



8

Holetown Community Plan

This Community Plan provides additional policy direction for Holetown community core and is designed to read in conjunction with the national Physical Development Plan (2023) policies. It provides a framework for Holetown's continued development as a Regional Centre that supports tourism through its service, entertainment and retail facilities.

➔ 8.1

Introduction to the Community Plan

Holetown is designated as a Regional Centre, a designation it has held since the Physical Development Plan (PDP), Amended (2003). Prior to this, the town was designated as a local level and tourism-oriented service centre. The PDP, Amended (2003) recognised the town's expanded role in the National structure, particularly its importance for international tourism. Holetown was regarded as “built out”, with little opportunity for growth and expansion, and consequently the Plan focused on enhancement of the existing environment and minor intensification.

The PDP (2023) builds upon previous planning policy for Holetown while seeking to respond to challenges and identify opportunities to improve the quality of place, level of amenity and distinctive tourism function of the community. The Community Plan is focused on the core area of Holetown where there is the greatest existing level of activity and opportunity for reinvestment and intervention. The community core contains the historic First and Second Streets mixed use area; a thriving commercial district anchored by the Lime Grove Shopping Centre; high-end tourist accommodation along the beachfront; a significant public centre; and Folkestone Marine Reserve, protecting a nationally significant coastal ecosystem.

This Community Plan updates policies for central Holetown relating to sustainable development, cultural heritage, natural heritage, the green and blue economy, mobility and infrastructure and, critically, considers the impacts of the climate crisis on the community core. It identifies opportunities to strengthen the town's resilience and ensure continued growth as a service centre. Policies in this Community Plan are to be read in conjunction with the National policies.

This Community Plan includes the following sections:

- 8.1** Introduction to the Community Plan
- 8.2** History of Holetown
- 8.3** Holetown Today: Context and Challenges
- 8.4** Vision, Goals and Objectives
- 8.5** Strategic Policies
- 8.6** Land Use Policies
- 8.7** Overarching Urban Design Directions
- 8.8** Open Space System
- 8.9** Special Policy Areas



➤ St. James Parish Church



➤ Boardwalk adjacent to Folkestone Marine Reserve



Key Directions

1. **Complete a waterfront route** to link the two segments of boardwalk by ensuring that a clear path is maintained across the beach. The complete waterfront route will consist of the existing sections of boardwalk, and a walkable path along the beach where a boardwalk is not desired.
2. **Upgrade the Bus Transfer Point** at Highway 1 and Highway C to include sheltered waiting areas and formalised vending areas.
3. **Address flooding in the area** by considering the existing culverts and the relationship of the outflows to the upstream catchment areas.
4. Maintain **Folkestone Park as a key community asset** and enhance the relationship between the marine and land components of the park.
5. Address the public realm stormwater issues within the Civic Centre by implementing **improvements to the drainage outlet creating a small open space**, and improve the Shore Access Point.
6. **Enhance historic First and Second Streets** as pedestrian-focused, mixed-use areas.
7. **Extend the Highway 1 landscaped boulevard** and tree planting south of Cemetery Lane, including a pedestrian route.
8. **Designate Pedestrian Priority Areas between key destinations** along Highway 1 to coordinate continuous sidewalks and pedestrian crossings at busy intersections.
9. **Protect the existing Shore Access Points** and create additional connections through any new development.

➔ 8.2

History of Holetown

Holetown has been the location of a number of prehistoric and historic archaeological studies. Those studies attest to the presence of extensive archaeological resources in Holetown. In addition to its archaeological resources, Holetown has played an important role in the post-European settlement history of Barbados. Holetown is the site at which the island was first claimed for **the State** in 1625 and was also the point at which the first settlement was made in 1627. The town boasts an obelisk monument and cannons dedicated to the settlement. Calling the area Jamestown in honour of the then king of England, the name was subsequently changed to Holetown because of the “hole” or inlet which was capable of accommodating shallow draft ocean going vessels.

The settlement has always been considered one of the “towns” of Barbados, along with Bridgetown, Speightstown and Oistins. Initially, it was no more than the size of a village with a few warehouses to hold the produce of nearby plantations while awaiting shipping. In the second half of the nineteenth century, there was some minor commercial activity connected to whaling.

Holetown has developed over the years into a tourist-oriented centre with a large proportion of tourist accommodation in the area. Development and expansion of high-end tourist accommodations has led to the region encompassing Holetown being referred to as the Gold Coast. However, it is much more than a tourist centre. Various housing developments for Barbadians have sprung up and with the associated population growth providing the catalyst for economic development, Holetown has retained its role as an important service and entertainment centre and provides substantial retail facilities.



➤ Reused historical building, Highway 1



➤ Second Street mixed use area

Holetown Today: Context and Challenges

Holetown is defined by its intimate relationship with the tourism industry, an influence that affects the majority of the land use in the core. The central commercial area of Holetown includes Lime Grove Shopping Centre, a high end retail complex, and the Chattel Village Market, a collection of small scale tourism-oriented vendors. Historically, the business core was located in the First and Second Street area. Recently, many shops and houses have been transformed into restaurants, creating a mixed use district.

Much of the coastal strip along Highway 1 is occupied by tourism-related uses – resorts, hotels, apartments, and restaurants – creating a large private presence along the waterfront and limiting public access to the beach. Recently, three sections of boardwalk have been installed, providing a valuable amenity for residents and tourists alike. The Holetown Public Centre breaks up the tourism corridor south of First and Second Streets, before tourism uses pick up again and continue to the south. At the northern end of the Community Plan area lies Folkestone Park with its associated Marine Reserve. There is also a major sporting and recreation amenity, Trents Playing Field, on the inland side of Highway 1.

Holetown is the terminus of several local gully catchments (Folkestone Branch, Portvale, Seaview, and Molyneaux) carrying water from the escarpments east of the town. There is an important gully outlet north of the Public Centre and another at Holetown Lagoon. Consequently, severe weather events are a significant concern in Holetown, particularly those that involve heavy precipitation.

