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Sent: 07 May 2020 20:13
To: Planning
Subject: 20/0530/FH - 1 Radnor Park Avenue

To: Folkestone and Hythe District Council

From: Mr C J Mackenny, [REDACTED]

Planning Application
Y20/0530/FH

Statement of Objections to the Planning Application

Intensity of Development

This is an application for a building that has 4 stories of flats at its eastern end, and 3 stories of flats at the western end. A total of 14 flats in all. The Design and Access Statement on page 20 predicts up to 40 people being accommodated within the building. Adding this number to the development on the rest of the old Royal Victoria Hospital site (by the same developer), this application results in a significant residential increase in an area whose housing stock is already predominantly of dwellings in multi-occupation or split into flats.

The intensity also extends to the floor plan of the building which outer wall on its southern side is 60 centimetres from the boundary fence, and on its northern wall only 140 centimetres. (DAS page 40) The height of the building, together with its extremely close proximity to surrounding residences, particularly the rear of the properties on Radnor Park Avenue, results in an intensive, oppressive and overwhelming environment.

Insufficient On-site Parking

Overspill Parking in Local Roads

Dangerous Parking Access

There are only 14 parking spaces for 7 x 2-bedroom flats and 7 x 1-bedroom flats. It is likely that the 1-bedroom flats will have at least one resident, with the 2-bedroom flats having couples and possibly children. Working couples may well have a car each. So, parking really needs to be 21 spaces. (7 x 2 + 7 x 1 = 21 spaces). (The DAS predicts 40 residents) These figures do not take into account any visitors, deliveries or tradesmen parking requirements.

With insufficient parking spaces, the overspill will inevitably look to park in the surrounding roads of Radnor Park Gardens, St John's Church Road, Bournemouth Road or Radnor Park Avenue. These roads already have insufficient space for existing residents, let alone a sizable new influx of vehicles.

The 4 parking spaces at the eastern side of the building will provide a challenge to anyone trying to use them as there would appear to be insufficient manoeuvring space provided to allow them all to be used at the same time. See plan below.



Parking will almost certainly require the vehicle having to stop in the main road and reverse into the parking space. An unnecessary hazard when you consider the next point. Additionally, the access envisaged will require a larger entrance than currently exists, which will result in a reduction in size of an existing area of resident parking on Radnor Park Road.

Primary Access to Radnor Park Road Creates additional hazard to extremely busy main road

On page 13 of the Design and Access Statement it shows that the primary access to the flats will be from Radnor Park Road.



Radnor Park Road is the A259, a key arterial road in/out of Folkestone and heavily used by commercial lorries, private cars and buses. At approximately 40 metres to the south of the building's proposed primary access is a junction where Radnor Park Road, Radnor Park Avenue and Bournemouth Road meet. From this junction, Radnor Park Avenue is the only access to the Urgent Care Centre and Outpatient clinics at the Royal Victoria Hospital site. (Radnor Park Avenue is a one-way street) Immediately south of this junction is a zebra pedestrian crossing.

Right opposite to the proposed primary access, St John's Church Road, leads to the local parish church and forms another junction with Radnor Park Road.

20 metres to the north of the access point is the entrance to Radnor Park Gardens, Approximately 55 metres to the north of the proposed primary access is a traffic light-controlled junction where Radnor Park Road meets Park Farm Road and Pavilion Road. The main Folkestone Fire Station is just metres away from this junction in Park Farm Road.

Accordingly, within around 100 metres of the primary access to this development there are 6 roads feeding into Radnor Park Road, including a primary access to a hospital site, a zebra crossing, and the main Fire Station which uses Radnor Park Road as its key route into the south of Folkestone and beyond. See map below.

