

10.53
View towards White Cliffs



Fig 10.53.1
View of the amphitheatre towards white cliffs

10.54
Materiality

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

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



Fig 10.54.1
Metalwork: Light grey anodised aluminium

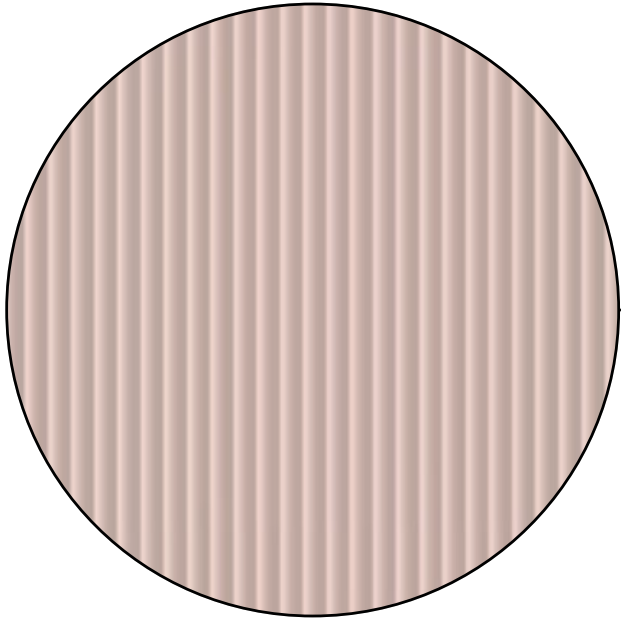


Fig 10.54.2
Facade material: Terracotta rain-screen cladding

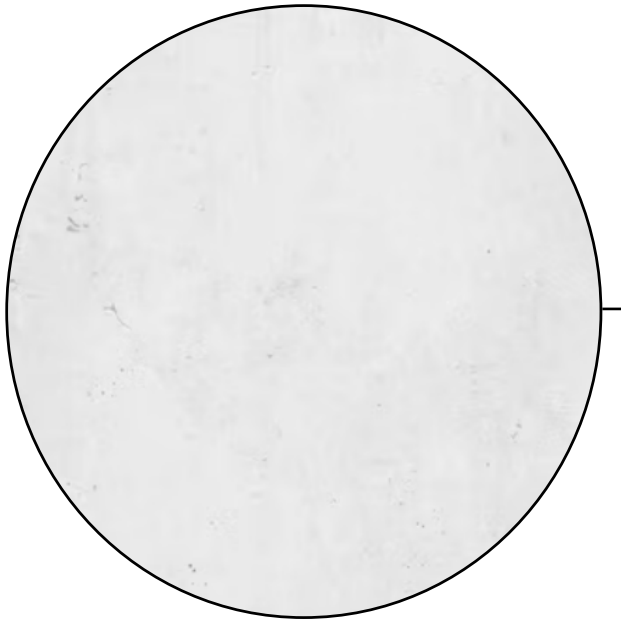


Fig 10.54.3
Facade material: Cream GRC panels



10.55
**View down Lighthouse Lane
towards Lighthouse**



Fig 10.55.1
Close up view - Lookout

10.56
View of Seafront Park

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



Fig 10.56.1
Building type plan - Lookout