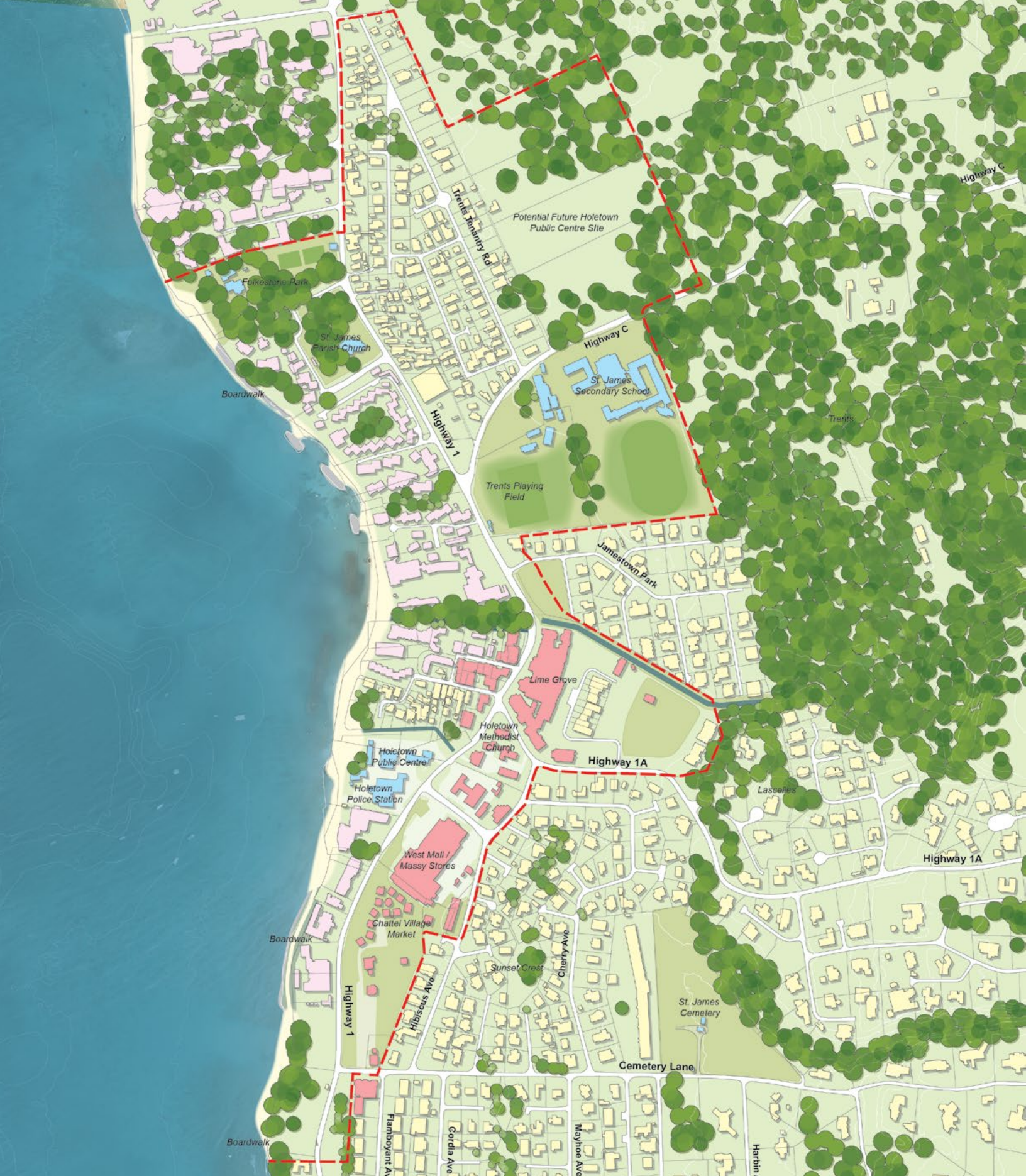
Today Holetown faces a number of challenges resulting from its rapid growth as a tourist destination and mismanagement of the natural heritage system and its function in controlling stormwater. The challenges in the Holetown Community Plan area include:

- With an economy dependent on tourism, critical infrastructure in close proximity to the waterfront, and sensitive marine ecosystems, there is a heightened vulnerability to the climate crisis.

- Following significant rainfall, stormwater runoff overwhelms the drainage system and causes flooding throughout Holetown.
- As a built-up community, natural heritage is continuously under threat from development pressures and must be actively protected.
- Highway 1, the main high street corridor, serves neither vehicular traffic nor pedestrians well, creating congestion for the former and danger for the latter.
- The waterfront is fragmented and public access is limited.
- There is little celebration and promotion of Holetown's rich cultural heritage beyond the monument and cannons.
- Compared to other communities of similar size, Holetown has little in the way of public transport infrastructure.



➔ Trents neighbourhood



Current Building Use

- Commercial
- Institutional
- Residential
- Tourism

Terrain

- Trees
- Parking
- Beach
- Open Space

- Rock
- Water
- Shore Access

Boundaries

- Community Plan Area
- Tax Parcel

(Source: PDD, 2016)

MAP 8A: Existing Conditions

➔ 8.4

Goals and Objectives

8.4.1 Vision

Holetown will become a sustainable Regional Centre that is a model of resiliency in the face of extreme weather and a changing climate. It will strengthen its tourism offering while ensuring the continued development of amenities serving the local population. Holetown will provide a high quality of life for residents and visitors, enhancing walkability, community facilities and open spaces. Investment in infrastructure and private development will demonstrate sustainable and resilient design solutions.

8.4.2 Goals and Objectives

Embed coastal resiliency and disaster risk reduction in all aspects of growth.

- Ensure climate resiliency in the design of all new development.
- Invest in infrastructure to protect the coastline from the impact of severe weather events and sea level rise.
- Integrate emergency preparedness into all planning decisions.

Improve stormwater management and alleviate flooding.

- Implement drainage infrastructure improvements within Holetown community core and upstream.
- Enforce strict development controls to ensure that new development does not impede infiltration and conveyance of stormwater.

Embrace the waterfront as a public space.

- Knit together the boardwalk segments and protect and improve Shore Access Points from Highway 1.
- Improve the interface between the Public Centre and the beach.
- Promote Folkestone Park and associated museum and Marine Reserve as a waterfront focal point.

