

Application Number	24/0505/FH
Location	Former Rotunda Amusement Park, Plots F1, F2, G1, G2 and H, Marine Parade, Folkestone
Application Description	Approval of 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
Applicant	Folkestone Harbour Limited Partnership
Agent	Savills
Officer Contact:	Sue Head

Recommendation

That reserved matters be approved subject to the conditions set out at the end of the report and that delegated authority be given to the Chief Planning Officer to agree and finalise the wording of the conditions and add/delete/amend any other conditions that he considers necessary.

1. Reason for consideration by the Committee

- 1.1. The application is reported to Committee as the Chief Planning Officer considers the significance and public interest of the proposals requires the Committee's consideration.

2. Site and Surroundings

- 2.1 The red line boundary of the outline planning permission (ref: Y17/1099/SH) comprises the area known as Folkestone Seafront, the former Rotunda and Folkestone Harbour, an area of 23 hectares, located at the southernmost point of the town centre, largely below the West Cliff and Leas. The site extends on to the beach to the south and includes the inner and outer harbours and the harbour arm.

- 2.2 A site location plan for this specific Reserved Matters application is attached to this report as **Appendix 1** and set out in **Figure 1** below.
- 2.3 The reserved matters application site includes 5 plots as identified in the outline planning permission for the site: plots F1, F2, G1, G2 and H, alongside the accompanying harbour public realm.

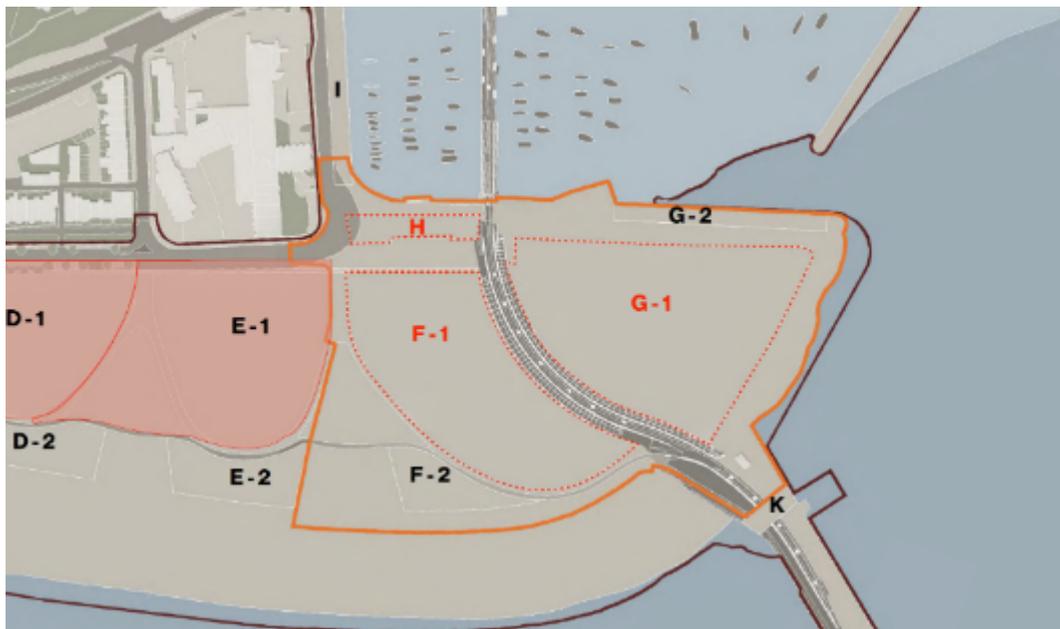


Figure 1 - Plot Boundaries

- 2.4 The site is bounded to the north by the Grand Burstin Hotel and Folkestone Harbour Pavilion Court, and by the Harbour Arm and beach to the south. The Grand Burstin Hotel rises to a maximum height of 14 storeys on the north-western corner of the site opposite Plot H. The western boundary is formed by Plot E1 (reserved matters application reference 22/2168/FH is recommended for approval at this committee meeting), whilst to the east of the site is the sea.
- 2.5 The area for Plots F1 and F2 currently comprises hardstanding and shingle areas, however the plot outlines are visible as a result of beach replenishment works and earthworks. Works undertaken to date at the site relate to the enabling phases of the outline planning permission.
- 2.6 Plots G1, G2 and H and the Harbour Arm currently comprise an expanse of hard standing which is predominately used for vehicle parking. There are also a number of existing buildings and structures on the site which have been retained - Harbour Station, Customs House, Signal Box and Harbour Master's House. None of these buildings or structures are listed buildings.

Previous condition of the site and works carried out in relation the outline planning permission

- 2.7 The site has an extensive planning and functional history tied to its evolving use as a port and passenger ferry terminal prior to the closure of the ferry terminal and train station as laid out in the images below.



Figure 2 Historical site photograph circa 1950



Figure 3 Historical site photograph circa 1990



Figure 4 Historical site photograph circa 2010

- 2.8 Following the closure of the port, the decay and dereliction of the site accelerated prior to the purchase of the site by the Folkestone Harbour & Seafront Development Company.
- 2.9 Following the grant of outline planning permission, to which this application relates, the applicant subsequently carried out a series of improvements to the site including:
- Extensive works raising the beach levels to provide additional flood protection and moving to the west end shingle that had accumulated next to the arm.
 - Removing the concrete apron and covering it with shingle - as well as laying out the new boardwalk.
 - The Harbour Station was completely refurbished as a landscaped pedestrian walkway
 - The Harbour Arm has been subject to extensive repairs and enhancements
- 2.10 The applicant has also secured a number of temporary permissions for an 8-year period running to 2030, and implemented a number of meanwhile uses on the site which are predominately in retail and leisure uses. As a result, there are a number of small businesses operating from the harbour.



Figure 5 Site photograph with plot boundaries overlaid

- 2.11 Several of the existing structures on the application site have been subject to alteration/refurbishment/restoration by the applicant since the grant of the outline permission. These works include resurfacing and raising the levels of the beach, the advanced installation of the boardwalk, the refurbishment of the harbour arm - including enhancing the sea defences – and the restoration of the Harbour Station, Customs House, Signal Box, Lighthouse and Harbour Master's House.
- 2.12 The site's current vehicle access is through the north-west corner where Harbour Approach Road meets Marine Parade and the gyratory around the Grand Burstin Hotel. Cars currently cross in front of the viaduct to enter the car park and for delivery vehicles to access the Harbour Arm. The main pedestrian routes are across the viaduct and swing bridge and along the boardwalk and the train station.
- 2.13 There are currently a total of 563 temporary parking spaces distributed across Plots F1 & G1, 34 spaces in the council-owned car park on the western end of the beach, 11 spaces on the Harbour St. car park and 64 on Tram Road car park. There are an additional 148 spaces on the Marine Terrace car park that are mainly used as overflow when the harbour car parks are full, this site is also allocated for residential development in the Local Plan.
- 2.14 There are no listed buildings within the application plot boundaries. With regard to listed buildings within proximity of the application site, the Grade II

listed Marine Crescent (nos. 1-14), comprising 4 storey stuccoed properties with basements and attics dating from the 1870's, is located to the north-west of the site, on the opposite/north side of Marine Parade. The Grade II* listed Leas Lift, including the lift itself, brake and waiting rooms, providing transport between the site and the Leas above and dating from 1885, is located to the west of the site. The lift is not currently operational but is visible from the application site. Three Grade II listed terraces, including nos. 4-7, nos. 8 & 9, and nos. 10-15 Marine Parade, are the closest located to the north-west of the site.

- 2.15 Throughout the site there are non-designated heritage assets, including the Harbour Master's House, the Signal Control Box, the Former Railway Platforms and tracks, and the Custom House. These assets are being incorporated into the development of the site which will serve as a positive reminder of the sites historic value and past function and use. The Harbour Master's House was approved to be demolished as part of the outline planning permission.
- 2.16 The plots which are the subject of this application sit outside of the Folkestone Leas and Bayle Conservation Area. Nonetheless it remains important in terms of its setting and has a close relationship with the 'old town' core of the Bayle and Old High Street.
- 2.17 Full details of nearby heritage assets are identified on the plan below.

3. Proposal

- 3.1. This application seeks approval for the reserved matters (access, appearance, layout, landscaping and scale) of outline planning permission Y17/1099/SH for Plot F1, F2, G1, G2 and H and the accompanying public realm. It also seeks the approval of details and the discharge of conditions 8 (public open space), 9 (water use) 20 (biodiversity) and 21 (wind flow mitigation) attached to the outline planning permission.
- 3.2. The originally submitted scheme was amended by the applicant during the determination of the application in response to feedback from the public, third party consultees, statutory consultees, FHDC Officers and an independent Design Review Panel. The originally submitted application drawings were revised in full to accommodate the following changes to the overall design:
- Reduction in the height of building G5 and G8, coupled with increases in height to smaller buildings H2, G1, G4 and G7;
 - Amendments to the colour and materiality of buildings;
 - Simplification of building facades - including reductions in the number and complexity of balconies and windows;
 - Re-design of the Goods Yard;
 - Increased screening of roof plant areas;
 - Inclusion of additional playspace;
 - Increased soft landscaping planting including additional trees;
 - Amendments to residential gardens to protect amenity;
 - Improvements to accessibility to the shingle gardens
- 3.3. The revised proposals were formally re-consulted upon and details of responses received are set out below.
- 3.4. The originally submitted proposals are outlined within the submitted Design and Access Statement. The revised scheme proposals submitted for approval are summarised and assessed below.

New Homes

- 3.5. The development would provide 410 residential units (totalling 44,392 sqm NIA) as well as supporting facilities and amenities for residents. The proposal is for the following overall mix of residential units:
- 141 x 1-bed flats
 - 217 x 2-bed flats
 - 39 x 3-bed flats
 - 3 x 4-bed flats
 - 2 x 2-bed houses
 - 2 x 3-bed houses
 - 6 x 4-bed houses

- 3.6. The proposal includes 53 shared ownership units spread across Plots F1 and G1.
- 3.7. A detailed accommodation schedule was submitted with the application and is enclosed at Appendix 2.

Commercial floorspace

- 3.8. The application proposes a total of 7,489 sqm (GIA) of commercial floorspace within 54 units in the following Use Classes as defined by the outline planning permission:
- | | |
|-------------------------------------|-------------|
| ▪ A1 Convenience | 349.9 sqm |
| ▪ A1 Comparison | 1,798.8 sqm |
| ▪ A3 – Food and Drink | 1,969.2 sqm |
| ▪ A4 – Drinking | 598.7 sqm |
| ▪ D1 – Non-residential Institutions | 231.1 sqm |
| ▪ D2 – Leisure | 2,049.9 sqm |
| ▪ B1 – Business | 491.1 sqm |
- 3.9. It is noted that since the grant of Outline Planning Permission, the [Town and Country Planning \(Use Classes\) \(Amendment\) \(England\) Regulations 2020](#) made a number of changes to use classes (including some of those identified above). For the purposes of this assessment, the historic use classes remain relevant owing to specific inclusion of a mix of uses within the outline planning permission. At the point at which any of the buildings are lawfully occupied for these uses they would be considered for planning purposes under the corresponding ‘new’ prevailing use classes.
- 3.10. The residential and commercial floorspace outlined above is spread across the site sub-divided into three development plots as approved in the outline planning permission:
- Plot F1 comprised of Buildings F1, F2, F3 and F4
 - Plot H comprised of Buildings H1 and H2
 - Plot G1 comprised of Buildings G1, G2, G3, G4, G5, G6, G7, G8 and G9

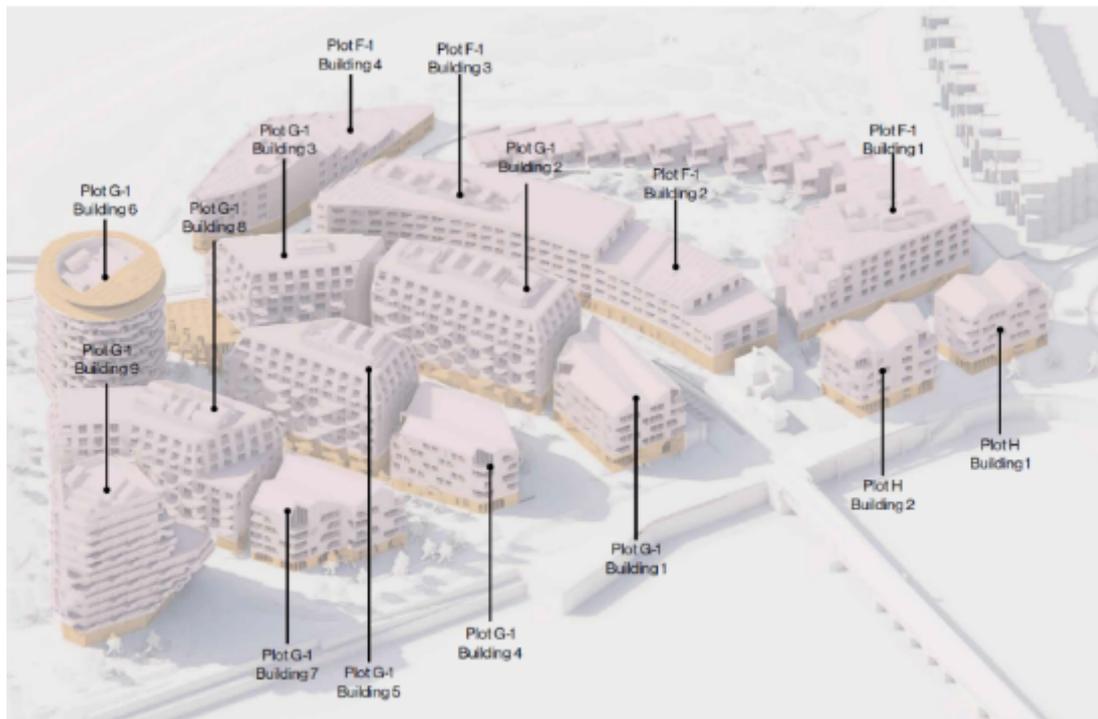


Figure 7 Proposed buildings

- 3.11. Building heights are lowest at the south-west edge of Plot F1 and rise to the highest points at the northeast and south corners of Plot G1 with buildings G6 and G9 reaching heights of +48.5m and +48.7m AOD respectively.
- 3.12. The applicant confirms that the scale of the proposed design is within and governed by the maximum and minimum development extents as set out in Parameter Plan 7 of the outline planning permission as outlined on the images below.

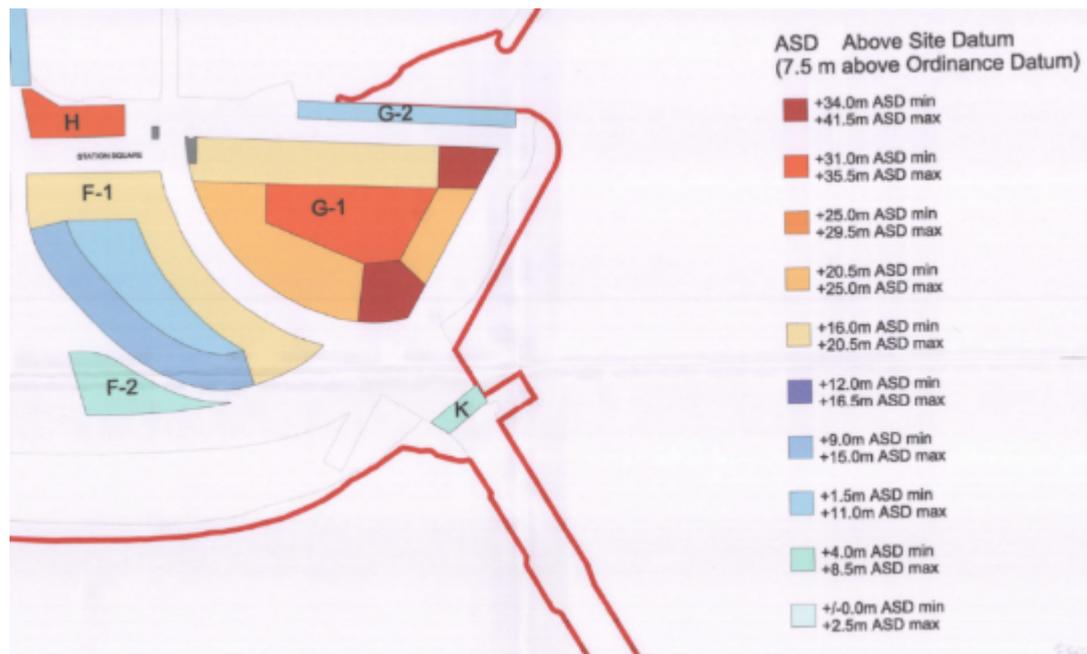


Figure 8 Plot Height Parameters

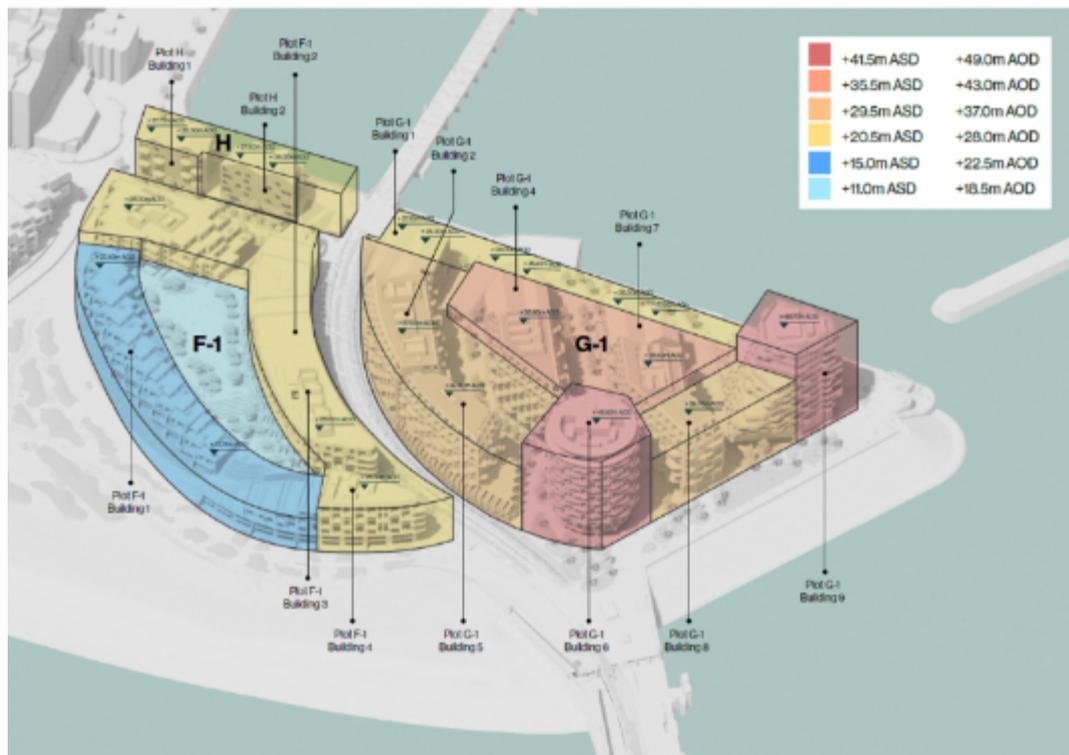


Figure 9 Proposed massing within outline height parameters

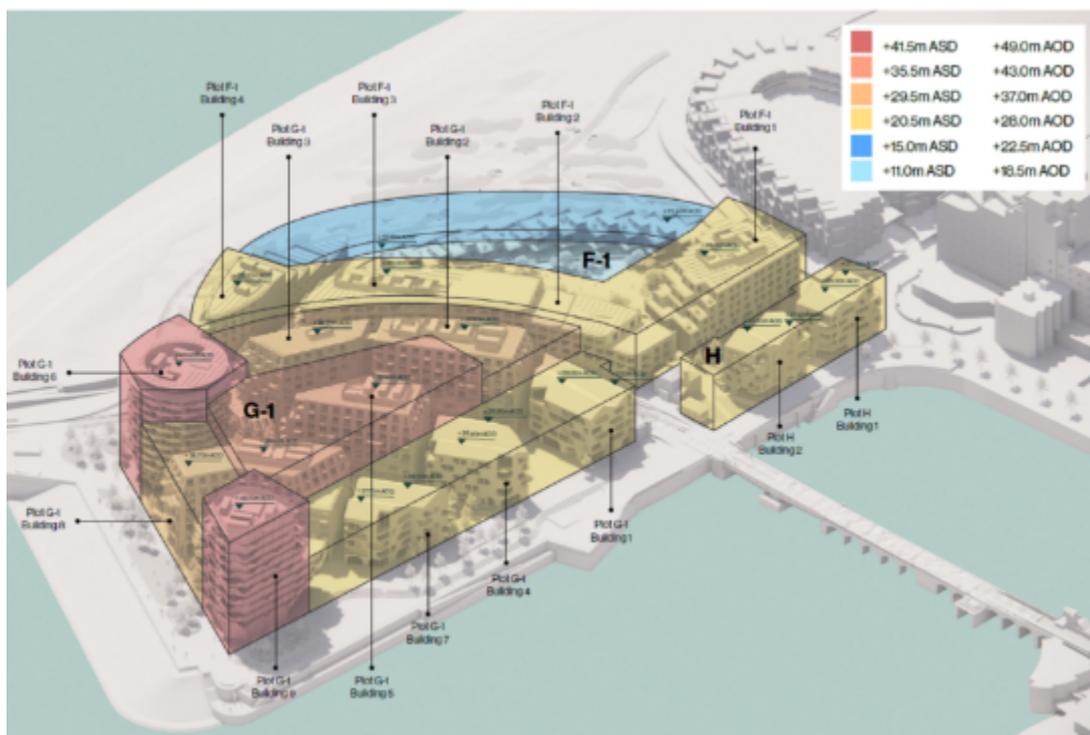


Figure 10 Proposed massing within outline height parameters

3.13. Further detail is set out below on the detailed design and composition of the buildings within each plot. A suite of visualisations of the proposals is enclosed in the Appendices to this report.

