

# 1. Folkestone - Past, Present and a Bright Future

## A New Future

From before the time of the Domesday book until the eighteenth century, Folkestone was a small fishing village, most of its buildings on the land around today's harbour and leading up the church. There was no harbour at that time, and boats were pulled up on the beach below.

As elsewhere all over England, the nineteenth century brought major and rapid change. The village grew quickly into a town, with new housing extending both along the seafront and away from the sea to the higher ground behind.

In 1809 the first harbour was built, and then extended and improved during the course of the century. The great engineers Rennie and Telford both contributed to its design. The railway from London arrived in 1843, and a cross channel service to Boulogne opened in that year.

The Victorian era saw the development of the town as a leisure resort. It is in this period that the foreshore below the cliffs is developed, on new land created as a result of a cliff fall in 1843, with the stucco terraces of Marine Parade and Marine Crescent which still survive today. The Leas water lift provided access to the foreshore, and a Victoria Pier was built and then extended. Shingle began to accumulate west of the harbour as a result of the construction of the harbour and pier, extending the beach out towards the sea.

From the beginning of the war, Folkestone saw both the arrival of refugees from the Continent, and the departure of troops for the battlefields of northern France. Close to France and important to the war effort, it was bombed in a number of enemy air raids.

Post-war reconstruction included the building of new pleasure gardens and the Marine Pavilion in an attempt to bring back holidaymakers. The beach in front of Marine Gardens was developed with bathing and boating pools and the Rotunda amusement park – a classic Victorian resort reinvented as a classic interwar resort. Folkestone, twenty miles or so from German-occupied France, was on the front line of the home front in the Second World War. Many residents left, and defences and gun batteries were set up. The town was heavily bombed; there were significant casualties, and major damage to property across the town. Post-war reconstruction took place at a slow pace, but as it progressed, cheap holidays on the Mediterranean were becoming a possibility. English seaside holidays went out of fashion, and Folkestone failed to flourish as a resort. Echoing a pattern found all round the coast of England, the pier was demolished in 1954 and the Marina in the 1960s.

Recent decades saw a rapid drop off in ferry traffic with the opening of the Channel Tunnel in 1994. With the continued success of the tunnel, Folkestone's 157 year history as a cross-channel passenger port came to an end. By the start of the twenty first century, it was apparent that Folkestone's decline both as a port and a resort was a 'double whammy' that could only be reversed by a combination of fresh thinking and large-scale, imaginative investment. With this in mind, local former businessman Roger De Haan's Folkestone Harbour company has, from 2004, bought the harbour and adjacent land, assembling a site with a view to an ambitious mixed use redevelopment that will help regenerate the town. De Haan and his charitable trust have contributed to this process elsewhere in the town with investments and interventions, but the harbour presents an opportunity for the town on a different scale.

The HS1 rail service to the rebuilt St Pancras station, operating since 2009, has slashed the journey time from Folkestone to London to 55 minutes. With new rolling stock, the service has transformed the image and the reality of the rail connection, and made commuting from this part of Kent an attractive option – as well as improving access to the town for millions of potential visitors.

Towns all along the Kent and Sussex coast are being reinvigorated, with a flourishing arts scene and the growing popularity of the 'staycation' as an alternative to foreign travel. In Folkestone, the Triennials of 2008 and 2011 have put Folkestone on the map as a site of artistic creativity and have received rave reviews in the national papers. With the involvement of Tracey Emin – from East Kent but now known internationally – and other established artists, they have attracted attention from abroad as well. The Triennials have also succeeded in their aim of encouraging local talent to flourish and raising the profile of the town's artists.

Ports and port activity at a certain scale are attractive leisure destinations. The harbour with its dramatic viaduct and listed harbour walls is no longer the working environment that is once was, but this presents an opportunity – it is full of potential as a place to enjoy. The Victorians transformed a fishing village into a resort town, but they built their pier and their leisure uses away from what was then a busy working harbour. Today, we can benefit from that fact that this distinction is no longer so clear or so necessary.

Folkestone today offers a rich mix of buildings and townscape, set in a dramatic landscape of cliffs and green slopes – the small scale of the narrow streets of the old town, the shopping area of Sandgate Road, the grand Victorian suburb to the west, the East Cliff and Warren, and the 'most exciting piece of architecture in the town', the brick rail viaduct. With the Old High Street, the Rocksalt restaurant and the interactive fountain, regeneration to a high standard has already begun. Down at the waterfront, though, there is much room for improvement. As one moves from this area toward the sea, much of the harbour and the seafront to its west lies fallow or semi derelict. A large part of what ought to be the best part of the town – the harbour and the area around it, is today the most disappointing. Good quality buildings such as Marine Crescent are left stranded. All this part is now in a single ownership. There is a once-in-a-generation opportunity to bring improvement to this area with ambitious new development. The potential exists to transform the heart of Folkestone's seafront – the town's starting point at the time of the Domesday Book – to reinvent it for the twenty first century.

A new place rich in gardens, squares, quayside, beach and public places - places of variety and character - is now being envisaged. Sea sports, beach sports, walking, hiking and swimming will be a vital part of the life of the new waterfront – a project that will reclaim the seafront for the people of Folkestone.

## Folkestone - One Year On

Welcome to the 2011 Public exhibition of the proposals for the Folkestone Harbour Seafront. The exhibition describes the work we have done following on from the results of our last consultation in challenging market conditions.

Last year, we consulted with you about a new more sensitive approach to the design of the seafront. Understanding the past to plan for the future, working with the historic features and using the natural assets of a terrific seafront opportunity were all part of a new approach to developing the seafront.

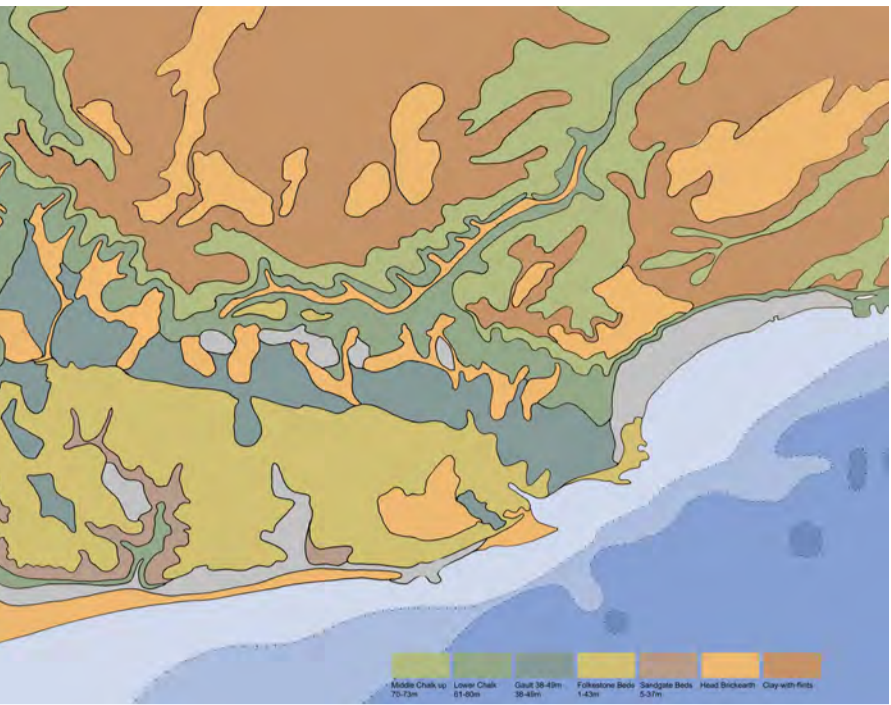
Approximately 3000 of you attended the exhibition and 72% of you supported this new approach and endorsed the three major design principles to

- Revitalise the harbour as a lively vibrant quayside
- Re-connect the seafront with the town centre
- Reinforce the varied landscape character

We asked you for suggestions for new uses on the seafront which could be incorporated into the master plan. The ten most popular suggestions were; Arts related uses, new bars and restaurants, sporting facilities, heritage centre, Places for sitting and enjoying the seaside, shops and a market, restoration of the ferry, restoration of the railway, restoration of the marina and places for amusements and fun.

The opportunity for ferry operators has been actively sought but sadly no viable proposal has been proposed. Just this year a major cross channel operator has closed down illustrating the difficulties of competing with air and tunnel travel. Without the ferry a railway link to the seafront is not viable.

The master plan proposed in this exhibition incorporates most of your other suggestions and more. New squares, gardens, quayside and beach are just part of the rich tapestry of places and differing uses proposed. Your views are valued and appreciated and can make a difference. Please take time to complete the questionnaire either here at the exhibition or on-line.



Local Geology



Local Topography and Waterways

## What is Proposed?

The material in this exhibition illustrates our proposal to create a mixed use Seafront comprising many spaces and places. The development envisages a number of uses including:

- Up to 1000 dwellings made up of apartments and a range of terraced, semi-detached and detached houses
- Up to 10,000 m<sup>2</sup> of commercial uses including shops, restaurants, bars and studios and possibly a hotel
- Cultural and leisure uses including a Beach sports centre and a Sea sports centre
- Improvements to the beaches, pedestrian and cycle routes and accessibility into and out of the seafront and harbour
- Improved visitor parking

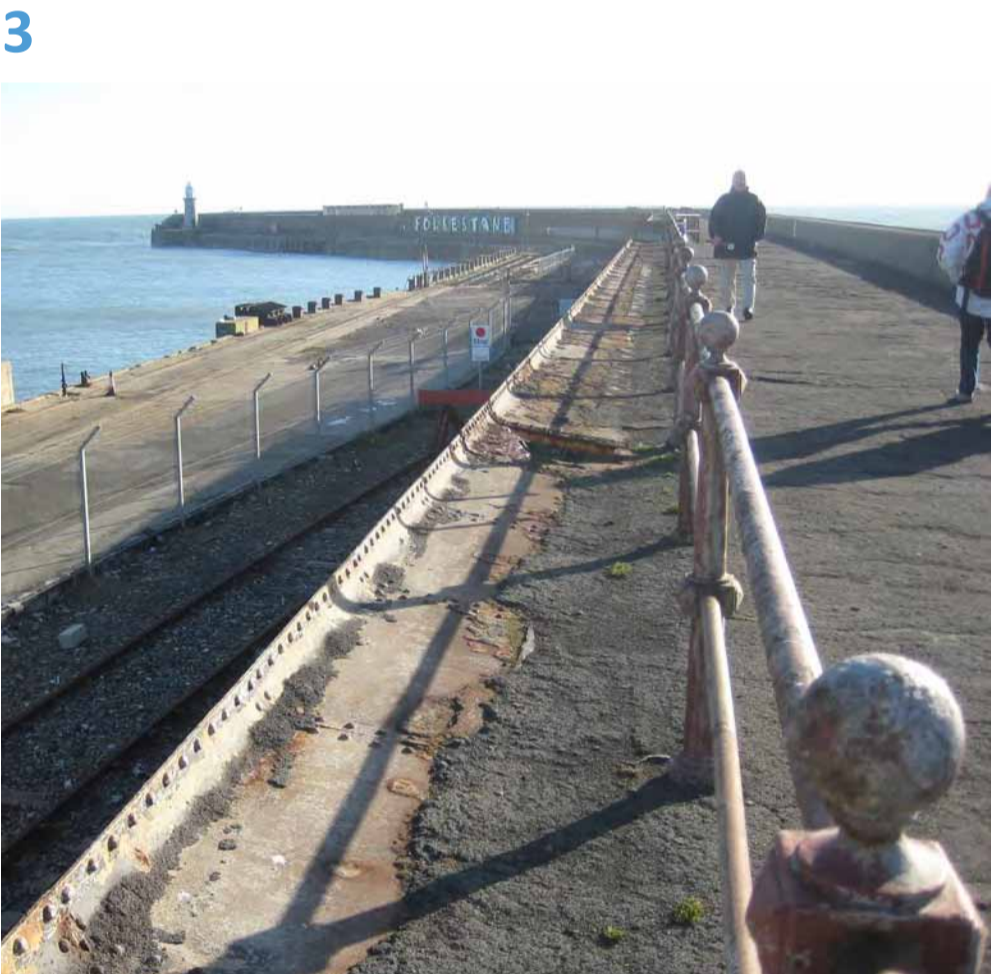
- **6.8 Hectares of Publicly Accessible Beach**
- **630 m of New Landscaped Streets**
- **675 m Seafront Boardwalk**
- **2100 m<sup>2</sup> of Public Realm Including 3 new Public Squares, Quayside and harbour arm**