Celebrate cultural heritage as central to the identity of Holetown.

- Reinforce the rich history of the town – from Amerindian communities to British settlement to contemporary vibrancy – as a significant feature of Holetown.

Continue to build up and diversify the tourism industry.

- Support additional well-designed tourist accommodation on key sites.
- Encourage the development of tourism-supporting businesses including shops and restaurants.
- Promote cultural heritage and natural heritage assets as a focus of tourism.

Improve walkability throughout the community.

- Improve the walking environment on Highway 1, including by making sidewalk improvements and expanding pedestrian routes in linear open spaces.

Enhance multimodal mobility, both for locals and visitors to Holetown.

- Create a formalised location for transfers between bus routes.
- Explore the introduction of water transport.

➔ 8.5

Strategic Policies

The strategic policies build on the direction provided by the National strategic policies. They provide localized policy direction to achieve the vision, goals and objectives for Hometown.

8.5.1 Promoting Sustainable Development

Hometown is a key tourism centre on the island, with a land use pattern and commercial mix that reflect the important role of the industry. At the same time, Hometown also hosts a significant cluster of community facilities and recreational amenities to support the local population. These strengths form a strong basis on which Hometown can continue to develop as a complete and healthy community.

1. Hometown's role as a tourism-focused Regional Centre within the island settlement structure will be reinforced by continuing to accommodate tourism-related facilities such as hotels, retail and restaurants and improving accessibility of Hometown to the surrounding region.
2. Vacant and underutilised parcels in the community core will be prioritized for infill and reinvestment.
3. Continued development of the mixed-use retail pattern along Highway 1 will be supported.
4. Continued development and upgrading of First and Second Streets as a unique commercial/entertainment area will be encouraged.
5. Development and investment will enhance Hometown community core as a complete, healthy and age-friendly community. This will include:
 - a) Improving walkability;
 - b) Encouraging seniors' housing to locate in Hometown community core;
 - c) Improving accessibility to community facilities and businesses for persons with disabilities;
 - d) Encouraging health facilities and clinics;
 - e) Promoting local food; and
 - f) Developing multimodal transportation options.
6. New development and renovations/restorations in Hometown community core will be sensitive to the fact that much of the area is within the 100-year floodline and will be designed to be resilient to the effects of climate crisis including severe weather events. This may include:
 - a) Requiring strengthened structural components to withstand specified categories of impact;
 - b) Requiring non-residential first floor occupation of buildings; and
 - c) Requiring setbacks from the coast for sensitive land uses such as residential and community facilities.
7. Hometown Public Centre will be recognised for its important civic function and improvements will be made to its walkability, accessibility, aesthetic quality, sustainability and resiliency. See Section 8.9 for specific guidance on this key opportunity site.



➤ Culvert leading to the outlet at the Public Centre

8.5.2 Protecting Core Assets Agriculture

Food is an important component of community health and well-being, and local food should be actively promoted in Holetown. Promoting local food provides the additional benefits of supporting local farmers and fisherfolk and supporting the tourism industry, which increasingly relies on being able to give tourists an “authentic” experience.

1. Informal local produce vendors will be encouraged as an important means of providing access to local food.
 - a) Independent food vendors, already set up on vacant plots along busy roads, will be supported with signage, waste facilities, seating and other assistance as needed.
2. Temporary farmers’ markets will be encouraged in Holetown community core to provide access to local food for residents and provide a local food experience for tourists.

Protecting Core Assets Cultural Heritage

As the landing site of the first British settlers, Holetown holds a great deal of importance in the evolution of Barbados. Social and economic benefits can be derived from a stronger focus on cultural heritage, complementing the existing tourist offering in the area. New initiatives must be undertaken to develop Holetown’s cultural heritage assets in a way that strengthens their relevance for both locals and tourists.

1. The Government will prepare statements of significance for the Holetown and James Fort (The Hole Fort) archaeological areas.
2. The gazetted heritage buildings in Holetown will be listed and described in the Barbados Register of Historic Places, including Holetown Police Station and St. James Church.



➤ Boardwalk at Folkestone

3. The Government will review and expand the list of heritage properties in Holetown to be included in the Barbados Register of Historic Places.
4. The Government will encourage protection, conservation and restoration of existing cultural heritage assets, including:
 - a) Restoration of gazetted heritage buildings to high standards;
 - b) Restoration of the heritage stock on First and Second Streets;
 - c) Adaptive reuse of heritage buildings;
 - d) Community awareness and participation in identifying, presenting and protecting heritage; and
 - e) Incorporation of strategies to promote climate resiliency in cultural heritage assets.
5. The heritage of Holetown will be highlighted through:
 - a) The development of a cohesive cultural heritage programme to knit together existing permanent features, such as the Holetown Monument, and occasional events, such as the Holetown Festival and weekly farmers' markets; and
 - b) The coordination of physical planning and design efforts with the upcoming Holetown Quadri-Centennial Event in 2025, marking the 400th anniversary of the British settlement in Barbados.
6. The Government will explore the feasibility of an archaeological/heritage museum to serve as an anchor for the preservation and celebration of Holetown's historical and archaeological resources and become a focal point of Quadri-Centennial activities.
 - a) The adaptive reuse of space within existing heritage buildings such as the Holetown Police Station will be considered for the museum.
7. A scoped Heritage Impact Statement and/or a full Heritage Impact Assessment may be required as part of applications for development in Holetown in accordance with Section 2.2.5 and Section 5.3.



> Holetown Methodist Church

8. A climate crisis risk analysis of cultural heritage assets will be conducted to characterise the multi-hazard vulnerabilities and attributes of natural hazard/climate crisis risks for individual cultural heritage assets and attributes.
 - a) Location and asset specific climate crisis adaptation measures will be developed to respond to the potential natural hazard and the climate crisis impacts.

Protecting Core Assets

Natural Heritage

Holetown features a variety of natural heritage assets anchored by Folkestone Park and Marine Reserve. The natural heritage system's ecological function should be considered a critical factor in the community's climate crisis adaptation strategies. Protection of these natural assets is therefore a matter of continued, long-term prosperity in Holetown.