Plot F1

- 3.14. Plot F1 has been designed in a perimeter block crescent formation. The plot has then been sub-divided into three buildings which surround the communal garden. The plot retains gaps to neighbour plots as per the intentions of the masterplan, thus, allowing public access to the beach, and the shingle gardens from Marine Parade, and vice versa.
- 3.15. The architectural language and elevations of the individual buildings is varied to respond to their different settings with the northern block fronting Station Square and Plot H, the southern block facing out onto the shingle beach and the eastern block interacting with Plot G1. The buildings are lower towards the west and towards the Harbour Master's House, allowing for sea views from the back of the plot and creating two-storey townhouses at the front.
- 3.16. The volume on Plot F1 is already permitted to reach a maximum of +20.5m ASD (Above Site Datum) and the tallest element of the proposed buildings sits at this maximum height in accordance with the parameters established in the outline planning permission. Each of the separate buildings then reduces in height across their length through a range of tiered forms.
- 3.17. The majority of the proposed apartments have balconies. Where balconies aren't provided at the ground floor and podium levels, apartments have private terraces or gardens. The townhouses have south facing front gardens and also podium level rear gardens facing onto the central shared podium garden.
- 3.18. The ground floor of Plot F1 contains harbour management and front of house resident services on the north facing Harbour Master's Square and the entrance level of the townhouses on the southwest. On the northwest corner is the car park entrance for the whole harbour development including the basement and mezzanine, public and private spaces.
- 3.19. The Harbour Station side has retail units as well as access to the car park and the residents podium garden. The southern building of this plot contains a beachside commercial area consisting of bars and restaurants directly on the shingle beach.



Figure 11 Plot F1 typical floorplan

3.20. The material palette of Plot F1 consists of prefabricated concrete panels that are smooth on the inner facade and textured on the outer surfaces. Grey anodized aluminium is used for the metal work. These materials have proven to have resistance to the caustic marine environment and to be easy to maintain.



Fig 10.26.1 Smooth, light grey/blue anodized aluminium



Fig 10.26.2 Finish material: White smooth precast concrete panels



Fig 10.26.3 Finish material: White and precast concrete panels



Figure 12 Plot F1 proposed materials

Plot H

- 3.21. Plot H is comprised of two separate buildings which have dual frontages onto the Harbour and Harbour Master's square. The outline scheme envisaged the plot to be occupied by a single building, but the proposed scheme has introduced greater permeability between the two buildings themselves and with the retained Harbour Master's house.
- 3.22. The volume on Plot H is required to be a minimum of +31m ASD and permitted to reach a maximum of +35.5 ASD (Above Site Datum) and the tallest point of each of the proposed buildings sits at this maximum height and above the minimum in accordance with the parameters established in the outline planning permission.
- 3.23. Plot H contains 15 two bed apartments and 4 commercial units that face both the harbour and Harbour Master's Square. Cycle parking for residents is also on the ground floor.



Figure 13 Plot H typical floorplan

- 3.24. The material palette of Plot H consists of prefabricated concrete panels that are glazed and polished on the ground floor and grey anodized aluminium for the metal work. The upper levels are composed of fluted terracotta.



Figure 14 Plot H proposed materials

Plot G1

3.25. Plot G1 is the largest of the plots within the masterplan. The proposals for this plot are comprised of 9 separate buildings. These buildings are grouped into four sub-character areas as defined by the Architect.



Figure 15 Plot G layout

North Quay – Buildings G1, G4 and G7

- 3.26. The North Quay extends from the inner harbour to the harbour mouth and is defined by smaller buildings with pitched roofs that reference the architecture of the Stade to the north.
- 3.27. The proposed buildings all reach a maximum height of 28m ASD which is in compliance with the maximum height for this area of the plot as defined in the approved parameter plans (28m ASD).
- 3.28. The material palette of the North Quay buildings mirrors Plot H and consists of prefabricated concrete panels that are glazed and polished on the ground floor and grey anodized aluminium for the metal work. The upper levels are composed of fluted terracotta.

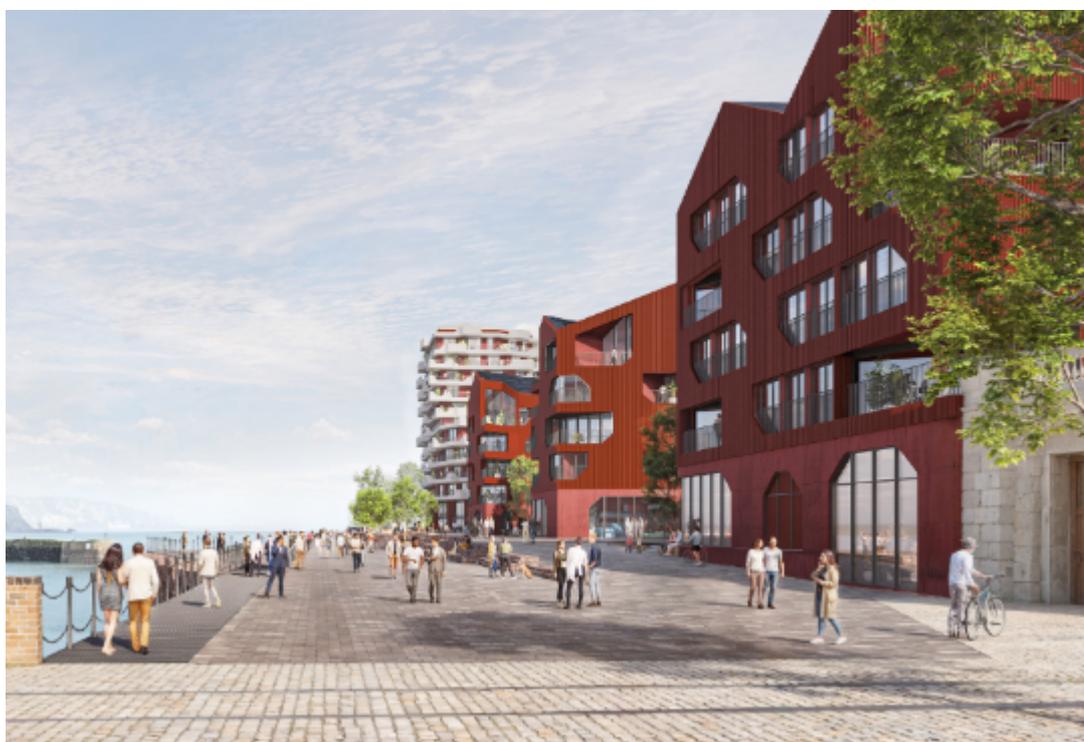


Figure 16 North Quay visualisation

Lofts – Buildings G2, G3, G5 and G8

- 3.29. The Lofts are the buildings at the centre of Plot G1 which are characterized by their double heighted ground floors with either non-residential units (A1, A3, B1 and D2 uses proposed) or maisonettes at lower levels and by apartments with projecting balconies and slanted loft façades at upper levels.
- 3.30. Buildings G2 and G3 reach a maximum height of 29.5m ASD and 28.70m ASD (respectively) which are within the maximum height for this area of the plot (29.5m ASD) as defined in the approved parameter plans.

- 3.31. Buildings G5 and G8 both reach a maximum height of 31m ASD which are within the maximum height for this area of the plot (35.5m ASD) as defined in the approved parameter plans.



Figure 17 Lofts visualisation

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

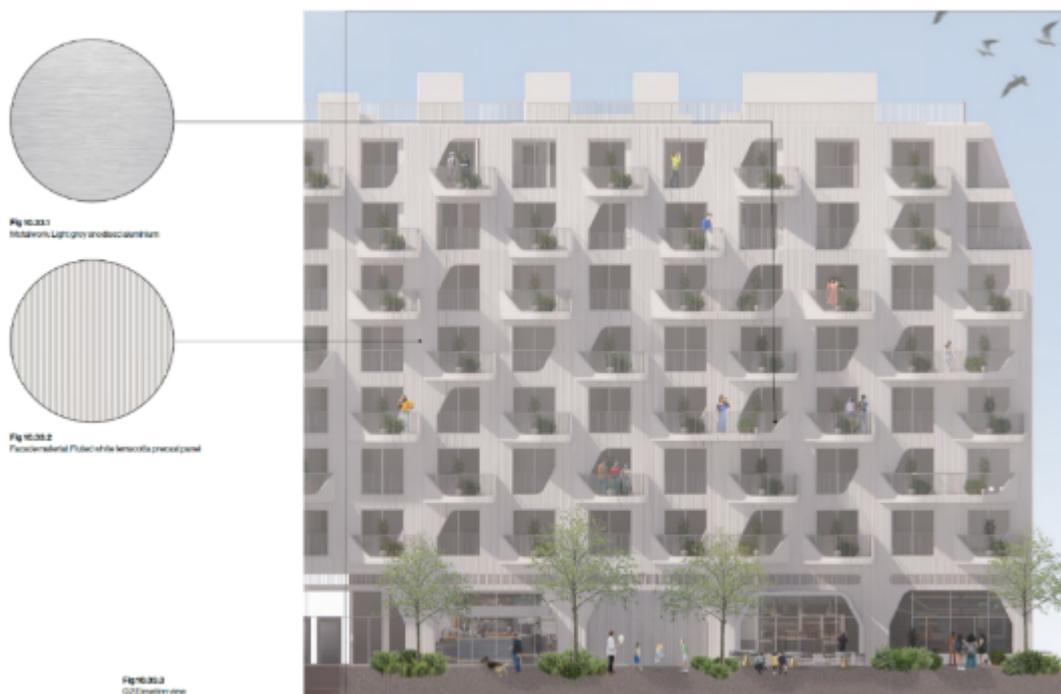


Figure 18 Plot G proposed materials

- 3.33. The proposed permanent Goods Yard is located at the base of building G3 in this sub-character area and builds upon the success of the existing temporary venue and makes it an accessible, naturally ventilated, year-round food hall. The main entrance is through the south facade, via large folding doors that can also allow for spill-out to the adjacent outdoor area. There are two stairs that give access to the upper level and a lift and stair core at the back of house area. There are public toilets in both levels. The Goods Yard would have circa 14 permanent stalls, but it would also be able to host large scale events and screenings in the central area. Above the Goods Yard are residential apartments.

Lookout – Building G9

- 3.34. The Lookout building forms the north-east corner of the harbour, at the confluence of the North Quay and the new seafront park. The Lookout terraces are set back on the north-western facade north to allow views out to the Martello tower and the white cliffs beyond. The building has commercial (A3) uses at the ground floor with apartments above.
- 3.35. The proposed building reaches a maximum height of 41.2m ASD which is in compliance with the maximum height for this area of the plot as defined in the approved parameter plans (41.5m ASD).
- 3.36. The facade system for this building is a lightweight steel framed system (SFS) backing wall with terracotta rain-screen cladding. Parapets feature GRC cladding (polished) on a secondary steelwork sub-structure.



Figure 19 Building G9 proposed materials

Rotunda – Building G6

- 3.37. Due to its location at the intersection of the streets and promenades that make up the public realm, the Rotunda building acts as a hinge and landmark for the site with the design of its façade responding to all the other character areas.
- 3.38. The proposed building reaches a maximum height of 41.0m ASD which is in compliance with the maximum height for this area of the plot as defined in the approved parameter plans (41.5m ASD).
- 3.39. The base of the Rotunda building is setback to allow for shelter and circulation around it, with all sides equally activated. On the roof there is a panoramic viewing platform that allows for views across Folkestone, the Warren and the English Channel. The building has commercial (A3 and D1) uses at the ground floor with apartments above.
- 3.40. The main inner facade system for this building would be a stick curtain wall system and opaque areas would be clad with fluted terracotta rain-screen panels. The primary structure columns would be clad on the outside with terracotta rain-screen cladding panels. Parapets would feature GRC cladding (polished) on a secondary steelwork sub-structure.



Figure 20 Building G6 proposed materials

Landscaping

3.41. The landscaping proposals have been designed and developed as a cohesive offering across the three development plots. As such they are divided into Character Areas which span across the site as a whole:

- Harbourside
- Harbour Master's Square
- Seafront Park
- Shingle Garden + Beachside
- Residential Garden
- Harbour Station
- Maker's Row
- The Walk
- Lighthouse Lane
- The Passages

3.42. A summary of the key components and features of each of these character areas is set out below.



Figure 21 Proposed landscaping

Harbourside

3.43. The Harbourside spans the entire north side of the site, overlooking the harbour itself and facing towards the town centre. The public realm would be broadly split into an Upper Harbourfront and a Lower Harbourfront - divided by seating steps; creating an amphitheatre suitable for gatherings and events.



Figure 22 Harbourside landscaping

3.44. The Lower Harbourfront would still be part of the functioning of a working harbour - boat lifting operations would continue here, with access to the water. A new deck would be built either side of the viaduct bridge to extend the public realm for the benefit of safe pedestrian travel from Harbour Approach Road and the viaduct.

Seafront Park

3.45. The seafront park is located along the southeastern edge of Plot G1. The character of the park would contrast the Harbourside with green dwelling space. The park would have expansive views out to Martello towers, the open sea, and the lighthouse, which are framed with trees and planting adapted to the exposed location.



Figure 23 Seafront Park landscaping

Harbour Master's Square

- 3.46. Harbour Master's Square is located between Plots F1, and H would provide an amenity space for residents of Plot H and the wider area. It is comprised of a mix of hard and soft landscaping which is laid out to aid pedestrian movement through the square.
- 3.47. The main focal point of the square would be the retained Harbour Master's House, which would be clearly visible from Marine Parade to the west.

- | | | |
|---------------------------------------|---|--|
| 1 Primary site entrance | 6 Resident's delivery drop off | 11 Turning location for emergency vehicles |
| 2 Access control | 7 Accessible connection to swing bridge | 12 Retained Harbour Master's House |
| 3 Mesh deck to expand pedestrian zone | 8 Retained Signal house | 13 Entrance and exit to car park and exit for service vehicles |
| 4 Swing bridge | 9 Tree planting with mixed shrub and herbaceous understorey | 14 Short stay cycle parking |
| 5 Drop off point | 10 Self landing gravel | |



Figure 24 Harbour Master's square landscaping

Residential garden

- 3.48. The Residential Garden is the primary private amenity space for residents of the Harbour and is located on a podium within Plot F1. It features two terraces rising up from the beach level to the south. The garden would feature large areas of soft landscape and playspace, providing amenity for people of all ages. Level access is provided from the cores of Plot F1, buildings 1, 2, and 3. It is also accessible from the north, east, and south by stairways.



Figure 25 Plot F1 residential garden

Shingle Garden + Beachside

- 3.49. This would be the fourth Shingle Garden in the Folkestone Seafront Masterplan - a publicly accessible, beach front garden located between Plots E1 and F1 and accessed either from Marine Parade (crossing Crescent Way), or the beach boardwalk.
- 3.50. The forms are the culmination and realisation of a very early masterplan concept based on naturally occurring shingle vegetation patterns found in nearby Dungeness. These forms occur throughout all the Shingle Gardens, but gently vary in shape and character as the masterplan progresses eastwards. The Shingle Garden between Plots E1 and E2 complements the design of the other approved shingle gardens.
- 3.51. In front of Plot F1 Building 4, ground floor restaurants would have dedicated spill-out spaces which would allow customers to enjoy panoramic views out over the beach. The planting of the Shingle Garden would extend into this area, and the boardwalk would connect to the upper level of the Harbour Arm.

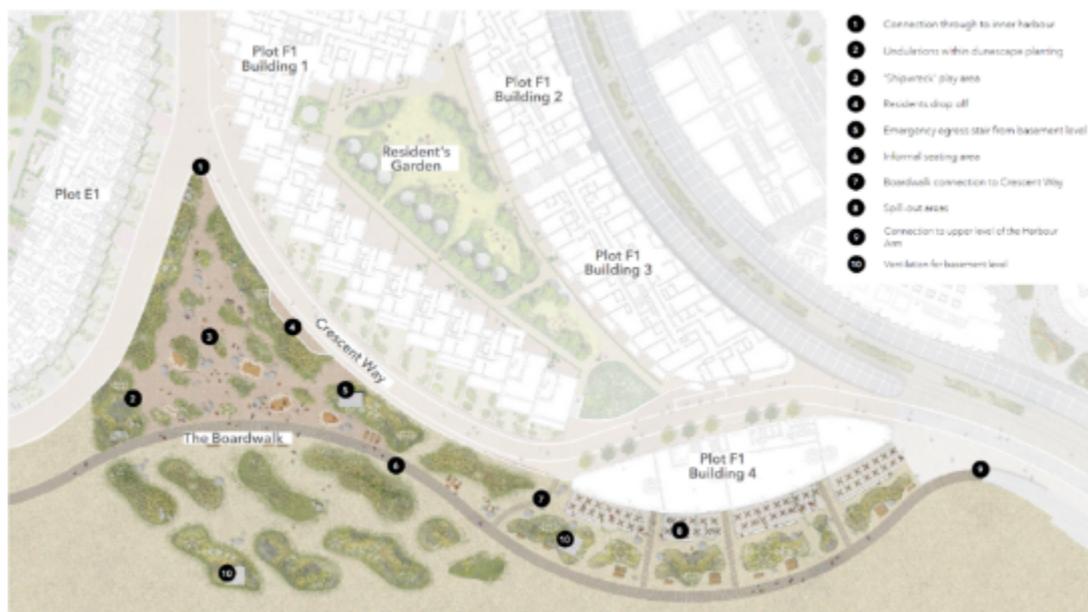


Figure 26 Shingle Garden landscape plan

Harbour Station

- 3.52. The existing station structure would be retained as part of the proposals and it would continue to form one of the primary links from the Town Centre to the Harbour Arm. Harbour Station would be fronted on both sides by retail, which would transform it into an active commercial space.



Figure 27 Harbour Station visualisation

- 3.53. Towards the southern end of the site, the trackbed level would be lifted up so that it is flush with the platforms, ensuring enhanced and level access across the site. A mix of hard and soft landscaping is proposed along the length of the trackbed.

Maker's Row

- 3.54. Maker's Row runs parallel to the Harbour Station Street and is less formal. The clear ground plane and generous edges would allow businesses to spill out into the street. A range of commercial uses are included within these units including (A1, A3, B1 and D2 use classes).
- 3.55. Street tree planting and catenary lighting columns would help to define those edges, whilst the street itself (together with the Goods Yard) is free to be as flexible as needed.
- 3.56. Hard landscaping would be comprised of Porphyry flag paving and sett paving punctuated by timber baulk benches and tree planting.

The Walk and Lighthouse Lane

- 3.57. These two residential streets run north to south and have direct access to building cores and front doors - those with homes on the ground level have generous defensible garden boundaries or private yards. These streets would be quieter and more intimate in scale compared to Maker's Row.

The Passages

- 3.58. The passages provide additional east-west routes through the site between the central blocks on Plot G1 which break up the massing of the buildings and create a feeling of intimacy which contrasts the more open parts of the public realm.

Play Provision

- 3.59. The landscape proposals include four play areas (3 of which are public) across the Harbour area (Plots F, G and H). Each play area responds to the distinct landscape character it sits within and offers a variety of play features. The features within the play areas would be designed to facilitate a wide range of activities from adventurous, active and challenging play; to calm, reflective and sociable. In total the play areas comprise 2,064sqm of play provision which meets the policy requirement of 747sqm for Plots F, G and H by virtue of also including playspace to meet the needs of Plots D1 and E1.



Figure 28 Playspace provision

Tree planting

3.60. The tree planting location and species proposed for the site is based on their aesthetic properties, their suitability to microclimate, and their ability to support biodiversity. The locations of tree planting are set out across the scheme on the image below.



Figure 29 Proposed Tree Planting

Biodiversity Strategy

- 3.61. The biodiversity strategy aims to provide site with a sustainable, attractive and welcoming environment that fully co-ordinates and supports the wider design aspirations. A balanced interaction between the landscape design and the biodiversity strategy is proposed which incorporates a range of features to improve biodiversity and ecological value. These key features include biodiverse green roofs, species rich planting, hibernaculum and bird/bat boxes.

Lighting Strategy

- 3.62. The lighting strategy proposes lighting based on the intended uses of the public realm. Operational lighting would be integrated into the architecture to minimise clutter. Uplights to trees would only be used in selected areas to limit any deterrent to wildlife. Feature lighting is to be placed at key locations in the public realm, such as Harbour Masters House, the amphitheatre, and the promontory.

