

Design & Access Statement

Former Highview School.

Date November 2021

Revision: C



Introduction

This document is to support a planning application for a development of social housing on the site of the former Highview school, Moat Farm Road, Folkestone, CT19 5DJ.

The school site was originally sold as part of the enabling to fund the construction of the New Beacon school now in Moat Farm road which saw the merger of the Highview and Foxwood schools into new school facilities.

This is to be read in conjunction with the relevant application drawings. This document is generally laid out as per the guidance within the CABE document *“Design and access statements How to write, read and use them”*.

The development proposal makes consideration for the location, size and the type of housing adjacent to the site and in consideration of the housing needs for the area as advised by the Councils Housing Strategy team.

The site is approximately 0.91 hectares in area. The site is the former home of the Highview school. The school was decanted after a new facilities was built a short distance away. This new school, The Beacon now houses both the Highview and Foxwood schools allowing for a new state of the art facilities.

The site has good transport links to Folkestone, Ashford and Dover. The nearest train station is in Folkestone central within 0.7 miles.

Further facilities in the proximity of the site:

- 2 Primary schools within 0.5 mile.
- Folkestone academy secondary School within 1 miles.
- A Tesco Extra within 0.5 mile and 0.7 miles from Sainsbury's supermarket.
- Within 0.6 mile of Radnor Park.

Planning Pre-Application advice

Guy Hollaway Architects obtained pre application advice on behalf of Kent County Council from Folkestone & Hythe's Planning. The officer giving advice was Julian Ling, reference: Y16/0081/PREAPP. Advice given was that the then proposed density of 39 units per hectare was considered high and should be reduced.

Pre-application advice was also received from KCC highways during the current submitted scheme development. KCC highways had no issues with the proposals but wished if possible to supply 2 parking spaces per dwelling of 2 beds and over. A transport statement will also be submitted in support of the application.

Advice was also obtained from Kent Police to which they advised minimising the “Leaky” site and forming a cul-de-sac form. This is to reduce nuisance, noise, disagreements and anti social behaviour in these small alleyways, a known historical issue. Consideration has been made to balance this with permeability and linkages with surrounding areas. Consideration has been made to maximise natural surveillance across public realm.

Ongoing discussions with Planning moved the scheme further to reduce the existing secluded pathways and making the most of natural surveillance from dwellings. This also takes on board neighbouring properties concerns over the existing walkways.

Planning Policy

From a Planning Policy perspective

- The site falls within CO2 - Settlement Boundary.
- The site is included in the Strategic Housing Land Availability assessment.
- Places & Policies Residential allocation.
- Not common land and is not currently subject to any Village Green applications.
- SS1 District Spatial strategy & SS3 Place-Shaping and Sustainable Settlements Strategy.

Flood Risk

There is an area to the South West of the site to which is at risk of fluvial / tidal flooding. A full flood risk assessment is to be submitted as part of the planning application.



