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# DESIGN, ACCESS & PLANNING STATEMENT

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12 Northbourne Road, Shanklin

Ref: 2098|9999

December 2023



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## 1.0 INTRODUCTION AND PROPOSAL

- 1.1 12 Northbourne Avenue is a detached bungalow at the end (south) of Northbourne Avenue.
- 1.2 It has extant permission to demolish the bungalow and rebuild with two contemporary dwellings (as detailed in section 3).
- 1.3 The proposal retains the existing bungalow but adapts it with a new roof (and accommodation within) and other alterations. The application also proposes a new two storey dwelling to the south.
- 1.4 The existing bungalow will have a new gable slate roof providing attic accommodation, with two dormers. The elevations will be timber clad. Internal alterations will provide two bedrooms within the attic.
- 1.5 The proposed new detached dwelling will comprise of two storeys with timber clad elevations at ground floor and pressed metal cladding at first floor, under a metal roof.
- 1.6 Each dwelling will provide two parking spaces on the front.



## 2.0 LOCATION & SITE CHARACTERISTICS

- 2.1 The site is located to the south end of Northbourne Avenue, with number 12 being the last dwelling. The Site incorporates a detached garage.
- 2.2 Northbourne Avenue slopes down from north to south, steeply along this section of the road.
- 2.3 The northern end of Northbourne Avenue comprises a similar style of dwellings, however, the southern end differs, being at a significantly lower level and with some variations in properties. See Appendices 2 and 3 for photos of the Site and surrounding area. Furthermore, the rear elevations of properties fronting Garfield Avenue further south can be seen, with many alterations and extensions clearly visible. The Council's report for the approved application referred to this, including that the existing bungalow differs when stating:

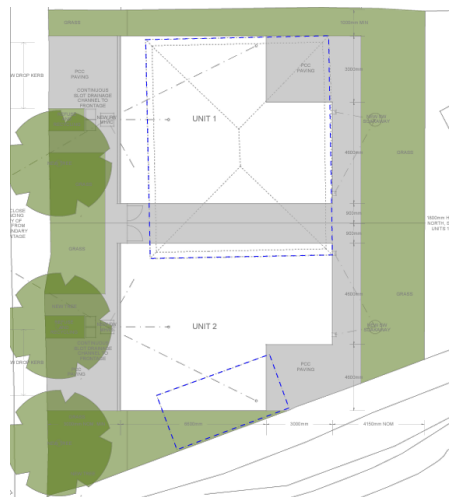
*“Reference must be given also that whilst the street overall comprises similar styles of dwellings, this end of the street does differ, being at a significantly lower land level, with*

*the rear elevations of properties further south (Garfield Ave) being visible, acknowledging also that the existing bungalow on site could be seen as being out of character with the street scene”.*

- 2.4 A public footpath runs along the south of the Site, from east to west.
- 2.5 The Site has a detached garage with the drive close to the footpath.
- 2.6 This Site is not within, nor is close to any designations, as seen in Appendix 1 (an extract of the Core Strategy Proposals Map). There is a local nature reserve and a Site of Importance for Nature Conservation (SINC) to the west of the Site, but this is approximately 80m away and separated by existing housing and roads.
- 2.7 The Site sits within The Bay Key Regeneration Area Settlement Boundary.

### 3.0 PLANNING AND SITE HISTORY

- 3.1 The application site has been the subject of two recent applications. The first application proposed the demolition of the bungalow and three houses. This was refused. The second application was for the demolition of the bungalow and two dwellings proposed. Both schemes were for contemporary dwellings.
- 3.2 22/00450/FUL - Demolition of existing dwelling; proposed two residential dwelling with integral garages and associated works. Approved – 10/11/2022.





3.3 21/01424/FUL - Demolition of existing dwelling; proposed terrace of three residential dwellings with associated parking and external works – Refused - 07.12.2021. Reason for refusal:

*“The size, scale, design and siting of the proposed units would be out of context within the area leading to an overdeveloped and cramped appearance, while being visually prominent and out of character of the area and its established development pattern, having a detrimental impact on the character of the area. The proposal would also result in a significant impact on neighbouring properties as a result of excessive overlooking and appearing overbearing, and therefore be contrary to policies DM2 (Design Quality for New Development) and DM11 (Historic and Built Environment) of the Island Plan Core Strategy.”*



## 4.0 PLANNING POLICY

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### National Policy

#### 4.1 National Planning Policy Framework

- The following section is relevant to this proposal:
- Section 12 - Achieving well-designed places.

