

SUPPORTING STATEMENT



Design and Access Statement



Planning Statement



Proposal:-	Demolition of dwelling at No. 88; construction of five dwellings with parking.
Site:-	Land at 88 Worsley Road and adjacent to 56 Albany Road, Newport, Isle of Wight, PO30 5JD.
For:-	Ryan and Lee Copeland.
By:-	<p style="text-align: center;">AW ANDREW WHITE — PLANNING CONSULTANCY — Chartered Town Planner The Studio at Newbarn Farm Sun Hill Calbourne Isle of Wight PO30 4JA aw@andrewwhiteplanning.co.uk</p>
Date:-	Decemeber 2023.

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1.0 INTRODUCTION

- 1.1 Andrew White Planning Consultancy Ltd is instructed by Ryan and Lee Copeland, the applicants and joint landowners, to prepare and submit an application for full planning permission to demolish an existing dwelling at No. 88 Worsley Road and to develop the associated land extending in part through to Albany Road with a total of five dwellings (net gain of four dwellings). The proposed scheme includes a communal parking area with access from Chalky Lane along with highway improvements to its junction with Worsley Road.
- 1.2 The overall site area is underutilised, rather unkempt and is an obvious candidate for residential redevelopment. The site includes undeveloped gaps within otherwise built-up frontages onto both Worsley Road and Albany Road. The condition of No. 88 is also very poor. Renovating that property isn't sustainable, but demolishing it to facilitate a more comprehensive redevelopment would allow for a much needed small housing scheme in a sustainable location.
- 1.3 We have approached this proposal methodically by engaging with both Island Roads and the local planning authority (LPA). Both have provided positive and constructive feedback, which has enabled us to create and submit this application. Our assertion being that the layout and density would be commensurate with the local pattern of development, whilst the scale and appearance of the dwellings presented would be complementary of local character and sensitive to neighbouring properties.
- 1.4 The purpose of this statement is to further explain and justify our proposal demonstrating its conformity with the most relevant national and local policies, in light of the identified material considerations.

2.0 SITE AND LOCATION

Site Identification

- 2.1 The site extends between Worsley Road to the south-west and Albany Road to the north-east. It also adjoins the junction with Chalky Lane.

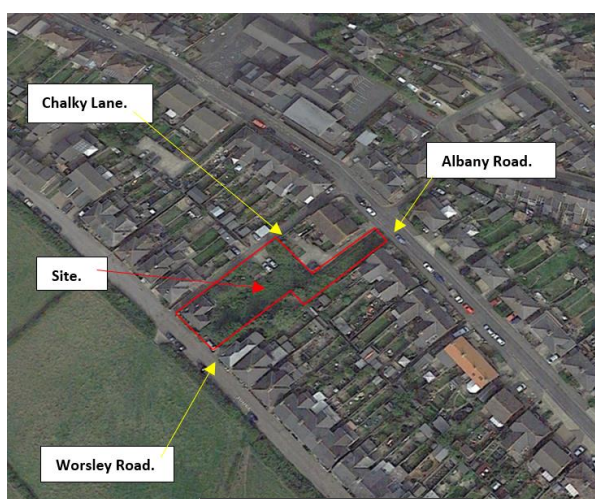


Image 1 – Aerial view.

Site Characteristics

2.2 This is a large irregular shaped swathe of land aligned south-west to north-east. The frontage onto Worsley Road is circa. 18.5m and the extent of ownership abutting Chalky Lane is around 38m. There is currently vehicular access and parking from Chalky Lane. The plot width onto Albany Road is around 7 – 8m. The detached house at No. 88, being located on the corner of Worsley Road and Chalky Lane, is part red brick with yellow brick quoins, with some painted brickwork and has a hipped slated roof. The site, as a whole, is fairly unkempt especially those areas beyond the immediate curtilage to No. 88.



Images 2 – 5 – Various photographs of 88 Worsley Road and immediate surroundings.



Images 6 & 7 – Gap and frontage onto Albany Road.



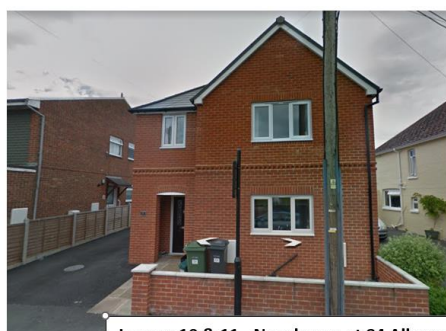
Image 8 – Albany Road plot.



Image 9 – Chalky Lane – access into the site is just to the left.

Character and Context

2.3 The wider area is fairly densely populated with a range of terrace housing, particularly on the Worsley Road frontage to the south-east where properties sit close to the edge of the highway overlooking undulating farmland on the opposite side of the road. Worsley Road to the north-west includes a variety of housing including older semi's and lots of modern housing including detached infill plots and a dense courtyard scheme at Jupe Mews. Albany Road is also highly mixed but with a strong leaning towards terraced housing from the early 20th century, some semi-detached housing, maisonettes from the 1970's and occasional modern infills including one shown below as No. 84.



Images 10 & 11 - New house at 84 Albany Road occupying almost the full width of the site plus a street scene image.



Images 12 – 16 – Photographs of various different properties fronting Worsley Road close to the application site.

