

Appendix 1

Place Plan Consultation Feedback Summary

Document	Raised By	Summary of Feedback	Mission	Action Item	Next steps
Place Plan	Local Resident	<p>Comment on the disrepair and issues in Muddles Passage. I note this is shown as a cycle path or intended cycle path to join the route from the station. This would appear to be a very sensible route and one I try to use now when cycling. I would however request that this passage be maintained, by better road surface, removal of regular graffiti, CCTV to deter anti social behaviour and regular street cleaning. As this would be one of the first cycle routes from the train before coming into Bouverie Road some investment here would in my opinion be beneficial.</p>	Moving sustainably	4.3	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement.</p> <p>Raise maintenance element with relevant council teams</p>
Place Plan	KCC Transport	<p>Transport and Movement (Page 13) – The County Council is not currently forming a revised transport strategy so the last sentence should be removed.</p>	Transport & Movement	N/A	Remove sentence from page 13 of place plan
Place Plan	KCC Transport	<p>6.3 Actions: Town Centre Core (Page 44) – Stagecoach East Kent need to be consulted upon from the outset with any proposed changes to Bouverie Square and moving bus stops into Middleburg Square. They will be able to confirm the number of stops required in both an easterly and westerly direction as a result of the proposed making of Middleburg Square to two-way.</p>	Moving sustainably	4.1	Stagecoach have been consulted and will continue to develop the scheme with us and other partners.
Place Plan	Local resident	<p>Please please please include a proper changing places toilet space within the plans. It is vital that our disabled community have space to change and toilet safety. It's impossible for me to change my son (4, in a wheelchair whilst we are out) because there are no adequate disabled toilets in the whole of town. The ones at the bus station are not suitable and are often in a disgusting state.</p> <p>There is a changing places fund, that you need to apply for that can cover some of the costs. It can be found here https://www.gov.uk/government/news/share-of-30m-changing-places-toilets-fund-now-open-for-applications</p>	A place for all voices	3.3	Future individual project activity should consider observations and feedback provided.
Place Plan	Local Resident via Cllr Whybrow	<p>My idea for a big improvement for Folkestone, would be to install a modern glass lift, to link the lower coastal road with the shopping area above. This could be done in the area of the old water lift.</p> <p>I believe this would be of great benefit to the people of the town, as well as to tourists and visitors. I have seen this idea many times in Europe, for example Germany and France, where it works most successfully.</p>	Moving sustainably	4.2	Proposal for additional lift already captured in Place Plan
Place Plan	Local Resident via Cllr Whybrow	<p>I've been contacted by a resident who feels strongly that it would not be a good idea to move the bus station further from the town centre and I have to say I agree with her. Nice as it would be to make the bus station a green square again, if we want to encourage people to use public transport we must make it as convenient as possible for them. We must consider the needs of the elderly and disabled.</p> <p>It is also extremely important that the bus terminus wherever it is located has public toilets as well as facilities for the bus drivers.</p>	Moving sustainably	4.1	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Urban Appraisal	Town Clerk	<ul style="list-style-type: none"> You list the town hall as housing the museum and cinema but on page 25 it is shown as yellow for disposal The town hall belongs to FTC but this is not listed The town hall houses the town council administration providing civic functions 	Planning & Policy Dev - Land Ownership		Update Urban Appraisal document

		in the centre of town that supports all three tiers of local government but this is not shown on page 41 • The town hall also has a tourist information office			
General comment	Local resident	I am dismayed (and so is everyone I have spoken to about it) about the suggestion of moving the bus station and hopefully this idea has been 'scrapped'. Absolutely ludicrous idea. I hope, also that more will be done for the visually impaired for mobility issues.	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Place Plan	Local resident	I understand that you have recognised the importance and history of the Parish Church of St Mary and St Eanswythe. Indeed in 6.5 you suggest improved connections and better visibility of the Parish Church. Currently, there are four buses coming into Folkestone and an increased number of visitors to the church. It is envisaged that the number of visitors will grow as the church also facilitates many concerts. One group expressed concern at getting a bus anywhere near the church as The Bayle is the prescribed route on Google but is notoriously difficult. The other way is to approach via the roundabout at the top of The Road of Remembrance and The Leas. This will take you into Pound Way but due to the number of cars parked is a nightmare for a car to get through and impossible for a bus to get down Pound Way and then into West Cliff Gardens which is also parked up. The only possible way is to close off some parking spaces on Pound Way and create a space large enough for a coach on West Cliff Gardens. It is therefore suggested that there needs to be dedicated parking for visitors in West Cliff Gardens. Let us not forget that many visitors to the church are elderly and/or disabled.	Moving sustainably	4.14, 4.15	Update Place Plan and ensure future transport brief covers the Heritage Area of the town centre for accessibility of transport
General comment	Local resident	My experience of the placeplan team is one of jargon and misunderstanding - to put it kindly! As you will be aware when the first draft of the plan was published, the boundary had been carefully drawn to EXCLUDE the church and The Bayle area - both at the heart of this town's tangible history. There will be no solution to the town's car parking challenge until the number of District Councillors from the areas of concern increases and officers actually live in the town and/or take the trouble to visit areas of concern (like the one you have highlighted), talk with residents AND more importantly, listen to what they have to say.	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Place Plan	Local resident	The main concern for everyone I have spoken to is the proposed moving of the bus station. THIS IS A LUDICROUS IDEA. It is perfect where it is. 1. It is convenient for shoppers i.e. Asda, Sainsbury, Iceland etc with heavy bags, it would be a nightmare having to carry them down to Shellons Street, especially for the elderly and disabled. 2. Where would the drivers rest room and facilities along with their office go!!!! Shellons street is too narrow for buses to be parked alongside normal traffic. I'm sure Stagecoach must feel the same way.	A place for all voices	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements. Raise Highway experience with relevant council teams.

		<p>LEAVE IT ALONE</p> <p>The idea for the old rail track down Tram Road making it a cycle and walking/running path is a good one, as it is just an eyesore at the moment. or it could be taken up and the road widened as now the buses go both ways it is very congested.</p> <p>NO to flats on the harbour arm car park</p> <p>NO MORE FLATS on the seafront – that is where the Skateboard park should have gone – more leisure facilities.</p> <p>The car park at the end of Tontine Street could be made into a multi storey enabling easier parking for visitors to the harbour area.</p> <p>YES to the Leas Lift repair.</p> <p>The Saga building should become the Council Offices, along with other public offices such as Job Centre, Social Services, Tourist nformation. Licencing Department etc.</p> <p>If gardens are wanted – move all shops in Guildhall Street into Sandgate Road, and make Guildhall Street gardens and leisure cafes etc.</p> <p>Debenhams to be made into individual ‘market’ style shops for start up businesses.</p> <p>Easier access throughout the town for the blind/visually impaired – all bollards painted white, no ‘A’ boards etc.</p> <p>I hope my comments are considred along with many others I’m sure you have received.</p>			
Place Plan	Local resident	<p>Folkestone needs an indoor 10 pin bowling complex. Also, seafront amusements for family fun. Much has been done on eating/drinking places, but there's not much for families to do, especially indoors and/or during unfavourable weather. The Rotunda amusements are still a great loss... especially now the rest of the harbour is being regenerated. The Leas Lift would obviously bring people down to the lower seafront and new features.</p>	Town Centre for the future	N/A	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>
Place Plan	Local resident	<p>If I have understood the plan correctly one of the proposals is to pedestrianise the Road of Remembrance. I haven't seen anything in the plan to compensate for this reduction in vehicular access to the harbour</p> <p>Access to the harbour area, lower leas coastal park etc appears to be limited to a rather tortuous, unattractive and congested Tram road. With the increase traffic to the harbour area due to the seafront development, I would suggest this needs to be addressed.</p> <p>The Folkestone Roads Review Group tried to make sense of the roads system and produced the attached paper which I sent to you in February. I feel the options proposed herein would enable the flow of traffic in the town and harbour area to be improved. Tram Road is a nightmare if there are any events here. I think a further look at the roads system overall is warranted</p>	Moving sustainably	1.13, 1.14	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p> <p>Provided insight to be made available when Transport/Parking Brief and associatedproject starts.</p>
Place Plan	Local resident	<p>Folkestone Bus Station</p> <p>Never heard anything so ridiculous!! Where are the drivers going to have their break and changeovers?</p> <p>Yet another daft idea of the council's along with the two way traffic of Tontine Street & Tram Road.</p>	Moving sustainably	4.1	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p> <p>Stagecoach have been consulted and will continue to develop the scheme with us and other partners.</p>