### Development Plan Policy

#### 4.2 Island Plan Core Strategy

The following policies are relevant to this proposal:

- SP1 Spatial Strategy
- SP5 Environment
- DM2 Design Criteria for New Development
- DM12 Landscape, Seascape, Biodiversity and Geodiversity
- DM17 Sustainable Travel

4.3 In terms of the location of the development, it falls within the defined settlement boundary of The Bay Key Regeneration Area. This is a key consideration of Policy SP1 (albeit this is now out of date—discussed later) and the Site is within a sustainable location with very good access (within walking distance) to services and facilities in Shanklin, including a primary school and a range of shops, and thus is not reliant on the use of the car. A public footpath extends along the southern boundary of the Site and leads toward the town centre and a relatively large grocery store (Co-Op)

4.4 The Emerging Local Plan - the Island Planning Strategy (IPS) – is in its infancy and therefore does not hold any weight. However, suggested policies within draft versions would indicate this policy would not change in connection to this Site and proposal.

4.5 Consideration is also given to the Council under-delivering in terms of housing and cannot demonstrate a five year land supply – as set out in the most recent housing needs assessment, Strategic Housing Land Availability Assessment (SHLAA) and the Council's Five-Year Land Supply Update.

4.6 As a result, the Council is the subject of the **Presumption in Favour of Sustainable Development** as set out within paragraph 11 of the NPPF. This means that certain requirements of housing related policies within the Island Plan are out of date, most notably, the defined settlement boundaries and the housing numbers set out within policy SP2 (Housing).

- 4.7 Significant weight must also be given to the recent and still extant planning permission for the demolition of the existing bungalow and two new dwellings. The officer report included the following paragraph:

*“Furthermore, given that the delivery of housing across the Island is notably below the requirements set out within paragraph 11 of the NPPF, it has been accepted that there is an evidenced Island-wide need for housing development which is not currently being met. On this basis, the requirements of policy SP1 (in terms of the demonstration of local need) are considered out of date and thus cannot constitute a determining factor in planning applications. As a result of this, there is currently no longer a requirement for applications to include sufficient information in this regard. The assessment of this application therefore needs to be in accordance with the presumption in favour of sustainable development as outlined within Policy SP1 and against the Framework when taken as a whole, along with the detailed policies of the Island Plan. As such, the principle of the development is still acceptable (as was the previous application), subject to the material planning considerations (as discussed further below)”.*

- 4.8 Given the above, the principle of the alterations to the existing dwelling and the proposed new dwelling are acceptable.

## **5.0 SCALE, MASS, DESIGN & LANDSCAPE INTERACTIONS**

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- 5.1 The existing dwelling is a detached bungalow which sits at the end of the road and on a much lower land level than the neighbouring property to the north (number 10). Within the street scene there is a significant step down of the ridge height from this neighbouring property to the bungalow.
- 5.2 As such, the proposed increase in height of the new roof will not result in the dwelling appearing overly prominent. Weight and consideration is also given to the approved and extant scheme which demolished this bungalow and replaced it with a two storey dwelling, together with a further dwelling. When reviewing the approved replacement dwelling, its roof was larger than the existing bungalow (gables ends instead of hipped) and higher. The approved and proposed schemes are shown below:



- 5.3 The proposed roof alterations include a similar increase in size, although the ridge height will be slightly above the approved ridge height. However, given the land level differences with number 10, and the only small increase in height, this will not result in any adverse or further impacts from that already approved and will not be prominent in the street scene.
- 5.4 In comparison with the approved scheme, the style of roof in this current application gives a feeling of more space between dwellings and provides a visually sympathetic and attractive ending/start to Northbourne Avenue.
- 5.5 The elevations will be clad in timber which would result in a contemporary appearance. The current bungalow is of relatively low architectural merit, and the resultant alterations will provide a positive contribution to the street scene.
- 5.6 The proposed dwelling will utilise similar timber cladding but will incorporate metal cladding and roof with a contemporary design. The roof has been designed with its gable fronting the road, reflecting a number of dwellings within the street scene with forward gables. This also allows better spacing between the proposed dwelling and the altered existing bungalow.
- 5.7 This proposal therefore will be sympathetic to the character and context of this area.
- 5.8 As such, the proposal will not detrimentally impact upon the street scene, character of surrounding dwellings and the pub, nor on the wider landscape and as such, is in accordance with Policies DM2 and DM12 of the Island Plan Core Strategy and also with the Gurnard Neighbourhood Development Plan.