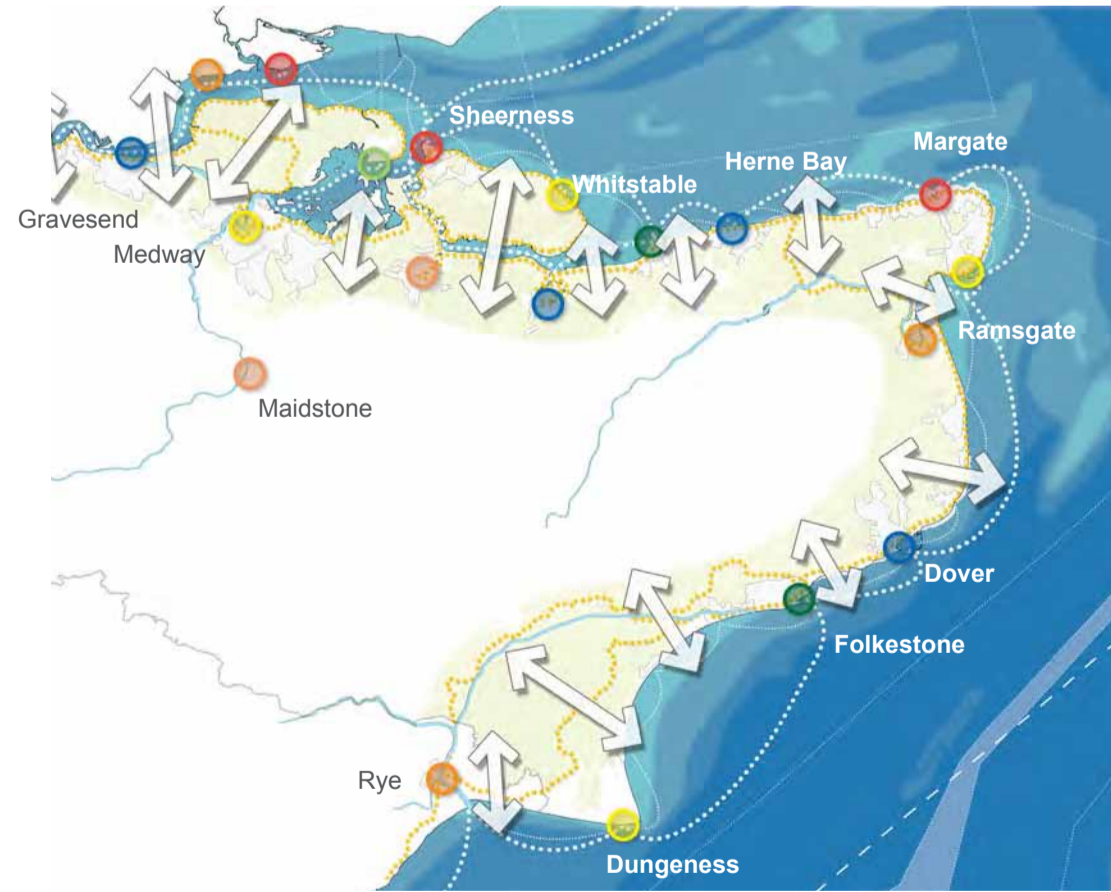
Harbour Master's House



Railway Viaduct



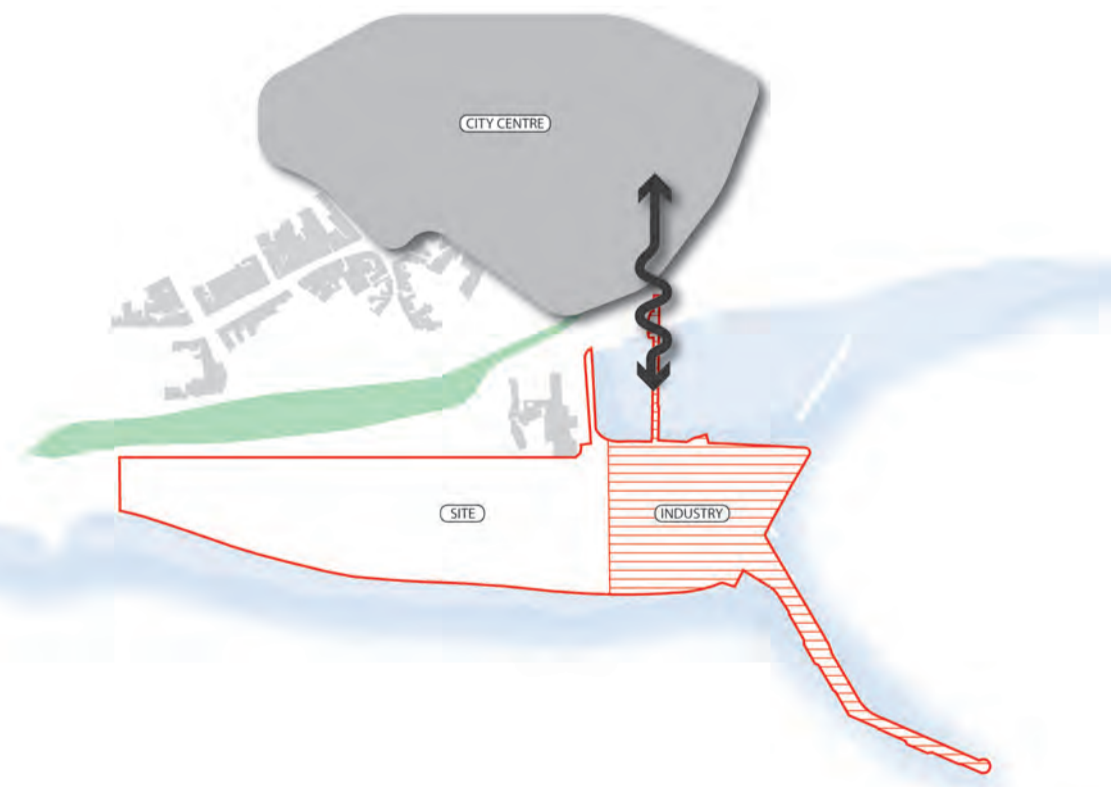
Harbour Arm



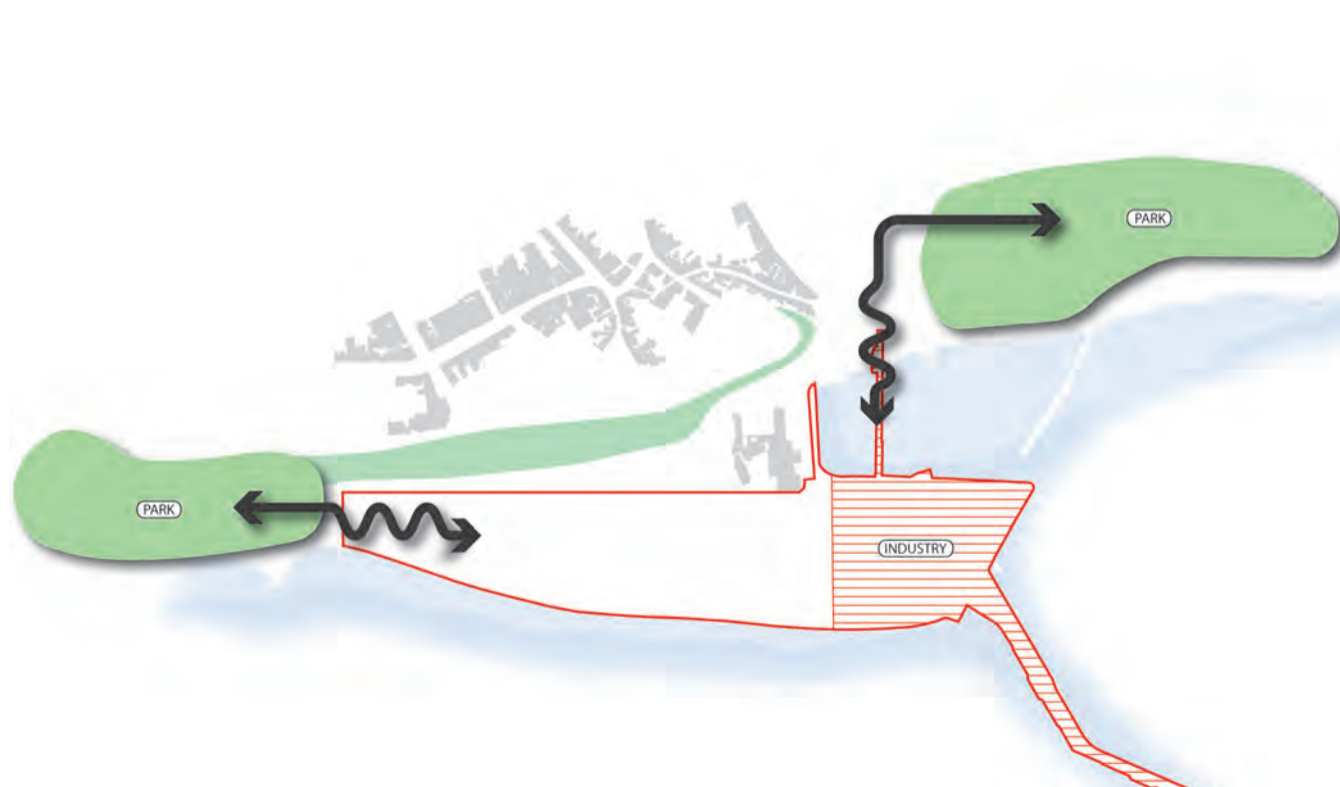
Revival of the Kent Coast



The Site Today



Seafront disconnected from the rest of the town



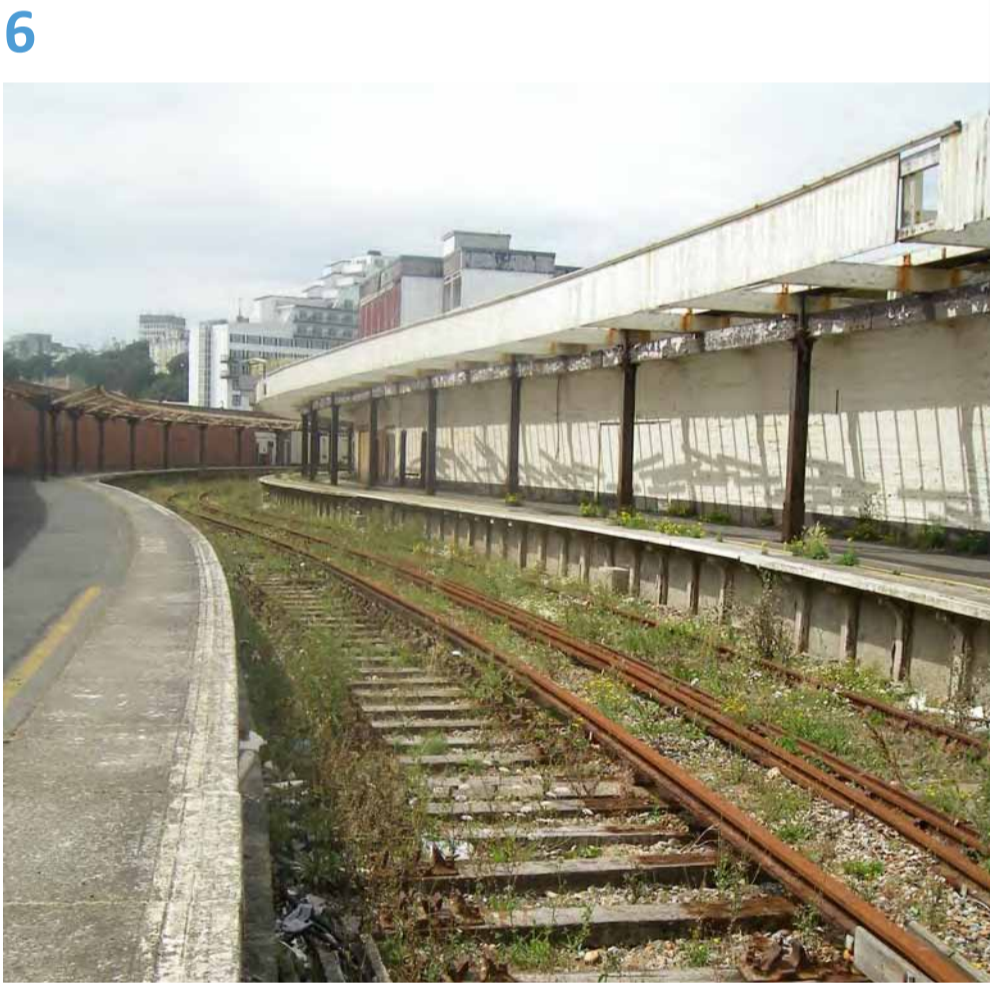
Coastline Disconnected



Beach

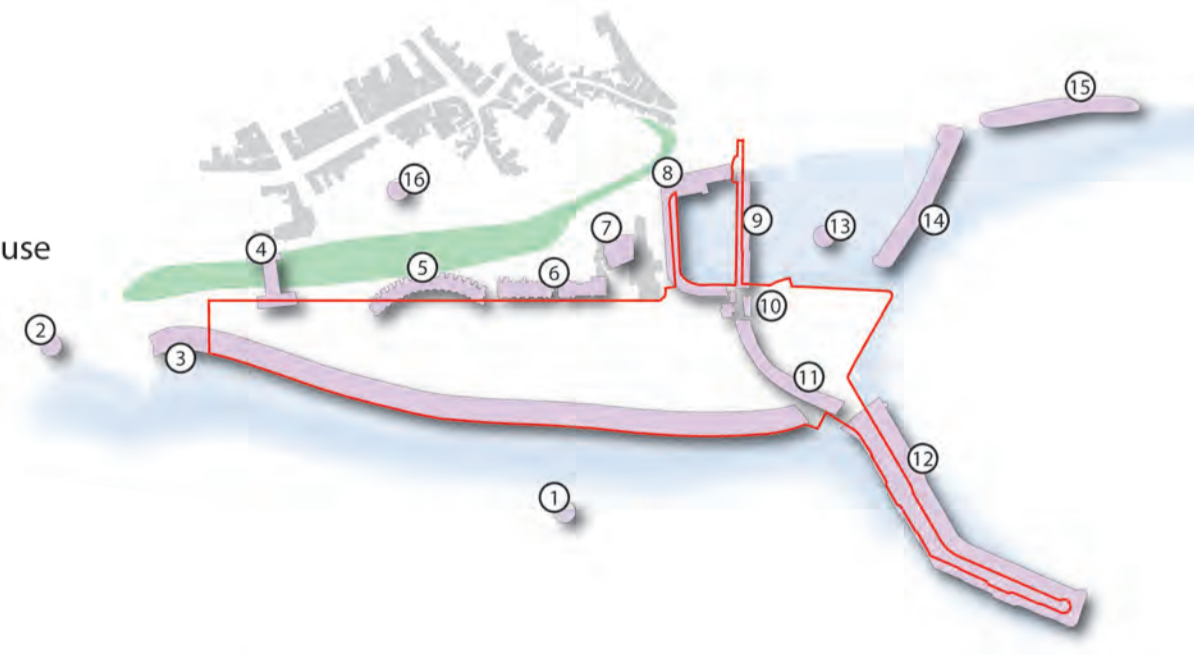


Leas Lift



Harbour Station

- 1 The Sea And Views To France
- 2 The Coastal Park
- 3 The Beach
- 4 The Leas Cliff Walker Lifts
- 5 Marine Crescent
- 6 Period Buildings
- 7 Regency Hotel Ballroom
- 8 Historic Harbour Walls
- 9 Railway Viaduct And Swing Bridge
- 10 Remaining Part Of The Original Customs House
- 11 Harbour Station And Railway
- 12 The Harbour Arm
- 13 Active Harbour
- 14 Historic East Quay
- 15 Sandy Beach
- 16 The Cliff



Working with the Past to build the Future



## A NEW SEAFRONT FOR FOLKESTONE

PUBLIC EXHIBITION DECEMBER 2011

FOLKESTONE HARBOUR COMPANY



FARRELLS

# 2. Regeneration Has Already Started

Many of your suggestions have already been built or started such the new fountain, artwork around the town, the second Triennial, power boat events, tree planting on Marine Parade, temporary boat launching test site and new restaurants such as Rocksalt, Smokehouse and Halletts. Additionally, the Creative Quarter continues to be enriched with new artists, theatre events and showcases.

In particular, there are now major sporting facilities proposed. A beach sports centre capable of holding international competitions for beach volley ball, beach football and beach rugby is to be located on the existing lorry park. Work on a temporary beach sports facility will start next year. In addition, a sea sports centre catering for sailing, windsurfing and a variety of other water sports is to be located near to the existing Leas Lift. Trials for launching sites have already been conducted.

## Projects Completed So Far

- 1 Creative Quarter bringing artists and creative entrepreneurs into Folkestone
- 2 Triennial artworks
- 3 Historic Lighthouse restored
- 4 Planting on Marine Parade
- 5 Interactive fountain
- 6 New quayside Seafood restaurant
- 7 New restaurant at Katmandu site
- 8 New Fish and Chips restaurant
- 9 Testing of Site for Sea Sports Facilities
- 10 Quarterhouse theatre developing varied entertainment repertoire
- 11 South quay moorings for visiting boats
- 12 Water-ski and power-boat events



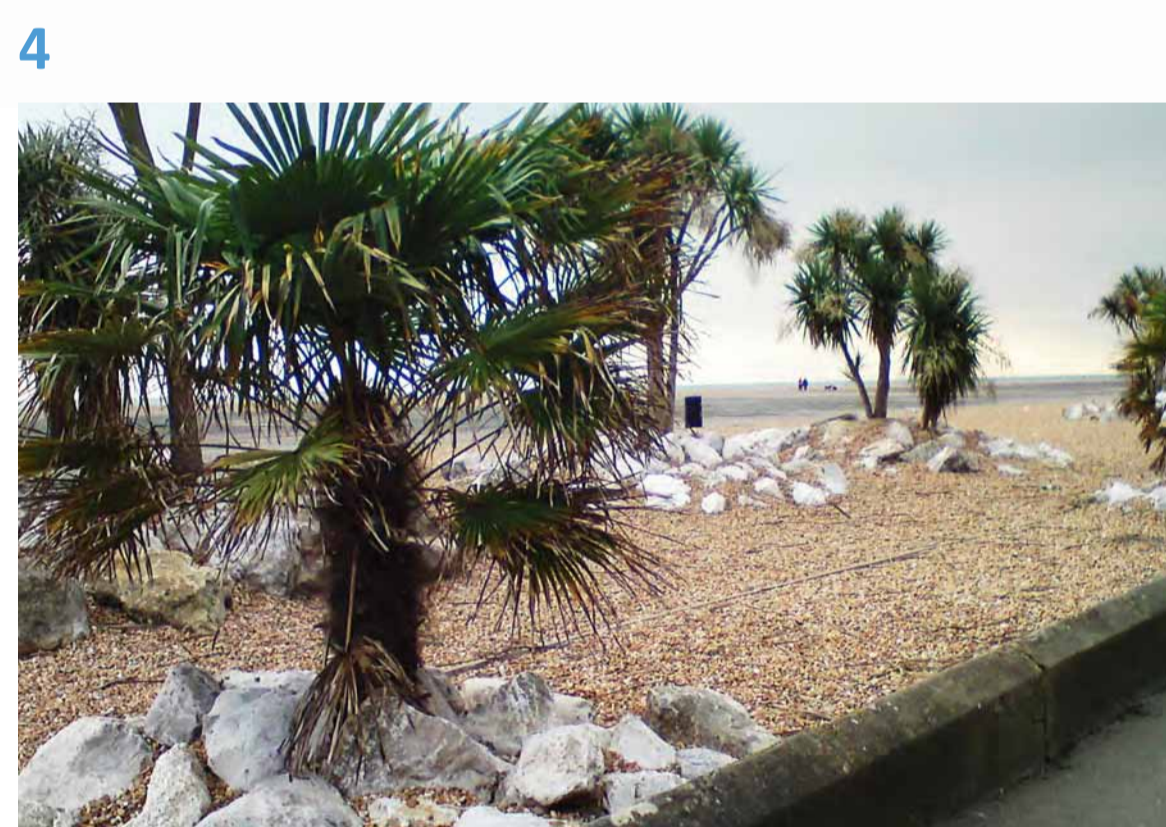
Schools and Colleges offered free space in Old High Street to showcase students' work



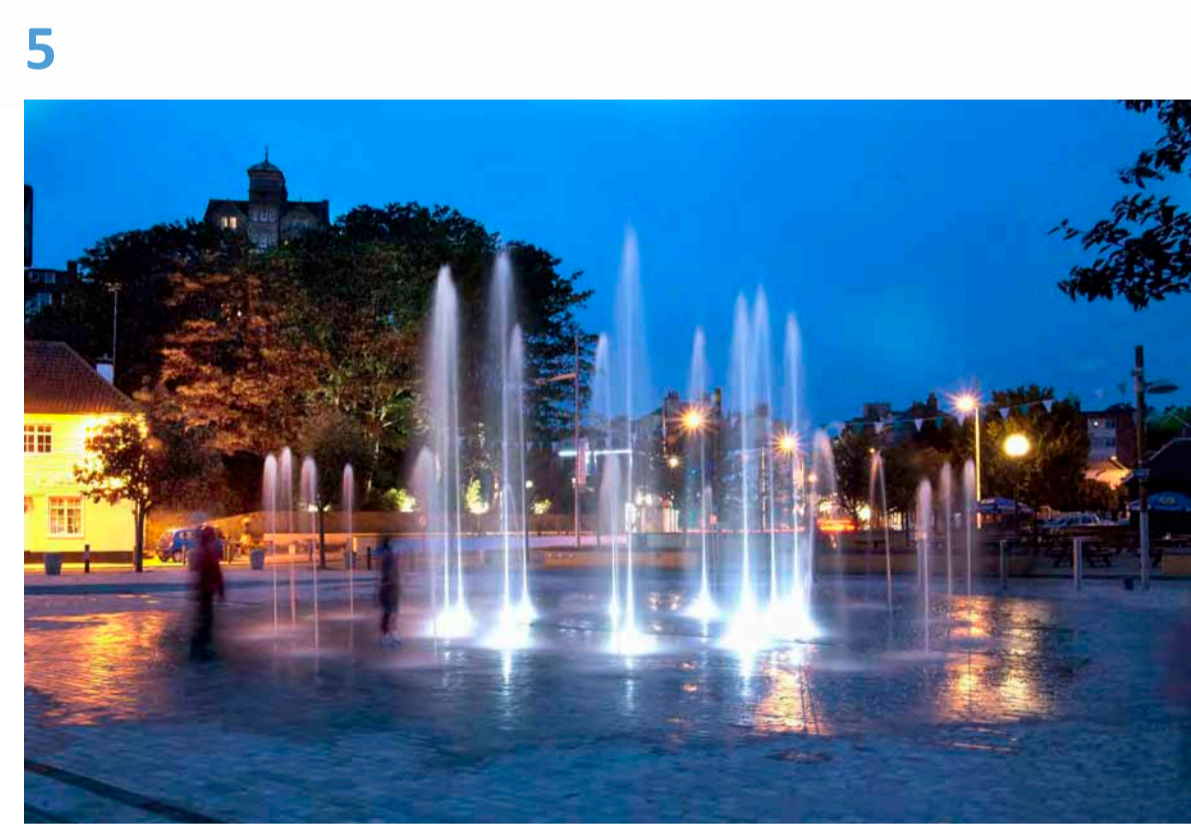
Triennial Artworks throughout the seafront



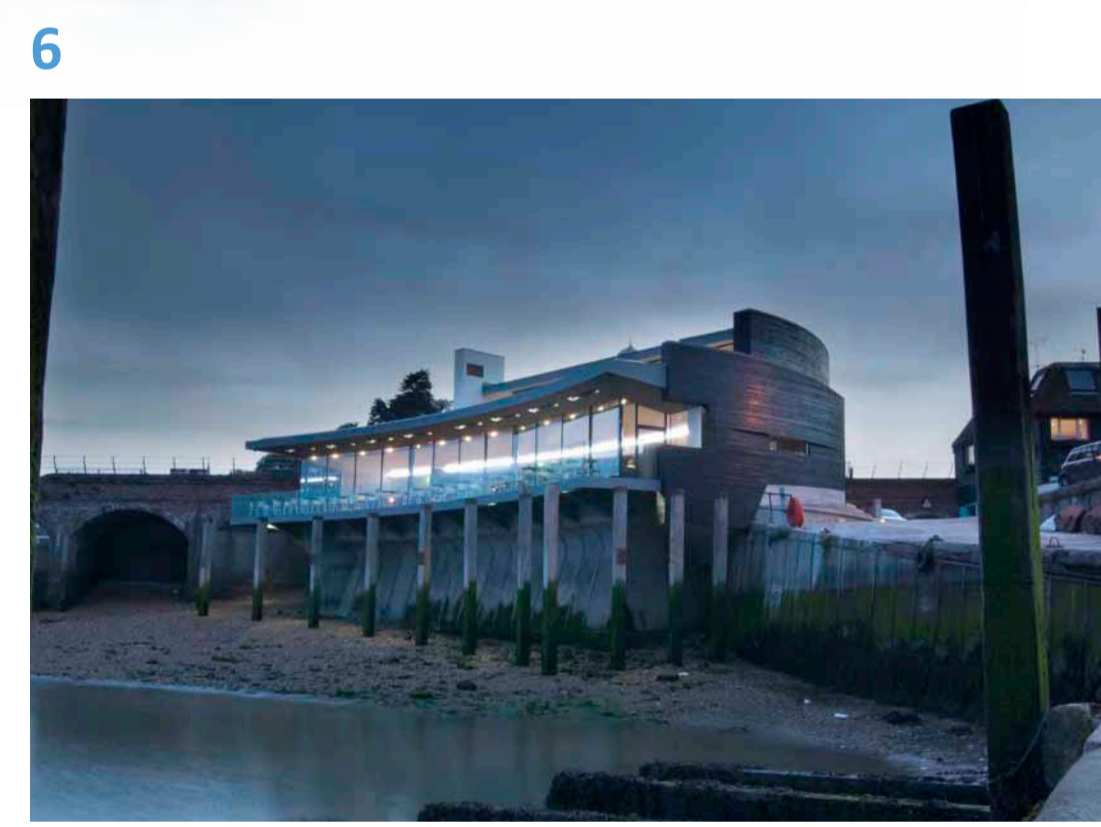
Restored Lighthouse



Planting enhancing character of Marine Parade



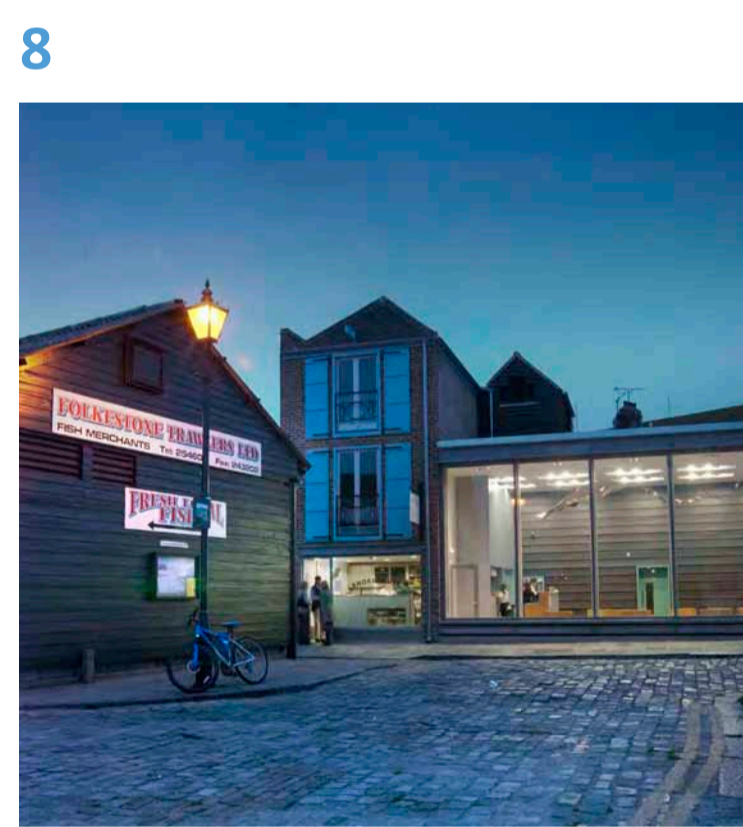
Interactive fountains animating Harbour Square



Rocksalt seafood restaurant



New restaurants around harbour



The Smokehouse

## A Folkestone Beach Sports Centre

Planning to create beach sports pitches near the harbour arm with cafe/showers/toilets



Beach Volley Ball



Beach Soccer



Beach Soccer/Rugby

## B Folkestone Sea Sports Centre

Community led sea sports group now over 50 strong is in place to explore the possibilities for sea sports on the seafront



Wind Surfing



Sailing



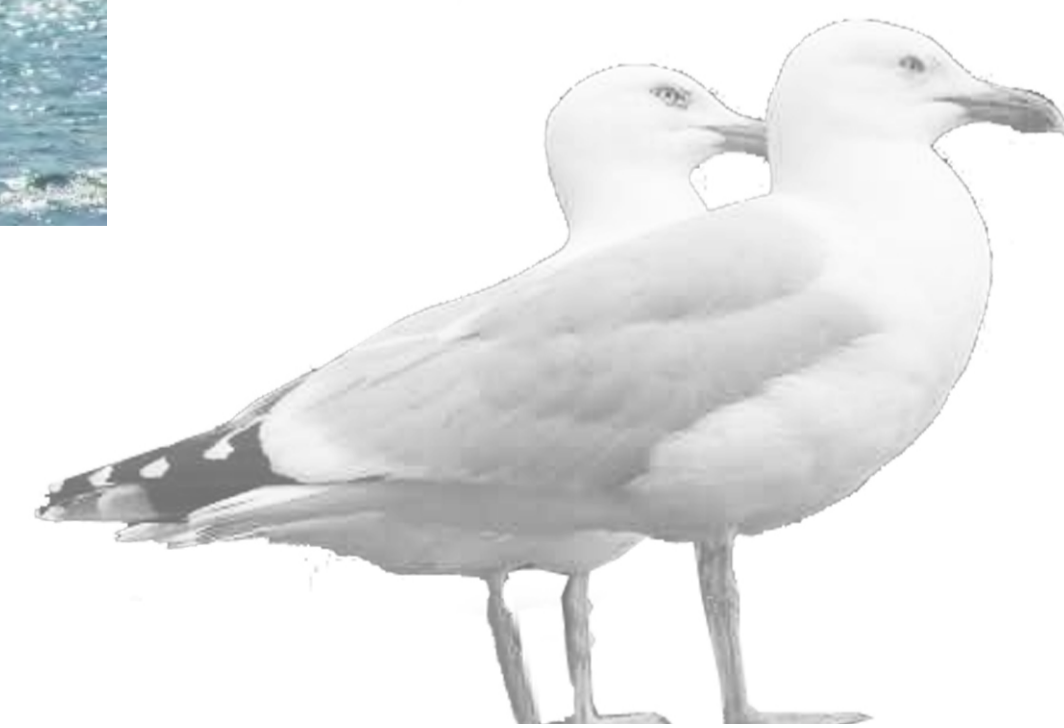
Kayaking



Wind Surfing Events



Kite Surfing



Seagull illustration

## Response Since Last Exhibition



Power Boat Event already held and more sea sports events planned



## Projects Planned

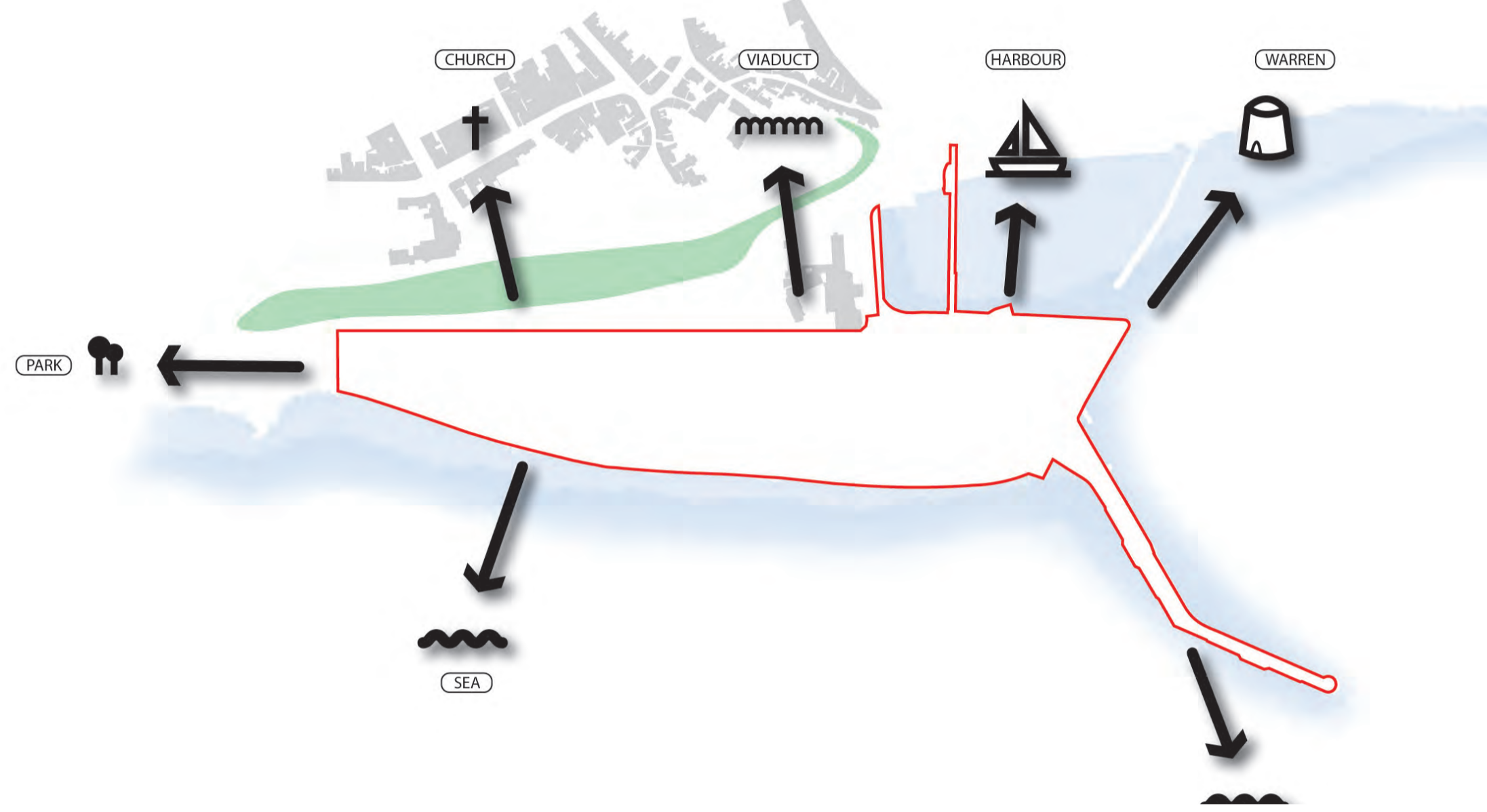
- A Planning to create beach sports pitches near the harbour arm with cafe/showers/toilets
- B Water sports centre planned – nature still to be determined (organic growth, establish what sports can work and then cater for these within the centre – huge opportunity)
- C Pontoons for visiting yachts
  - New location for slipway
  - Repeat events, Powerboat still in discussion
  - Additional participatory events especially with the Olympics coming up to start populating the site and bringing in support
  - Possibility of hosting the Lone Twin Cultural Olympiad project (the boat project) if it can moor
  - Talks in progress with Step Short to commemorate 1914 and Folkestone's role in WW1 and WW2
  - Triennial 2014