Place Plan	Local resident	<p>For Town Centre multiple endorsements for proposals within PlacePlan Supportive of civic squares, greening recommendations for creative quarter, pedestrianisation of Road of Remembrance and improvements, Harbour & Sunny sands proposed interventions. Noted issues with underused parking in Harbour & Sunny Sands area, maintenance of Bakers Gap and East Cliff. As well as recommendations below suggests replacing street planters with trees for longevity and biodiversity. Making more bins with recycling capacity and seagull proof. Include restoration and reinstatement of old paths for better access to Seafront. Include mention of opportunities to redesign Bouverie Place frontage on Shelleons St.</p> <p>1) town centre proposals</p> <ul style="list-style-type: none"> • All of Sandgate Road narrowed by removing most on-street parking, keep two way and introduce a bus route to go through the town centre. Keeping the layout uniform will unify this road. • Retain some on-road parking for loading/disabled badge holders and encourage car park use with affordable pricing. Improve the car parks to make them feel like a safe environment to use. • A permanent market and mini green squares and rain gardens outside FOLCA building • An additional square for dining in the “Bouverie village” area to help businesses. • Additional roads made two-way such as Manor Road, Middleburg Square (north), Cheriton Road, and the town end of Sandgate Road. • Make most of the area a 20mph zone with plenty of pedestrian crossings, and less traffic lights – Keeping traffic moving, but slowly to make it easier for pedestrians. • Carefully masterplan Middleburg Square/former Saga building and bus station area to ensure there is sufficient space for buses and the proposed improvements are possible. • Redevelopment opportunities could be re-using buildings are building new ones. Emphasis should be on blending in with the Victorian character of the town whilst providing a greener, more sustainable environment. <p>2) Tram road ideas examples of perceived good practice</p>	All	All	Future individual project activity should consider observations and feedback provided (including attachments) in addition to ongoing engagement requirements.
General comment	Local resident	<p>It's easily seen that especially the centre of town has been neglected for a long time. Maintenance of brickwork on the pedestrian areas (repaired with bits of tarmac), and the pavements, collection of rubbish, removal of gum, graffiti, spillage of drinks and other unmentionable substances, is ignored. If people are not inspired by the cleanliness of their surroundings there is no incentive to act responsibly.</p> <p>It is no use spending inordinate sums of money on grand ideas if the council then fails to carry out regular maintenance, probably patrolling every day, and things slip into neglect as they have now.</p> <p>I'm sure the pedestrianised area originally was very smart and pleasant to be in, but now it is a place I do not like to be. Everywhere looks dirty neglected and uninspiring.</p>			<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p> <p>Raise maintenance element with relevant council teams</p>
General comment	AFRA (Alliance of Folkestone)	<p>Please note the attached detailed AFRA analysis and commentary on the three associated elements of the published 'final' draft for The Place Plan</p> <ul style="list-style-type: none"> • Urban Appraisal 	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to

	Residents Associations)	<ul style="list-style-type: none"> • Consultation report • Draft Place Plan <p>The feedback is provided on behalf of AFRA and will be published along with this email response on our website. www.afra.network The Alliance of Folkestone Residents Associations provides a platform for residents groups and works closely with several civic voice partner organisations. The Place Plan as a framework for regeneration of Folkestone is a matter of significance and concern for all 54000 residents of the town.</p> <p>It is reasonable to say that it is of importance to all residents and businesses within the district, as well as visitors and investors. Considerable time and careful consideration has been given to this important subject - as a consultative group ourselves. We have looked at this work from a strategic point of view - leaving others to debate the multitude of points of detail which have created an ongoing furore.</p> <p>Our key observations, therefore, are primarily to do with the consultation and methodology for developing this work, rather than the content. The content and the litany of ideas, opportunities and suggestions can be varied, adjusted - and will clearly need to be. The Place Plan is essentially an outline of the possibilities, without the supporting reality of resources, ownership, permissions or statutory powers being investigated.</p> <p>Despite this, it has some positive aspects to it as a vision for Folkestone with a number of ideas which deserve to be worked on further, with appropriate input. The authors/consultants themselves note repeatedly that the substance and further development require ongoing consultation.</p> <p>Finally - perhaps most significantly - the accepted definition of Place planning includes the clear requirement that this is based upon the needs of local people, around whom and with whom the built environment and civic amenities should be devised and co-developed.</p>			<p>ongoing engagement requirements.</p> <p>Section 7.0 Make It Happen of the Place Plan outlines the ongoing commitment to engagement. Future individual project activity will consider this</p>
Place Plan	AFRA (Alliance of Folkestone Residents Associations)	<p>A snapshot of some potential caveats and concerns on reading through the Plan in reference to the six missions which underpin the descriptions and indicative suggestions for the six action areas, have been noted with very brief comments as follows:</p> <ul style="list-style-type: none"> • M1 Celebration <ul style="list-style-type: none"> o This Plan has to be seen for what it is: very much a partial celebration of community character and the town's core assets – something of a post-lockdown party, perhaps. • M2 Town centre for the future <ul style="list-style-type: none"> o “Look no further” there is the central over-promise and under-deliver history which has failed the majority of the community over decades: needs further work and thought. o Future imperfect: notably only a very generalised vision emerges for the next generation and the marginalised: the young, the poor, those from minority groups. • M3 All voices <ul style="list-style-type: none"> o Again, the exercise to date has disappointed on a massive scale (see further below) o There is as yet no practical mechanism for ongoing consultation or engagement 	N/A	N/A	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>

		<ul style="list-style-type: none"> o 17 young people represents a very limited effort in engaging the next generation o Few community groups were engaged, mostly representing 'establishment' voices • M4 Sustainability o The minimal reference to climate change needs little comment: no planet...nothing! • M5 Opportunity o For developers, this is a continuing feast; for the community, more substance is needed in projects such as new uses for urban space, significant new partnership working and a radical departure in pump-priming smaller scale projects, rather than the serial indicators of a propensity for large-scale development grandeur. • M6 Sustainable quality o Development and contracting history will limit confidence in planning oversight 			
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	<p>Summary</p> <p>This is possibly the most useful document, collating multiple references to FHDC characteristics, which might have been assumed to be in place already, in order to underpin the policy-making process and the work of senior officers. Apparently this is not the case. This piece of work effectively and efficiently iterates some of the disturbing and shocking issues for our community and the future of our Town. To show disinterest in any section of our community is to disregard personal and professional responsibility; it is also a near certain recipe for failure, in the current social and economic context.</p> <p>Context: identifying the challenge for our community</p> <p>While the District Council is not responsible for health or education services, for example, there is a clear problem with these services failing to be provided in tandem with developments in and around the Town.</p> <p>The result is usually a deficiency of choice or opportunity for those with limited personal resources. The proposals and opportunities set out in the closing summative section show the need for such partnerships, as well as the value of professional expertise, partnership roles and good local knowledge.</p>	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	<p>Climate change and sustainability</p> <p>Disappointingly, as mentioned in the review of the main section of the Place Plan, the Urban Appraisal has very little to say on the wider implications of climate change, the implications for development, sustainability, quality of life, waste management, etc. This has to be noteworthy, given the proximity of the Town to the sea and the overall District topography. Some residual errors – such as the incorrect designation of the starting point for the Leas Coastal Park – will be picked up by experts, purists and community activists. However, there is some point to assessing the natural amenities – and useful food for thought in the current scarcity of green spaces, public amenities – despite some sites in the Town literally gathering weeds and being barred to public access.</p>	N/A	3.5 environment	<p>Update Place Plan with correct designation.</p> <p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	<p>Business support and employment</p> <p>For a commercially focused study, there is insufficient detail on the need for investment and regeneration to be facilitated by local administrations by working to support community, business support and infrastructure initiatives. The latter represents a key employment sector. Employment in significant numbers through business support, finance and professional enterprises are shown to provide almost 6000 jobs, with little</p>	N/A	<p>2.1 Living in Folkestone</p> <p>2.2 Working in Folkestone</p>	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

		evidence of how this can be nurtured, preserved and developed. In another reality check, it emerges that there are now around 5000 claimants – amounting to one sixth of the working population – a figure which has increased 100% in just a year.			
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	Investment The answer of course is that the investment by the Creative Foundation as a major landlord is extremely important but should also be seen within a more balanced local economy, with social enterprise, cooperatives and community initiatives forming part of overall activity.	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	Housing and development planning Modest housing development (other than the major Seafront and Harbour programmes) includes relatively little supply of local affordable housing and almost no social housing at all A fascinating development timeline highlights the history of land-ownership and the evidence of patronage by wealthy individuals in the town's history of development: has this changed? Little community development leadership has impacted upon the town since the post-war period of national renewal and regeneration. The decline of the Town is equally very clearly set out in the three decades leading up to the millennium, at which point there is a reversion to the historic dependency upon a benevolent patron and investor.	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	Data, strategy and causal factors: transport infrastructure as a sign of decline. Of particular interest are the key sections of data and analysis of how the Town is currently faring, both in terms of the infrastructure and in terms of the wider population. Exploring a sample section of this report provides some clues to what has gone wrong and what needs to be done to open up a new set of prospects and opportunities. The Transport and Movement section notably highlights a series of issues – which serve to illustrate the overall verdict - in this response - of inaction as a causal factor in the risk of continuing decline for the Town Centre. A lack of imagination and a lack of concerted action with partners on these can be perceived in other segments of the Urban Appraisal which in turn feeds into the substantive Draft Plan. Among several notable issues and statements within the Appraisal from this particular section are: <ul style="list-style-type: none"> • Historic ring-road design as a legacy from the port era • Middleburgh square “an impenetrable boundary” to town centre • Pedestrian network, with some significant accessibility issues • Cycling not well provided for overall in a “hostile environment” • Lack of integration, notably to help make the significant rail links more attractive • Bus services good, central....; bus station set for redevelopment! • Significant car usage shown as essential for retail centres, with limited parking • Usage possibly affected by pedestrian issues, lack of integration etc. • Limited charging points for electric vehicles • High Street footfall down 16% over four years 	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	Community cohesion The Appraisal includes some devastatingly sharp notes on socio-economic factors, and yet provides few answers to these concerns within the draft Plan, as noted earlier. The following are key quotations from the Appraisal:	N/A	N/A	Observational feedback