## 6.0 NEIGHBOUR AMENITY

- 6.1 Number 10, the neighbouring property to the north, is on a higher land level than the existing dwelling. This scheme retains the bungalow and therefore will not move any closer to this neighbour. The alterations will enlarge the roof, but is not significantly larger than the previously approved scheme and there are no additional flank windows. There would be dormers, with one in the rear elevation, however the rear facing dormer will serve a stairwell, a non-habitable room. The alterations will not result in any further or adverse harm to this neighbouring property.



- 6.2 Number 14 Northbourne Avenue is set to the rear of the Site. The proposed dwelling is smaller in size to the approved and extant dwelling, and it is noted that the rear elevation will not extend any further rearwards than the existing bungalow nor the previously approved dwellings.
- 6.3 There will be patio doors at ground level, similar to those previously approved. However, there will not be any first floor windows in the rear elevation, thus ensuring number 14 will not be impacted upon.
- 6.4 As such, the development will not adversely impact upon the amenity of any neighbouring property occupiers.

## 7.0 ACCESS AND HIGHWAY CONSIDERATIONS

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- 7.1 Northbourne Avenue is an unclassified public highway and whilst is governed by a 30mph speed limit, Island Roads previously stated that the Site is located at the end of the road at the far southern extent (and a 'no through road'). Their site inspection evidenced vehicle speeds are more reflective of 10mph at the point in question.
- 7.2 The existing bungalow has a single garage and small drive. This would be removed to allow for the new dwelling. However, both dwellings would each have space to the front for two cars. Furthermore, there is on-street parking. It is also noted that the shops, school and other facilities are within close walking distance.
- 7.3 Whilst there will not be space on-site for manoeuvring and turning for vehicles, it is acknowledged that on the approved application, Island Roads noted this, but did not raise any concerns given the location of the Site at the end of a quiet, no-through road with low vehicle speeds, and as per their previous comments:

*“On review, the proposed layout and parking does not provide space within the confines of the site for the parking and turning of a conventional private motor vehicle so they it may enter and exit the public highway in forward gear and would require the garage spaces to be accessed directly from Northbourne Avenue and the road to be used for turning. However due to the nature of the road, a quiet no through road with low vehicle speeds at the point in question and that this is the practice for the majority of the dwellings in the road it is considered that no adverse impact will arise from the development on the local highways network. As such this office is satisfied that the required level of junction visibility is achievable at each point of access and the proposal is deemed to be acceptable from a geometric and highway safety perspective and supported by this office”.*

- 7.4 The parking provision will meet the Guidelines for Parking Provision as Part of New Developments SPD (January 2017).

## 8.0 NITRATES

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- 8.1 Consideration is given to recent European Court of Justice decisions relating to Ecology and potential harmful effects on the Southampton and Solent Waters Special Protection Area (SPA) as a result of nitrate enrichment. As per the previous schemes, foul drainage will be disposed of via a mains connection. As previously established, Southern Water confirmed that foul drainage would discharge to the English Channel, via Sandown Waste Water Treatment Works. As per the LPA's Position Statement on Nitrogen neutral housing development, this outfalls into the English Channel and is therefore excluded on the basis that developments that will connect to Sandown Wastewater Treatment Works (WWTW) do not have to demonstrate nutrient neutrality.

## 9.0 CONCLUSION

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- 9.1 The proposal seeks planning consent for alterations to the existing bungalow and for a new detached dwelling.
- 9.2 The proposed new dwelling would be of a high quality design and is considered to represent an improvement in the visual appearance when compared to the approved scheme. Together with the alterations to the existing bungalow, which will utilise similar materials, the scheme will provide a positive addition to the street scene whilst providing a much needed additional house within a sustainable location.
- 9.3 The alterations and new dwelling are well considered and sympathetically designed to fit in with the character and context of the area, noting the varied appearance of architectural style and appearance in the street scene. There will be no harm to the street scene or the wider landscape.
- 9.4 The alterations to the existing bungalow and the proposed new house will not result in any adverse impacts on neighbours, noting also the previous permission. No additional windows are proposed facing northwards, and the rear dormer to the existing dwelling would only serve a stairwell. No upper floor windows are proposed in the new dwelling.
- 9.5 The proposal complies with the Island Plan Core Strategies, the NPPF, and there are no technical reasons or any harmful impacts that make this extension unacceptable.

- 9.6 Accordingly, the proposal complies with the requirements of the development plan policies outlined within this Statement and that planning permission should be granted.

**Appendix 1 - Extract of Island Plan Core Strategy Proposals Map**



Appendix 2 – The Site



**Appendix 3 – The Surrounding Area**



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