Constraints and Designations

2.6 The site (outlined with the red broken line on the following plan) is situated within the defined settlement boundary for Newport and also forms part of the Medina Valley Key

Regeneration Area. As such, this is a priority location for new housing. The site is not subject to any particular landscape, heritage or ecology designations as confirmed by the adopted Development Plan Proposals Map inserted below, but it does sit within the Solent SPA buffer area. As such, the applicants will enter into the standard legal agreement to secure the future payment of the Habitat Mitigation Contribution currently set at £639 for each two bedroom home and £834 for each three bedroom home.



Image 17 – Councils Constraints Map.

3.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

3.1 This chapter will briefly describe the proposed development following the format of a Design and Access Statement.

Use

3.2 The proposed houses would fall into Use Class C3 (dwelling houses).

Amount

3.3 This application seeks permission for a total of **five dwellings**, but through the demolition of the current property at No. 88 there will be a net gain for **four** properties.

3.4 There would be **4 x two bedroom dwellings** and **1 x three bedroom** dwelling.

Layout

3.5 The suggested layout shows a terrace of four houses fronting Worsley Road. There would be a detached house fronting Albany Road. In this format the development would simply follow the established linear pattern of development onto each road frontage.

3.6 There would be a communal parking area of 10 spaces situated behind the proposed Worsley Road housing with access from Chalky Lane. The proposed layout allows for generous gardens, landscaping and ample storage for bins.

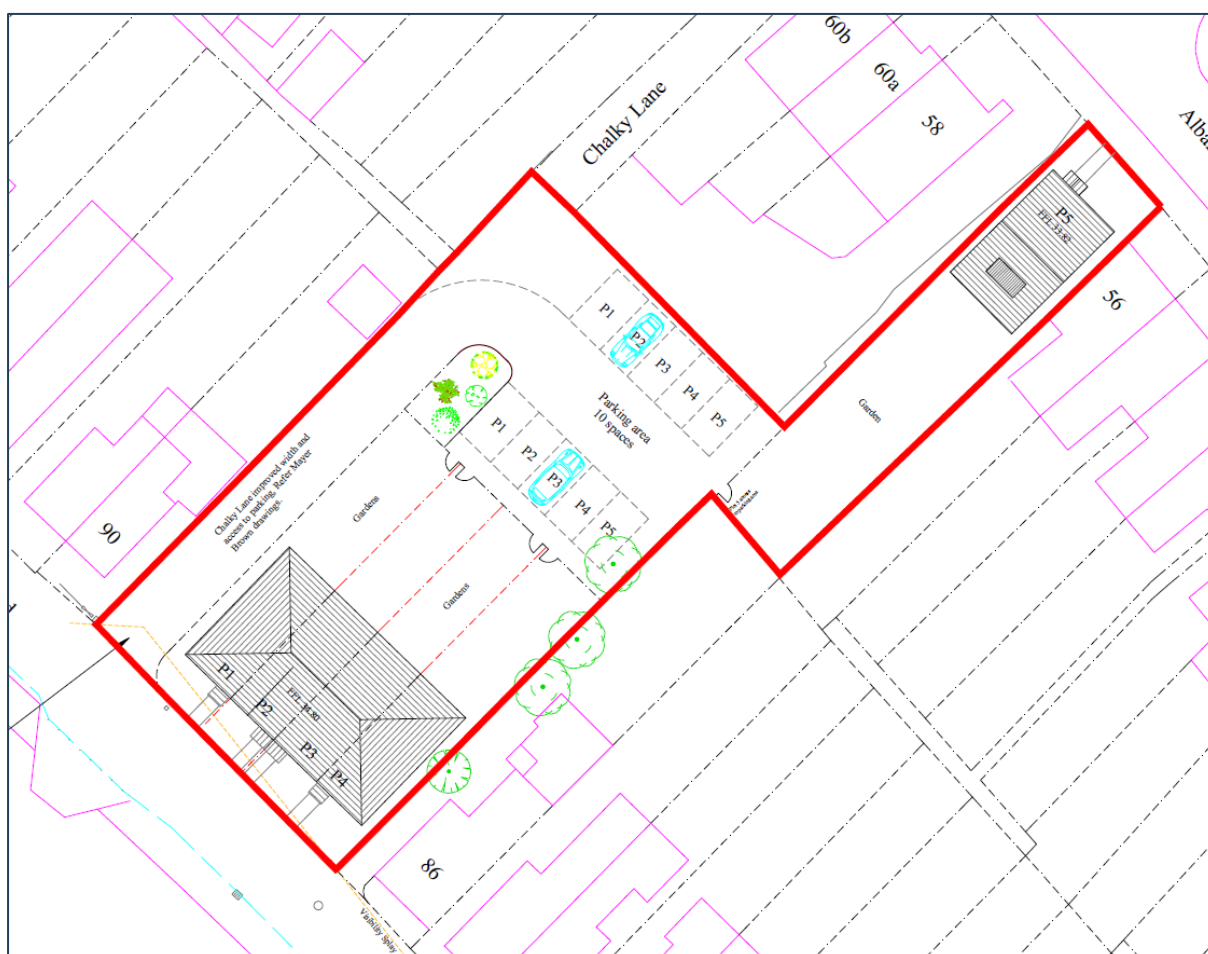


Image 18 – Proposed layout plan.

Scale and Appearance

3.7 The terrace would be 17m long by 10.2m deep (front to back). It would have a conventional two storey height being 5m to 7.8m to ridge. The roof would be hipped at each end.

3.8 The detached house would measure 10m deep (front to back) x 6m wide. Eaves height would be 5.4m and the ridge height would be 8.6m.

