

Land at 22a Castle Rd

Design & Access Statement
August 2023



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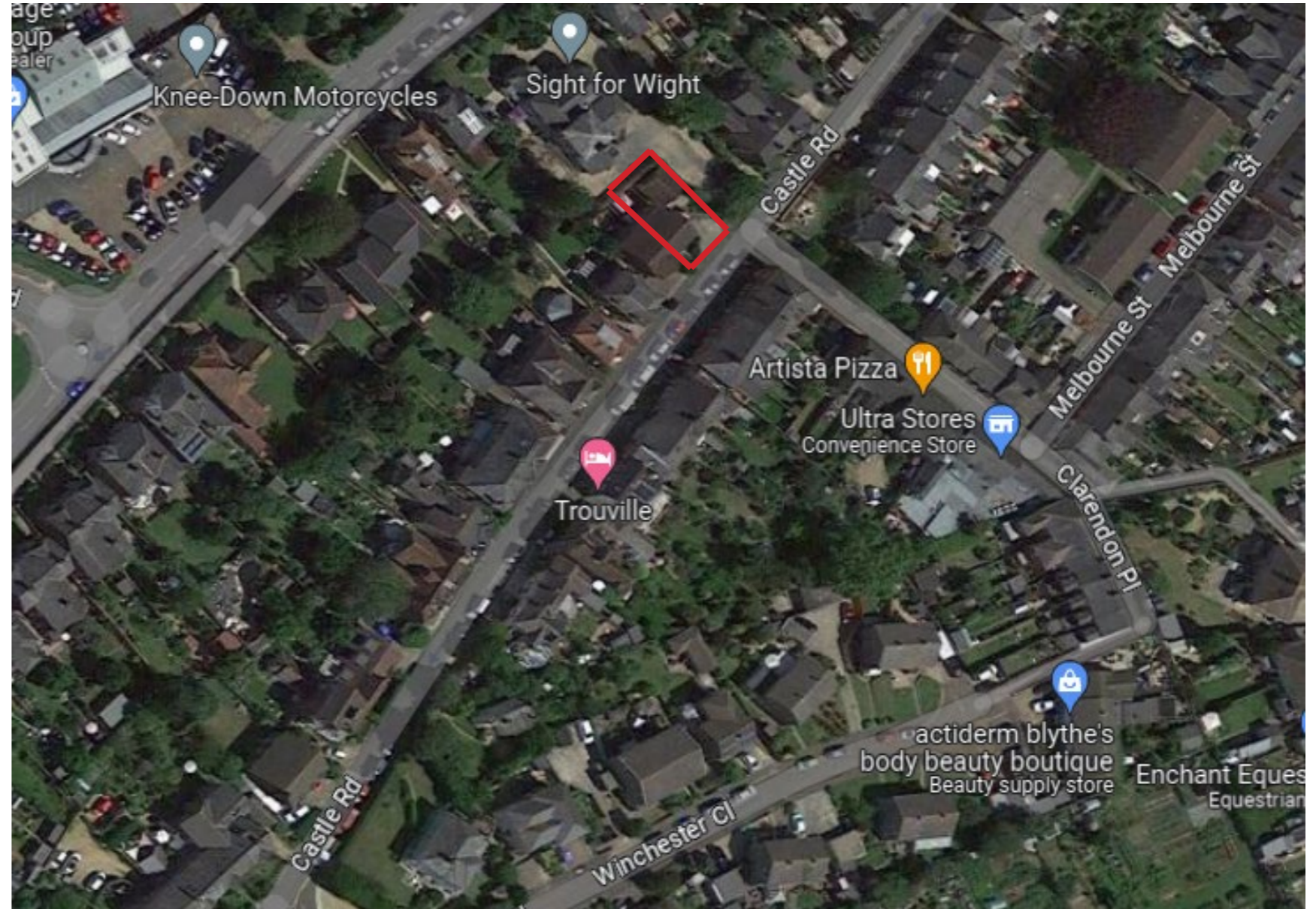
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This is an outline planning application to establish the principle replace an existing double garage with a new build 3 bed dwelling on Castle Road, Newport, Isle of Wight.

This application consists of:

1. Demolition of existing garage
2. Construction of one modern family dwelling

An application for pre-application advice has already been submitted for a different scheme, this application is intended to further clarify on the points made and to offer alternative proposals for comment.



Aerial view of site

22A & 22B form a pair of fairly unremarkable but perfectly usable semi detached dwellings. 22A has a large double garage set adjacent to the building and to the rear of the plot. As such is it somewhat of an anomaly in the landscape.

This application seeks to bring the site in line with the rest of the development on Castle Road by maximising the use of the plot and aligning the massing with the surroundings.

