

PLANNING STATEMENT

Site & Proposal

This Statement has been prepared in support of a detailed planning application for the following development proposal:

**Erection of a detached dwelling in the garden of 2 Kings Road, Cheriton
Folkestone CT20 3LG**



Site

No.2 Kings Road, Cheriton is a detached property with a substantial side garden.

Principle

Planning Legislation requires applications to be determined in accordance with the provisions of the Development Plan, unless material considerations indicate otherwise.

In summary the following guidance from the NPPF is highlighted;

- **There should be a presumption in favour of sustainable development;**
- **Development should provide a good standard of amenity for existing and future occupants of the site;**
- **Development should be focussed on previously developed sites, and sites within established urban confines;**
- **LPAs should target the regeneration and reuse of underused/vacant sites, including for housing purposes.**

Design & Layout considerations

The NPPF places great importance on the design of new development, stating that it should contribute positively to make places better for people. Development should function well, optimising the potential of the site to accommodate development and respond to local character, reflecting the identity of local surroundings.

Our designs are a product following an appraisal of the local area/ street scene. The Kent Design Guide sets out some useful criteria to consider, such as respecting the scale, local materials, style, detailing and colours of surrounding buildings, carefully managing differences in building and eaves heights and avoiding a wide variety of building styles or mixture of materials.

It is a major importance that the positive features of the area should be identified and reinforced in any new proposal and the design of new development should evolve from the established local character. New development should reflect the existing character of the area, whilst taking opportunities to improve design standards.

The site is well located for a new dwelling and will be finished to a very high standard on a sustainable site. No. 2 Kings Road is situated on a main bus route directly to the front of the proposed development. There are also Primary Schools within a five minute walk of the proposed dwelling, many shops and services nearby in Cheriton Road with Folkestone West railway station within easy walking distance.

Whilst the garden to the new dwelling may not seem large, there is a huge recreational ground that can be walked to in under 2 minutes. This should more than compensate for the reduced amenity space.



With the above in mind and also due to the size of the plot, we have designed a single family home which fits comfortably into the site with plenty of amenity space.

Highway Considerations

The proposal is to create 1 off road parking spaces with direct access from Church Road using the existing dropped crossing point

The levels of parking provision are in accordance with KCC's recommendations. Secure cycle parking has also been provided.

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/ VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation ¹	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM ¹	MAXIMUM	MINIMUM ²	MINIMUM ³
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled ²	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 space per unit
FORM	Controlled ²	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled ²	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled ²	Allocation of one space per unit possible	Allocation of both spaces possible ⁷	Allocation of both spaces possible ⁷
ARE GARAGES ACCEPTABLE? ⁴	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING ⁵	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

Notes

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

Kent County Council Highways (who are the Highway Authority for the District) may be consulted over the access and we will take on their comments.

Impact upon the surrounding houses

The new dwelling has been designed specifically so there are no overlooking or loss of privacy issues.

Conclusion

The site is located within existing settlement confines; it is visually and physically well contained by existing development, having negligible impact on the character or quality of the street scene; the development has been sympathetically designed to take account of the local vernacular and grain of existing development.

The development site benefits from good access arrangements providing safe vehicular access to the site; and the development would provide a modest, but important, contribution towards meeting an identified housing need.

This scheme will help Folkestone and Hythe Council achieve their Government housing supply.