# 3. Master Plan Principles

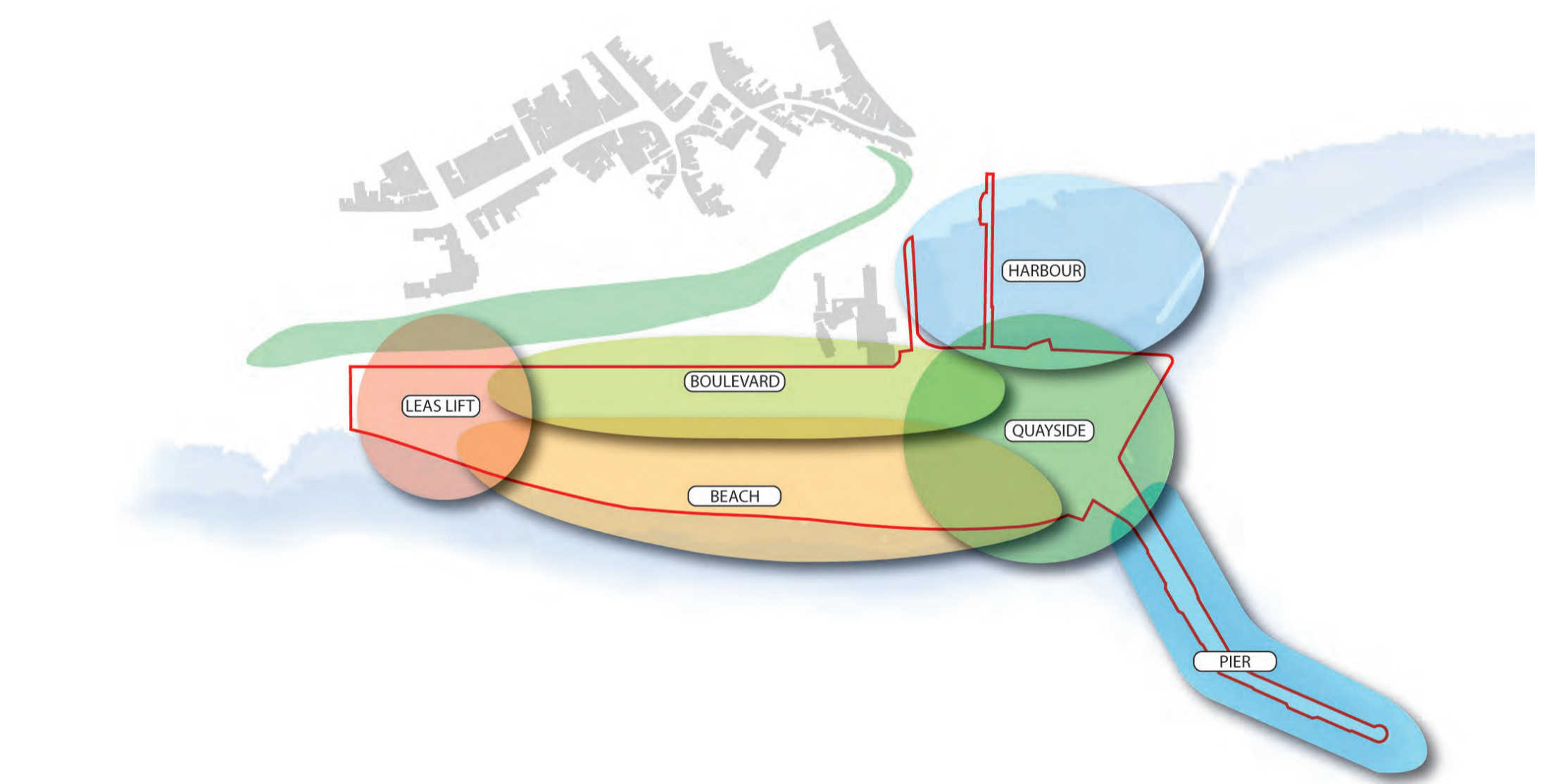
## A vision for Folkestone

The adjacent diagrams explain the complexity of thinking behind the master plan. Using the site to re-establish lost and broken links, creating new ones, street pattern, creating spaces with a variety of characters using history and natural assets, creating views, promoting movement and through to defining townscape and roles of particular buildings are just some of the considerations that underpin the master plan.