Parking

- 3.63. In terms of car parking, a total of 910 spaces are proposed split between 328 public spaces and 582 resident spaces which are spread across three levels:
- Ground floor level – provides a mixture of publicly available blue badge spaces and some resident car parking;
 - Mezzanine level – residential parking with direct access to associated units in Plot F1; and,
 - Basement level – where the majority of parking is located, in a mixture of public and residential parking accessed on foot via a number of cores.
- 3.64. At present there is a temporary commercial car park on the site with 563 car parking spaces available for use. This car park would be removed as part of the proposed development.
- 3.65. A new commercial car park would be provided for approximately 328 public / visitor spaces including 6% being disabled parking bays. All of these parking spaces would be provided on the basement level of the car park apart from 13 of the accessible bays for blue badge holders which would be provided on the ground level. Five accessible bays for blue badge holders would also be provided in the public realm areas within Plot G1.
- 3.66. Vehicles access the basement car park via a ramp with a managed access point off Harbour Approach Road.

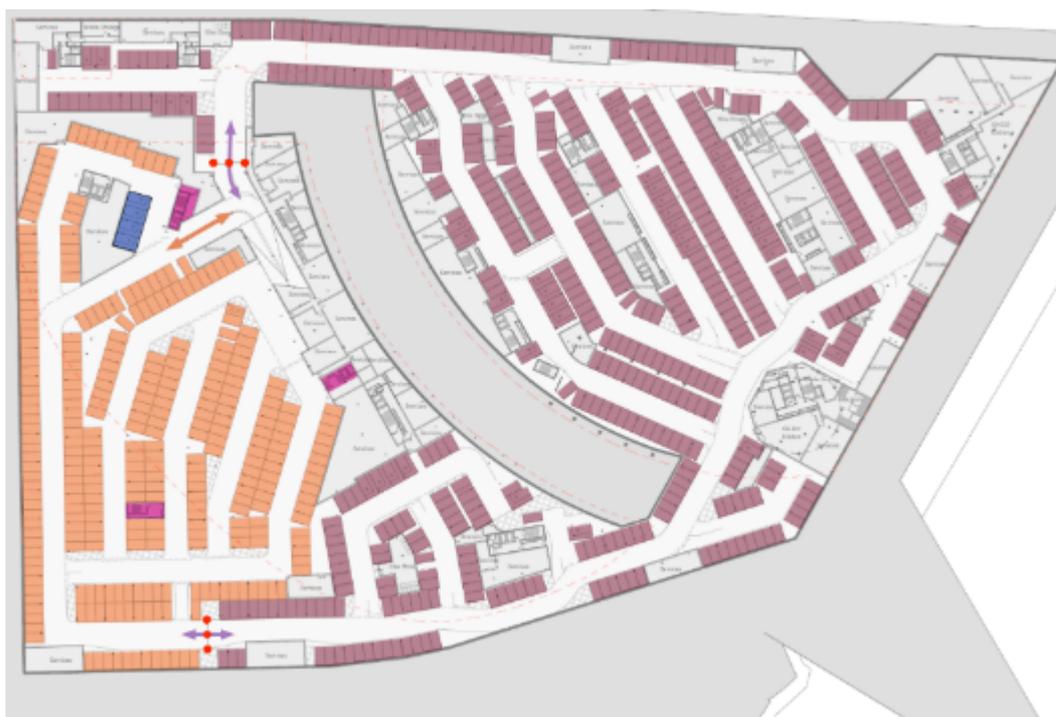


Figure 30 Basement parking layout

- 3.67. In terms of cycle parking, a total of 1,072 spaces are proposed to meet the needs of residential, commercial and public users. As with the car parking, the cycle parking would be spread across three levels:
- Ground floor level – public and residential storage across the site in varying locations. There is also storage for mobility bikes, scooters and family bikes;
 - Mezzanine level – residential bike storage accessible via building cores to units; and,
 - Basement level – storage for mobility bikes, scooters and family bikes.
- 3.68. There are a variety of vehicle access routes throughout the site, with the vast majority of the site being accessible only to maintenance, emergency and service vehicles. The underground car park would be accessible via Plot F-1, with barriers in place and moveable barriers at ground floor throughout the site.



Figure 31 Vehicular access routes

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



Figure 32 Pedestrian access routes

3.70. Waste collection for residential properties would be undertaken at various pick-up points. An on-site management strategy would be secured via condition to ensure the transfer of bins to central collection points as required.

- 3.71. Commercial waste from each of the individual commercial units would be deposited by occupants into local commercial bin stores provided across plots F, G and H. The facilities management team would then transfer the waste to a combined commercial bin store located in Plot F Building 3 for compaction and storage prior to it being removed by a waste collection company.
- 3.72. Waste collection vehicles would travel along the primary one-way service route, and the secondary routes using Maker's Row and Lighthouse Lane.



Figure 33 Waste collection strategy

Application documents

- 3.73. The outline planning application and subsequent Section 73 application were accompanied by a range of technical reports to inform the assessment of the proposed development. This included an Environmental Statement dealing with technical matters including townscape impact, built heritage, flood risk and drainage, ecology, microclimate (wind and greenhouse gas emissions). An addendum to the ES was submitted with the Section 73 application in order to assess the revisions to the original outline application and concluded that the amendments were acceptable with no significant environmental effects.

Environmental Impact Assessment (EIA) Statement of Conformity

- 3.74. The Statement of Conformity provides an assessment of the original Environmental Statement (ES) and Addendums to confirm the validity of the

conclusions and mitigation measures presented as part of the reserved matters application.

- 3.75. The review concludes that the detailed design complies 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 Addendums. As such, the environmental information contained within the Original ES and Addendums remains valid with respect to the proposals. Where updated environmental information is available it has been included within relevant technical assessments detailed below.
- 3.76. An updated version of this assessment was submitted during determination to reflect the details of the revised scheme design.
- 3.77. The following reports were submitted by the applicant as part of this current reserved matters application to inform the assessment of the proposals:

Design and Access Statement

- 3.78. This document sets out the design rationale for the proposals and how the building has been developed in response to the parameters specified in the outline planning permission and also feedback from pre-application meetings and Design Review Panel. Some of the notable changes made to the scheme prior to the submission of the application include:
- Reduction in the height and widths of the proposed buildings and to reduce the density of buildings. Scheme was redesigned throughout the pre-application stage adopting a greater consistency of the buildings within the proposals for Plot F1, G1 & H.
 - The colour palette was also amended from a mixture of reds and browns to a consistent white palette, in keeping with the colour adopted for Plots A to E.
 - As a result of detailed technical and engineering studies undertaken during the design of the individual buildings and how they would perform in the local environment, the project team has adopted changes to the design, density, orientation and massing.
 - In response to concerns about heritage, the proposals retain the existing harbour assets and incorporate them sensitively into the proposed scheme, including the Harbour Master's house.
 - In response to feedback around public access, the proposals incorporate a viewing platform on the Rotunda building and a Sea Front Park.
- 3.79. A separate Design Addendum was submitted during the processing of the application which details the amendments made to the design of the scheme post submission and explains how the changes respond to feedback raised during the consultation process which included detailed feedback from

Officers on the design of the scheme. These changes are outlined above but re-provided for completeness:

- Reduction in the height of building G5 and G8, coupled with increases in height to smaller buildings H2, G1, G4 and G7;
- Amendments to the colour and materiality of buildings;
- Simplification of building facades - including reductions in the number and complexity of balconies and windows;
- Re-design of the Goods Yard;
- Increased screening of roof plant areas;
- Inclusion of additional play space;
- Increased soft landscaping planting including additional trees;
- Amendments to residential gardens to protect amenity;
- Improvements to accessibility to the shingle gardens

Fire Strategy

- 3.80. This report explains the fire safety features to be incorporated into the design of the buildings noting that the final fire strategy design will be subject to agreement with the Building Control Body and Local Fire Authority in due course.
- 3.81. A revised Fire Strategy was submitted during determination to reflect the details of the revised scheme design and reaches the same conclusions as the original version.

Flood Risk Assessment (FRA), Drainage Strategy and Flood Warning and Evacuation Plans

- 3.82. The FRA and Drainage Strategy outlines how the proposed development has been designed to minimise and mitigate risk from fluvial or sea flooding. The report also sets out how surface water and foul drainage would be dealt with and concludes that this would be sufficient to serve the development.
- 3.83. To address comments from the Environment Agency a revised Flood Risk Assessment (FRA) has been submitted. The revised FRA outlines that with identified mitigation measures in place, the overall flood risk to the proposed development is assessed to be Low for all sources of flooding. These mitigation measures are proposed to be conditioned.
- 3.84. Flood Warning and Evacuation Plans are also submitted for each of the plots and detailed warning systems evacuation procedure, location of safe refuges and individuals' welfare. It is proposed to condition the review and updating of these plans throughout the lifetime of the development to ensure they remain effective.

Energy and Sustainability Statement

- 3.85. This statement details the energy and sustainability measures to be incorporated within the proposed residential development and outlines that the proposals are in compliance with identified CO2 emissions targets.
- 3.86. The proposals are designed to surpass carbon targets set by Building Regulations Part L 2021 and would exceed the targets outlined in the outline planning permission for on-site carbon emissions reductions by achieving a 58% reduction over the Part L1 2021 notional building. Measures included in the proposals are:
- Air source heat pumps for heating and cooling with mechanical ventilation heat recovery.
 - Rooftop photovoltaic panels
 - High standards for operational and embodied carbon.
 - water consumption of 105 litres/person/day through low flow and water-efficient fixtures.
 - An 'All Electric' servicing strategy to accomplish an air quality 'neutral' Site.
 - Meet the following construction resource efficiency and diversion from landfill figures: Construction waste: 13.9 m3 per 100 m2 and diversion from landfill by volume: Demolition: 80% Non-demolition: 95%.
- 3.87. An addendum to the Energy and Sustainability Statement was submitted during determination to reflect the details of the revised scheme design which reaffirmed the conclusion of the originally submitted statement and that the proposals comply with PPLP Policies CC1 and CC2.

Heritage and Townscape Visual Impact Assessment

- 3.88. This document assesses the impacts of the proposals on designated heritage assets in accordance with the requirements of the NPPF. An updated version of this assessment was submitted during determination to reflect the details of the revised scheme design.
- 3.89. It has specific regard to the conclusions reached in the assessment of the original outline scheme and concludes that the proposals would result in an overall neutral (balanced) impact on the historic built environment.

Transport Statement

- 3.90. This statement provides an assessment of the transport implications of the proposals and was informed by pre-application meetings with Kent County Council Highways and concludes that the proposal is acceptable in Highways terms.

- 3.91. An addendum to this statement was submitted during determination to reflect the details of the revised scheme design which reaffirmed the conclusions of the originally submitted statement.

Statement of Community Engagement

- 3.92. This document summarises the engagement activity that has been undertaken in relation to the development of the proposals prior to the submission of this application and the resulting feedback arising from this.

- 3.93. The engagement process has been underway since February 2023 and has incorporated three separate rounds of public exhibitions (each lasting two days) supported by dedicated website, flyering, newspaper advertising and social media promotion. A number of meetings were also held by the applicant team during this period with local interest groups and bodies.

Ecology Appraisal and BNG assessment

- 3.94. This report provides an assessment of the ecology of the existing site. It outlines that there are no protected species implications for the site and that it does not contain habitats that could support specially protected species. The site is also highly disturbed which further limits its potential to support wildlife including bird species.

- 3.95. Whilst not required a BNG assessment has been submitted and detailed that the proposal would result in an anticipated onsite BNG of over 10% for habitats and hedgerows. The landscaping and site layout plans include the integration of newly created habitat and hedgerow. The site achieves a score of 154.06% habitat unit net gain and 100.00% hedgerow unit net gain.

- 3.96. An updated version of this assessment was submitted during determination to reflect the details of the revised scheme design and reaches the same conclusion.

Internal daylight and sunlight report

- 3.97. This document assesses the levels of internal daylight and sunlight within the proposed buildings. The Assessment was independently reviewed on behalf of the Council. The review concluded that overall, the proposed development should perform well in terms of daylight and sunlight amenity and in terms of the guidance given in national and local planning policy.

- 3.98. An updated version of this assessment was submitted during processing of the application to reflect the details of the revised scheme design and reached similar conclusions as the original document. This revised assessment was not independently reviewed given the nature of the changes to the scheme design and similarity of the conclusions.

Landscape Statement

- 3.99. This document sets out the design rationale for the landscaping proposals on and around the site as well as describing their context within the overall Masterplan.
- 3.100. A separate Landscape Statement Addendum was submitted during the processing of the application which details the amendments made to the design of the scheme and how the changes respond to feedback raised.

Noise Impact Assessment

- 3.101. This report provides an assessment of whether the proposals would achieve modern acoustic design standards both in terms of the indoor conditions of the development and its impact on the environment. An updated version of this assessment was submitted during determination to reflect the details of the revised scheme design.
- 3.102. The report concludes that, subject to the implementation of identified mitigations measures, the proposals would be acceptable from an acoustic perspective.
- 3.103. These mitigation measures are proposed to be conditioned.

Socio-Economic Impact Assessment

- 3.104. This report provides an assessment of the prospective social and economic impact that would arise from the proposals. An updated version of this assessment was submitted during the processing of the application to reflect the details of the revised scheme design.
- 3.105. The assessment concludes that the proposals for Plots F, G and H would account for the provision of 476 gross FTE jobs, 302 net additional FTE jobs and £12.4m of net additional GVA per annum in Folkestone and Hythe alongside other softer benefits to the local economy.

Health Impact Assessment

- 3.106. This report provides an assessment of the potential health risks to the host community directly as a result of the reserved matters application proposals.
- 3.107. The report concludes that the majority of the criteria assessed indicate that the proposals would be supportive of good health and wellbeing, with no material adverse health impacts anticipated in response to PPLP Policy HW3.

Wind and Micro-climate assessment

- 3.108. This report provides an assessment of wind conditions related to pedestrian comfort and safety, at and around the Proposed Development site during operation, and how they have the potential to be affected by the construction

of the Proposed Development. A Technical Memorandum of the Wind Tunnel Assessment was submitted during determination to reflect the details of the revised scheme design.

- 3.109. The assessment concludes that when the development is complete (in the absence of mitigation measures), the conditions within the Site would be comparably windy to the existing conditions.
- 3.110. A wind mitigation strategy is outlined and incorporated into the scheme design. The report indicates that with the inclusion of these measures, the wind microclimate within the site would improve, and would have wind conditions that are calmer overall than what is present in the existing site following completion of construction.
- 3.111. These mitigation measures are proposed to be conditioned.

4. Relevant Planning History

- 4.1 A Section 73 application (ref: Y17/1099/SH) was submitted to amend an original outline permission (ref: Y12/0897/SH) which was granted for the redevelopment of the Harbour and Seafront area to provide up to 1,000 dwellings and 10,000 sqm of commercial floorspace alongside car parking, landscaping, public realm and beach and sea sports facilities. To date, beach replenishment works and earthworks have been carried out under the original outline permission, with conditions discharged to enable these works to commence.
- 4.2 This permission establishes the principle of the development of the site for residential and commercial redevelopment. The matters that can be considered relate to the reserved matters details of the proposal and whether the proposal conforms to the parameters established in the outline planning permission/the prescribed planning conditions.
- 4.3 A non-material amendment application (ref: Y18/0062/NMA) was approved subsequent to the Section 73 outline permission, which amended the ratio of residential cycle parking to 1 space per bedroom (for individual residential dwellings) and 1 space per unit (for flats and maisonettes).
- 4.4 The full planning history of the site prior to the submission of the Section 73 application (ref: Y17/1099/SH) is given in the committee report of the original outline application Y12/0897/SH.
- 4.5 The following application is relevant:

23/0107/FH	Highway works at the junction with Marine Parade and Lower Sandgate Road, and the junction from Marine Crescent and the car park east of Marine Crescent.	Pending
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4.6 The recent relevant planning history in respect of the consideration of reserved matters applications for the site is as follows:

Y18/1252/FH Reserved matters for the development of Plot B1 Approved

22/0625/FH Reserved matters for the development of Plot C1 Approved

22/0956/FH Reserved matters for the development of Plot A Approved

22/1207/FH Reserved matters for the development of Plot D1 Approved

22/2168/FH Reserved matters for the development of Plot E1 Pending

5. Consultation

5.1 The consultation responses are summarised below.

Consultees

Folkestone Town Council:

First Consultation

5.2 Objection submitted in respect of originally submitted proposals.

5.3 Key material planning matters raised in the objection were as follows –

- Overall height and scale of the development is overbearing and out of character and has no connection with the rest of the Town.

[CPO Comment: All buildings in the RMA submission sit 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, and do not exceed the already approved limits set by the outline permission.]

- Concern around the eco-friendly aspect of this development in terms of building materials insulation and ventilation.

[CPO Comment: A Sustainability and Energy Strategy is submitted with the application which addresses these requirements – as set out in the *Energy and Sustainability Statement*]

- The proposal does not support the heritage of the town and enhance the local area.
- Concern about the increase in traffic the development would bring to an already congested area.
- Concern regarding the level of parking not being sufficient in light of limited public transport options.
- Concern regarding servicing, deliveries and waste management.
- Concern regarding construction impacts on local amenity.
- Concern sewage capacity as identified by Southern Water.
- The heritage and history of the site is at risk of being lost with the changes planned to incorporate more retail outlets along the station.
- Concern that only 8% of the total units would be affordable housing.

[CPO Comment: The level of affordable housing provision was set at 8% in the outline planning permission and accompanying S106 agreement. The proposals comply with this requirement.]

- Unclear what measures, if any, would be taken to ensure the housing units will not be used as short-term holiday lets or second homes.

[CPO Comment: This is not a matter that the Council can control]

- Local health care service provision would be impacted by the increase in the number of residents.

[CPO Comment: As part of the S106 agreement that was agreed as part of the outline scheme significant contributions will be made to the local area. This includes a £1.1m contribution to healthcare provision. This is not a matter for consideration in this application.]

- More thought needs to be put into the design of the Goods Yard area to create more outdoor space.

Second consultation

- 5.4 At the time of writing this report the Town Council has not provided a further response in respect of the revised reserved matters design submitted during the processing of the application.

KCC Prow and Access Service:

No comments on the application.

Natural England:

No comment on the application.

KSL Environment Agency:

No objection.

The Environment Agency initially objected to the pending reserved matters application for the neighbouring Plot E1 reserved matters application citing the need for the submission of a revised Flood Risk Assessment (FRA) considering additional data points in respect of flood risk and climate change. The applicant was made aware by the EA that this additional work would also have implications for flood modelling on Plots F, G and H. A letter confirming this objection for Plots F, G and H was subsequently issued by the EA. On this basis the applicant agreed to undertake additional modelling and submitted a revised FRA as part of this reserved matters submission (to address flooding matters for Plots F, G and H).

The resulting revised FRA and accompanying modelling data was submitted and was reviewed by the Environment Agency who has confirmed the removal of their objection subject to the inclusion of a detailed condition in respect of flood risk management, floor levels and sea defence which is detailed below in the recommended planning conditions. In addition to this, a condition is also proposed in respect of Flood Warning and Evacuation Plans for each plot to require additional information and updates to the submitted of Flood Warning and Evacuation Plans.

KCC Ecology:

Recommended that bat emergence surveys were undertaken prior to determination which the applicant subsequently carried out and submitted.

No objection to the proposals and confirmed that they are satisfied that the 10% Biodiversity Net Gain identified can be achieved on site. The response advised that details of species to be planted within the biodiverse roof and shingle gardens is conditioned.

Southern Water:

No recommendation on the application.

Confirm that the submitted flood risk assessment document shows that the applicant is discharging surface water flow no greater than existing flows into the public surface water system, ensuring no overall increase in flows into the sewerage system, which is acceptable to Southern Water.

Specify that no discharge of foul sewerage from the site shall be discharged into the public system until offsite drainage works to provide sufficient capacity within foul network to cope with additional sewerage flows are complete. However, foul drainage falls under a separate regime with the stated intention to connect to mains sewers placing an obligation on the statutory operator to plan for and deliver the network capacity to accommodate the development through their infrastructure plan. Southern Water confirm they are currently in process of designing and planning delivery of offsite sewerage network reinforcements.

[CPO Comment: Given that this is a reserved matters application for a level of residential development that was first approved in 2013, the Southern Water infrastructure plan should already account for the level of sewerage associated with the development in its entirety. As such, Southern Water's request to apply a restriction on this plot would not constitute an appropriate or reasonable condition for this Reserved Matters application. This has been the case of previous reserved matters applications also.]

KCC Highways and Transportation (KCC H&T):

KCC H&Ts initial consultation response raised a number of queries for the applicant to address. KCC H&T confirmed that following the submission of requested additional information and a safety audit, that all matters previously raised had been addressed by the applicant. As such they confirmed that they had no objection to the proposals subject to the following requirements being secure by condition:

- Submission and approval of measures to prevent the discharge of surface water onto the highway.
- Submission and approval of lighting details, incorporating details of lighting at the new accesses. All lighting columns should be placed to the rear of footways in safe and suitable locations.