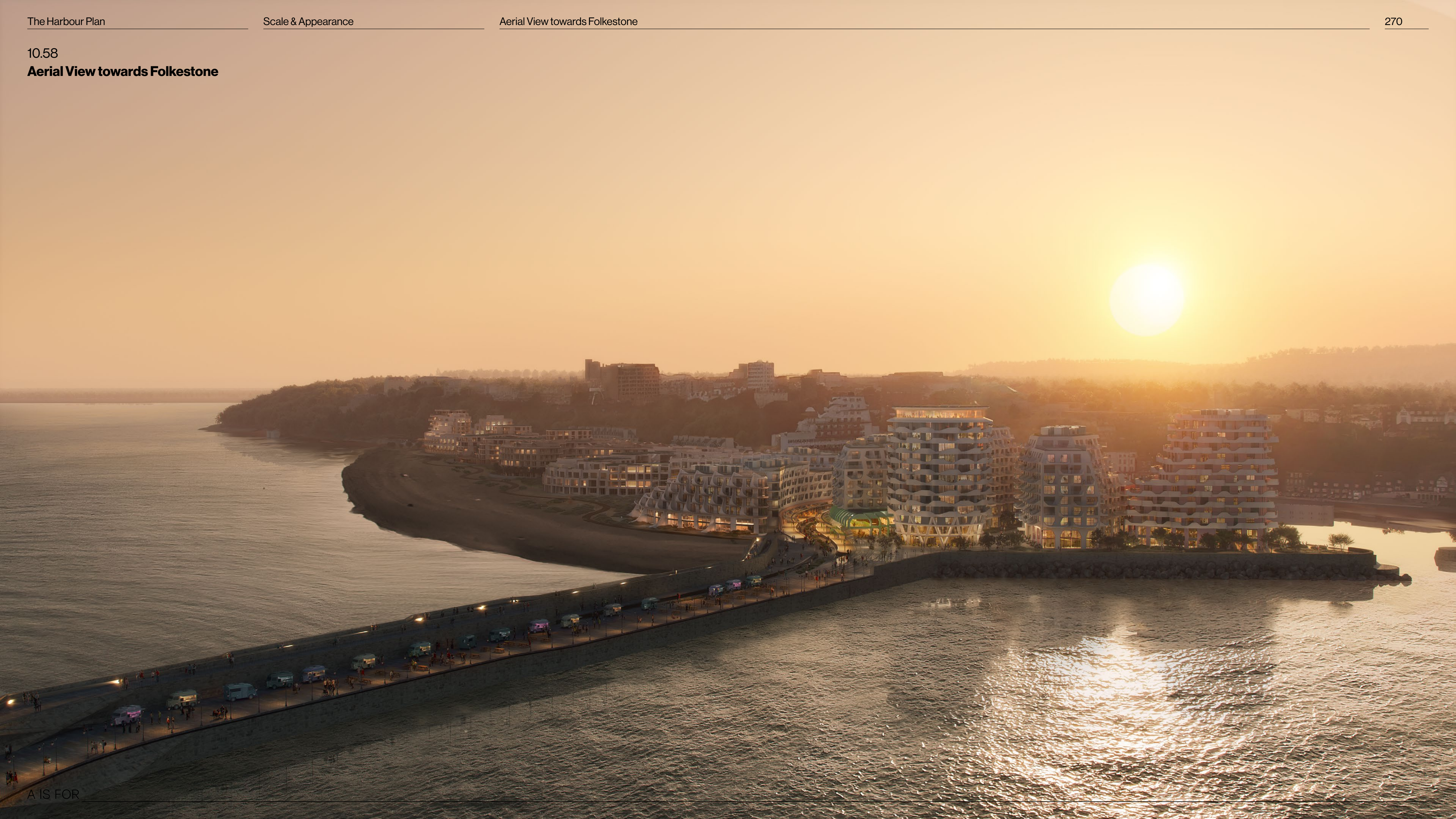
10.57
Facade Close Up



Fig 10.57.1
Close up view - Lookout

10.58

Aerial View towards Folkestone



11.1

Sustainability Goals

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

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



11.1

Sustainability Goals

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

ASPIRATIONAL
TARGETS

Embodied Carbon
500 kgCO₂/m²

Operational Energy
60 kWh/m²

WATER

- Low flow fixtures with leak detection

- 1 Rainwater harvesting
- Water metering
 - Greywater harvesting

POLLUTION

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

WASTE

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