		<ul style="list-style-type: none"> • “The research show that Folkestone is increasingly divided and unequal” • “Folkestone is a divided town. There are pockets of severe deprivation around the centre and north-east of the town. Four areas are in the top 10% most deprived in the country and struggle particularly with low incomes and high unemployment and crime.” • “For example, the life expectancy between least and most deprived is 6.9 years lower for men and 3.7 years lower for women” • “...there is a clear opportunity for the town centre to fulfil a stronger community, social and civic function.” • “Overall the combination of limited connections, steep gradients, and routes that require the use of steps affect pedestrian access to the harbour and seafront.” • “Folkestone lacks a competitive leisure offer. 			
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	<p>Land occupancy and living in this Place</p> <p>Key issues identified in the Land Usage section also highlight this sense of reactive, rather than proactive policy-making. Again, a genuine Place Plan has people at the heart of the proposals, which is not as strongly evident as it should be here.</p> <ul style="list-style-type: none"> • Dominance of retail • Lack of leisure & community uses and cultural destinations • Key anchor stores are closing or have closed (such as Debenhams) • Lack of quality guest accommodation & hotels • No healthcare facilities found in the Town Centre (but the Debenhams site will be used for vaccinations) <p>AFRA members have pressed for years for the issue of licencing policy to be addressed properly and with a proper balance between the enterprise and residential interests.</p>	N/A	N/A	Observational feedback
Urban Appraisal	AFRA (Alliance of Folkestone Residents Associations)	<p>Character and perception</p> <p>Two other brief points, to round off this section of the review of the draft Place Plan will focus on a symptom of missed opportunity and misdirection of the discussion – again, the responsibility of the commissioning.</p> <p>Firstly: the Perceived Character mapping serves to highlight the extent and strength – clearly underused – of the historic character area. Inevitably, the heritage community were not sufficiently involved in this piece of work and some avoidable offence was caused, not least by the exclusion of the Town’s patron saint, St. Eanswythe, from the original mapping of the Town Centre action zone.</p> <p>Secondly, there are so many missed opportunities to realise potential in a creative way which admits to the paucity of financial resources or investment for some of the core issues facing our community.</p> <p>This means that there is no indication of how we might address such issues because there is very little meaningful reference to the deployment of the key asset of human energy in the community.</p> <p>The evidence that there is a lack of green space, space for children and families could surely lead to greater opportunities for community gardens; the lack of much needed skills training begs the question of why these cannot be asked of those with time and experience to offer; the somewhat ageing Neighbourhood Watch is not mentioned as a partial means of addressing the behaviours which are becoming a daily dispiriting experience for retailers, residents and visitors. And so on. And so it goes: the Appraisal highlights need, but only very faintly alludes to remedy, before it skips back to status quo recommendations which</p>	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

		are assumed to be the property of the decision makers and the developers, rather than the community.			
Engagement Report	AFRA (Alliance of Folkestone Residents Associations)	Finally, we refer to earlier and widely shared concerns over what has broadly been seen as a necessarily limited exercise – which is not necessarily a criticism of the professional capability of the consultancy.	N/A	N/A	Observational feedback
Engagement Report	AFRA (Alliance of Folkestone Residents Associations)	More seriously, the final report provides yet more evidence of consultation exclusion, which cannot be fully attributed to or blamed upon the CoVid19 pandemic. This work clearly failed to take account of the well-known digital divide affecting those in poorer households and a significant proportion of older members of the community To celebrate the use of social media securing 2000 page views in 6 months would be ill-advised when a single post on the Veolia contract issues recently secured 7000 views in 48 hours. There were few print or broadcast media mentions if any – and therefore significant sections of the community were not engaged.	Engagement Report	3.4	Update narrative in Engagement report to capture the non-digital promotion of the project e.g. full page spread in YDT, Press-releases, posters in key locations etc.
Engagement Report	AFRA (Alliance of Folkestone Residents Associations)	Where next with community engagement? Thus should have been a determination to create a standing community consultative body – such as has been in place in many other localities for many years.	Engagement Report	3.4	Section 7.0 Make It Happen of the Place Plan outlines the ongoing commitment to engagement. Future individual project activity will consider this.
Engagement Report	AFRA (Alliance of Folkestone Residents Associations)	Conclusion: The willingness to sign off on this Plan must be assessed as unacceptable without further assurances, primarily because the issues identified are not adequately addressed through unequivocal commitment to Council actions. These should involve firstly taking ownership for their response to the Plan's 'Missions' and secondly making an explicit commitment to genuine community engagement and community service. Final verdict: The Place Plan has some of the right answers – but leaves too many unanswered questions. Once again, we offer the reminder: "If this is our Town, this must be our Plan." Ownership is more than property...	N/A	N/A	Section 7.0 Make It Happen of the Place Plan outlines the ongoing commitment to engagement. Future individual project activity will consider this.
Place Plan	Local resident	GENERAL POINTS ON THE WHOLE CONSULTATION EXERCISE The effects of the pandemic and the influx of London people over the last few years, has heralded an astronomical rise in house prices and private rents. This has resulted in much of the younger local population being priced out of the housing market forever. There is very little affordable housing being built, plenty of luxury flats though on the beach, in town and in Hythe. Hardly any social housing. What does the future really hold for young people who would like to remain in this town? Without realising it, WE MADE THAT have just highlighted all the bad decisions and mistakes made in the previous decades which will now need to be corrected by a massive investment in this Place Plan PAYERS PARK I am focusing on this because Payers Park is mentioned in WE MADE THAT's comment and shows no in depth research of its past whatsoever. That is its history from a derelict space to refurbishment by Creative Folkestone in 2013 and re-opening in September in 2014 as part of the Triennial.	N/A	N/A	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

		<p>6.4 "It is a charming green space with views across the valley but is currently surrounded by the rear of the buildings which means it is easily forgotten. Because of its location it forms an underutilised connecting space between a number of parts of the town." WMT go on to say: 2.13 SCOPE. Hub of potential uses around Payers Park. Outcome. Payers Park becomes better used and perceptions of safety are improved."</p> <p>CONCLUSION - PAYERS PARK's future: Over the last few months, before the launch of the Triennial, improvements have been put in place by the CF together with the Council to keep the Park clean and litter free. Waste Management for both Commercial and Domestic tenants' rubbish has been improved by a 3rd Cage finally being installed for the very large number of Community Bins. The new buildings, just completed by The Old High Street steps, means this end of Lower Payers Park will have 24/7 tenants' eyes on this hidden hotspot. Crime will be reduced. KCC Social Services Connections are working with the problem teenagers and children from the large community who inhabit the Park which will make the Park safe for the whole community to use as was intended when it reopened..</p> <p>If the original ideas for Payers Park can finally be realised then it will be something to celebrate. I believe FOLCA needs to be the very first building to be worked on. It could be made an exciting destination for everyone to use.. Somewhere UNIQUE TO FOLKESTONE and unlike any other Debenhams in the rest of England. I believe this will kick start regeneration of the Town Centre and encourage future investors to come on board. It could also result in better community togetherness.</p>			
Place Plan	Local resident	<ul style="list-style-type: none"> • The road alongside Central Station is Station Approach - not Folkestone Station Road. This name is confusing, as Station Road is by Folkestone West. A cursory glance at SouthEastern's website would have confirmed this. This may have been due to an over-reliance on Google Maps - as a Google Local Guide, I was able to have the erroneous name corrected. I did point this out to We Made That - whilst they corrected other errors, they left this in. • Central Station has 70 car parking spaces, not zero. Again, this information is on the station's website. I fail to see how they missed an entire car park! • The Lower Leas Coastal Park is sometimes missing the 'Lower'. It is incorrect to say that "Leas Coastal Park extends all the way to Harbour Street" or that "Road of Remembrance traverses down Leas Coastal Park". • If you look at the maps, you will see that there is missing data (e.g. Fishing Museum absent, no Leas Cliff Hall or Quarterhouse on the evening activities map, no DISK or Rainbow Centre as facilities of that type) or outdated information (e.g. Junction 13 is on there, despite closing before the pandemic, but One Foot in the Grape is not) and that the colours are very close to each 	Urban Appraisal Place Plan	3.5 Air Pollution	<p>Update documents with incorrect labelling on Urban Appraisal. Air pollution feedback to be provided to PRD/WMT for comment.</p> <p>Future project development to ensure appropriate representation from heritage groups.</p>