- Submission and approval of the location of the bus stand on Harbour Approach Road.
- Submission and approval of a signage strategy for the service access and main two-way access, including Variable Message Signage (VSM) on Harbour Approach Road indicating the number of parking spaces available, to be completed prior to the use of the site commencing.
- The details of bollards and barriers, to be submitted and approved prior to the use of the site commencing.
- Submission of approval of pedestrian dropped kerbs and tactile paving, to be completed prior to the use of the site commencing.
- Submission and approval of loading restrictions along the eastern side of Harbour Approach Road, to be completed prior to the use of the site commencing.
- Details of lane widths on Harbour Approach Road to be submitted and approved.
- Provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 0.6 metres where a footway crosses the access, prior to the use of the site commencing.
- Submission and approval of a site management strategy, including traffic management required for boat lifting operations, prior to the use of the site commencing.

Historic England:

No comment on the application

KCC Lead Local Food Authority:

The LLFA raise no objections to the drainage scheme set out but accept that further design work is required and that this would be supplied as part of the subsequent discharge of Condition 27 (surface water drainage scheme). Therefore, the LLFA raise no objections to the approval of the Reserved Matters application.

KCC Archaeology:

No comment on the application

Contamination Consultant:

No comment on the application

Affinity Water:

No comment on the application

East Sussex County Council - Communities, Economy & Transport:

The County Council originally objected to the proposals on the basis of a prospective conflict with the King Charles III English Coastal Path. Following the submission of a revised English Coastal Path Layout Plan, their objection was removed.

A condition is proposed to safeguard the implementation of the proposed route shown on the layout plan.

Kent Fire and Rescue:

No recommendation on the application. Response confirms that the access requirements for the Fire and Rescue Service appear to have been met but that this would be subject to full assessment under Building Regulations should reserved matters approval be granted.

Public/Neighbour Consultation

First Consultation

Over 520 properties within the vicinity of the site were notified of the consultation for the original scheme as proposed under this reserved matters application and then subsequently re-notified as part of the formal re-consultation on the amended scheme design. Detailed lists of those properties notified are available on the planning application file.

A total of circa 800 individual responses have been submitted in respect of this application.

A total of 660 responses were received between the original submission of the application (4 April 2024) and the point at which the revised scheme proposals were submitted. Of these responses circa 92% objected to the scheme.

- Appearance - the majority of objections criticise the scheme as being out of keeping with the character and appearance of Folkestone;
- Scale and massing - objections cite the proposed buildings as being too large, too tall and/or too bulky;
- Loss of public car parking and resulting impacts on traffic and tourism;
- Negative impacts on views;
- Loss of existing uses – responses cite the success of the current business on the site and that this would be lost through the proposals
- Affordable housing provision is too low;
- Infrastructure – concerns regarding impacts on existing local infrastructure (particularly doctors) as a result of the increase in residents;

- Daylight, sunlight and overlooking impacts on residents;
- Heritage impacts on designated and non-designated heritage assets;
- Ecology impacts on and beyond the site;
- Flooding, drainage and climate change impacts;
- Wind and microclimate impacts;
- Loss of public space and/or need for more;
- Impacts on sewerage and waste;
- Noise impacts;
- Lack of community space or benefits;

Of the responses received, 8% supported the scheme. The key recurring points of support are as follows:

- The proposals will make a positive contribution to Folkestone as a whole;
- The design is in keeping with the seaside location;
- The commercial spaces will bring local economic benefits and jobs;
- The improvements to the public realm will benefit local people and especially families;
- The proposals will support the tourism industry within Folkestone.

Second Consultation

A total of 150 further responses were received following the submission of the revised scheme on 4 November 2024. Of these responses 96% objected to the scheme.

The objections are highlighted below.

- Appearance - the majority of objections criticise the scheme as being out of keeping with the character and appearance of Folkestone;
- Scale and massing - objections cite the proposed buildings as being too large, too tall and/or too bulky;
- Loss of public car parking and resulting impacts on traffic and tourism;
- Negative impacts on views;
- Loss of existing uses – responses cite the success of the current business on the site and that this would be lost through the proposals
- Affordable housing provision is too low;
- Infrastructure – concerns regarding impacts on existing local infrastructure (particularly doctors) as a result of the increase in residents;
- Daylight, sunlight and overlooking impacts on residents;

- Heritage impacts on designated and non-designated heritage assets;
- Ecology impacts on and beyond the site;
- Flooding, drainage and climate change impacts;
- Wind and microclimate impacts;
- Loss of public space and/or need for more;
- Impacts on sewerage and waste;
- Noise impacts;
- Lack of community space or benefits;

These matters, and other material to the application, are considered as part of the assessment of the proposals below.

Of the responses received, 4% supported the scheme. The main points of support were related to the economic benefits the proposals would bring to Folkestone and the enhancements the development would deliver to the existing site.

The following issues were raised but are not considered to be material considerations and have been given no weight in the consideration of this application:

- Cost of current units and associated lack of sales on Plot B1
- Local house price inflation
- Need for investment elsewhere in Folkestone
- Levels of homelessness in Folkestone

The consultation responses are available in full on the planning file on the Council's website:

[Planning Register](#)

6. Planning Policy

6.1 The Development Plan comprises the Core Strategy Review (2022), the Places and Policies Local Plan (2020) and the Kent Minerals and Waste Local Plan (2016).

6.2 The relevant development plan policies are as follows:

Core Strategy Local Plan Review (2022)

- Policy SS1 – District Spatial Strategy
- Policy SS2 – Housing and the Economy Growth Strategy
- Policy SS3 – Place Shaping and Sustainable Settlements Strategy

- Policy SS10 – Spatial Strategy for Folkestone Seafront
- Policy CSD2 – District Residential Needs
- Policy CSD4 – Green Infrastructure of Natural Networks, Open Spaces and Recreation
- Policy CSD5 – Water and Coastal Environmental Management in Shepway
- Policy CSD6 – Central Folkestone Strategy

Places and Policies Local Plan 2020

- Policy HB1 – Quality Places Through Design
- Policy HB2 – Cohesive Design
- Policy HB3 – Internal and External Space Standards
- Policy C1 – Creating a Sense of Place
- Policy C3 – Provision of Open Space
- Policy C4 – Children’s Play Space
- Policy T1 – Street Hierarchy and Site Layout
- Policy T2 – Parking Standards
- Policy T5 – Cycle Parking
- Policy NE5 – Light Pollution and External Illumination
- Policy NE6 – Land Stability
- Policy NE7 – Contaminated Land
- Policy NE8 – Integrated Coastal Zone Management
- Policy NE9 – Development around the Coast
- Policy CC1 – Reducing Carbons Emissions
- Policy CC2 – Sustainable Design and Construction
- Policy CC3 - Sustainable Drainage Systems
- Policy HE1 – Heritage Assets
- Policy HW3 - Development That Supports Healthy, Fulfilling and Active Lifestyles'
- Policy HW4 - Promoting Active Travel

6.3 The following are also material considerations to the determination of this application.

National

National Planning Policy Framework (NPPF) 2024

6.4 A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF. The following sections of the NPPF are relevant to this application:

Paragraph 11 – Sustainable development

Paragraph 61 – Significantly boosting the supply of homes
Paragraph 124 – Making effective use of land
Paragraph 131 – Achieving well-designed places
Paragraph 170 – Planning and flood risk.
Paragraphs 207 – 221 – Conserving and enhancing the historic environment

- 6.5 In terms of heritage issues, section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that within Conservation Areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that [conservation] area. Considerable importance and weight should be attached to this duty. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty on the District Planning Authority as regards listed buildings in exercise of its planning functions. It provides that, in considering whether to grant planning permission for development that affects a listed building or its setting, a local planning authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 6.6 The NPPF acknowledges that harm to designated heritage assets may be acceptable if outweighed by public benefits. Less than substantial harm does not translate to less than substantial objection. Preservation in this context means not harming the interest, as opposed to keeping it utterly unchanged. The NPPF defines 'significance' in the context of heritage assets as 'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

National Planning Policy Guidance (NPPG)

- 6.7 The NPPG sets out what considerations fall under each reserved matters within Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015.

Planning Act 1990

- 6.8 In terms of heritage issues, section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that within Conservation Areas, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that [conservation] area. Considerable importance and weight should be attached to this duty. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a general duty on the District Planning Authority as regards listed buildings in exercise of its planning functions. It provides that, in considering whether to grant planning permission for development that affects a listed building or its setting, a local planning authority must have special regard to the desirability

of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

7. Appraisal

7.1 In light of the above the key issues to be considered are as follows:

- a) Whether the principal of development is acceptable?
- b) What role the proposal would play in contributing to strategic housing delivery?
- c) Access
- d) Layout
- e) Scale
- f) Appearance
- g) Landscaping
- h) Other matters

a) Whether the principal of development is acceptable?

7.2 As set out above, this application relates to the reserved matters for the fifth and sixth sub-phase of the wider Folkestone Seafront development site alongside the public realm, which is submitted pursuant to outline planning permission Y17/1099/SH on a site which forms a strategic allocation under Core Strategy policy SS10. Therefore, the principle of the development on this site has been established. The only matters that can be considered relate to the reserved matters details of the proposal and whether the proposal conforms to the parameters established in the outline planning permission/the prescribed planning conditions.

7.3 Condition 1 of outline planning permission Y17/1099/SH states that approval of the details of the access, appearance, layout, landscaping and scale 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, and that the development shall be carried out as approved. In addition, Condition 7 of outline planning permission Y17/1099/SH sets out the details to be included in reserved matters applications pursuant to the outline permission and in accordance with Condition 1.

7.4 The National Planning Practice Guidance (NPPG) sets out what considerations fall under each reserved matters within Article 2 of the Town & Country Planning (Development Management Procedure) (England) Order 2015. This report will detail each reserved matter before moving on to consider the other material considerations.

7.5 The proposals are within the scope of the outline planning permission (as amended) and the approved parameter plans.

b) What role the proposal would play in contributing to strategic housing delivery?

- 7.6 Recent changes to government policy including the publication of the new National Planning Policy Framework in December 2024, which has removed protections for local planning authorities with up-to-date local plans, there is a heightened necessity to build more new homes.
- 7.7 Housing provision in the district has been lower than expected with the most recent Housing Delivery Test results, published in December 2024, indicating that housebuilding has fallen to 83% of the overall requirement for the previous three years (for the 2020/21 to 2022/23). The new NPPF states that if a local authority falls below 85% then a buffer of 20% should be added to the annual identified supply/requirement (rather than the standard 5%).
- 7.8 The grant of outline planning permission for the masterplan allows for the delivery of up to 1,000 homes. This is a key component of the Council's housing land supply as a consented brownfield site in a central location. To date only 303 of these homes have been approved and the 410 units proposed within this application comprises a significant proportion of the projected numbers to be delivered. Meeting the Council's housing supply requirements is a material consideration.

c) Access

- 7.9 In respect of access, the NPPG explains this includes the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network. Condition 7 of outline planning permission Y17/1099/SH specifically requires the following details to be submitted for approval:

“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”

- 7.10 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also specifies that where access is a reserved matter, the application for outline planning permission must state the area or areas where access points to the development proposed will be situated. It also defines access in relation to reserved matters, as *“the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network”*
- 7.11 Some objections raised during consultation on the application cited concern with the approach to access. Approved Parameter Plan 4 sets out site access

requirements in respect of these plots and the proposals are in accordance with the access details laid out on this plan.

- 7.12 This application is accompanied by architectural and highways drawings identifying the exact details of the proposed approach to access, visibility splays, the connection to the existing road and details of pedestrian, vehicular and cycle routes.

Pedestrian access

- 7.13 The Masterplan Design and Landscape Guidelines for these three plots (F, G and H) were predicated on defined perimeter blocks which resulted in limited permeability through the site as outlined on the movement diagram excerpt below.



Figure 34 Outline scheme movement strategy

- 7.14 The pedestrian access strategy proposed with the reserved matters application does not conflict with the approved parameter plans.
- 7.15 The approach to pedestrian access within the proposed scheme complies with the core requirements of the outline planning permission. It also incorporates significant improvements on this strategy – particularly in terms

of public accessibility. As outlined in the submitted access strategy plan (excerpt below), there are a greater number, variety and orientation of routes through and within the site.

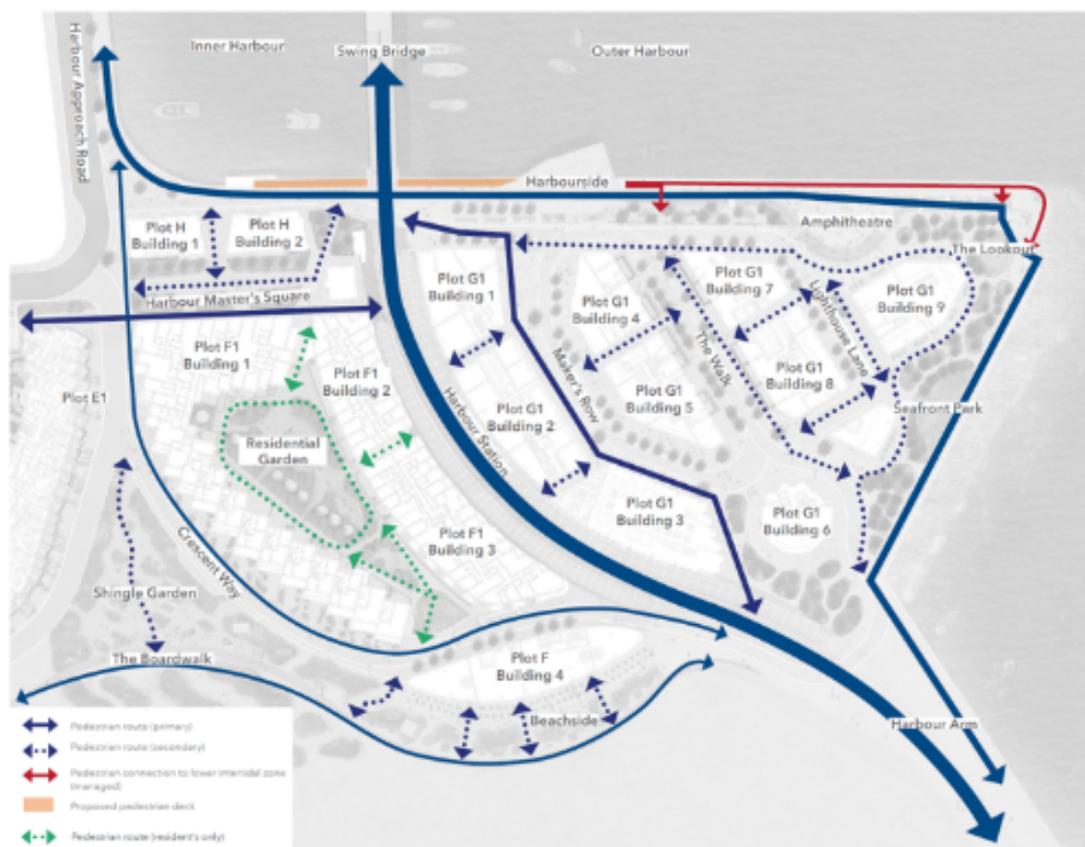


Figure 35 Proposed scheme movement strategy

- 7.16 The proposed pedestrian access strategy creates a clear hierarchy of routes which builds on the existing connections of the site. The arrival from the Swing Bridge and the connection through the Harbour Station to the Harbour Arm remains as the primary north-south route as envisaged in the Masterplan. Maker's Row would form a secondary north-south route and would also benefit from pedestrians arriving from the north. A new fully accessible route around the water's edge would provide an alternative scenic route for the public. The termination of Marine Parade within Harbour Master's Square provides a key point of connection to the rest of the masterplan.
- 7.17 The proposal also contains a number of smaller lanes and passages which would add a sense of intimacy to contrast with the more expansive areas. Either side of the Swing Bridge, a deck is proposed to give access to the harbour. Access to the lower level of the harbour would be reinstated, but this zone would need to be managed by the harbour operational team as it falls within the intertidal zone.
- 7.18 With regard to pedestrian access into the buildings proposed across the site, there is on-grade pedestrian access along all edges of the buildings. For flats

there are direct accesses off the public realm to entrance lobbies for the buildings above. For street facing units, direct access is provided onto the public realm with residential units benefitting from private defensible garden space to provide separation.

Vehicular access

- 7.19 KCC Highways have raised no objection to the proposals subject to the inclusion of a number of conditions which are set out further below in this report.
- 7.20 The approach to vehicular access into and around the site is in accordance with that set out within the Masterplan design guidelines which restricted access into the site from public vehicles (see movement diagram excerpt below) and defined a secondary vehicular route within the site for private access only.



Figure 36 Outline scheme vehicular access

- 7.21 The proposals have been developed to minimise private vehicular movements throughout the site. The primary service route would be controlled at the entrance to the site and will be one way. An alternative drop-off route through Harbour Master's Square would allow for smaller deliveries to be delivered to a post room. Access to the on-site car park would be from

Harbour Approach Road as outlined on the vehicular movement and servicing strategy diagram below.

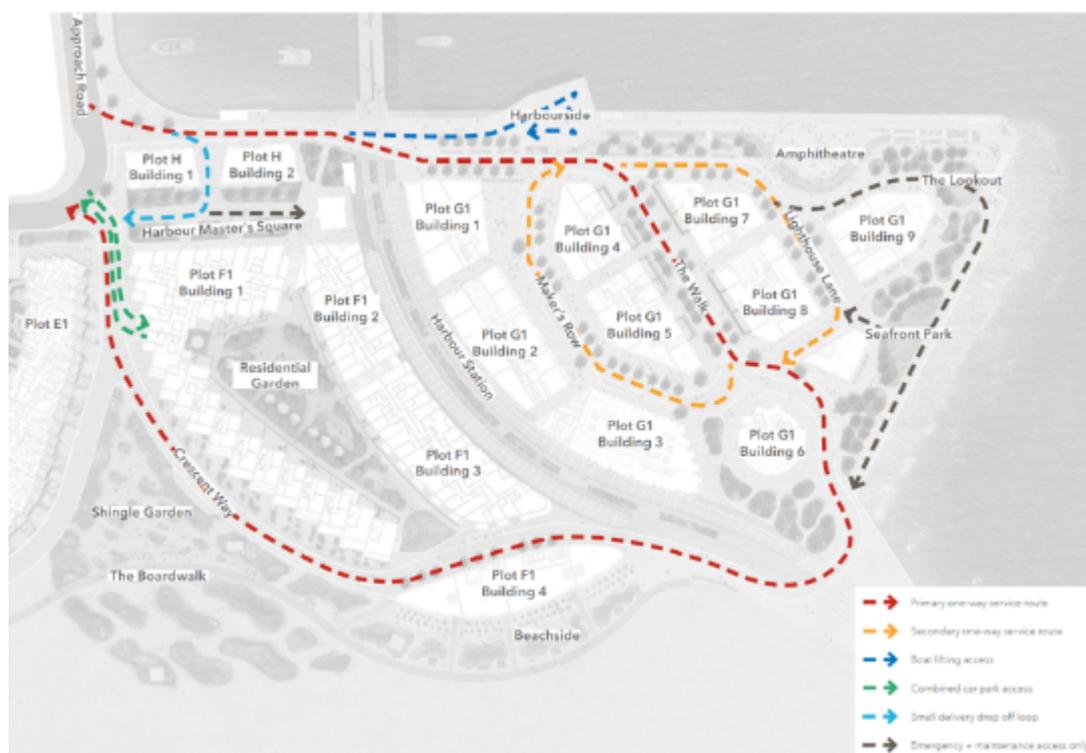


Figure 37 Proposed vehicular access strategy

- 7.22 The main vehicular access point to the Harbour Plots would be from Harbour Approach Road in the southeastern corner of the existing gyratory, with two separate vehicle access points proposed.
- 7.23 The northern access would be entry only and provide access to a one-way service road which would route within the site to provide access to all buildings. The service road would 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.
- 7.24 The southern access would be two-way and provide a direct route to the proposed car park along the Crescent Road between Plot E1 and Plot F1. This access would be a priority junction arrangement and would facilitate two lanes around the southeastern corner of the gyratory to enable vehicles entering the site to do so from its own lane, separated from vehicles continuing around the gyratory. This is similar to the current harbour car park access arrangement whereby vehicles entering the site have a designated lane along Harbour Approach Road.
- 7.25 Two entry barriers and two exit barriers would be provided for vehicles entering and exiting the car park at the ground floor level. The parking at this level would be for visitors with blue badges, with a segregated parking area

in the southeastern corner for residents of some of the townhouses in Plot F1. Access to this segregated parking area would be controlled via a barrier system to avoid visitors using these bays. Ramps along the eastern edge of the car park in Plot F1 would then provide access to / from the parking spaces at the mezzanine level at the northern end of the ramp. The parking spaces at the mezzanine level would be for residents and would therefore be controlled via a barrier system.