COMMUNITY

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

HEALTH AND WELLBEING

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

BIODIVERSITY

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

ROAD TO NET ZERO

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



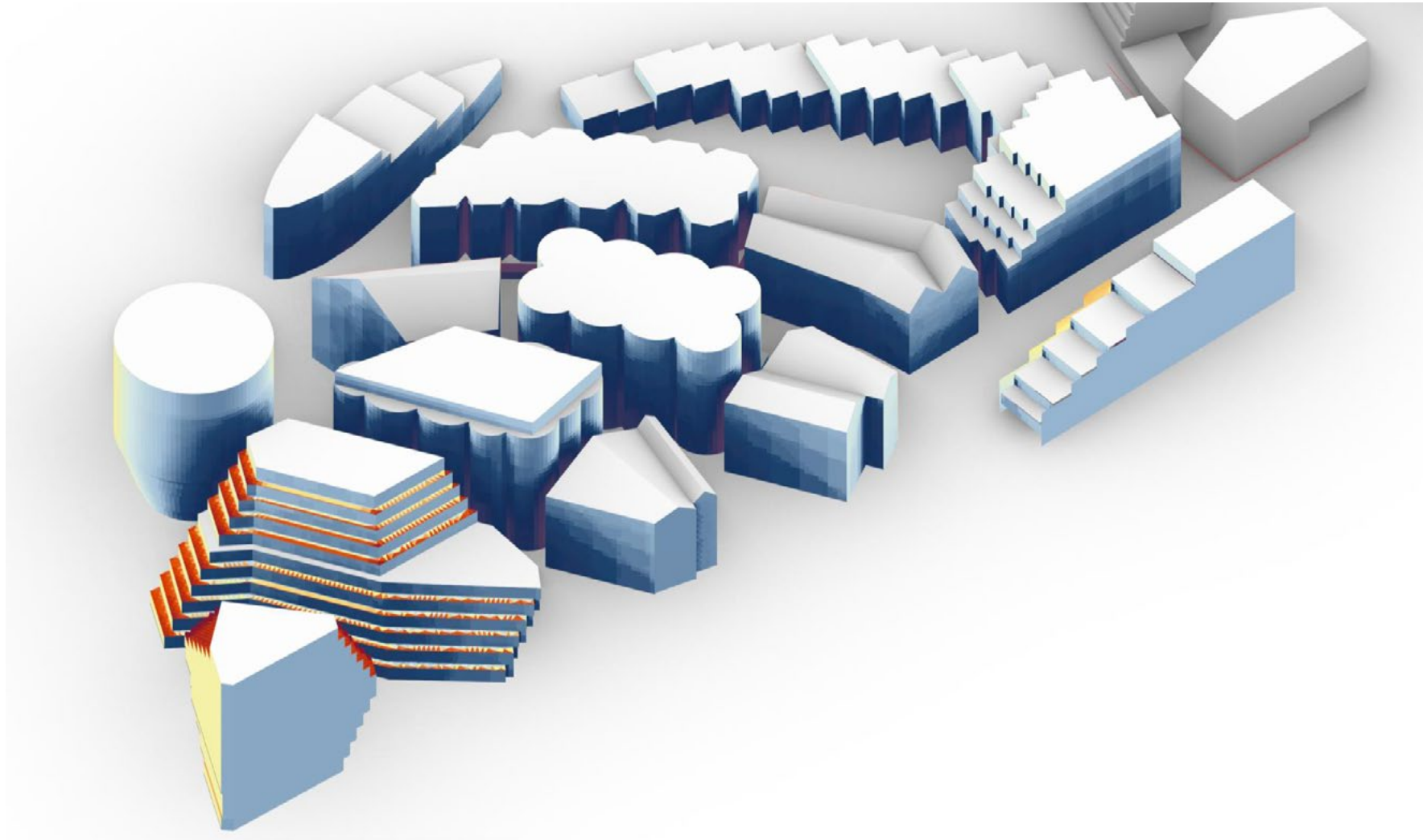
11.2.3

Sustainability over view

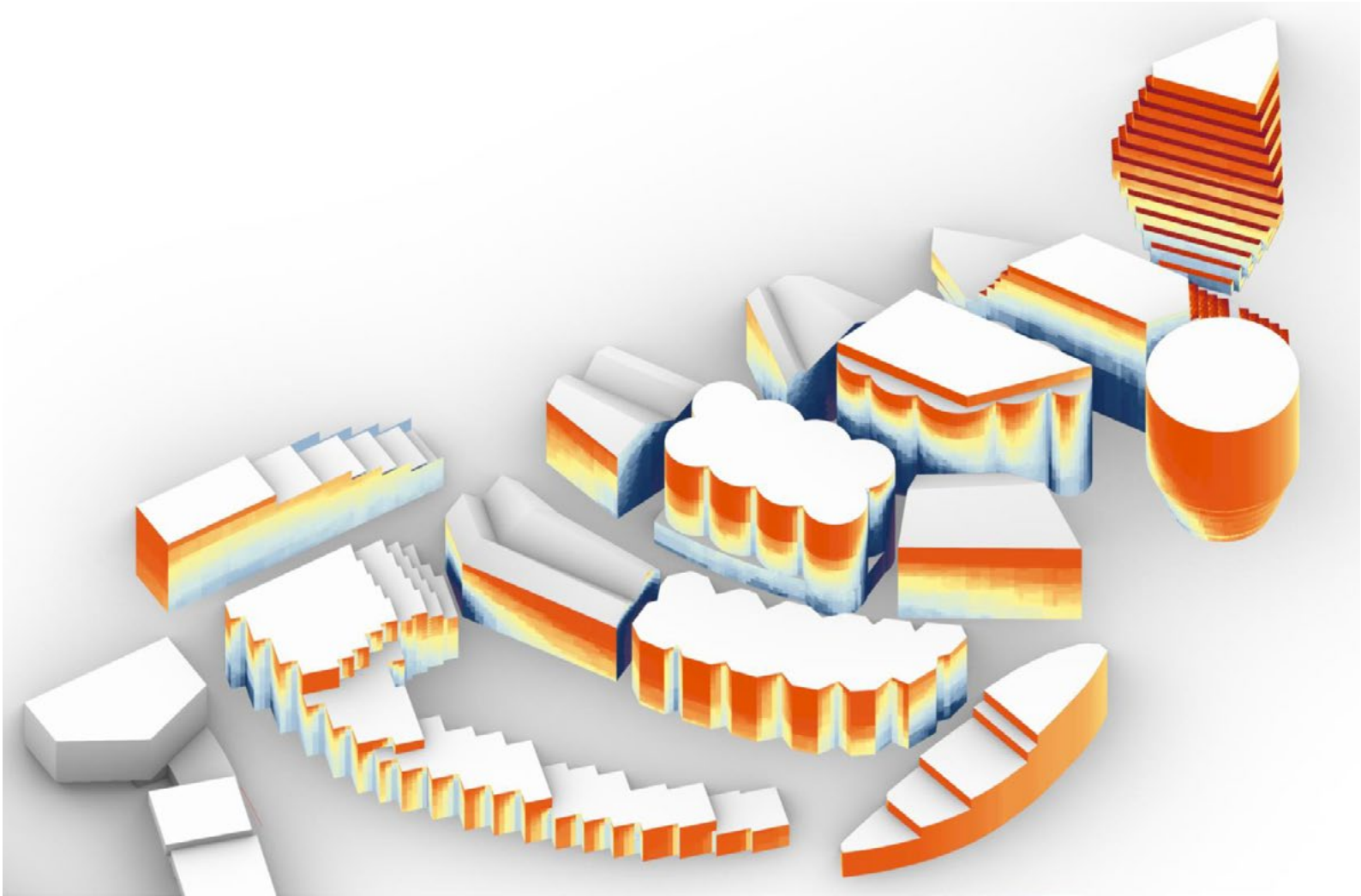
11.2

Massing Analysis

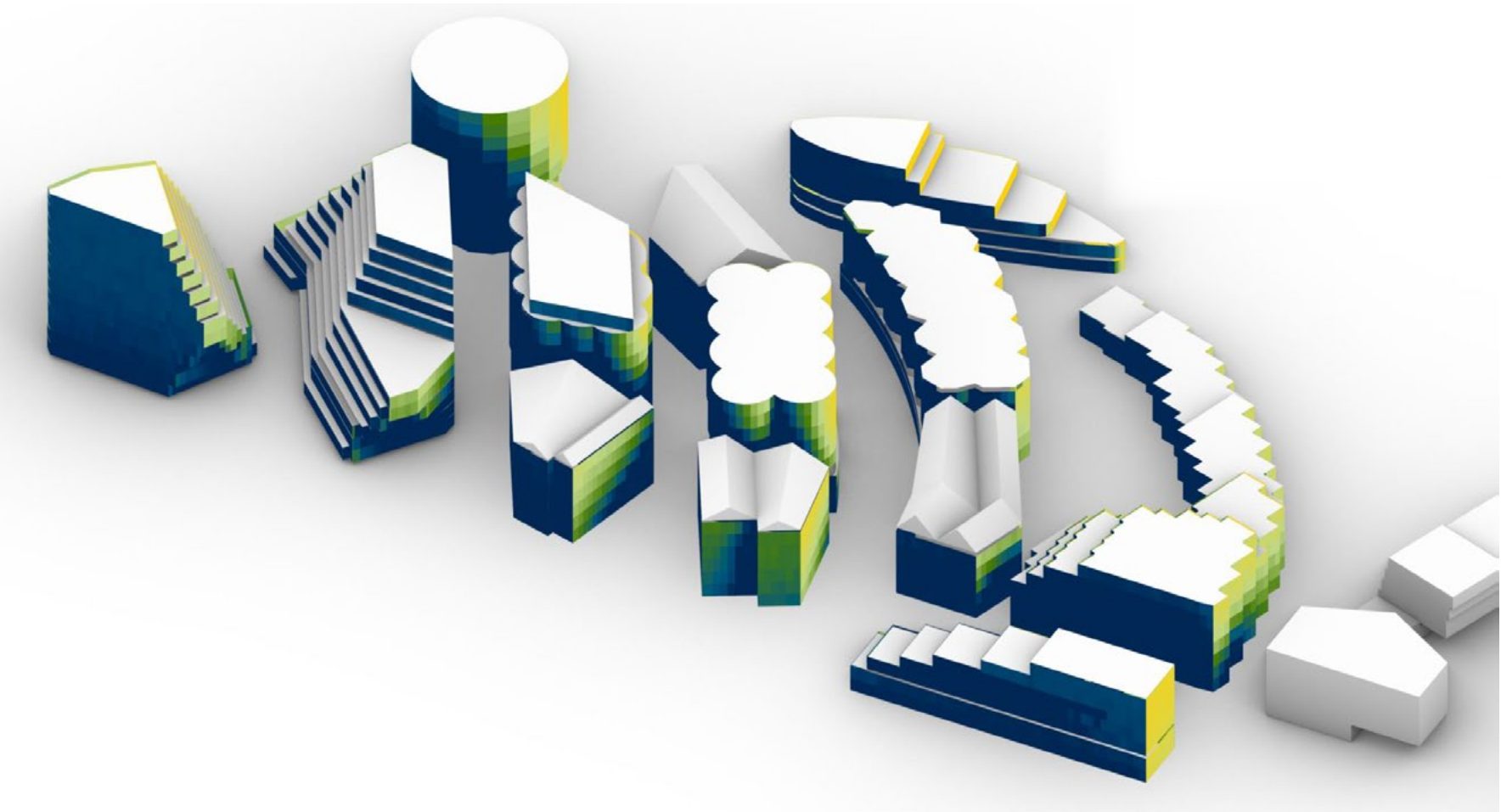
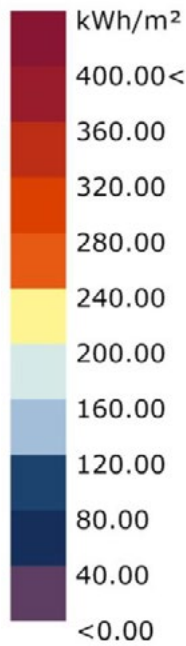
The project has been thoroughly assessed digitally as the design has developed to ensure the design responds well to parameters such as wind, over-shading and overheating.