9. Development in Holetown will protect and enhance natural heritage assets and improve its resilience as a coastal community.
 - a) Folkestone Park and Marine Reserve will be conserved and promoted as the focal point of Holetown's Natural Heritage System.

LB1: St. James Church

Boardwalk

Folkestone Park

Highway 1

Trents Tenantry Rd

Potential Future Holetown
Public Centre Site

Highway C

St. James
Secondary School

Trents

Trents Playing
Field

Jamesdown Park

Lime Grove

Holetown
Methodist
Church

Highway 1A

Lascelles

LB2: Police Station

West Mall /
Massy StoresChattel Village
Market

Boardwalk

Highway 1

Sunset Crest

Cherry Ave

St. James
Cemetery

Cemetery Lane

Boardwalk

Flamboyant A

Cordia Ave

Maynoe A

Hartin

Listed Buildings

- LB1. St. James Church
LB2. Police Station

Heritage

- Listed Building - Associated Tax
Parcel

Boundaries

- Community Plan Area
Tax Parcel
(Source: PDD, 2016)

MAP 8B:
Cultural Heritage



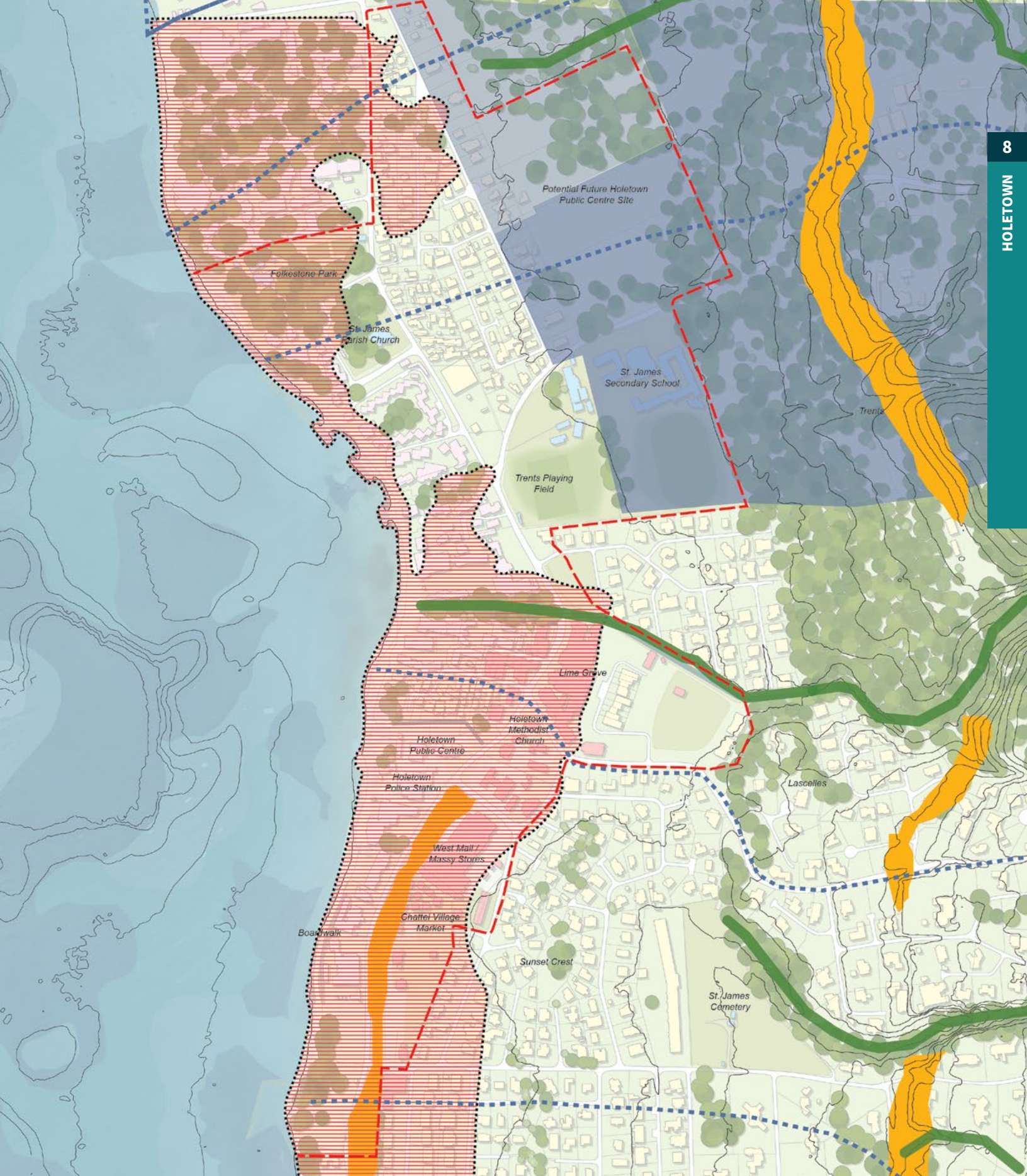
➤ Holetown boardwalk south of the Public Centre

- 10.** The Government will improve the resiliency of the community to the climate crisis. This will include:
- a) Initiating a pilot project to apply and test disaster risk reduction and climate crisis adaptation policies; and
 - b) Exploring options to protect the coastline and the built form located in flood susceptible areas due to storm surge. Options include implementing coastal protection and coastal erosion mitigation measures such as using hard and soft coastal protection and land reclamation (as in the Holetown Waterfront Improvement Project). The Government will use the results of the Coastal Risk Assessment and Management Programme (CRMP) to inform additional coastal protective measures.
- 11.** The gully catchment areas in and beyond Holetown community core will be conserved and enhanced for their natural functions including conserving biodiversity and providing stormwater management.

Protecting Core Assets Water

Holetown has experienced significant flooding in recent years that has caused extensive property damage. The flooding is a result of inappropriate development within flood susceptible areas and inadequate stormwater management infrastructure in gully catchment areas and outlets to the sea. A study called Flood Alleviation in Holetown and Trents has recently been completed as a part of the Stormwater Management Plan Update and implementation of its recommendations will be essential to improving flooding in Holetown community core.