3.9 Both the terrace of four and the detached unit would have a traditional design in keeping with their respective street scenes. In both cases the principal material would be red bricks with yellow brick detailing comprising of quoins and window headers. There will be stone cills for all windows. Each entrance door, for all five houses, will be provided with a modest porch canopy. The fenestration comprises of vertically proportioned cottagey style windows. Natural slates are to be used for the roof's.



Image 19 – Proposed front elevation onto Worsley Road.

Image 20 – Proposed front elevation onto Albany Road.

Access

3.10 Chalky Lane, which adjoins the north-west boundary of the site and links Worsley Road to the south-west with Albany Road to the north-east, is currently only 2.7m wide at its western end. It is proposed to widen it to 4.8m between Worsley Road and the car park entrance, enabling two cars to pass. This provides for substantial betterment in its own right but also allows for improved visibility splays in a south-easterly direction when exiting Chalky Lane onto Worsley Road. Mayer Brown have provided a supporting Access Statement and a Technical Feasibility Plan (Drawing No. 25905/01 Rev. A).

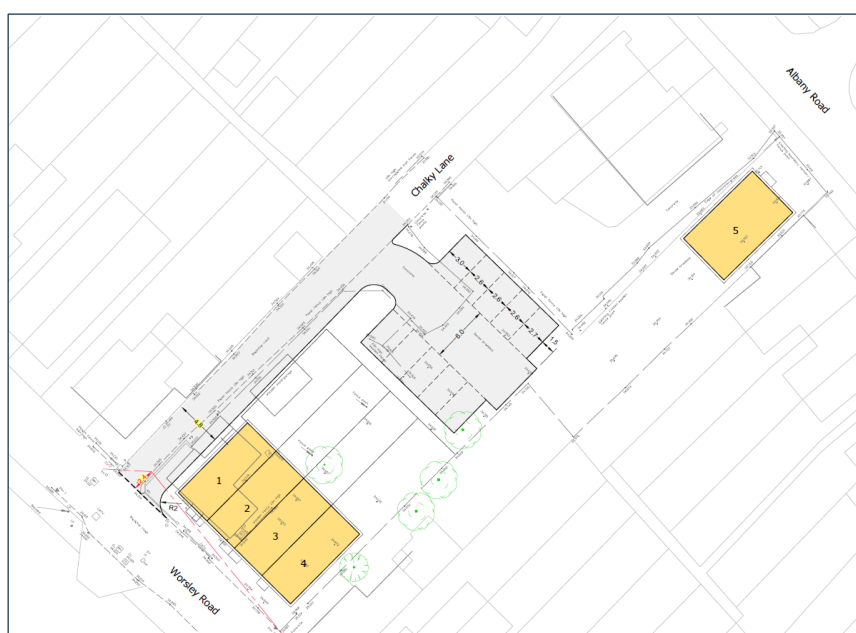


Image 21 – Highway Feasibility Drawing by Mayer Brown.

- 3.11 We have fully engaged with Island Roads, including disclosure of the plan at Image 21, and it was confirmed in writing that Ringway Island Roads would not object to a planning application.

Landscaping

- 3.12 The site is largely unkempt and there are no tree constraints. Rear gardens would be enclosed by 1.8m high close boarded fence. The frontages would remain fairly open; perhaps with some low brick walls as per other frontages along Worsley Road and Albany Road. Paths and patios would comprise of paving slabs or similar. The car parking area would be a combination of tarmac and brick paving. There would also be planting beds within the parking area. The rear gardens would be lawned. The front gardens are too small for lawns so would be finished with decorative stone over a weed control membrane. Precise landscaping details can be agreed by way of a condition.

4.0 RELEVANT PLANNING POLICIES

- 4.1 The Planning and Compulsory Purchase Act 2004 s38(6) states that the determination of this application must be made in accordance with the relevant Approved Development Plan, which in relation to this proposal is the Island Plan Core Strategy (IPCS). However, before identifying the relevant 'local plan' policies it is first necessary to consider the National Planning Policy Framework (NPPF) as policies developed at a local level must be in conformity with the national picture.

NPPF

- 4.2 The NPPF was updated in July 2021. It continues to stress the presumption in favour of sustainable development and increases the emphasis on high-quality design and place-making. It maintains the position that Councils will be the subject of a Housing Delivery Test focused on driving up the number of homes delivered in their area. Whilst the emphasis is on increased delivery, the revised Framework recognises that the quality and design of housing is crucial to ensuring greater community support.
- 4.3 A fundamental element of the NPPF is to achieve sustainable development and identifies three dimensions to sustainable development. These are regarded by the NPPF as being interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): -
- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth;
 - **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that

reflect current and future needs and support communities' health, social and cultural well-being; and

- **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity and adapting to climate change, including moving to a low carbon economy.

4.4 **Paragraph 11** confirms the presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; **or where the policies which are most important for determining the application are out-of-date (as is the case here), granting permission unless:**

“any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

4.5 **Paragraph 60** supports the Government's objective of significantly boosting the supply of homes.

4.6 **Paragraph 74** states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, **or against their local housing need where the strategic policies are more than five years old.** The supply of specific deliverable sites should, in addition, include a buffer of 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.

4.7 **Paragraph 119** states that planning decisions should promote the effective use of land in meeting the need for homes.