	<p>other (e.g. the map on p.30 has a light green for play parks and a slightly darker shade for retail, an orange for hotels and salmon for leisure - but I can't even see any play parks marked e.g. Payer's Park is not) - it is necessary to zoom in to a level where the image quality breaks up to see the data.</p> <ul style="list-style-type: none">• Mentions of the "Triennale" despite my having pointed out it is "Triennial". Perhaps most seriously, though, there is data on page 46 regarding road and rail noise. It suggests that "the general noise levels are below the acceptable range of 90 Hz". There are several issues with this data:• The key suggests that the data indicates "the level of noise according to the strategic noise mapping of rail sources within areas with a population of at least 100,000 people". We don't have a population of 100,000 in Folkestone.• The map highlights roads as particularly noisy, yet the data is allegedly from "rail sources". This is very misleading.• 90 Hz is a frequency, not a unit of noise levels. A 90 Hz sound is of fixed pitch, approximately that of an F sharp on the low E string of a guitar. A violin cannot play a frequency below 196 Hz. The use of Hz is repeated throughout the map key rather than dB, or perhaps more accurately a weighted unit such as dB(A).• Even if they had said 90 db(A), this is not a 'range'. A range would be, say, 80 - 90 dB(A).• There is no legal limit for road noise, although there is in the workplace - employers must assess the health risk for employees and provide relevant training at 80 db(A) daily or weekly average exposure and provide ear protection and hearing protection zones at 85 dB(A). It is worth noting that continued exposure to 70 dB(A) will eventually cause hearing loss and that even continued exposure to 60 dB(A) can lead to shortened lifespan - see this article on London traffic noise levels and WHO recommendations. Note that the decibel scale is logarithmic. <p>Heritage appears to have been given scant regard in the Place Plan. Originally, it suggested moving the War Memorial, which is outrageous. You will know the uproar caused by an attempt to do that to the Weston Memorial. That said, paving around it and painting art on the ugly concrete buildings that surround it does not do it any justice, either. Despite many heritage assets being pointed out in consultation, little notice was taken. For example, the recent confirmation that Saint Eanswythe's relics are, in all probability, here is a huge deal. It means pilgrimages to Folkestone to see the earliest known remaining relics of an English Saint and likewise the earliest known of a Kentish Royal Family member - if not the Royal Family. This would mean coaches would need to be able to get near the Parish Church. Yet you are proposing closing roads near the Church to pedestrianise around the War Memorial, making access harder. The plan suggests the Church is not visible enough. Well, that's because it has trees in its churchyard, which must not be removed. We all know it's there. The problem is the World doesn't know of Eanswythe's relics as we aren't advertising the site. The plan's solution is to "redesign West Cliff Gardens to highlight the</p>			
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		<p>link to the church". West Cliff Gardens is itself primarily heritage buildings. Unless you're going to knock down the old Herald office (which you aren't) - you do nothing to aid the Church and this is a complete waste of money. Also, the suggestion of an "improved entrance to the path to the Parish Church of St Mary and St Eanswythe" is absolutely despicable - the path in the churchyard is Listed, as are the bollards at the entrances and the lamp bracket in West Cliff Gardens. Likewise, the cobblestones in the Old High Street are not to be messed with - both they and the pavements are old and characterful. And that's pretty much the only mention heritage gets - everything else is a vague "heritage assets are refurbished and open for the public to use" and that should be "in-line with the Heritage Strategy". The trouble is that the Heritage Strategy is still in draft, with no timeline for completion.</p> <p>I could say the same of culture in general - with the exception of the Creative Quarter, which is a private enterprise, it gets little consideration. Where does the plan embrace Folkestone Music Town? It even left the two main venues off the evening things to do map! St. Eanswythe's School is struggling to raise funds to save Dance Easy, an Asset of Community value, as a much-needed community hall with less than three weeks to go. Why could this not have been in the Place Plan as a Town Centre venue... and why are the Council not supporting the project in the first place? Why is the bandstand not mentioned? It is a heritage asset badly in need of restoration.</p>			
Place Plan	Local resident	<p>Folkestone Town Centre Place Plan : Comments</p> <p>Archaeology</p> <p>There is a need to take into account the potential impact on buried archaeological remains during the proposed public realm works, particularly where there is proposed street tree planting, and ensure that desk based archaeological impact assessments form part of the work undertaken at the deetailed design stage prior to the delivery stage (section 7 page 97).</p> <p>Coastal Area & Heritage Quarter section 6.5, plan on p. 65 and inset plan on p. 66 showing proposed tree planting along Sandgate Road and areas east of war memorial on the Leas and along Pound Way and West Cliff Gardens. There is a potential for buried archaeological features and deposits related to the medieval priory in these areas and for later medieval structures along Sandgate Road.</p> <p>Harbour & Sunny Sands Zone section 6.6 p. 72 area 1.17 public realm upgrades in the area of Harbour Street & Tram Road area (existing car park and open space adjacent to Royal George) including proposed development areas on the north end of the existing car park and the new site for a multi storey car park along Tram Road. There is a potential for buried late Anglo Saxon and medieval archaeological features and deposits in the harbour area.</p> <p>Further Comments</p> <p>Page 62 refers to a request for a Conservation Area Appraisal and focused heritage strategy. It is unclear what this refers to. Much emphasis is placed on the heritage value of the Church of SS Mary & Eanswythe, pilgrimage and the</p>	Various	Various	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement. Ensure appropriate representation from heritage and archeological groups.</p>

		'probable' remains of St Eanswythe, but there is a lot more to Folkestone's heritage than this. Pages 71 and 75 refer to Unesco funding for the Kent Downs/The Warren as part of the Harbour & Sunny Sands actions but how does this fit into the study area shown on the plans in section 3?			
Place Plan	Cllr Laura Davison on behalf of FHDC Councillors	Place Plan feedback submitted on behalf of Labour councillors on FHDC Aug 2021 Overall – much more work to do to meaningfully engage and adapt the plan. It's not ready yet. Currently lopsided. None of the 'access to opportunity' mission points (mission 5) and only 1 of the 'a place for all voices' mission points (mission 3) have made it through to the 7 priorities laid out in the plan. These two missions are designed to capture the points made by young people; therefore the voices of young people are missing from the current top priorities. The proposed plans for each of the geographic areas need more work and scrutiny and engagement with local people. Responses to the survey were split and also limited (18 only for the second one); therefore not a good evidential basis. Closing the bus station is a major proposal. Each action area should have further town hall style meetings to discuss in detail plans and ideas and to take on board residents feedback. The final priorities bear a striking resemblance to the priority projects already identified by the current administration - eg Folca, Market Improvement Plan. Essential to have an independent structure rooted in the community in place as part of moving forward. Place Plan should be a living thing that evolves and is reviewed, not just a shiny report that gathers dust or a tick box exercise for appearance sake. The Place plan should also be a people plan. Concerns remain about the way stakeholders were selected and prioritised for engagement. District councillors were not invited to the themed stakeholder workshops or one to ones, despite being the elected representatives of the community. There was very limited engagement with Folkestone town councillors despite direct reference to Folkestone town hall in a number of places. Support the suggestion of a review of town centre housing policy, a parking review and a refresh of the statement of community involvement.	Various	Various	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.
Place Plan	Go Folkestone	Folkestone Place Plan : The 'end of stage' 20 August 2021 position of Go Folkestone , a local amenity society with over a hundred members and many more magazine readers . We Made That have developed a process which allowed us to look at potential changes which could be made to make Folkestone a better place. We need to take their ideas and decide which ones we can afford to adopt. In doing so we need to examine the consequences, some unintended, if the ideas are implemented. We feel that there are 2 main problems No. 1 : How to ensure we retain a vibrant town centre : Retail has a major part to play and needs footfall from residents with disposable income. These residents will mostly travel by car or walk, many will come by bus to a very convenient bus station, very few by train or by bicycle. They will want to get close to a good shopping centre. In brief we feel the plan does not fully address this. We support the WMT ideas to pull local government, leisure, cultural and community uses into the centre to support retail uses; this is a rational strategy. However there is a suggestion of fewer supermarkets, with the removal of Sainsbury's and LIDL both floated in	Various	Various	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