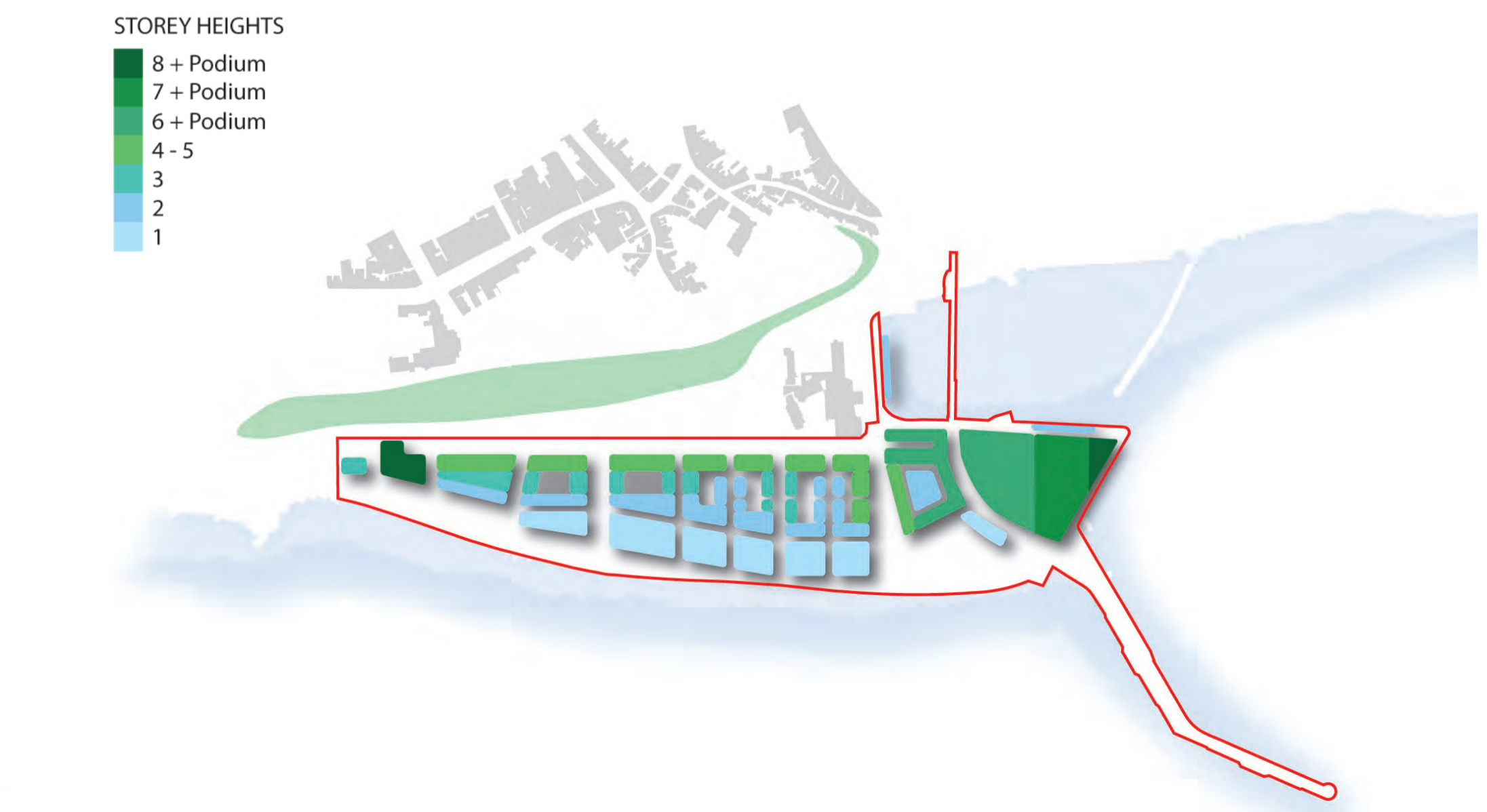
## Using Visual Assets To Create Places



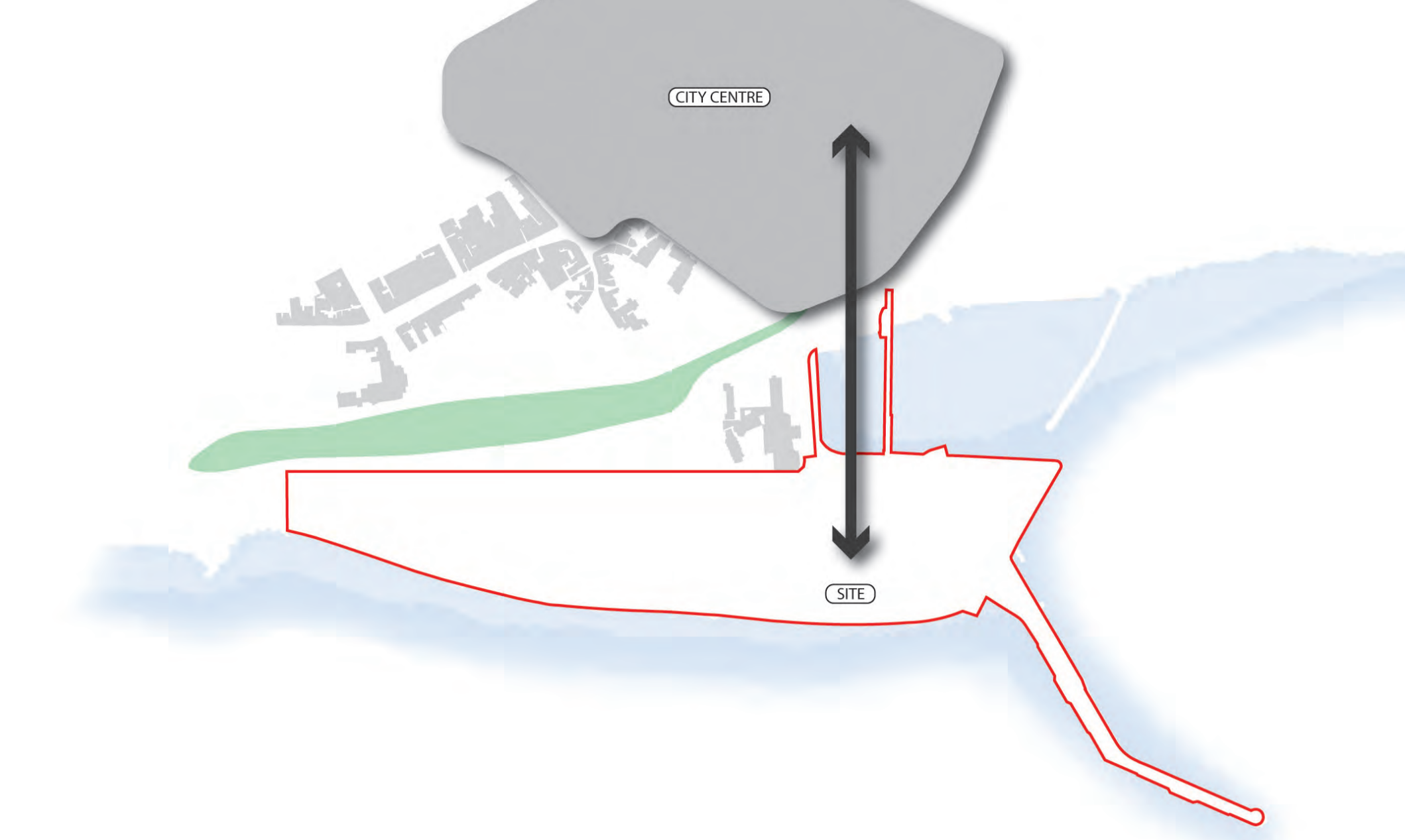
## Creating Places Of Varying Character



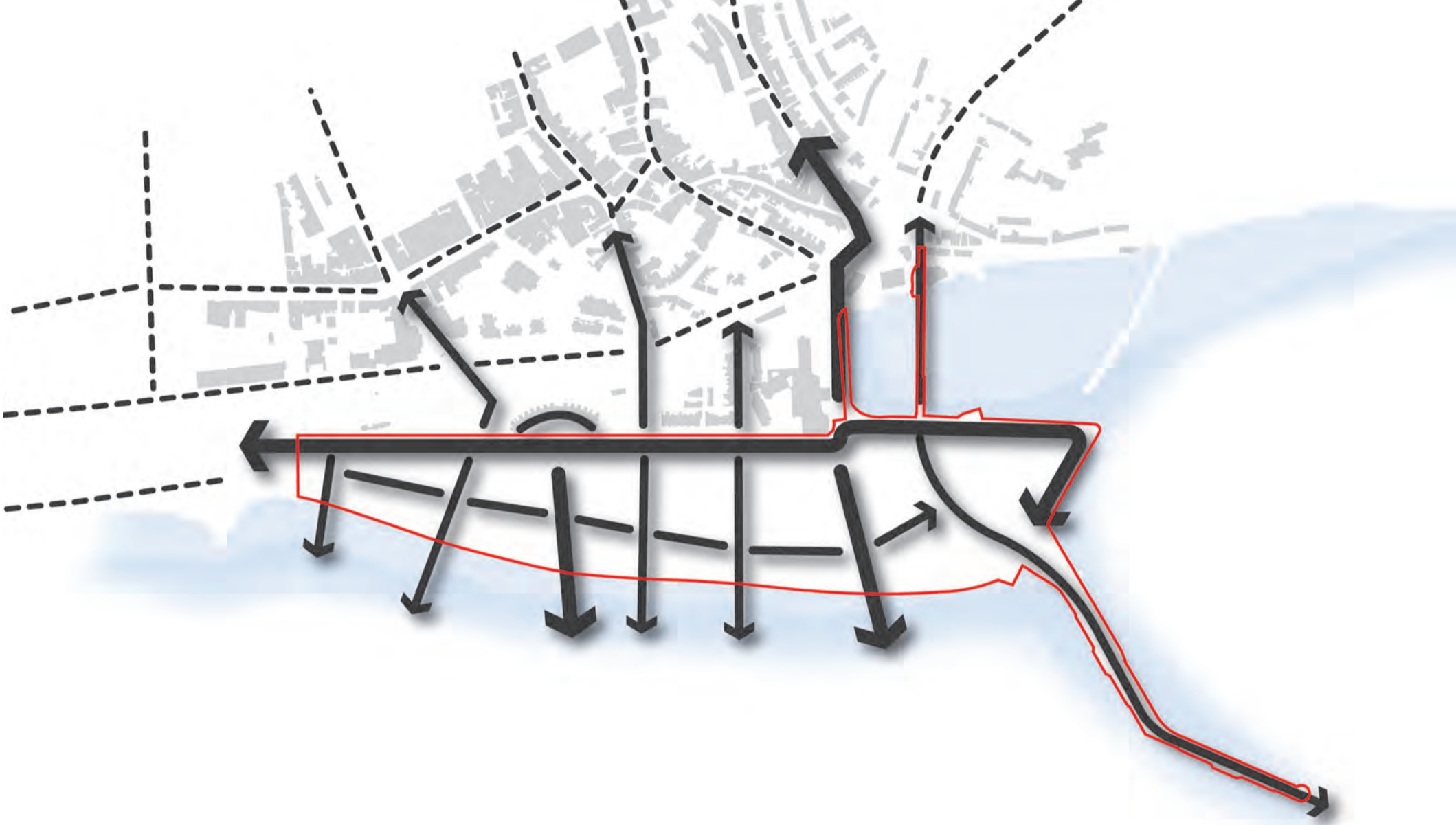
## Stepped Massing Responds To Context



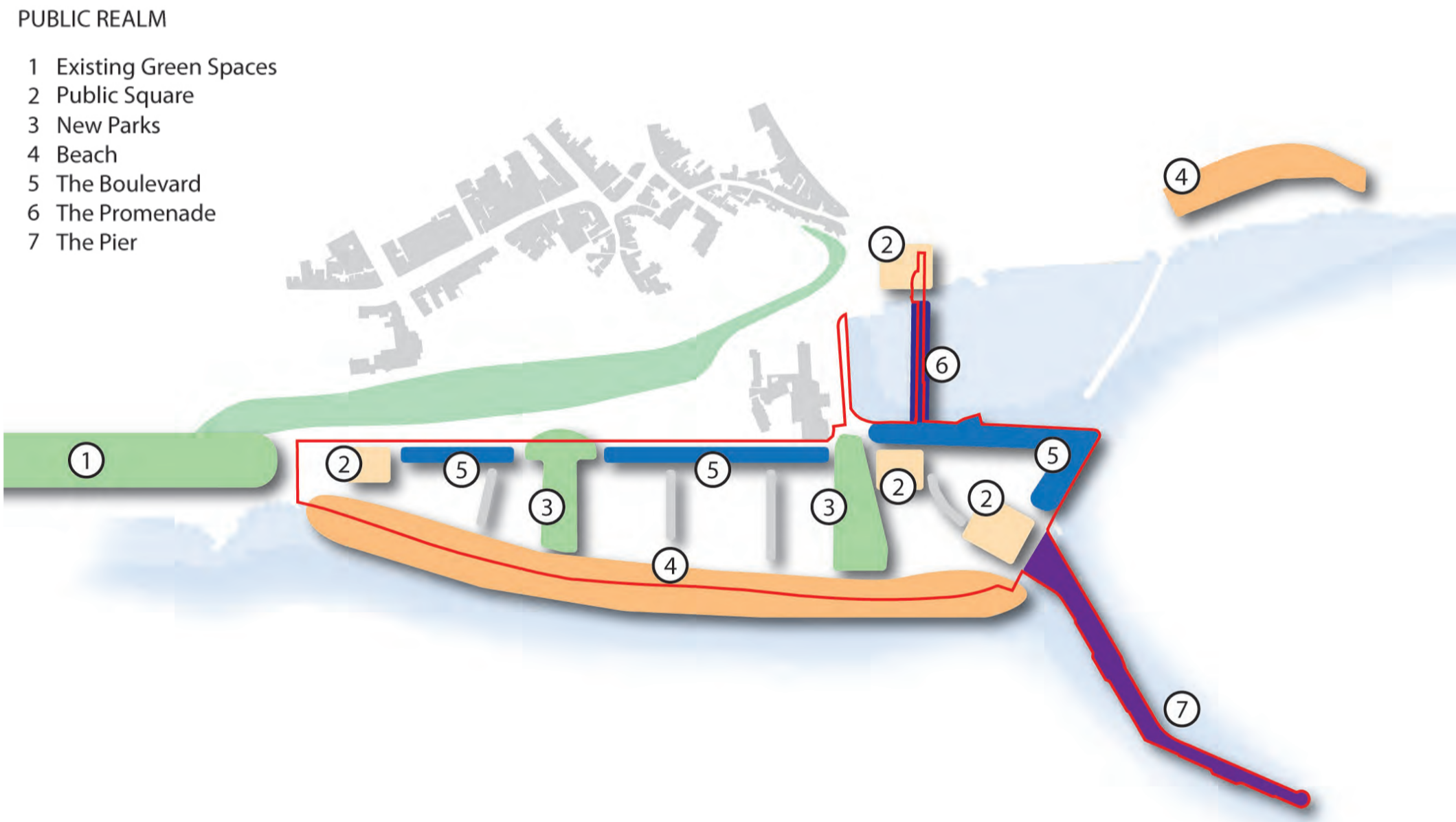
## A New Seafront



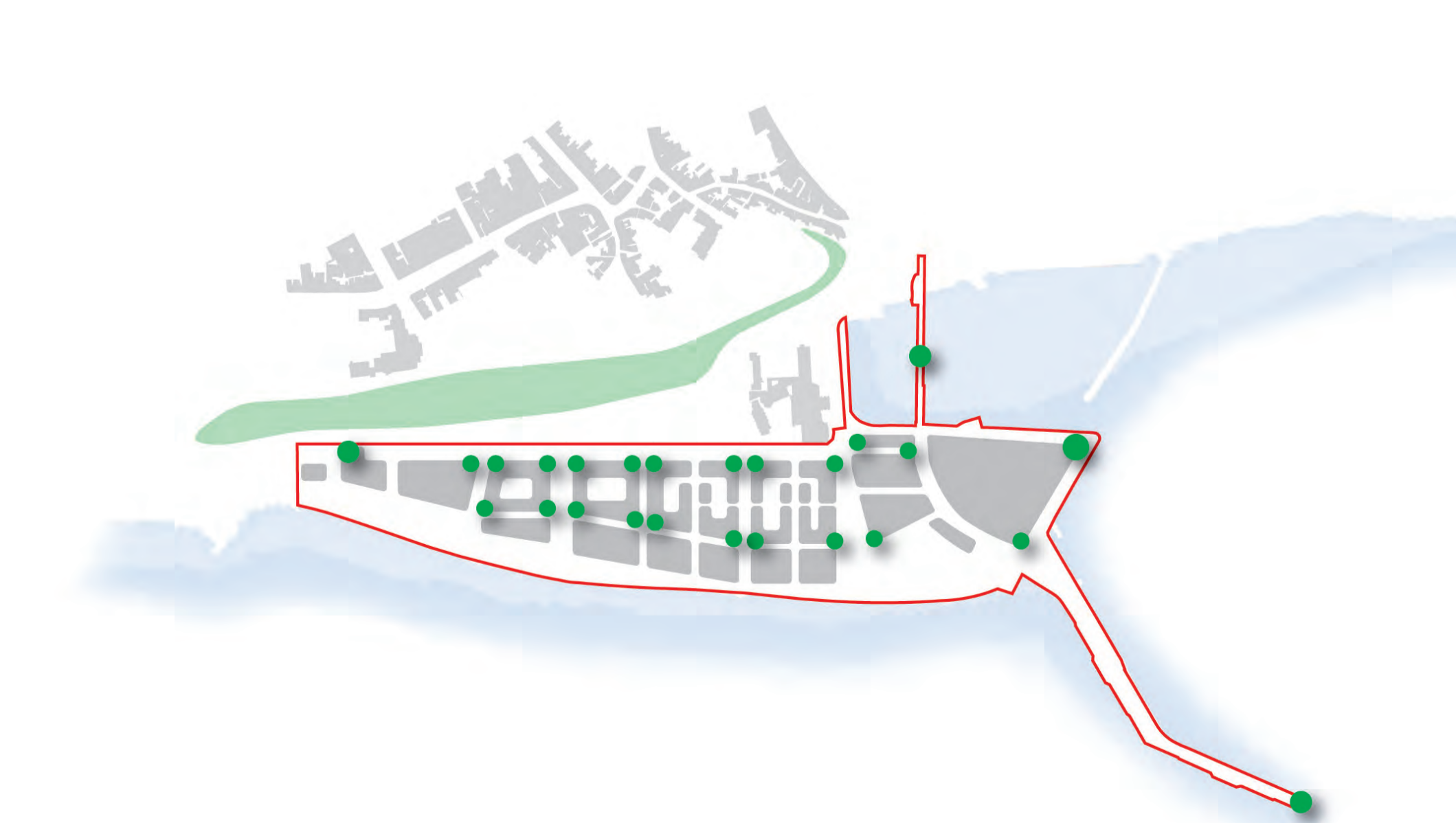
## Extending The Towns Grid



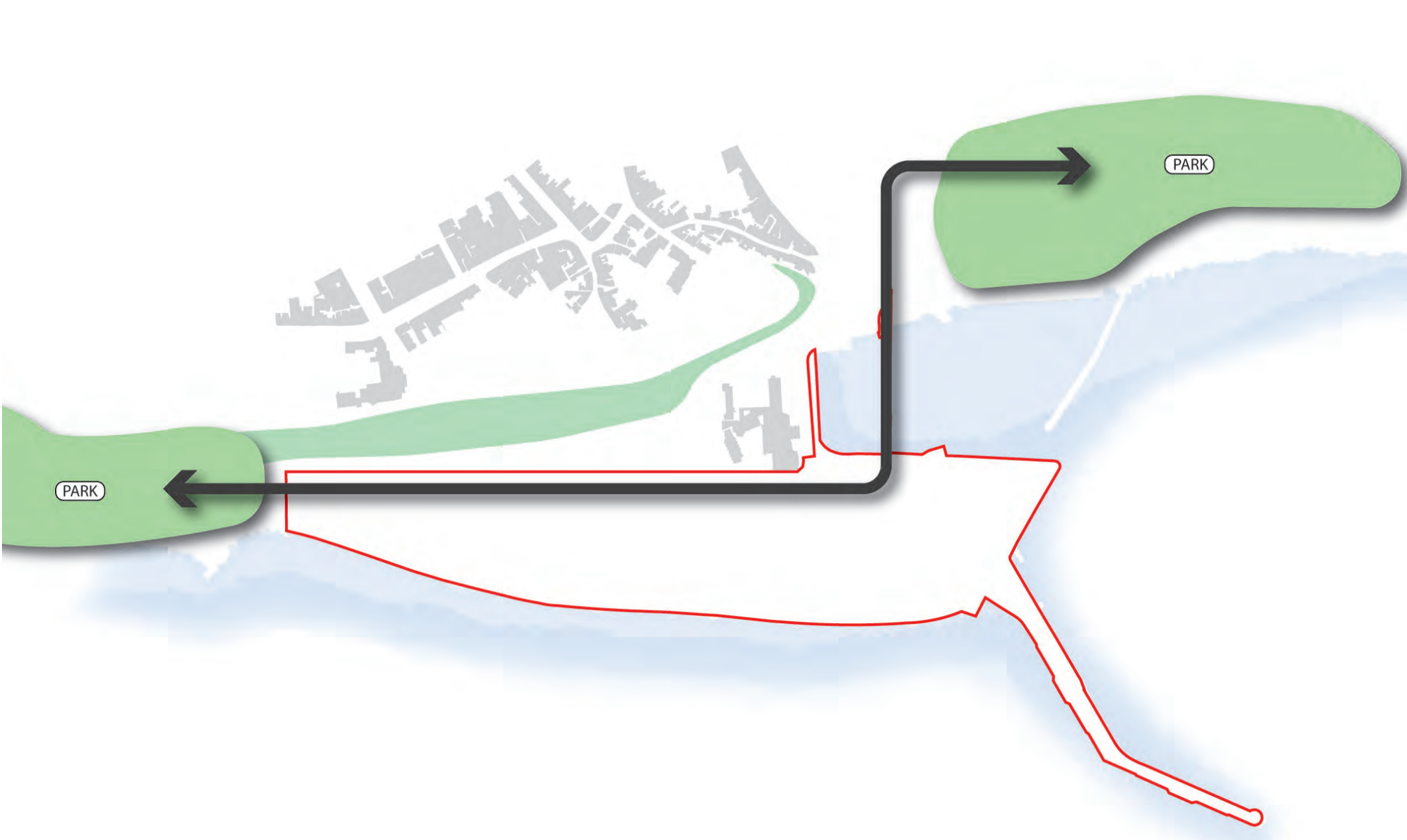
## A Rich Mix Of Streets And Spaces



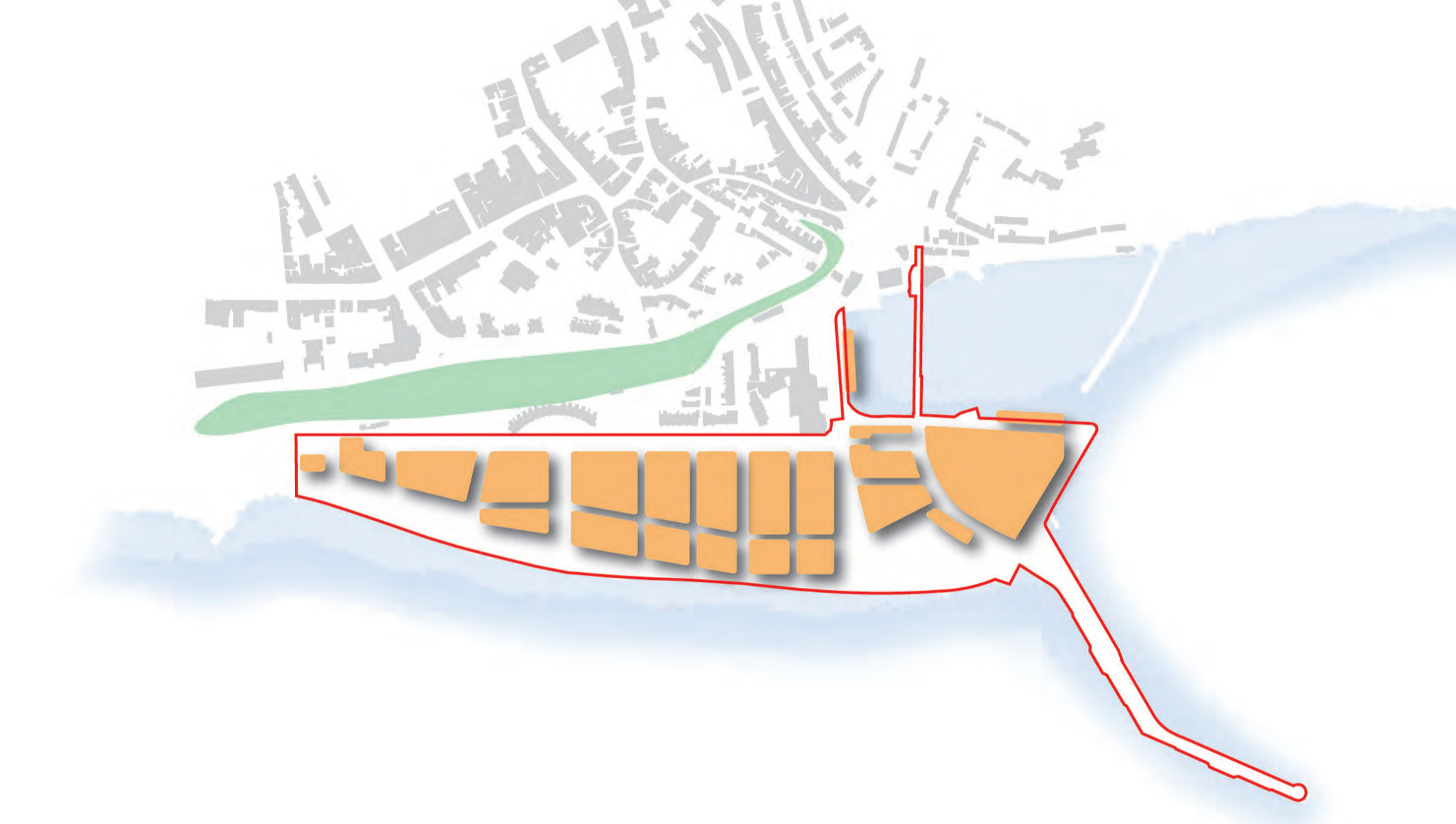
## Features Create Landmarks And Visual Anchors



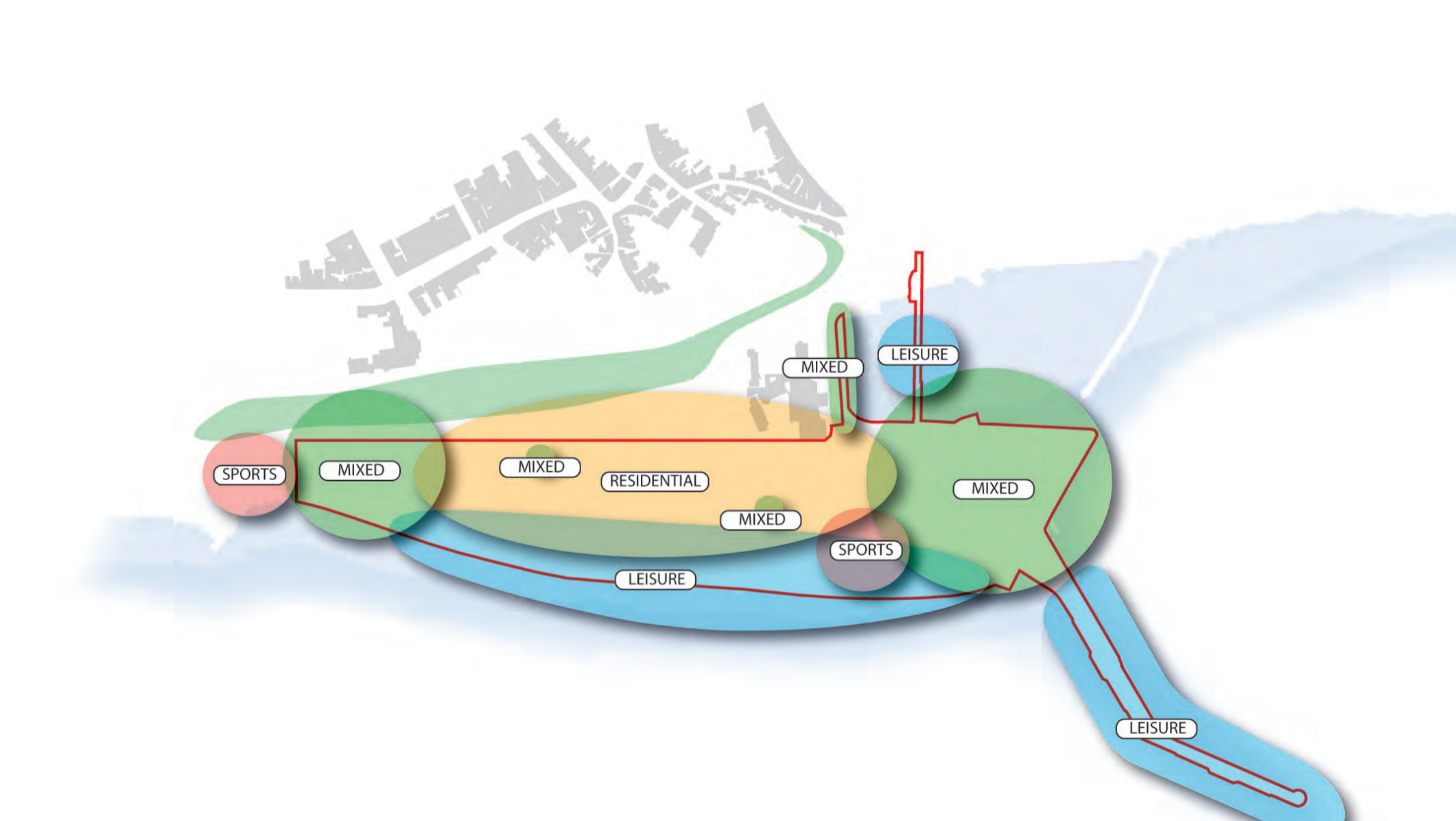
## Reconnecting the Coastline



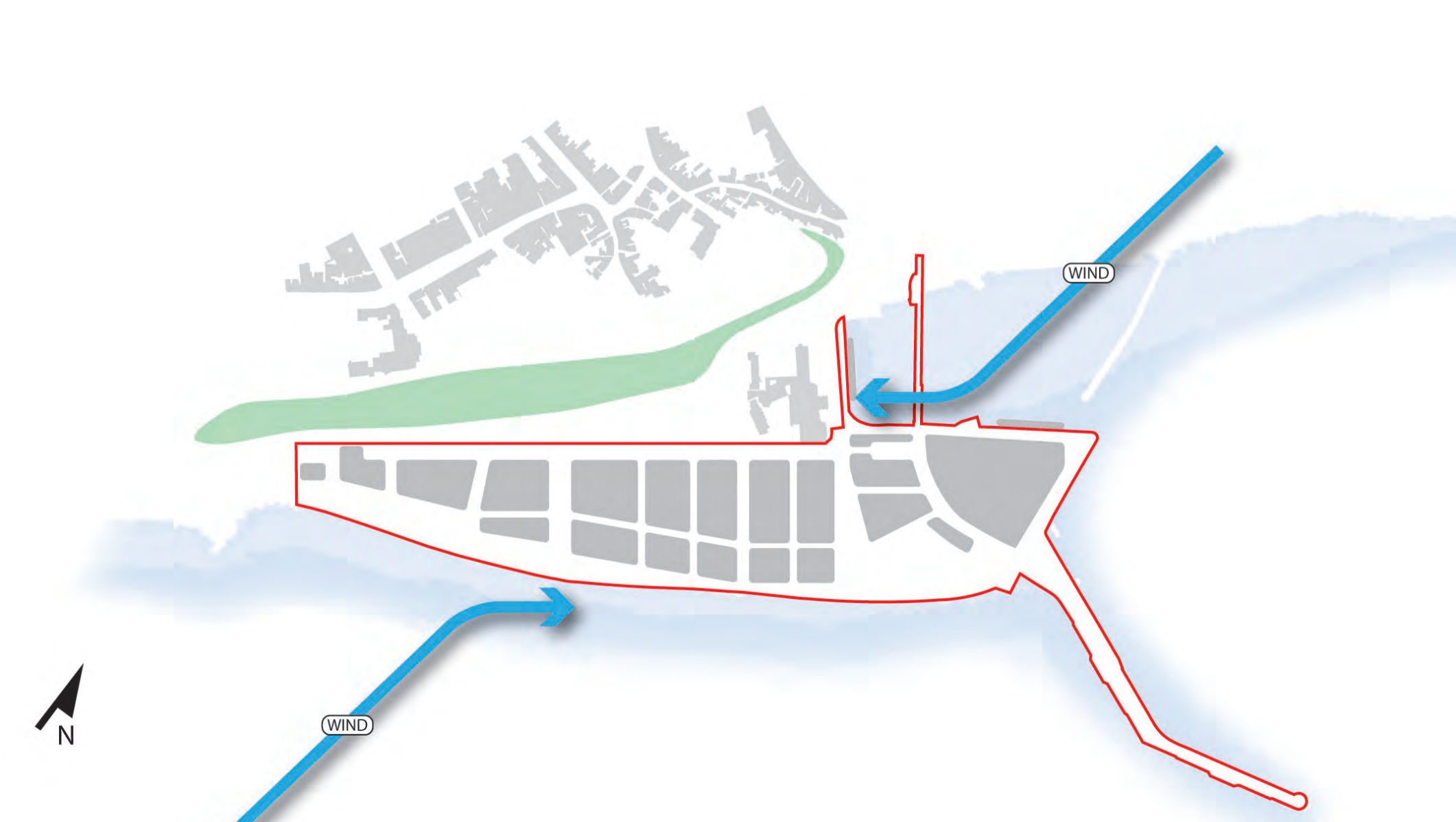
## Urban Blocks



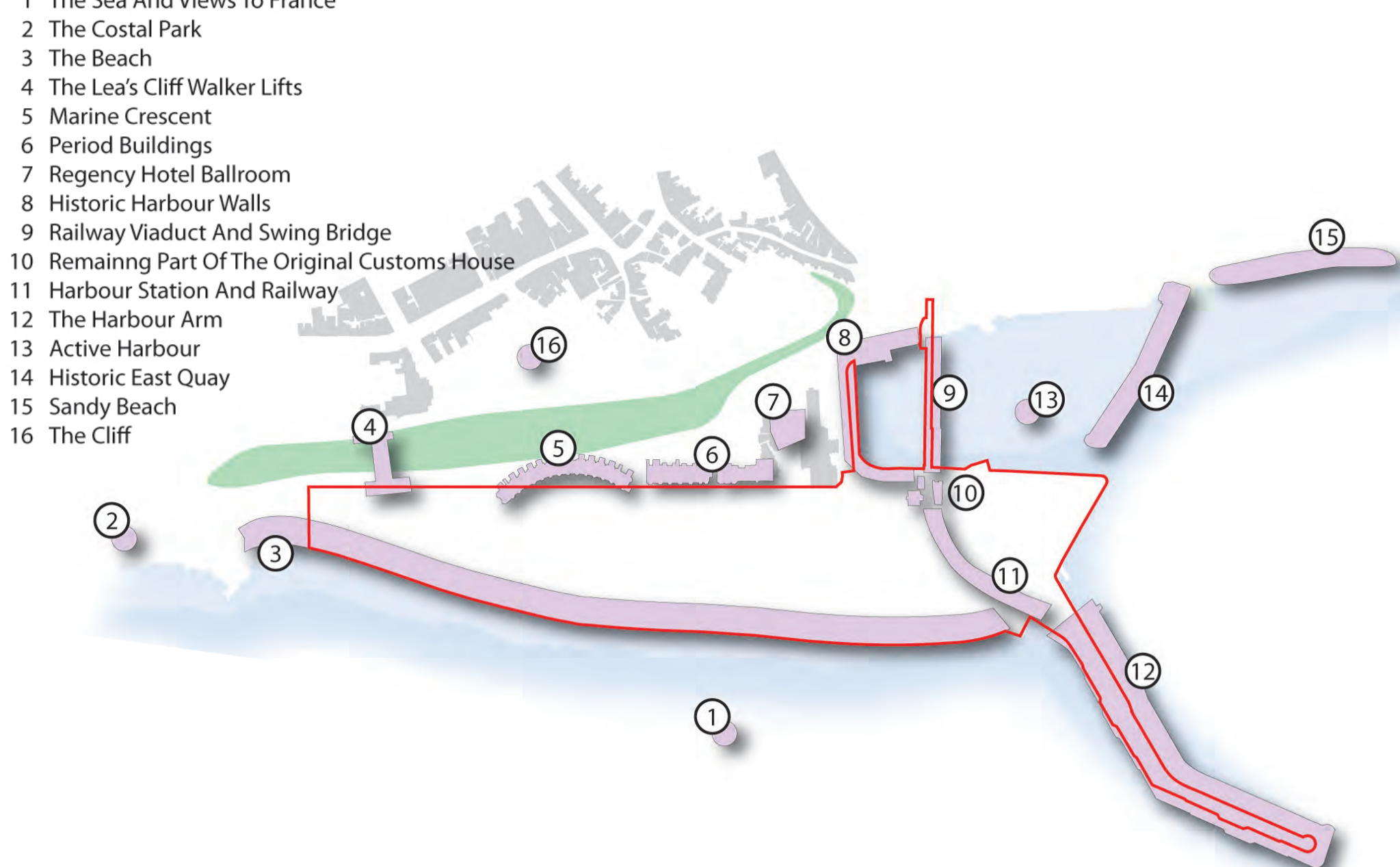
## A Rich Mix Of Uses



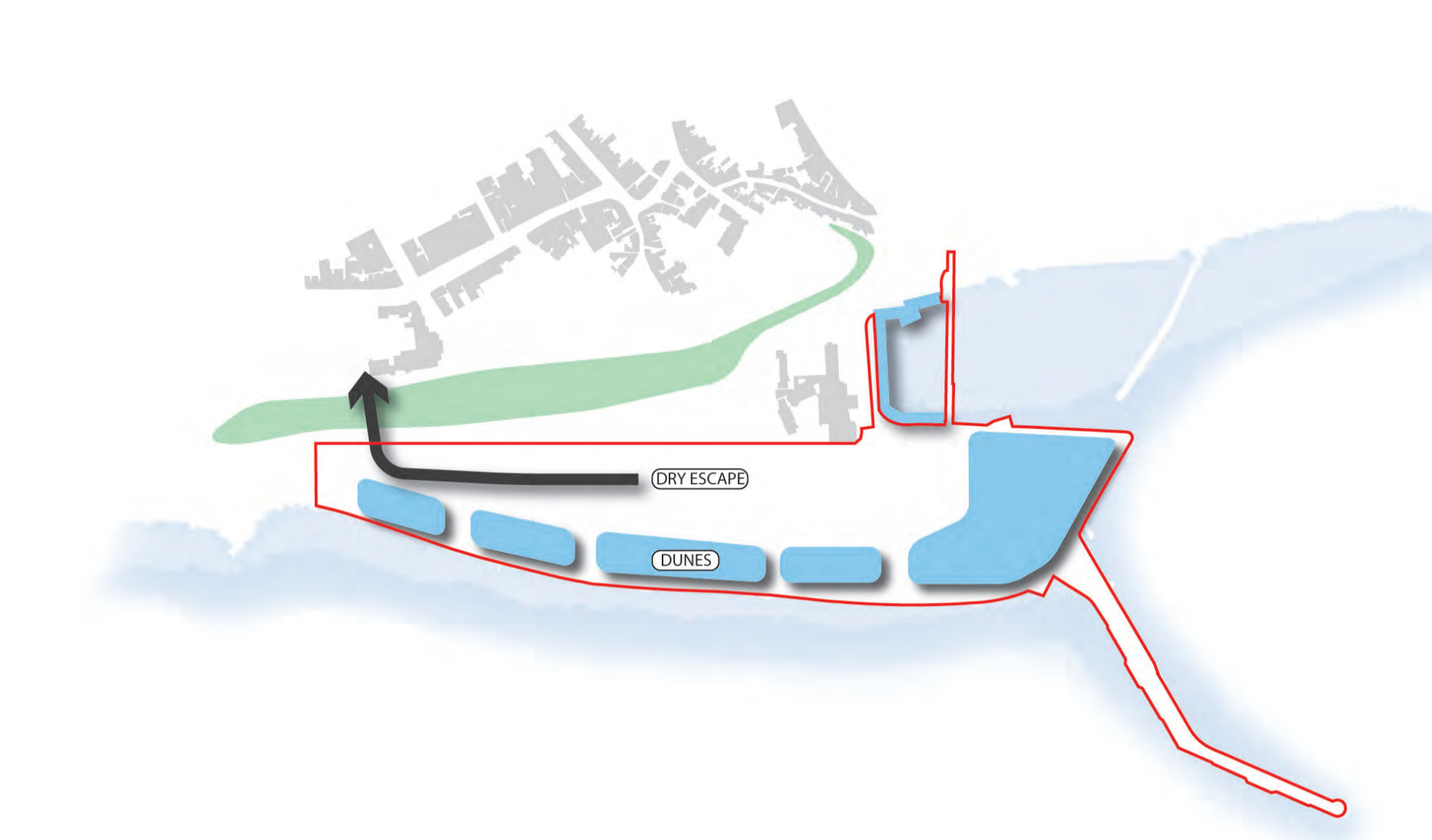
## Street Orientation Mitigates Effect Of Strong Wind