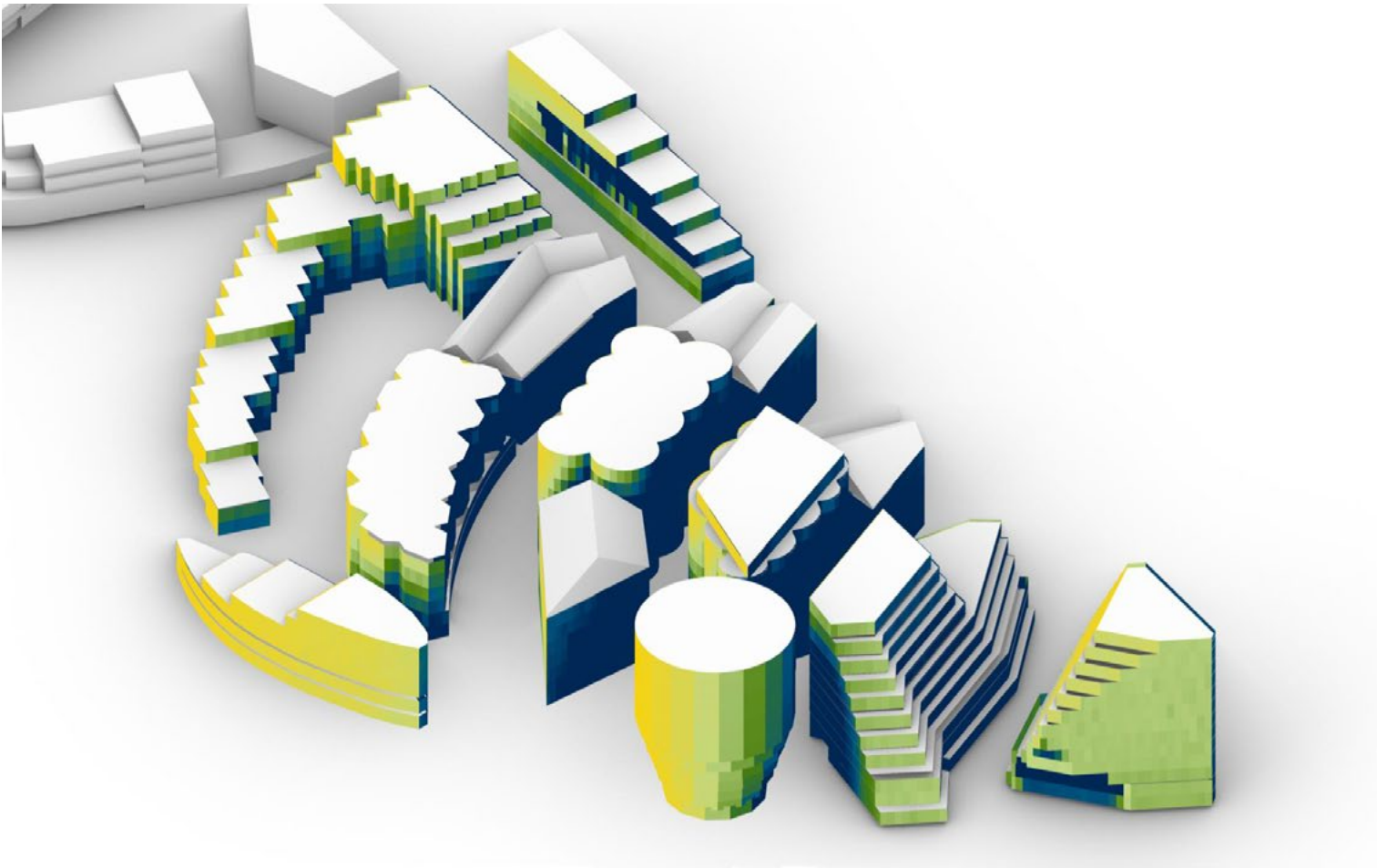
11.2.1
Study - Health and Wellbeing - Façade Optimisation: Solar Radiation Analysis – June - Aug



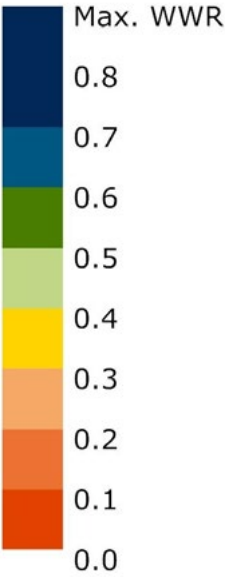
11.2.2
Study - Health and Wellbeing - Façade Optimisation: Solar Radiation Analysis – June - Aug