- 12.** The Government will seek to reduce flood risk through a combination of integrated hard and soft mitigation measures implemented throughout Holetown and its watershed (gully catchment areas). This will include:
- a) Developing and periodically updating detailed flood and surface flow data to define routes of surface flow conveyance. Current studies including the CRMP, Stormwater Management Update (2016) and Flood Alleviation in Holetown and Trents (2016) should be used for this purpose;
 - b) Implementing the recommendations of the Flood Alleviation in Holetown and Trents study, particularly regarding the W25 Seaview gully catchment, which was identified as the highest priority for flood alleviation measures, and the W26 Portvale gully catchment that discharges at Holetown Lagoon, for which measures were identified to reduce debris and sediment loading;
 - c) Encouraging and incentivising the reduction of impervious cover, including the increase of soft landscaping and installation of permeable paving for parking and driveways in Holetown community core;
 - d) Implementing upstream flood reduction mechanisms to decrease the volume and rate of flood waters conveyed into Holetown; and
 - e) Flood and storm surge assessments should be evaluated by developers and architects to determine the flood/storm surge risk over the design period of new or restored buildings. Development will be required to demonstrate that there will be no overall increase in proximate/downstream flood risk or inland storm surge risk.
- 13.** New development on the sea side of Highway 1 will be required to demonstrate that it will not negatively impact the water quality of surface runoff into the sea.

**Hazards**

- 100 Year Floodline (Source: CZMU, 1995)
- Escarpment (Source: PDP, 2003)
- Status 1 Gullies (Source: GEMS, 2005)
- Gully Catchment Area (Source: GEMS, 2005)
- Water Zone A (Source: BWA, 2016)
- Water Zone B (Source: BWA, 2016)

Sea Bed Types

- (Source: CZMU, 2017)
- Algae & Hard Bottom
 - Coral Reefs
 - Hard Coral
 - Manmade
 - Rock
 - Sand
 - Sea Grass

Boundaries

- Community Plan Area

Contours

- 5m interval (Source: CZMU, 2015)

MAP 8C:
Natural Heritage and
Natural Hazards

8.5.3 The Green and Blue Economy

Holetown's tourism-focused economic base, predominantly clustered along the coast, is at particular risk from the climate crisis and related severe weather events. Developing the green and blue economy in Holetown will help to mitigate the potential impact of the climate crisis on the local economy.

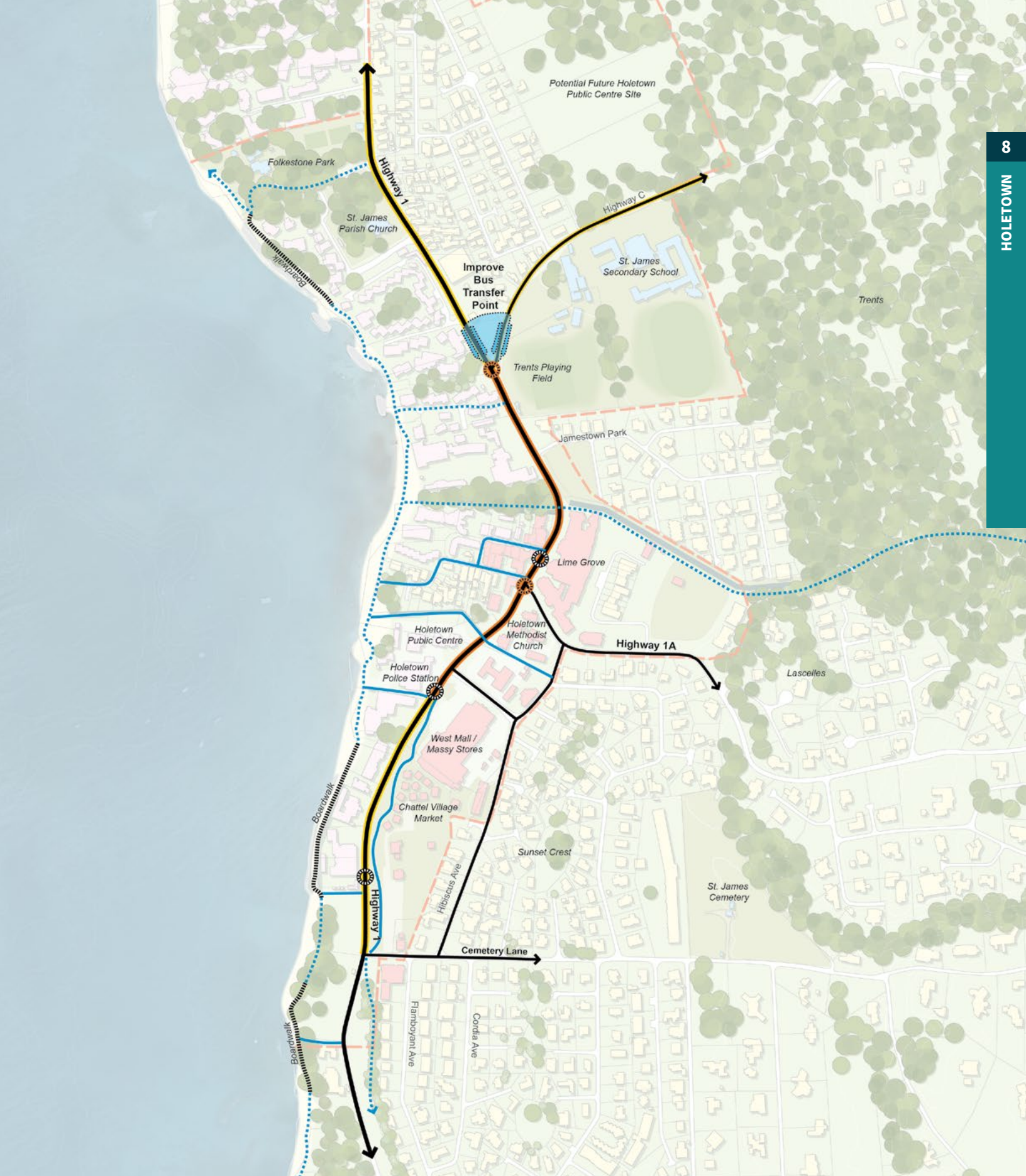
1. The Government will support the diversification of Holetown's economy, encouraging the development of sectors such as nature tourism and culture and heritage.
2. Folkestone Park and Marine Reserve will be promoted as a major attraction in Holetown.
3. Consideration will be given to the expansion of the Folkestone Museum (Visitor Centre) to include a more comprehensive set of programming focusing on natural heritage and environmental sustainability.
4. Events such as the Holetown Festival and weekly farmers' markets will be promoted as part of Holetown's tourism strategy.