There is only minimal planning history associated with the site, which includes the following applications which have been implemented;

20/01906/HOU - Formation of vehicular access and off road parking

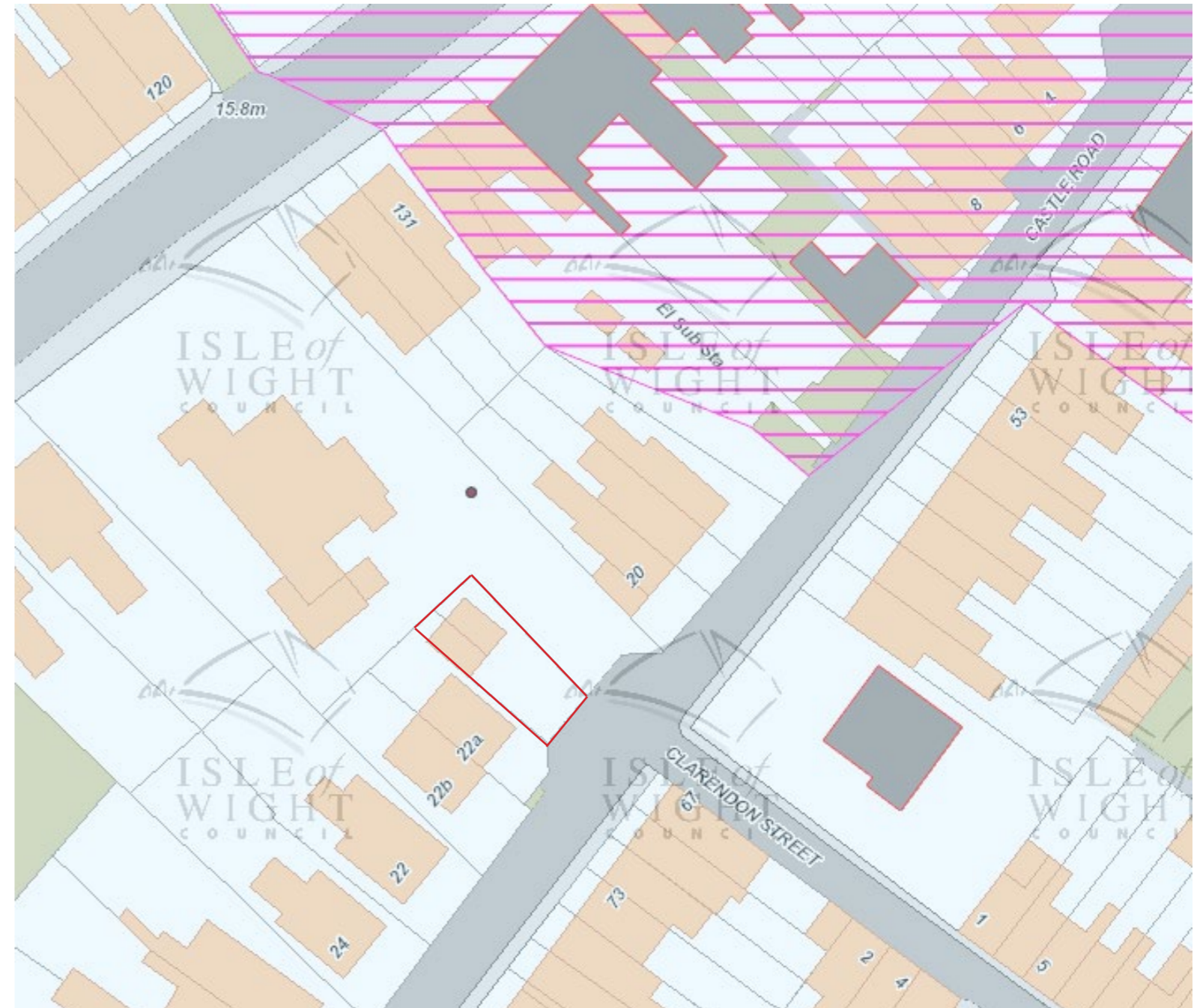
22/01218/DIS - Condition compliance application on 20/01906/HOU relating to condition 3 parking drainage and surfacing)

The current project has been devised by the owners of the site and the key goal is to update the site to fall in line with its neighbours in terms of street scene, massing and amenity.


To this end the applicant engaged with a planning consultant to seek pre application advice. This advice is included within this document and the enclosed design work includes our consideration of the points made by the planning officer.

A local search has highlighted the following:

- Property is not in a Flood Risk Area
- Property does not fall within the conservation area.
- Property is not in a Site of Specific Scientific Interest
- Property is not listed but sits almost opposite the listed 65 Castle Road.
- The site lies within the settlement boundary and the key regeneration area of Newport.



Constraints map around the site showing no designations on site.