4.8 **Paragraph 125** states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments **make optimal use of the potential of each site.**

4.9 **Paragraph 130** states that decisions should ensure that new developments:-

- will function well and add to the overall quality of the area;
- are visually attractive as a result of good architecture, layout and appropriate landscaping;
- are sympathetic to local character and the surrounding built environment, while not preventing or discouraging appropriate change (such as increased densities);

- establish or maintain a strong sense of place, using the arrangement of spaces, building types and materials to create attractive, welcoming and distinctive places to live;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green space) and support local facilities and transport networks.

THE DEVELOPMENT PLAN – ISLAND PLAN CORE STRATEGY

- 4.10 **Policy SP1 (Spatial Strategy)** accepts the principle of developing on land inside defined settlement boundaries, **which this site is**. Moreover, Policy SP1 is encouraging of developing ‘previously developed land’, also known as ‘brownfield land’, which this site is classed as.
- 4.11 **Policy SP2 (Housing)** sets out housing delivery targets across the life of the Plan. There is a priority to build in Rural Service Centres and Key Regeneration Areas stating that 1,350 dwellings should be built within the Medina Valley Key Regeneration Area.
- 4.12 For the record, Policies SP1 and SP2 are out of date because the Council does not have a five year supply of housing land and it also has a record of persistent under-delivery stretching back for at least three years. As such, Paragraph 11 of the NPPF states that the presumption in favour of sustainable development applies whereby permission should be granted in cases like this unless the impacts of doing so would substantially and demonstrably outweigh the benefits. The previous targets contained within SP2 have essentially been replaced by the Councils Housing Needs Assessment and Standard Methodology which confirms the annual housing figure as being 667 dwellings. **The greatest need for this area is for two and three bedroom dwellings, which this application proposes.**
- 4.13 **Policy SP5 (Environment)** - states that the Council will support proposals that protect, conserve and or enhance the Island’s natural and historic environments.
- 4.14 **Policy SP7 (Travel)** - Proposals should not negatively impact on the Island’s Strategic Road Network.
- 4.15 **Policy DM2 (Design Quality for New Development)** – states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance our existing environment whilst allowing change to take place. Development should optimise the potential of the site and complement the character of the surrounding area.
- 4.16 **Policy DM3 (Balanced Mix of Housing)** – states that development proposals will be expected to reflect the most up-to-date Strategic Housing Market Assessment (SHMA) and contribute to meeting the identified housing need for the local area.

- 4.17 **Policy DM4 (Locally Affordable Housing)** – confirms that the development should make a financial contribution towards the delivery of affordable housing in accordance with the Councils Supplementary Planning Document.
- 4.18 **DM17 (Sustainable Travel)** – Demonstrate that proposals are well related to the highway network.

5.0 ASSESSMENT

Principle and Housing Delivery

- 5.1 Policy SP1 of the IPCS identifies the most appropriate locations for housing growth based on a strategic settlement hierarchy and the whereabouts of settlement boundaries. First and foremost the site is inside the defined settlement boundary for Newport. Newport is a primary settlement and is part of the Medina Valley Key Regeneration Area where economic prosperity and housing growth is essential in order to help maintain and sustain local services and to cater for the needs of the community. Key Regeneration Areas are also regarded as being the most sustainable locations whereby occupiers of new development would have access to a wide range of amenities, facilities and employment opportunities such that people are not so dependent on using their cars to reach places.
- 5.2 Therefore purely in locational terms the application site scores highly as a small/windfall housing site. More so bearing in mind that the site mainly comprises of unkempt vacant land along with a deteriorating property, which can be beneficially redeveloped as part of this comprehensive proposal that would deliver the right type of housing in a sustainable residential area whilst providing visual enhancements and highway improvements.
- 5.3 Part of the background to this proposal is the **encouragement of Central Government through the NPPF to make efficient use of land by optimising the density of new housing schemes particularly in areas such as the Island where there is a considerable shortfall in respect of supply and delivery.** It is, however, recognised that **optimising the potential of land** must be combined **with good design** and landscaping to ensure that the resulting development is complementary of the surrounding area and does not appear cramped or overdeveloped. Further consideration will be given to density and design below, but firstly it is important to explain the current context relating to housing delivery as this is an important factor as part of this proposal. **This means that the presumption in favour of sustainable development applies and permission can only be withheld if the benefits of bringing forward this windfall development are outweighed by significant and demonstrable adverse impacts.**
- 5.4 As said earlier, the most relevant policies relating to the location and distribution of new housing across the Island, being Policies SP1 and SP2, are out of date. The Council is unable to identify a supply of specific deliverable sites sufficient to provide five years' worth of housing against their requirement as required by Paragraph 73 of the NPPF. Therefore, the Council cannot demonstrate a realistic prospect of achieving

the planned supply and sufficient choice and competition in the market for housing land. The most recent Isle of Wight Council's Five Year Land Supply Update 2018 identifies that there is a total five year housing requirement of 4,143 dwellings based on applying a 20% buffer, with an overall claimed supply of 3,445 dwellings. The Council is therefore only able to demonstrate 83.15% of the requirement, or 4.16 years housing land supply.

