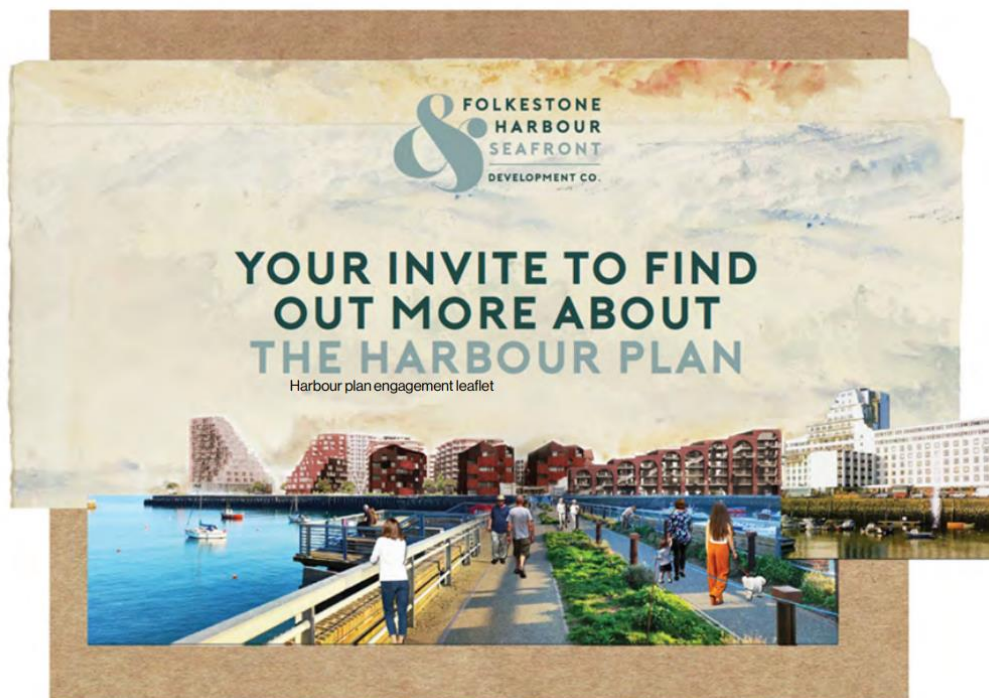
- 4.38. Historic England were consulted on the proposals on the 24th of May 2023 with Heritage Architecture providing a presentation of the existing and proposed views.
- 4.39. Historic England requested additional viewpoints which have been included in the Heritage Assessment.
- 4.40. It was also highlighted that the Harbour Master's House should be retained, and this has been integrated into the proposals. It was requested that the use of this building is sympathetic, and the proposals will mean that the building is integrated into the "Harbour Master's Square." This will be a civic space containing the harbour management offices, a reception for the whole development and bicycle rental facilities. The Historic England Officer was made aware in the meeting that the decision to protect Harbour Master's house had already been decided by the client, to provide a considerable benefit the scheme. This is not required via a planning condition or obligation but was solely decided by the client to ensure further benefit as part of the proposals.

4.41. The architecture of Plot H was also amended from a colonnade on the ground floor to two separate buildings. This provided more breathing space for the Harbour Master's House meaning that it won't be dominated by the new buildings.

Public Consultation

4.42. A detailed public consultation was also carried out and the full details are outlined within the Statement of Community Engagement, prepared by Maxim.

4.43. The phase specific consultation builds upon extensive public consultation that has been ongoing since 2016 regarding the masterplan at the Seafront. The public consultation programme for the Harbour Plots was launched on 24th February 2023. Invitees included local councillors, community groups and businesses.



Harbour Plan Engagement Leaflet

- 4.44. Phase 2 was the first time the general public had seen the plans. This began on 10th May 2023, when the dedicated website was made live (www.folkestoneharbourplan.info). Two exhibitions then took place on Friday 12th May and Saturday 13th May 2023.
- 4.45. Phase 3 sought to build upon the engagement undertaken in phases 1 and 2. A preview event was held for local Councillors and stakeholders between 11am and 12pm on Friday 21 July, at Customs House, Folkestone Harbour.
- 4.46. Following this the exhibition opened to the public. Visitors to the exhibition who didn't want to complete a feedback form on the day were encouraged to do so online. The exhibition was attended by representatives from F&HDC as well as community groups, other stakeholders and local residents.
- 4.47. Common themes in the comments from visitors included:
- **Design** – Visitors wanted to understand how the design of the Harbour Plan, and specifically the colour palette proposed, sat alongside the Masterplan, as well as how it would fit in with the character of the area and sought reassurance on the quality of design and materials, as well as the ability of materials to resist the impact of harsh coastal weather conditions and environment. The project team explained the technical and engineering studies undertaken during the design of the individual buildings and how they would perform in the local environment. There were some concerns regarding the scale and design of the buildings. Following this, the project team amended the designs and reduced the scale of the proposals, ensuring that the proposals would not require any NMA's to the parameter plans. The palette of materials and their colours were also amended following the public's comments.
 - **Parking** – The attendees wanted to understand the provision of parking for residents and visitors. The project team sought to explain the technical studies undertaken on behalf of the project, and how the proposals sought to provide sufficient parking with the additional occupants who would live on the site. Parking would continue to be provided on the current Prince Harry car park and across the harbour site but constructed under the current ground levels and below the proposing building and podium car parking.

- **Public access and realm** – Comments arose regarding the access to the Harbour. It was explained by the project team that the proposals retain public access to the Harbour alongside the provision of significant public realm. The landscape design team have incorporated a public Seafront Park. This publicly accessible edge sits at the far eastern edge of the harbour and looks out to the sea with the White Cliffs of Dover. This seeks to add to level of already suitable public space that is being provided as part of the proposals, i.e., private balconies, residential garden space, the use of the public realm surrounding Plots F1, G1, and H, and of the existing beach.
- **Community infrastructure provision** – There were some concerns about whether the proposals would impact local infrastructure such as GP surgeries and schools. It was relayed that the Section 106 agreement outlines the contributions to the local area. There is a £1.1m contribution to healthcare provision. There is also financial support provided for the reopening of the Leas Lift as well as continued investment in the Harbour Arm to create a visitor destination.
- **Development delivery and construction impact** – Attendees queried the length of time it would take for the proposals to be completed. The project team highlighted that it was a 10-15 year programme of development that would secure a sustainable future for the harbour and seafront and build upon the investment by the Applicant in the Harbour Arm and related seafront-associated projects. As per condition 28, a Construction Management Plan must be submitted and approved by the Council prior to the commencement of works. This ensures that the impact on construction is kept to a minimum.
- **Sustainability** - There were questions about how the scheme would minimise its carbon impact. The Harbour Plan engagement focused on the environmental performance of the proposed buildings. The project team highlighted the fabric first approach to construction, use of modern materials and insulation to improve its environmental performance with emphasis on their durability given their proximity to the seashore. The proposals have been through a thorough design process with engagement with energy and sustainability experts to align to industry-leading benchmarks for operational and embodied carbon (reducing on-site carbon emissions by 58% and at least 10% by renewable technologies). This includes compliance and elements that surpass the Building Regulation Part L (2021) carbon targets and the Code for Sustainable Homes, with incorporation of air-source heat pumps and rooftop photovoltaic panels.

- 4.48. The final phase of the community consultation was a series of talks with local civic groups, alongside district and town councillors.
- 4.49. The additional stakeholder engagement included:
- 4.50. Presentation to the Cabinet members of Folkestone & Hythe District Council (13 July 2023), Presentation to Folkestone & Hythe District Council/Folkestone Town Council Labour group (23 October 2023), and a Members Special Extra Meeting of Go Folkestone (26 October 2023), – A briefing of members of the New Folkestone Society and The Bayle Association (30 October 2023), and a presentation to neighbouring groups (18 December 2023). These presentations were made by Sir Roger De Haan and Duarte Lobo Antunes of AisFor, to demonstrate how the project team had responded to the public feedback.

Consultation Conclusion

- 4.51. Overall, throughout pre-application discussions, comments have been constructive towards the design of the proposed development. The comments received throughout the consultation process have helped shape a significant number of aspects of the scheme which has resulted in a more considered proposal. As such, it is considered that the submitted scheme is reflective of a robust pre-application advice and public consultation process which has resulted in a well-rounded scheme that is of high design quality, capable of delivering a vibrant and sustainable area that will compliment Folkestone.

5. Proposed Development

- 5.1. This section sets out a summary of the key elements of the proposals. Comprehensive detail and discussion of the design is set out in the accompanying architectural drawings and Design and Access Statement (DAS) prepared by A is For. These proposals have been finalised after extensive consultation with the Council, the local community and other stakeholders.
- 5.2. The proposed design for phases 5 and 6 consists of 405 residential flats and duplex apartments as well as a commercial offering, with the provision of approximately 7,500 sqm (GIA) of a mix of commercial uses. The description of development is as follows:

'Application for all Reserved Matters (Layout, Access, Scale, Appearance, and Landscaping) of Phases 5 and Phase 6 comprising Plots F1, F2, G1, G2, and H and 'the harbour' public realm for the erection of residential dwellinghouses, commercial space, associated car and cycle parking, landscaping, playspace, public realm and associated services, amenities and plant AND the discharge of conditions 8 (Public Open Space), 9 (Water Use) 20 (Biodiversity) and 21 (Wind Flow Mitigation), pursuant to S73 outline planning permission Y17/1099/SH.'



View of the proposals from the lighthouse in the context of the wider masterplan

- 5.3. The proposals seek the erection of 15 buildings which will contain apartments, townhouses, and duplexes ranging from 1 to 4 beds.
- 5.4. The approved outline planning permission (Ref: Y17/1099/SH) dated 26 September 2018 allowed for the delivery of up to 1,000 dwellings and up to 10,000 sqm of commercial floorspace to be built across the masterplan. These numbers have been complied with, and the final totals are noted below.
- 5.5. Each of the units (apartments and duplex) will meet the requirements of the Nationally Described Space Standards (NDSS). The table below shows the accommodation mix for both for market and shared ownership is as follows:

Bedrooms	Number of Units	Approximate Unit Mix (%)
1 bed-apartment	130	32.1%
2 bed-apartment	195	48.1%
3 bed-apartment	26	6.4%
4 bed-apartment	0	0.0%
1 bed duplex	8	2.0%
2 bed duplex	23	5.7%
3 bed duplex	10	2.5%
4 bed duplex	3	0.7%
1 bed townhouse	0	0.0%
2 bed townhouse	2	0.5%
3 bed townhouse	2	0.5%
4 bed townhouse	6	1.5%
Total	405	100%

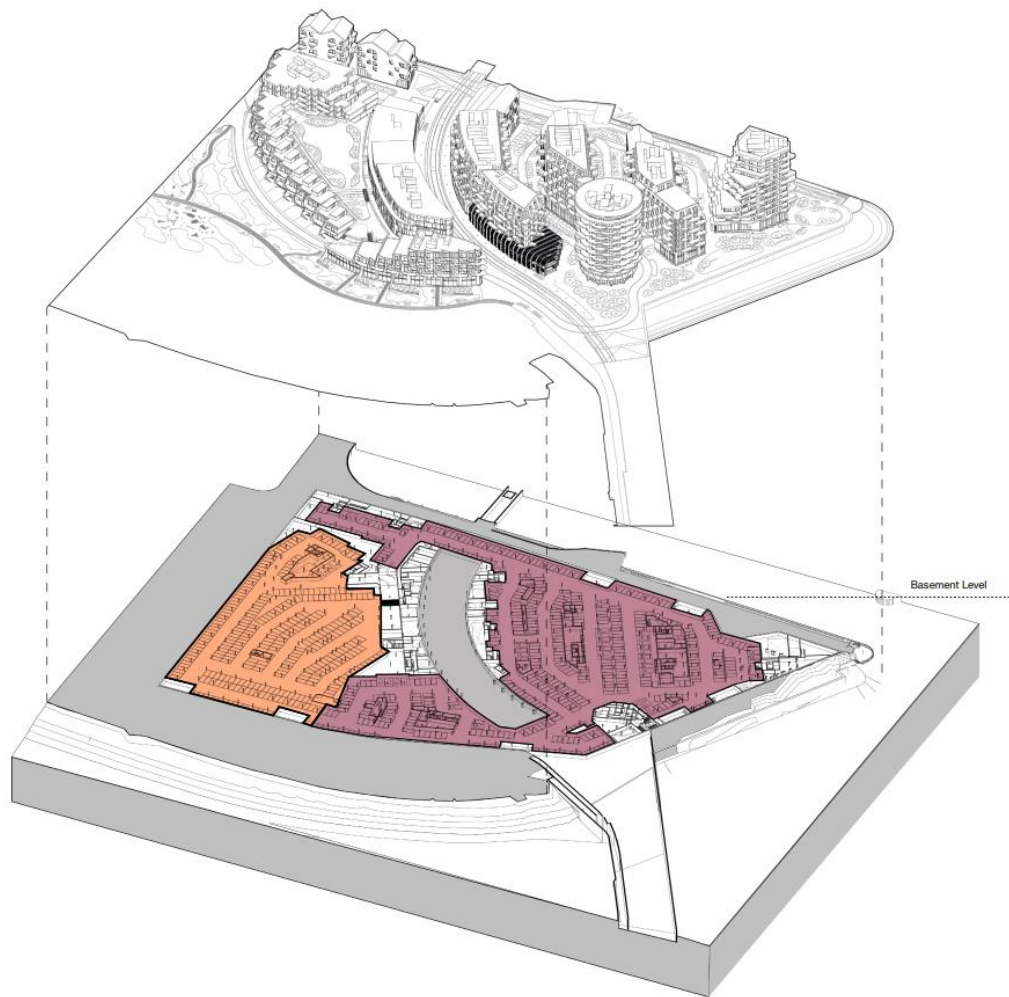
Table 2 – Proposed housing mix across Plots F1, G1 and H delivering a variety of unit types

5.6. Condition 43 of the S73 consent sets out the commercial floorspace limits and this is outlined for each type of commercial use. It was agreed during pre-application discussions that the old use classes would be complied with as these were set out in Condition 43.