8.5.4 Mobility and Accessibility

Holetown is identified as a Mobility Node within the Island Settlement Structure, however it has little in the way of formal public transport infrastructure. An opportunity has been identified to create a Bus Transfer Point including formalised vending on a vacant parcel in Holetown community core.

1. New development in Holetown community core will support walkability and multimodal transportation choice.
2. The three existing boardwalk sections will be connected to create a continuous and complete waterfront pedestrian route that serves as an amenity for the community and an attraction for tourists.
 - a) Boardwalks may be designed to protect the coast from erosion and storm surge, where appropriate.
3. Existing and proposed pedestrian routes have been identified on Map 8D and will be improved or introduced in order to provide alternative routes in Holetown community core.

- a) Routes will be marked with wayfinding signage and made accessible to persons with disabilities wherever possible.
4. Highway 1 between the Holetown Public Centre and the Bus Transfer Point has been identified as a priority pedestrian linkage, as shown on Map 8D.
 - a) Contiguous sidewalks should be built on both sides of the street where possible, with pedestrian crossings added or improved as needed.
 - b) The streetscape should be enhanced with new lighting, furniture and vegetation where street widths are appropriate.
 - c) Traffic calming measures should be introduced to reduce vehicular speeds and alleviate the dangers of pedestrian crossings.
5. Pedestrian improvement areas have also been identified on Map 8D. These areas should also be improved, but have a lower level of priority and/or require a lesser degree of amenity.
 - a) Contiguous sidewalks should be built on at least one side of pedestrian improvement areas, with pedestrian crossings as needed.
 - b) Streetscape improvements should be made in pedestrian improvement areas where possible.
 - c) Pedestrian crossings will be improved as shown on Map 8D.
6. Cycling will be supported by encouraging the provision of local bicycle routes and trails and bicycle parking.
7. A Bus Transfer Point will be established to serve Holetown and its surroundings, facilitating transfer between bus routes across the island. Further guidance on this key opportunity site is provided in Section 8.9.
8. Laybys should be introduced at bus stops throughout Holetown community core.
9. The Government will explore the potential to locate a jetty for water transport in or near Holetown community core.
 - a) Consideration will be giving to locating the jetty at the Holetown Public Centre.
 - b) To promote multimodal mobility, site selection for the jetty will give consideration to providing seamless connections to other forms of transportation including walking, cycling, public transport and driving.



- Roads**
- Primary Road
 - Secondary Road
 - Existing Crosswalk
 - Improve Crosswalk

- Pedestrian**
- Priority Pedestrian Linkages
 - Pedestrian Improvement Areas
 - Existing Pedestrian Routes
 - Proposed Pedestrian Routes
 - Boardwalk

- Boundaries**
- Community Plan Area
- Mobility**
- Bus Transfer Point

MAP 8D:
Mobility

10. Congestion at priority intersections will be addressed.
 - a) Transportation Impact Assessments should be undertaken at Highway 1 and Highway C, and Highway 1 and Highway 1A.
11. Parking conditions in Holetown community core will be rationalised, with consideration given to joint use of existing parking facilities.

8.5.5 Planning for National Infrastructure

Holetown already features some important renewable energy technology - the Lime Grove car park includes electric vehicle charging stations. As it continues to develop Holetown must incorporate more of this type of innovative renewable energy infrastructure.

1. The Government will promote the use of renewable energy in Holetown community core by:
 - a) Encouraging the use of rooftop photovoltaics to meet energy needs; and
 - b) Expanding the provision of electric vehicle charging stations in car parks.
2. The Government will introduce local waste education centres to promote sustainable waste management. This may include:
 - a) Using informational and educational signage to raise awareness of recycling and waste diversion activities; and
 - b) Considering the introduction of waste education centres in association with other community facilities, such as within the Holetown Public Centre or on the campus of the St. James Secondary School.

8.6.

Land Use Policies

The following land use policies apply within the boundaries of the Holetown Community Plan as shown on Map 8E: Land Use. They are intended to guide development in a manner which supports the strategic policies and enhances the urban fabric, character and economic vitality of Holetown. These policies build on the land use and built form policies in Section 3 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 3 and of this section the policies of this section apply. Where no land use policies are included in this section the policies of Section 3 apply.

8.6.1 Mixed Use

1. Development within the First and Second Street area may, at the discretion of **the Director of Planning and Development**, provide parking at a convenient off-site location if required.
2. Light industrial uses will not be permitted.