- 7.26 The southern end of the car park ramp would provide access to / from the parking spaces at the basement level, which covers the entirety of the site. Additional barriers would be provided at the basement level, in two locations, in order to control access to the parking bays that would be allocated for residents only.
- 7.27 Vehicular access to the main site would be barrier controlled to minimise the number of vehicles entering the site. A one-way system is proposed to minimise conflict points and simplify movements. This is intended to ensure pedestrians feel comfortable in the space and that vehicles do not dominate.
- 7.28 The one-way system proposed ensures that vehicles are generally restricted to a main circulatory loop and two secondary loops which ensure suitable access for servicing and drop off can be achieved. All other areas of the masterplan would be kept car free except for emergencies and maintenance vehicles.

Cycle access

- 7.29 Harbour Approach Road and Marine Parade would provide the main access route for cyclists, with Marine Parade and Marine Terrace being the main egress route for cyclists, around the western side of the gyratory.
- 7.30 Within the internal site it is proposed that cyclists would share the space with vehicles and be subject to the same one-way restrictions. As the internal service road is anticipated to be lightly trafficked, segregated facilities for cyclists are not proposed.
- 7.31 Dedicated cycle parking stores are provided within the proposed buildings for residents and cycle stands would also be provided within the public realm areas across the site to provide parking for visitors.

Access Conclusion

- 7.32 In light of the above, the proposed access arrangements and circulation of all transport modes are considered to be acceptable and in accordance with both the outline planning permission and relevant national and local policies including PPLP Policy T1, which seek to ensure the delivery of sustainable development and a high standard of access for all.

- 7.33 As such, the details in respect of access are as originally envisaged and are considered to be appropriate.

d) Layout

- 7.34 The NPPG sets out for Layout that the following should be considered: the way in which buildings, routes and open spaces within the development are provided, situated or orientated in relation to each other and to buildings and spaces outside the development.
- 7.35 The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines layout as *“the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.”*
- 7.36 Condition 7 of outline planning permission Y17/1099/SH specifically requires the following details to be submitted for approval:

“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 with 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 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”

General layout

- 7.37 A number of objections raised during consultation cited concern with the layout of the proposed scheme. In this regard it is noted that the layout principles and requirements were established at outline stage within the approved parameter plans and Design Guidelines. The proposed scheme is in direct compliance with the layouts set out within the following approved parameter plans:

- Parameter Plan 3 – Plot Key and Setting out
- Parameter Plan 8 – Ground Floor Horizontal Deviation

7.38 A series of character areas and plot parameters were set out within the Design Guidelines, which established the following mandatory requirements in respect to the layout of plots:

Plot F1: Crescent Character Area

- 3.2.4 – 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.

Plot G1: South Quay Character Area

- 3.5.4 – 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.

Plot H: Inner Harbour Character Area

- 3.6.4 – The design of the buildings in the Inner Harbour area should place equal importance on all facades while maximising views to the sea.
- 3.6.6 – The northern façade should follow the shape of the harbour edge, and the eastern façade should terrace back to transition in scale from the higher buildings to the west toward the viaduct, Harbour Station and Customs House.

7.39 Whilst the development proposals do not match the illustrative layouts for each plot included in the Design Guidelines, the layout and maximum extent of the buildings proposed is in compliance with the plot size and horizontal deviations specified in the Masterplan Design Guidelines and Parameter Plans. As such the general layout of each plot is considered acceptable, given the layouts in the Design Guidelines are illustrative. In addition, as set out above the approach to the layout and circulation of the proposals would provide for a more diverse and interesting area with both high levels of connectivity but areas with a greater sense of place and exploration.

Residential mix

7.40 PPLP Policy HB2 outlines that an appropriate housing mix is required, meeting the needs of existing residents while also attracting new households; it is particularly important to appeal to families and key employees.

7.41 Policy CSD2 of the Core Strategy Review outlines that a range of sizes of new dwellings should be provided. As a starting point, this range should reflect the mix identified in the SHMA as follows:

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

7.42 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.”*

7.43 In addition to the mix of units, the Design Guidelines also identify building typologies for each plot within the relevant Plot Parameters:

- Plot F1 – 4.11.6: Townhouses and apartments
- Plot G1 – 4.13.6: Apartments
- Plot H – 4.15.6: Apartments

7.44 In response to this the proposal seeks to provide:

34% 1-bed units,
 63% 2-bed units and 3-bedroom units and
 1% 4-bed units within the building.

7.45 It is noted that this mix does not fully align with the above policy requirements in terms of the over-provision of 1-bed units in lieu of 4-bed units. However, the proposals need to be considered in the context of the mix of homes which would be delivered across the wider masterplan area and the character of this phase of development which comprises a denser development less suited to large family units.

7.46 The current cumulative mix is outlined below on this basis:

Plot	1-bed	2-bed	3-bed	4+ bed	Total
B1 (18/1252) approved	18	38	16	12	84
C1 (22/0625/FH) approved	24	64	22	0	110
A (22/0956/FH) approved	0	2	9	2	13
D1 (22/1207/FH) approved	5	57	29	5	96
E1 (Proposed)	42	34	5	31	112
F1, G1 & H (Proposed)	141	219	41	9	410
Total (units)	230	414	122	59	825
Cumulative mix (%)	28%	50%	15%	7%	

7.47 In justifying this overall residential mix against the requirements of the SHMA, the application cites that the masterplan is able to deliver a better-balanced proportion of “family housing” if 3-bed units are considered to comprise family sized housing as is standard practice in other Local Planning Authorities. Taking this approach into consideration would result in the following mix across the Masterplan:

- 1-bed units – 28%
- 2-bed units – 50%
- 3 & 4-bed units – 22%

7.48 Given the nature of the proposed development and its higher density (in line with the parameters) it is considered that the emphasis on 1, 2 and 3 bed units is acceptable. On this basis, and taking account of the site constraints and characteristics, the proposed mix for Plots F1, G1 and H would ensure that local needs are met, whilst allowing for a mixed and balanced community both on the application site and across the wider masterplan. Taking account of the site constraints and characteristics, the proposed mix is considered acceptable.

Affordable housing

7.49 A number of objections raised concern with the level of affordable housing proposed on the site. As part of the outline planning permission there is a requirement to provide 8% (of total units provided) as intermediate 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*”.

7.50 The applicant has been in discussion with the Local Authority in relation to the provision of affordable housing across the masterplan, and a strategy has been developed to set out how this would be delivered with regard to Table 7 of the July 2013 committee report.

7.51 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*”.

7.52 The proposals would deliver 53 shared ownership units spread across Plots F1 and G1. The table below summarised the provision of affordable housing (shared ownership housing) across the plots as approved/as proposed:

Plot	1-bed	2-bed	3-bed	4+ bed	Total	% units
B1 (18/1252) approved	-	-	-	-	0	0%

C1 (22/0625/FH) approved	4	-	-	-	4	3.64%
A (22/0956/FH) approved	0	-	-	-	0	0%
D1 (22/1207/FH) approved	4	-	-	-	4	4.17%
E1 (Proposed)	2	4	-	-	6	5.35%
F1, G1 & H (Proposed)	31	21	1	-	53	12.8%
Total (units)	41	29	1	0	67	8.1%

- 7.53 The proposed level of provision across the Masterplan is in accordance with the 8% target as required.
- 7.54 The approved affordable housing tenure is shared ownership and does not include any social rent. It is clear that larger shared ownership units would not be attainable as genuinely affordable housing. As such the proposed provision of smaller units is considered acceptable against the SHMA guidance due to the approved tenure. Overall, the 8% affordable housing requirement is met across the masterplan.
- 7.55 Schedule 6 of the s106 Agreement also includes the requirement to submit details of the Affordable Housing provider and the intended mechanism for the delivery of any Shared Ownership units which the applicant would need to do in line with the Agreement prior to the commencement of development on plots F, G and H. This s106 requirements can be dealt with separately and does not affect the assessment of this reserved matters application.

Lifetime homes

- 7.56 In accordance with local requirements outlined within Core Strategy Policy CSD2 and Places and Policies Local Plan policy HB3, a minimum of 20% of the units are provided as Lifetime Homes. In the proposed scheme 20% of the units distributed across the first and second floors meet Approved document M4(2) requirement. This supersedes the Lifetime Homes Standards.
- 7.57 In light of this, it is considered that this reserved matters application has met the requirement of the planning policy with regard to the Lifetime Homes standard for building accessible and adaptable homes.

External Space standards

- 7.58 Condition 17 of outline planning permission Y17/1099/SH requires the reserved matters submitted in accordance with Condition 1 to ensure all properties incorporate provision of private outside space, inclusive of balconies and states that properties with balconies but without private gardens shall also have access to communal gardens.

- 7.59 PPLP policy HB3 makes reference to new residential developments meeting the nationally described technical housing space standard for internal space, as well as providing an area of private open space for each new dwelling as either a private usable balcony area with a minimum depth of 1.5m for flats or an area of private garden for the exclusive use of an individual dwellinghouse of at least 10m in depth and the width of the dwelling.
- 7.60 All proposed units have access to private outdoor space in the form of either a balcony, terrace, or garden. In addition to access to private external space, each unit would also have access to terraces and/or the communal podium garden of Plot F1 (Residents access from Plots F1, G1, and H).
- 7.61 The proposal also includes a beach level shingle garden which would provide further amenity space, in line with the aims of policy HB3. The provision of external amenity space is supplemented by the site's surroundings, with the nearby Lower Leas Coastal Park, the boardwalk, beach and the wider public realm of the seafront and harbour area complementing the external spaces to be provided within the plot.
- 7.62 In light of the above, it is considered that this reserved matters application meets the requirement of Condition 17 of outline permission Y17/1099/SH to ensure the provision of adequate amenity space to meet the needs of future residents and is in accordance with relevant local policy with regard to internal and external space standards.
- 7.63 Across all unit types included within this reserved matters application, all units meet the internal space standards set out in PPLP policy HB3.

Residential amenity of new homes

- 7.64 Policy HB1 of the PPLP states that development should not lead to an adverse impact on the amenity of future occupiers, neighbours, or the surrounding area, taking account of loss of privacy, loss of light or poor outlook.
- 7.65 With regard to the level of amenity for future occupants of the proposed buildings as a result of its layout, a number of revisions have been made to the detailed design of the scheme throughout the pre-application stage and following submission in response to Officer comments to improve internal amenity.
- 7.66 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 from 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.
- 7.67 With respect to internal daylight levels within the proposed residential units, the applicant prepared an internal Sunlight & Daylight Assessment. The level of daylight and sunlight is assessed at the lowest three levels of each block (these would generally be the lower performing units). This is the approach taken for each plot within the seafront masterplan to date.
- 7.68 Of the 391 rooms assessed, 296 (76%) would satisfy the BRE guidelines in daylight terms based on a strict application of the BRE guidelines. When using a more flexible approach using 150 lux for the multipurpose spaces, the level of adherence improves to 304 (78%). This demonstrates a good level of compliance which has been accepted on the neighbouring development plots and would improve for all dwellings on the mid to upper floors if they were included in the assessment. Turning to sunlight, of the 98 rooms assessed, 68 (69%) would satisfy the guidelines, with at least one habitable room capable of receiving at least 1.5 hours of sunlight on 21 March.
- 7.69 Overall, the daylight and sunlight levels are commensurate with the neighbouring plots with transgressions only occurring to rooms with balconies or located within the courtyards or the gaps between the neighbouring blocks.
- 7.70 The advice in the BRE guide is not mandatory, and the guide itself states that its numerical guidelines “should be interpreted flexibly since natural lighting is only one of many factors in site layout design”.
- 7.71 The Sunlight & Daylight Assessment was independently reviewed on behalf of the Council. The review concluded that overall, the proposed development should perform well in terms of daylight and sunlight amenity and in terms of the guidance given and would comply with Policy HB1 of the PPLP.

Commercial layout

- 7.72 The development proposes a total of 7,489 sqm (GIA) of commercial floorspace within 54 units in the following Use Classes as defined by the Outline planning permission:
- 349.9 sqm A1 Convenience
 - 1,798.8 sqm A1 Comparison
 - 1,969.2 sqm A3 – Food and Drink
 - 598.7 sqm A4 – Drinking
 - 231.1 sqm D1 – Non-residential Institutions
 - 2,049.9 sqm D2 – Leisure
 - 491.1 sqm B1 – Business
- 7.73 Condition 43 of the outline planning permission sets out the commercial floorspace limits across the masterplan site. The table below demonstrates

how the floorspace proposed as part of this application complies with these limits:

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

7.74 This proposed floorspace is spread across the different plots in a range of unit sizes as identified in the table below:

Plot	Land Use and GIA (sqm)					
	A1 Shops	A3 Food and Drink	A4 Drinking Establishments	B1 Business	D1 Non Residential Institutions	D2 Assembly and Leisure
H	273.2	0	0	0	0	0
F1-B1	87.6	0	0	0	0	348.7
F1-B2	324.1	0	0	0	0	0
F1-B3	455.1	0	0	0	0	0
F1-B4	0	534.7	598.7	0	0	0
G1-B1	351.3	0	0	47.8	0	0
G1-B2	345.4	0	0	164.4	0	0
G1-B3	0	0	0	0	0	1,343.3
G1-B4	131.8	0	0	72.6	0	0
G1-B5	180.2	0	0	206.3	0	0
G1-B6	0	471.3	0	0	231.1	0
G1-B7	0	0	0	0	0	111.6
G1-B8	0	237.1	0	0	0	246.3
G1-B9	0	726.1	0	0	0	0
Total	2,148.7	1,969.2	598.7	491.1	231.1	2,049.9

7.75 The businesses that are currently on the development plots are proposed to be relocated temporarily onto Plot E1 should works commence on site with a view to being re-accommodated within the permanent commercial units proposed within the scheme.

Car parking

Residential parking

- 7.76 With regard to car parking, the Kent Design Guide: Interim Guidance Note and PPLP Policy T2 set out guidance for residential parking provision in this edge of centre location requiring one space per flat with an allowance of 0.2 spaces per flat for visitors.
- 7.77 In accordance with these requirements, 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 would be located within the basement. However, resident only parking areas would also be provided at the ground floor and mezzanine levels. The resident areas would be barrier controlled and ANPR used to permit pre-registered vehicles only.
- 7.78 6% of the spaces would be sized for blue badge holders.

Commercial parking

- 7.79 Based on the Kent Design Guide 2021 Parking Standards document, the maximum number of car parking spaces that could be provided for the proposed commercial uses has been calculated as approximately 685 spaces by the applicant, as shown below:

Table 4.5: Commercial car parking permitted by policy

Land Use	GIA (sqm)	Estimated Staff	Maximum Number of Parking Spaces Permitted	
A1 shops	2,153.6		86	
A3 food and drink	1,969.2	109	328 (customer)	55 (staff)
A4 drinking establishments	598.7	33	60 (customer)	17 (staff)
B1 business	491.1		25	
D1/D2	2,288.8		104	
Harbour Management	-	20	10 (staff)	
Total	7,501.4		685	

- 7.80 At present there is a temporary commercial car park on the site with 563 car parking spaces available for use. This car park would be removed as part of the proposed development. The loss of this parking and provision of new residential and commercial parking (at a policy compliant level) was approved as part of the outline planning permission. A new commercial car park would

be provided for approximately 323 public / visitor spaces including 6% being disabled parking bays.

- 7.81 All of these parking spaces would be provided on the basement level of the car park apart from 13 of the accessible bays for blue badge holders which would be provided on the ground level. Five accessible bays for blue badge holders would also be provided in the public realm areas within Plot G1. An appropriate management system would be put in place to manage the accessible bays in the public realm, for example a booking system during busy periods, given that vehicle access to Plot G1 would be controlled.
- 7.82 The proposed level of car parking is above the minimum and within maximum standards permitted by policy. KCC Highways have confirmed that they have no objection to the proposals and on this basis car parking provision is considered acceptable.
- 7.83 It is noted that against current parking provision locally there would be an overall loss of 240 spaces, however the following material considerations have been taken into account.
1. The car park is privately owned and operated.
 2. The car park is temporary
 3. The site is allocated for residential development with permission for residential development.

Electric vehicle charging

- 7.84 The Local Plan standards state that “A charging point for electric vehicles is provided at a ratio of 1 per dwelling as far as is reasonably practicable”. As advised by KCC, one space per unit would be equipped with EV charging, which results in 410 spaces being fitted with active provision.
- 7.85 In addition, the new Part S of the Building Code came into force on 15th June 2022, which requires active provision for the lesser of the number of dwellings or all spaces, with the remaining parking (if any) being fitted with passive provision. Therefore, with 410 spaces fitted with active provision, the remaining spaces would be fitted with passive provision.
- 7.86 In relation to the proposed visitor parking, the KCC standards state that for all non-residential uses with off-street parking, 10% of parking spaces should be fitted with active EV charging provision and 100% with passive charging provision. It is therefore proposed that 33 of the visitor parking spaces would be fitted with active provision and the remaining spaces fitted with passive charging provision.

Cycle parking

7.87 In relation to cycle parking, following the approval of non-material amendment Y18/0062/NMA, condition 7 part A of outline planning permission Y17/1099/SH sets out the details to be submitted with the reserved matters applications for each phase or sub-phase of the development and states that these shall include 'full details of the approach to residential cycle parking at a ratio of 1 space per bedroom (for individual residential dwellings) and 1 space per unit (for flats and maisonettes).

7.88 The minimum cycle parking standards set out in the Kent Design Guide 2021 Parking Standards document, as quoted in Chapter 2, specify a minimum of one cycle parking space per unit for apartments and a minimum of one cycle parking space per bedroom for houses. The required level of cycle parking and proposed provision is set out in the table below:

	Units	KDG 2021 Required Cycle Parking	Proposed Cycle Parking
1 bed apartment	135	135	135
2 bed apartment	194	194	388
3 bed apartment	25	25	75
1 bed duplex	6	6	6
2 bed duplex	23	23	46
3 bed duplex	14	14	42
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	410	434	738

7.89 Secure cycle stores are provided for each plot, the majority of which are accommodated at the ground floor for ease of access. These would be in the form of double stack cycle racks. The cycle parking spaces within the cycle stores would be unallocated, meaning if some residents need storage for more bicycles than they have bedrooms, this can be accommodated within the quanta offered. Residents would be given a key fob to allow access to the cycle stores.

7.90 The minimum cycle parking standards for commercial uses are identified in the table below:

Land Use	KDG 2021 Standard (minimum) required – Short to Medium Term	KDG 2021 Standard (minimum) required – Medium to Long Term
A1 shops	11	11
A3 food and drink	153	77
A4 drinking establishments	47	23
B1 business	1	2
D1/D2 land uses	4	5
Total	216	118
	334	

- 7.91 It is proposed to provide a total of 118 cycle parking spaces within the cycle stores located in various buildings across the development site for staff or medium to long term parking. These would be in the form of double stack cycle racks. It is also proposed to provide 216 cycle parking spaces within the public realm areas within the site. This would be provided in the form of Sheffield style stands, the end spaces of which would be suitable for cargo bikes or accessible bikes.
- 7.92 KCC H&T have confirmed that they are content with the level of provision provided within the reserved matters application. The cycle parking provision is in accordance with planning policies and the outline planning permission.

Waste strategy

- 7.93 The proposed approach to waste management is set out within the submitted application documents.
- 7.94 For residential waste collection, the council currently operates a fortnightly collection of all waste streams. All units within the Harbour Plots are proposed to incorporate space for the segregation of waste into the four streams currently collected by the council.
- 7.95 Within the site, waste collection for residential properties would be undertaken at various pick-up points. It would not be possible for all bin stores to be located within 10m of a vehicle route, particularly where the car park is located within Plot F1. Therefore, an on-site management strategy would be put in place to transfer bins to central collection points as required.
- 7.96 For commercial waste it is proposed that waste from each of the individual commercial units would be deposited by occupants into local commercial bin stores provided across the masterplan. The facilities management team would then transfer the waste to a combined commercial bin store located in Plot F1 Building 3 for compaction and storage prior to it being removed by a waste collection company.
- 7.97 Further details on waste are required as part of Condition 38 of the outline planning permission which is a pre-commencement condition for each phase. This requires operational waste plans for domestic and commercial waste.

Wind and Micro-climate

- 7.98 The submitted Wind and Micro-climate assessment outlines that the proposed development would improve the wind environment, in comparison to the existing site. This is largely due to the design of the massing and arrangement of the buildings, which would serve to shelter the pedestrian areas (by diverting strong winds up and over the buildings instead of driving them down to ground level).