	<p>different ways. We feel supermarkets anchor different parts of the town centre. Unless Sainsbury's or a new express supermarket can anchor the shopping area west of Folca/Debenhams it will be in trouble. We also feel the Plan reduces easy access & parking in general in the town centre, & possibly even on the seafront, which is crazy, particularly when electric charging points in supervised car parks may become more important.</p> <p>No.2 : How to improve Folkestone as a tourist destination</p> <p>The plan proposes some improvements. We strongly back the Harbour Arm and F51 Skate Park developments .However the proposal to pedestrianize the Road of Remembrance without making significant other improvements in how to visit the Harbour or the largely ignored but very important Lower Leas Coastal Park is a major concern. Getting into Folkestone, including the seafront, 'in season' is very difficult and there is nowhere to park. We strongly advise a Folkestone West > Central Sta. > Town Centre > Seafront link bus service, rather than conventional Park and Ride, but FHDC cannot avoid the fact that families continue to prefer to visit by car . The plan does not improve access for visitors.</p> <p>Points that come up repeatedly at Go Folkestone meetings:</p> <p>1. ROADS : We need a sensible road system to replace the obsolete system forced on the town in the 1960's, to redirect heavy traffic to a long-forgotten Ferry Service to France. Access to the redeveloped and popular Harbour area and Lower Leas coastal park is very restricted and a review of the roads system has been promised. Tram Road provides opportunities for improvement by incorporating the railway line and Dyke Road to made a Boulevard down to the harbour possibly including a light railway. Simply removing parking along the road by putting parking spaces on the railway line would be a low cost option. Cycling to the harbour is well provided for along Weir Bay Road. Making part of Sandgate Road one way needs a lot of further consultation as the knock on effects would, in our view be detrimental.</p> <p>The redevelopment of the former Saga Offices at Middelberg House may provide a also provide a further opportunity to look at the roads system overall.</p> <p>2. STATION AREA : We support the WMT criticism of the Folkestone Central railway station early in its report . It is lacking attractiveness and seeming disconnected from the town centre by plain and massive Bouverie Place and Middelberg House. We support more connection by redeveloping the Middelberg House 'blockage' . We support more floral and artistic work to be done around the Central Station. The curve of the railway bridge wall and the small green area in front could have a mural and flowers. Radnor Park and Kingsnorth Gardens do add attraction nearby and should be signposted.</p> <p>3. ONE TOWN CENTRE ONLY: We need the seafront developments by the Folkestone Harbour Coy to be supported as apartments with appropriate facilities. But repeated Go Folkestone meetings view a large commercial floorspace there i.e. to the extent of a second town centre, as extremely undesirable. Phase 1 of 5 at the seafront, currently building, has only 84 units . Eventually there will be a few thousand residents on the seafront but it will not be even 10% of the town's 52,400 population . Extra convenience shops here could bolster Tontine Street and the harbour square can justify some more tourist shops and particularly restaurants and leisure uses. BUT we feel that the</p>			
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	<p>recent poor experience of Dover St James and its effect on Dover Town Centre (nothing but estate agency boards in Biggin Street and no great busyness in St James, despite massive DDC subsidy) proves that towns of Folkestone's size can only bear one clear town centre. It was a blessing when circa 2005 Asda relocated its planned big supermarket to Bouverie Place away from the earlier Godden Plan of a stand-alone cinema/supermarket block on the seafront. If it hadn't then Sandgate Road would have been much poorer. If there are supermarket plans for the seafront (we do ask) then we would at most support perhaps one Waitrose Express or similar.</p> <p>4. CAR PARKING : We need parking in the middle of Town such as St, Eanswythes Way (next to Lidl), which is excellent . The former NCP next to the Saga Building/Middelberg would greatly benefit the town if revived. Sainsbury's Car Park is important. We support the idea of a 'new seafront' car park on the site of Stoneleigh House (Tram Road) but view the projected loss of car parks at the harbour, and already at Leas Pavilion /Cheriton Place negatively. The Plan is poor on car parking. Folkestone is not London. In London people can do without cars day to day because facilities are densely packed and public transport excellent. In Folkestone most people mix shopping with going to work or school runs by car. The school car journey is admittedly not always essential but is frequent, and jobs are usually out of town.</p> <p>5. BUILDINGS OF CHARACTER: It is essential that Folca (at least the front part), the handsome former Crown Post Office and all the PO buildings in Bouverie Square , certain quality buildings in Guildhall Street esp. next to the Town Hall and above the orthodontics practice , the whole of Rendezvous Street including the Burton Building , and most of the fine Victorian buildings in Sandgate Road are safeguarded . They may however justify conversion e.g. to apartments .We will work with others to make a 'local list' to add to already listed buildings such as Lloyds . We view very positively plans to put town hall functions and a health centre into Folca/Debenhams but the combined Victorian and Art Deco character of the building, even if it hasn't been statutorily listed, is vital to the pedestrianized peak, which is viewed as postwar bland in places and 'not cutting it' for visitors or locals compared with the attractive streets from Rendezvous Street to the harbour .</p> <p>6. MAINTENANCE OF WHAT WE HAVE: Members have said that the little maintenance practices, such as higher quality road maintenance are crucial . For example the brick paving is STILL persistently filled in with tarmac in Sandgate Road etc , and tree pits are too rapidly obliterated across the town. Doing it properly may be difficult and expensive but it should be targeted because the town looks better.</p> <p>7. BOUVERIE SQUARE : The existing bus station is a functional and popular ,if ugly , facility. It 'greenly' pulls a lot of non-car-users right into town; far more than cycle lanes could! Its considerable advantages must not be lost. The Shellons/Foresters' Way car park if used for buses, or the sketched-in main road bus stops would seem to both deposit people on the wrong side of a busy road. We feel a redesigned smaller Bouverie Square bus station , taking advantage of modern technology to flow buses through faster would be possible . Additional</p>			
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	<p>'bus holding spaces ', awaiting a 'flow-through' signal might include Folkestone West Station and some spots along Cheriton Road. We are not against the floated 'contemplation park ' in Bouverie Square because it would be a nice town centre park , perhaps with Triennial style artworks and seriously large trees, but it would be half the size . The blank flank walls of Bouverie Place , rightly criticized on Page 11 of the study, need to be changed .</p> <p>8. TOWN SQUARES : All meetings supported more landscaping and street action in the Folca area and elsewhere , although we did feel the artists' impressions of such areas were sometimes as misleading as the Marble Arch Mound ; there isn't much space . Comments were made that views of Folca were taken from a position which would have to be in Barclay's rear area. The historic area from Rendezvous Street to the harbour is a good product. The Sandgate Road/Bouverie area needs more. The underwhelming back of the Town Hall aka Bankers' Gate is frequently passed through from the car park and might be even more often so when tourism to St Eanswythe's increases. It needs to be another improvement , perhaps led by the town council , using the cobbles , the features of the listed Town Hall, which lend themselves to small murals , and the shallow 'sitting' steps, to create another meeting area .</p> <p>9. LICENSING : Go Folkestone recognizes the need for late licensed outlets in the town centre, but with increasing residential numbers in town they need limits . When a licensing plan comes forward we would expect all but a couple of well-run and free-standing units to be closed by midnight. We would also expect heavy CCTV, serious anti-litter measures and a 'staggered licensing route' of small, licensed takeaways and outlets, as in Canterbury, to encourage revellers to leave town quickly. Meetings supported allowing one or two edge of town, late night entertainment uses as a youth facility, perhaps as part of the mooted Silver Spring commercial development at Park Farm? If we do, we must steer clear of the parts of Park Farm that do adjoin residential districts.</p> <p>10. A RESORT TOWN: Go Folkestone wants a new start for Folkestone, after years of the Council thinking tourism is a lost cause. It definitely is not. We have the seafront, sandy beaches, the wonderful Harbour Arm , and the amazing St Eanswythe discoveries . The historic area roughly from the Town Hall to The Bayle , the parish church , Grace Hill and down the Old High Street to the sea end of Tontine Street must be safeguarded and marketed as The Old Town . Local history societies, Go Folkestone, Folkestone Town Council and others need to divide up projects between each other to promote tourism and heritage e.g. St Eanswythe, Fishing Museum . The Seafront and harbour must be tourist friendly. The Leas must be treated carefully, but the majority of members, including some Leas residents, feel it needs some controlled nightlife because it is partly a tourist area. To use the GF strapline : Folkestone : One hour from London , One Hour from France , five minutes from the beach.</p> <p>11. RETAIL ALTERNATIVES: We applaud the sensible WMT emphasis on leisure, community, health and government uses coming to the town centre ,including the tail of Sandgate Road. DC, PC and other members want the potential for tenpin bowling , swimming pools , escape rooms , indoor markets , play centres and even amusement arcades and outdoor play to be properly</p>			
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	<p>investigated. There is a current campaign to save the Dance Easy dance school in The Bayle. If it doesn't succeed a dance centre can easily be promoted in the right-sized secondary shop. Markets nowadays could include a combination of tourist seafront markets, registered and regulated farmers' markets and the general market e.g. farmers' market in Sandgate Road , general market in Guildhall Street on different days . We do not wish to weaken existing hotels but feel a budget, dead- centre hotel is a possibility, and might be an alternative for the Middelberg Square redevelopment , but the seafront also lacks a hotel of high quality.</p> <p>12 LIBRARY AND CINEMA : The latest GF meeting, and previous ones, discussed again the moving of the core public library use to a town centre shop or shops, with the fine 1880's Grace Hill building taking on adult education, KCC patch services , and heritage research. The KCC 'Cube' might help this rejig financially, by become ground floor adult education but upper floors residential. Cinema-wise we prefer Folca to be a health centre rather than a heavily carved-up cinema, which would finish Silver Screen. The latter is a characterful, proportionate cinema that would repay improvement i.e. a bigger second screen. In the presence of three theatres already it lacks any other use for the popular raked auditorium. The Quarter-house is an alternative arthouse cinema & culture hub, but a pub theatre or two for the Music Town initiative should be encouraged.</p> <p>13 SEAFRONT LEISURE : We broadly support the sketched-in water-based uses adjacent to Sunny Sands. On the seafront as a whole, many people including most GF members would like a lido and retro crazy golf, or if technically and financially possible, a Margate style tidal pool. If it is a non-starter please give us technical proof. The artwork associated with the Triennial is an important part of making Folkestone in general and the seafront in particular a memorable visit. This should continue to develop, particularly on the seafront axis from The Stade and Harbour Square (clearly touristy) to the quieter but still vital and successful Lower Sandgate Road Coastal Park . The latter, which on Trip Advisor is the main tourist attraction of the town, needs more parking.</p> <p>14 SANDGATE ROAD WEST : West of Barclays the shopping gets its own section in the WMT report, though it only really says that a mix of shop and residential should be encouraged and some community uses might need to bolster the limited shop demand. Many locals are nervous that this area will decline badly as the seafront, Harbour and Old High Street are developed by Sir Roger De Haan and others, pulling money east. The Council must take measures to anticipate this such as good parking and some council .medical or residential use of the shops in what may otherwise become a tailed-off peripheral area . Express supermarkets should be pursued as potential strengthening this shaky area , particularly if the perfectly adequate Sainsburys' is threatened with removal . The Co-op , Waitrose and Morrisons are all absent in central Folkestone , and Sainsburys could usefully shift forward and have a main road presence.</p> <p>15 THE LEAS LIFT AND THE SLOPES' PROBLEM : The seafront developers</p>			
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		<p>have a legal planning obligation to provide a vertical link in the Leas Lift area . This might help Sandgate Rd West and hotels near The Leas. Go Folkestone also thinks more money should be spent on cleaning and even re-opening the ageing footpaths down The Leas e.g. Cow Path, Road of Remembrance stairs etc . It views The Spirit of The Leas project which proposed this but failed to get Lottery funding as an opportunity that needs retrying , to improve pleasant beach access for visitors. We also believe that the old Leas Lift is Folkestone's most distinctive, potential tourist attraction, and should reopen as a hydraulic , 'Victorian' lift . We know the maintenance problems but the town lacks any other emblematic tourist attractions except, to be fair, for the excellent harbour arm. We would probably not oppose an additional, modern, higher capacity lift next to the old Leas Lift to enhance the seafront links.</p> <p>16: RESIDENTIAL CONVERSIONS OF SHOPS AND OFFICES : If there are fewer shops in the post Covid internet world then owners in some of the minor shopping streets should be encouraged to put in dwellings , and the WMT report appears to support this . Viable shops can then fill empty units in town. Perhaps Guildhall Street should join Grace Hill and Town Walk in this since those three streets in particular seem to have limited retail futures . On the St Eanswythe's Way side of Guildhall Street many units have residential planning permission which would probably be enhanced if it could be redesigned to be 100% domestic . Cheriton Place is currently healthy but will decline if Sainsburys' goes. Town Walk needs to be allowed complete redevelopment as residential because it is a commercial failure . FHDC must not be obsessed with the idea of continuous shopping frontage .Imagine how nicely some of the large buildings in Guildhall Street or Sandgate Road could convert if, instead of trying to poke in a flat above a shop that hasn't got enough room for wheelie bins , let alone parking , some of the ground floors were turned residential . This would provide nice entrances, flats for the elderly or disabled and/or proper rubbish and parking facilities. Don't make a shibboleth of 100% shopping frontages. 80-90% over a decent length of shops will do.</p> <p>17: CYCLING : Pedestrian and cycle routes are highlighted as poor (p13) , but the hilliness of Folkestone makes it difficult to see Folkestone as a cycle town . We therefore feel there is too much emphasis on cycles The obvious cycle routes to emphasise are the attractive and flat ones - the promenade and The Leas , but this needs care because of pedestrians . Attractive but steep connections between the two levels include the Road of Remembrance , Zig Zag path , Metropole steps . A revival of the Spirit of the Leas project (see No 15) could help cycling . The Council are going to have to fight quite hard even to get a sensible cycle policy on The Promenade and The Leas because of widespread nervousness but we back the effort .</p>			
Place Plan	Local business	<p>I'm sure there are many who have the time to read and comment on all or many of the points in the Place Plan; unfortunately we do not as a business trying to recover from the pandemic.</p> <p>Nevertheless, I would like to say that there are many areas that I don't agree with or wish to make comment on:</p> <p>pedestrianisation/redevelopment of the Bus Station</p>	N/A	Spatial maps	<p>Update spatial documents to ensure all businesses in Cheriton Place re captured</p> <p>Future individual project activity should consider observations and feedback provided in addition to</p>