PRE-PLANNING APPLICATION ADVICE - RESPONSE FROM PLANNING	
	
Application Reference	iw20/1/10788
<p>Please note: There are limits to the pre-application advice that can be given by officers. The pre-application advice service is not a passport to getting permission for unsuitable planning proposals. The final decision on planning applications is made by council members or senior officers. It can only be taken once a formal planning application has been received and consultations have been carried out with adjoining occupiers, those bodies which the council has a statutory requirement to consult and other interested parties. You should therefore be aware the council's officers are unable to give any guarantees about the decision that will be made on an application.</p> <p>The pre-application advice provided is based on the information that you submitted. Formal planning permission will be the subject of publicity and consultation in accordance with the council's procedures. These and other matters which may subsequently come to light could result in additional issues being raised that are relevant to the outcome of the application.</p>	

Agent Details	
Title	Mr
Forename	Andrew
Surname	White
Building/house name/number	The Planning Suite, Brickfield
Street Address	Newnham Road
Town Name	Ryde
County	Isle of Wight
Postcode	PO333TH

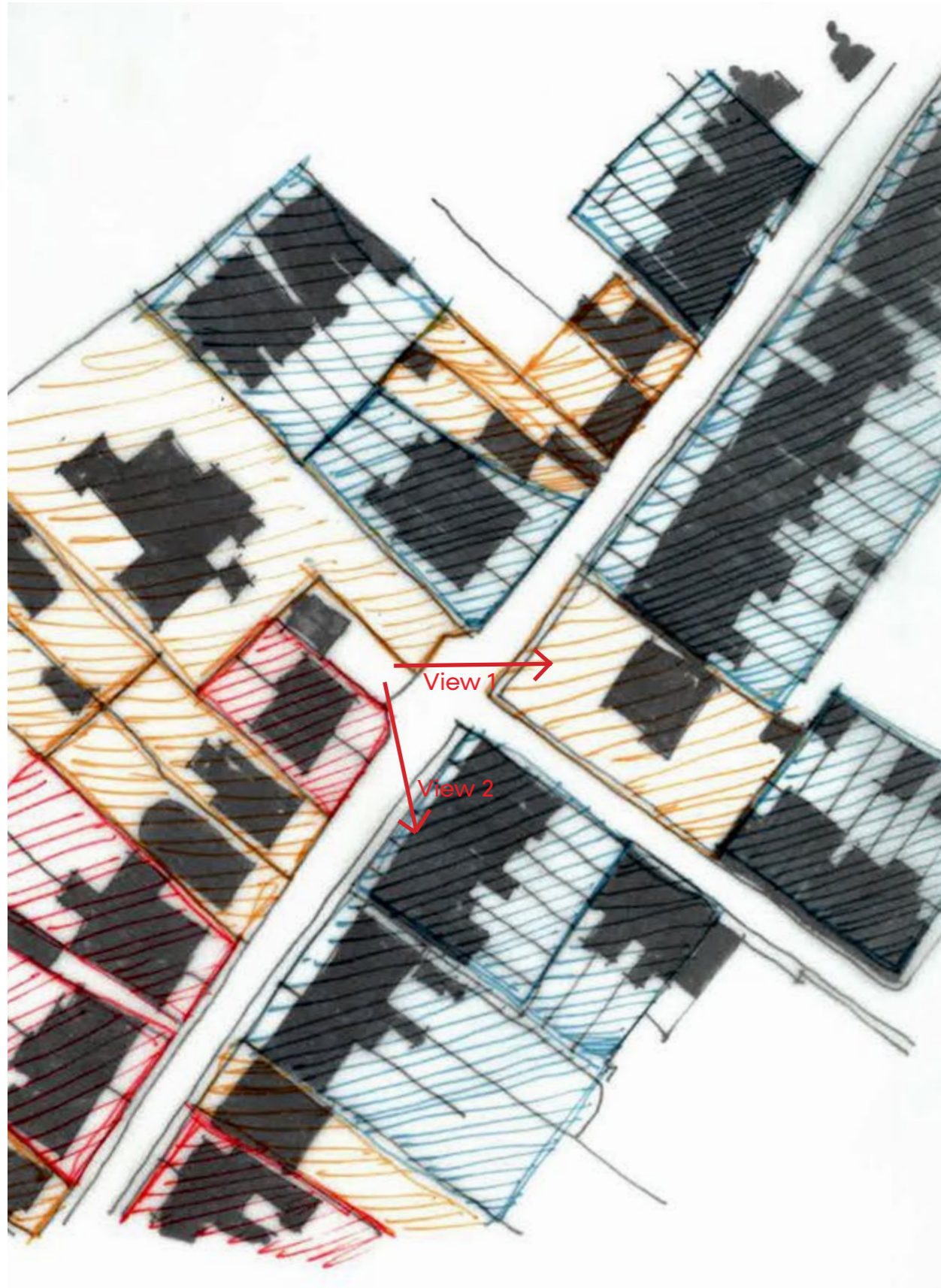
Application Site Address	
Building/house name/number	22a
Street Address	Castle Road
Town Name	Newport
County	Isle of Wight
Postcode	PO301DS