- 7.99 The wind environment would also be improved by the proposed inclusion of landscaping and other mitigation measures (such as screens), which were developed and refined through a series of wind tunnel tests.
- 7.100 Although strong winds would remain in some areas, there would be a reduction in the occurrences, and the resultant wind environment overall would be in keeping with the expectations of the wind climate of the area. As such officers consider the layout of the scheme to be acceptable in respect of wind and a condition is proposed to ensure the identified wind mitigation measure are implemented.

e) Scale

- 7.101 The NPPG sets out that for Scale the following should be considered: the height, width and length of each building proposed within the development in relation to its surroundings.
- 7.102 The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines scale as *“means the height, width and length of each building proposed within the development in relation to its surroundings.”*
- 7.103 A large proportion of objections are concerned with the scale of the buildings and that they were too tall and out of keeping with the area. It is noted in this regard that approved Parameter Plan 7 sets out minimum and maximum heights for development on the plots. The proposals are in accordance with minimum and maximum heights specified on this plan and as such are acceptable with respect to this matter. It is also considered that the proposed buildings do not introduce a scale of development which is not already present in this location given the scale and massing of the Grand Burston Hotel directly opposite the site.
- 7.104 Condition 7 of outline planning permission Y17/1099/SH specifically requires the scale and form of the architecture within each phase to be in accordance with the mandatory parameter and design guidelines. Beyond this compliance, the other key consideration regarding scale is the impact of the proposed building on its surroundings, including the nearby heritage assets, as well as the adjacent Folkestone Leas & Bayle Conservation Area.
- 7.105 Each of the three plots that contain residential or commercial blocks above ground, F1, G1 and H, contain a differing number of buildings. There are a total of 15 buildings across the three harbour plots. These are detailed below:
- Plot F1 - four buildings from 3 to 5 storeys
 - Plot G1 - nine buildings from 4 to 11 storeys
 - Plot H - two buildings at 4 storeys

7.106 It is also noted that the proposed Reserved Matters application does not include any built form on plot G2 – instead, this reserved matters application proposes the provision of public open space in lieu of a building which is considered acceptable by Officers.

7.107 The scale of these buildings is in accordance with the approved parameter plans, including Parameter Plan 7 which established the maximum building heights, Parameter Plan 8 which established the maximum horizontal deviation, and Parameter Plan 3 which established the envelope for the building footprint. The image below provides a visualisation of the maximum scale permitted within the parameter plans:



Figure 38 Maximum extent of approved parameters

7.108 By comparison the proposed scheme eschews using the full scale of built development permitted and instead adopts a reduced scale of development with a greater variety of massing. The image below demonstrates that this scale arrangement complies with the maximum parameters.



Figure 39 Proposed scheme massing within maximum parameters

7.109 The detailed elevational drawings submitted with the application also include the maximum parameters in order to demonstrate compliance.

Residential Amenity

7.110 With regard to residential amenity, it is considered that, given the relative location of the plots, the future residents of the proposed Plot E1 are the only likely receptors that would be affected by the proposed scheme. It should however be noted that, as the proposed buildings are in compliance with height and massing parameters approved as part of the outline planning permission, the impacts of the development on neighbours amenity has previously been assessed and considered acceptable.

7.111 In this regard, the separation distances between the edges of the proposed building and adjacent properties are considered to be mitigating factors in the impact of the proposed building balanced against its scale and massing. It is noted in this regard that separation distances between buildings were established by the parameter plans at outline stage with which the proposals comply. In light of this, it is considered that overall, the overshadowing impact of the proposed building on the amenities of neighbouring occupiers would not be significantly detrimental as to justify refusing the reserved matters and is considered to be in accordance with the impacts considered as part of the outline planning permission in the context of planning policy.

- 7.112 Turning to the potentially overbearing/enclosing presence, the overall scale of the proposed building has the potential to create an additional overbearing presence on neighbouring land. However due to the separation distance to the nearest neighbouring residential properties and the break-up of massing created by the individual blocks, it is considered that the proposed buildings would not have a detrimental impact on the living conditions of neighbouring occupiers by way of overbearing/enclosing.
- 7.113 In light of the above, the proposal is considered to be acceptable with regard to impact on the amenities of neighbouring occupiers and in accordance with the aim of local policy to protect the amenity enjoyed by neighbouring occupiers.

Impact on heritage assets

- 7.114 The Planning (Listed Buildings and Conservation Areas) Act 1990 (particularly sections 16, 66 and 72) provides specific protection for buildings and areas of special architectural or historic interest. With regard to the impact of the proposal on the setting of the listed buildings, setting is defined within the NPPF as 'the surroundings in which a heritage asset is experienced'. Given the scale, prominence and relative location of the proposed buildings to the nearby heritage assets (as outlined above), it is considered the proposals are within the setting of the aforementioned listed buildings and the Folkestone Leas and Bayle Conservation Area. With regard to the impact of the proposal on the Conservation Area, special attention must be paid to the desirability of preserving and/or enhancing the character or appearance of the Conservation Area. It is notable that Historic England have chosen not to provide comment on this application.
- 7.115 With respect to public objections received on the application with regard to impact on heritage assets, it is important to flag that when the outline application was assessed it was considered to cause a modest level of less than substantial harm to the setting of the identified heritage assets.
- 7.116 The submitted Heritage Assessment outlines that the proposed development retains the four non-designated heritage assets within the site which would be restored and brought back into use. The Harbour Master's House was proposed to be demolished as part of the Outline Planning permission (as amended by the S73 application); however, the retention, conservation and integration of this non-designated heritage asset into the scheme is a key heritage (public) benefit. The proposals evolve the outline scheme design further with the introduction of open spaces fronting onto these retained heritage assets (Harbour Master's House and Signalling Box), as well as soft landscaping to help integrate these within the larger development.
- 7.117 Having regard to designated heritage assets, the assessment concludes there is no impact to the majority of assets save for the following:

- Grade II Folkestone Harbour Viaduct and Swing Bridge – Negligible
- Grade II East Pier – Negligible to Minor Adverse
- Grade II Lighthouse at end of Folkestone Harbour Outer Pier – Negligible to Minor Adverse
- Grade II Church of St Peter – Negligible to Minor Adverse
- Grade II St Andrews Hotel – Negligible to Minor Adverse

7.118 With respect to the Folkestone Leas & Bayle Conservation Area, the submitted Heritage Assessment outlines that:

“The detailed design and materiality of the proposals further adds to the layered nature of the development – aided also by the introduction of a cream render to some buildings through the amended scheme which helps create further variety - with sky gaps and the form and articulation of individual buildings breaking down the solid, ‘wall-like’ massing indicated in the outline planning permission. The massing steps down towards the west, meeting the height and scale of developments along Marine Parade, which are also part of the Masterplan development. The tallest massing is focussed to the east, where Buildings 6 and 9 (Plot G-1) have a lighthouse effect, and provide a bookend to the development, on the east side. Likewise, the buildings on the north side (Plot H- Buildings 1, 2 and Plot G1- Buildings 1, 4 & 7) have a wharf-like design, with a scale and roof form which pay homage to the traditional architecture of Folkestone. The proposed roofline is varied and visually interesting, offering a dynamic silhouette against the backdrop of the sky. When seen from long distance views, the sense of openness of views is retained although modified by the proposals; and the distinction of the outer and inner harbours, the East Pier and Harbour Arm are appreciated”.

7.119 The assessment concludes that based on the neutral contribution of the existing site to the settings of heritage assets and the overall setting of the Folkestone Leas & Bayle Conservation Area, the scale of the impact on the CA is assessed as being minor; and the nature of the impact as being neutral.

7.120 The Council’s Conservation Officer considers that no listed buildings are directly impacted by the proposed application, instead, like the nearby conservation area, the proposals would have implications to their setting and appearance and approach to historic assets. This includes various buildings and features such as the Harbour Viaduct and Swing bridge, East Pier and Lighthouse at End of Folkestone Harbour Outer Pier. The setting and appearance of these listed assets would be substantially altered but their significance, historic fabric and intrinsic value to their physical fabric and primary space retained.

7.121 The Conservation Officer also considers that throughout the site there are non-designated heritage assets, including the Harbour Master’s House, the Signal Control Box, the Former Railway Platforms and tracks, and the Custom House, and these assets are being incorporated into the development of the site which will serve as a positive reminder of the sites historic value and past

- function and use. Their integration into the scheme will also ensure their sustained maintenance and condition, allowing for them to be used and appreciated by the local community moving forwards.
- 7.122 At the outline stage, the scheme was considered to cause a modest level of less than substantial harm to the setting of the identified heritage assets. Given its compliance with the parameter plans officers consider that this modest level of harm would be maintained by the current proposal. This harm was weighed into the planning balance when the outline application was determined with the harm being found to be outweighed by the public benefits arising. As set out below, this positive balance remains the case in the consideration of the current reserved matters application.
- 7.123 With regards to the Folkestone Leas & Bayle Conservation Area, the proposed buildings are of high-quality design and carry through the development principles agreed at outline stage and set out within the parameter plans, with regard to impacts on the conservation area. Given this compliance with the established development principles it is considered that the scale of the proposal would not have a significant or detrimental impact on views into and out of the designated area and as such is considered to be acceptable and would not result in any harm above and beyond that identified at the outline stage such that the character and appearance of the Conservation Area would be preserved.
- 7.124 The Council's Conservation Officer confirms that parameters of scale were established through the outline planning permission which this current application is compliant with and are therefore acceptable. Additionally, in respect of scale, they consider that given the scale of the proposed development, the outlook from within, as well as the setting and appearance of, the nearby conservation area is going to change considerably as demonstrated by the by the Heritage, Townscape Visual Impact Assessment included as part of this application. Whilst this change is a large contemporary addition to an otherwise more traditional quarter of the district, there are public benefits associated with such a development which have already been established through the granting of previous outline permission.
- 7.125 It is considered that the application has minimised harm to heritage significance in line with the NPPF and PPLP Policy HE1. As such it is necessary to weigh the identified harm to heritage significance against the public benefits of the proposal in the manner described in the NPPF.
- 7.126 At the outline stage this harm was considered to be outweighed by the public benefits of the scheme. This reserved matters scheme is considered to carry through the development principles approved at outline stage in terms of height and scale and, as such, is considered to be in accordance with relevant national policy in this regard. The specific public benefits of this reserved matters scheme are considered to be:

- Provision of a mix of 410 new homes to meet local needs;
- Of the 410 units 53 would be delivered as affordable units;
- The high-quality design and appearance of the proposals which contributes to the character and vitality of this part of Folkestone;
- Economic benefits to the local area including the provision of 476 gross FTE jobs, 302 net additional FTE jobs and £12.4m of net additional GVA per annum in Folkestone and Hythe;
- Provision of a publicly accessible shingle garden;
- Provision of a range of commercial floorspace;
- Provision of substantial new areas of public open space;
- Creation of a public viewing terrace in the Rotunda building;
- Provision of a Goods Yard to provide food hall/café/restaurant facilities; and
- Improvements to the public realm, pedestrian and cycling environment

7.127 In light of the above, it is considered that the less than substantial heritage harm would be outweighed by the public benefits that would result from the proposed development.

7.128 The proposal is considered to be in accordance with the guidelines and parameters agreed at outline stage to fix the development principles, and in accordance with local and national adopted policy in relation to proposed scale and associated impacts on the site's surroundings.

f) Appearance

7.129 In terms of appearance, it is important that the buildings are able to stand as an independent piece of new townscape whilst acknowledging their role as part of the wider development which is emerging for Folkestone Seafront.

7.130 The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines appearance, as *“the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture”*

7.131 The appearance of the proposals was the most frequently raised matter in objections to the application with a notable emphasis on the design being out of keeping with the character and appearance of Folkestone. Condition 4 of outline planning permission Y17/1099/SH specifically requires the form of the architecture within each phase to be in accordance with the approved parameter plans. As demonstrated above, the proposals are in accordance with parameter plans in respect of access, layout and scale.

7.132 Condition 4 also requires reserved matters application to demonstrate compliance with the mandatory design and specifications set out within the Folkestone Seafront Masterplan Design Guidelines. The relevant parts of the

design guidelines for each phase are set out below with an assessment of each plot and their conformity with the guidelines then considered.

Plot F1 appearance

7.133 The masterplan design guidelines identify the following requirements in respect of appearance for Plot F1 – an assessment of how the scheme meets them is set out in *italics*.

- 3.2.4 - 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 proposals conform with the requirement to provide a crescent design and to incorporate unified architectural language. The appearance of the different elevations has a common vertical structure but are also varied to respond to the other plots to the north, west and east.

- 3.2.6 – 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 façade should provide a transition between the Seafront and the Marine Parade buildings.

The façade design of the south-western elevations includes a sweeping façade and balcony design which transitions from the seafront increasing in height towards Marine Parade in conformity with the design guidelines.

- 3.2.8 – External facades of all building types should be articulated in a clear vertical rhythm.

The detailed elevational drawings demonstrate a clear vertical rhythm to the external facades which conforms with the relevant design requirements.

- 3.2.9 – External façade projecting elements such as balconies, winter gardens and bay windows to maximise sea views and southerly aspects are encouraged.

In conformity with the design guidelines a variety of recessed and projecting balconies are proposed alongside roof terraces. The majority of these are south facing with the exception of those on the eastern elevation over the trainline.

- 3.2.11 – Internal facades while remaining coherent with the rest of the building, a certain level of formal or material difference is encouraged. *In accordance with the design guidelines the internal facades draw upon some features of the external elevations but are differentiated through a more restrained and functional fenestration strategy.*
- 4.11.3 – The massing strategy for the plot is to have taller buildings along Marine Parade at the Harbour Station up to 6 storeys, stepping down to 3 storeys towards the seafront.

The proposals are in conformity with this massing strategy transitioning from 6 storeys in height in the northern building 1 down to 1 storey at the seafront.

Plot G1 appearance

7.134 The masterplan design guidelines identify the following requirements in respect of appearance for Plot G1 – an assessment of how the scheme meets them is set out in *italics*.

- 3.5.2 – The South Quay occupies the area to the east of the Harbour station and is populated by mid to high-rise buildings forming a distinct and self-contained quarter. Significantly it also interfaces with the Harbour Station on the west and southwest.

The proposals are in conformity with this requirement being comprised of predominantly mid-height buildings punctuated by two higher rise buildings in the locations defined by the parameter plans. The appearance of the buildings within this area have been designed to have a coherent relationship yet with points of differentiation which interface with neighbouring plots. The buildings on the northern harbour boundary have a distinct appearance and materiality that links them to Plot H to present a consistent frontage to the new public realm proposed at ground floor level. To the south of this are the moderated mid-height blocks which respond to and transition upwards from the neighbouring Plot F1 whilst also providing a unified scale so as to provide a point of differentiation from the two tallest landmark buildings.

- 3.5.4 – 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.

Eight of the nine buildings proposed within the plot are positioned along the perimeter of the plot in conformity with this requirement. Although Building 5 does not have a direct presence at the perimeter of the plot its southern and northern elevations do include views to the

seafront and harbour respectively thus being in general conformity with the design guidelines.

- 3.5.5 – 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.

The proposal conforms with the requirement to have a continuous active frontage to the Harbour Station. However, the remaining frontages are punctuated by additional pedestrian routes that run north to south through the plot. This alternative appearance aligns with the positive switch away from the perimeter podium block layout with private gardens envisaged at outline stage to a more permeable layout that provides for greater public access, active frontages and open space. The proposed layout is considered to be an improvement in this regard in terms of appearance and functionality and constitutes a wider public benefit compared to the illustrative scheme which previously included a podium design.

- 3.5.6 – It is suggested that external facades could have articulated balconies to provide sea views. Internal facades that step back, generating terraces and outdoor areas, are encouraged to have private gardens.

Internal and external facades are articulated throughout the plot to maximise the number of units which have sea views. Terraces are proposed predominately on Buildings 8 and 9. Some ground floor units within the central part of the plot have private gardens set back from street level thus being in conformity with the design guidance.

- 4.13.3 – Building heights range up to 12 storeys with the northeastern point and southeastern point having been identified as 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.

In conformity with this requirement the tallest landmark buildings rise up to 12 storeys at the northeastern and southern points of the plot. As outlined above, the podium approach has not been employed to the overall benefit of the appearance and function of the scheme. Parking is provided predominantly at basement level as a consequence and semi-private gardens have been replaced with public open space in the seafront park.

Plot H appearance

- 7.135 The masterplan design guidelines identify the following requirements in respect of appearance for Plot H – an assessment of how the scheme meets them is set out in *italics*.

- 3.6.2 – Buildings in this area should form a transition between the taller buildings on the South Quay and the existing hotel as well as signalling the seafront development from Harbour Square and the town centre.

The proposed appearance of the buildings conforms with this requirement being mid-height buildings which represent the transition between the tallest blocks on Plot G1 and the equivalently tall Grand Burstin Hotel. The appearance and form of the buildings proposed is also creates a distinctive and attractive arrangement in longer range views from the town centre.

- 3.6.4 – 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.

The proposed designs for Plot H are in conformity with this requirement providing diverse and varied facades to all elevations to respond to the high degree of visibility.

- 3.6.5 – The ground floor of the Inner Harbour buildings should contain some 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.

In conformity with the guidelines active ground floor uses are proposed to both the harbour edge and the Station Master's square to support pedestrian activity. The originally envisaged single block has been split into two separate buildings to ensure greater permeability.

- 3.6.6 – The northern façade should follow the shape of the harbour edge, and the eastern façade should terrace back to transition in scale from the higher buildings to the west towards the viaduct, Harbour Station and Customs House.

The northern façade is in conformity with this requirement. However, no terracing is proposed to the eastern façade as a result of the decision to split the plot into two separate buildings rather than a single continuous block. This approach is considered to improve the appearance and permeability of the plot as a result and is therefore considered to be beneficial and acceptable.

- 4.15.3 – Buildings on this plot are up to 6 storeys.
- *Both of the buildings are 6 storeys in height in compliance with this requirement.*

Overall scheme appearance

- 7.136 The design of the buildings proposed is a result of extensive scheme development over a number of months which has been undertaken in dialogue with Officers, independent Design Review Panels and members of the public and other stakeholders throughout the pre-application stage.
- 7.137 The final scheme design presented for approval was also further revised as a result of feedback provided by Officers, the Design Review Panel and members of the public during the application processing. The key matters raised were the height, massing and façade design of some buildings, the layout and appearance of the Goods Yard and the approach to play provision.
- 7.138 The principle post-submission revisions as a result of this feedback were:
- Reduction in the height of building G5 and G8, coupled with increases in height to smaller buildings H2, G1, G4 and G7;
 - Amendments to the colour and materiality of buildings;
 - Simplification of building facades - including reductions in the number and complexity of balconies and windows;
 - Re-design of the Goods Yard;
 - Increased screening of roof plant areas;
 - Inclusion of additional playspace;
 - Increased soft landscaping planting including additional trees;
 - Amendments to residential gardens to protect amenity;
 - Improvements to accessibility to the shingle gardens.
- 7.139 The design of the scheme is in general conformity with the guidelines that were established earlier in the design process and agreed at outline planning stage. Where there are design iterations of the outline scheme it is considered that they benefit the design and that overall, the collective design and appearance of the buildings and plots is considered to be an improvement on that envisioned at outline planning stage for a number of reasons:
- There is greater physical connectivity and visual permeability through and within the site as result of from the switch from perimeter podium blocks to separate individual buildings;
 - A varied skyline is proposed through the introduction of pitched and hipped roofs and the “mansarding” of upper levels which reduces the perceived massing of the blocks from distant views and those within the scheme;
 - The landmark tall buildings have greater prominence and improved setting by being separated from the podium massing. The proposed

- individual blocks and buildings allows the landmarks to be better identified which will aid way finding and legibility;
- Harbour Master's House and the refurbished Signal Box are retained and incorporated successfully into the scheme rather than being demolished/lost;
 - The proposals eschew any built development on plot G2 in lieu of the provision of additional public space;
 - The pedestrianised and accessible ground floor is activated by commercial uses throughout, which will result in increased natural surveillance and public safety;
 - A new seafront park has been included for public use
 - A publicly accessible viewing platform is included within the Rotunda building, providing new viewing opportunities to appreciate the heritage coast and Folkestone;
 - Parking is provided at basement level rather than in an above ground podium; and,
 - There is a greater emphasis on public open space and accessible routes over private resident gardens.

The Council's Conservation Officer, in respect of the appearance of the application proposals, considers that the design and appearance of the proposed is overwhelmingly modern in its appearance which directly contrasts with that of the nearby conservation area in both layout and architectural language. It has already been established through Historic England's previous comments that this is likely the most acceptable approach to take. Through the use of modern design, a juxtaposing visual is created which clearly defines a more recent phase of Folkestone's development. A pastiche approach could appear false and result in buildings of stature that would have never stood in this location. Towns which have functional and working harbours often see periodic phases of large-scale development and change to their seafronts as the needs of the town progress and change over time. Although significant this development reads as the next contemporary phase of the regeneration of the harbour and its use.

- 7.140 The design ethos adopted originates from Section 3.1 of the Masterplan Design Guidelines. It is considered that the interplay between form, height and articulation would create a strong identity for the development with an appropriate independence of form in a contemporary manner. The façades of the scheme are considered to be linked to, but also an evolution of, the already approved designs for other development plots across the masterplan. This creates a shared language whilst also expressing the differentiation and individuality of buildings within these eastern plots. As such the proposals are considered to comply with PPLP Policies HB1, HB2 and C1.