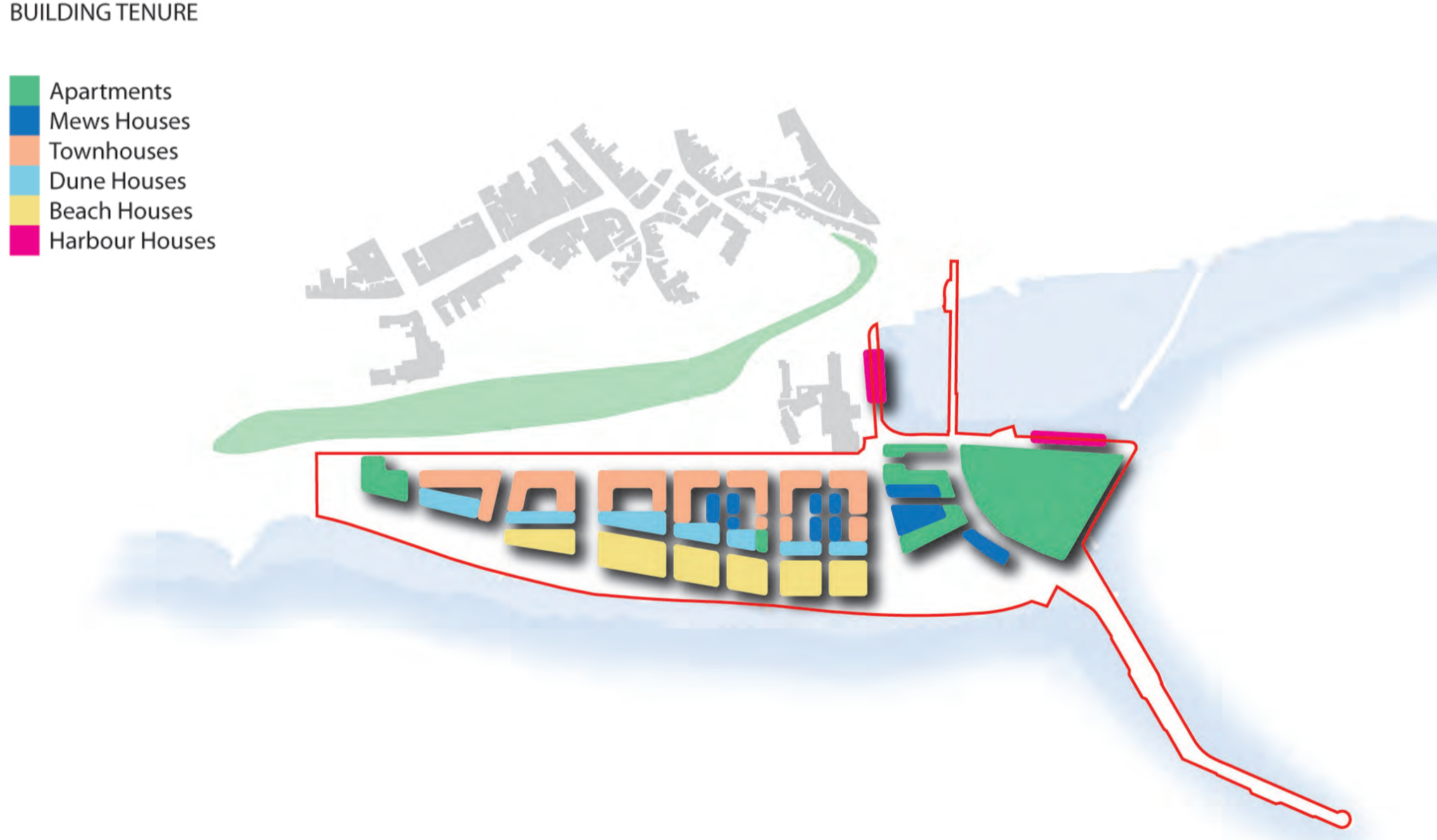
## Working With The Past To Build The Future



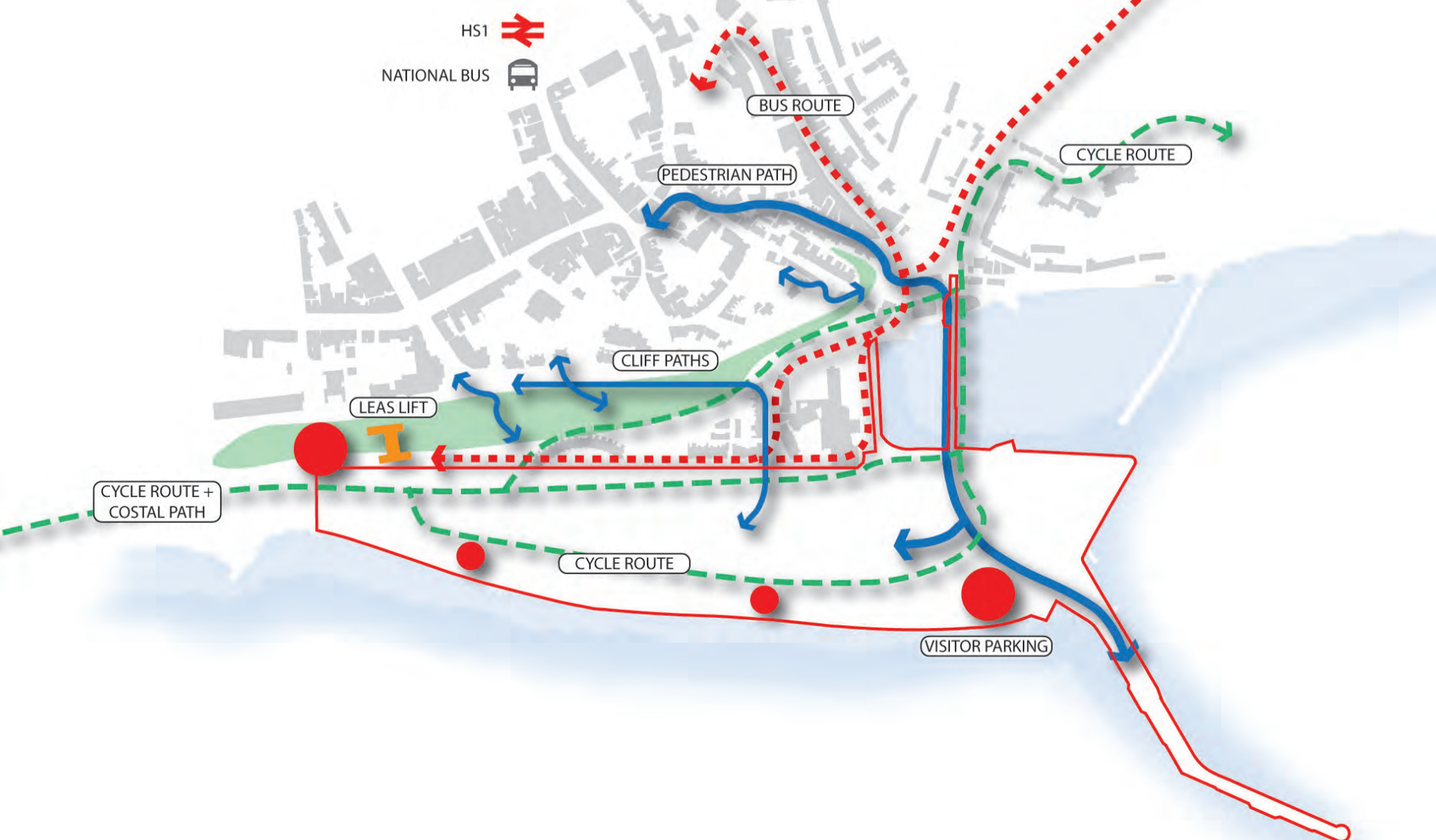
## Using Natural Resources To Create Habitable Places



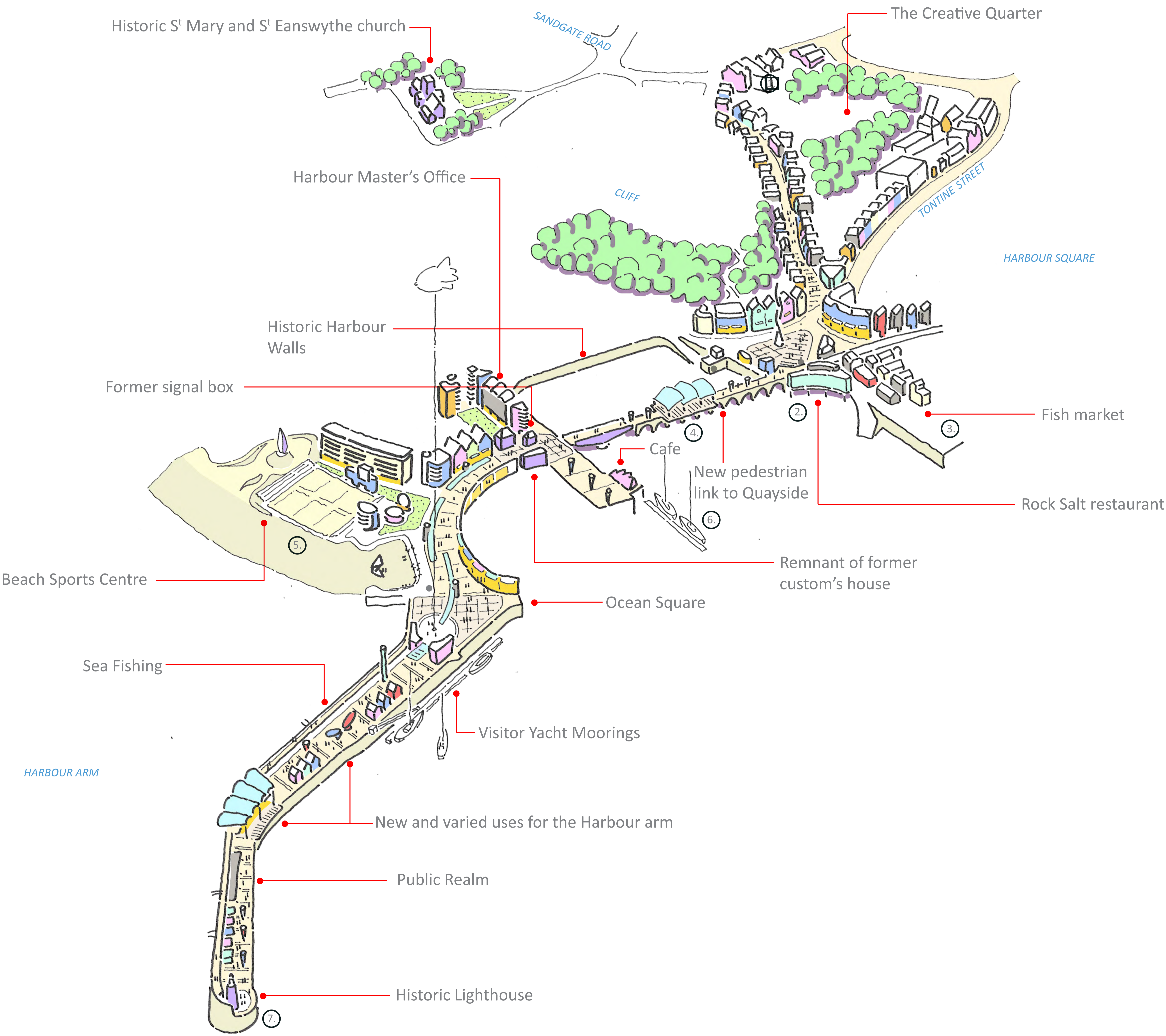
## A Variety Of Tenures For A Diverse Community



## Well Connected



# 4. Extending the Creative Quarter onto the Seafront



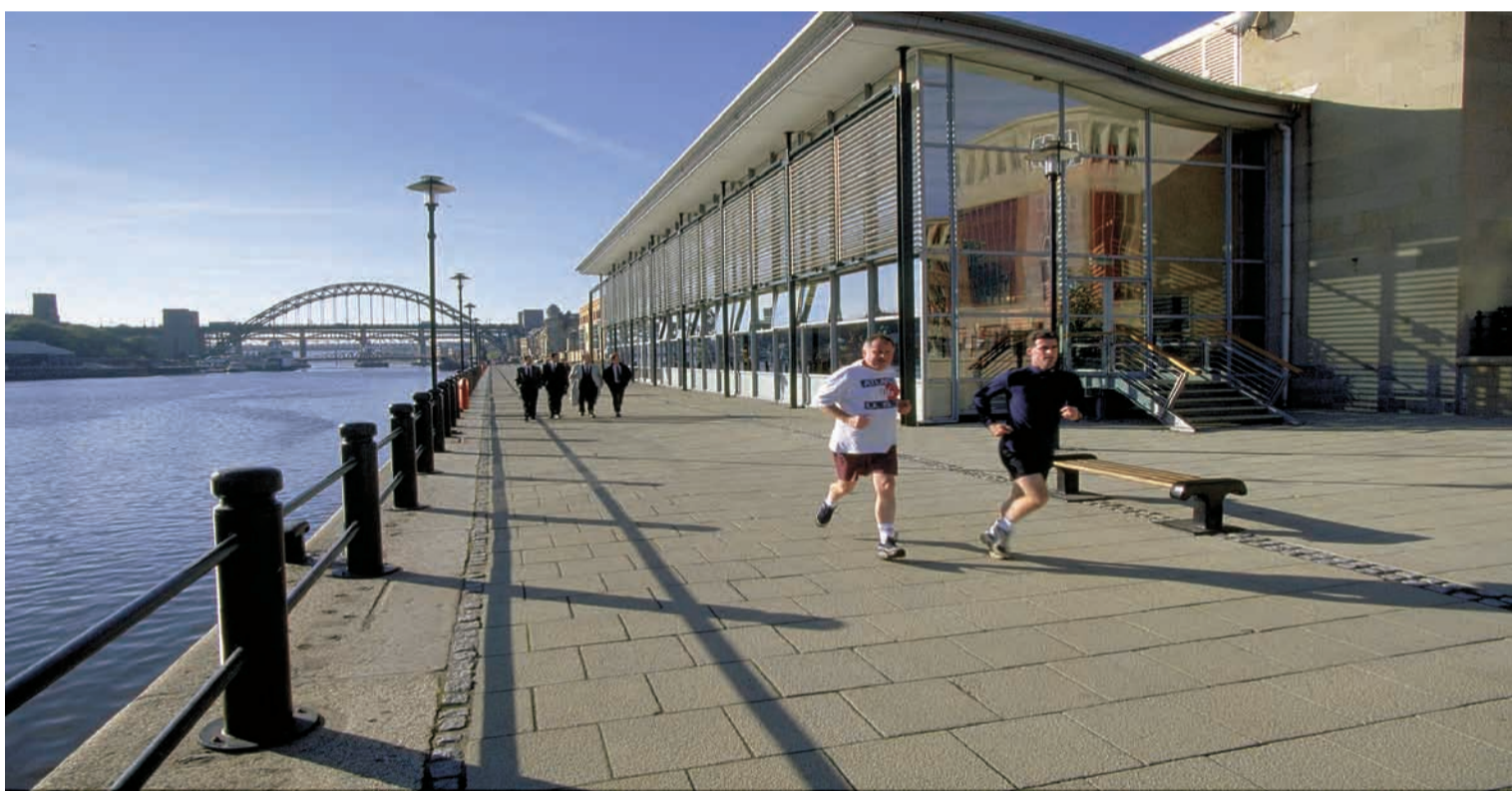
1. Artisans on the Old High Street



2. Rock Salt Restaurant



3. Local Fish Market



4. New Pedestrian Link to Quayside



5. Beach Sports Centre



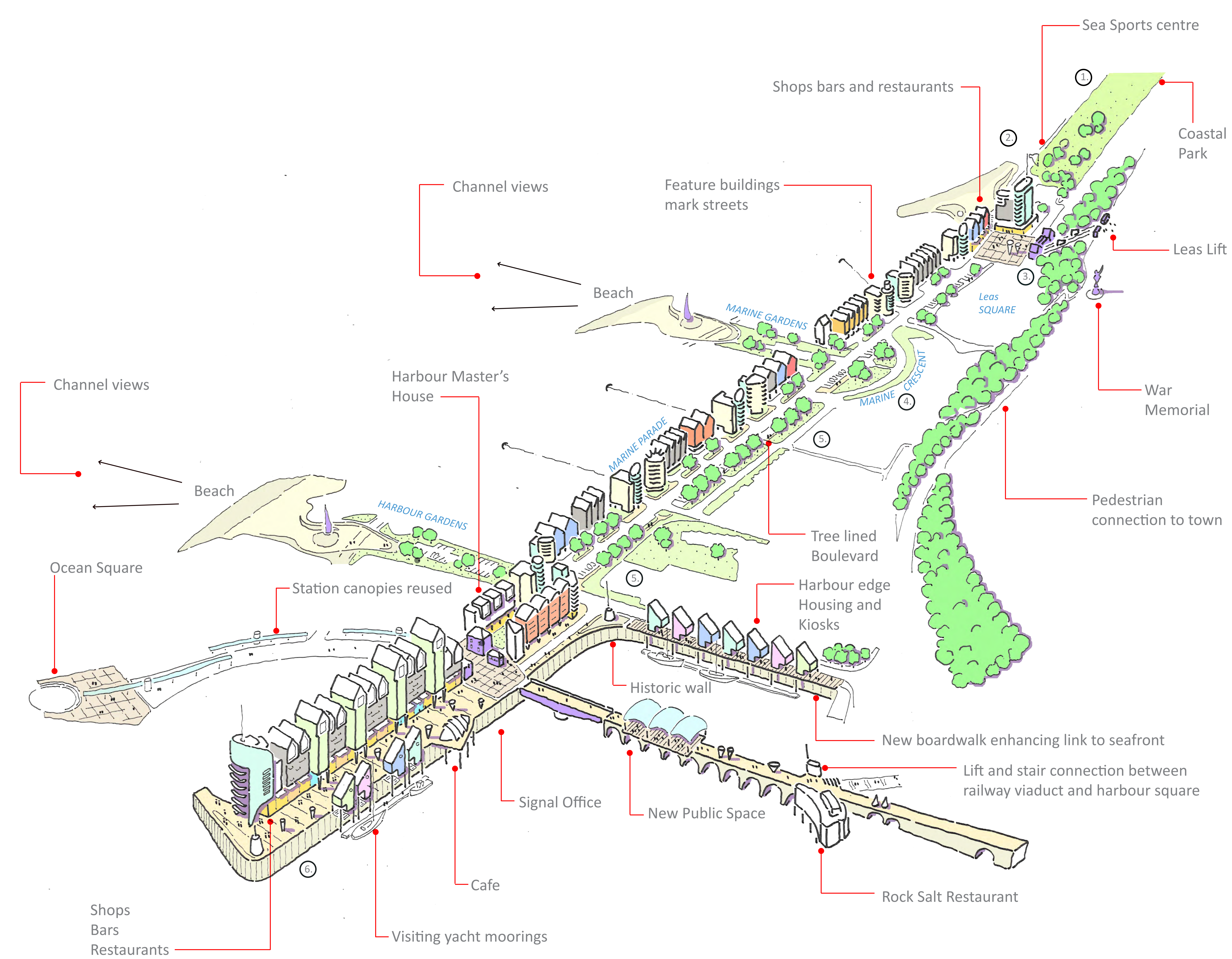
6. Harbour Moorings



7. Historic Lighthouse



# 5. Connecting East and West with a Grand Boulevard - Marine Parade



1 Coastal Park



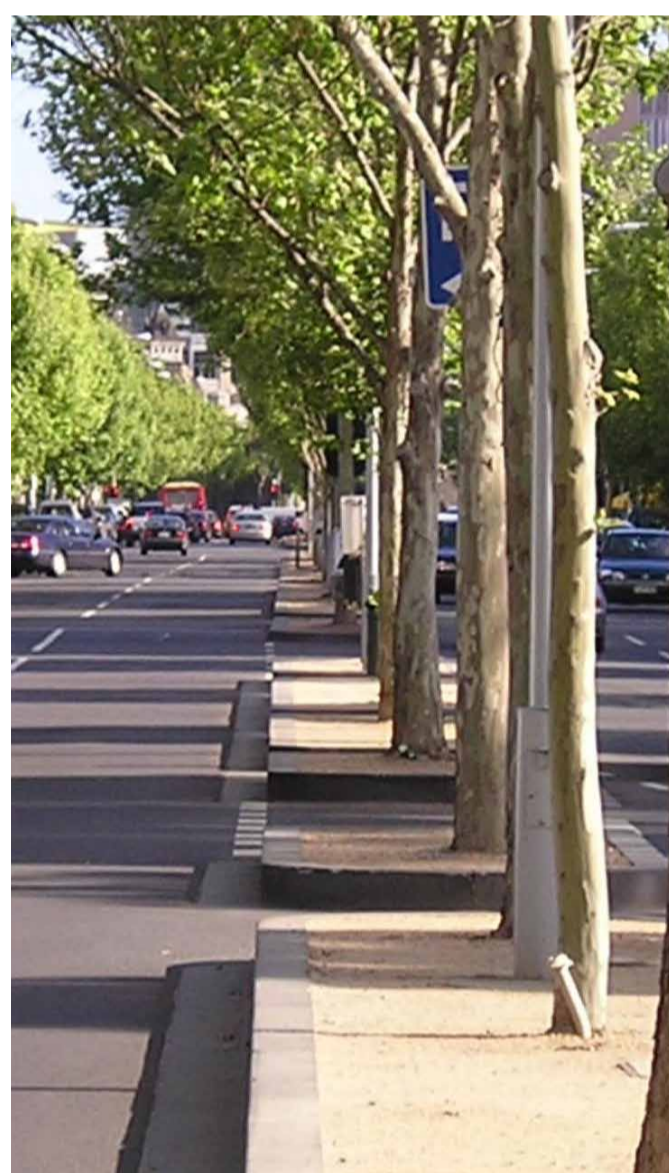
2 Sea Sports Centre



3 Leas Lift



4 Marine Crescent



5 A new Boulevard



6 Quayside shops, bars and cafes animate the quay



## 6. The Plan for Folkestone's New Seafront

## A Vision For Folkestone

**Key:**

1. Coastal park
2. New sea sports centre
3. Leas Water Lift
4. Leas Square - Shops, bars and restaurants
5. Development site by others
6. 4 storey townhouses
7. Private gardens
8. Shingle Dunes protect against flooding
9. Planning consented residential development by others
10. Car and coach park
11. Detached and semi detached 2 storey Dune Houses
12. Visitor parking
13. 2 storey Mews Houses
14. Pathway Link Between Mews
15. Children's play area
16. The harbour Master's Office
17. The signal office
18. Remnant of the former customs house
19. Cafes and kiosks
20. New public space incorporating The Harbour Bar
21. New lift and stair connection to Harbour Square
22. Potential development sites (not part of this application)
23. A new boardwalk reinforcing the link to the seafront
24. Harbour Houses 'soften' the mass of The Burstin Hotel and allow for kiosks and cafes at board walk level
25. Two storey parking podium with semi-private gardens above
26. Shops, bars and restaurants create an active and lively quayside
27. Apartments and duplexes arranged to capitalise on sea views
28. New Beach Sports centre
29. Seafront apartments with shops at ground Level
30. Amphitheatre outdoor performance plaza area
31. Historic station canopies reused where practical recalling the station character
32. Railway tracks re-used as part of the paving design
33. A rich variety of leisure and cultural uses on the harbour arm
34. Visitor yacht moorings
35. Existing railway viaduct and bridge refurbished to create new link to the town
36. Pedestrian links connecting Seafront Town centre
37. Beach area extended
38. Naturally occurring beach vegetation used to reinforce beach character
39. Rocksalt Restaurant
40. Quayside raised to protect from flooding
41. Listed Lighthouse
42. Historic alignment of harbour station street retained. Shops and restaurants animate the street gateway
43. Gateway closes harbour area in stormy weather
44. Sheltered launching site for seaports centre
45. Dune Way made of timber
46. 1.5 storey Beach Houses
47. St Mary and St Eanswythe Church
48. Creative Quarter
49. Bus station
50. The Leas Cliff Hall
51. Feature buildings define street corner
52. Publicly accessible private beach