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



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



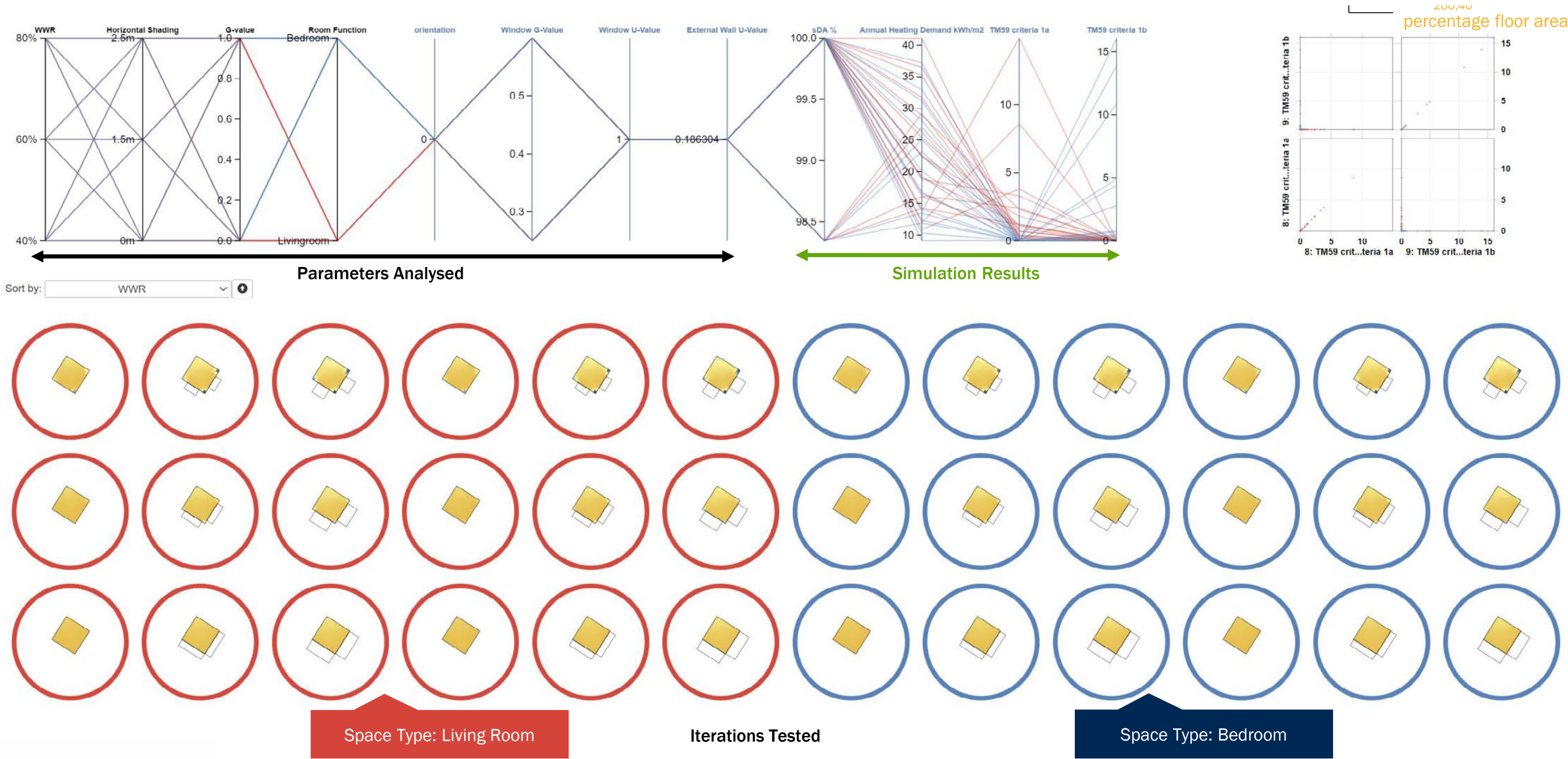
11.3

Parametric Design

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



11.3.1
Different facade types



11.3.2
Window to wall ratio parametric and optimisation study

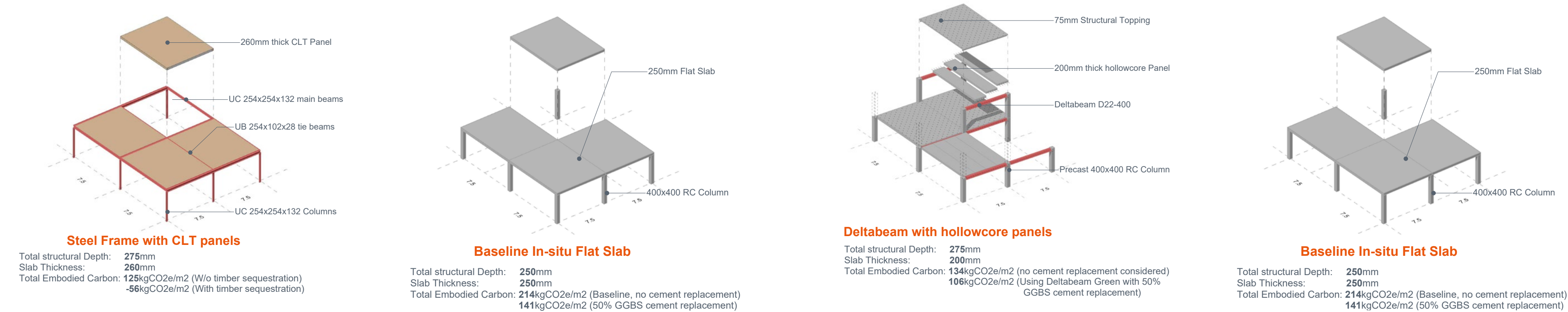
11.4

Structure and Facade

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



11.4.1
Different facade types



11.4.2
Facade and structural systems

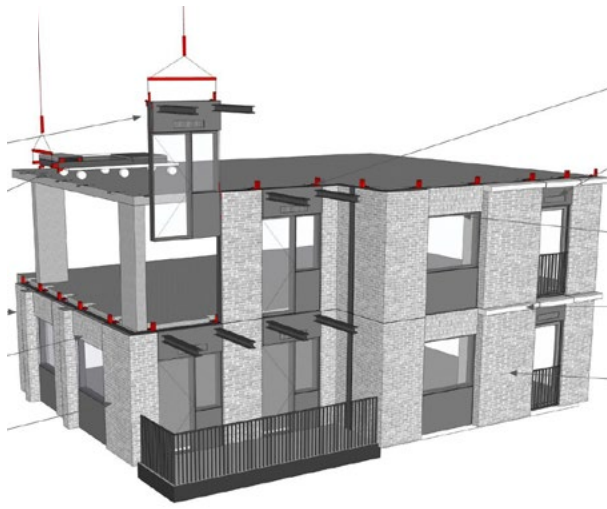
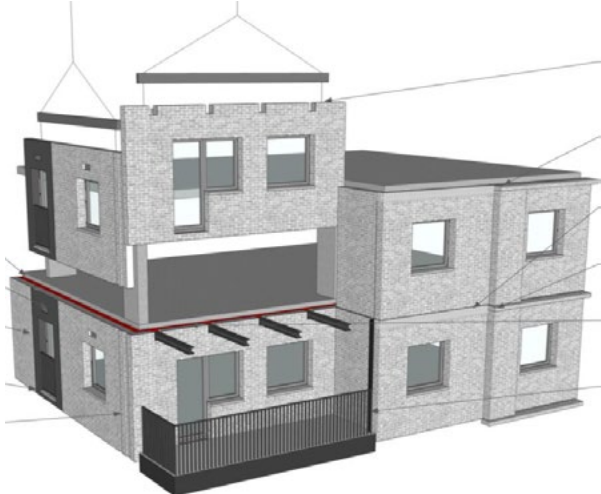
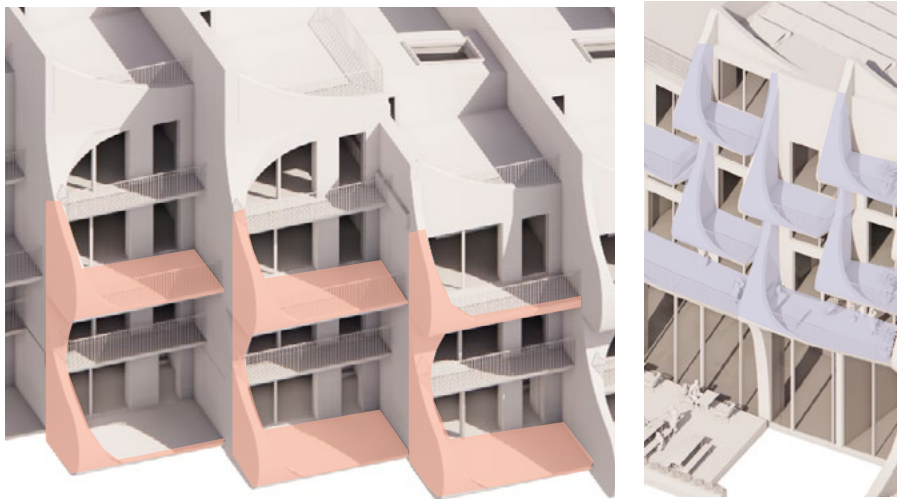
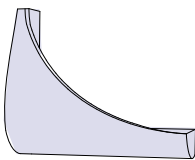
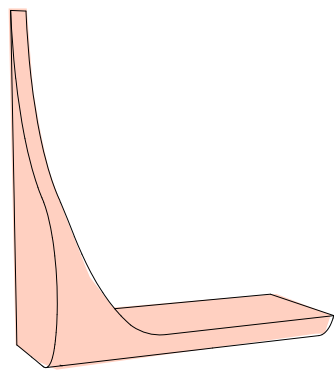
11.5