		<p>redevelopment of many shops into accommodation</p> <p>no thought given to night time economy and how it can enhance the town and encourage new residents</p> <p>whilst a picture of our business is noted in one of the sections; we as a business are STILL missed off the maps</p> <p>the overall cultural importance of THE TOWN has not been considered</p> <p>the historical importance of THE TOWN has not been considered</p> <p>where is the retail offering? - we need shops not just restaurants and cafes</p> <p>If the ideas in the Place Plan are put forward and agreed on, who is going to pay and decide what is actually done?</p> <p>I appreciate that at some point, discussions have to be turned into actions however there has definitely been a lack of engagement and publicising of these ideas and the consultation process.</p>			ongoing engagement requirements.
Place Plan	Cllr Prater	<p>the Place Plan and Area Appraisal do contain a number of factual errors (the "Leas Coastal Park" as mentioned below doesn't exist and is two separate areas: the Lower Leas Coastal Park, and The Leas: separate by design, history ownership and topology. There are a number of other areas where there are simple errors like that: incorrect road names and basic (non-fundamental, but jarring) issues.</p> <p>Place Plan page 7 for example:</p> <p>"Folkestone is a gateway location to Europe, situated only 10miles away from the port of Dover and close to the Eurostar terminal and airport at Ashford."</p> <p>Mentioning that we're also home to the Eurotunnel terminal, one of the largest gateways to Europe, would also probably be important here, for example!</p> <p>Area Appraisal, page 23:</p> <p>"1966 - Leas Lift closes" Well, maybe. But if it did, it reopened (the current lift site) and was operating to around 2010. Suggesting its been closed for 55 years is not true...</p> <p>In terms of the accessibility points, I'm assuming plain text / large font / hi res versions of all documents are available (if not, they should be, and if so, they should really have been linked to on the web page – why make people ask for them?).</p> <p>The broad thrust of the proposals I accept, and can support: the moving the bus station, but keeping it in the Middleburg Sq area (although linear rather than</p>	Urban Appraisal Place Plan	Various	<p>Update documents with correct labelling and naming conventions.</p> <p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>