- 5.5 This is set against an identified requirement in the Core Strategy of 520 dwellings per annum (dpa). If the Government's Local Housing Need (LHN) figure is applied (667 dpa) this shortfall is even more pronounced. As the strategic policies are over 5 years old (as per NPPF paragraph 73) the higher LHN figure should apply. This makes the need to deliver additional housing on the Island even more acute.
- 5.6 Another important factor is where the Housing Delivery Test (HDT) indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years. The Ministry of Housing, Communities and Local Government (MHCLG) recently published the outcome of the latest Housing Delivery Test (HDT) on the 14th January 2022. This confirms that the number of homes required over the relevant three year period (2018 – 2021) was 1,749 across the Island but only 1,019 were delivered resulting in an HDT measurement of 58%. This demonstrates persistent under delivery on the part of the LPA. The consequence of this as confirmed by MHCLG is that the presumption in favour of sustainable development must apply on the Island. **On 29th November 2023 the Government published new data relating to housing supply based on net additional dwellings, also known as 'net additions'. This new measure tracks changes in the size of dwelling stock due to new builds, conversions, change of use, demolitions etc. During the reporting year of 2022-23 the 'net addition' for the Isle of Wight was 357 being approximately 54% of the housing requirement for the Island further demonstrating under delivery.**
- 5.7 The MHCLG also updated the NPPF in July 2021 and this seeks to sharpen up the definition of **delivery**. Great emphasis is placed within the NPPF on the delivery of **small/medium size sites**, such as that proposed. **Paragraph 125 of the NPPF aptly states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions ensure that developments make optimal use of each potential site.**
- 5.8 The factors outlined above relating to housing supply and delivery evidence the shortfall, which is why the presumption in favour of sustainable development is engaged. According to Paragraph 11d of the NPPF this means **that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits** when assessed against the policies in the Framework taken as a whole (the tilted balance).
- 5.9 Given the aforementioned discussion, there are many factors that when considered collectively accept the principle of building on this piece of land. It therefore stands that the success of this application will turn on matters of detail, but as part of the overall planning balance considerable weight should be afforded to the creation of five

new dwellings (net gain of four) as part of two built-up frontages on a brownfield site, within a sustainable location and inside a defined settlement.

- 5.10 One important factor associated with creating sustainable development is to perform a ‘social role’, which means ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations. Policy DM3 stresses that that development proposals will be expected to reflect the most up-to-date Housing Needs Assessment (HNA).
- 5.11 The Councils HNA of 2018 remains relevant as it offers a detailed breakdown of dwelling sizes that are most needed for different submarket areas. Table 71 has been extracted from the HNA and inserted below confirming the greatest need for the Medina Valley – West as being 2 & 3 bedrooms, which we are proposing:-

Table 71: Estimated size mix of dwellings required by sub-area – market housing

	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Bay	4%	36%	46%	14%
Medina Valley	6%	40%	40%	14%
Medina Valley – East	8%	40%	37%	15%
Medina Valley – West	5%	40%	42%	14%
Ryde	5%	37%	40%	18%
West Wight	7%	33%	44%	16%
Total	5%	37%	43%	15%

Source: Housing Market Model

Table 1 – Breakdown of housing need based on bedroom numbers.

- 5.12 To conclude this section relating to principle and housing delivery, we would summarise as follows:-
- This is an appropriate location for new dwellings on the basis of being within a built-up residential area inside the defined settlement boundary;
 - It is an accessible and sustainable location;
 - It will contribute towards much needed affordable housing by making the required financial contribution in accordance with Policy DM4;
 - The site is run-down, lack’s purpose and needs to be re-energised;
 - The considerable shortfall of housebuilding on the Island is a very real issue meaning that we must be creative with making better use of Windfall sites such as this. To achieve the required housing delivery levels and relinquish itself from the presumption in favour of sustainable development, the Council must deliver a greater level of housing and that means approving more housing in cases like this.
- 5.13 As such, subject to matters of detail complying with other policy objectives we assert that this proposal should be supported and embraced as a matter of planning principle. Within the pre-application response under the reference (iw22/11/37908) the Council stated: - *“Whilst the principle is acceptable, the specific density and layout of the development would be constrained by other requirements, set out below.”*

Character and Appearance

- 5.14 Policy DM2 of the Island Plan Core Strategy along with the design polices included within the NPPF state that development should be of a high-quality design, with a sense of place and capable of protecting, conserving and enhancing the existing environment. Paragraph 126 of the NPPF states that “*The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*”
- 5.15 The site is irregular in shape including a narrower section that extends through to Albany Road. The land is mainly unkempt but includes the current property, No. 88, in the south-west corner sited close to the junction of Worsley Road and Chalky Lane. Paragraph 125 of the NPPF states that where there is an existing or anticipated shortage of land for meeting identified housing needs (as there is on the Island), **it is especially important that planning decisions ensure that developments make optimal use of each potential site.** Unless the current property is demolished we are unable to optimise the full potential of the site as, in real terms, there would only be capacity to accommodate two additional dwellings at best (one alongside No. 88 and one fronting Albany Road). However, it is unlikely that they could be accessed in a manner that would satisfy Island Roads because any uplift in housing on site must be supported by highway improvements and these can only be delivered through widening the junction of Chalky Lane onto Worsley Road. This widening can only take place through demolishing No. 88.
- 5.16 Also, whilst an older property, it is not within a conservation area and is certainly not listed, either nationally or locally. The property is in very poor condition structurally and more generally. It is suffering from damp and structural defects.



Images 22 & 23 – Photographs of the existing property.

- 5.17 The interest in the property, as identified by the case officer at the pre-application stage is because ‘*the existing dwelling is of some age and character.*’ We accept that the appearance is traditional and attractive, but this is somewhat diminished by the current condition. The features of architectural interest, whilst attractive, are fairly simple and can be reflected through good quality design as part of the proposed redevelopment.

So, when accounting for various factors including:- the current property condition, the sensitive and high quality design approach taken and, significantly, the requirement to demolish in order to optimise the potential of the site and to deliver highway improvements that would facilitate the development whilst delivering wider benefits to other highway users, we assert that the loss of No. 88 would not result in a significant adverse impact that would outweigh the benefits of the proposal.