Land Use	Proposed Commercial GIA (sqm) Harbour Plots	Commercial GIA (sqm) in Plot C1	Total Commercial GIA (sqm) for the masterplan	Condition 43 GIA Limit (sqm)
A1 Convenience	349.9	146.7	496.6	500
A1 Comparison	1,803.7	0	1803.7	2,500
A3 – Food and Drink A4 – Drinking A5 – Hot Food and Takeaway	2,567.9	179.5	2747.4	3,000
D2 – Leisure	2,057.7	0	2057.7	3,000
D1 – Non-Residential Institutions	231.1	0	231.1	500
B1 – Business	491.1	0	491.1	500
Total	7,501.4	326.2	7,827.60	10,000

Table 3 – Proposed commercial mix in the masterplan

- 5.7. It should be noted that the commercial mix in Plot C1 has been approved under application ref. 22/0625/FH dated 27 September 2022. This provided two commercial units at ground floor level on each of the northern and southern sides of the development. These units have permission for a small supermarket / grocery store (146.7sqm) on the northern side and a café or workspace (179.5sqm) on the southern side. These consented commercial units have been taken into account when determining the proposed commercial mix in the Harbour Plots. It should be noted that each use class allocated does not exceed the limits set out in Condition 43 of the amended outline planning permission Y17/1099/SH. The amount of commercial floorspace sits over 2,000sqm below the limit of 10,000sqm. This is due to the public consultation and discussions with Officer's which has led to a slightly reduced scheme, with a reduction in height and bulk. The provision of commercial floorspace is entirely in line with the outline consent and it will provide a mix of uses, complimenting the place making strategy which has been key in formulating these proposals.
- 5.8. There is a communal garden on Plot F1 which is accessible through the communal cores and directly from some units. This is accessible to residents of Plots F1, G1, and H.
- 5.9. The basement contains most of the car parking, cycle parking, bin stores and plant rooms. This is accessed via a ramp with managed access. In total, there are 582 residential car parking bays and 328 visitor parking bays.



Mixture of residential and commercial parking proposed at basement level

- 5.10. The proposal includes basement as well as podium car and cycle parking areas for residents and commercial car parking. Commercial car parking includes users and staff for all commercial uses, including shops – (A1 use), cafes, restaurants (A3 use), bars (A4 use), and office use (B1 use) (now known as Class E).

6. Compliance with Outline Consent

Background

- 6.1. The principle of residential and commercial development has been established by outline planning permission Y12/0897/SH, approved 30 January 2015 as amended by S73 application referenced Y17/1099/SH approved 26 September 2018. The design principles, scheme development, affordable housing and parking provision associated with the Masterplan consent, as well as the parameters in relation to height, scale and massing for the Harbour Plots were also established by the outline consent and relevant policies at the time of the consent.
- 6.2. This section therefore addresses the planning matters relevant to the reserved matters (layout, access, scale, appearance, public open spaces public realm design strategy, landscaping and playspace) of Phases 5 and 6 Plots F1, F2, G1, G2, and H only. It is considered all other planning considerations have been established at outline. However, where there has been an update to policy considered relevant, compliance is noted below for reference.

Outline consent compliance / compliance with conditions

- 6.3. Condition 1 of the outline permission requires the submission of details of the access, appearance, layout and scale (reserved matters) of each phase of development to be submitted before development is commenced within that phase. This application seeks to provide detail of reserved matters associated with the Harbour Plots.
- 6.4. Condition 2 of the outline permission requires details of all of the reserved matters for the first phase, or subphase to be submitted no later than five years from the date of the outline consent, and all other reserved matters applications to be submitted before the expiration of 10 years from 30th January 2015. A reserved matters application for Plot B1 (application reference Y18/1252/FH), formed the first subphase of phase 1 within the illustrative phasing plan has already been consented by the council, and is now under construction. Plot A, Plot C1 and Plot D1 have also been submitted and approved (22/0956/FH, 22/0625/FH & 22/1207/FH), with Plot E1 currently under consideration (22/2168/FH). Therefore, this reserved matters application for the Harbour Plots makes up the sixth submission, and the fifth and sixth phase of the outline consent and sits well within the date of expiry of the 10 years since 2015.

- 6.5. Condition 4 requires that each reserved matters submission demonstrates compliance with the approved parameter plans and the associated development principles established at outline. Alongside the associated Design and Access Statements, Transport Plan and technical documents submitted in support of this application. Section 7 of this statement is laid out to exemplify compliance with Condition 4 of the outline consent and associated parameter plans and design principles.
- 6.6. Condition 6 notes that unless otherwise agreed, the development shall be carried out in accordance with the approved phasing plan. As set out above, this application seeks approval for the fifth and sixth phase of development following applications for phases 1-4.
- 6.7. Condition 7 of the consent relates to the details required to be demonstrated by each reserved matters applications. For the purposes of considering the proposed development, section 7 of this statement has been laid out under those headings set out by condition 7.
- 6.8. Condition 8 of the outline consent requires that the areas of public open space are to be laid out, equipped and maintained in accordance with the approved phasing plan, and retained in accordance with the management plan as required by condition 7. The layout plan, landscaping plans and Landscaping Design and Access Statement highlight the layout of the public realm and compliance with condition 8 related to the Harbour Plots. Section 7 also highlights accordance with condition 7, including the provision of detail regarding the management and maintenance strategy.
- 6.9. Condition 12 requires the facilities associated with loading, unloading and turning of vehicles clear of the highway. The Transport Statement highlights compliance with this condition, as do the proposed public realm plans which include detail regarding the highway.
- 6.10. Condition 17 highlights the need to identify the provision of private outside space, inclusive of balconies. As mentioned in section 5 above all units have access to private outdoor space via the provision of balconies, terraces and winter gardens. These provide private open space with excellent sunlight and daylight.

- 6.11. Condition 20 requires detail of the biodiversity enhancements to be submitted for approval alongside the reserved matters application. This detail is provided in the Landscaping Design and Access Statement submitted. A detailed Biodiversity Net Gain Assessment has also been undertaken for the whole masterplan, which identifies an increase generally due to the beach works undertaken thus far, and a Plot specific assessment for the Harbour Plots which identifies that habitat creation will create a positive increase in biodiversity. The integration of newly created habitat and hedgerow shows that the site far exceeds the required 10% BNG rating. The integration of newly created habitat and hedgerow results in a BNG score of 154.06% habitat unit net gain and 100.00% hedgerow unit net gain. It is understood that both these reports fully discharge this condition in relation to the Harbour Plots.
- 6.12. Condition 21 requires that Phase 6/ Plot G1 includes mitigation measures to reduce the impact of wind flow down-rush. These measures are discussed within the architects DAS and thoroughly within the submitted Wind Tunnel Assessment (WTA). Detailed WTA has been undertaken to inform the design of the proposal. It is understood that the WTA and associated features within the design discharge condition 21 in relation to Plot G1, as required by the outline permission.
- 6.13. Condition 27 requires the detail associated with surface water drainage on site to be submitted to the LPA. The Flood Risk Assessment and the Drainage Design Strategy plans provides detail of a preliminary site drainage layout, and preliminary assessment of the site. Alongside this a Flood Warnings and Evacuation Action Plan has been developed for each plot within the submission.

Policy Compliance

- 6.14. Notwithstanding the above, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that any planning application must be determined in accordance with the development plan for the area unless any material considerations indicate otherwise. This is reiterated within the NPPF (2023).

Adopted Development Plan

6.15. The Site is situated within the authority area of Folkestone and Hythe District Council, the relevant Development Plan for the site therefore comprises:

- Folkestone and Hythe Places and Policies Local Plan (2020)
- Core Strategy Review (2022)

Core Strategy Review (2022)

6.16. The Core Strategy Review was adopted in March 2022. This replaced the Shepway Core Strategy (2013), which was the relevant development plan document when the outline consent was granted. For ease of reference however, the Core Strategy (2022) relevant policies, and compliance with the outline consent and relevant policies, are noted in the tables below where considered helpful.

Core Strategy Review (2022)		
Policy	Description	Comments
Policy SS1 'District Spatial Strategy'	Priority will continue to be given to previously developed land in the Urban Area in Folkestone.	The Harbour Plots form part of the Folkestone Seafront site which is allocated within the Core Strategy (Policy SS10), and which is expected to deliver development of strategic importance.
Policy SS10 'Spatial Strategy for Folkestone Seafront'	Folkestone Seafront is allocated for mixed-use development, providing up to 1,000 homes, as well as c.10,000 sq. m of floorspace comprising small shops and retail services (Use Class A), offices (Use Class B) and other community and leisure facilities (Use Classes C1, D1, D2 and Sui Generis), together with beach sports and sea sport facilities and with associated and improved on- and off-site community and physical infrastructure.	Planning permission was granted in 2015, and subsequently amended in 2018, for the comprehensive development of the site in line with the requirements of Policy SS6 of the now superseded Core Strategy Policy (2013). This current application brings forward development in line with the site specific policy as updated under Policy SS10 'Spatial strategy for Folkestone Seafront' within the new Places and Policies Local Plan (2020) which reflects the required development of the site as consented at outline stage. Phases 5 and 6 of the masterplan includes the provision of commercial floor space. This schedule is set out in full in Section 5.

<p>Policy CSD1 Balanced Neighbourhoods</p>	<p>Development resulting in new housing (Use Class C3) is supported where it contributes to creating balanced neighbourhoods which address affordable housing needs.</p>	<p>As part of the outline planning consent there is a requirement to provide 8% (of total units provided) Intermediate shared ownership properties across the masterplan.</p> <p>This requirement is not allocated to individual phases and the S106 only stipulates that any <i>“shortfall below 8% provision in the amount of affordable housing provided in the first five phases of the development shall be added to the affordable housing to be provided in the last Phase.”</i></p> <p>The legal agreement therefore requires that any shortfall in provision of affordable housing in the first 5 phases should be made up in the latter phase. However, Table 7 of the July 2013 committee report indicated the phasing of the affordable housing units.</p> <p>As per agreement with FHDC, the Affordable Housing provision is therefore to be provided in line with the phasing approach outlined in Table 7.</p> <p>Plots F1, G1 and H will therefore deliver 51 shared ownership homes, making up 14% of units in Phase 5 & 6. This is as per discussion with the Local Authority in relation to the provision of affordable housing across the masterplan, and the strategy that has been developed in regard to AH delivery. This will mean that overall, the masterplan will have delivered 8% affordable housing as per the S106 legal agreement.</p>
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<p>Policy CSD2, District Residential Needs</p>	<p>Sets out development requirements for residential accommodation, in line with the spatial strategy’s approach to managing demographic and labour market changes. The policy particularly notes that developments of 15 or more dwellings should include a range of tenures and sizes with the starting points reflecting the mix identified in the SHMA.</p>	<p>Plots F1, G1 and H offers a range of tenures within the property, and results in the overall affordable housing mix being 8% for the masterplan.</p> <p>The proposal also offers 405 new homes in a range of sizes as outlined in section 5 above (between 1-4 bedrooms). The percentages offered of owner-occupied units largely meet the mix identified in the SHMA. There is a skew towards one bedroom apartments, however, this is considered to meet the intentions of the policy whereby the SHMA is the ‘starting place’ for unit mix provided’ and is considered appropriate when considered in the context of the masterplan overall. This balances the housing mix based for the whole masterplan.</p>
<p>Policy CSD4 Green Infrastructure of Natural Networks, Open Spaces and Recreation</p>	<p>Compliance with national Net gains in Biodiversity.</p> <p>Demonstration of protection and enhancement valued landscapes, sites of value ecology/geology.</p> <p>Improve Green infrastructure asset (inc. areas of high coastal/recreational potential)</p>	<p>As established by the Biodiversity Net Gain assessments prepared by Fellgrove, the proposals for the Harbour Plots result in a Biodiversity Net Gain result well in excess of national requirements. The biodiversity offering of the plot is a testament to the interesting planting and shingle garden design offered by the scheme, and by the master plan as a whole. Habitat enhancement is significant in relation to coastal vegetated shingle, hedgerow creation, gardens, urban trees, green roofs, and the seafront park. The assessment also notes that no loss to habitat is identified as a result of the development.</p>

Folkestone and Hythe Place and Policies Local Plan (2020)

- 6.17. The Council adopted the 'Places and Policies Local Plan' in 2020, which identifies specific sites for new homes and workspaces that the District needs.
- 6.18. Part Two of the Places and Policies Local Plan introduces a range of Development Management Policies. The outline consent conditions, and compliance of the schemes with these as outline above, address the policies relevant. The policies are also further considered in Section 7 of this statement in reference to Conditions 4 and 7 specifically.

Other Material Considerations

- 6.19. In addition to the adopted Development Plan, the following documents are important material considerations in relation to this Reserved Matters application:
- National Planning Policy Framework (NPPF) (2023)
 - Kent Design Guide (2007)

National Planning Policy Framework (NPPF) (2023)

- 6.20. The revised NPPF maintains the presumption in favour of sustainable development (paragraph 10) which is defined in paragraph 8 as incorporating the same economic, social and environmental elements. The document recognises the overwhelming need to accommodate and accelerate housing development and make more effective use of land. Where a proposal accords with an up-to-date development plan, the NPPF advises that it should be approved without delay.
- 6.21. Section 5 of the Framework sets out the Government's objective of significantly boosting the supply of homes, ensuring that a sufficient amount and variety of land can come forward where it is needed, and without delay.
- 6.22. Paragraph 62 states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Paragraph 62 states that, within this context, the size, type and tenure needed for different groups in the community should be assessed and reflected in policy.