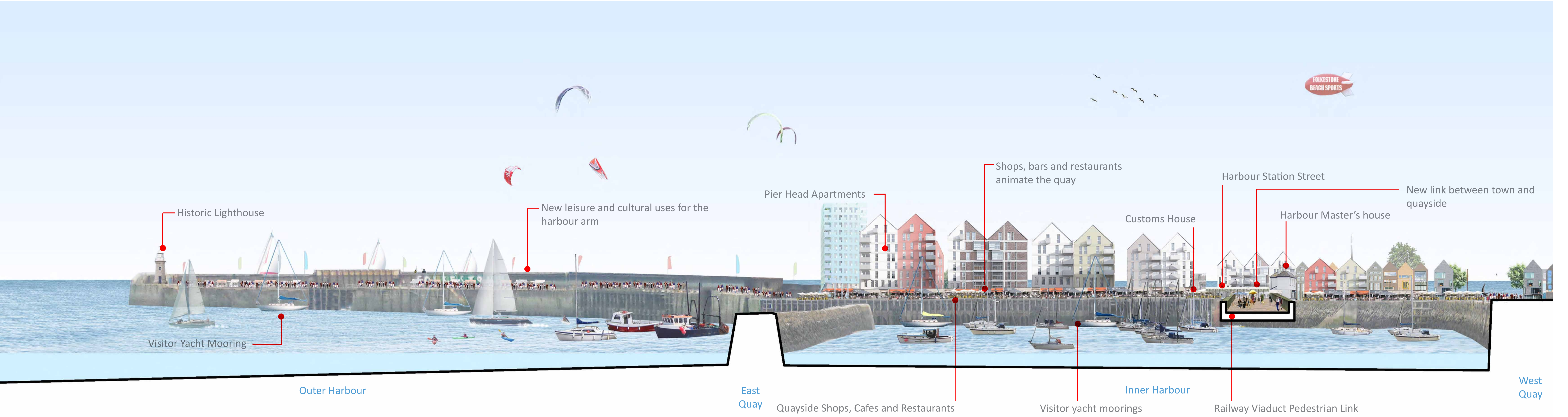
Creating A Rich Mix Of Street and Public Spaces



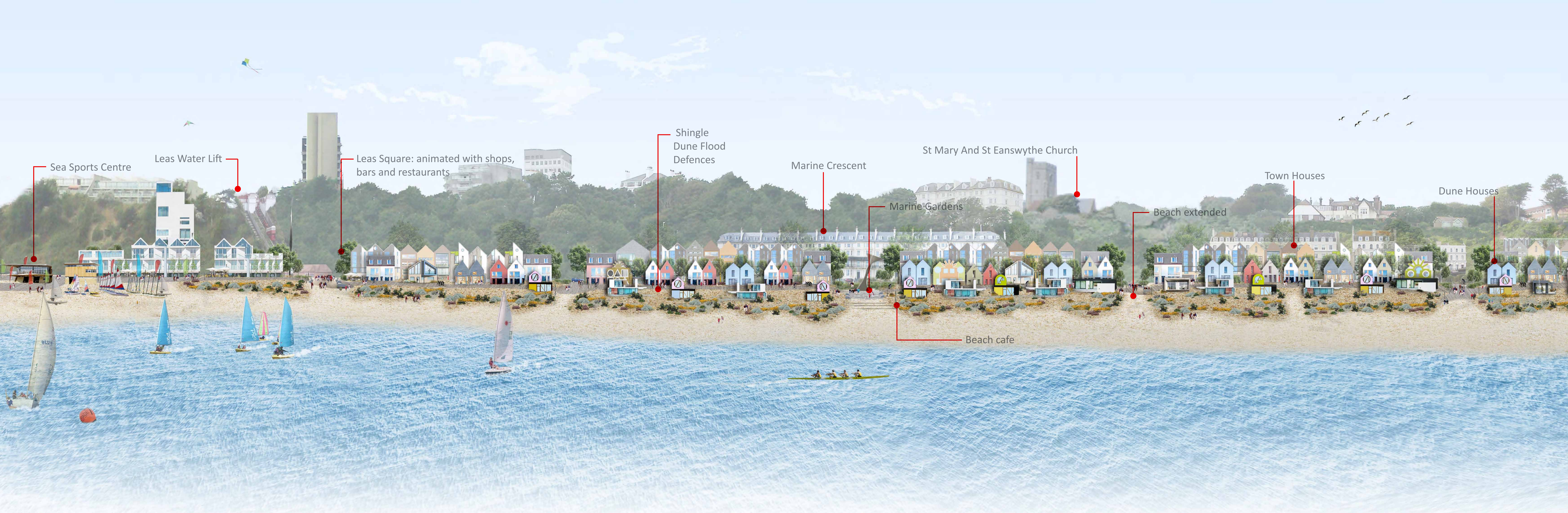
Town and Beach Interlock



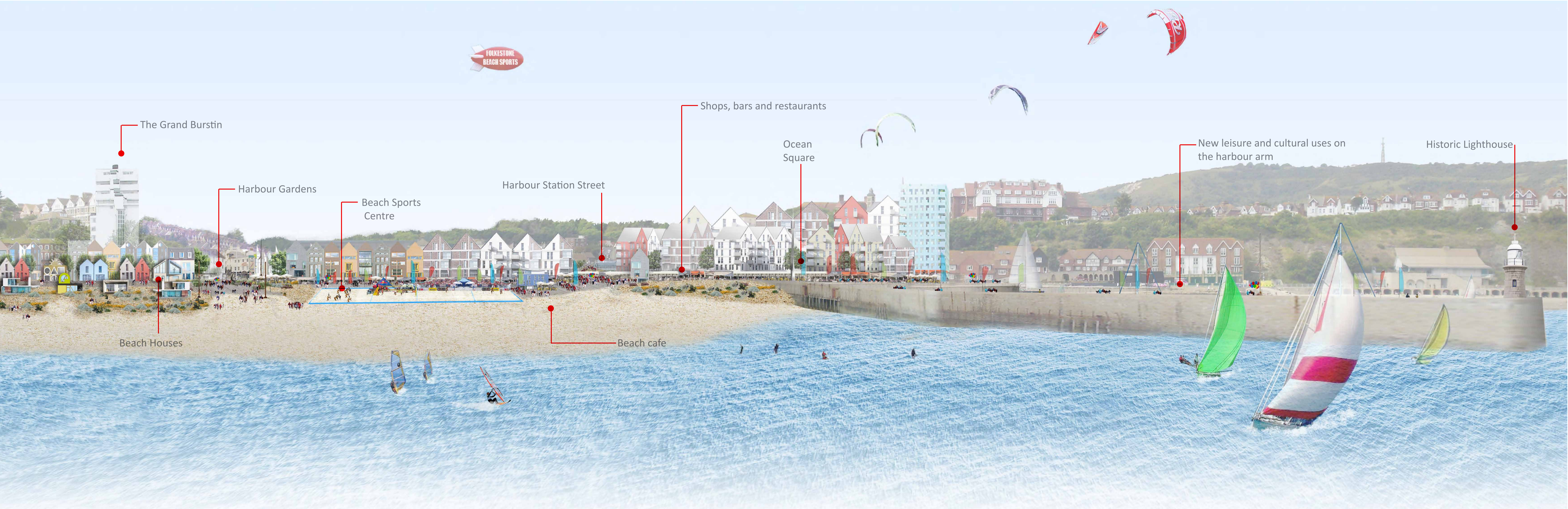
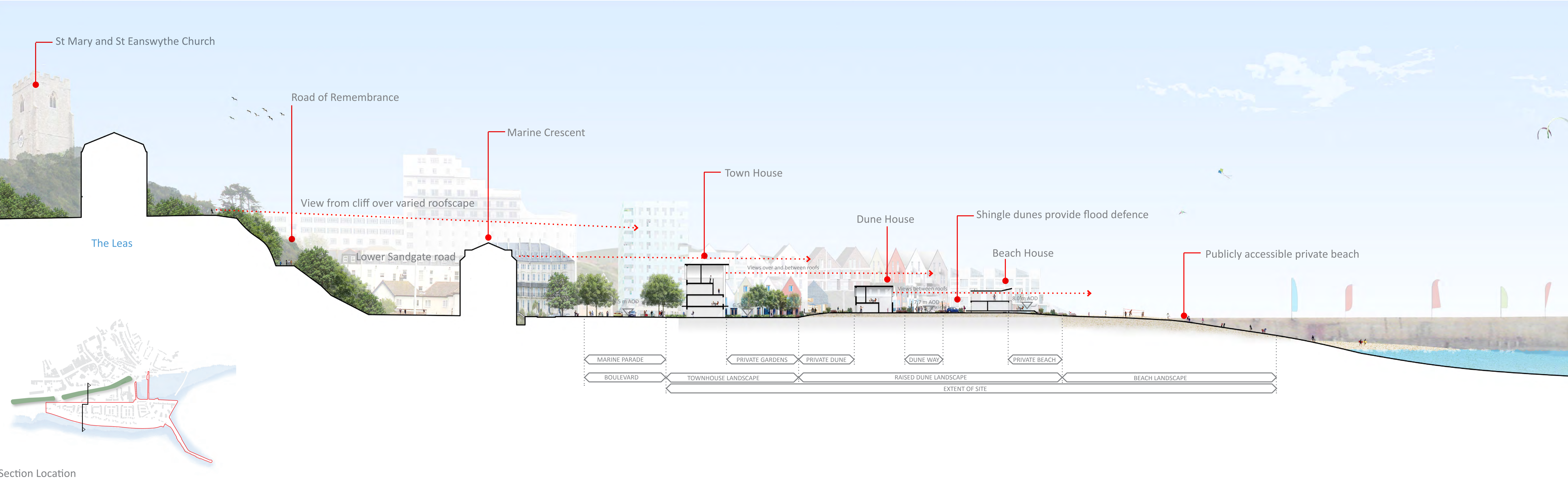
## 7. Northerly view of the quayside viewed from the Stade



## 8. Southerly view of the seafront, viewed from the sea



# 9. Section North-South looking eastward



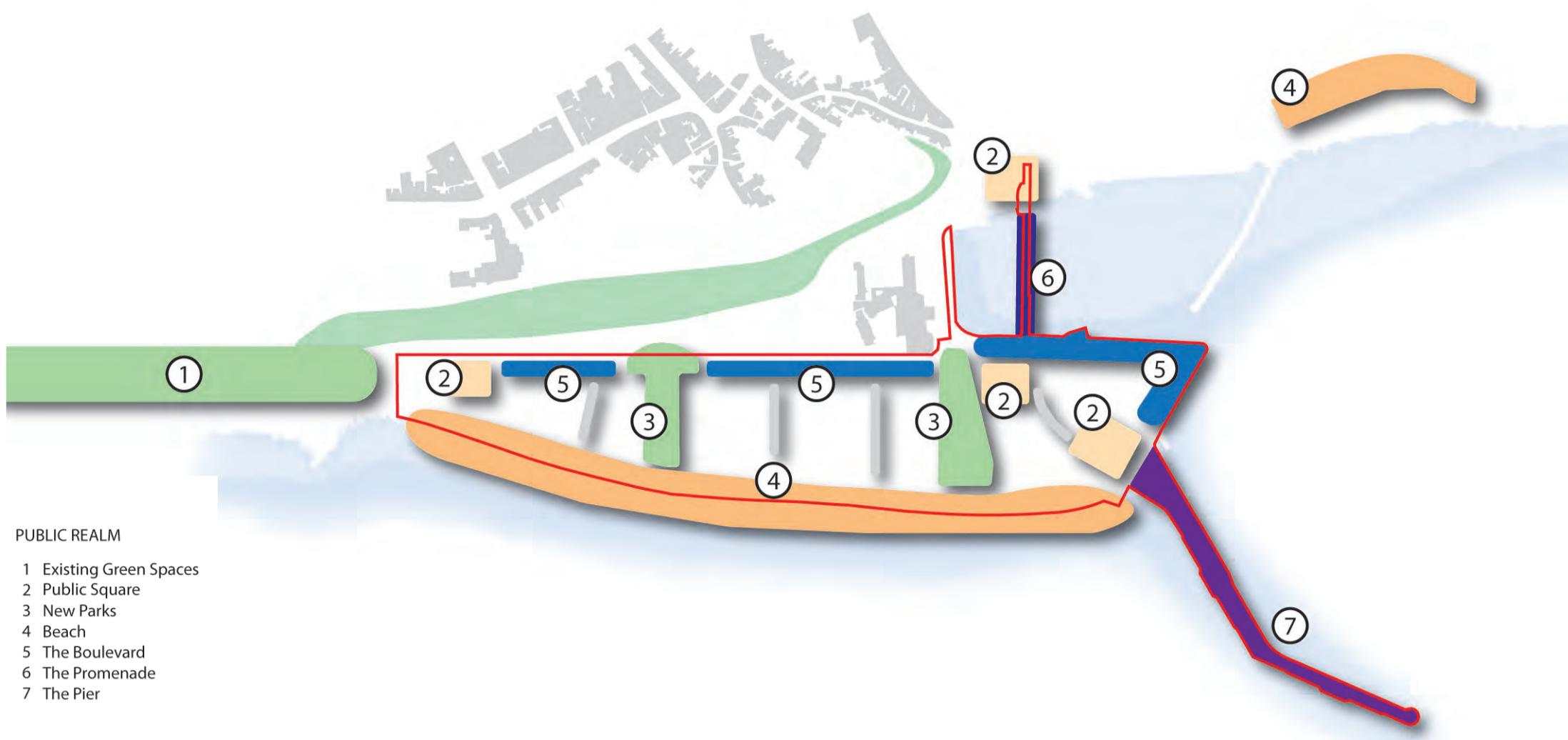
# 10. What it could look like

## Collaboration

Cities and towns are created by many people over many years. Differing architectural styles, building uses and street patterns all come together to form the rich mixture of forms, textures and shapes that are our towns today.

Capturing that richness within a single development is one of the largest and most exciting challenges we face in master plans. We, at Farrells, have been pioneers in developing a process of collaboration that introduces other architects and designers at an early stage of design in order to introduce natural variety. Like-minded designers with a common belief that the best design is rooted in an understanding of history and local context come together in design workshops to create master plans of diversity and surprise.

On this project, we have collaborated with three other architectural practices, Birds Portsmouth Russum, Fashion Architecture Taste (FAT) and Panter Hudspith Architects, to explore a variety of housing types that respond to their particular context in order to bring character to the differing areas of the plan.



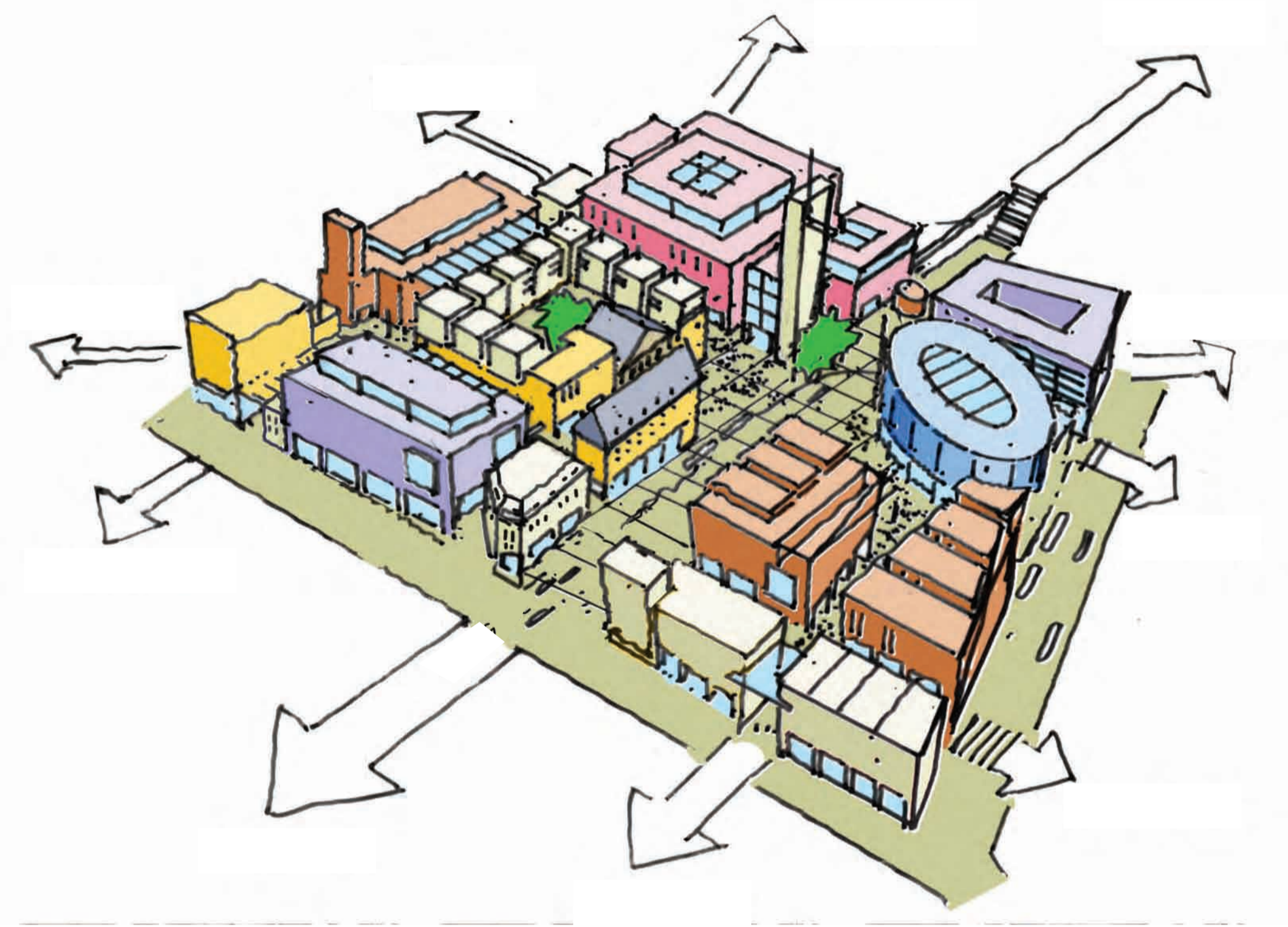
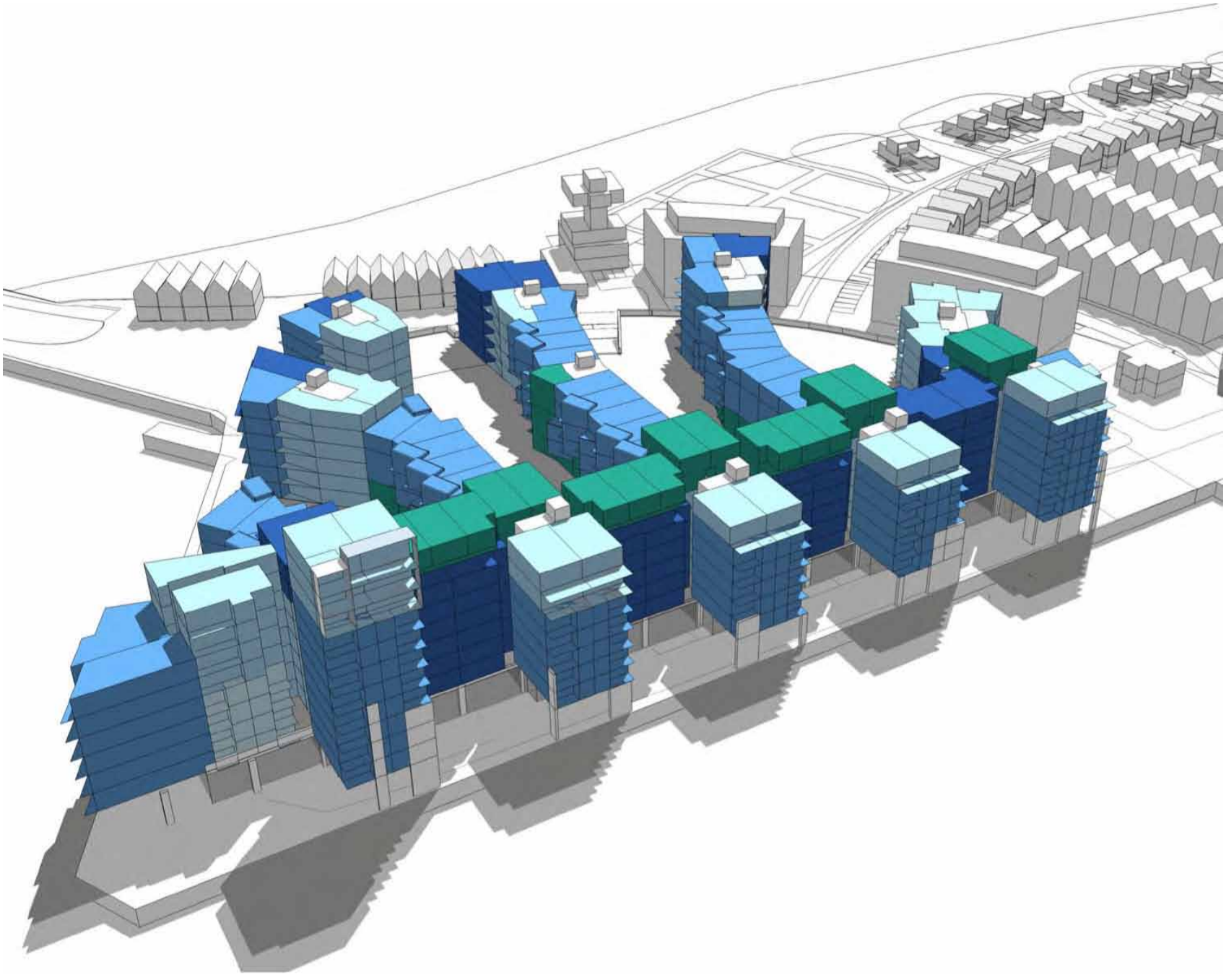
Landscape spaces

## The Quayside

The boats and activities associated with harbours make them popular places, often the centre piece of a seaside town.

The Quayside is intended as a busy waterside place incorporating bars, restaurants and shops that celebrate the harbour aspect, providing activity and interest throughout the day and night. New connections to the town provide opportunities for the verve of the creative Quarter to extend onto the quay and harbour arm.

Historic assets such the alignment of the station and the Harbour Master's office are retained and used to create places of distinct character.