Description of the Proposal	
Your enquiry states: Demolition of a detached double garage; construction of a detached house.	
Pre-Application Advice (Please note the amount of advice will likely relate to the scale of the proposal)	
Planning Officer's name	Vicki Kemp
<p>General comments:</p> <p>The following information was submitted with this enquiry:</p> <ul style="list-style-type: none"> Pre-application Feasibility Appraisal; and Plan detailing existing and proposed site plans. <p>This enquiry was submitted under the Gold tiered service and a site meeting was held on 27 January 2020. That meeting was attended by myself and Andrew White at which time we reviewed the site and the proposal was explained.</p>	
<p>Relevant policies:</p> <p><u>National Planning Policy Framework</u></p> <ul style="list-style-type: none"> Section 2 – Achieving sustainable development Section 5 – Delivering a sufficient supply of homes Section 11 – Making effective use of land Section 12 – Achieving well-designed places Section 15 – Conserving and enhancing the natural environment <p><u>Island Plan Core Strategy</u></p> <p>SP1 Spatial Strategy SP2 Housing SP7 Travel DM2 Design Quality for New Development DM3 Balanced Mix of Housing DM17 Sustainable Transport</p> <p>Guidelines for Parking Provision as Part of New Developments SPD Guidelines for Recycling and Refuse Storage in New Developments SPD Affordable Housing Contributions SPD Solent Special Protection Area / Solent Recreation Mitigation Strategy</p> <p>The above documents are all available to view online.</p>	
<p>Constraints:</p> <p>The site lies within the Solent SPA buffer zone.</p>	

<p>Principle:</p> <p>The National Planning Policy Framework supports the development of new housing in the context of sustainable development. The policies of the Island Plan Core Strategy reflect that objective and seek to direct housing to the most sustainable and accessible areas of the Island. The site lies within the defined settlement boundary of a Key Regeneration Area as identified by policy SP1 of the Core Strategy and as such is considered to be a sustainable location for new development. Taking this into account, the broad principle of the proposal would be acceptable subject to the detail and design of the development.</p>
<p>Impact on the character of the area/street scene/design:</p> <p>The site is currently occupied by a detached double garage associated with the existing residential dwelling, 22a Castle Road. The structure is set well back from the roadside frontage of the site and is a typical example of a domestic garage with a pitched roof. The building is viewed in context with the residential use of the site however offers little contribution to the overall character of the area and as such there would be no objection to its demolition. On this basis, the assessment of any proposal for this site will be based on the resultant impacts of any new building on the character of the area.</p> <p>Castle Road is predominantly residential in nature although there are a few commercial properties in the area too. There is an overarching traditional style in the vicinity with many of the dwellings being Victorian in style and incorporating features such as gables, bay windows etc. Overall the pattern of development is generally linear in form and relatively tight knit with properties benefitting from similar sized plots. Many of the dwellings are semi-detached or terraced however there are examples of large detached Victorian properties which all contribute to the character and context of the street scene. 22a and 22b do appear as a more recent addition to the street scene and although they are simple in their form, do not include the traditional and historic features and characteristics that many of the other dwellings do. The existing garage is set well back from the highway and as such does not form a prominent feature when viewed from the surrounding area, particularly when having regard to the single storey height.</p> <p>The proposed development would result in the construction of a detached two storey dwelling within the site that would benefit from a driveway and parking for two vehicles. The proposal would also include for the provision of a driveway and parking area to the front of the existing dwelling (22a). At this stage, no elevational details of the proposed dwelling have been provided however you have submitted a proposed site plan indicating the footprint and layout of the proposed dwelling. In addition, you explained on site that the dwelling would likely follow a similar design, style and use of materials as 22a and 22b.</p> <p>Officers would raise concern over the proposal and would likely consider that it would result in overdevelopment of the site. Whilst the site does currently include the built form of the garage, this is a low key single storey structure set back within the site and as such is not highly visible within the overall street scene. By virtue of the limited width of the site and angle of the north eastern boundary, the proposed dwelling would lack any degree of space to the sides and this could cause the site to appear cramped which would in turn have a negative impact on the character of the area. Whilst there are examples of detached properties in this area, these are typically large imposing Victorian style properties which benefit from good sized plots and therefore sit comfortably. In contrast, the proposed dwelling would be fairly modest in terms of its scale and size and would occupy a large proportion of the site. Thus there is a significant concern at this stage that the proposal would be too tight and would not reflect the spatial characteristics of this area.</p> <p>In addition to the above, officers would also be concerned about the proposed parking arrangements for the development. The submitted plan shows the frontage of both the existing (22a) and proposed dwellings would be utilised to provide off-road parking – 2 spaces for each property. This would result in the width of the frontage of these properties being dominated by parked cars which would likely detract from the character of the area. Whilst it is acknowledged that a number of properties in the area do benefit from off-road parking, these are generally sporadic properties within the street scene with the remaining properties including front amenity areas and associated landscaping which soften the overall visual appearance. Furthermore, given the traditional character of the area, front boundary treatments are common whereby the development would result in an open frontage which may jar visually with this.</p> <p>In conclusion of the above, there would be concerns regarding this proposal and therefore it is unlikely at this stage that officers would be able to support such a development.</p>