6.23. The NPPF introduced a new section (11) titled 'Making Effective Use of Land' in 2018, which recognises that, due to the need to accelerate housing delivery, strategic policies must seek to make as much use as possible of previously developed land. Paragraph 123 specifically promotes the development of underutilised land, '*especially where land supply is constrained, and available sites could be used more effectively*'. Paragraph 128 states that planning decisions should support the efficient use of land considering the needs for different types of housing, local market conditions, the capacity of local infrastructure and services, the desirability of maintaining an areas character or promoting its change and the importance of good design.

Kent Design Guide (2007)

6.24. The Kent Design Guide was adopted by the Council as an SPD on 20th June 2007 and is a material considerations for Development Control purposes when considering planning applications. The guide covers all forms of development and identifies good design as something that recognises the social, environmental and economic needs of the community in creating vibrant attractive places that are both memorable and contribute to Kent's character.

7. Assessment of Reserved Matters

- 7.1. As noted above, this section provides the detail associated with the reserved matters as outlined by Condition 7 (layout, access, scale and appearance, public open spaces, public realm design strategy, landscaping and play space) relevant for the Harbour Plots.
- 7.2. This section highlights the compliance of the proposal with the design intentions of the outline consent, as well as compliance with Condition 4 and Condition 7 of the outline approval (as amended under S73 ref. Y17/1099/SH) in particular. It also highlights the compliance of the proposal with the established findings of the associated Environmental Statement, supported by the Statement of Conformity.

Layout

- 7.3. In relation to layout, condition 7 states the following should be provided:

'The layout of routes, buildings and spaces, the block form and organisation of all buildings including the locations and plan form of non-residential buildings, the distribution of market and affordable dwellings within that phase including a schedule of dwelling size (by number of bedrooms), the location of dwellings designed to seek to meet the Council's Lifetime Homes guidance (a minimum of 20%), full details of the approach to vehicle parking including the location and layout of adequate residential parking, visitor parking and parking for people with disabilities for each building type together with details of the design approach for access points into, and the ventilation of, any undercroft/ underground parking, full details of the approach to residential cycle parking at a ratio of 1 space per bedroom and the approach to commercial and visitor parking strategy including the location, distribution, types of rack, spacing and any secure or non-secure structures associated with the storage of cycles and the location and form of open areas.'

- 7.4. The principles established at outline stage and amended under the S73 application (ref. Y17/1099/SH) and within the approved Design Guidelines (Rev C, 2018) have been carried forward to this reserved matters application. The Design and Access Statement, prepared by A is For sets out in detail how the scheme complies with the approved parameter plans and design guidelines.

Use

- 7.5. The use for this phase consists of 405 high quality residential units, supporting facilities and amenities for residents with units ranging from 1 to 4 beds. There are also commercial, leisure and public amenities included within these proposals.
- 7.6. There is a communal garden on Plot F1 which is accessible through the communal cores and directly from some units.

Housing Mix

- 7.7. The unit mix is as set out in section 5 above, with the provision of 405 units offering a clear variety of unit types in line with the requirements of planning policy. Paragraph 60 of the NPPF (2023) states that the overall aim of residential development should be to meet as much of an area's housing need as possible, providing an appropriate mix of housing types for the local community.
- 7.8. Policy HB2 of the Places and Policies Local Plan outlines that an appropriate housing mix is required, meeting the needs of existing residents whilst also attracting new households; it is particularly important to appeal to families and key employees. Policy CSD2 of the Core Strategy Review outlines that a range of sizes of new dwellings should be provided. The supporting text of this policy states that *"planning decisions considerations should be given to the particular circumstances of the development including design, practicality (for example regarding the management of properties) and viability."*
- 7.9. According to previous delegated reports relating to decisions on Reserved Matters submissions for the Folkestone Masterplan, the range should consider the SHMA mix below as a starting point. The SHMA is guidance and is solely prepared to inform policy making. It is not a material consideration in determining planning applications. The SHMA guidance is set out below for reference only:

Tenure	1-bed	2-bed and 3-bed	4+ bed
Owner-occupied/private rent	5-20%	65-70%	15-30%
Affordable tenures	20-25%	50-60%	20-25%

Table 4 – SHMA Guidelines for Owner-Occupied/Private & Affordable Tenures

7.10. The SHMA is used as a starting point for assessing housing mix and while some phases/ plots may deviate from this starting point, the mix has been formulated in accordance with the particular circumstances of this development and the proposed design and masterplan guidelines for each plot as directed by the parameter plans which were amended in the Section 73 application (ref. Y17/1099/SH).

Bedroom Type	SHMA Guidance	Plot A	Plot B	Plot C	Plot D	Plot E	Total mix for Plots A, B, C, D & E	Plots F1, G1 & H	Total mix of all plots inc. F1, G1 & H
1 bed	5-20%	0%	21%	19%	1%	38%	20%	31%	25%
2 & 3 bed	65-70%	85%	64%	81%	93%	33%	68%	67%	67%
4+ bed	15-30%	15%	14%	0%	5%	29%	12%	3%	8%

Table 5 – Owner-Occupied/ Private Housing Mix % against SHMA

Bedroom Type	SHMA Guidance	Plot A	Plot B	Plot C	Plot D	Plot E	Total mix for Plots A, B, C, D & E	Plots F1, G1 & H (approx.)	Total mix of all plots inc. F1, G1 & H (approx.)
1 bed	5-20%	0	18	24	1	40	79	108	187
2 & 3 bed	65-70%	11	54	86	86	35	272	237	509
4+ bed	15-30%	2	12	0	5	31	50	9	59

Table 6 – Owner-Occupied/ Private Housing Unit Number Mix - Folkestone Masterplan to date



- 7.11. The current consented housing mix (Plots A to E1) is broadly in line with the SHMA, with a slight under provision of 4+ bed units (12%). However, Plots F1, G1 and H the provision of 4+ bed units in the overall housing mix falls slightly to 8% across the masterplan and the provision of 1 bed units increases to 25% across the masterplan.
- 7.12. Since Plots F1, G1 and H were initially envisioned in the outline consent there has been an evolution of the scheme. Plots F1, G1 and H covering the harbour and that adjacent has always been where the approved height and density of the masterplan is at its greatest. Therefore, smaller residential units are more appropriate in this part of the masterplan. Plot G1 has always been established as a very dense plot that is urban in nature, as per the masterplan outline.
- 7.13. A Section 73 application was approved on 26th September 2018 (ref. Y17/1099/SH) which amended the outline consent, including revising the design guidelines. These updated guidelines presented a denser and more urban environment particularly in the phases 5 and 6 of the masterplan on the harbour.
- 7.14. Nonetheless, the masterplan is able to deliver a significant proportion of “family housing.” It has been the case, throughout the masterplan that the apartments have generous internal floorspace. This means that some of the two bedroom apartments are large enough to support a family and the three beds can all be considered family housing. When the masterplan units are split into 1 beds, 2 bed and 3 and 4 beds, it becomes clear that there is a significant proportion of family housing across the masterplan.

Bedroom Type	Masterplan Units	Masterplan %
1 bed	187	25%
2 bed	393	52%
3 & 4 bed	175	23%
Total	755	

Table 7 – Owner-Occupied/ Private Housing Unit Number Mix Across Folkestone Masterplan

7.15. The outline planning permission does not stipulate a mix of units in the description of development nor is there a planning condition imposed on it which sets out an expected mix of units based on reference to the SHMA. As recognised by policy, the SHMA is the starting point only for assessment of mix in each reserved matters application. As is set out in policy, there is recognition that the mix is dependent upon the constraints and practicality of the development imposed by the design and masterplan guidelines for each plot as dictated by the parameter plans. The housing mix for the overall development is a genuine mix and offers a range of unit sizes in line with planning policy, the design guidelines and the outline planning permission.

Affordable Housing Provision

7.16. As part of the outline planning permission there is a requirement to provide **8%** (of total units provided) as shared ownership properties across the masterplan. This requirement is not allocated to individual phases and the S106 only stipulates that any “shortfall below 8% provision in the amount of affordable housing provided in the first five phases of the development shall be added to the affordable housing to be provided in the last Phase”.

7.17. Schedule 6 of the relevant Section 106 Agreement for the development states that details of affordable housing shall be submitted with the reserved matters application and shall include “*the location, property type and size of the Affordable Housing units within the Site*”.

Plot	Phase	1-bed	2-bed	3-bed	4+ bed	Total	% units
A (22/0956/FH)	1	0	-	-	-	0	0%
B1 (18/1252)	1	0	-	-	-	0	0%
C1 (22/0625/FH)	2	4	-	-	-	4	3.5%
D1 (22/1207/FH)	3	4	-	-	-	4	4%
E1 (under consideration)	4	2	4	-	-	6	5%
Total (units)		10	4	0	0	14	3.5%
F1, G1 & H (to be submitted)	5&6	30	21	1	0	52	12.8%
Total (units)		40	25	1	0	66	8.0% *

[* Calculation: 66 (total no. of affordable housing units across the masterplan) ÷ 820 (total no. of units across the masterplan) x 100 = 8.039%.]

Table 8 – Provision of affordable units per RMA application & across the masterplan %

7.18. Table 9 identifies that there is a under provision of larger, 4+ bed family units and an oversupply of 1 bed units within the affordable housing tenure.

Bedroom Type	SHMA Guidance	Plot A	Plot B	Plot C	Plot D	Plot E	Total mix for Plots A, B, C, D & E	Plots F1, G1 & H	Total masterplan mix (inc. F1, G1 & H)
1 bed	20-25%	0%	0%	100%	100%	33%	71%	59%	62%
2 & 3 bed	50-60%	0%	0%	0%	0%	67%	29%	41%	38%
4+ bed	20-25%	0%	0%	0%	0%	0%	0%	0%	0%

Table 9 – Affordable housing % mix against SHMA

Bedroom Type	Plot A	Plot B	Plot C	Plot D	Plot E	Plots F1, G1 & H	Total Number
1 bed	0	0	4	4	2	30	40
2 & 3 bed	0	0	0	0	4	22	26
4+ bed	0	0	0	0	0	0	0

Table 10 – Affordable housing figures across the Masterplan

- 7.19. The affordable housing tenure is shared ownership and does not include any social rent. It is clear that larger shared ownership units will not be attainable as genuinely affordable housing. There is therefore a justification on affordability grounds to provide a greater proportion of smaller units against the SHMA guidance due to the approved tenure. Ultimately, providing a higher number of units of smaller sizes presents a better affordable housing outcome, and this unit mix would be a better fit for the nature of the development than large family homes. Despite this, there is still a high provision of 2 and 3 bed affordable units across the masterplan at 38%.
- 7.20. The affordable units are identified on plan and meet the expectations of affordable provision as approved under the outline consent (see section 6 above).
- 7.21. Relevant Local Plan (2020) policy HB1 supports the granting of planning permission where proposals make a positive contribution to their location and surroundings.
- 7.22. All 405 residential dwellings meet the Nationally Described Space Standards (NDSS) and achieve Class 1 of the Approved Document M4. 20% of the units distributed across the first and second floors meet Approved document M4(2) requirement. This supersedes the Lifetime Homes Standards.
- 7.23. All units have been thoroughly assessed and designed to ensure satisfactory levels of sunlight and daylight. The Internal Daylight and Sunlight Report assessment prepared by Chartered Surveyors, Delva Patan Redler (DPR) discusses the assessment in detail. The level of daylight and sunlight is assessed at the lowest three levels of each block only. This is the approach taken for each plot within the seafront masterplan to date. From experience, DPR find that developments reach an average of 30% of all units proposed satisfy the BRE guidance. However, in this instance, of the 393 rooms assessed, 299 (76%) would satisfy the BRE guidelines, far exceeding light levels for lower levels, especially for a scheme of this density. Furthermore, in relation to sunlight, of the 94 rooms assessed, 64 (65%) would satisfy the guidelines, with at least one habitable room capable of receiving at least 1.5 hours of sunlight on 21 March (equinox, day of half daylight/sunlight). Assessment of all floors would only increase the percentage of compliance. These percentages are very good results in daylight/ sunlight terms and accordance with the 'satisfactory levels' required by the NPPF and FHDC's Local Plan.

- 7.24. Outlook and privacy have been fully considered to ensure residential units are designed appropriately so high quality living conditions result. Balconies have been designed to create privacy screens for residents to enjoy their private outdoor amenity space, whilst allowing for a degree of outlook and openness to these amenity areas and satisfactory outlook from external windows. Balconies also provide protection the wind in windy conditions. The location of blocks and width of streets has also been carefully considered as part of the design process to ensure successful separation distances for pleasant outdoor spaces and outlook from habitable residential spaces.
- 7.25. In addition to access to private external balconies, each unit will also have access to terraces and/ or the communal podium garden of Plot F1 (Residents access from Plots F1, G1, and H). Large areas of public space landscaped public areas, the seafront park, shingle gardens, as well as the beach, creates an abundance of outdoor space for residents to enjoy.
- 7.26. This application is also supported by Proudlock Associates, in relation to inclusive design and access. These has ensured that the proposals have been sensitively designed to ensure that all users have been considered for access across the plots.

Parking

- 7.27. Parking is provided across the three levels of the car park, and visitor parking will be provided at the basement level of the proposed car park. 17 blue badge parking bays will also be provided for visitors on the ground level of the 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.
- 7.28. As part of the development proposals, the access arrangements for the site will be revised, with two separate vehicle access points proposed. The northern access will be entry only and provide access to a one-way service route within the site to all buildings. The southern access will be two-way and provide a direct route to the proposed car park along the Crescent Road between Plot E1 and Plot F1. The proposed access arrangements for the Harbour Plots will tie into the proposed public realm strategy for Marine Parade.