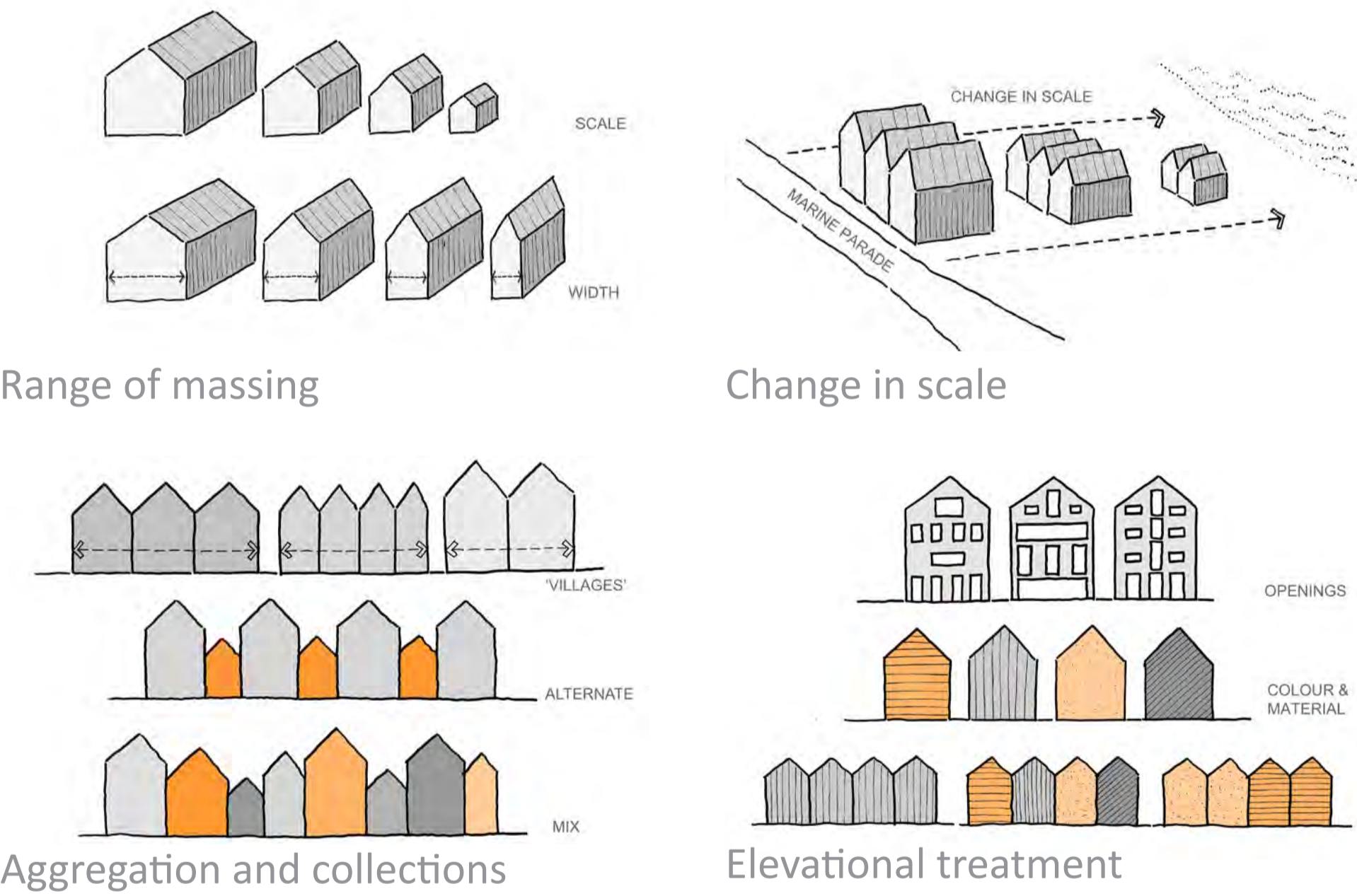
Development phasing creates places as the master plan is implemented.



2/ 3 bed apartment



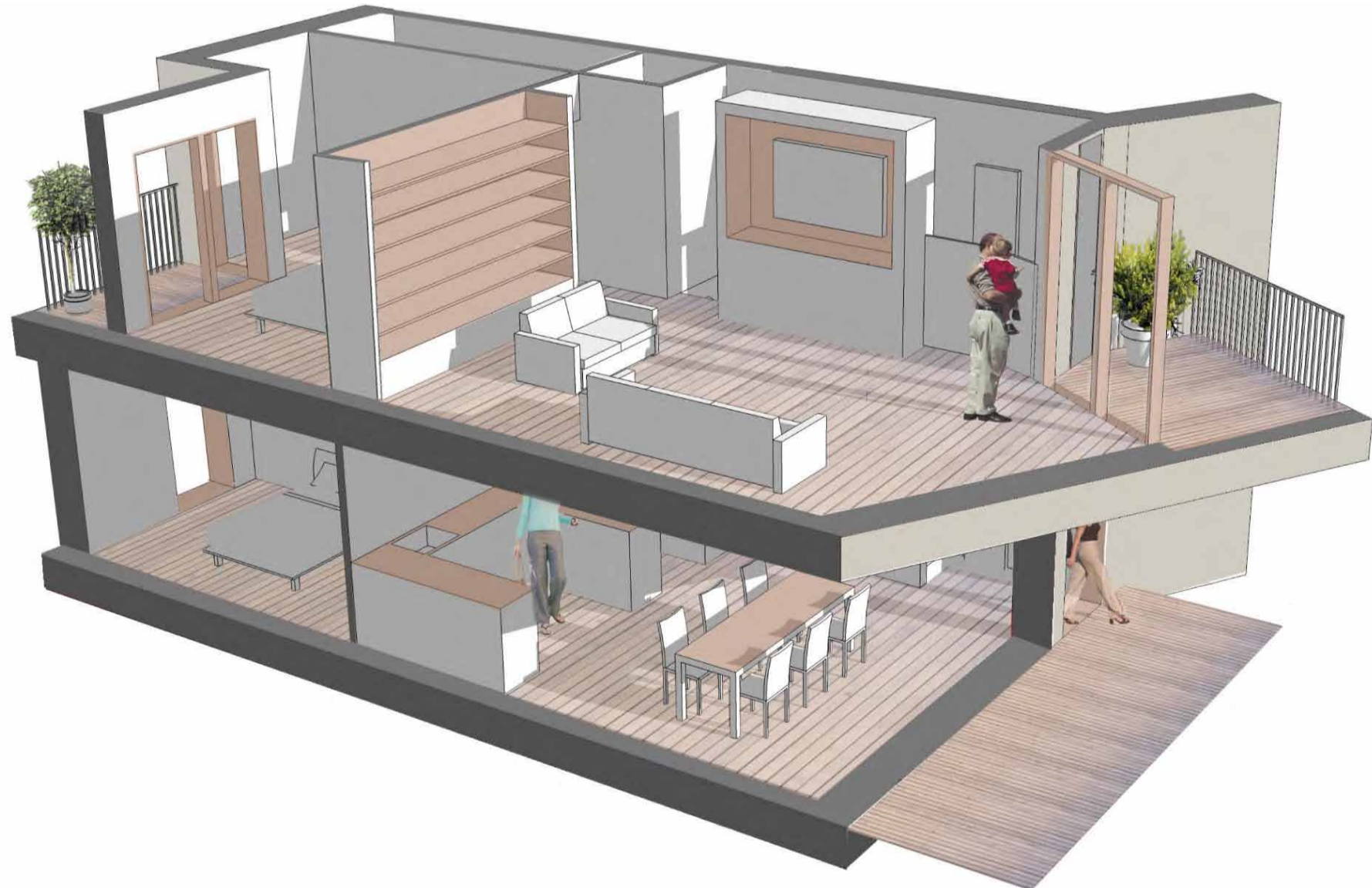
Cafes, shops restaurants and bars fronting the Harbour



Architectural principle



Collaboration brings rarity



2/ 3 bed townhouse



2 bed maisonette



# 11. What it could look like

## Marine Parade

Originally set out by Lord Radnor, Marine Parade is characterised today by its width, linearity and Victorian stucco terraces. Marine Parade is envisaged as a grand new street adorned with trees characteristic of many other parts of the town.

The new buildings are ordered and formal, responding to the existing terraces in their form and their stucco facades while also making reference to the local ship lap of the fisherman's cottages. Others are more colourful, and make reference to the character of gabled harbour buildings.



## Dune Houses

Dune Way is a new route over the man made shingle dunes which form the flood defences. The way gently rises and falls as it crosses the dunes, which have a relaxed sculptural form reinforced by the natural flora of the beach. The permeability of the shingle is another feature of the flood defence, and to that end the new roads are made of timber planks and the beach extended inland to create areas for wave water absorption.

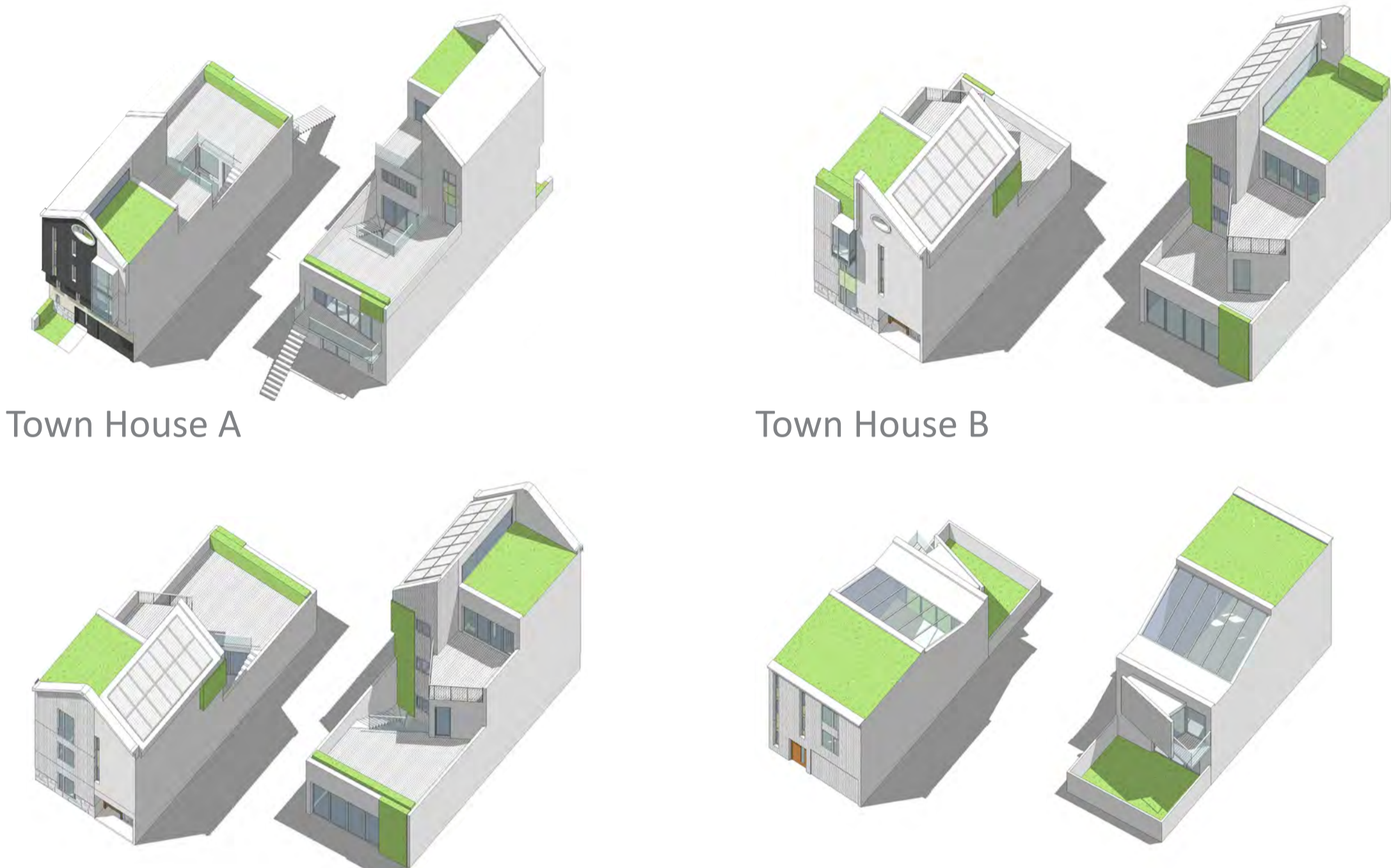
The building layout reflects the relaxed character of the place. The houses themselves celebrate the shore side location and recapture the fun of being at the seaside.



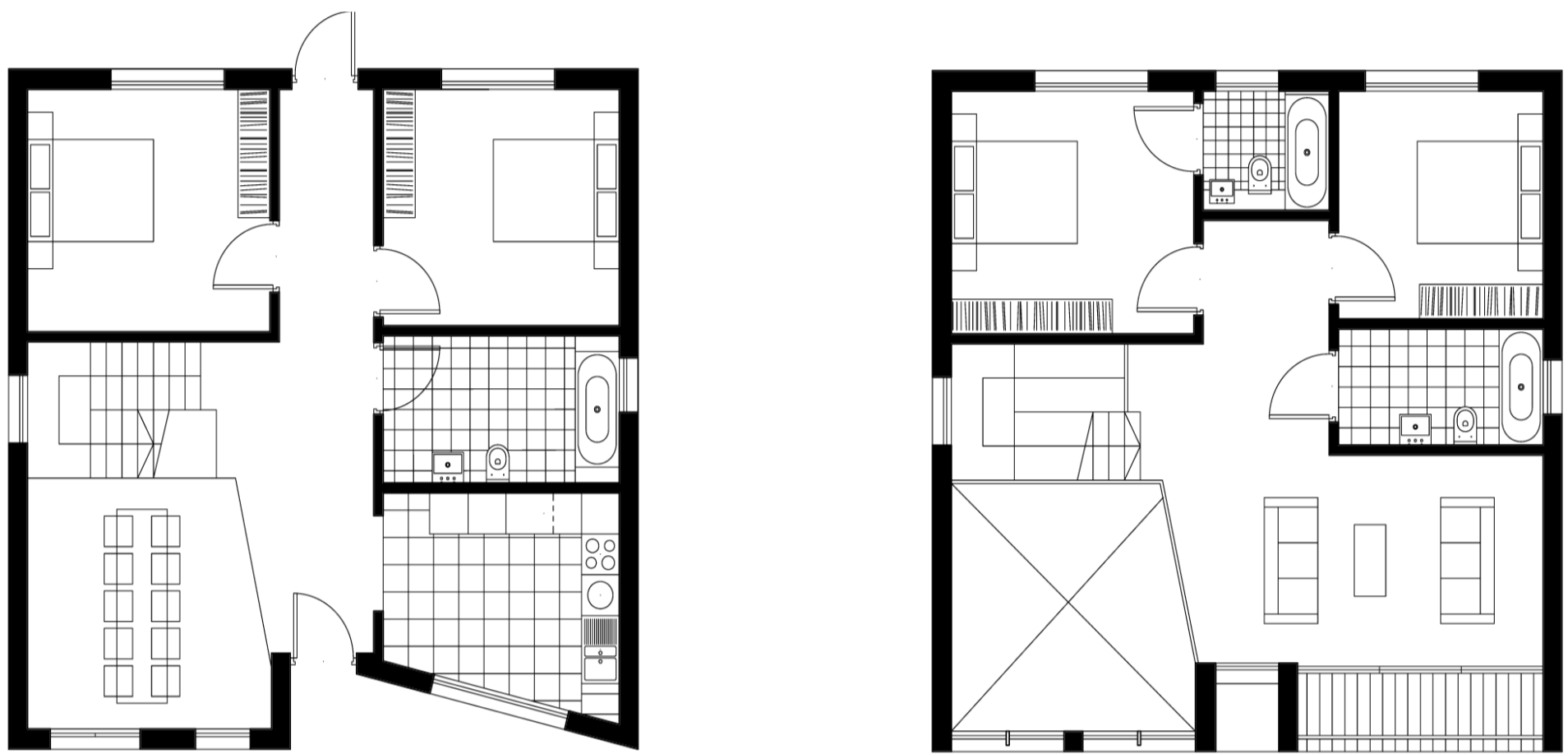
Dune House



Ground Floor First Floor



Town House A Town House B Town House B1 Mews House



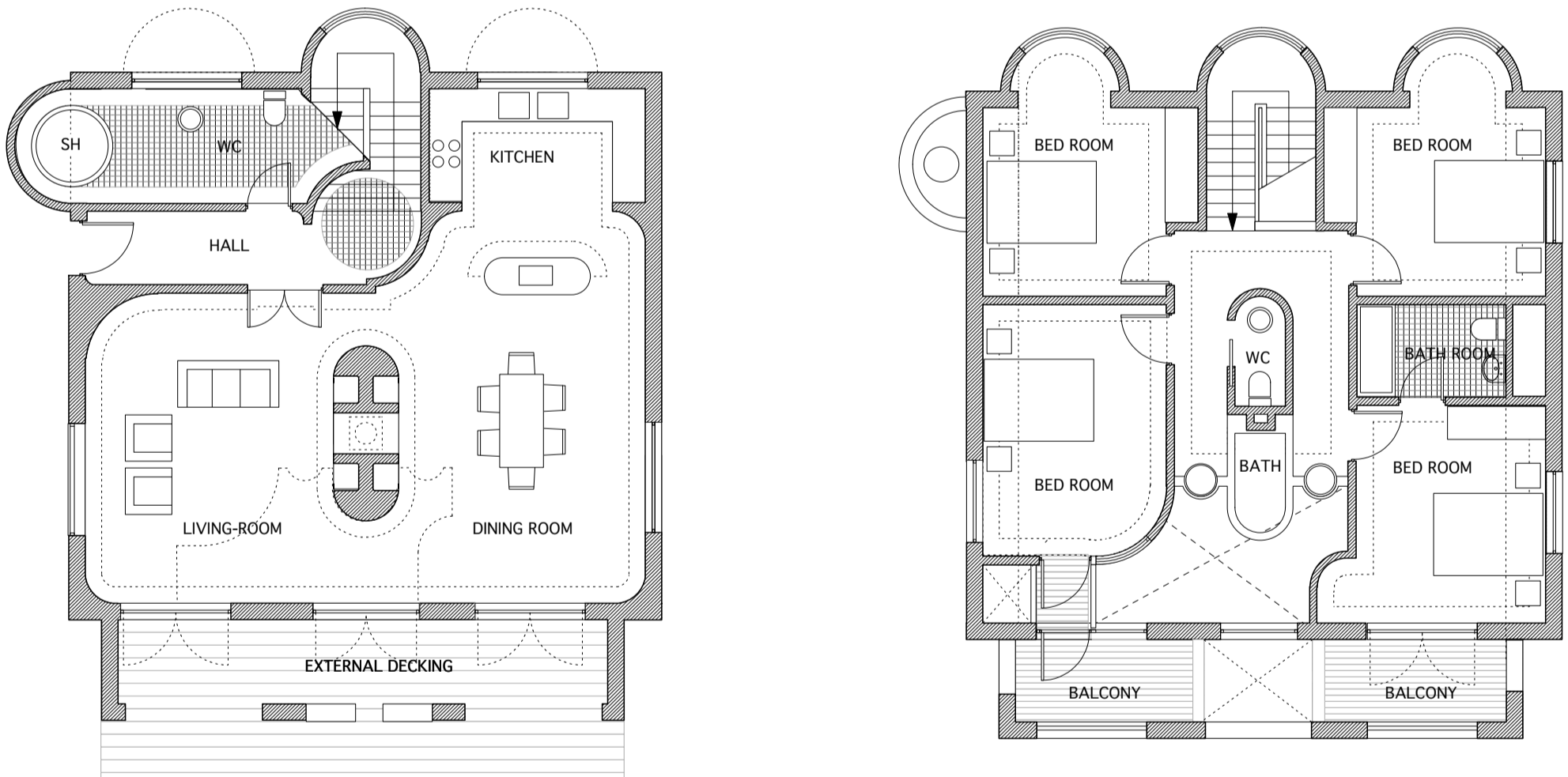
Ground Floor First Floor



Dune House



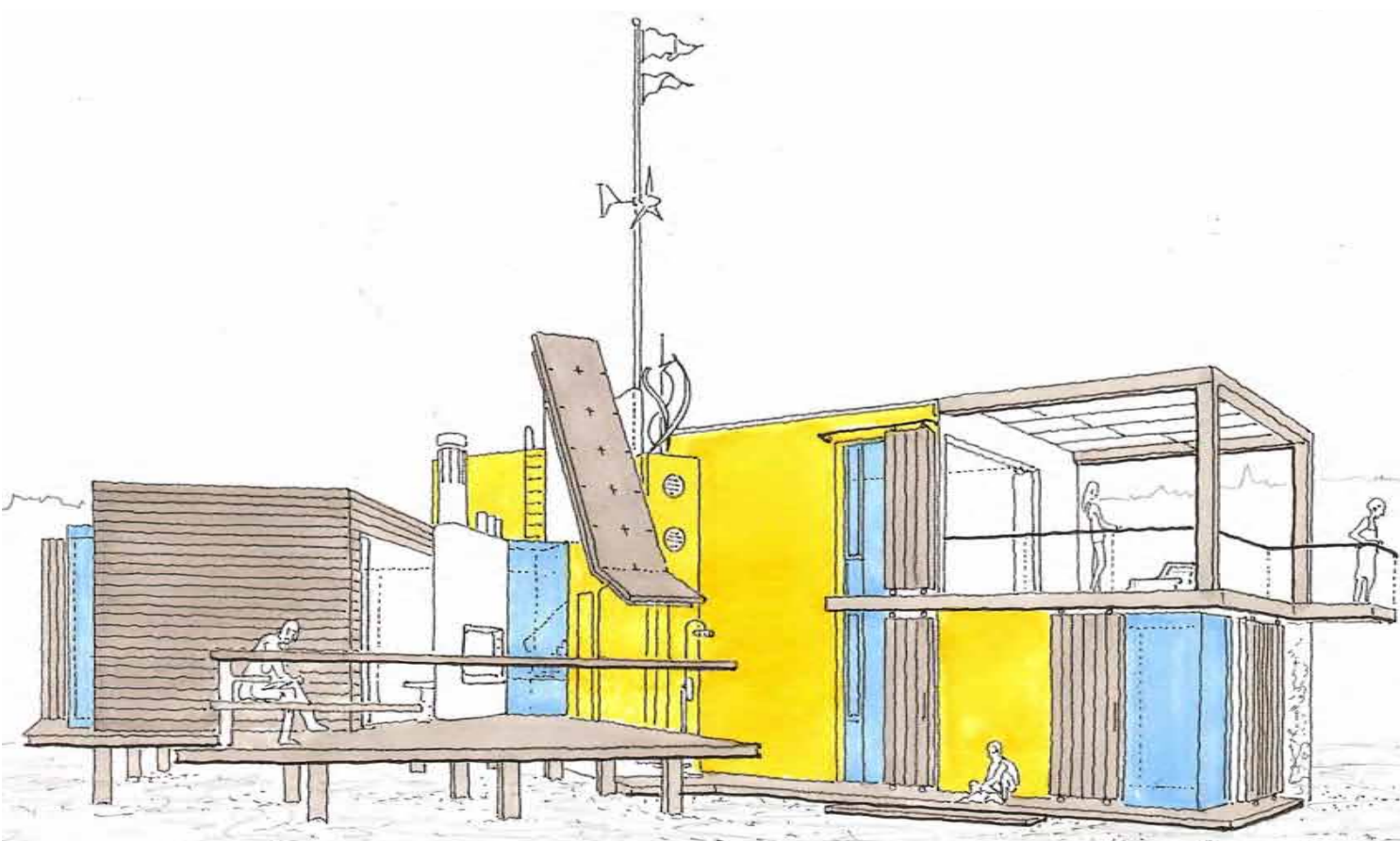
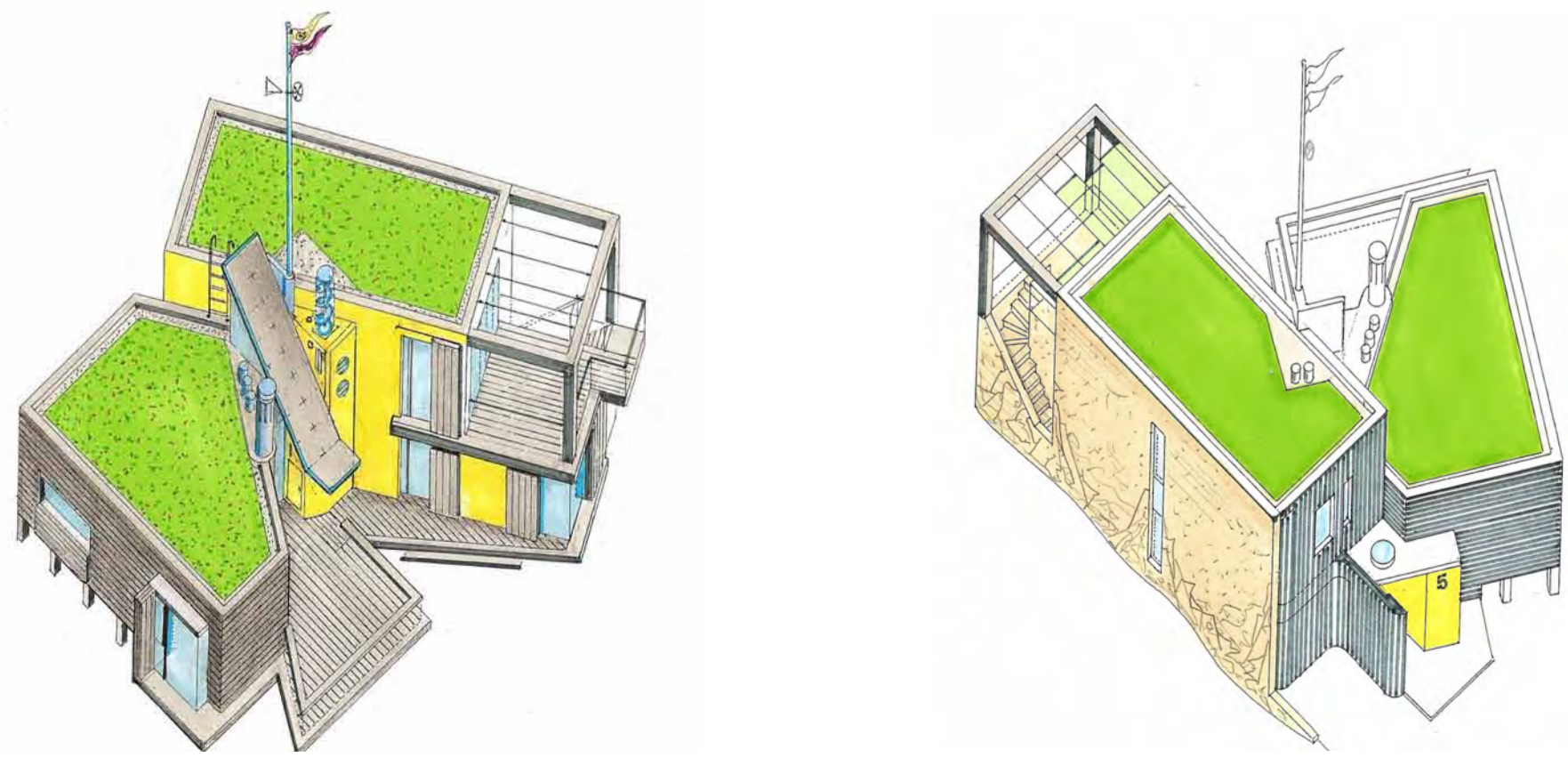
Second Floor Third Floor