- 5.18 Through the pre-application process the case officer made the following comments in relation to the proposed terrace fronting Worsley Road:-

“I appreciate that there are terraced properties on Worsley Road but the properties on either side of the site are semi-detached, which also allows for a little more space between pairs of dwellings. I would recommend that you consider the reduction of the terrace to three, which would have the benefit of setting each dwelling on wider plots, and retaining additional space to either side. No elevations have been provided at present, but the height and design of the dwellings should reflect dwellings in the locality, in terms of their height and form.”

- 5.19 Once again we have developed the proposed scheme recognising key planning policies, including DM2 of the Island Plan Core Strategy and Paragraph 125 of the NPPF, that both share the common objective of optimising the potential of land. This is caveated on the basis of ensuring that development is complementary of its surroundings.
- 5.20 A substantial feature of Worsley Road is terraced housing. There is a continuous terrace from No. 10 to the south-east through to No. 76. There are then two pairs and two detached houses, including No. 88, through to the junction with Chalky Lane. To the north-west of Chalky Lane are firstly three pairs, then an older terrace of four (102 to 108), another terrace of four (110 – 116) probably dating from the late 1970's and then a high-density mews development (Jupe Mews). Importantly, there is no set rhythm in terms of how different property types (terraced/semi's/detached) occur within the street scene. Also, as development has incrementally occurred over the last 20 years, generally to the north-west, the randomness of the street scene has been emphasised. This means that the street scene has greater capacity to accommodate change without appear at odds or visually harmful.
- 5.21 We have undertaken a detailed measured survey of the wider street scene. This obviously confirmed that most housing to the south-east is terraced and that there are at least two further terraces to the north-west – following no set pattern we hasten to add. Our proposal is very closely aligned with the scale, proportion, appearance and juxtaposition of the terrace at No's. 102 to 108. The proposed terrace is 17m long. The nearby terrace at 102 to 108 is around 17.6m long so each house in the current terrace is only 15cms wider than each of the proposed terrace houses. Thus, in terms of scale and proportion, the proposed development is easily relatable to exiting built-up features in this variable street scene.

5.22 The following street scene drawings, comprising of the current and proposed scenarios, demonstrate that the scale, proportion and general spacing between the development and its neighbours would be commensurate with the street scene. The proposed scenario below, when carefully considered in context, does not appear cramped or overdeveloped.

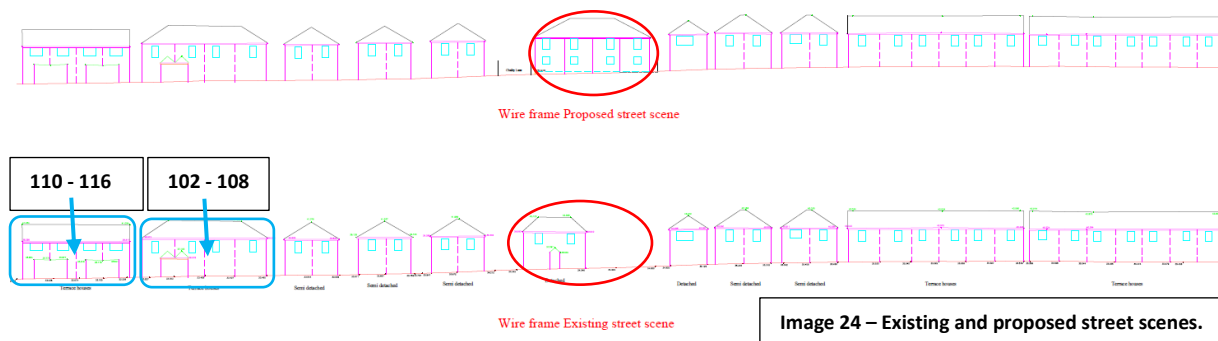


Image 24 – Existing and proposed street scenes.

5.23 In terms of appearance, we have studied the nearby terrace at 102 – 108, as shown below:-



Image 25 – Nearby terrace at 102 – 108.

5.24 The scale and proportion has been designed to suit noting specifically the alignment of ground and first floor windows plus the hipped roof:-

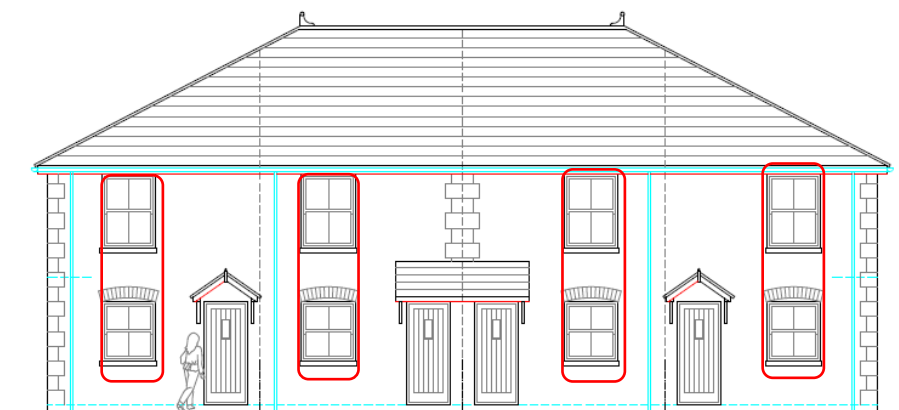


Image 26 – Proposed terrace onto Worsley Road.