- 7.29. The existing temporary harbour car park (Prince Harry) is a meanwhile use that is provided commercially. It is important to note that it is not to be used as an existing baseline for the site's car parking numbers. The temporary harbour arm car park will be removed as part of the development proposals. However, approximately 350 public / visitor parking spaces will be provided on site within the proposed car park with a further five public / visitor parking spaces for blue badge holders provided within the public realm within the site. The residents only parking sits outside of this figure.
- 7.30. As discussed with the Transport Statement; *'A total of 582 car parking bays are proposed for residents within the site, equating to 1.44 spaces per unit. This is in line with the parking provision agreed for the wider masterplan at RMA stage. The majority of these spaces will be located within the basement. However, resident only parking areas will also be provided at the ground floor and mezzanine levels. The resident areas will be barrier controlled and ANPR used to permit pre-registered vehicles only'*.
- 7.31. The Local Plan derives its car parking standards from KCC's 'Kent Design Guide Review: Interim Guidance Note 3 (IGN3) – Residential Parking (2008, as quoted in Chapter 2) and gives guidance on residential parking for new development. The standards specify one space per flat regardless of the number of bedrooms. It also indicates an allowance of 0.2 spaces for visitors.
- 7.32. The minimum cycle parking standards set out in the Folkestone Local Plan (from KCC's SPG4 and quoted in Chapter 2) specify a minimum of one cycle parking space per unit for houses. However, in this instance it is proposed to provide one cycle parking space per bedroom for all townhouses and duplexes, in addition to any apartments with three or more bedrooms. The resulting proposed cycle parking storage is set out in the table below and this exceeds the Kent Design Guide requirements.

	Units	Required Cycle Parking	Proposed Cycle Parking
1 bed apartment	130	130	130
2 bed apartment	195	195	195
3 bed apartment	26	26	78
1 bed duplex	8	8	8
2 bed duplex	23	23	46
3 bed duplex	10	10	30
4 bed duplex	3	3	12
2 bed townhouse	2	4	4
3 bed townhouse	2	6	6
4 bed townhouse	6	24	24
Total	405	429	728

Table 11 – Residential Cycle Parking Requirements and Provision

Blue Badge Parking

7.33. There will be 17 blue badge parking spaces provided across the site, to ensure 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, 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.



Blue Badge Parking is provided throughout the site (Source: Landscape DAS, Spacehub)

7.34. Refer to the accompanying Transport Statement for further detail of design detail, cycle and parking provision on the Harbour Plots.

Access

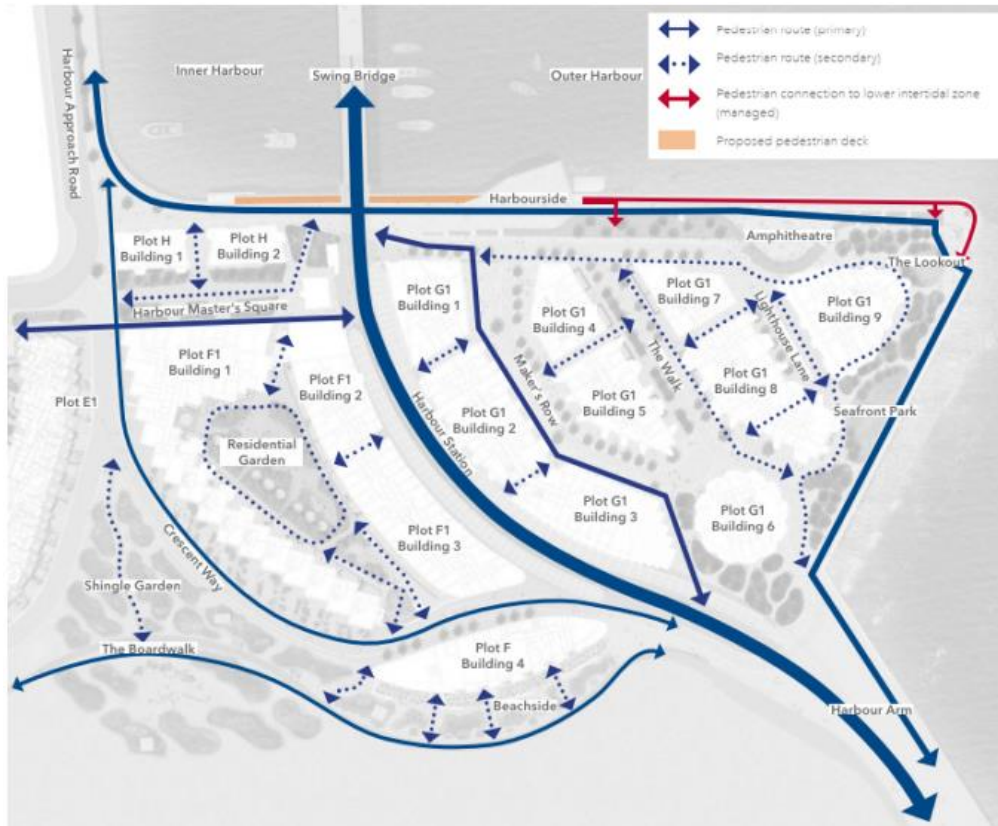
7.35. In relation to access, condition 7 states that the following should be provided:

'The access and circulation of modes of travel within the relevant phase or sub-phase, the design of roads paths and junction layout including the provision of footpaths and cycleways.'

Pedestrian Access

7.36. There is pedestrian access has been prioritised throughout the whole masterplan. Primary and secondary pedestrian access routes have been integrated into these proposals, enabling access throughout the site and a hierarchy of routes dependent on commercial and residential provision on the ground floor. The masterplan incorporates access from the Folkestone Harbour Swing Bridge, Marine Parade and Harbour Approach Road. The old rail station will be retained for pedestrians with shops accessed directly from the station area.

7.37. An uncontrolled pedestrian crossing facility is proposed across the northern access from Harbour Approach Road onto the internal service road. A similar facility is also proposed across the Crescent Road between Plot E1 and Plot F1, approximately 15m south of its junction with the gyratory. These crossings will facilitate pedestrian movements to / from the north and west. The primary and secondary pedestrian access routes are demonstrated in the figure below.



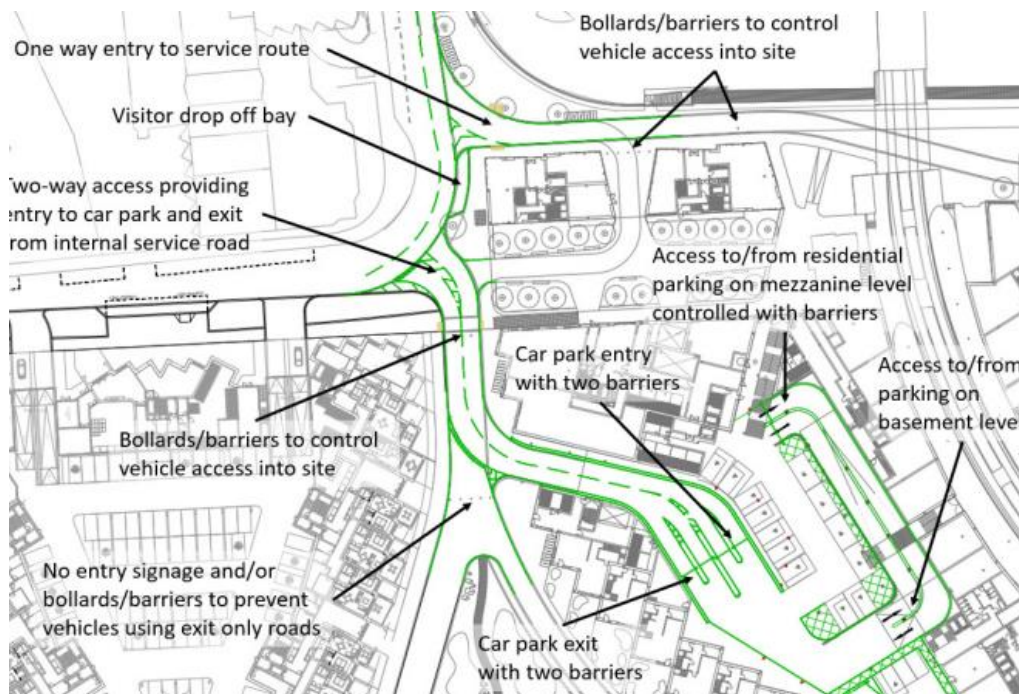
Proposed pedestrian routes ensuring that pedestrian movement is prioritised (Source: Landscape DAS, Spacehub)

Cycle Access

- 7.38. The main access route for cyclists will come from Harbour Approach Road and Marine Parade. Marine Parade and Marine Terrace will be the main egress route, around the western side of the gyratory.
- 7.39. Within the site, cyclists will share the space with vehicles and will be subject to the same one-way restrictions. The internal service road is anticipated to be lightly trafficked, and therefore segregated facilities for cyclists are not considered necessary. These routes are outlined in the proposed vehicle access arrangements below.

Vehicle Access

- 7.40. The main vehicle access point to the Harbour Plots is the Harbour Approach Road in the south-eastern corner of the existing gyratory, with two separate vehicle access points. The northern access will be entry only and provide access to a one-way service road which will route within the site to provide access to all buildings. The service road will be a minimum of 3.7m wide to provide access for emergency vehicles, with wider sections provided where required to account for swept path analysis for servicing vehicles.
- 7.41. The southern access will comprise a two way route, providing a direct route to the car park along the Crescent Road between Plot E1 and F1. This access will be a priority junction arrangement and will facilitate two lanes around the south-eastern corner of the gyratory to enable vehicles entering the site to do so from its own lane, separated from vehicles continuing around the gyratory. Vehicles using the car park will only drive along the western perimeter of the site, meaning that the remainder of the site is fully controlled and lightly trafficked. The southern access will also provide the exit route for vehicles entering from the internal service road, in addition to any vehicles routing along the Crescent Road around Plot E1. Once a vehicle has entered from this point, it's only possible destination is the car park.



Proposed access arrangements at the Harbour Plots

- 7.42. Both residents and visitors will access the car park from the same location. Barriers will be controlled using an ANPR to recognise pre-registered vehicles and to enable a faster entry and exit system compared to traditional ticketing methods.
- 7.43. There will be loading restrictions along the eastern side of the Harbour Approach Road. This will reduce the potential loading restrictions along the side of the road and will also enable the inclusion of a bus stop in this location, should it be required in the future.
- 7.44. Full details are set out in the Design and Access Statement prepared by A is For, and the accompanying Transport Statement prepared by Pell Frischmann.

Scale and Appearance

- 7.45. Following the wording of condition 7 and sequence of assessment within each Reserved Matters Application (RMA) to date, the next element for review is Condition 7, part 'C. Scale and Appearance'.
- 7.46. In relation to scale and appearance, condition 7 states that the following should be provided:
- 'Scale, form and appearance of the architecture within each phase in accordance with the mandatory parameter and design guidelines, including frontage design and public/private realm definition and boundary treatments.'*
- 7.47. Plot F1, F2, G1, G2, and H 'the Harbour Plots', sit on the former Harbour Arm Car Park, south of Harbour Approach Road and the Swing Bridge and Viaduct, east of the adjacent masterplan Plot E1 and Marine Parade.
- 7.48. Each of the three plots that contain residential or commercial blocks above ground, F1, G1 and H, contain a differing number of buildings. There is a total of 15 buildings across the three harbour plots. This are of differing heights also. These are detailed below:
- Plot F1 - four buildings from 3 - 5 storeys
 - Plot G1 - nine buildings at 4 – 11 storeys
 - Plot H - two buildings at 4 storeys

7.49. Plots F2 and G2 include the following:

- Plot F2 – Extension of Plot F1 basement car park under Plot F2 and soft landscaping above in continuation of the shingle garden coastal vegetation south of the boardwalk
- Plot G2 – Hard and soft landscaping only (building on Plot G2 is not required to meet the minimum number of dwellings stipulated by the outline planning permission)

7.50. For Plot F2, it has not yet been decided if a building will be bought forward on this plot or not – the current proposal for Plot F2 is only to the extent necessary in connection to F1 for basement level works and otherwise is a landscaping scheme only.

7.51. In relation to Plot G2, no other development is considered to come forward other than the landscaping submitted for approval in the present RMA application. The proposed landscaping instead of a building on this plot results in a high quality scheme with extensive and enhanced public realm space and landscaping. The proposed landscaping does not impact planning conditions and further improves overall place making for the harbour.

7.52. The proposed buildings include a single basement level below ground. Due to the location and orientation of the harbour plots, building heights generally increase across the site towards the seafront and harbour arm, furthest from the beach and the Grand Burstin Hotel. This allows for buildings of differing scale, whilst focusing taller buildings in appropriate locations closest to the sea, maximising views of the sea.

7.53. The proposal has been designed to ensure it sits within the approved parameter plans as granted at outline planning application stage (Y17/1099/SH dated 26th September 2018). The buildings sit below the maximum heights and horizontal parameters in several locations, and do not exceed the already approved limits set by the outline permission. This is clearly illustrated in the images below. Please refer to the Visual Impact Study pages of the DAS for further images.



The proposal is compliant with the maximum parameter plans as set out in the S73 consent (ref. Y17/1099/SH)



Image illustrates that the proposal sits within the already approved parameters indicated by the dotted red line.