Materiality

- 7.141 The attention to the finer details and material choices for the building are crucial; it is considered appropriate therefore that the delivery of high-quality

- materials envisaged in the detailed design are the subject of a planning condition.
- 7.142 The materiality of the buildings has developed and evolved in response to extensive pre-application engagement with Officers at the pre-application stage (as detailed in the submitted Design and Access Statement). The proposals have also been informed through engagement with a Design Review Panel that provided detailed feedback on the elevational design, materiality and articulation which have been incorporated into the material appearance of the scheme.
- 7.143 The proposed materials palette set out in the submitted Design and Access Statement is considered appropriate for the different buildings across the three plots. The materials selected provide a restrained palette of prefabricated concrete panels and fluted terracotta across the majority of the buildings that are then varied across the site through the use of different textures, colours and shapes. The introduction of anodized aluminium detailing metalwork features for balconies, terraces and windows supplements this.
- 7.144 The proposed Goods Yard building punctuates this overall restrained material palette through the introduction of corrugated anodised aluminium panelling which is intended to be a reflection of the history and character of the area taking direct inspiration from the shapes and the structure of the station canopies, the colour of the railway livery and metal cladding of railway sheds.
- 7.145 The Masterplan Design Guidelines require that materials are selected which can cope with the harsh marine environment. The requirement for robust facade materials that can withstand the harsh marine environment is met by the proposed materials palette. On this basis it is considered that this material palette proposed represents an appropriately quality and durability. Maintenance.

Views

- 7.146 A full Visual Impact Assessment (VIA) for the Masterplan was firstly carried out in 2012 and subsequently updated in 2017 as part of the Section 73 application. The Section 73 application assessed the impact of the development on a series of views surrounding the site and concluded that within the parameter plans and guidelines, the scheme would be acceptable in terms of net visual impact whilst acknowledging that some views would change significantly.
- 7.147 On the back of the VIA and subsequent approvals, the acceptability of the scheme is dependent upon compliance with the parameter plans (which has been demonstrated above). The scheme also responds to the guidelines and proposes changes that have a beneficial impact on design and layout and remain in compliance with the parameters of the outline planning permission,

and the delivery a high-quality design to ensure that the visual impact of the development would not be detrimental to the visual amenity of the site and the surrounding area.

- 7.148 While a series of views was identified at outline stage, the Visual Impact Assessment submitted with the application also expands on these setting out the baseline images, the maximum parameters of the outline permission in respect of building envelope and the proposed scheme. The key takeaway from this assessment is that impact of the proposed detailed reserved matters scheme against the majority of views assessed in the outline permission is neutral.
- 7.149 The Townscape Assessment considers the impact of the proposals on eight Townscape Character Areas (TCAs) concluding the following impact:
- Moderate Beneficial – TCA1 (Folkestone Harbour) and TCA7 Seafront Developments;
 - Neutral – TCA3 (Cliff-Top Residential), TCA4 (Utilitarian Corridor), TCA5 (Tontine Street) and TCA6 (Old Town Centre);
 - Minor Adverse - TCA2 (The Stade) and TCA8 (The Beach).
- 7.150 Officers agree with this assessment and note that where minor adverse impacts are identified this is an expected by-product of the proposals resulting in a clear change to the visual relationship which was envisaged when the outline planning permission was granted.
- 7.151 Having regard to the heritage impacts, in respect of scale and layout, assessed above it is considered that the proposed high-quality appearance of the proposals makes a neutral contribution to the views identified. This realises the ambition of the Design Guidelines approved as part of the Outline Permission in seeking to preserve and enhance the setting of identified heritage assets. The detailed design and materiality of the buildings is considered to be acceptable and would not result in any harm above and beyond that identified at the outline stage such that the character and appearance of the Conservation Area would be preserved.
- 7.152 In light of the above, the proposed details submitted under this reserved matters application are considered to be acceptable and in accordance with the outline planning permission and with identified local and national policies.

g) Landscaping

- 7.153 The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines landscaping, as *“the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—*

(a) screening by fences, walls or other means;

*(b)the planting of trees, hedges, shrubs or grass;
(c)the formation of banks, terraces or other earthworks;
(d)the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
(e)the provision of other amenity features”*

7.154 In relation to Landscaping, Condition 7 of outline planning permission Y17/1099/SH specifically requires the following details to be submitted for approval:

“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”.

7.155 Landscaping is important to reinforce character and identity, define legibility, create a pleasant and welcoming place and support the function of the plot. The landscape would have to work for the application site but would also have to integrate with the other approved plots. It is considered that the overall history of the seafront and harbour area is important and should where possible be used to inform development within the area.

7.156 Areas of defined and distinctive characters were identified within the Masterplan, as set out in FS3 Folkestone Seafront Landscape Guidelines (Rev 3). Each character area is described in terms of its function, composition and activities which could occur there.

7.157 A set of mandatory design guidelines were outlined for each character area, which provide a basis for the proposals. Illustrative material and concept montages also indicate the quality of the public realm spaces and residents' gardens to be achieved through the development of the Masterplan.

7.158 The landscaping proposals have been designed and developed as a cohesive proposal across the three development plots in order to meet the requirements of the Landscape Design Guidelines. They are divided into 11 Character Areas which span across the reserved matters application site. A summary of the proposed key components and features of each of these areas is set out below.

Harbourside

7.159 Function:

- Animated waterfront public realm
- Retail frontage
- Seated Amphitheatre for events (up to 250 people capacity)
- LAP Play space
- Access to the lower harbour level for water sports

7.160 Hard Landscape

- Porphyry paving to upper level
- Brushed concrete to lower level
- Metal mesh pedestrian walkway
- Feature Amphitheatre

- 7.161 Soft Landscape
- Mature trees in hard landscape

Seafront Park

- 7.162 Function:
- Waterfront promenade
 - Dwelling space
 - LAP play space + play trail
 - Cafe/restaurant spill-out

- 7.163 Hard Landscape:
- Porphyry paving to perimeter
 - Self-binding gravel to interior spaces
 - Timber baulk benches
 - Natural timber play equipment

- 7.164 Soft Landscape:
- Mixed evergreen and deciduous trees
 - Salt-tolerant lawn
 - Mixed shrub and herbaceous planting

Harbour Master's Square

- 7.165 Function:
- Amenity and dwelling space
 - Drop off for small deliveries and visitors

- 7.166 Hard Landscape:
- Porphyry paving to perimeter
 - Self-binding gravel to interior
 - Rising bollards to control vehicular movements
 - Timber baulk benches

- 7.167 Soft Landscape:
- Mature deciduous trees in soft landscape
 - Mixed shrub and herbaceous perennial planting

Residential Garden

- 7.168 Function:
- Amenity and dwelling space
 - LAP Play space
- 7.169 Hard Landscape:
- Porphyry paving to perimeter
 - Resin-bound gravel perimeter path
 - Dutch brick paving to private gardens
 - Timber baulk benches
 - Natural timber play equipment
- 7.170 Soft Landscape:
- Mature deciduous trees in soft landscape
 - Mixed shrub and herbaceous perennial planting

Shingle Garden

- 7.171 Function:
- Beachfront garden
 - Public amenity space
 - LEAP play space
- 7.172 Hard Landscape:
- Loose shingle and accessible play surface
 - Timber baulk benches, loungers, and picnic tables
 - Natural play equipment
- 7.173 Soft Landscape:
- Highly resilient native shrub and herbaceous perennial planting

Harbour Station

- 7.174 Function:
- Primary Street
 - Key north-south connection
- 7.175 Hard Landscape:
- Historic asphalt platform retained
 - Grey exposed aggregate resin-bound gravel to trackbed level
 - Porphyry sett paving to vehicular routes
- 7.176 Soft Landscape:
- Highly resilient native shrub and herbaceous perennial planting
- 7.177 The existing station structure would be retained as part of the proposals and it would continue to form one of the primary links from the Town Centre to the

Harbour Arm. Harbour Station would be fronted on both side by retail, which would create additional activity. Towards the southern end of the site, the trackbed level would be lifted up so that it is flush with the platforms, ensuring level access across the site which would benefit accessibility.

Maker's Row

- 7.178 Function:
- Secondary Street with light-industrial uses
 - Key north-south connection
- 7.179 Hard Landscape:
- Porphyry flag paving to pedestrian areas
 - Porphyry sett paving to carriageways
 - Cycle stands
 - Lighting
 - Timber benches
- 7.180 Soft Landscape:
- Tree planting in hard landscape

The Walk and Lighthouse Lane

- 7.181 Function:
- Tertiary street with residential uses
 - Private gardens for ground floor homes
- 7.182 Hard Landscape:
- Dutch brick pavers to pedestrian zones and private gardens
 - Porphyry sett paving to carriageways
 - Cycle stands
 - Timber baulk benches
- 7.183 Soft Landscape:
- Tree planting in hard landscape
 - Mixed shrub and herbaceous planting
- 7.184 These two residential streets would have direct access to building cores and front doors - those with homes on the ground level have generous defensible garden boundaries or private yards. These streets are more intimate in scale compared to Maker's Row.

The Passages

- 7.185 Function:
- Tertiary east-west streets
 - Access to back of house areas

- 7.186 Hard Landscape:
- Porphyry flag paving

7.187 As a collective the landscaping approach outlined above is considered to conform with the approved landscape design guidelines in respect of general principles, materiality and planting as demonstrated. As such it is considered to be acceptable.

Public Open Space

7.188 In relation to Public Open Spaces and the Public Realm Design Strategy, Condition 7 of outline planning permission Y17/1099/SH specifically requires the following details to be submitted for approval:

“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”.

7.189 In the Folkestone Seafront Landscape Guidelines an indicative area calculation was produced of the entire Seafront Masterplan. The plan was broadly split into public / private realm categories as follows:

- Squares and public open spaces
- Primary vehicle routes
- Shared vehicular routes - limited access
- Pedestrian only footpaths
- Publicly accessible Shingle Gardens
- Residents' shared gardens
- Beach playable space inland of 14m Active Zone line
- Beach beyond 14m Active Zone line



Document F53 Folkestone Seafront Landscape Guidelines (Rev 3)

Figure 40 Outline open space strategy

- 7.190 The open space strategy for these Harbour plots has developed since the Section 73 application. The key changes are firstly that Plot G1 does not contain a podium level private amenity space, and the massing of this half of the site is broken up with a series of publicly accessible streets and passages.
- 7.191 Secondly, the proposals now include the publicly accessible Seafront Park, which is an added public benefit to the scheme. As the Seafront Park is similar in size and character to the resident's gardens, this would provide the required amenity for the residents of the site, while creating a much more open and public masterplan.
- 7.192 Additionally, the shingle garden is considerably larger than originally envisaged, as it extends south of the boardwalk and eastwards in front of Plot F Building 4.
- 7.193 The resulting levels of provision are outlined on the plan below and are considered to conform with the indicative areas identified in the Landscape Guidelines.

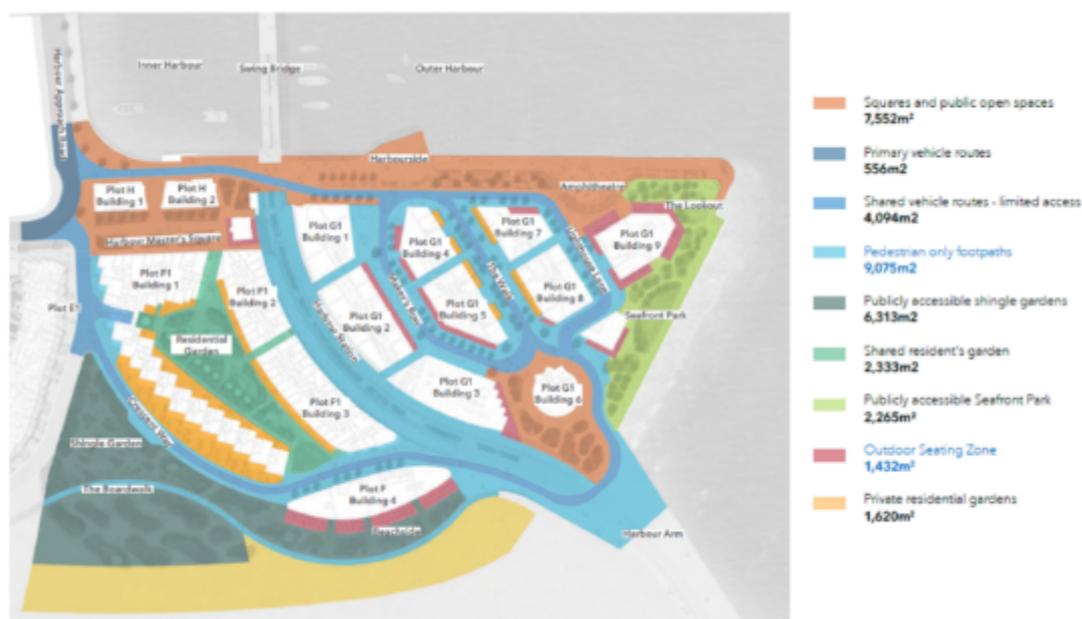


Figure 41 Proposed landscape strategy

7.194 In relation to Play space, Condition 7 of outline planning permission Y17/1099/SH specifically requires the following details to be submitted for approval:

“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”.*

7.195 In the approved Landscape Guidelines (Rev 3), a play strategy was established for the whole Masterplan area. This took into account the existing play and sports provision in the area, such as the Lower Leas Coastal Park. The general strategy for the Folkestone Seafrost development was to place Local Areas for Play (LAP) within residents’ gardens and Local Equipped Areas for Play (LEAP) inside the Shingle Gardens at either end of the beach.

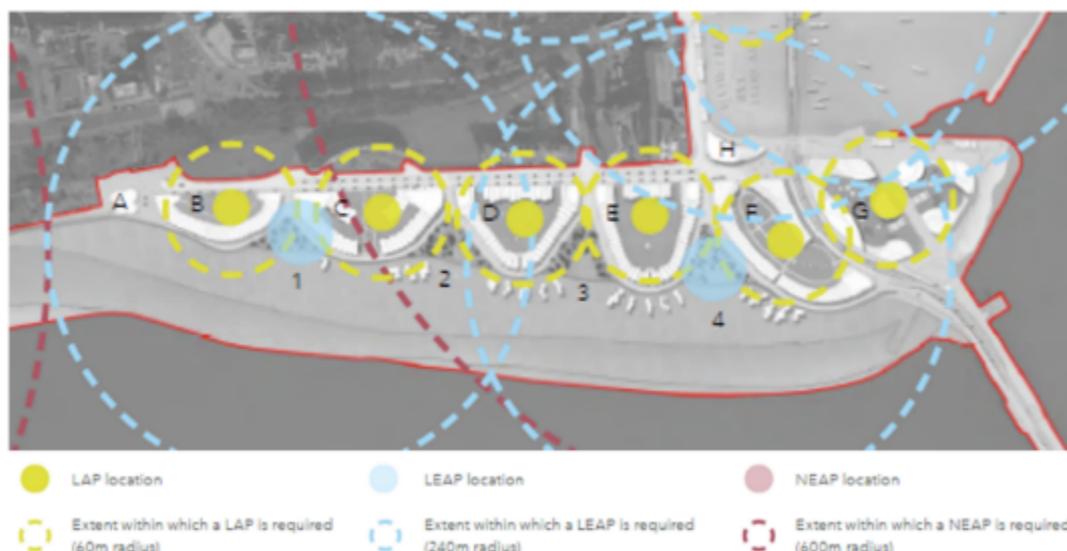


Figure 42 Outline play strategy

- 7.196 Policy C4 in Folkestone and Hythe District Council's adopted Places and Policies Local Plan (2020) states 0.005 hectares of LAP must be provided per 1,000 population. For LEAP, 0.077 hectares must be provided per 1,000 population.
- 7.197 The required LEAP play space generated by plots D1 to H comes to a total of 1,115sqm. The LAP requirement for plots F, G and H is 297sqm.
- 7.198 For the LEAP play space, the requirement generated by the harbour plots would be combined with the requirement generated by plots D1 and E1 and provided for in shingle garden 4 (located between E1 and F1) totalling 1,115sqm.
- 7.199 A total of 304sqm of LAP Play space is proposed as follows in compliance with the requirements outlined above:
- Resident's Garden – 104sqm
 - Harbourside – 100sqm
 - Seafront Park – 100sqm
- 7.200 This slightly exceeds the 297sqm requirement.
- 7.201 The landscape proposals include four play areas across the Harbour masterplan. Each play area responds to the distinct landscape character it sits within and offers a variety of play features. The features within the play areas are designed to facilitate a wide range of activities from adventurous, active and challenging play; to calm, reflective and sociable.



Figure 43 Proposed play provision

7.202 With the additional play incorporated, the play provided meets the policy requirements of PPLP Policies C3 and C4 and is in accordance with the principles of the outline planning permission.

h) Other matters

Compliance with Outline Planning Permission Conditions

7.203 Condition 1 requires the submission of details of the access, appearance, layout, scale and landscaping (reserved matters) of each phase of development to be submitted before development is commenced within that phase. This application provides these details in respect of Plots F1, G1 and H.

7.204 Condition 2 requires 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 planning permission, and all other reserved matters applications to be submitted before the expiration of 10 years from 30th January 2015. This reserved matters application was submitted before the 30th January 2025 in accordance with this condition.

7.205 Condition 4 requires that each reserved matters submission demonstrates compliance with the approved parameter plans and the associated development principles established at the outline stage. The submitted application documents and drawings demonstrate compliance with the approved parameter plans. The submission also demonstrates that the

- proposals have not exceeded the maximum threshold of 1,000 dwellings and 10,000 gross commercial floorspace for the masterplan.
- 7.206 Condition 6 notes that unless otherwise agreed, the development shall be carried out in accordance with the approved phasing plan and Landscape Guidelines. This application seeks approval for the fifth and sixth phase of development in accordance with the approved phasing plan. The assessment above demonstrates how the proposals respond to the Landscape Guidelines.
- 7.207 Condition 7 relates to the details required to be demonstrated by each reserved matters application namely layout, access, scale and appearance, public open spaces public realm design strategy, landscaping and play space. This report considers these details as part of the assessment of the application.
- 7.208 Condition 8 requires reserved matters application(s) to identify how the relevant areas of public open space are to be laid out, paved, planted equipped and maintained. The layout plan, landscaping plans and Landscaping Design and Access Statement meet this requirement, and conditions are laid out below regarding ongoing maintenance and management.
- 7.209 Condition 9 requires the submission of a design stage water efficiency calculator proving that the development will achieve a maximum water use of 110 litres per person per day in line with Building Regulations. The submitted Energy and Sustainability Statement provides a high-level strategy for meeting this requirement. Further information will need to be provided to address this condition – these details can be submitted separately at a later date and do not affect the assessment of this reserved matters application.
- 7.210 Condition 12 requires reserved matters application(s) to show the facilities associated with loading, unloading and turning of vehicles clear of the highway. The submitted Transport Statement outlines compliance with this condition, as do the proposed public realm plans which include detail regarding the highway.
- 7.211 Condition 14 requires that for each Reserved Matters submission that includes non-residential floorspace that details of floorspace and active frontages are submitted. This information is set out within the submitted application documents as required.
- 7.212 Condition 16 requires that the Reserved Matters submission for Plot G1 includes play space and communally accessible amenity facilities (eating, areas, tables, seating etc) within the communal gardens. This information is set out within the submitted application documents as required and further conditions are proposed to secure further details and delivery.

- 7.213 Condition 17 highlights the need to identify the provision of private outside space, inclusive of balconies. As identified above, all units have access to private outdoor space via the provision of balconies, terraces and/or gardens in compliance with this condition.
- 7.214 Condition 20 requires details 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 would 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.
- 7.215 Condition 21 requires that Plot G1 includes mitigation measures to reduce the impact of wind flow down-rush. This information is set out within the submitted application documents as required and a condition is proposed to ensure the implementation of mitigation measures.
- 7.216 Condition 27 requires that a surface water drainage scheme for the site is submitted and approved. The Flood Risk Assessment and the Drainage Design Strategy plans provide details of a preliminary site drainage layout, and preliminary assessment of the site in accordance with PPLP Policy CC3. Detailed schemes will be required to be submitted as the design develops further in order to discharge this condition.
- 7.217 In addition to the above, it is noted that under the main Outline Planning Permission, the conditions outlined below apply to these development plots, and as such are not required to be duplicated on any reserved matters approval:
- Provision of car and cycle parking prior to occupation (Condition 11)
 - Travel Plan (Condition 13)
 - Detailed drawings of external fittings (Condition 19)
 - Recruitment measures (Condition 22)
 - Archaeological work (Condition 24)
 - Details of Bus Stop (Condition 25)
 - Slope Stability Report (Condition 26)
 - Construction Management Travel Plan (Condition 28)
 - Provision of carriageways, footways, shared surfaces, footpaths and cycle ways prior to occupation (Condition 30)
 - Contamination (Conditions 31 – 33)
 - Waste Management (Conditions 38 and 39)
 - Construction Environmental Management Plan (Condition 40)
 - Non-residential Use Class (Conditions 43-47)

Additional flood modelling

7.218 During consideration, the Environment Agency cited the need for the submission of a revised Flood Risk Assessment (FRA) considering additional data points in respect of flood risk and climate change. The applicant subsequently undertook a full suite of modelling to seek to address this matter in dialogue with the Environment Agency. There is some debate about whether an updated FRA and new modelling is required for the application given this is a reserved matters submission and there is no planning condition requiring the update of an FRA/new modelling and updates. However, the applicant agreed to provide an updated FRA as part of this reserved matters submission which included revised modelling. The EA were consulted on the updated FRA and has raised no objection subject to conditions.

Local Finance Considerations

7.219 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material. Section 70(4) of the Act defines a local finance consideration as a grant or other financial assistance that has been, that will, or that could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments), or sums that a relevant authority has received, or will or could receive, in payment of the Community Infrastructure Levy. There is no CIL requirement for this development and no other relevant local finance considerations.