- 5.25 It is apparent that over time many of the terraced houses have been painted and/or rendered. However, many of the properties appear in their original red brick construction with yellow brick detailing. That is the theme we wish to emphasise through the proposed development. The main material being a soft, subtle red brick with yellow brick quoins and headers. There will be simple porch details and a hipped roof covered with natural slates. The resulting terrace of modest cottages would complement the wider street scene with grace.
- 5.26 The Albany Road house follows the same principles. The street scene is mainly built-up in a highly variable fashion including modern infills of a similar scale to that proposed. The proposed design, including proportion, materials, scale and appearance, is complementary of the street scene most notably the immediate neighbour. The montage included below includes a photo of the street scene including the gap in question. The proposed design is shown below along with a recently constructed nearby detached house.



Image 27 – Montage in relation to the Albany Road frontage.

- 5.27 It is our assertion that the approach taken strikes a good balance, whereby we are optimising the potential of available land and putting it to good use through providing five modest homes that fulfil an identified local need at a time when supply and delivery is seriously behind the required level of house building for the Island. We are able to do so in conjunction with a tried and trusted design allowing the development to sit harmoniously within this environment.
- 5.28 Policy DM2 establishes the policy criteria against which design is to be assessed. The policy requires high quality design to provide for an attractive, functional and accessible built environment with a sense of place. It should optimise the potential of the site but have regard to adjacent buildings, topography and views. Finally, it should complement the character of the surrounding area and be appropriately landscaped to provide an attractive setting. It is our assertion that the proposed scheme comfortably achieves all of these objectives.

Impact on Neighbours

5.29 Policy DM2 states that development should pay due regard to adjoining buildings.

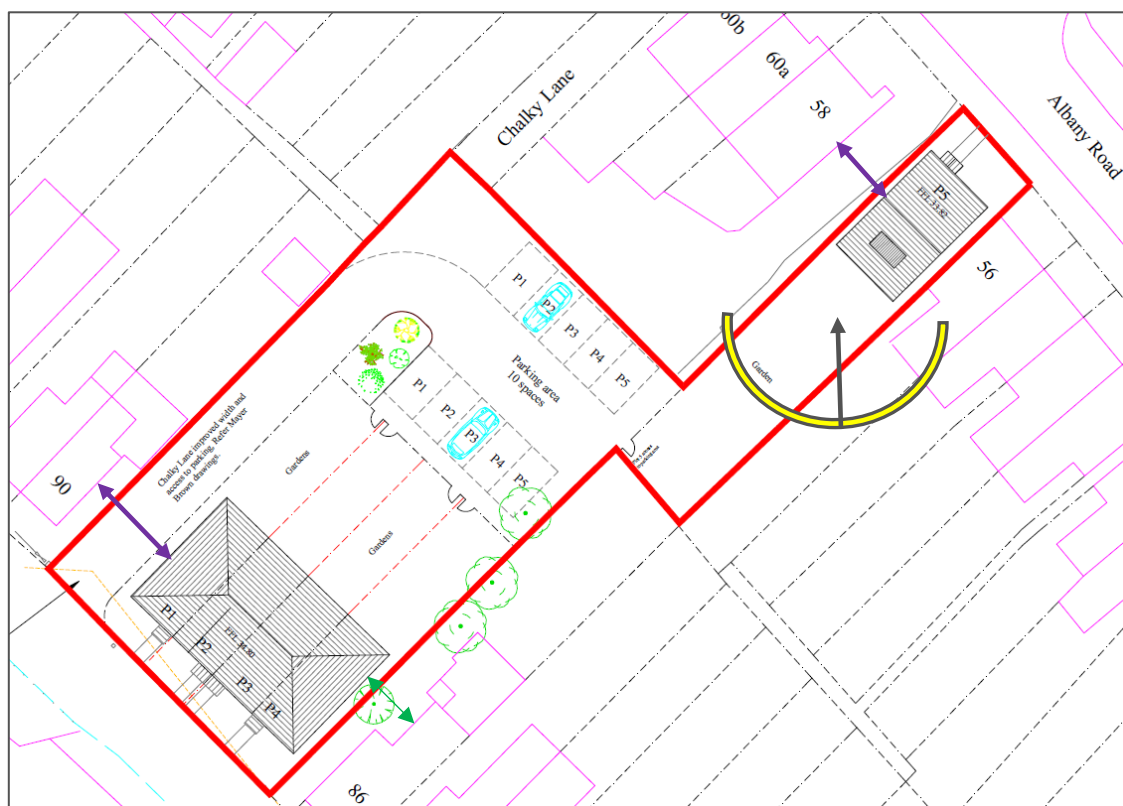


Image 28 – Site plan showing the development in relation to neighbouring properties.

5.30 The proposed development would be separated from No. 90 Worsley Road and 58 Albany Road by the existing access road arrangements (see the purple double headed arrows above) therefore little impact would arise on those properties in relation to dominance or loss of light. The closest relationships would occur between the proposed end of terrace house on Plot 4 with No. 86 Worsley Road and the detached house fronting Albany Road with No. 56.

5.31 In both cases the proposed housing would not extend beyond the rearmost point of each neighbour. Looking at No. 86, the rear section is stepped in from the common boundary. There would be a gap of some 5m (green double headed arrow) between proposed Plot 4 and the stepped in north-west elevation of No. 86. This distance is more than sufficient to avoid any unacceptable impacts relating to dominance. Also, being north-west of the neighbour it follows the loss of sunlight will not be an issue.