- 7.57. The Design and Access Statement demonstrates how the final design for the harbour plots complies with the Design Guidelines and provides further details with regards to the finishes, and colours of the external elements of the building and the design progression made through the consultation process with the public and statutory consultees over the two year process.
- 7.58. The area defined as the 'Harbour Edge' (Section 3.7 of the Design Guidelines) does not form part of this application. Buildings are not envisaged to form part of the scheme along the harbour's edge. The Applicant does not seek to bring forward any built development , i.e., no residential/commercial blocks, to ensure more suitable use of waterside locations for pedestrian routes, public realm incorporation, and important views. This is evident from the proposal in relation to the layout, access, and open space.
- 7.59. The proposal results in architecture that is both highly expressive, whilst being driven by functional and sustainable principles with consideration of scale, appearance and access views, which takes into account a significant number of factors, including heritage, residential amenity, socio-economic impact, transport, wind, sunlight/daylight and flood risk assessment, landscape, acoustics, fire strategy, and ecology.

Public Open Spaces and Public Realm Design Strategy

- 7.60. In relation to Public Open Spaces and the Public Realm Design Strategy, condition 7 outlines the following details which should be provided:

'The extent, layout and specification of public open spaces, in accordance with the mandatory Folkestone Seafront Landscape Guidelines Rev: 3 - 21.05.2018 and Supplementary information and including details of street furniture (including lighting, seating, signage, bus stops, bins surface treatments, threshold levels) and play space and delivery of Marine Parade, accompanied by a management plan showing how the relevant areas of public open space are to be laid out, paved, planted, equipped and maintained together with a timetable for their implementation.'



Landscape – Proposed Masterplan Overview

- 7.61. The supporting landscaping Landscape Design and Access Statement prepared by Spacehub outlines the proposed Public Realm Strategy. The proposal seeks to provide landscape that will deliver an attractive setting, incorporate climate mitigation, and habitat creation. This is to ensure that function, character, urban greening, materiality, and lighting are considered.
- 7.62. The Harbour Plots are described as the areas named; Harbourside, Harbour Master's Square (formerly known as 'Station Square' as per the outline planning permission), Seafront Park, Shingle Garden + Beachside, Residential Garden, Harbour Station, Maker's Row, The Walk, Lighthouse Lane, The Passages, and The Boardwalk. These are noted in the landscape image above.
- 7.63. The larger seafront park and revetment have been included within the proposal after comprehensive discussions with Crown Estate which have allowed for agreement that the proposal can be included on Crown Estate land.

- 7.64. Public Access to the beach front is maintained as noted in the Access section above, and the detail provided will be further enhanced through the provision of detailed species plans and lighting plans provided after consent. The intention of the scheme is included within the landscaping document, with any further detail required to be secured prior to occupation by an appropriately worded planning condition on this reserved matters consent.
- 7.65. The Crescent Way provides a continued shared surface and connection with the boardwalk. The provision of pedestrian access as well as vehicular access. The colour and materials palette has been selected appropriately to blend in with the Shingle Gardens. This allows for continued safe route compliant with mandatory text within the Design and Landscape Guidelines.
- 7.66. The view towards Harbour Approach and the consistent method to the public realm across the masterplan, is assessed in the Heritage Statement that supports this submission. The proposals omit plot G-2, consented to provide a 11m high block facing the north of the site. Using part of plot G2 for additional landscaping, instead of a tall residential or commercial block, has ensured that the design provides integrated and extensive landscaped open space and amphitheatre within this area. This opens the foreground of the development, and better integrating the built form with the site. Landscaping positively contributes to the wider streetscape, and in turn the heritage assets nearby. This creates a neutral balance with the heritage assets nearby in line with the original assessment by Historic England at outline stage. Due to the inclusion of landscaped open space within the arear formally noted as 'Plot G2', this plot is included in the description of development, for public amenity space reasons.

Landscaping and Play Space

- 7.67. In relation to Landscaping, condition 7 outlines the following details which should be provided:

'The landscape design and specification of hard and soft landscape works within each phase in accordance with the mandatory Folkestone Seafront Landscape Guidelines Rev: 3 - 21.05.2018 and Supplementary information.'

7.68. The Landscaping design and specification of hard and soft landscaping works within the harbour plots are set out in the Landscape and Public Realm Strategy Report by Spacehub. The document provides detail for the proposals for across the harbour, the seafront park, shingle garden (between Plots E1 & F1), the harbour plots residents garden located on Plot F1, and the differentiation of public and private space in accordance with Local Plan (2020) Policy HB1.

7.69. In relation to Playspace, condition 7 outlines the following details required:

The amount and location of play space including:

- a) *A plot specific play space strategy including details of the play equipment proposed*
- b) *An overarching play space strategy which should have regard to the play space provision within preceding plots and proceeding plots as appropriate.'*

7.70. The Landscaping design and specification of Play space, as well as a play strategy, is provided within the associated public realm are provided in the Landscaping report by Spacehub. The play areas provided as part of the harbour scheme measures 5,026 sqm with inclusion of the harbourside area, seafront park, residential garden (located in Plot F1 and accessible to all harbour plot residents from Plots F1, G1, and H), and publically accessible shingle garden.



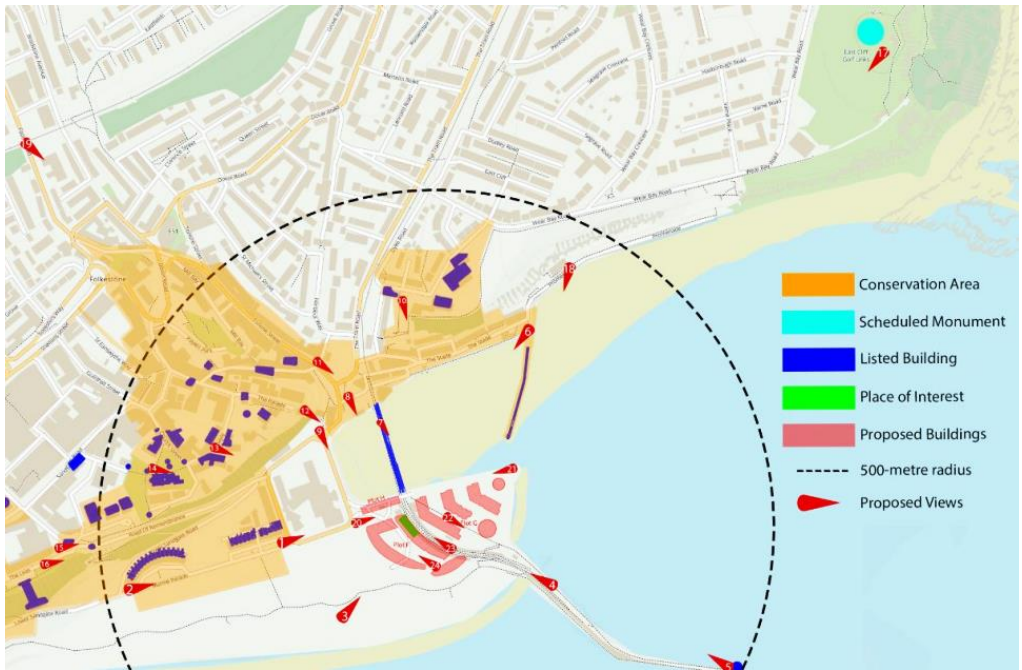
View of the podium garden on Plot F1 which will be accessible to all residents of the Harbour Plots

- 7.71. LEAP (Local Equipped Areas for Play) provision is required at 0.077 hectares per 1,000 population. A total of 2,178sqm LEAP play is provided in excess of this requirement in the shingle garden. This meets Policy C4 within the Places and Polices Local Plan (2020). This over provides the requirement required as part of the masterplan play strategy as previously agreed at outline stage.
- 7.72. The podium garden allocated in the design guidelines as part of Plot G1 does not form part of this scheme. The provision of play space and amenity space for residents still far exceeds the policy requirement without this provision. This has been removed from the scheme to allow for a comprehensive design with way-finding streets and areas of interest, as well as significant improvement with integration of the scheme at street level. This is far improved from what could have been proposed, which would have been three large blocks (as approved at outline stage) which provided limited open space, no sufficient access or landscape strategy, and limited consideration for views from within the development. This approach, with division of the massing across Plot G1, has been supported by the council during multiple pre-application discussions, with appropriate justification. This has been included in public consultation presentations, where an inclusive, and considered design approach has been considered in a positive light.
- 7.73. The above highlights compliance and justification with the outline consent, and in particular compliance with Conditions 4 and 7 relating to reserved matters for the Harbour Plots.

Heritage Assessment

- 7.74. Another part of the assessment of the elements set out in Condition 7, is heritage.
- 7.75. It is worth noting the history of the site – much of the harbour was associated with the harbour station and the harbour railway. The function of these areas lessened when the English channel tunnel opened in the mid 90's. This meant that the harbour station closed in 2014 as well as the cross channel ferry, as a result of the channel tunnel. The site does not fall within a Conservation Area, and it does not contain any listed buildings. However, the railway station has been retained, as well as designing the scheme to allow views of neighbouring designated and non-designated structures and buildings.

7.76. While the proposals are expected to impact the settings of some listed buildings and the Folkestone Leas & Bayle Conservation Area (FLBCA), it should be noted that this impact would be indirect and has already been addressed in the Masterplan application. Assessment of specific views in relation to heritage assets and non-designated assets have been confirmed in consultation with Historic England. The Heritage, Townscape, and Visual Impact Assessment prepared by Stephen Levrant notes the assessment in detail. The impact of the proposal is on average considered minor and the nature of the impact neutral. The scheme has been designed to ensure the protection of heritage assets where possible as well as considering the views.



Location of the 19 views assessed in the supporting heritage statement marked in red

Environmental Statement Review

EIA Statement of Conformity

- 7.77. The S73 application (ref. Y17/1099/SH) was submitted alongside an Environmental Statement Addendum which updated the ES previously approved under the outline application (ref. Y12/0897/SH). The ES addendum (2017) included detail of the alterations proposed to the masterplan, and a summary how the proposed amendments might cause environmental effects, and any required mitigation.
- 7.78. There have been no significant changes to the baseline conditions previously assessed in 2017 which would impact the assessment of the RM application for Plots F1, G1, and H. The EIA Statement of Conformity confirms that the changes proposed within the harbour plots scheme *‘comply with the previously assessed parameters and the relevant strategies relating to the EIA. As such, the environmental information contained within the Original ES and Addendum’s remains valid... As a result, the conclusions of the 2017 ES addendum are considered to still be applicable.’*
- 7.79. Please refer to the EIA Statement of Conformity in full which clearly sets out compliance with each parameter plan and ES topic – Socioeconomics, Transport, Townscape, Landscape and Visual Amenity, Archaeology and Heritage, Flood Risk and Drainage, Soils and Water Quality, Ecology, Air Quality, Noise and Vibration, Waste Management, Microclimate, and Greenhouse Gas Emissions.

Flood Risk

- 7.80. The Environment Agency’s Flood Map for Planning indicates that the site is situated within Flood Zone 3 where there is a high probability of a flood event occurring at the site.
- 7.81. The NPPF Paragraph 159 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. The sequential test and, if necessary, the exception test should be applied to development proposals to ensure that development avoids, where possible, flood risk to people and property. The NPPF requires a Flood Risk Assessment for all new development in Flood Zones 2 and 3. The NPPF Paragraph 169 requires major developments to incorporate sustainable drainage systems.

- 7.82. The outline consent (ref. Y12/0897/SH) was supported by an Environmental Statement. Following this, a S73 application was submitted (ref. Y17/1099/SH) which included an addendum to the Environmental Statement. After this was submitted, the proposals were amended, taking into account comments from the Council and statutory consultees. A further ES addendum was then provided, updating the previous conclusions of the 2017 ES Addendum, which in turn updated the 2012 ES and the 2013 ES Addendum (both of which were submitted as part of the original planning application: ref. Y12/0897/SH).
- 7.83. This has demonstrated that the site has been designed in such a way as to minimise the impacts of flood risk on the development, providing surface water infiltration and provide a safe development overall. The full details of this in the context of the proposals at the Harbour Plots have been outlined in the plot specific FRA prepared by Buro Happold.
- 7.84. The FRA notes that the latest available data has been included in the assessment of flood risk including the climate change effects to 2115 and to re-confirm the design. Calculations *'include sea level rise for the full design life and so the discharges will be significantly lower than shown for most of the intervening period, even for a 1 in 200yr event.'* Furthermore, the design of the scheme has been agreed appropriately with Plot F1's building and basement at or above +6.5mOD and Building 4 behind the active zone has been raised to +7.5mOD. Ground and first floor uses have been designed as commercial with residential on the second floor and above, which is considered appropriate. Plot G1 and H will benefit from protection with the sloping rock revetment. Therefore, with these *'mitigation measures in place, the overall flood risk to the proposed development is assessed as Low for all sources of flooding'*.
- 7.85. Paragraph 167 of the NPPF states that all plans should apply a sequential, risk-based approach to the location of development. Part e of this requires *"safe access and escape routes are included where appropriate, as part of an agreed emergency plan."* A Flood Warning and Evacuation Plan has been prepared for plots F1, G1 and H as the plots for residential/ commercial development above ground. These are summarised below:

Plot F1

- 7.86. The Design Flood Event (DFE) for the Folkestone Harbour Development is the 1 in 200-year still water level (including climate change allowance to the year 2115) of 5.8m AOD. In this Design Flood Event, Plot F1 is not shown to be at risk of coastal flooding and the entire plot is shown as having no flood hazard.

7.87. Access and egress from the development plot are possible from any part of the site. However, although the majority of the flood hazard to the north of the site is classified as 'Very Low,' there two areas to the west of Marine Terrace classified as 'Danger to Some.' It is therefore recommended that residents and visitors of Plot F1 evacuate along Marine Parade (from north-western corner of site boundary).

Plot G1

7.88. Likewise for Plot G1, the DFE is the 1 in 200-year still water level (including climate change allowance to the year 2115) of 5.8AOD. In this Design Flood Event, plot G1 is not shown to be at risk of coastal flooding and the entire plot is shown as having no flood hazard due to mitigation measures.