<p>Impact on neighbouring properties/uses:</p> <p>As a result of the constrained width of the site, the flank elevation of the proposed dwelling would sit in very close proximity to the side facing elevation of 22a. This elevation includes a door and window on the ground floor with a further window at first floor level - it is understood that this window serves a landing area. Given that these side facing windows do not serve habitable rooms, it is unlikely that the LPA could sustain any objection to the proposal on the grounds of loss of light/outlook to these windows. However, as the proposed dwelling would sit only 1.2 metres from these openings and would cause a significant loss of light and outlook, it is considered that this would be a further indicator that the proposal would not be appropriate.</p>
<p>Highway considerations:</p> <p>Castle Road is a classified road and therefore the formation of a new vehicular access and parking area for the existing dwelling will require the benefit of planning permission and should therefore be included within any subsequent application. Any new or existing access (given that the development may intensify the use) should comply with the relevant design standards in respect of visibility splays and width. I would advise you to liaise directly with Island Roads in this respect to ensure that a compliant access and layout arrangement can be achieved.</p> <p>In relation to parking, any development would be expected to provide sufficient on-site parking in accordance with the requirements of the Guidelines for Parking Provision as Part of New Developments SPD based on the number of bedrooms. Any parking for the dwelling(s) may also need to provide space to turn within the site so as to be able to enter and exit the site in forward gear. I am aware that there are a number of existing accesses within Castle Road which do not benefit from turning areas and therefore this may not be a requirement in this instance. However, I though it may be beneficial to highlight a recent appeal decision relating to 57 Castle Road whereby the Inspector dismissed the appeal and considered that the highway safety implications of not providing turning would not be acceptable. Planning reference: 19/00324/HOU</p> <p>See: https://www.iwight.com/Residents/Environment-Planning-and-Waste/Planning-Policy-new/Supplementary-Planning-Documents/Guidelines-for-New-Development-SPDs</p> <p>See policies SP7, DM2 and DM17 which require development proposals to provide safe access, to be well related to the road network, to demonstrate that there is capacity within the network to accommodate the development, to provide adequate on-site car parking whilst seeking to reduce reliance on the private car.</p>
<p>Refuse and Recycling:</p> <p>The Guidelines for Recycling and Refuse Storage in New Developments Supplementary Planning Document (SPD) was adopted by the Isle of Wight Council at its Executive meeting on 12 January 2017 and came into force on 23 January 2017. Any application will need to conform with these guidelines – see: https://www.iwight.com/azservices/documents/2779-Guidelines-for-Recycling-and-Refuse-Storage-SPD-v1.pdf</p>
<p>Other matters:</p> <p>In the light of recent European Court of Justice decisions relating to Ecology, you will need to demonstrate that this development would not lead to harmful effects on the Southampton and Solent Waters Special Protection Area (SPA) as a result of nitrate enrichment. Recent advice from Natural England is that the SPA is currently in an unfavourable condition as a result of excessive levels of nitrogen and phosphate, which has led to a detrimental impact on the habitats and species of birds to which the designation relates. As a result of a European Court of Justice ruling known as the 'Dutch Case' you will need to demonstrate that your development would not add to the current unfavourable state of the SPA. You will need to provide evidence to show means of drainage for your development and ways of mitigating impacts on the SPA in order to achieve a nitrate neutral development. It is advised that you seek formal advice from Natural England on this matter at the earliest opportunity. The Planning Authority will undertake an Appropriate Assessment for applications that involve proposals that could impact on the SPA and in the absence of suitable information to demonstrate nitrate neutrality, it is likely that your proposal would be refused as a result of a significant effect on the SPA.</p>

<p>Financial contributions:</p> <p><u>Solent Recreation Mitigation Partnership Financial Contribution</u></p> <p>The proposed site is located within the identified Solent Special Protection Area buffer zone. From 1 April 2018 the full Solent Recreation Mitigation Strategy is being used by the Isle of Wight Council in terms of requiring mitigation for impacts on the Solent Special Protection Area, as a result of increased recreational pressure from certain types of residential development that are located within 5.6km of the designated Solent Special Protection Areas. Further information can be found on the Council's website through the following links:</p> <p>https://www.iwight.com/Residents/Environment-Planning-and-Waste/Planning-Policy-new/Supplementary-Planning-Documents/Contributions-Related-SPDs</p> <p>http://www.birdaware.org/strategy (page 16 of the Bird Aware Solent Strategy document specifically sets out information regarding developer contributions)</p> <p><u>Affordable Housing Contributions Supplementary Planning Document</u></p> <p>The Council adopted the Affordable Housing Contributions Supplementary Planning Document in September 2015 and a revised one was brought into force from 01 July 2017. This updated approach has reviewed the collection of financial contributions for affordable housing through the planning process – please see the following link for relevant information:</p> <p>https://www.iwight.com/Residents/Environment-Planning-and-Waste/Planning-Policy-new/Supplementary-Planning-Documents/Contributions-Related-SPDs</p>
<p>Documentation or information requirements:</p> <p>The following documents should be included with any formal planning application for this proposal:</p> <ul style="list-style-type: none">• Completed application form including Certificate of Ownership;• Relevant application fee; and• Scaled plans including location plan, existing and proposed site plans (including site levels, finished floor levels and visibility splays), elevations, floor plans and sections.
<p>Further guidance on submitting a planning application can be found on the Planning Portal website which offers step-by-step help and advice.</p>



Block plan identifying terraces (blue), Semis (red), Detached (orange).