8.6.2 Predominantly Residential

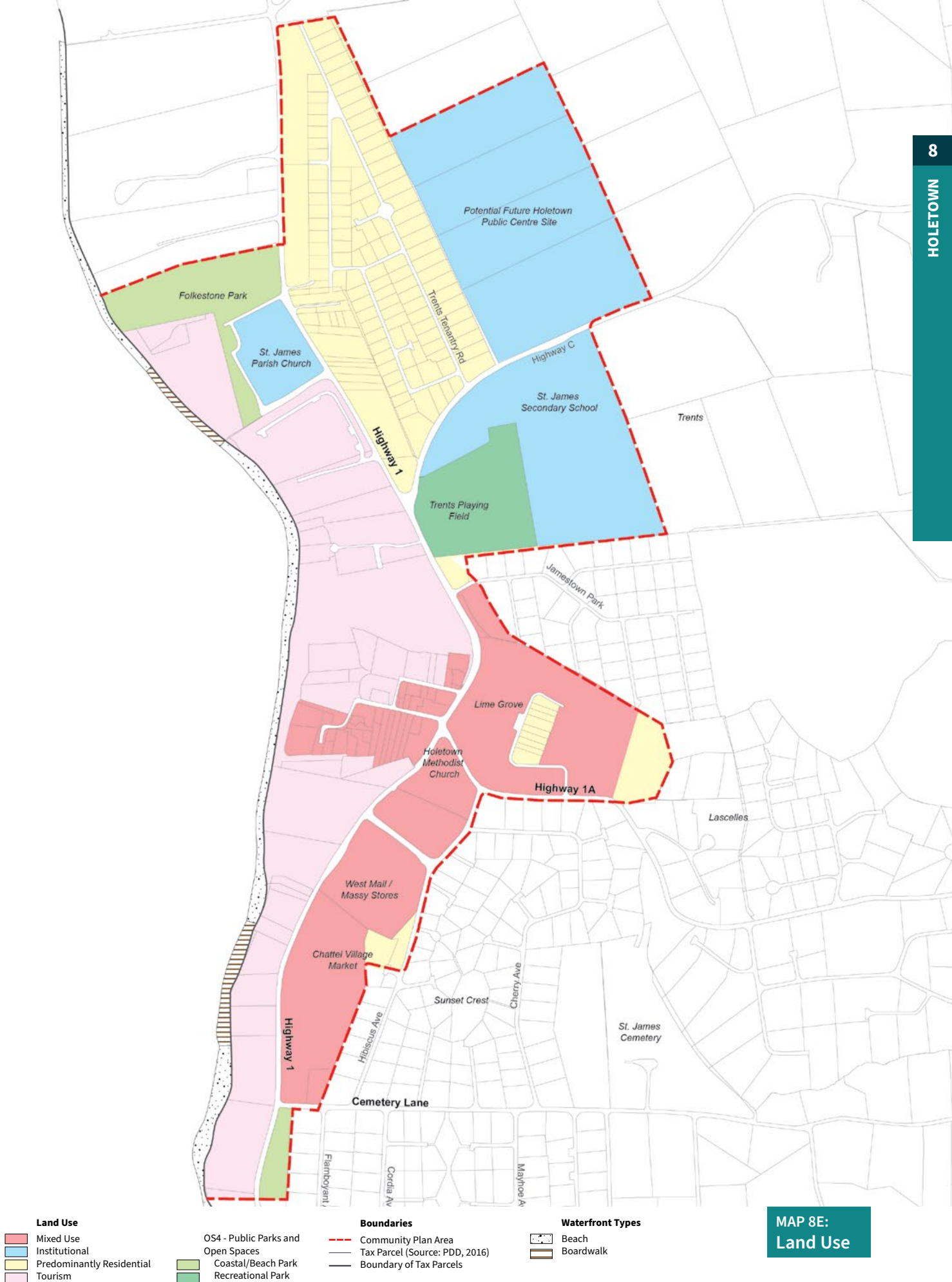
The National policies of Section 3.3 Predominantly Residential apply.

8.6.3 Tourism

The National policies of Section 3.6 Tourism apply.

8.6.4 Institutional

The National policies of Section 3.7 Institutional apply.



MAP 8E:
Land Use

➔ 8.7.

Overarching Urban Design Directions

The overarching urban design directions for Holetown community core are intended to ensure compatibility of new development with existing fabric and promote a high quality public realm that facilitates walking and public transport use.

1. New development will be designed to complement existing development and to be in accordance with the cultural heritage policies of Section 2.2.5. In particular, any alteration to First and Second Street will be compatible with the historic character of the area.
2. New development on Highway 1 will be designed with buildings set close to the sidewalk to provide a consistent street wall and ease of access for pedestrians.
3. Along Highway 1, the historic pattern of smaller buildings along the street will be preserved. Generally 2-4 storey buildings are appropriate along the street edge. Taller buildings set further back from the street may be appropriate on deeper lots, in particular on sea side properties north of Holetown Lagoon. However, respecting views to and from the historic landscape of St. James Church will be a primary consideration.
4. As development occurs, landscape and pedestrian treatment along Highway 1 will be implemented in a consistent fashion, including sidewalk improvements and trees planted along the property line.
5. The linear greenspace on the inland side of Highway 1 south of the Massy Supermarket will be improved as a public open space and pedestrian route. This treatment will continue south of Cemetery Lane.
 - a) Amenities such as street lighting and seating will be provided.
 - b) The integration of historical interpretation elements will be considered.
6. New development adjacent to Shore Access Points will provide generous setbacks to ensure these spaces remain publicly accessible.
7. Development of all waterfront properties with frontage on Highway 1 will consider its interface with the public realm on both the street and sea.
 - a) New Shore Access Points will be created, as set out in Section 4.8, through any amalgamation of waterfront properties.
 - b) Development will be designed to have a positive frontage both on Highway 1 and on the beach.
8. Massing and articulation of facades will be used to visually break up any buildings over 20 metres in length.
9. The transition between higher intensity uses and residential uses inland will be sensitive to preserving sea breezes for residential areas, and to limiting overlook of neighbourhoods.

➔ 8.8.

Open Space System

The aim of this section is to establish a hierarchy of open space within Holetown for formal and informal recreation and to improve the quality of the environment. Recreational spaces that meet the needs of the community are an important component of healthy communities, providing opportunities for physical activity. Designated open spaces are protected for this function.

These policies build on the parks and open space policies in Section 4 and are to be read in addition to those policies. Where there is a discrepancy between the policies of Section 4 and of this section the policies of this section apply.

8.8.1 OS2 – Natural Heritage Conservation Areas

Natural Heritage Conservation Areas – Marine

Folkestone Marine Reserve is designated as a Natural Heritage Conservation Area – Marine.

1. The Government will conserve and protect Folkestone Marine Reserve as a natural heritage asset and prime marine habitat.
2. Consideration will be given to extending the Natural Heritage Conservation Area north to Weston and south to Fitts Village.
3. The educational and recreational functions of the Natural Heritage Conservation Area will be promoted as part of the tourist offering of Holetown.



➤ Landscape and pedestrian treatments along Highway 1 should include a continuous sidewalk and tree planting

8.8.2 OS4 – Public Parks and Open Spaces

Recreational Park

Trents Playing Field contains a community centre and playing field and provides an important amenity for the community.