Human Rights

7.220 In reaching a decision on a planning application the European Convention on Human Rights must be considered. The Convention Rights that are relevant are Article 8 and Article 1 of the first protocol. The proposed course of action is in accordance with domestic law. As the rights in these two articles are qualified, the Council needs to balance the rights of the individual against the interests of society and must be satisfied that any interference with an individual's rights is no more than necessary. Having regard to the previous paragraphs of this report, it is not considered that there is any infringement of the relevant Convention rights.

Public Sector Equality Duty

7.221 In determining this application, regard has been had to the Public Sector Equality Duty (PSED) as set down in section 149 of the Equality Act 2010, in particular with regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. It is considered that the application proposals would not undermine objectives of the Duty.

7.222 It is considered that the application proposals would not conflict with objectives of the Duty.

Working with the applicant

7.223 In accordance with paragraphs 38 of the NPPF, Folkestone and Hythe District Council (F&HDC) takes a positive and creative approach to development proposals focused on solutions. F&HDC works with applicants/agents in a positive and creative manner.

8. CONCLUSION

8.1. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Taking this test into account, which as assessed at Outline Application state, the harm resulting from the impact on the setting of the identified heritage assets must be balanced against the benefits arising from the planning application proposals.

8.2. Historic England confirm in their representation that they have no comments to make, and it is therefore for the Council to weigh the identified harm to heritage significance against the public benefits of the proposal in the manner described in the NPPF.

8.3. The overall effect on the designated heritage assets was judged at the outline stage to cause less-than-substantial harm to the setting of the heritage assets. It is considered that taking into account the high quality of detailed design development, along with the assessment of the visual impacts and the positive effects of an enhanced public realm, this modest level of less-than-substantial harm would be maintained by the current proposal and is on the spectrum of less-than-substantial in NPPF terms thus requiring consideration of the public benefits arising from the proposals. In this context, the public benefits arising from the proposed development are significant and when combined are considered to significantly outweigh the identified effects on the setting of the identified heritage assets. As such, and in line with the NPPF, it is considered that the proposals are acceptable when the planning balance is applied.

8.4. In light of the appraisal set out above, it is considered that this reserved matters submission has demonstrated compliance with Condition 4 of the outline planning permission Y17/1099/SH, which sets out that the submission of reserved matters applications shall demonstrate compliance with the approved parameter plans and the text set out on those plans to fix the

development principles, together with the approved Design and Landscape Guidelines. As such, it is considered that the application carries through the development principles which were agreed upon at outline planning permission stage and represents an acceptable proposal across the reserved matters of access, appearance, scale, landscaping and layout, in accordance with relevant national and local adopted planning policy.

9. BACKGROUND DOCUMENTS

- 9.1. All papers referred to in this report including the consultation responses set out at Section 5.0 are background documents for the purposes of the Local Government Act 1972 (as amended), are published on the Folkestone & Hythe District Council (www.folkestone-hythe.gov.uk). Those papers relating specifically to this application may be found on the View applications online pages under planning application reference 24/0505/FH).

10. RECOMMENDATION

That reserved matters be granted subject to the conditions set out below and that delegated authority be given to the Chief Planning Officer to agree and finalise the wording of the conditions and add/delete/amend any other conditions that he considers necessary:

Conditions:

1. The development hereby permitted shall not be carried out except in complete accordance with the following approved drawings and documents:

Plan numbers:

Drawing Reference	Description
008-AISF-PL-60-0011 Rev	Location Plan
008-AISF-PL-60-0012 RevA	Location Plan-Proposed Development
008-AISF-PL-60-0101 RevB	Proposed Site Plan Ground Floor
008-AISF-PL-60-0115 RevA	Proposed Site Plan Roof
008-AISF-PL-60-0120 Rev	Proposed Site Plan Basement
008-AISF-PL-60-0301 RevA	Proposed Site Section AA & BB
008-AISF-PL-60-1100 RevB	Proposed Plot F1 Level 00 Floor Plan
008-AISF-PL-60-1101 RevB	Proposed Plot F1 Level 01 Floor Plan
008-AISF-PL-60-1102 RevB	Proposed Plot F1 Level 02 Floor Plan
008-AISF-PL-60-1103 RevB	Proposed Plot F1 Level 03 Floor Plan
008-AISF-PL-60-1104 RevB	Proposed Plot F1 Level 04 Floor Plan
008-AISF-PL-60-1105 RevB	Proposed Plot F1 Level 05 Floor Plan
008-AISF-PL-60-1106 RevA	Proposed Plot F1 Roof
008-AISF-PL-60-1110 Rev	Proposed Plot F1 Basement Plan
008-AISF-PL-60-1120 RevB	Proposed Plot G1 Level 00 Plan
008-AISF-PL-60-1121 RevB	Proposed Plot G1 Mezzanine Floor Plan

008-AISF-PL-60-1122 RevB	Proposed Plot G1 Level 01 Plan
008-AISF-PL-60-1123 RevB	Proposed Plot G1 Level 02 Plan
008-AISF-PL-60-1124 RevB	Proposed Plot G1 Level 03 Plan
008-AISF-PL-60-1125 RevB	Proposed Plot G1 Level 04 Plan
008-AISF-PL-60-1126 RevB	Proposed Plot G1 Level 05 Plan
008-AISF-PL-60-1127 RevB	Proposed Plot G1 Level 06 Plan
008-AISF-PL-60-1128 RevB	Proposed Plot G1 Level 07 Plan
008-AISF-PL-60-1129 RevB	Proposed Plot G1 Level 08 Plan
008-AISF-PL-60-1130 RevB	Proposed Plot G1 Level 09 Plan
008-AISF-PL-60-1131 RevB	Proposed Plot G1 Level 10 Plan
008-AISF-PL-60-1132 RevB	Proposed Plot G1 Level 11 Plan
008-AISF-PL-60-1133 RevA	Proposed Plot G1 Roof Plan
008-AISF-PL-60-1140 RevA	Proposed Plot G1 Basement Plan
008-AISF-PL-60-1150 RevB	Proposed Plot H L00-L02 Floor Plan
008-AISF-PL-60-1151 RevB	Proposed Plot H L03,L04 & Roof Floor Plan
008-AISF-PL-60-1152 Rev	Proposed Plot H Basement Plan
008-AISF-PL-60-1201 RevB	Proposed Plot F1 Elevations
008-AISF-PL-60-1202 RevB	Proposed Plot F1 Elevations
008-AISF-PL-60-1221 RevB	Proposed Plot G1 Elevations
008-AISF-PL-60-1222 RevB	Proposed Plot G1 Elevations
008-AISF-PL-60-1251 RevB	Proposed Plot H Elevations
008-AISF-PL-60-1301 RevA	Proposed Plot F1 Sections
008-AISF-PL-60-1321 RevA	Proposed Plot G1 Sections-1
008-AISF-PL-60-1322 RevA	Proposed Plot G1 Sections-2
008-AISF-PL-60-1351 RevA	Proposed Plot H Sections
008-AISF-PL-60-4201 RevA	Proposed Plot F1 Building 1 Elevations
008-AISF-PL-60-4202 RevA	Proposed Plot F1 Building 1 Elevations
008-AISF-PL-60-4205 RevA	Proposed Plot F1 Building 2&3 Elevations
008-AISF-PL-60-4210 Rev	Proposed Plot F1 Building 4 Elevations
008-AISF-PL-60-4215 RevA	Proposed Plot G1 Building 1 Elevations
008-AISF-PL-60-4220 RevA	Proposed Plot G1 Building 2&3 Elevations
008-AISF-PL-60-4221 RevA	Proposed Plot G1 Building 2&3 Elevations
008-AISF-PL-60-4225 RevA	Proposed Plot G1 Building 4 Elevations
008-AISF-PL-60-4230 RevA	Proposed Plot G1 Building 5 Elevations
008-AISF-PL-60-4235 Rev	Proposed Plot G1 Building 6 Elevations
008-AISF-PL-60-4240 RevA	Proposed Plot G1 Building 7 Elevations
008-AISF-PL-60-4245 RevA	Proposed Plot G1 Building 8 Elevations
008-AISF-PL-60-4250 Rev	Proposed Plot G1 Building 9 Elevations
008-AISF-PL-60-4255 Rev	Proposed Plot H Building 1 Elevations
008-AISF-PL-60-4260 RevA	Proposed Plot H Building 2 Elevations
008-AISF-PL-60-6201 RevA	Proposed Lofts Typical Façade Details
008-AISF-PL-60-6205 Rev	Proposed Rotunda Typical Façade Details
008-AISF-PL-60-6210 Rev	Proposed Sheds Typical Façade Details
008-AISF-PL-60-6215 Rev	Proposed Crescents Typical Façade Details
008-AISF-PL-60-6220 Rev	Proposed Lookout Typical Façade Details

Drawing Reference	Description
8417-PL-DL-P-104 REV01	Drainage and Levels - Ground Level

8417-PL-DL-P-105 REV01	Drainage and Levels - Podium Level
8417-PL-ES-P-116 REV01	Outdoor Seating Zones - Ground Level
8417-PL-GA-P-101 REV01	Landscape GA Plan - Ground Level
8417-PL-GA-P-102 REV01	Landscape GA Plan - Podium Level
8417-PL-GA-P-103 REV01	Landscape GA Plan - Roofscape Level
8417-PL-HW-P-107 REV01	Hard Landscape Plan - Ground Level
8417-PL-HW-P-108 I REV01	Hard Landscape Plan - Podium Level
8417-PL-PA-P-117	Play space Areas
8417-PL-SW-P-110 REV01	Soft Landscape Plan - Ground Level
8417-PL-SW-P-111 REV01	Soft Landscape Plan - Podium Level
8417-PL-SW-P-112 REV01	Soft Landscape Plan - Roofscape Level
8417-SE-GA-P-200_REV01	Landscape Section Location Plan
8417-SE-GA-P-201_REV01	Landscape Section 1
8417-SE-GA-P-202	Landscape Section 2
8417-SE-GA-P-203	Landscape Section 3
8417-SE-GA-P-204	Landscape Section 4
8417-SE-GA-P-205	Landscape Section 5
8417-SE-GA-P-206	Landscape Section 6
8417-SE-GA-P-207	Landscape Section 7
8417-SE-GA-P-208	Landscape Section 8
8417-SE-GA-P-209	Landscape Section 9
8405-SK-029	King Charles III English Coastal Path

Documents:

- Accommodation Schedule dated October 2024
- Updated Biodiversity Net Gain Assessment, dated October 2024
- Habitat Assessment Report & Folkestone Plots PEA, dated March 2024,
- Energy and Sustainability Statement & Statement on Sustainable Construction, dated March 2024
- Revised Fire Strategy, dated October 2024
- Flood Risk Assessment dated March 2024
- Flood Warning and Evacuation Plan Plot F, dated March 2024
- Flood Warning and Evacuation Plan Plot G, dated March 2024
- Flood Warning and Evacuation Plan Plot H, dated March 2024
- Proposed Site Drainage Layout, dated January 2024
- Updated Heritage and Townscape Assessment Visual Impact Assessment dated October 2024
- Updated Internal Daylight and Sunlight Report, dated November 2024,
- Landscape Design and Access Statement, dated March 2024,
- Addendum Landscape Statement, dated October 2024
- Revised Noise Impact Assessment, dated October 2024
- Revised Socio Economic Impact Assessment, dated October 2024,
- Statement of Community Engagement
- Updated EIA Statement of Conformity, dated October 2024
- Transport Statement, dated January 2024
- Transport Statement Addendum, dated October 2024
- Wind Tunnel Assessment (WTA), dated March 2024
- Wind Tunnel Assessment (WTA) Microclimate Technical Memorandum
- Health Impact Assessment, dated October 2024
- Planning Statement, dated March 2024
- Planning Statement Addendum, dated October 2024

Reason: For the avoidance of doubt and in order to ensure the satisfactory implementation of the development in accordance with the aims of Places and Policies Local Plan.

2. No work above slab level shall take place until details and samples of the materials to be used in the construction of the external surfaces of the relevant building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The samples shall include but not be limited to:
 - Façade and facing materials
 - Balustrades and railings
 - Typical window and external facing door details
 - Plant enclosures
 - Detailing of interfaces between different façade materials, including with windows, external facing doors and balconies

The development shall be carried out in accordance with the previously approved details and be retained as such thereafter.

Reason: To ensure the satisfactory appearance of the completed development and in the interests of visual amenity.

3. The development hereby permitted shall only be undertaken in strict accordance with details of both hard and soft landscaping materials which shall first be submitted to and approved in writing by the local planning authority. This shall include details of play equipment, means of enclosure, street furniture, the shingle garden, seafront park and biodiverse roofs.

Only native species (associated with shingle habitat) should be planted within the shingle garden and areas adjacent should primarily use native species to minimise the risk that non native species will establish within the shingle habitat and biodiverse roofs.

Reason: To ensure the satisfactory appearance of the completed development and in the interests of visual amenity.

4. No work above slab level shall take place until a landscaping implementation programme has been submitted to and approved in writing by the Local Planning Authority. All landscape works (including play space provision) shall be carried out in accordance with the previously approved details. The landscape works shall be completed prior to the occupation of any residential or commercial unit, or in accordance with the programme agreed with the Local Planning Authority.

Reason: In order to protect and enhance amenity and nature conservation

5. Prior to first occupation, a landscaping maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority. The landscape and all other works shall be maintained in accordance with the agreed maintenance schedule thereafter.

Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenity of the area and encouraging wildlife and biodiversity.

6. Prior to first occupation of any buildings, the visibility splays detailed on the approved drawings shall be provided and maintained thereafter. There shall be no obstructions over 0.6 metres where a footway crosses the access.

Reason: In the interests of highway safety.

7. No work shall take place until facilities for construction vehicle loading/unloading and turning have been provided and approved in accordance with condition 28 of outline planning permission Y17/1099/SH and retained for the duration of construction.

Reason: In the interests of highway safety and to safeguard the amenity of adjoining areas

8. The ancillary resident facilities at Ground Floor level as shown on the approved plans shall be retained for use by residents of the approved buildings within the Seafront Development masterplan boundary only and shall not be made available for public use unless approved in writing by the Local Planning Authority

Reason: In the interests of public amenity.

9. No work above slab level shall take place until a detailed roof level layout plan and associated supporting information has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the location and specification(s) of Photovoltaic Panels and Air Source Heat Pumps.

Information shall be provided to demonstrate how these elements are (a) located to ensure sufficient space to allow light to penetrate to the biodiverse planting underneath; and (b) screened to preserve the amenity of the resident's roof terraces.

The development shall be carried out in accordance with the previously approved details prior to the first occupation of the relevant building and be retained as such thereafter.

Reason: In the interests of public amenity.

10. A servicing strategy should be submitted to and approved by the Local Planning Authority, prior to the commencement of above ground works. The approved servicing strategy shall thereafter be implemented upon occupation of the commercial units

Reason: In the interests of highway safety and to safeguard the amenity of adjoining areas

11. The viewing platform on the top floor of Building G6 hereby approved shall be permanently retained for public access. Details of the management, operation (including opening hours) and maintenance of the viewing platform, in the form of a Management Plan, shall be submitted to and approved by the Local Planning Authority prior to occupation of Building G6.

Reason: To ensure the viewing platform remains open for public use.

12. A Construction Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site. This should include details for the decant and re-provision of car parking provision available on site. Thereafter the Construction Phasing Plan shall be implemented as approved.

Reason: In the interests of the amenities of the area and highway safety and convenience.

13. The route for the King Charles III English Coastal Path as detailed on drawing 8405-SK-029 shall be implemented as shown unless otherwise agreed in writing with the Local Planning Authority

Reason: In the interests of public amenity.

14. No work above slab level shall take place until a strategy detailing measures to prevent the discharge of surface water onto the highway has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented as approved prior to occupation of any building and maintained for the lifetime of the development.

Reason: In order to prevent pollution of water supplies.

15. No work above slab level shall take place until a detailed lighting strategy has been submitted to and approved in writing by the Local Planning Authority. This shall include details of lighting at the new accesses and to the rear of footways in safe and suitable locations and phasing of implementation. The lighting shall be implemented in accordance with the approved strategy and phasing prior to first occupation of the relevant building in each phase and no further lighting shall be installed without the written approval of the Local Planning Authority.

Reason: In the interests of residential and visual amenity.

16. No work above slab level shall take place until a strategy for the implementation of the bus stand on Harbour Approach Road has been submitted to and approved in writing by the Local Planning Authority. Thereafter the bus stand shall be implemented as approved prior to first occupation.

Reason: In the interests of highway safety

17. Prior to occupation of any buildings a scheme detailing signage for the service access and main two-way access, including Variable Message Signage (VSM) on Harbour Approach Road indicating the number of parking spaces available shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first use of the basement car park and retained as such unless agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety

18. Prior to occupation of any buildings, details of bollards, barriers, dropped kerbs and tactile paving and a phasing plan for their implementation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the details shall be implemented as approved and in accordance with the approved phasing plan.

Reason: In the interests of highway safety and convenience

19. Prior to occupation of any buildings, details of the layout and operation of loading bays shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented as approved and maintained for the lifetime of the development.

Reason: In the interests of highway safety and convenience

20. Prior to commencement of above ground works, details of lane widths on Harbour Approach Road shall be submitted to and approved in writing by the Local Planning Authority. The lane widths shall be implemented as approved and maintained for the lifetime of the development.

Reason: In the interests of highway safety.

21. Prior to occupation of any buildings, a sitewide management and maintenance strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be implemented as approved and maintained for the lifetime of the development.

Reason: In the interests of highway safety and convenience

22. Prior to occupation of any buildings, details of boat lifting operations and management shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall be implemented as approved and maintained for the lifetime of the development.

Reason: In the interests of highway safety and convenience

23. Prior to occupation of the Goods Yard a detailed operations and management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters details of event management, opening hours, servicing, deliveries, amplified sound limits, outdoor seating and litter management.

Reason: In the interests of amenity.

24. The following details to minimise the transmission of noise from commercial units and the Goods Yard to residential units above shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of above ground works:

- Details and supporting acoustic performance documentation for partition constructions.
- Details and supporting acoustic performance documentation demonstrating solutions to limit flanking noise across separating walls and floors.
- Details and supporting acoustic performance documentation for sound absorbing materials.
- Test certificates for acoustically rated door sets and glazed screens (inclusive of frames and seals).
- Details of all noise generating mechanical & electrical equipment including acoustics data in the form of test certificates and calculations demonstrating compliance with the criteria.

The details shall be implemented as approved prior to first occupation of the relevant building.

Reason: In the interests of amenity.

25. Prior to installation of any mechanical roof top plant, technical details of the proposed plant enclosures and how they have been designed to mitigate

plant noise shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented as approved prior to first occupation of the relevant building.

Reason: In the interests of amenity.

26. The wind mitigation measures as set out within the approved Wind and Microclimate Assessment shall be completed prior to the first occupation or in accordance with a phasing plan to be agreed with the Local Planning Authority.

Reason: In the interests of amenity.

27. The measures detailed within the approved Energy and Sustainability Statement & Statement on Sustainable Construction shall be implemented as approved unless otherwise agreed with the Local Planning Authority.

Reason: In the interest of promoting energy efficiency and sustainable development

28. The development shall be carried out in accordance with the approved Flood Risk Assessment (by: Buro Happold Limited; ref: 0058918-BHE-RP-004 Revision P03 Final; dated: 15 October 2024) and the following mitigation measures it details:

Flood Risk Management Strategy

- The crest level of the beach shall be set at a value of +6.5mODN;
- Realignment of the beach crest seawards 14m to tie into the harbour arm to prevent overtopping on to the impermeable harbour arm and old station;
- Shingle ridges behind the beach shall have a crest level of +7.5mOD. Where gaps are required through the shingle ridges to provide access, these shall have a crest level no less than +6.75mOD.

Floor Levels

- Across plots G1, F1 and H all thresholds into buildings and basement levels to be set at or above a level of 6.5m ODN
- Plot F1 building 4 to have a threshold of +7.5m ODN with ground and first floor uses to be commercial only
- Plot G1 building to have a threshold of +7.5m ODN

Sea Defence

Development shall not be commenced until such time as a detailed design of the proposed wave wall on the southern quay as outlined in 7.1.2 of the FRA has been submitted to and approved in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

29. Prior to the commencement of above ground works, an updated Flood Warning and Evacuation Plans (FWEPs) for each plot shall be submitted to and approved in writing by the Local Planning Authority. These shall reflect the as built basement structure and associated flood risk and include a mechanism for regular reviews of the FWEPs and the process for these reviews and subsequent approval by the local planning authority to ensure that the FWEPs are in accordance with the latest advice and data from the Environment Agency.

Prior to first occupation of any buildings, the measures and protocols detailed within the approved Flood Warning and Evacuation Plans (FWEPs) for each plot shall be implemented as approved unless otherwise agreed with the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

30. Prior to first occupation of any car park on the site, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of space allocations, EV charging points, opening hours and gate/barrier controls. The management plan shall be implemented as approved unless otherwise agreed with the Local Planning Authority.

Reason: In the interests of safety and convenience

APPENDICES