DfMA and Modularity

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



11.5.1
Different facade types



11.5.2
Design modularity

Folkestone Harbour & Seafront – Plots F, G & H

RIBA Stage 2 – Inclusive Design and Access Report

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12.1

Introduction to Inclusive Design



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Section 1: Introduction & description of the development

1.1 Background

Folkestone Harbour & Seafront

Plots F, G & H

Spider Projects
Aisfor
Folkestone Harbour & Seafront Development Co.

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

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

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

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

Summary

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

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

Introduction to Inclusive Design

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

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

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

1.2 The Philosophy and Approach to Inclusive Design

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

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

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

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

12.2

Consultation

1.3 The Sources of Advice and Guidance Used

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

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

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

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

Section 2: Consultation

2.1 Access groups

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

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

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

2.2 Fire officer or fire safety risk assessor

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

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

12.3

Project Details

Section 3: Project details

3.1 Plot descriptions

3.1.1

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

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

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

Plot F1
Plot F 1consists of Buildings 1, 2, 3 & 4.

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



Source: Courtesy of Spacehub

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

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

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

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

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

Project Details

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

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

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

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

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

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



Source: Courtesy of Spacehub

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

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

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

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

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

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

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

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

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

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

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

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

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

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

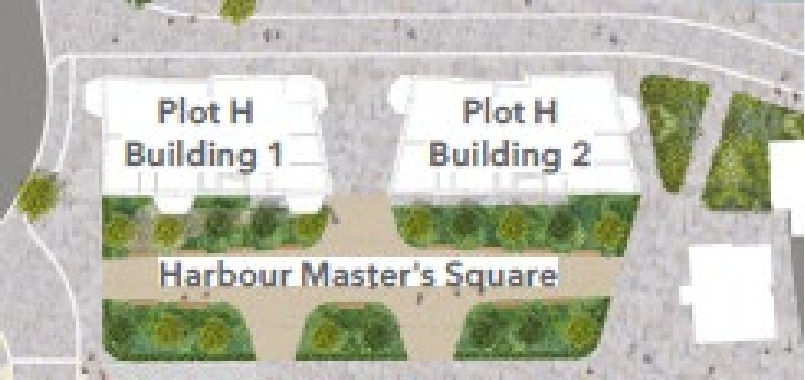
There will be 11 Category 2 dwellings in building 9 (10x 2bed, 1x 3bed) the remainder will meet the requirements of ADM, volume 1, category 1 (visitable).

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

Plot H

Plot H consists of 2 buildings with 4 x A1 (shop) on Level 00 (2 per building). On Levels 01 to 03 there are 4 x 2 bed Apartments (2 per building) and on Level 04 there are3 x 2 bed Apartments. There are single lifts and central stair cores to each building. There is a bike store and residential lobby on level 00 and the bin store is located on level -01.

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



Source: Courtesy of Spacehub

3.2 Landscape & public realm

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

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

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

Project Details

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

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

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

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

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

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

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

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

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

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

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

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

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

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

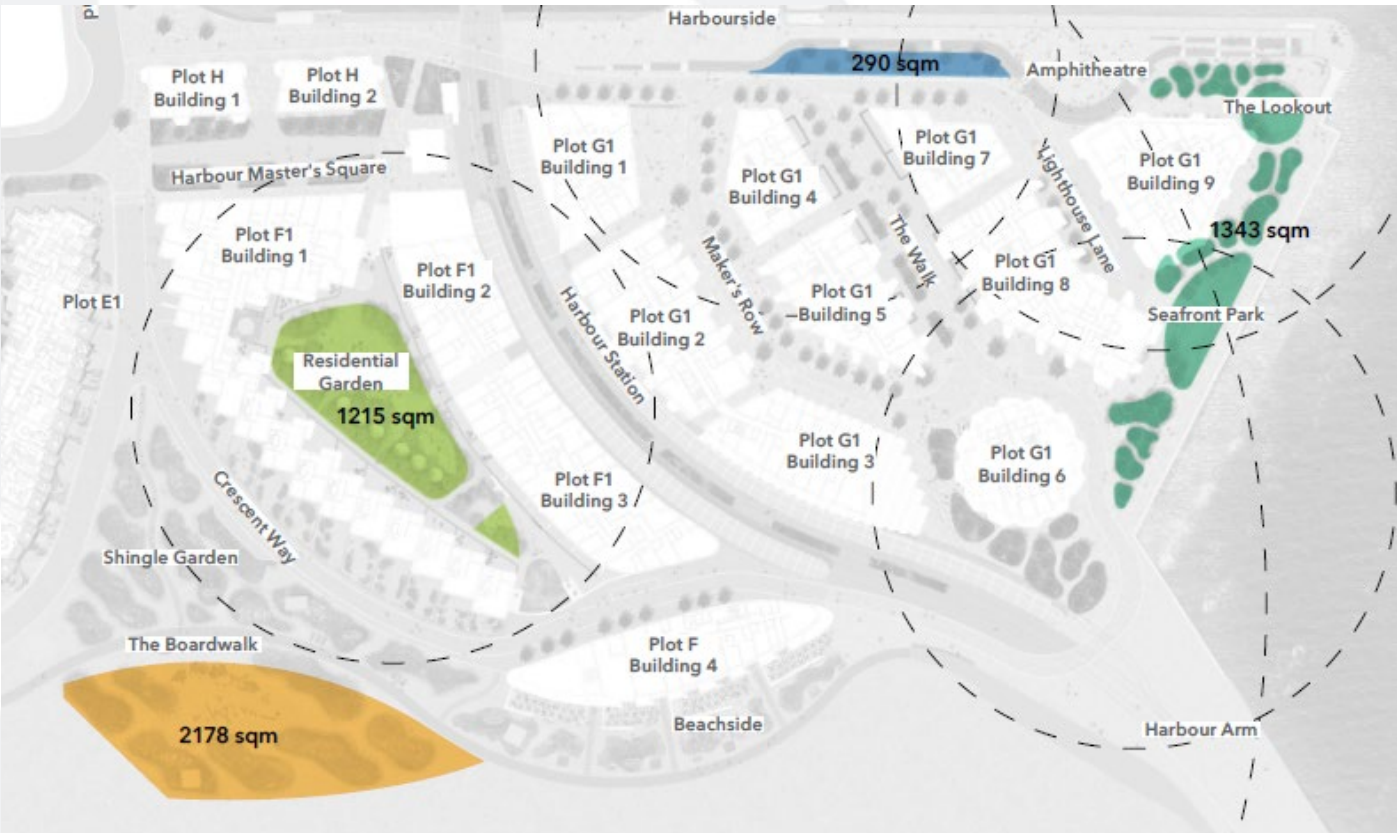
The Lower Harbourfront will still be part of the functioning of a working harbour - boat lifting operations will continue here, and a new slip will be provided to give access to the water for kayaking and other watersports.