4. Trents Playing Field will continue to be maintained and improved to serve the recreational needs of residents of Holetown and surrounding areas.
 - a) Improvements may include lighting, seating and additional recreational amenities.

Coastal/Beach Park

Folkestone Park is a Coastal/Beach Park and a well-used public open space.

National policies for Coastal/Beach Parks in Section 4.5 apply. Further guidance on this key opportunity site is provided in section 8.8.

8.8.3 OS7 – Shore Access Points

There are a number of Shore Access Points in Holetown. Two of these, Folkestone Park and First Street, have vehicle access, though the latter is not well marked or delineated. In a community where much of the shoreline feels very private due to extensive hotel development, these Shore Access Points are an extremely valuable feature to preserve public access and the public function of the waterfront.

1. Existing Shore Access Points will be maintained and additional ones will be encouraged in Holetown community core.
2. Development adjacent to Shore Access Points will be designed to provide views to the sea where possible.



> Holetown Boardwalk

A: Folkestone Park

Natural Heritage
Conservation Area – Marine
(Folkestone Marine Park)

B: Bus Transfer Point

C: First and Second Street

- Movement**
- Proposed Pedestrian Route
 - Existing Pedestrian Route
 - ⊙ Existing Crosswalk
 - ⊙ Improve Crosswalk

Boundaries

- - - Community Plan Area

Directions

- ⊙ Key Opportunity Site
- Green Space Improvements
- ⊙ Views to the Sea
- ⊙ Potential Local Waste Management and Education Centre

Key Opportunity Sites

- A. Folkestone Park
- B. Bus Transfer Point
- C. First and Second Street

MAP 8F:
Public Realm

➔ 8.9.

Special Policy Areas

8.9.1 Key Opportunity Sites

Policies in this section provide additional guidance for four key opportunity sites that have been identified in Holetown community core.

Folkestone Park

Folkestone Park is located at the northern boundary of the Holetown Community Plan. It is a Coastal/Beach Park and provides a significant public open space on the coast for residents and tourists alike. Despite its close proximity to the extensive tourist accommodations in Holetown, its tourism potential has not been maximised. The Folkestone Museum (interpretive centre) is little known, partially because it is not promoted or signposted as much as it could be. More could be made of the open space, tourism, cultural and educational potential of this key opportunity site.

1. The Government will consider options to protect the coast from the impacts of sea level rise, erosion and severe weather events.
2. Any new development on the site will preserve and protect the existing mature trees.
3. Additional uses within the Visitors Centre and interpretive signage about the natural history of the area will be considered.
4. The interface of the park with Highway 1 will be improved.
 - a) The fence should be removed to make the park more accessible from Highway 1.
 - b) The parking lot should be landscaped and screened from surrounding areas.
5. The tennis courts and basketball courts will be upgraded as necessary.



➤ Tennis courts at Folkestone Park



➤ Folkestone Park and Marine Reserve

Bus Transfer Point

Community cores are meant to be the most accessible places on the island by a variety of forms of transportation, including public transport. Holetown currently has only bus stops, but there is an opportunity to create a more formalised bus transfer point, befitting Holetown's designation as a Mobility Node within the island-wide mobility network. The vacant parcel identified for the bus transfer point is currently used for informal commercial activity, including local food vendors, which could be incorporated into the design of the site, providing convenient amenities for passengers transferring from one bus route to another.

14. Bus laybys will be established in each direction of travel to facilitate transfers between routes.
15. A waiting area with shade, seating and waste facilities will be provided.
16. An improved pedestrian crossing will be provided to facilitate crossings of Highway 1 and Highway C.
17. Pedestrian linkages on Highway 1 and Highway C will be improved to provide a safe walking environment leading to the bus transfer point.
18. Bike parking will be incorporated in the site design to encourage active transportation.
19. Commercial activity that is already existing on the site will be formalised as part of the site design.
20. Local food vendors will be encouraged on the site.



➤ Highway 1 and 1C intersection



➤ Shore Access Point at First Street

First and Second Street

First and Second Streets are historic, small-scale streets lined with houses. In some cases, these buildings have been converted to bars and restaurants that support tourist activity and local nightlife in the community, while others have retained their residential uses. The small scale of these streets make parking and vehicular traffic problematic, interfering with pedestrian movements. With that said, the area is generally well-served by pedestrian crossings. First and Second Streets have significant potential to continue to develop as a cultural heritage and entertainment district.

The Seaview Drain is located between First Street and the Hometown Public Centre, and ends at the beach in a small pond on the north side of the drain. The pond provides important filtration of runoff before it enters the sea, and also provides habitat for fish (including tilapia). The area around the outlet of the drain is utilised by watersports operators and is a pedestrian access point to the sea from First and Second Streets. This portion of the Hometown beach is heavily used. Currently garbage and waste is piled in the area, and in periods of heavy rain, is washed along the beach.

21. Improvements to the First and Second Street mixed use district may include:

- a) Providing parking to serve commercial uses and exploring the creation of a communal parking lot;
- b) Improving sidewalks, including investigating whether the original cobblestones remain under current surfacing;
- c) Delineating space for different uses, such as café patios;
- d) Pedestrianising streets or limiting vehicular access;
- e) Enhancing the historic character of the neighbourhood through the reclamation and installation of amenities such as historic lighting;
- f) Exploring opportunities for a local food market; and
- g) Improving the streetscape on the small street connecting First and Second Street.

22. The outlet of the Seaview Drain, between the Holetown Public Centre and First Street, will be considered for improvements to the stormwater function of the wetland area and the development of a small recreational open space.

- a) The Government, with the involvement of civil society groups, such as the Holetown Watersheds Group, will undertake the planning and design of the open space and wetland, considering the site's function for local watersports operations and as a public space.
- b) Garbage on the site will be managed appropriately to ensure it does not affect the beach.
- c) Development of an enhanced wetland area will limit the impact of the pond on the police compound to the south (which is currently undercut by the pond).
- d) Public access to the beach will be preserved and enhanced through signage indicating the importance of coastal wetlands for the filtration of stormwater.
- e) The provision of seating will be considered.



➤ First Street