The site forms part of the dense housing area to the South West of Newport town centre. The street scene is characterised by sets of high density two and three story terraces on both side of the road, occasionally interspersed by larger detached properties. Most dwellings have one or two parking spaces to the front and a small garden to the rear.

The existing buildings of 22A and 22B are in some way unusual as they are of a plainer nature than the surrounding, generally much older and more ornate terraces.

Almost opposite the site sits 65 Castle Road which is a detached and listed property set in a larger plot.



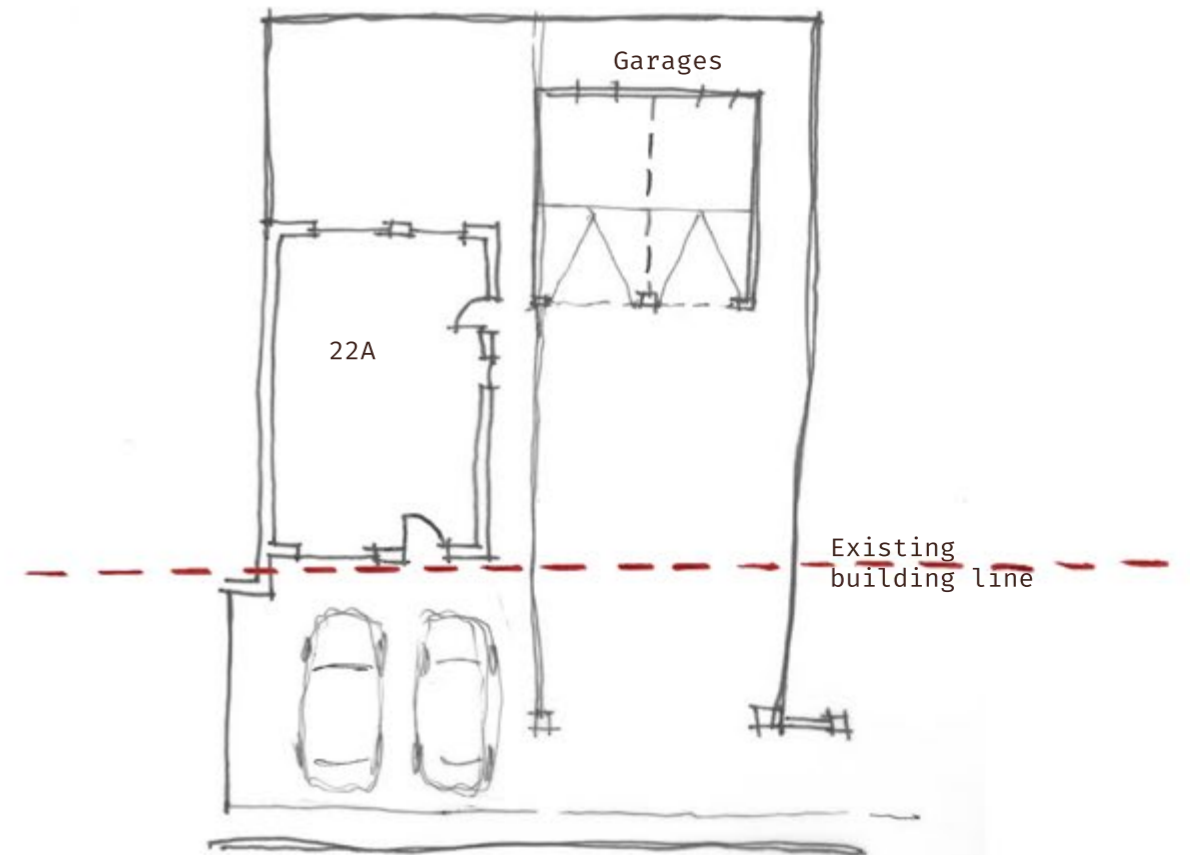
View 1 from the site toward listed 65 Castle road (white above).



View 2 from the site toward victorian terraces to the South.

The existing building on the site sits well back from the building line that is predominant in the street scene causing the site to appear as an anomaly, particularly in the context of the rows of terraces that extend on both sides of the road.

Additionally the existing vehicular access is restricted by the configuration of the boundary wall and gated access.