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

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

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

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Source: Courtesy of Spacehub

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

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

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

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

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

3.3 Car parking & drop off

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

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

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

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

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

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

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

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

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

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

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

3.3 Cycle parking and storage

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

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

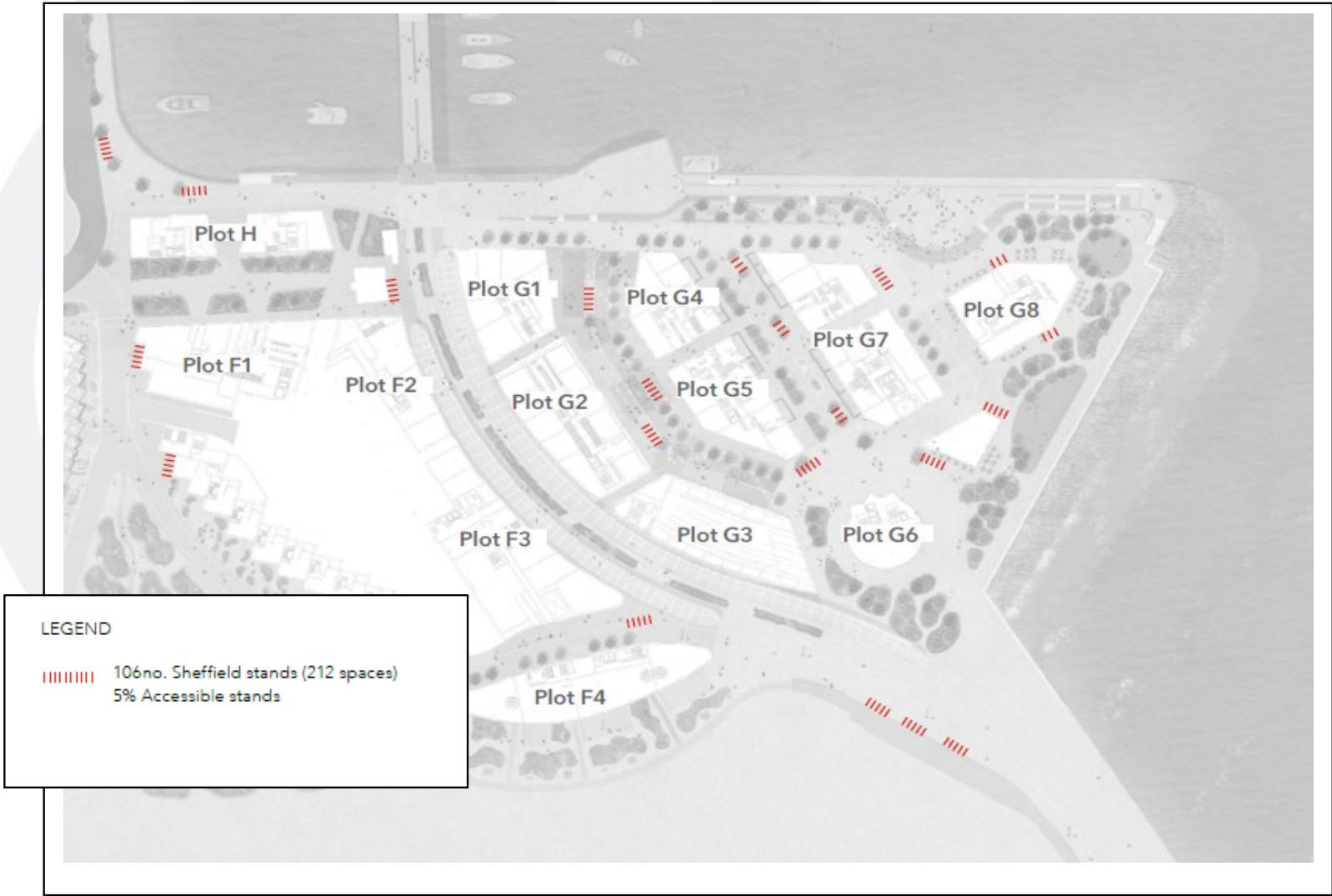
The routes to the stores will meet the M4(2) standards for circulation (although ideally M4(3), with wide corridors and suitably sized doors).

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

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

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

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

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

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

3.5 Residential overview

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

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

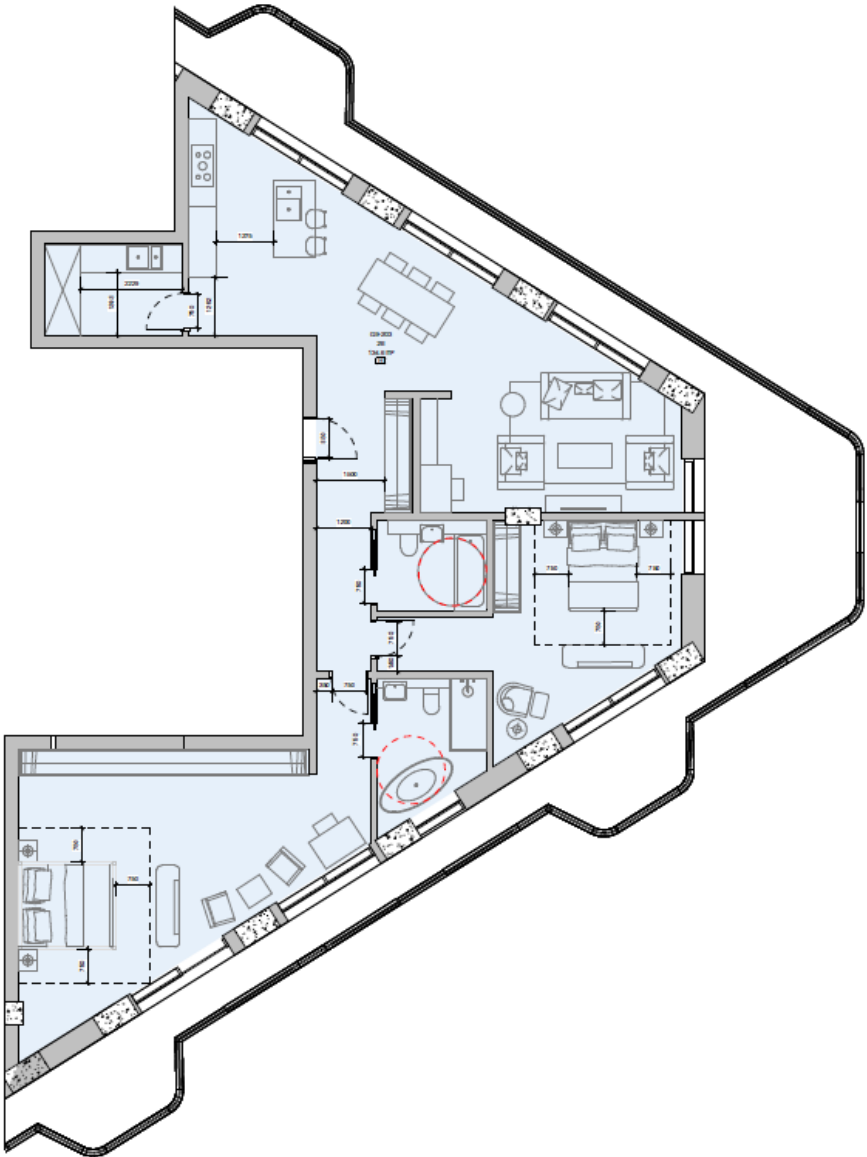
The local planning policy requirement is for 20% i.e. 82 to comply with the requirements of Approved Document M, Volume 1, Category 2 (M4(2) accessible and adaptable), the remainder are to comply with the requirements of M4(1) and be visitable.