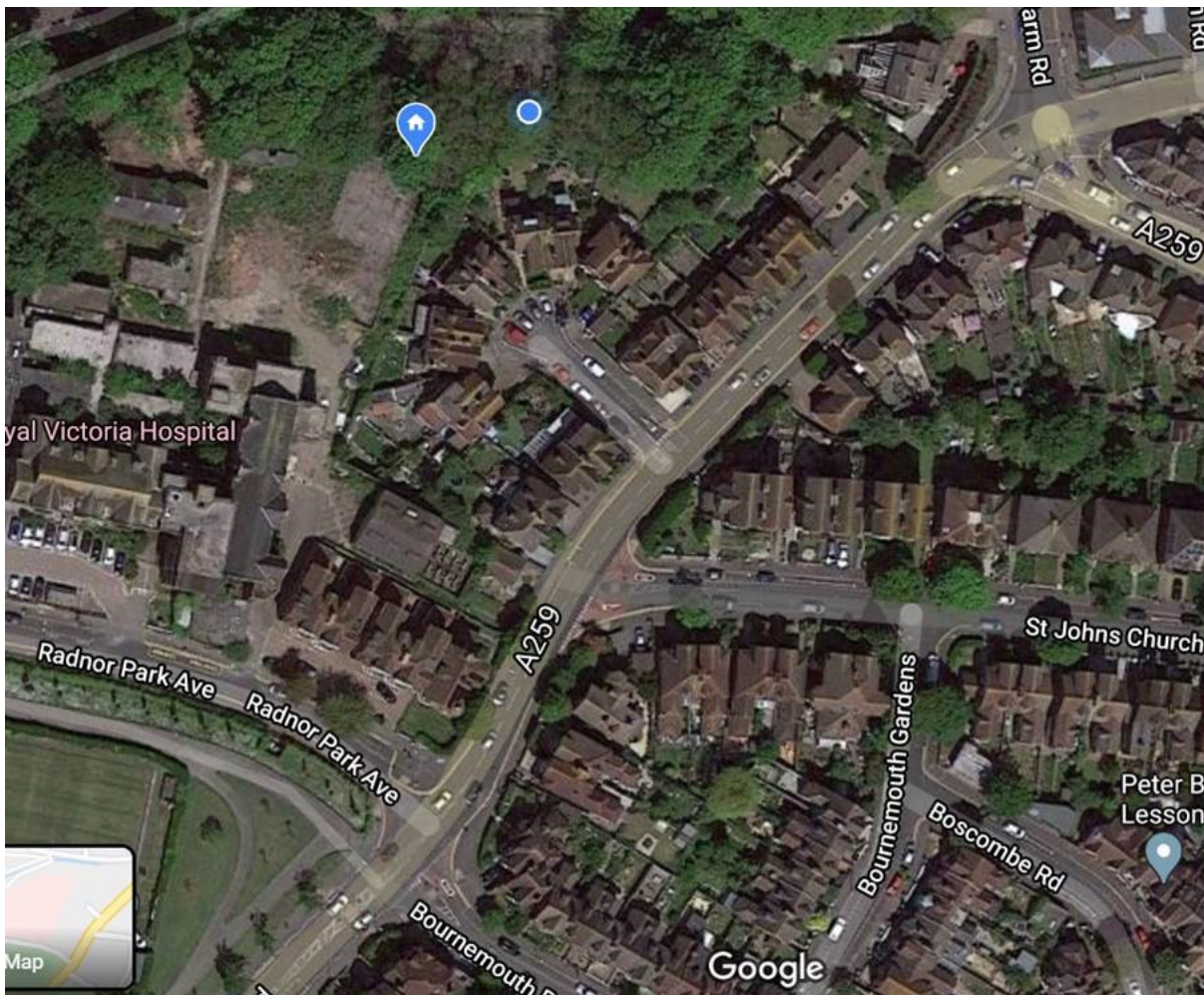
Having another access point for vehicles onto Radnor Park Road clearly presents an increase in danger to road users and pedestrians. Cars dropping off residents will either block the road, block the pavement or driving into the parking area and then reverse out into a main road.

To add yet another vehicular feed into/out of Radnor Park Road defies belief. Is the area not busy enough?

This is an ill thought out proposal to maximise development to the detriment of local area. It should be rejected.

C J Mackenny (Mr)

7th May 2020





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