Ground Floor First Floor



Beach House



Beach Ho



# 12. Movement and Delivery

## Movement

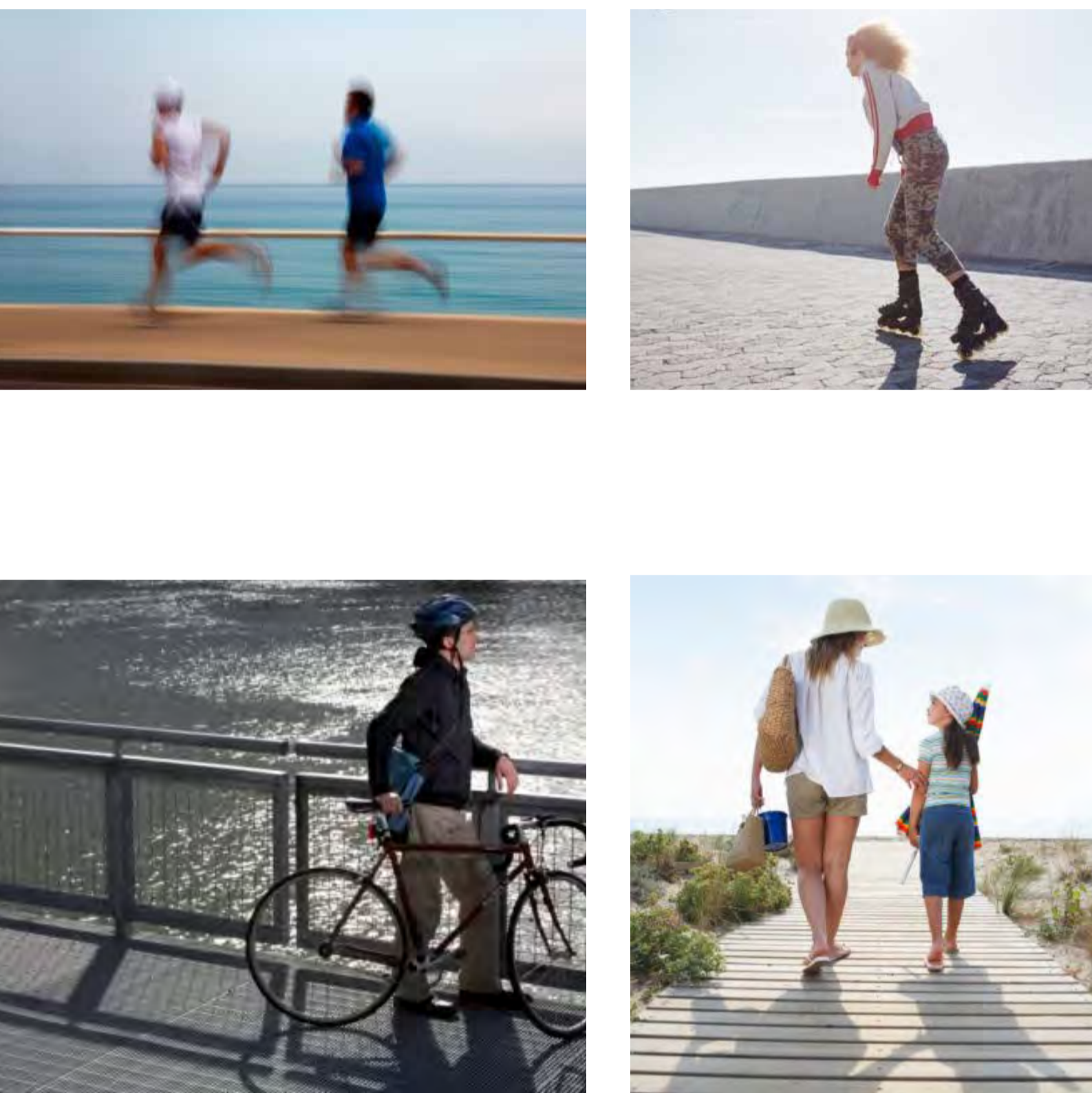
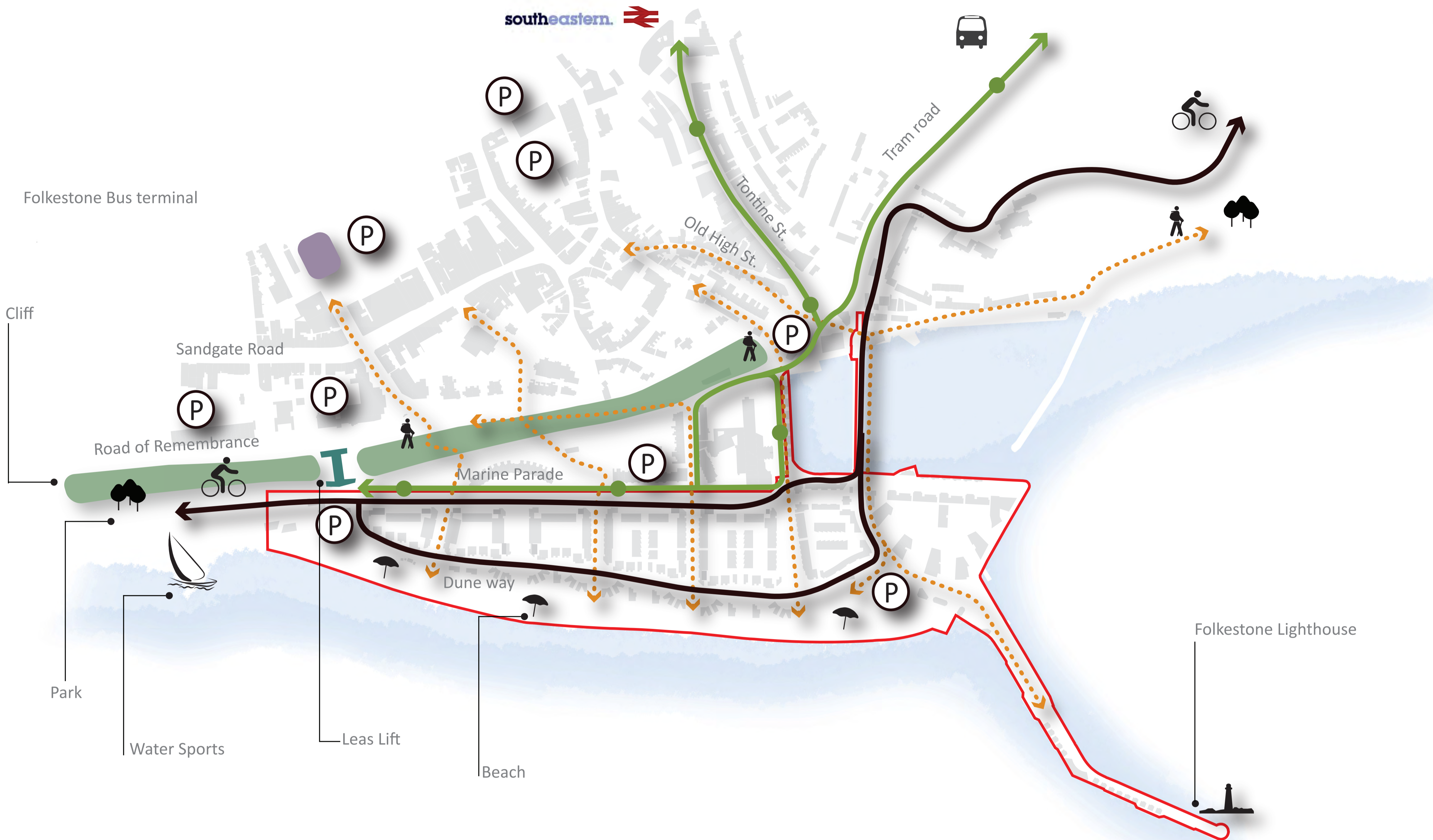
The new Seafront has a variety of new and improved links that re - connect the site to the town and adjacent coastline. The existing railway viaduct becomes a key new route for people to move between the town and the Quay. The new connection also serves to link the coast park in the west with the Warren in the east extending both the Coastal path and cycling routes.

A possible new bus link connecting the site with the town and the coast and other transport modes, such as the HS1 rail service to London, is envisaged to serve the Quayside, Marine Parade and the Leas Lift. Residents would never be more than a five minute walk from the bus.

The existing Leas water lift provides a useful connection up the cliff to the Leas in the east and this supplemented by a number of pedestrian step and path links up the cliff.

Visitor parking for the two major sporting facilities, the Seaports Centre and the Beach sports centre are planned while visitors to the beach and Quay will be able to park along Marine Parade and the Quay.

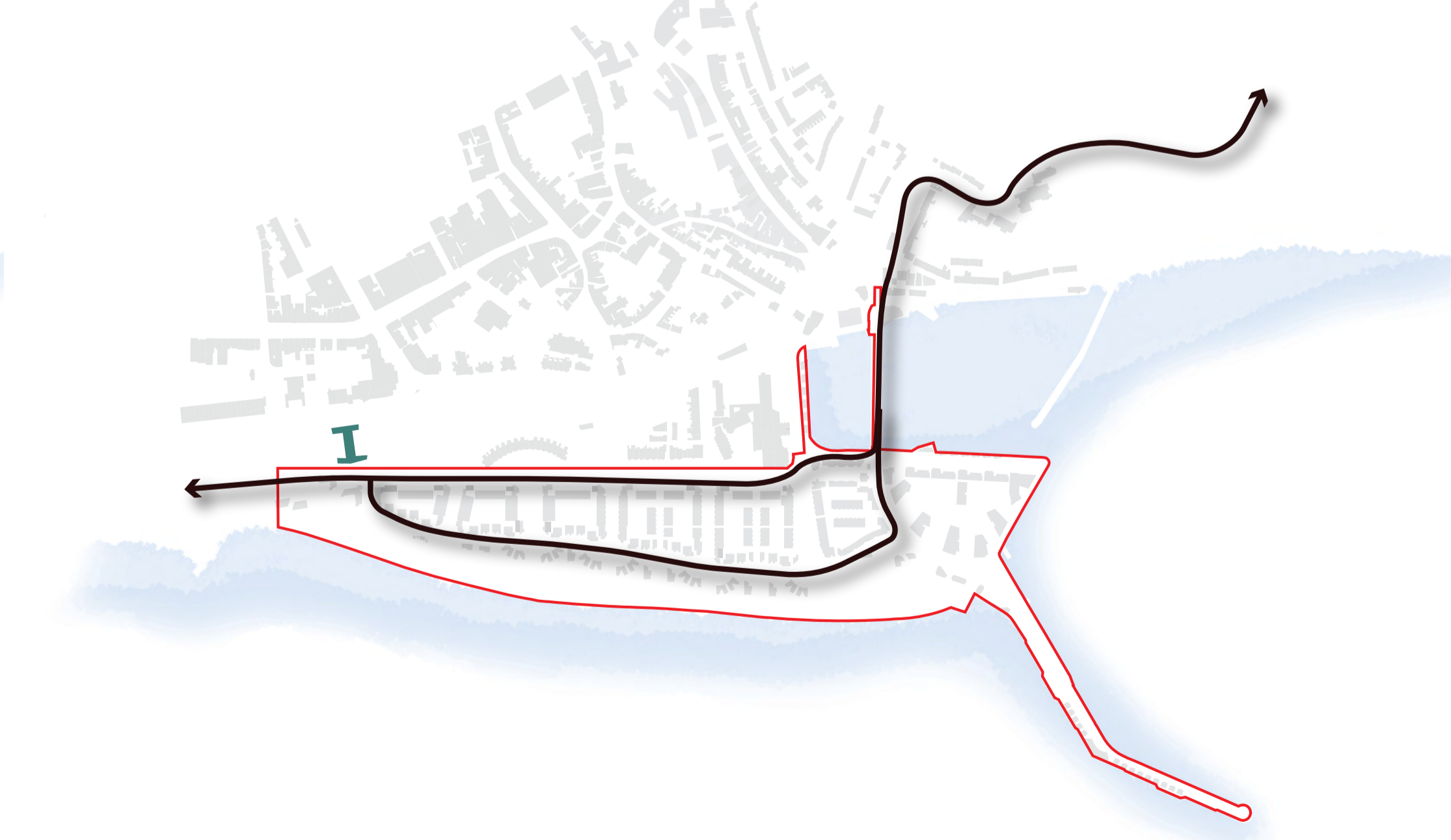
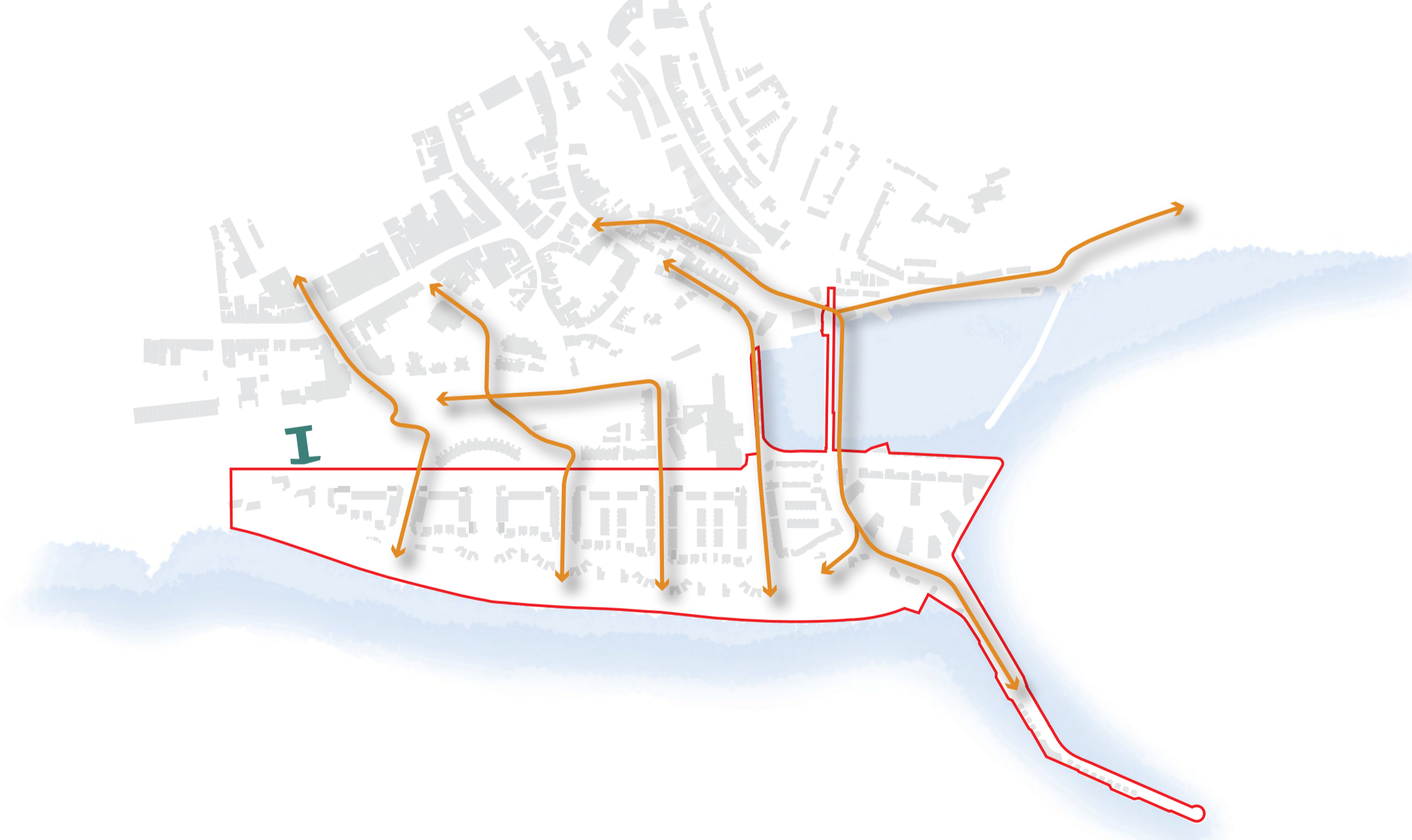
## New and existing connections make the Seafront more accessible



Bus Route

Pedestrian

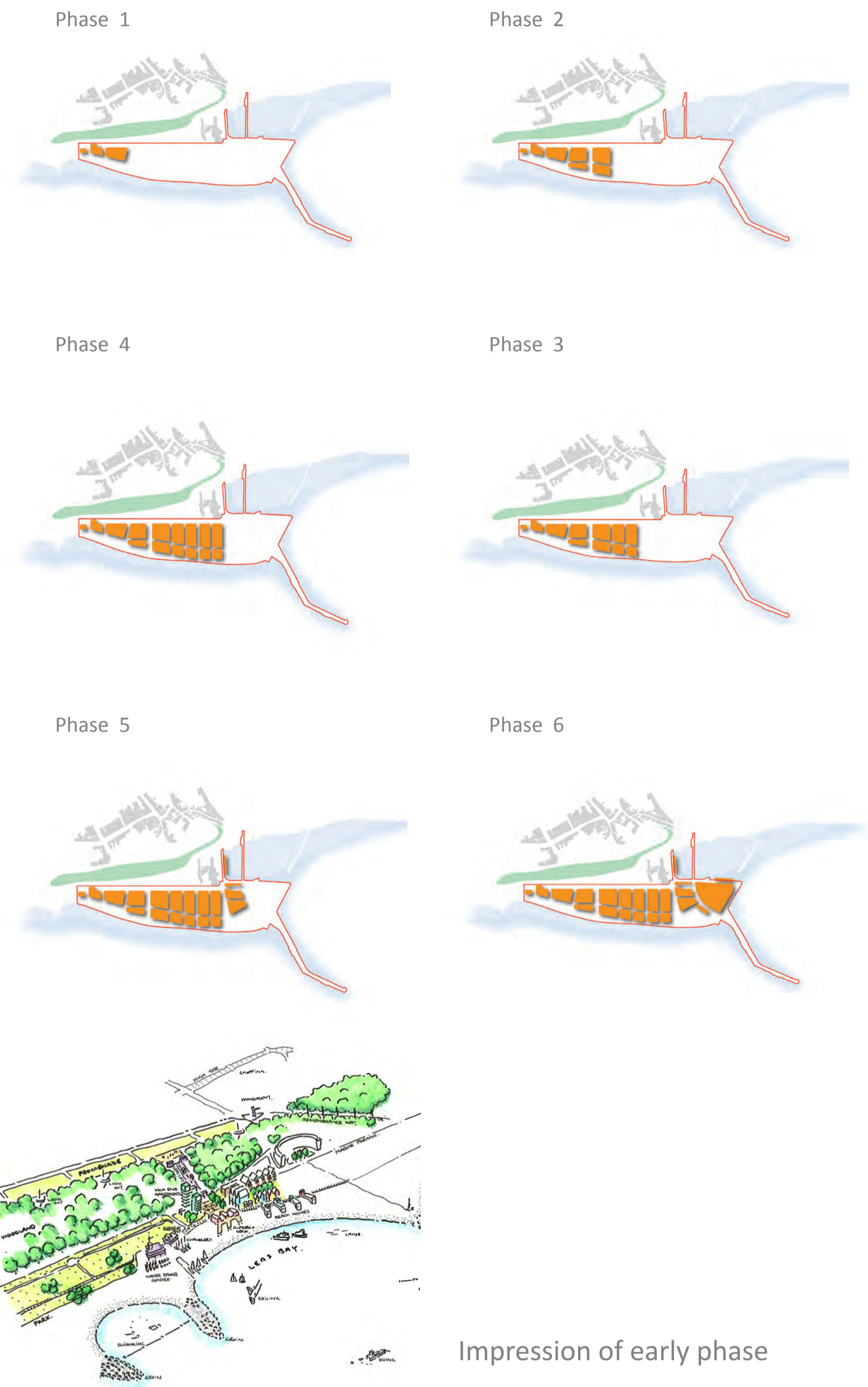
Cycle



## Delivery

Projects of this scale and complexity take many years to realise. Today's difficult market conditions make this even more challenging and difficult to predict.

The intention is to start development at the West of the plan by building a square, shops and homes and potentially the sea sports centre. As market conditions change the development would spread incrementally Eastward although some aspects of the Quayside may be able to start sooner



## What Happens Next?

Thank you for visiting this exhibition. We hope you have enjoyed learning more about the Seafront master plan and seeing all the changes we have made following the last consultation. Soon the master plan design will go through an exhaustive process of testing for environmental, visual and townscape impacts.

The Outline Planning Application is intended to be submitted to Shepway District Council in the spring of next year. Depending upon the timing of the adoption of the Shepway's new Core Strategy, outline planning consent is expected in the autumn of 2012.

Following this, detailed planning applications (reserved matters) for particular parts of the Seafront can be made with construction starting sometime after depending on nature and scale.

We hope that this exhibition has been informative. Please can you take time to complete the questionnaire either here at the exhibition or on-line at <https://www.surveymonkey.com/s/Folkestoneharbour2011>

You can also keep up to date with the project on-line at [www.folkestoneseafront.com](http://www.folkestoneseafront.com)