		<p>square) makes sense to me, as does the unpicking of the one-way system, and reuse of that space to provide public realm or new development space to enhance that realm. Although I understand the point being made below about “removal of supermarkets” I don’t get that impression from the proposals: Sainsbury’s, Lidl and Iceland sites all feature potential future use “mixed development” but I’m assuming that could well include in each of them a new or reconfigured supermarket / retail offer if there is still demand for them at that time, but there would likely be more associated housing etc. I think that’s what’s meant?</p> <p>Specifically on parking however, the car parks in Shellons Street is suggested for removal, as well as potentially in St Eanswythe Way with the redevelopment there. That looks like a significant drop in spaces overall, but I can’t see where that is quantified, or explained in any detail how it would be mitigated. Iceland and Sainsbury’s redevelopment would be likely to have the same effect, as will the Middleburg Square redevelopment: between them, a substantial percentage of the Town Centre parking. Bear in mind that the seafront development will also in time see a significant number of spaces lost at the Harbour too (outline planning permission has flats and shops over much of the current parking there) so more space loss. In the harbour area, that looks like more of a “space swap” at the moment: existing open car park to a multistorey nearby: fine – I understand moving spaces to better advantage, but if we are going to lose central Folkestone spaces entirely, we should be facing that, not hiding it. What is the number potentially to be lost? Or would we want developers to retain at least the current number of spaces? What is the potential for full time Park and Ride to replace them if needed? This feels unaddressed to me.</p>			
Place Plan	Local resident	<p>Thank you for the opportunity to comment on the final draft of the place plan. Here are my comments:</p> <p>1. At the June public webinar, I flagged up that the public quotes in the plan highlighted comments seeking more evening/night time uses but did not include the feedback from those concerned about noise and anti-social behaviour and was therefore unbalanced and not representative of the range of feedback received. A commitment was made at the webinar to address this but it is noticeable that this had not been included as promised. This gives an impression of selective hearing of feedback which damages the credibility of the consultation exercise. It also makes the report misleading.</p> <p>2. At various places there is a welcome encouragement for the town centre being an attractive place to live, for increased housing there and for residents having good physical and mental health. However, there is no recognition of the way that this requires an approach to (and constraints on) the evening / night time economy that reliably protects and enhances residential amenity, particularly by rigorous prevention of noise. The impact of noise on residential amenity is well recognised by the night time industry - which has lobbied in other parts of the country to oppose measures to protect residential amenity and the right to quiet enjoyment of ones home - and so should have been fed into the report by the NTIA even if not recognised by other consultation partners. It needs to be made clear in the report that residential amenity needs to be protected, that tranquility is an asset and that an aim of the town centre being an</p>	N/A	Licensing Policy	<p>Forward feedback on Licensing Policy and the impact of night time activity and the protection of residential amenity to the Licening Policy Review consultation.</p> <p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>

		attractive place to live and of increasing housing there necessarily implies curtailment of and restrictions on some evening economy and all night time economy uses. It also needs to be made clearer that support for physical and mental health requires curtailment of alcohol-intensive activities.			
Place Plan	Local resident and FIRRG member	<p>The current Folkestone Town Centre Place Planning exercise needs to be the beginning of consultation and connection between the people of Folkestone and the FHDC Not a one off exercise. As you have stated, there have been twenty two previous "One Off" consulted upon schemes etc which came to nothing. Or very nearly nothing.</p> <p>I Make the following general points.</p> <p>1. Some elements of the Place Plan content are pure theory, relatively irrelevant until and unless they pass properly through the filter of meaningful consultation and bring the logistics together on the detail. Also essential is the need to fully consider social and socio/economic community needs in this work.</p> <p>2. There needs to be more recognition that a town is only a town if there is commerce and shops. The vast majority of shops/businesses in Folkestone are independent traders, and their needs and requirements are paramount if the people of Folkestone, residents, want to have a town of any meaning. If the council continues to prioritise residents parking schemes over parking for visitors/shoppers..... Folkestone Town Centre will die..... Place Plan or No place Plan.</p> <p>3. The recognition that an integrated transport strategy is needed as a matter of urgency is very welcomed. Folkestone's roads and junctions were created for moving port traffic in and out of Folkestone in the 70"s For Folkestone to survive in 2021/22/23/25 and become the "community" town of the future, the road system needs to basically go back to how it was before the event of the Roll on Roll Off port of Folkestone.</p> <p>4. Returning Tontine Street to two-way working and retaining two-way working on Tram Road, with better parking solutions, whilst, making The Road of Remembrance One-Way uphill would allow the new residents of the Folkestone Seafront Development, access to the town via a single-lane uphill Road of Remembrance, turning right onto West Terrace and left at the traffic lights onto a two-way working, Sandgate Road. Even the parking on Sandgate Road could be retained to support the shops and as for width, day and night cars are double parked in Sandgate Road, proving this point.</p> <p>5.Many think the methodology for producing this plan appears flawed in that ideas are presented without the rigour of looking at the consequences of the actions proposed. This leads to ideas being potentially accepted which will have unintended negative consequences for proposed Folkestone of the Future..</p>	Various	Various	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

		<p>6. Everyone needs to remember the damning/shocking comments about Folkestone in the recent FHDC commissioned Watermelon Report..... "Folkestone is a Tired, Dirty, Scruffy, Run Down town with street drunkenness and bad Anti Social Behaviour issues/problems." Check it out..... These were the conclusions/comments of surveyed people. This report stated ONLY 18% of local people visited or shopped in Folkestone, 82% go elsewhere!! The question is..... Will this place Plan change all of above issues/problems. The answer is..... Only if the Folkestone Place Plan becomes "OUR PLACE PLAN" and is realistic/practical.</p>			
Place Plan	Town Councillor	<p>Destination, Landmarks & Leisure. The seafront, cultural quarter & harbour are not easily connected.</p> <p>Don't push all buses to the Harbour Arm and Seafront development. Folkestone is bigger than just this area.</p> <p>The place Plan proposal suggest blocking lower Dover Road near F51 Skate Park. It also states there is a deprived area. If this road block goes ahead at the bottom of Dover Road. You will be segregating the deprived area. In 2018 a number of buses were stopped going up Dover Road and were redirected through Tontine Street. By segregating the deprived area, you will stop all buses to low income families, who rely on buses. Residents will have to go a long way around to get to their homes. If you then put all traffic two onto Tontine Street you will have gridlock on a daily basis. Since Tram Road and Tontine Street (buses and Taxis only from Town) went two way in 2015. We see every summer at weekends gridlock around the bottom of Tram Road, Tontine Street, Harbour Street and Harbour Approach. To alter this to two way with full traffic on Tontine Street is ludicrous. There is also comments about two way traffic in lower Dover Road, how does that work? Utter nonsense.</p> <p>Town Centre - Visual perception. I agree that from the station to the town it is shabby and needs soft greening and seating. I hope what your plan is not just superficial. So far the town centre have a few independent shops and more cafes, coffee shops, restaurants and bars. If that is all it's going to be with nothing really to draw residents or visitors to it. Why should anyone go there? You talk about skilling up. My question is skilling up for what? What skills are needed for pouring a coffee or a pint. What is proposed is still low skilled poorly paid service industry. Those that get a Grammar school education will still leave to find quality professions.</p> <p>Local further education needs to improve not just what academics want, but more vocational skills. Give our young people more choice and skills to make this town a better place to be. At present our young people cannot afford to live in a town where most of the jobs are low paid, mundane, boring and don't allow our youth to feel wanted.</p> <p>The town centre should be the important heart of our communities. I've been to</p>	Moving sustainably	Various	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements. Insight to be made available when Transport/Parking Brief and associated project starts.</p>

		<p>many cities in the UK such as Liverpool, who got rid of their bus station. Buses still come into the town centres and it works really well, if done properly. Buses around local areas all stop at 6pm, so no transport facilities if couples wanted to go into town for the night time economy.</p> <p>Key findings - Transport Movements. Changes to topography provides physical barriers but brings character and opportunity.</p> <p>Action Area - Harbour and Sunny Sands Harbour Way car park, there is no such place. It is Tram Road car park with entrance and exit via Tram Road. You seem to want to remove an extremely popular car park earning money for the council or taxpayers. What is the building on the car Park plot? Leave it as a car park.</p> <p>You want to remove planning in Stoneleigh house, Tram Road for 14 very much needed affordable housing, into a multi storey car park, no thank you. Please don't dump all the developers of the seafront parking on our deprived community. We already suffer too much pollution, noise pollution and poor quality health. No parking on the Harbour Line either. How would any cars access or egress the Harbour Line when cars in Tram road area are gridlocked? Leave the Harbour Line as a community walk way and garden down to the harbour.</p> <p>Sunny Sands Pavilion. Where is this? Are you talking about the Southern Water Plant on Coronation Parade above Sunny Sands. Tidal Pool, extra toilets and better showers has been asked for over many years, so great idea.</p> <p>Here's a novel idea. Ask locals to draw up a plan that works. They no how the area works. It would cost a lot less than it has done.</p>			
Place Plan	Local resident	<p>I think a lot of what was presented in the June webinar is excellent and Folkestone will be a better place if a lot of those ideas get implemented.</p> <p>I have gone through the slides from the June webinar and have given feedback on the parts I feel strongly about. I have also included some ideas of my own that I would have contributed during one to one sessions had I been able to participate back when those took place.</p> <p>I hope this is helpful.</p> <p>Mission 4: Moving sustainably 4.1 Mobility hub alongside train station: bike hire and other supporting uses.</p> <p>I would love to see a large Click2Cycle hire docking stations for people to use bikes to travel to and from both Folkestone Central and Folkestone West stations. When Click2Cycle Started I thought it was a shame the train stations were left out of the scheme.</p> <p>It would be great to have e-bikes and scooters available for hire so people could cycle easily up the hills from the Harbour and Sandgate to the station. Of course it would also be necessary to expand the Click2Cycle scheme to include stations throughout the whole town so everybody has access to a hire bike near their homes.</p>	<p>Moving sustainably</p> <p>Celebrate What's Great</p>	<p>4,1, 4.2, 4.3, 4.4, 4.6, 4.9, 4.12, 4.14, 4.14, 4.23</p> <p>1.2, 1.14, 1.16</p>	<p>Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.</p>