7.89. The updated wave overtopping modelling by Royal HaskoningDHV, indicates an acceptable level of onsite occurring as a result of wave overtopping. In extreme events there is potential for windborne spray to reach plot G1, but impacts are not significant. It is therefore recommended that residents and visitors of Plot G1 evacuate along Marine Parade (from north-western corner of site boundary).

Plot H

7.90. As with Plots F1 and G1, there are two areas west of Marine Terrace that are classified as 'Danger to Some' meaning that it is recommended that residents and visitors of Plot H evacuate west along Station Square and continue along Marine Parade (south-western corner of the site boundary).

7.91. For all three plots, the key contact details that can be easily referred to by the Development Management Team member must be completed at practical completion or as soon thereafter as possible. This information should be periodically reviewed and kept up to date for the lifetime of the development to ensure accurate information can be readily accessed by the Development Management Team.

8. Public Benefits

8.1. The National Planning Policy Guidance (NPPG) defines public benefits as that which may follow from development and can be anything that delivers economic, social or environmental progress as described in paragraph 8 of the NPPF. Public benefits should be of a nature or scale to be of benefit to the public at large and should not be a private benefit. Benefits do not always have to be visible or accessible to the public in order to be a genuine public benefit. Public benefits should be weighted positively in the favour of the proposed development.

8.2. This section sets out the public benefits that will be brought forward by the proposed development.

Economic

8.3. These proposals across the whole masterplan will result in locally significant economic benefits, creating significant opportunity for the communities and businesses in the local area. The scheme is fully aligned with strategic policy objectives at all levels and will continue to play a key role in supporting levelling up – securing investment to improve an area of long-standing deprivation.

8.4. The construction of these proposals will directly support employment, and will also result in supply side benefits, as well as induced effects associated with local employee expenditure.

8.5. These proposals will lead to the provision of over 760 gross new jobs and around 500 net additional FTE jobs.

8.6. The attraction of new households will generate additional local expenditure and help to support new jobs and businesses, as well as supporting existing local services. For the whole masterplan development, it is estimated that local household expenditure could amount to £19.66 million per annum (2023 prices). Allowing for 15% of this expenditure on-site (within the Folkestone Harbour area), off-site expenditure is estimated at £16.71 million per annum. Based on average expenditure per FTE employee for key service sectors (derived from the 2020 Annual Business Survey) it is estimated that this level of annual spend could support 169 direct FTE jobs within the local economy.

- 8.7. The scheme is expected to generate an annual GVA impact of around £19.4m million within the Folkestone and Hythe economy.
- 8.8. Plots F1, G1, and H will solely result in 1,075 person years if employment in relation to construction, as well as 476 jobs once operational and 302 additional jobs within Folkestone as a result. This jobs significantly increase for the construction period to 476 for the lots, and 762 jobs across the masterplan. These three plots will create 15.6m GVA per year as well as 12.4m net additional GVA per year within Folkestone's local economy.
- 8.9. Furthermore, upon submission of this RMA, the payment of financial contributions will be triggered as set out in the s106 legal agreement agreed at outline stage. This comprises Primary Education Contribution. Prior to commencement and occupation of the development plots further contributions will need to be paid, including contributions towards, VMS, Public Space and Parking Contribution, Travel Plan monitoring, Adult Learning, Libraries, Youth and Communities, Footpath upgrades and junctions, access management strategies and GP facilities.
- 8.10. Overall, the proposals will result in locally significant economic benefits, generating opportunities for communities and businesses within the district. It will result in further investment and improve the area which has experienced long-standing deprivation.

Social

- 8.11. These proposals have considered what kind of place that the development is aspiring to, it has outlined the existing successful public places on the harbour and identified how these can be retained throughout the development. The phasing approach of this development will ensure that the Goods Yard will be moved to Plot E1 during the construction of the Harbour Plots. This will then be integrated into the new development in the form of the Goods Yard. This approach is outlined fully in the Placemaking Section of the DAS.

- 8.12. The proposals aim to create a place that is very different from what exists now and in the past but that nevertheless is inspired by the current success of the harbour and by its history. This will deliver high quality buildings that will set a benchmark for investment within Folkestone. Occupiers and visitors will be attracted to the town, and this will act as a multiplier effect to improve the atmosphere and offering of Folkestone. Alongside creating a high-quality experience for visitors, it will demonstrate the significant demand for a high-quality offer within Folkestone, providing confidence within the local market and contributing to attracting wider offsite investment.
- 8.13. Existing community businesses on the seafront will have the opportunity to grow into brick-and-mortar stores encouraging real progress and inviting new businesses into the space. More appealing public spaces will allow businesses to thrive with access to developed amenities.
- 8.14. The development will create a number of areas for community use, including but not limited to:
- The Goods Yard;
 - Publicly accessible open spaces;
 - An enhanced retail, restaurant and retail offering that can be used all year round;
 - External amphitheatre;
 - Restored Harbour station;
 - Seafront Park.

- 8.15. Community pride will be enhanced by these proposals, with this investment delivering a high quality environment that is attractive to local residents and visitors. The focus on heritage, quality and local business has contributed to building community pride in the area, establishing it as a focus for leisure and recreation for residents of the district.
- 8.16. In summary, these proposals will maintain and grow the community, building off the successful placemaking elements that have already been implemented at the Harbour.

Environmental

- 8.17. Sustainability has been at the forefront of the design process and has been integral to the direction of the proposals. It has been the aim for these reserved matters to follow, implement and where possible exceed the sustainability objectives as set out in the outline permission (ref. Y17/1099/SH).
- 8.18. The proposals will make efficient and effective use of an accessible brownfield space which is currently undeveloped.

Energy and Whole Life Carbon

- 8.19. The development has adopted an energy hierarchy of lean, clean and green to reduce operational energy carbon emissions. It has been designed to meet and where feasible, surpass the carbon targets as set out by the Building Regulations Part L 2021.

- 8.20. In line with the outline planning permission (ref. Y17/1099/SH) the development aligns with the Code for Sustainable Homes targets of reducing carbon emissions by 58% over a notional building.
- 8.21. The use of renewable energy sources will reduce CO2 emission by at least 10%. This includes the provision of air source heat pumps for heating and cooling, and mechanical ventilation with heat recovery. Photovoltaic panels will be located across the roof tops.
- 8.22. Passive design measures including highly insulated building fabric minimising heat loss and low permeability will reduce leakage throughout the façade will reduce the demand for energy.
- 8.23. The proposals have been designed to ensure that the design responds positively to wind, over-shading and overheating to reduce the demand for energy.

Water Consumption

- 8.24. The proposals will achieve a water consumption of 105 litres / person / day through low flow and water efficient features. This is below the limit of 110 litres / person / day as set out in Condition 9 of the outline consent.
- 8.25. Grey water recycling will also be incorporated to reduce the development's water demand.

Pollution

- 8.26. An 'All Electric' servicing strategy will be adopted which will enable to proposals to accomplish an air quality neutral status.
- 8.27. The vehicular strategy as set out in the Transport Assessment and Landscape DAS has been developed to minimise air pollution associated with vehicular traffic within the development.
- 8.28. Overall, these proposals will provide a variety of public benefits and improve Folkestone as a place for current and existing residents.

9. Conclusion

9.1. This Planning Statement has been prepared in support of a Reserved Matters Application, submitted to Folkestone and Hythe District Council on behalf of Folkestone Harbour Limited Partnership for Plots F1, G1 and H of the Folkestone Seafront Masterplan.

9.2. The application seeks permission for:

'Application for all Reserved Matters (Layout, Access, Scale, Appearance, and Landscaping) of Phases 5 and Phase 6 comprising Plots F1, F2, G1, G2, and H and 'the harbour' public realm for the erection of residential dwellinghouses, commercial space, associated car and cycle parking, landscaping, playspace, public realm and associated services, amenities and plant AND the discharge of conditions 8 (Public Open Space), 9 (Water Use) 20 (Biodiversity) and 21 (Wind Flow Mitigation), pursuant to S73 outline planning permission Y17/1099/SH.'

9.3. The principle of residential and commercial development on this site has been established by outline planning permission Y12/0897/SH dated 30th January 2015, as amended by Y17/1099/SH dated 26th September 2018 and by the accompanying legal agreements. This reserved matters application provides information relate to those matters required by Condition 7 of the consent, namely:

- Layout
- Access
- Scale and Appearance
- Public Open Spaces Public Realm Design Strategy
- Landscaping
- Playspace

- 9.4. This application has been submitted following detailed pre application discussions with the Council's planning and design officers, and in accordance with the approved Design and Landscaping Guidelines. These discussions have informed the layout and appearance of the proposals which has result in the submission of a high-quality residential development.
- 9.5. This application has also been submitted following discussions with The Design Review Panel, Historic England, KCC Highways, the Environment Agency, key local stakeholders and the general public.
- 9.6. This application also seeks to discharge conditions 8 (Public Open Space), 9 (Water Use), 20 (Biodiversity), 21 (Wind Flow Mitigation) and 27 (Surface Water Drainage). It also seeks to comply with the following conditions: 1 (Approval of Details), 2 (Time Limit), 4 (Dwelling and Commercial Floorspace Limits), 12 (Facilities for Loading), 14 (Commercial Use Breakdown), 16 (Playspace), 17 (Provision of Private Outside Space).
- 9.7. This Planning Statement has also summarised the conclusions of supporting reports relating to a number of technical aspects of the development proposals.
- 9.8. Paragraph 120 of the NPPF confirms that *"Planning policies...should... encourage multiple benefits"*. Planning Policies seek to achieve positive outcomes. The whole ethos of the NPPF as stated at paragraph 8 is to "secure net gains" across all three objectives of sustainable development.
- 9.9. As such, the proposals seek to optimise the level of development from the site making the effective use of this sustainable and accessible location and the scheme will therefore deliver a number of important elements resulting in key public and planning benefits for the local community and FHDC, including:
- The delivery of 405 high quality residential units which would contribute to FHDC housing targets;
 - The provision of over 7,500 sqm of commercial space including a variety of uses as set out at the outline stage;
 - Provision of new public realm including the addition of the Seafront Park;
 - The new Goods Yard which can be used year round;
 - Potential to provide 1,075 person years of employment in relation to construction of the scheme;

- The scheme has the potential to support over 760 jobs (gross) and over 490 net additional Full-Time Equivalent jobs (FTE), as well as 476 jobs once operational and 302 additional jobs within Folkestone as a result;
 - The scheme will generate an annual GVA impact of over £20 million within the Folkestone and Hythe economy:
 - Reinvigoration of the visitor economy;
 - Reinstating and preserving the built heritage of Folkestone;
 - A Biodiversity Net Gain of more than 10% per cent (newly created habitat and hedgerow shows that the site achieves a score of 154.06% habitat unit net gain and 100.00% hedgerow unit net gain)
 - Significant incorporation of ecological gains and greening through the inclusion of high quality landscaping and vegetation throughout the site in the form of gardens, coastal vegetated shingle, tree planting, green roofs, and the seafront park;
 - Other associated facilities, including cycle stores and refuse/ recycling stores;
 - Resident and visitor car parking; and
 - Maximisation of reductions in carbon dioxide emissions through the implementation of Be Lean, Be Clean and Be Green energy efficiency measures.
- 9.10. The proposal accords with the relevant policies set out in the Development Plan, and with the policies of the revised National Planning Policy Framework.
- 9.11. For the reasons set out above and within this statement, it is respectfully requested that the reserved matters application and the discharge of conditions application be approved without delay.

Note: The Design Guidelines contain text for approval which is identified by a box & labelled MANDATORY. All other material whether it is annotation, titles, drawings, images or diagrams is illustrative. Further discussion is set out within the DAS.