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

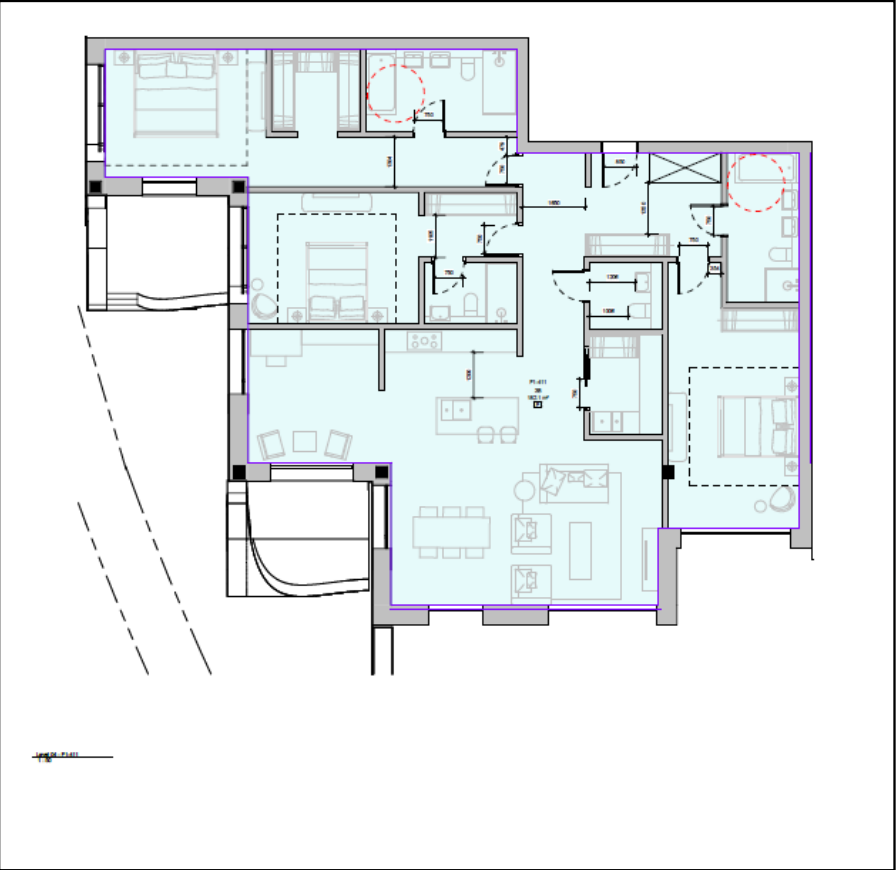
Further discussions resulted in a review of the proposed residential units to ensure compliance with the requirements. The requirement for Category 2 units is generally across all tenures and unit sizes, however to ensure accessibility and adaptability it was felt that 1 bed units would not be included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

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



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



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



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

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

Entrances – Residential

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

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

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

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

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

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

The detailed design will meet Part M:

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

For the general (communal) circulation:

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

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

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

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

Next steps - detailed design stage:

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

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

M4(1) Dwellings:

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

M4(2) Dwellings:

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

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

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

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

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

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

Residential spaces - vertical circulation

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

Lifts

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

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

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

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

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

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

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

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

Stairs

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

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

3.6 Commercial Buildings overview

Commercial Entrances

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

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

The detailed design will meet Part M:

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

Commercial spaces - vertical circulation

Lifts

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

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

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

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

Stairs

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

- Step profiles comprise 150-170mm risers, 250-400mm treads;

- Visual contrast will be provided on nosings 50-65mm on treads and 30-55mm on risers; and
- Handrails meet Part K, being of a suitable design and positioned 900mm – 1000mm above the pitch line of stairs. They will extend around landings and be turned down at their ends, which will extend as required for 300mm over the top and bottom steps.
- Whilst permitted under Part K, tapered/spiral stairs are not suitable for use by some disabled people and their provision should be reviewed (these are limited to feature stairs in some units, it should be ensured that the provision of a lift and where feasible an alternative Part K compliant stair are clearly signed).

3.7. Means of Escape

Commercial spaces - means of escape

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 4: Ongoing review & next steps

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

Door opening devices

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

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

Shared Space/Surface Identification

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

Landscape Seating

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

Landscape Navigation

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

Dropped Kerbs

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

12.4

Ongoing Review and Next Steps

Blue Badge Parking

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

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

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

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

Mobility Scooter Charging & Storage & EV charging

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

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

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

Cycle Spaces and Access / Cost Management

- All cycle spaces allocated will need to be monitored / have measures in place to ensure cycles are parked properly in allocated spaces and not parked extending into any routes / circulation. A management plan could include measures to support maintaining safety and equality in these respects, in particular to avoid any misuse of the inclusive / accessible spaces by standard bicycle users.
- How recharge points will be managed in terms of cost of electricity will also need to be determined / managed, although this is notably only a very small cost usually even for those mobility scooter users who travel further afield.

Changing Places Toilet

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

Public Toilets

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

Category 3 dwellings (wheelchair accessible/adaptable)

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

12.5

Guidance

Section 5: Guidance

Standards and Guidance Resources

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

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

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