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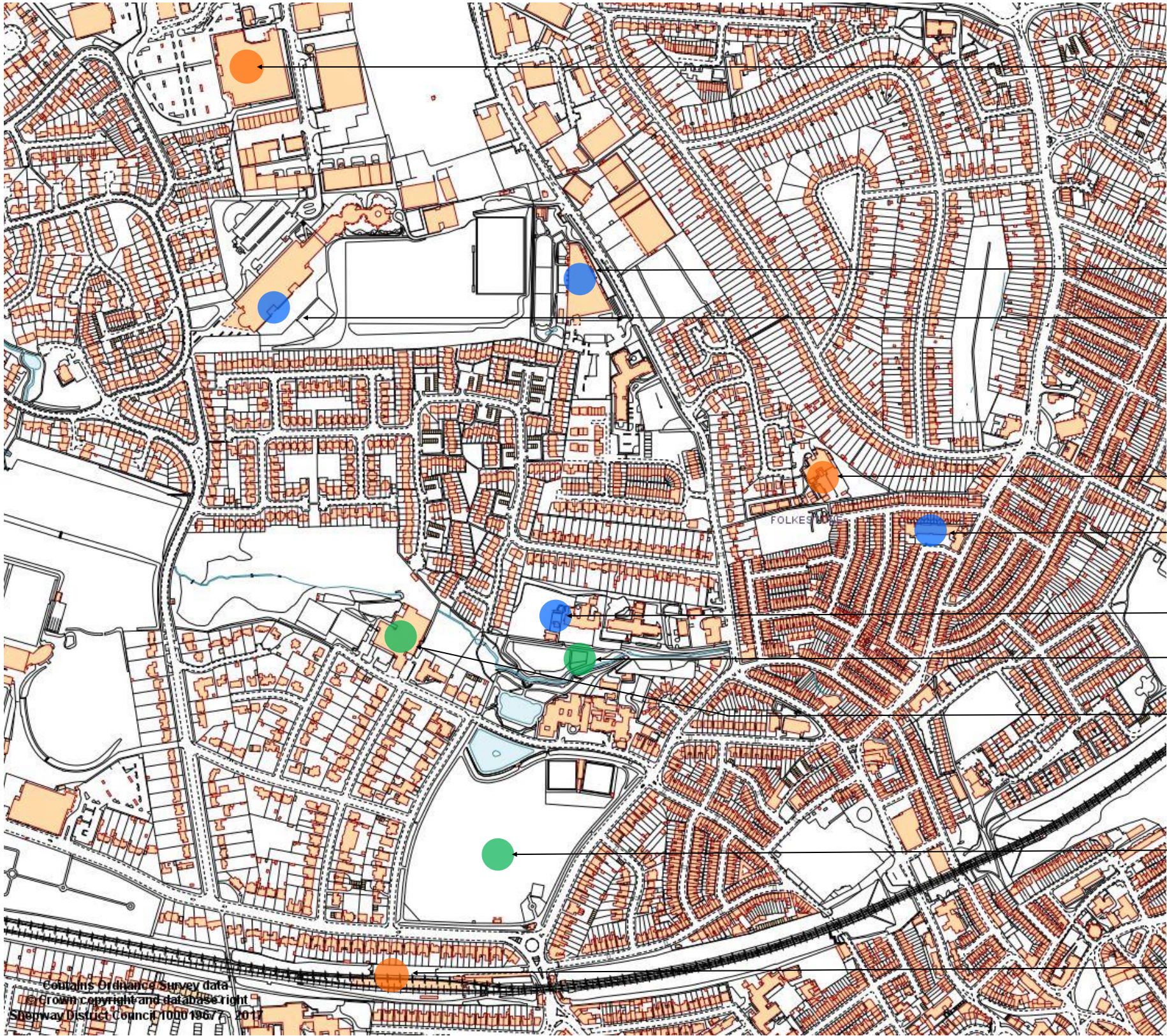
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Aerial Photo Pre-Demolition





Sainsburys Supermarket 0.7miles 15 min Walk

The Beacon SEN School, 0.3miles, 7 min Walk

Folkestone Academy school, 0.9miles, 18 min Walk

SITE, Former Highview school

Mundella Primary School, 0.4miles, 7 min Walk

Stella Maris Catholic Primary School, 0.4miles, 7 min Walk

Lower Radnor Park Play Area, 0.4miles, 7 min Walk

Folkestone Sport Centre, 0.4miles, 7 min Walk

Radnor Park, 0.6miles, 12 min Walk

Folkestone Central Train Station, 0.7miles, 14 min Walk

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Date: November 2021
Revision: C



View A



View B



View C



View D



View E



View F





View G



View H



View I



View J



View K



View L





View M



View N



View O

Use

The proposed development is for Local Authority social housing as demand identified required for the area.

Amount

The proposal is for a mixture of 1,2, 3 and 4 bed properties to consist of:

- 10 No 2 bed houses
- 12 No 3 bed houses
- 2 No 4 bed House (1 No Wheelchair compliant)
- 6 No 1 bed flats. (2 No Wheelchair compliant)

All of the proposals will include associated parking. This is not out of place within the current street scene and helps meet demand identified within the locale.

KCC highways advice has been sought for the proposals and advised for 1 number parking space per dwelling however 2 spaces for 2 bed and larger would preferable to which the proposals have achieved.