		<p>Secure cycle parking and multi-level cycle parking to provide maximum capacity as is common in the Netherlands and the towns in East Anglia.</p> <p>4.2 Overhaul of the legacy highway system: Cheriton Gardens and Cheriton Road, redesign of junction to enable all directions of travel from this point, and make accessible for all.</p> <p>The current arrangement means that people cycling do not have direct routes to and from the station. I would suggest keeping these roads one way for motor vehicles but also install kerb protected contra-flow cycle tracks or even better bi-directional cycle tracks.</p> <p>4.3 Wayfinding and enhancing the cycling and walking experience: Cheriton Road, Cheriton Gardens and Castle Hill Avenue.</p> <ul style="list-style-type: none"> • Improved wayfinding with signs and maps would be fantastic. • I would also suggest continuous footways/pavements at junctions with side streets to give pedestrians clear priority over motor vehicles turning into and out of those side streets. (I've included a photo of this later in my comments) • Better cycle provision on Castle Hill Avenue. Cycling on this road can be very intimidating with drivers overtaking closely and dangerously. Perhaps remove half the parking to facilitate this. • Remake the Station Roundabout into Kent's first Dutch style roundabout - modelled on the recently-opened roundabout in Cambridge - to give pedestrians and people cycling priority over motor vehicles. In fact do this to all the roundabouts in Folkestone. <p>4.3 New and improved routes: Broadmead Road and through Ship Steet site.</p> <ul style="list-style-type: none"> • Fantastic idea. New and improved routes for pedestrians and people cycling could be accomplished by placing modal filters throughout this area to create a Low Traffic Neighbourhood. • Filter Broadmead at the Station roundabout and under the narrow underpass where it becomes Guildhall. Other modal filters would be necessary as well to completely remove through traffic from the area shown below while maintaining access by car to all properties. <p>4.4 Work with other organisations, such as Cycling UK and Cycle Shepway, to support and encourage sustainable and active travel. Would be good to include the word 'enable' alongside support and encourage. Reduction in motor traffic alongside dedicated cycle and pedestrian infrastructure will help enable people to cycle and walk more and drive less. Folkestone is a relatively small town where most things are close enough for cycling and walking to be the default modes for most journeys. Under the current conditions cars unnecessarily dominate our streets. I think there are a lot of good ideas within the Place Plan that will help people walk and cycle more.</p> <p>4.6 Explore options for a bus link into the town centre which could form part of a Park and Ride scheme.</p> <ul style="list-style-type: none"> • Any park and ride scheme needs to be frequent and less expensive than parking in the centre and harbour areas. Explore creating a dedicated traffic-free 			
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	<p>bus rapid transit route that can transport people between the M20, the station, the town centre and harbour.</p> <ul style="list-style-type: none"> • Perhaps make the Road of Remembrance a bus only corridor direct to the Harbour. <p>Action areas: Sandgate Road West</p> <p>1.2 Public realm upgrades and new public spaces: Public realm improvements along Sandgate Rd West</p> <p>I like the idea of expanded pavements along here. Most people are walking to these shops so this will make a big difference. Make sure there are dedicated bays for lorries making deliveries/pickups. Double parking is currently a problem along Sandgate Road West - narrowing the roadway will probably discourage this practice.</p> <p>Make all the pavements continue across the side streets so it is clear that pedestrians have right of way over turning motor vehicles. The below photo is from Waltham Forest and shows a continuous pavement.</p> <p>Provide benches and places for people to sit and rest.</p> <p>4.9 Improved cycle parking provision</p> <p>Yes this is important - and that the cycle parking be ample and spread evenly so there is a place to park a bike in near the entrance to every shop.</p> <p>Action areas: Town Centre Core</p> <p>Mission 1: Celebrate what's great</p> <p>Upgrade to Cheriton Place - an additional suggestion.</p> <p>Cars dominate this narrow street - leaving barely enough room for people/pedestrians. Remove most of the parking in narrow Cheriton Place and extend the pavement or provide outdoor seating/parklets for the cafes and restaurants along here. This street is too narrow for parking, pavements and a travel lane for cars. A reallocation of space would be a boon to the businesses along here.</p> <p>This photo shows a parklet in Broadway Market in Hackney.</p> <p>Mission 4: Moving sustainably</p> <p>4.12 'Mobility Hub' with cycle hire & storage (NCP carpark*)</p> <p>In addition to the mobility hub we could also create a cargo bike logistics hub in the NCP carpark. This would be a site where packages and goods would be transferred from vans and lorries to cargo bikes for last mile deliveries to businesses and residences in the town centre and neighbouring areas. There could be another last mile logistics hub near Folkestone West Station.</p> <p>Action areas</p> <p>Town Centre Core:</p> <p>Bouverie Square and Middleburg Square</p> <p>Bouverie Square could be a stop on the bus priority route from the M20 to the Harbour.</p> <p>Action areas</p> <p>Creative Quarter area</p> <p>4.14 Localised improvement of lanes and paths in historic core</p> <p>Old High Street - repave this street to create a better experience for pedestrians</p>			
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		<p>and wheelchair users. Raise the centre roadspace to the same level as the pavement and make every shop wheelchair accessible.</p> <p>4.15 Redesign of road layout to improve all modes of travel and movement</p> <p>Pedestrians have a raw deal around here - particularly because of the current one way system and the dominance of fast car traffic. I support the removal of the one way system as well as the introduction of zebra crossings where there are currently only informal pedestrian crossings where motor vehicles have priority.</p> <p>Bradstone Road/Dover Road - there are a lot of pedestrians crossing here and they find it difficult because cars dominate and there are no formal zebra crossings.</p> <p>Bottom of Old High Street - install a formal zebra crossing across Tontine Street to where the Party Bar is.</p> <p>Install a zebra crossing across Tontine Street from the Quarter House to the steps up to St Michaels Streets - this is an important pedestrian link.</p> <p>Action areas</p> <p>Coastal area and Heritage Quarter</p> <p>1.13 Public realm upgrades to Road of Remembrance</p> <p>Make the Road of Remembrance a dedicated bus route for the Park and Ride from the M20 to the Harbour. This road would be busses, bikes and pedestrians only.</p> <p>Photo below is of the bus only Cat and Mutton Bridge near Broadway Market in Hackney.</p> <p>Action areas</p> <p>Harbour and Sunny Sands</p> <p>1.16 Public realm upgrades to Harbour Street and exploring options for Harbour Way car park to become a key public space incorporating the Urban Room</p> <p>Great idea.</p> <p>4.23 Tidal pool -</p> <p>Another great idea. Also consider putting the tidal pool in the harbour itself.</p> <p>Copenhagen Harbour Swimming by Bjarke Ingels Group.</p>			
Place Plan	Local resident via Cllr Fuller	<p>I am sorry to see that the Folkestone council is going to move the bus station to Shellons Street. Despite saying the new town plan is for the benefit of the people of Folkestone, I feel that moving the bus station is only helping the visitors. I think that the elderly and frail people will be trapped along Guildhall Street, as they will not be physically able to walk up the steep hill from Lidl to the rest of the town. At the moment they are able to get out at the bus station and go into the shops down Sandgate Road, then go along Guildhall Street to get a bus back to the bus station.</p> <p>I must admit the bus station looks horrendous. There are large planters, which had trees in, along the side and back walls of Asda, but no one watered them so the trees all died, and the gardens by the bus station building are only full of weeds. Stagecoach is only interested in running the buses, not what the station looks like. If the council bought the bus station, but let Stagecoach keep using it, it could all be upgraded. Knock down the canopy, which is falling down anyway,</p>	Moving sustainably	1.6	Future individual project activity should consider observations and feedback provided in addition to ongoing engagement requirements.

		<p>and replace it with one just in front of the building. It would then be possible to have the gardens at either end, as well as the planters, filled with trees and flowers, and you could also have hanging baskets everywhere. All this would make the bus station a pleasure to use, be far more convenient for people to use, and brighten up the top end of the town.</p> <p>Why do we need a garden in the middle of the town when we already have the beautiful Leas a short distance away.</p>			
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