Existing setting



Existing building line set back



Existing boundary separation and views from garage to 22A

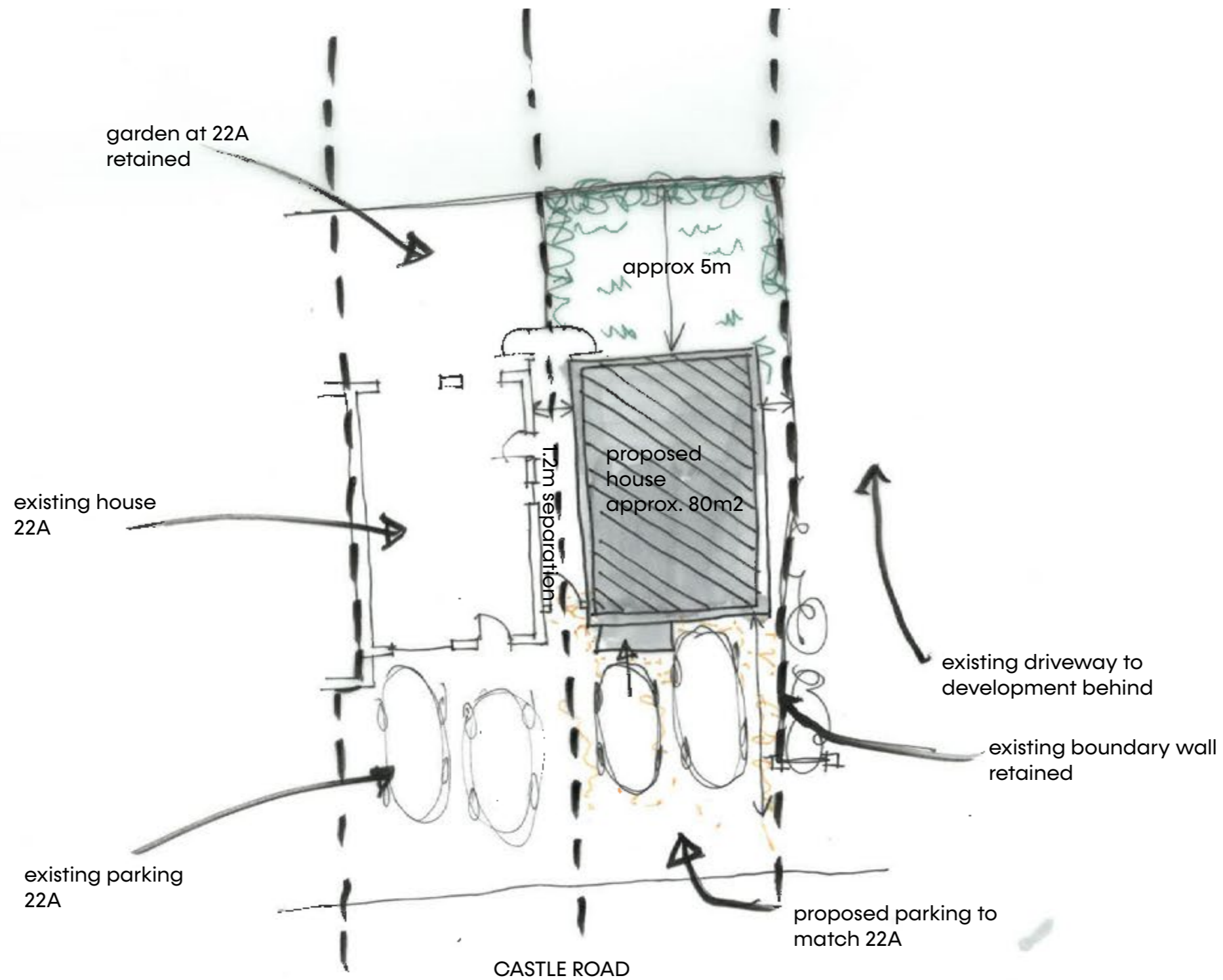
The proposals consist of one detached three bedroom dwelling, it is to be of high quality design and it is intended to be an enhancement to the existing street scene.

As this pre-app stage, and with the intention of seeking outline planning only, no detailed scheme has been devised however the images below reflect the intended aesthetic of the building. The design ethos is that the building will provide a contemporary interpretation of its more historic neighbours.



CONCEPT IMAGES

The proposals offer a high quality design solution in line with DM2 as is illustrated over the following pages of this document.



OUTLINE SITE LAYOUT

The submission made at pre app stage outlined the building on the plot and the response was that in principle this could be acceptable given the precedent that exists on the road it was considered that this would be in line with SP1 and SP2.

Although the visual impact on the street scene was questioned at pre app stage, upon consideration of the site, the existing context and overall eclectic mix of architectural styles on the street it is considered that with careful detailed design this can be mitigated.

The plot offers one 3 bed house, according to the Strategic Housing Needs Assessment, this is the most under provided size of housing contributing to the requirement for a mix of housing as set out in DM3.