Layout

The layout of the proposal has been designed to tie into the surrounding residential area forming appropriate ancillary external space including sufficient parking to meet modern living standards. Access is retained to the existing linkages to the surrounding neighbourhoods by bringing foot traffic through the site and closing two areas of secluded footpath routes improving natural surveillance across all public routes. With the preference to bring the public footpath routes into the site also creating public open space with natural surveillance created by surrounding houses with consideration to window positioning.

There currently runs across the site a public sewer. This has been addressed by proposing to form the public highway over.

Landscaping

The approach will be to produce a good variance of soft and hard landscaping as expected of that of a residential location. Consideration will be given to the variances in levels throughout the site to allow for and interesting an varied planning scheme. Careful deliberation has been given to allocate some space back to support the natural ecology.

Appearance

The proposed appearance will be in-keeping with the location whilst giving a modern appearance expected of the current period. With materials chosen to be informed by dwellings generally within the area.

Access

Access to the site is generally through existing access points with the potential to connect existing footpaths to the new development. Levels will be kept as low as possible giving consideration to the existing undulating site.



The above plan was initially submitted to Planning however the following comments were made to which the new proposals address:

Most properties do not have garden depth will comply with FHDC emerging planning policy.

There are better options to address the unsociable alleyways than facing with rear Gardens.

It would be worthwhile incorporating foot traffic into site and maximising natural surveillance.

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Previous Submission



Consideration in this location to close existing secluded footpath and bring linkage through the site

New linkage to existing footpaths to allow permeability through site

Consideration in this location to close existing secluded footpath and bring linkage through the site

Opportunity at Southern Boundary to open site into existing public footpath for permeability through site

Pedestrian routes and linkage to existing footpaths

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Design & Access Statement
Former Highview School
Date: November 2021
Revision: C



Car Parking shown as 1 parking space per 1 bed flat all other dwellings show 2 parking spaces all highlighted in red.

7 Visitor spaces shown highlighted in blue

Turning shown for 11.4m waste collection vehicle with dimensions shown for maximum reversing and maximum collection distances

Vehicular Access And Parking

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 Former Highview School
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- 3 Bed House
- 4 Bed House
- 2 Bed House
- 1 Bed Flat

Plot No	No Beds	No Person	Dwelling type	Area m2
1	4	6	Semi-Detached	117
2	3	4	Semi-Detached	93
3 - Flat 1	1	2	GF Flat	
3 - Flat 2	1	2	GF Flat	
3 - Flat 3	1	2	FF Flat	
3 - Flat 4	1	2	FF Flat	
3 - Flat 5	1	2	SF Flat	
3 - Flat 6	1	2	SF Flat	
4	2	4	Semi-Detached	80.2
5	2	4	Semi-Detached	80.2
6	2	4	Semi-Detached	80.2
7	2	4	Semi-Detached	80.2
8	2	4	Semi-Detached	80.2
9	2	4	Semi-Detached	80.2
10	2	4	Semi-Detached	80.2
11	2	4	Semi-Detached	80.2
12	3	5	Detached	93.5
13	3	5	Detached	93.5
14	3	5	Detached	103
15	3	5	Semi-Detached	103
16	3	5	Semi-Detached	103
17	3	5	Detached	103
18	3	5	Detached	101
19	2	4	Semi-Detached	80.2
20	2	4	Semi-Detached	80.2
21	3	5	Semi-Detached	93
22	3	5	Semi-Detached	93
23	3	4	Semi-Detached	97
24	3	4	Semi-Detached	97
25	4	6	Detached	114.1

Part M type
Wheelchair Compliant
Wheelchair Compliant
Wheelchair Compliant

Design Proposals

House Types



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Computer generated images
showing the proposal in context
images Produced By Hazle
McCormac Young



Computer generated image of scheme entering the site



Computer generated image of scheme entering the site

Computer generated images
showing the proposal in context
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Computer generated images
showing the proposal in context



Design Proposals

Computer generated images
showing the proposal in context

Proposed Material Pallet (Photos Of Samples)

Cementitious Cladding



Black



Slate Grey



Dark Grey

Danehill Yellow Brick



Recycled Slate Roof coverings

