

2021

Design and Access Statement

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**Proposed Demolition of Existing Dwelling and
Construction of a Two Storey Structure to contain
Six, Two Bedroom Flats with Off Road Parking.**

at

**136 Hever Avenue,
West Kingsdown,
Kent
TN15 6DU**

Introduction.

The applicant wishes to demolition the single residential dwelling which exists on the site and replace this with a two-storey structure which will contain six self-contained two bedroom flats. These flats will provide a building which has the appearance of a two-storey house, but which contains flats. This will add a dwelling type mix to the usual single storey bungalows or two storey houses which are typical within West Kingsdown and will form a small scale redevelopment of this site, providing accommodation which is more attainable for young people, so they can be independent but still remain in the area of their upbringing, or for older people who wish to down size.

Each of the flats will benefit from off road parking to Kent Design Guide standards, bin stores and cycle racks and each will meet or exceed the accommodation size requirements as set out in the Technical Housing Standards Nationally Described Space standards.

We include a plan which shows vision splays along Hever avenue to the north and south from a new central vehicle and pedestrian access point. This single access will replace the double access which currently serves the house.

Amount.

The new structure has been designed so that it is equal in eaves and roof height to the recently replaced neighbouring house to the north, at 138 Hever Avenue. This height and the distances to adjacent boundaries are the main constraints with regard to the size of the build and therefore the size of the flats contained within it.

Layout.

The flats will comply with the requirement for room and dwelling sizes as the Technical Housing Standards Nationally Described Space standards, published in March 2015. The standards and calculations are as follows:-

The requirement for a two-bedroom flat is that it has a total internal area of at least 61 square metres if it is designed for three people with one double and one single bedroom and an area of 70 square metres if it is designed for four people, so two double bedrooms.

Furthermore, the minimum required bedroom sizes are as follows, A single bedroom is to have an area of at least 7.5 metres. A double or twin room is to have a floor area of at least 11.5 metres. Wardrobes within the room served can be included in floor area calculations.

In terms of room widths, the standards require each single bedroom to be at least 2.15 metres wide. One double or twin room in each instance is to be at least 2.75 metres wide and any second double or twin room is to be at least 2.55 metres wide.

Sizes of flats and bedrooms proposed are as follows:-

Flats 1 & 4. Each flat contains two double bedrooms.

Overall flat size 70.26 square metres. Bedroom 1 floor area 12.31 square metres. Bedroom 2 floor area 11.8 square metres. Bedroom 1 width 3.25 metres, Bedroom 2 width 2.88 metres.

Flats 2 & 5. Each flat contains one double and one single bedroom.

Overall flat size 65.18 square metres. Bedroom 1 floor area 11.68 square metres. Bedroom 2 floor area 9.52 square metres. Bedroom 1 width 3.1 metres bedroom 2 width 2.15 metres.

Flats 3 & 6. Each flat contains one double and one single bedroom.

Overall flat size 62.26 square metres. Bedroom 1 floor area 11.72 square metres. Bedroom 2 floor area 9.5 square metres. Bedroom 1 width 3.1 metres bedroom 2 width 2.15 metres.

Scale.

The building has been designed to sit comfortably within the site but to respect the neighbouring properties and the feel of the surroundings. As mentioned, its height is such that it will not impose unduly on the neighbouring adjacent house to the north. Spacing to the boundaries each side also helps minimise massing. On the north side, the distance to the boundary is 2.8 metres. On the south approximately 1m, although there is a driveway leading to 134 Hever Avenue adjacent that boundary as the house to the south is set substantially back from the road, so we feel the closer proximity to the boundary here is not an issue.

Landscaping.

An Arboricultural report will follow very shortly. This will assess the impact of the proposal on trees in the vicinity of the development.

A landscaping scheme will be submitted if required by condition on any forthcoming planning consent. This is not submitted with the application because the proposal is simply to lay the rear garden areas to lawn and the front garden areas which are not hard surfaced will be planted with shrubs.

Rear gardens would be provided and be available for the owners of the rear lower flats, accessible via secure gates.

The hard landscaping at the front of the property would be brick paving to the entrance and parking areas. Parking spaces would be allocated for each flat, with electric vehicle charging points as appropriate.

A cycle rack structure will be installed to allow owners to securely lock and store their bicycles. Details of the cycle store accompany the application.

Refuse would be stored in allotted wheelie bins which will be placed in an area at the side of the build for ease of collection and emptying, located where there are no adjacent windows.

Appearance.

Walls.

Stock face brick at low level, with tile plain clay hanging tiles to first floor external walls.

The bricks would be in keeping with those of the surrounding area. The tile hanging would be a red colour to contrast the main roof tiles.

Roof.

Reddish/Brown plain clay tile to contrast the tile hanging.

Windows.

All joinery to be white PVCU throughout.

Use.

Residential use.

Access.

A single entrance will serve all flats to enter and leave the site. This would be via the existing road known as Hever Avenue.

Conclusion.

The proposal is intended to supply modern living accommodation for first time buyers in the area who wish to own their own property or for downsizers, therefore enabling them to remain living in the vicinity.

It is our opinion that the proposal would have no adverse effect on the neighbouring dwellings and similar proposals have in the past been supported by the local authority.

A pre-application consultation was completed earlier in the year and a written statement was prepared by the planning officer which is dated 6th May 2021. Reference PA/19/00417. The feedback suggests a planning application proposal could be viewed positively provided certain constraints are met, such as restricting the height and width of the proposal so that it did not impact

unduly on neighbours. To this end the size of the proposal has been reduced since the pre-application submission and the number of flats proposed has been scaled back from eight to six.

Additionally the pre-application consultation response suggests provision should be incorporated for EV charging points and for bike storage. Also, it is advised that we provide evidence that the proposal would have no ecological impact or impact upon significant trees and that the noise issued from the adjacent racing circuit at Brands Hatch could be mitigated using suitable noise reducing construction methods to protect residents from noise when within their homes.

We submit a noise assessment with recommendations with the application and we are intending to submit Ecological and Arboricultural impact assessments shortly.