Topic	Page No.	Mandatory guidance	Compliance to date Y/N	Comments
Shingle gardens	26	Section 2.4.2 USES - Some gardens should be animated by the creation of play areas & interactive landscape features and be complemented by cafes and restaurants. Single storey and appropriately scaled pavilion structures are permitted in each shingle beach area. They shall be accessible directly from the boardwalk, they shall seek to block as little sea views as possible through optimization of their shape. 2.4.3. CHARACTER - Landscaping should make use of existing ground material as well as naturally occurring plant species to create informal and pleasant spaces that provide visual continuity towards the beach. Refer to Landscape Guidelines.	N/A	Compliant with regards to the incorporation of play/ interactive landscape features & character. No buildings are proposed on the beachfront plots in this submission.
Boardwalk	28	2.5.2. USES - The Boardwalk is a permissive pedestrian route. 2.5.3. CHARACTER- The Boardwalk will complement the direct route that is provided on Marine Parade with a scenic offering, closer to the water edge. The Boardwalk should be made out of reclaimed grade A hardwood sleepers that relate to Folkestone's railway heritage and are a sustainable material which also ensures a durable and rugged surface which will require little maintenance and is adequate to the harsh marine environment. Refer to Landscape Guidelines.	Y	Compliant - Continuation of this pedestrian route to connect the beach with the harbour and beyond.
Crescent way	30	2.6.2. USES - This route is intended to provide pedestrian access as well as vehicular access to the seafront properties. 2.6.3. CHARACTER - The Crescent Way should blend in with the Shingle Gardens through its colour and material palette and provide a safe route for pedestrians and vehicles. For further information please refer to Landscape Guidelines.	Y	Compliant - Provision of continued shared surface and the connection with the boardwalk. Please see the Landscape Guidance Review for additional comments.
Station square	32	2.7.2. USES - The square should be animated by the commercial uses in the adjacent ground floors and be a potential site for an urban scale art piece to serve as visual marker at the end of Marine Parade and from Harbour Square. It will also include shared surface for vehicular access to plot G-1. 2.7.3. CHARACTER - The Station Square should be a lively and informal gathering space with elements of vegetation and hardscape appropriate for its use. For further information please	Y	Compliant - Proposed 'gathering space' for residents, visitors & workers. Adjacent ground floor commercial units will ensure this area is animated with the potential for an 'urban art piece' at detailed design stage.
Viaduct & station	34	2.8.2. USES - The viaduct have been restored to provide pedestrian routes that reflect the heritage of Folkestone Harbour and its railway. 2.8.3. CHARACTER - Both the Viaduct and the Harbour Station are linear public spaces which retain a significant amount of the existing fabric and architectural features as well as railway paraphernalia. The track bed will include planted pathways and timber benches. For further information please refer to Landscape Guidelines.	Y	Compliant - There has been significant refurbishment prior to submission of this RMA. This will be protected and enhanced as part of the proposal with a continued pedestrian route and planting with sensitive activation of the platform with commercial units.
Harbour	36	2.9.2. USES - The Harbour character area is mainly a pedestrian area with vehicular access in some areas. It will complement activity from the commercial uses on the ground floor of adjacent plots. The existing harbour uses include commercial fishing, recreational craft moorings and water sports. Harbour access will be maintained for user groups. 2.9.3. CHARACTER - While having a direct link to the water edge, the Harbour character area will have a varied character along its path depending on the adjacent programmes and views: on the northern edge lined by commercial uses on both sides and benefiting from views towards the Inner and Outer Harbour and on the southeast directly towards the sea. It is mainly a linear public space with predominantly hardscape.	Y	Compliant - Plot G2 does not form part of this submission. The northern edge north of Plot G1 has been incorporated as a generous pedestrian route, allowing for the opportunity for play space, seating and areas to enjoy the seaview. This also allows for harbour access for water sports. This ensures a continuous path along the quay edge from station square to the southern end of harbour station.
Harbour arm	38	2.10.2. USES - Traditional uses in the harbour provide for fishing, moorings for recreational vessels and some water sports. These uses will be preserved, encouraged and developed where reasonably possible. 2.10.3. CHARACTER - The Harbour Arm will continue to develop as a place where people meet, walk and socialise taking advantage of the location with superb views of sea and coastline. Its restoration has been careful to incorporate significant features of its nautical heritage, which lend themselves to imaginative interpretation using a variety of media.	Y	Compliant - A promenade and meeting place has been proposed for residents and visitors. Recreational moorings and water sports are encouraged. This takes advantage of views and features of the site's nautical heritage.

The Crescents (Inc. Plot F1) page 46	44	<p>3.2.3. USES - Uses in this character area include, but are not restricted to, residential, commercial and public amenities and other active uses on Marine Parade, along the edge of Harbour Station and facing Leas Lift Square.</p> <p>3.2.4. APPEARANCE - Buildings in this area should be aligned close to the perimeter of the plots forming crescents with the convex side facing south. Plots should form discrete clusters with a unified architectural language and a sense of place while at the same time having a formal and material relation to the other plots across the character area. The centre of the plots should be reserved for private and communal shared landscaped open spaces and undercroft parking.</p> <p>3.2.5. SEAFRONT - Seafront buildings face the Beach and the Boardwalk at the apex of the Crescents and the Shingle Gardens on the sides. Seafront buildings' facades should have a continuous frontage, whose appearance is distinct in the back and in the front. Gaps in the frontage are allowed for access to and from the shared gardens and undercroft parking, as well as to improve the setting and appreciation of Marine Crescent.</p> <p>3.2.6. CORNERS - Corner buildings provide a bookend to the Seafront buildings at the northern edge of the plots and face the narrowest part of the Shingle Gardens. Their facade should provide a transition between the Seafront and the Marine Parade buildings.</p> <p>3.2.7. MARINE PARADE - Marine Parade buildings directly front the main road running east to west along the northern edge of the Crescents. They help reinforce the urban character of Marine Parade and should therefore provide a continuous frontage.</p>	Y	Compliant - in relation to uses.
Plot F1 continued - external facades	46	<p>3.2.8. FACADE RHYTHM - External facades of all building types should be articulated in a clear vertical rhythm. It's suggested that Seafront buildings could have the appearance of individual townhouses regardless of actual typology. Marine Parade and Corner buildings can express a larger module.</p> <p>3.2.9. EXTERNAL FACADES - Projecting elements such as balconies, winter-gardens and bay-windows to maximize sea views and southerly aspects are encouraged. Buildings fronting Marine Parade should provide a clear edge to the northern side which should promote an unified appearance.</p> <p>3.2.10. EXTERNAL FACADE MATERIALITY - External facades should consist of appropriate materials to cope with the harsh marine environment.</p>	Y	Compliant - The external facades of all buildings have been designed to ensure there is a degree of rhythm, whilst incorporating the features noted, maximising sea views and taking into account the marine environment. Please see the DAS for further explanation.
Plot F1 continued - internal facades	46	<p>3.2.11. INTERNAL FACADES - While remaining coherent with the rest of the building, a certain level of formal or material difference is encouraged on the internal facades.</p> <p>3.2.12. INTERNAL FACADE MATERIALITY - Internal facades should consist of appropriate materials to cope with the harsh marine environment.</p>	Y	Compliant - Internal facades - difference encouraged. Materials that withstand the harsh marine environment to be used.
Beachside	50	<p>3.4.3. USES - The uses in the Beachside character area include, but are not restricted to, residential.</p> <p>3.4.4. APPEARANCE - Buildings in this area should be up to two-storey detached houses. Broken volumes that create the impression of smaller scale structures are suggested. It's suggested that houses are separated by exterior private space. A radial alignment, roughly following the contour of the Boardwalk should optimise the views of the Crescent to the north, and is therefore encouraged. Houses should have outstanding design and be contemporary in character.</p> <p>3.4.5. MATERIALITY - Facades should consist of appropriate materials to cope with the harsh marine environment</p>	N/A	No buildings are proposed at Plot F2 for the purposes of this submission. The proposed basement serving the residents of these proposed buildings and visitors will extend below Plot F2. Above ground it is proposed to include landscaping.
South quay - Plot G1	52	<p>3.5.3. USES - Uses in this character area include, but are not restricted to, residential, commercial and parking</p> <p>3.5.4. APPEARANCE - Buildings in this area should generally be positioned along the perimeter of the plot in a way that allows optimised views to the sea and harbour.</p> <p>3.5.5. GROUND FLOOR - The ground floor should provide a continuous active frontage, including to the Harbour Station and form a continuous podium with shared open spaces above it.</p> <p>3.5.6. FACADES - It's suggested that external facades could have articulated balconies and winter-gardens. Internal facades that step back, generating terraces and outdoor areas, are encouraged</p> <p>3.5.7. MATERIALITY - Facades should consist of appropriate materials to cope with the harsh marine environment</p>	Y	Compliant - The proposal provides an improved design across the harbour plots. A 'podium' has been incorporated with the 1m increase across the site, with parking below that is included within Plot F1. Compliance in relation to mid - high rise buildings. A distinct and self-contained quarter. The uses are complied with. Generally positioned along the perimeter of the plot to optimise sea & harbour views. This is discussed further in the Planning Statement.
Inner harbour - Plot H	54	<p>3.6.3. USES - Uses in this character area include, but are not restricted to, residential and commercial.</p> <p>3.6.4. APPEARANCE - Given its exceptional location and visibility, and the fact that it is one of the few freestanding structures in the masterplan, the design of the buildings in the Inner Harbour area should place equal importance on all facades while maximising views to the sea.</p> <p>3.6.5. GROUND FLOOR - The ground floor of the Inner Harbour buildings should contain active uses that interact with the Station Square and pedestrian traffic along the harbour edge, allowing for permeability and circulation between these two public spaces, through the use of colonnades and covered spaces.</p> <p>3.6.6. FACADES - It's suggested that the northern facade follow the shape of the harbour edge. It's suggested that the eastern facade could terrace back to transition in scale from the higher buildings to the west toward the viaduct, Harbour Station and Customs House.</p> <p>3.6.7. MATERIALITY Facades should consist of appropriate materials to cope with the harsh marine environment.</p>	Y	Compliant - There is a transition between Plot H and the taller buildings on the south. Plot H's design ensures an opening in the plot to allow for views between and a reduction in the distribution of approved mass. Importance has been given to facade detailing on all elevations due to its visibility at the harbour's edge and the circulation of pedestrian routes surrounding Plot H. The specific reference to colonnades and covered spaces it taken as guidance for the reason that these features were included in the initial design, but were later removed as the design progressed and was supported by the council in pre-application discussions and FRAME's Design Review Panel (DRP) sessions, where it was stogly advised that the massing was reconsidered. This resulted in two buildings on Plot H.
Harbour edge - Plot I & G2	56	<p>3.7.3. USES - Uses in this character area include, but are not restricted to, residential and commercial on the ground floor.</p> <p>3.7.4. APPEARANCE - Buildings in this area consist of two-storey detached structures lining the harbour. Gaps in between the buildings should allow views and pedestrian access to the water edge. Continuous roof lines are discouraged.</p> <p>3.7.5. FACADES - Water-facing facades that cut back at the ground floor to allow for a covered pedestrian walkway at the quay edge are encouraged. Building aspects should make best possible use of sunlight from the east.</p> <p>3.7.6. MATERIALITY - Facades should consist of appropriate materials to cope with the harsh marine environment</p>	N/A	Plot I does not form part of this proposal. For the purposes of this application, Plot G2 will be developed for landscaping and there are no buildings proposed on this plot.

Plot F specific	78	<p>4.11.2. USES - Uses in this plot include, but are not restricted to, residential and commercial.</p> <p>4.11.3. MASSING - The massing strategy for the plot is to have taller buildings along Marine Parade and the Harbour Station up to 6 storeys, stepping down to 3 storeys towards the seafront.</p> <p>4.11.4. BUILDING DISPOSITION - For further information please refer to the Crescents on page 44 of this document.</p> <p>4.11.5. CREATING PLACES - The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.11.6. HOUSE TYPOLOGIES - Plot F-1 includes, but is not restricted to, the following typologies: townhouses, apartments, offices and commercial units. For further information please refer to the Crescents on page 44 of this document.</p> <p>4.11.7. PARKING - Most residential private parking is located in an undercroft car parking level. Most parking should be hidden from the street and residential properties above. For further information please refer to the accompanying Transport Assessment.</p> <p>4.11.8. FLOOD DEFENCE - The plot incorporates a number of features that defend the site against flood risk. The general level of the site is raised to +6.5m AOD. The southern portion of the site along the Boardwalk is raised to +7.5m AOD and is referred to as a dune. For further information please refer to the accompanying flood risk report.</p> <p>4.11.9. WASTE - The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy. NOTE - Maximum horizontal deviation 6m (west elevation), 8m (marine parade), and 2m on station elevation.</p>	Y	Compliant - The buildings along marine parade and harbour station are up to approximately 6 storeys, stepping down the 3 storeys towards the sea. The proposal complies with the flood levels noted, as per the approved Flood Risk Assessment.
Plot F2 specific	80	<p>4.12.2. USES - Uses in this plot include, but are not restricted to, residential.</p> <p>4.12.3. MASSING - Buildings on this plot are up to 2 stories with a separation gap in between them.</p> <p>4.12.4. BUILDING DISPOSITION - For further information please refer to the Beachside on page 50 of this document.</p> <p>4.12.5. CREATING PLACES - The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.12.6. HOUSE TYPOLOGIES - Plot F-2 includes, but is not restricted to, the following typologies: beach houses. For further information please refer to the Beachside on page 50 of this document.</p> <p>4.12.7. PARKING - Most residential private parking is located in an undercroft car parking level of the adjacent crescent. Most parking should be hidden from the street and residential properties above. For further information please refer to the accompanying Transport Assessment.</p> <p>4.12.8. FLOOD DEFENCE - The plot incorporates a number of features that defend the site against flood risk. The general level of the site is raised to +6.5m AOD. The southern portion of the site along the Boardwalk is raised to +7.5m AOD and is referred to as a dune. To further mitigate flood risk, floor levels in D-2 have been raised above the dune. It is proposed that these finished floor levels must be at a minimum of +8.5m AOD. For further information please refer to the accompanying flood risk report.</p> <p>4.12.9. WASTE - The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p> <p>4.12.10. BOUNDARY CONDITIONS - Plot boundaries should not be defined to ensure visual permeability and maintain the beach feeling</p>	N/A	No buildings are proposed at Plot F2 for the purposes of this submission. The proposed basement serving the residents of these proposed buildings and visitors will extend below Plot F2. Above ground it is proposed to include landscaping.
Plot G1 specific	82	<p>4.13.2. USES - Uses in this plot include, but are not restricted to, residential, commercial and a multi-storey parking.</p> <p>4.13.3. MASSING - Building heights range to up to 12 storeys with the north-eastern point and south-eastern point having been identified as the locations for the tallest elements. The lower levels should form a podium which contains the commercial uses and parking and has semi-private gardens on top.</p> <p>4.13.4. BUILDING DISPOSITION - For further information please refer to the South Quay on page 52 of this document.</p> <p>4.13.5. CREATING PLACES - The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.13.6. HOUSE TYPOLOGIES - Plot F-1 includes, but is not restricted to, the following typologies: apartments, offices and commercial units. For further information please refer to the South Quay on page 52 of this document.</p> <p>4.13.7. PARKING - Parking should be provided in the podium and basement. For further information please refer to the accompanying Transport Assessment</p> <p>4.13.8. FLOOD DEFENCE - For further information please refer to the accompanying flood risk report.</p> <p>4.13.9. WASTE - The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p>	Y	Compliant - A basement car park provides generous parking numbers for residents and visitors. Building heights site within the approved parameter plans, with a variation in height with the tallest buildings falling within the northern and southern points.
Plot G2	84	<p>4.14.2. USES - Uses in this plot include, but are not restricted to, residential and commercial on the ground floor.</p> <p>4.14.3. MASSING Buildings on this plot are up to 4 storeys.</p> <p>4.14.4. BUILDING DISPOSITION For further information please refer to the Harbour Edge on page 56 of this document.</p> <p>4.14.5. CREATING PLACES The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.14.6. HOUSE TYPOLOGIES Plot G-2 includes, but is not restricted to, the following typologies: houses. For further information please refer to the Harbour Edge on page 56 of this document.</p> <p>4.14.7. PARKING Parking will be incorporated into building design. For further information please refer to the accompanying Transport Assessment.</p> <p>4.14.8. FLOOD DEFENCE For further information please refer to the accompanying flood risk report.</p> <p>4.14.9. WASTE The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p>	N/A	No buildings are proposed for Plot G2. This will be developed with public realm and landscaping. Note that the guidelines are triggered for certain elements where "buildings" are proposed. As there are no buildings proposed on these plots, the guidance on building height, scale and use are not relevant.