5.32 Looking at proposed Plot 5 and No. 56, that particular neighbour is also stepped in at the back. The proposed dwelling would not extend far beyond the part of No. 56 where it steps in. Also, and most significantly when looking at the plan inserted above (yellow arc indicating the path of the sun), the rear garden of 56 faces south-west. Its garden and south-west facing windows will mainly retain the same levels of sunlight as existing. As such, the development would not be overbearing or result in a harmful level of light loss.

- 5.33 All in all, the proposed development would not result in any impacts on neighbours and thus would comply with Policy DM2 where it states that new development must pay due regard to neighbouring buildings.

Highway matters

- 5.34 We have appointed a Highway Engineer (Mayer Brown) to input into the design of this scheme. An Access Statement and associated Feasibility Plan have been produced in support of this application. We have also consulted on two occasions with Island Roads.
- 5.35 Having explored different options, it is considered that the optimum arrangement is to provide a shared parking area in the centre of the site, with access from the lane linking Worsley Road and Albany Road, known locally as Chalky Lane. 10 parking spaces are proposed, i.e., 2 spaces per dwelling. On street parking is at a premium therefore a slight amount of over provision in this case is justifiable.
- 5.36 Chalky Lane is currently only 2.7m wide at its western end. It is proposed to widen it to 4.8m between Worsley Road and the car park entrance, enabling two cars to pass, with the car park entrance being aligned to encourage entry and exit from/to Worsley Road rather than Albany Road; that restriction is not enforceable, but it seems unlikely that residents would usually choose the more difficult manoeuvre to or from Albany Road.
- 5.37 The widening of the lane, combined with the removal of the existing boundary wall in front of no. 88, will also improve junction visibility onto Worsley Road, particularly to the south where a splay of 2.4m x 33m can be achieved, meeting the recommendation in Manual for Streets for a traffic speed of 25mph. (Island Roads have accepted that the prevailing speeds in this area may well be closer to 20mph). To the north, the sightline is restricted by the neighbouring property, but a small improvement will still be realised in that direction due to vehicles emerging from Chalky Lane being positioned slightly further to the south than they are now.
- 5.38 Although the development would generate a slight increase in vehicle movements, this would be more than offset by the proposed width and visibility improvements, of benefit to existing users as well as new residents. The development is in keeping with the existing character of the area and on balance we do not believe it could reasonably be refused on highway grounds. Paragraph 111 of the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In light of the attached report from Mayer Brown and the accompanying feasibility plan showing the improvements to be made we strongly assert that any highway impacts would not significantly and demonstrably outweigh the benefits of the development; and can certainly not be described as being severe.
- 5.39 To conclude this highway issue, it is important to recognise that the presumption in favour applies and permission should only be rejected if any adverse impacts

associated with the new development would significantly and demonstrably outweigh the multiple benefits of redeveloping this sustainably located site that is shouting out to be redeveloped. Given the findings of Mayer Brown, it is recognised that there would be a modest increase in traffic onto the local highway network, but subject to appropriate mitigation and betterment as shown this is not considered to result in an unacceptable impact on highway safety.

- 5.40 Finally, we consulted with Island Roads for a second time in February on the basis of the scheme now being submitted. When responding on 3 March 2023 it was confirmed as follows:-

“Subject to the mitigation measures discussed above; the inclusion of cycle parking provision; and an acceptable Sustainable Drainage system being provided; Ringway Island Roads would not look to object to a Planning Application but would seek planning conditions to ensure that these measures are provided and maintained in perpetuity.”

Other Matters.

- 5.41 The applicants will enter into a Unilateral Undertaking to secure future financial contributions towards the Solent Special Protection Areas Mitigation Strategy (to be paid prior to commencement of the development) and to make the required contribution towards the delivery of Affordable Housing (3% of (end value - £100,000)) prior to occupation of the development. The financial contribution towards the delivery of off-site affordable housing schemes is a further public and social benefit associated with the development.

- 5.42 The issue of nitrates and the impact from treated foul sewage on the Solent SPA has become a significant material consideration. However, Southern Water have confirmed that the local main system is part of the Sandown Catchment area:-



Image 29 – Southern Water Catchment Area e-mail.

- 5.43 As such, by discharging to a main sewer connected to the Sandown WWTW means that the development would not have an impact on the designed site at the Solent SPA as a result of treated effluent.

6.0	CONCLUSIONS
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- 6.1 The site is located within the settlement boundary and is a sustainable and accessible location with good public transport links and public amenities.
- 6.2 The development can take place without causing any adverse impacts on the character of the surrounding development.
- 6.3 The scheme has been designed to ensure that there will be no loss of amenity for the neighbouring residential occupiers.
- 6.4 Safe and accessible access and parking can be provided.
- 6.5 The applicants will enter into a S106 legal agreement to ensure financial contributions towards protection of the Solent Special Protection Area and for the provision of affordable housing.
- 6.6 All in all, the proposed development would provide for much needed housing by optimising the use of underutilised land amongst other dwellings, in a location that can be described as sustainable and without compromising the visual amenities of the surrounding area. We have demonstrated that cumulatively any potential impacts (from a highways point of view) are not considered to be significant and demonstrable and when the benefits of the proposed development are taken into account as required by Paragraph 11d of the NPPF, any perceived harm is comfortably outweighed. There are no specific policies in the NPPF which would either preclude or restrict the development and therefore should the LPA endorse this approach the applicant will happily submit a full planning application without delay.