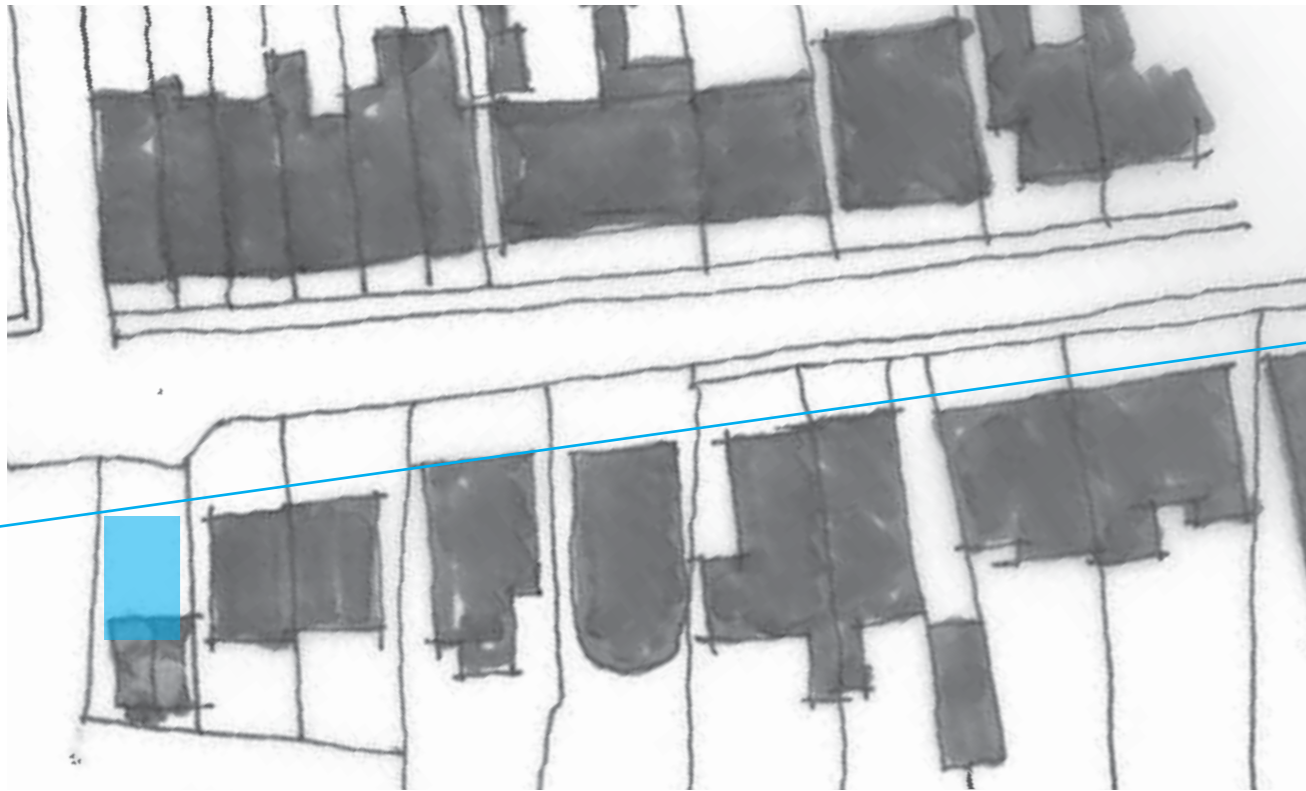


illustration of continuous and appropriate building line and site density



Illustration of proposed continuous and appropriate roof line.

The overall massing on the site has been considered so that from any angle of view the roof line sits comfortably within the context. The ridge heights of the proposed building are intended to be appropriate for their position in the site.

The proposals will be designed to reflect the character of the surrounding area in terms of materiality, they will seek to respect the existing historic buildings and provide a contemporary response without offering a pastiche solution. This is in line with many of the other contemporary additions to the area that have been constructed in recent years and policy DM11

EXISTING MATERIALS FOUND LOCALLY



slate roof



Pale pastel render



Buff brick on the site boundary



a mix of brick colours



buff brick and painted render



Pale pastel render



gravel and timber fencing



boundary planting



permeable paving and brick boundary wall

PROPOSED MATERIALS FOR NEW BUILD ELEMENTS



heritage brick



slate roof



attractive landscaping



Lighting throughout planted gardens and terraces.



Privacy screening if necessary



Use of plants that are suitable for location.



use of planting to enhance architecture



Permeable Block Paving on driveway.

As is illustrated within this document and the suite of drawings offered with this application, these proposals represent a high quality design solution that optimizes the use of the existing site. Although not all elements of design have been addressed due to the outline nature of this scheme, the basis has been considered so that there is scope for all design policy to be addressed.

By adding a high quality dwelling on the site this application conforms to;

Core strategy;

- SP1
- SP2
- SP7
- DM2
- DM3
- DM4
- DM11
- DM12
- DM14
- DM17

NPPF;

- Section 2
- Section 8
- Section 12
- Section 14
- Section 15

The applicant is aware of the requirement at full application stage to enter into a legal agreement to satisfy SPA mitigation measures and affordable housing contributions and is prepared to engage with this process over the course of the determination period.

We appreciate the opportunity to work collaboratively with the LPA to achieve a positive outcome for this application and appreciate your consideration for its approval.