Plot H specific	86	<p>4.15.2. USES Uses in this plot include, but are not restricted to, residential and commercial on the ground floor.</p> <p>4.15.3. MASSING Buildings on this plot are up to 8 storeys. 4.15.4. BUILDING DISPOSITION For further information please refer to the Inner Harbour on page 54 of this document.</p> <p>4.15.5. CREATING PLACES The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.15.6. HOUSE TYPOLOGIES Plot H includes, but is not restricted to, the following typologies: apartments, offices and commercial units in the ground floor. For further information please refer to the Inner Harbour on page 54 of this document.</p> <p>4.15.7. PARKING Most parking should be hidden from the street and residential properties above. For further information please refer to the accompanying Transport Assessment.</p> <p>4.15.8. FLOOD DEFENCE For further information please refer to the accompanying flood risk report.</p> <p>4.15.9. WASTE The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p>	Y	Compliant - The uses are compliant. The buildings heights are up to 6 storeys.
Plot I	88	<p>4.16.2. USES - Uses in this plot include, but are not restricted to, residential and commercial on the ground floor.</p> <p>4.16.3. MASSING - Buildings on this plot are up to 4 storeys.</p> <p>4.16.4. BUILDING DISPOSITION - For further information please refer to the Harbour Edge on page 56 of this document.</p> <p>4.16.5. CREATING PLACES - The development will be built in phases. Each plot must seek to deliver accompanying public realm in an effort to create a coherent and integrated place on the completion of each individual phase.</p> <p>4.16.6. HOUSE TYPOLOGIES - Plot I includes, but is not restricted to, the following typologies: houses. For further information please refer to the Harbour Edge on page 56 of this document</p> <p>4.16.7. PARKING - Parking will be incorporated into building design. For further information please refer to the accompanying Transport Assessment.</p> <p>4.16.8. FLOOD DEFENCE - For further information please refer to the accompanying flood risk report.</p> <p>4.16.9. WASTE- The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p>	N/A	Plot I does not form part of this submission.
Plot J	90	<p>4.17.2. USES - The plot is intended to be used as a public lift and stair providing access to the viaduct from the Harbour Square.</p> <p>4.17.3. MASSING - Some form of landmark is to be recommended to highlight the location of the public stair and lift.</p> <p>4.17.4. BUILDING DISPOSITION - The lift and stair structure must respect the listed viaduct.</p> <p>4.17.5. CREATING PLACES - n/a</p> <p>4.17.6. FLOOD DEFENCE - For further information please refer to the accompanying flood risk report.</p>	N/A	Plot J does not form part of this submission.
Plot K	92	<p>4.18.2. USES Uses in this plot include, but are not restricted to, commercial.</p> <p>4.18.3. MASSING One building up to 2 storeys.</p> <p>4.18.4. BUILDING DISPOSITION Buildings must be arranged to provide a gateway to the Harbour Arm.</p> <p>4.18.5. CREATING PLACES n/a</p> <p>4.18.6. FLOOD DEFENCE For further information please refer to the accompanying flood risk report.</p> <p>4.18.7. WASTE The preferred strategy for waste is to have dedicated communal waste collection points. For further information please refer to the Waste Management Strategy.</p>	N/A	Plot K does not form part of this submission.

Plots F1, G1, and H RMA - Landscape Guidelines Review

Folkestone Landscape Guidelines Rev: 3 - 21.05.2018

Note: The document provides an illustrative description of the landscape and public realm proposals. The level of detail is indicative only. Mandatory principles & materials are included. Further discussion is set out within the landscape DAS

Topic	Page No.	Mandatory Guidance	Compliance to date Y/N	Comments
Station square	48	<p>3.4 Design guidelines - General principles</p> <p>Street type: Town square</p> <p>Footway: Shared</p> <p>Traffic: Privately managed</p> <p>Design speed: 5mph</p> <p>Kerb upstand: Upstand and flush kerbs as appropriate</p> <p>Cycles: Shared surface</p> <p>Parking: None</p> <p>Building curtilage: Defensible space planting strip where appropriate</p> <p>Retail: Clear space for spill out activity and servicing</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Paving and kerbs. Robust surfacing to withstand vehicular traffic.</p> <p>Furniture: Benches (hardwood timber/ stone/ metal) litter bins, signage, interpretation boards, cycle parking</p> <p>Lighting: Column mounted luminaire street lighting / in- ground lights / uplighters / suspended lighting.</p> <p>Drainage: Channel drains and/or gully drains</p> <p>Vegetation Specimen: trees suitable for maritime conditions, low maintenance, drought/salt tolerant planting</p>	Y	Appropriate vegetation & hardstanding for the 'gathering space use' with access from adjacent commercial units 'spilling out and servicing'.
Crescent way	50	<p>3.5 Design guidelines - General principles</p> <p>Street type: Local street, one way system</p> <p>Footway: Shared</p> <p>Traffic: Privately managed</p> <p>Design speed: 5 mph</p> <p>Kerb upstand: None</p> <p>Cycles: In roadway</p> <p>Parking: None. Residents parking provided for within the main underground car park</p> <p>Building curtilage: Defensible space planting strip</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Paving and kerbs</p> <p>Furniture: Benches (hardwood timber/ stone/ metal) litter bins, signage, interpretation boards, cycle parking</p> <p>Lighting: Minimum lighting to satisfy security concerns</p> <p>Drainage: Channel drains and/or gully drains</p> <p>Vegetation Robust maritime planting in the defensible space. Low maintenance, drought/salt tolerant species. Native shingle vegetation combined with introduced non-native maritime species.</p>	Y	Final materials TBC - Note should blend in with the shingle gardens in colour and material

Boardwalk	52	<p>3.6 Design guidelines - General principles</p> <p>Street type: Not applicable</p> <p>Footway: Pedestrian walkway</p> <p>Traffic: Not applicable</p> <p>Design speed: Not applicable</p> <p>Kerb upstand: Not applicable</p> <p>Cycles: None</p> <p>Parking: None</p> <p>Building curtilage: Low defensible planting to Beach Houses</p> <p>Retail: None</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Recycled timber sleepers as newly built. Reinforced surface at vehicular crossover points</p> <p>Furniture: None</p> <p>Lighting: None</p> <p>Drainage: Permeable surface</p> <p>Vegetation No specific vegetation associated with the boardwalk. Refer to Beachside defensible space and Shingle Gardens vegetation</p>	Y	Use of recycled timber sleepers. Note low defensible planting to beach houses N/A - to be justified based on beach houses not forming part of this RMA.
Beachside	54	<p>3.7 Design guidelines - General principles</p> <p>Street type: Not applicable</p> <p>Footway: Not applicable</p> <p>Traffic: Not applicable</p> <p>Design speed: Not applicable</p> <p>Kerb upstand: Not applicable</p> <p>Cycles: Private access</p> <p>Parking: None</p> <p>Building curtilage: Low defensible space planting</p> <p>Boundary treatment: No high fences/ visual obstructions to boundary</p> <p>Retail: Not applicable</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Natural materials, recycled durable timber, gravel, stone, metal. Reinforced surface at vehicular crossover points</p> <p>Furniture: Private</p> <p>Lighting: Private. Minimal</p> <p>Drainage: Permeable surface</p> <p>Vegetation Low robust maritime planting in the defensible space. Native shingle vegetation combined with introduced non-native maritime species.</p>	N/A	Plots C2, D2, E2 do not form part of this submission. For the purposes of this RMA, no buildings are proposed on Plot F2. Instead the basement serving the residents and visitors to Plots F1, G1 and H will extend below this plot. Above ground it is proposed to provide landscaping. The vegetation proposed is in line with these guidelines.
Shingle gardens	56	<p>3.8 Design guidelines - General principles</p> <p>Street type: Not applicable</p> <p>Footway: Pedestrian walkways</p> <p>Traffic: Potential delivery access to a cafe managed from Crescent Way</p> <p>Design speed: Not applicable</p> <p>Kerb upstand: Not applicable</p> <p>Cycles: None</p> <p>Parking: None</p> <p>Building curtilage: Not applicable (refer to Crescent Way guidelines)</p> <p>Retail: Potential pavilion structure for cafe/restaurant or similar use with delivery/maintenance access from Crescent Way</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Shingle, recycled durable timber, natural paving</p> <p>Furniture: Stone/ hardwood timber/ metal seating, play and fitness equipment</p> <p>Lighting: Minimal / low level security lighting</p> <p>Drainage: Permeable surface</p> <p>Vegetation Low key naturalistic planted shingle vegetation</p>	Y	Pedestrian walkways & low key naturalistic shingle vegetation

Residents gardens	58	<p>3.9 Design guidelines - General principles</p> <p>Street type: Not applicable</p> <p>Footway: Internal courtyard. Pedestrian only</p> <p>Traffic: Not applicable</p> <p>Design speed: Not applicable</p> <p>Kerb upstand: Not applicable</p> <p>Cycles: None</p> <p>Parking: None</p> <p>Building curtilage: Defensible space/ private gardens</p> <p>Retail: None</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Self binding or resin bound gravel/ stone/ timber</p> <p>Furniture: Stone/ hardwood timber/ steel benches/ Some play equipment</p> <p>Lighting: Low level lighting</p> <p>Drainage: Channel drains linked to slab drains</p> <p>Green roof build-up as appropriate</p> <p>Vegetation Ornamental planting of shrubs and mixed perennials (native and appropriate wildlife friendly non-native species) and grass areas. Drought tolerant, low maintenance planting. Variable substrate depths, depending on loading</p>	Y	Compliance with all plots in relation to private gardens.
Harbour edge (Plots I, H, G2)	60	<p>3.10 Design guidelines - General principles</p> <p>Street type: Pedestrian and vehicular</p> <p>Footway: Shared</p> <p>Traffic: Privately managed</p> <p>Design speed: 5mph</p> <p>Kerb upstand: None</p> <p>Cycles: On shared surface</p> <p>Parking: Parking on Plot G podium and on-street</p> <p>Building curtilage: Allows space for café/retail spill out activity</p> <p>Retail: Clear space for spill out activity and servicing</p> <p>Design guidelines - Materials</p> <p>Surface treatment: Robust, natural materials, predominantly stone to tie in with existing materiality. Robust surfacing to withstand vehicular traffic.</p> <p>Furniture: Benches (hardwood timber/ stone/metal) litter bins, signage, interpretation boards, cycle parking</p> <p>Lighting: Column mounted luminaire street lighting / suspended lighting</p> <p>Drainage: Channel drains and/or gully drains</p> <p>Vegetation Specimen trees suitable for maritime conditions. Low maintenance, drought/salt tolerant planting</p>	Y	Plot I does not form part of this submission. Compliant in relation to the principles for shared privately managed space with robust materials and low management trees. The reference to podium parking on Plot G has been addressed by the raising of the existing ground level which will include a carpark (referred to as the basement carpark).

Viaduct & station	62	<p>3.11 Design guidelines - General principles</p> <p>Harbour viaduct: Street type: Pedestrian only/ occasional maintenance access Traffic: Not applicable Design speed: Not applicable Kerb upstand: None Cycles: Not applicable Parking: None Flood mitigation Not applicable Harbour Station: Street type: Pedestrian only/ occasional maintenance access Traffic: Privately managed Design speed: 5 mph Kerb upstand: None Cycles: None Parking: None Design guidelines - Materials</p> <p>Harbour viaduct: Surface treatment: Timber sleepers/ metal deck at swing section/ Railway line/Resin Furniture: Bespoke benches (hardwood timber/ stone/ metal) litter bins, signage, interpretation boards Lighting Integral to structure Drainage: Permeable Vegetation Low maritime vegetation between the tracks Harbour Station: Surface treatment: Railway line/ timber/resin/asphalt Drainage Permeable Lighting: Building mounted Drainage: Channel/gully and permeable Vegetation Low maritime vegetation between the tracks</p>	Y	Pedestrian only railway track bed with planted pathways & bespoke benches/ sleepers
Harbour arm	64	<p>3.12 Design guidelines - General principles</p> <p>Street type: Pedestrian only/ occasional maintenance access Traffic: Privately managed Design speed: 5 mph Kerb upstand: None Cycles: On shared surface Parking: None Flood mitigation n/a Design guidelines - Materials Surface treatment: Asphalt and macadam surfacing Furniture: Bespoke benches (hardwood timber / metal) litter bins, signage, interpretation boards Lighting Column mounted luminaire street lighting / suspended lighting / floor mounted lighting Drainage: Channel drains and/or gully drains Vegetation: Soft landscaping provided where Harbour Arm joins the restored railway station.</p>	Y	Linear public space - predominately hardstanding with soft landscaping where the harbour arm meets the railway