

# Householder Application Statement

## Retention of Scooter Shelter

### Submission

47 Fairlee Road  
Newport



Prepared by:

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**December 2023**

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## 1. Introduction

- 1.1 This statement is produced in support of a householder application for the retention of a mobility scooter shelter at the front of 47 Fairlee Road, Newport.
- 1.2 The key issues in support of the application are the need for the shelter (to protect a mobility scooter) and to provide the only means of access for the applicant to get to shops and to meet friends.
- 1.3 The requirement for the application has arisen from an investigation by planning officers who have confirmed that the shelter requires planning permission.
- 1.4 The application is supported by this statement, and the following plans:
- Planning Statement
  - Plans and elevations
  - Location and block plan

## 2. Background

- 2.1 The resident and owner of 47 Fairlee Road is a 94 year old man, Stanley Wearn, who lives on his own and has resided there since 1964.
- 2.2 Stanley has significant age-related mobility issues and is continuously unsteady on his feet. He uses his mobility scooter, obtained from Island Mobility, to travel into the town centre for shopping and to meet friends at the Morrison's café.
- 2.3 Without the mobility scooter, Stanley would be housebound.

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- 2.4 The mobility scooter was bought in 2021 and was accompanied with the mobility scooter shelter which was installed in February 2021. Stanley has operated the scooter from its shelter continuously since then.
  - 2.5 There is no where to store the mobility scooter indoors. The house has a narrow hallway and there is no direct access to the rear garden/ yard.
  - 2.6 The shelter is essential to protect the scooter from the weather and to prevent it theft.
  - 2.7 The shelter is orientated to reflect how cars would park and offers the most efficient way for the applicant to access the scooter (double doors facing towards the footway)

### **3. Characteristics of the Site and Location**

- 3.1 The southern end of Fairlee Road, within which the application site sits, is characterised by a series of terraced and semi-detached houses dating from the reay 1900's. All are characterised by ground floor front bay windows, and forecourt areas, currently used as domestic car parking spaces.
- 3.2 The site is located opposite a landscaped highway verge, separating Fairlee Road from the rears of newer properties on Victoria Road and Beatrice Terrace.



***View looking northwards along Fairlee Road***

- 3.3 The street level character of Fairlee Road in this location is dominated by parked cars fronting the properties on the western side of the highway, in close proximity to the application site.
- 3.4 The application site itself is a semi-detached early 1900s property with classic forecourt, parking area. The forecourt extends to some 21 sqm. The highway edge is some 7m from the front door of the proper.
- 3.5 The properties each side of the application site accommodate front car parking. On one side camper vans are parked, and the other SUV's.
- 3.6 The mobility shelter itself is just 2.7m long, 1.6 m wide, with a maximum ridge height of just 1.07m. It is a modest standard mobility shelter design with single pitched roof, and of sheet metal construction. It is a subtle dark olive green in colour.

3.7 The shelter backs onto the front of the house, and takes up the position of a very small, parked car on the forecourt.

3.8 The images below illustrate the character of the property, the surrounding area and the minimal impact of the mobility scooter.



*Application Site Street Scene (with shelter shown)*

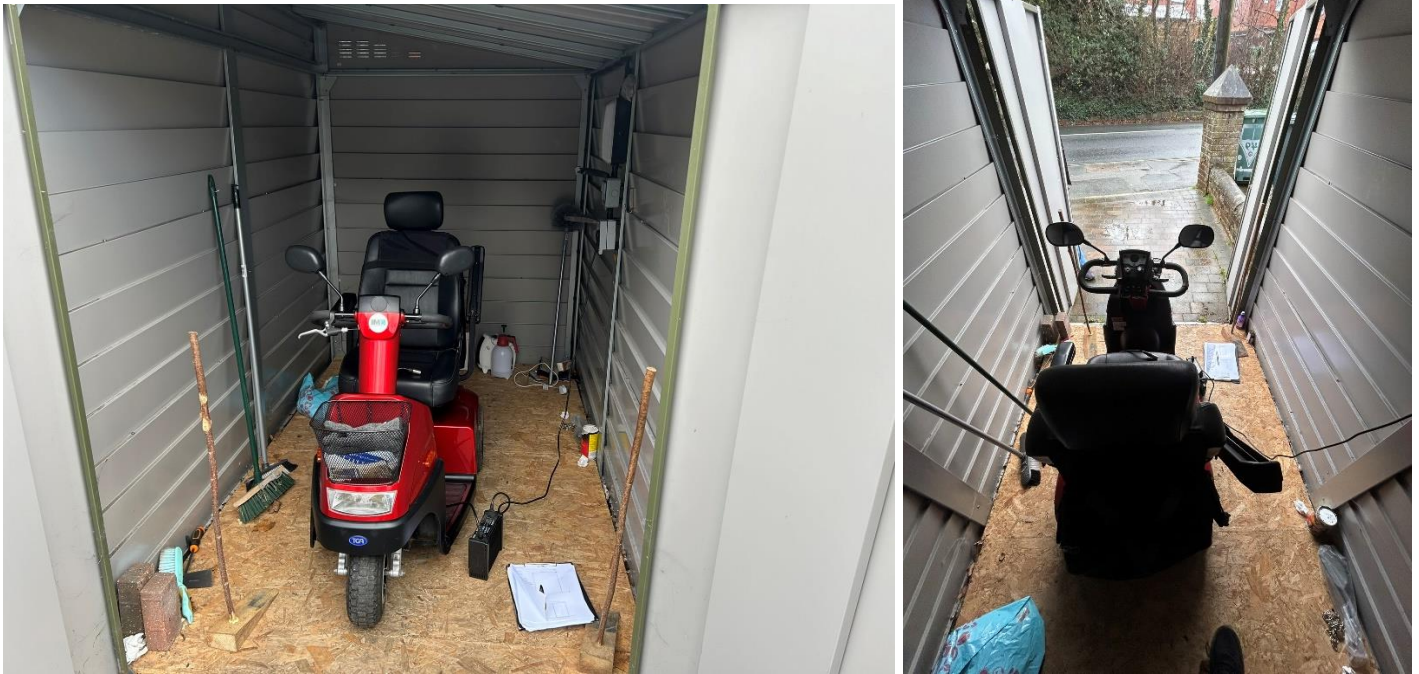


*South-facing view of shelter*



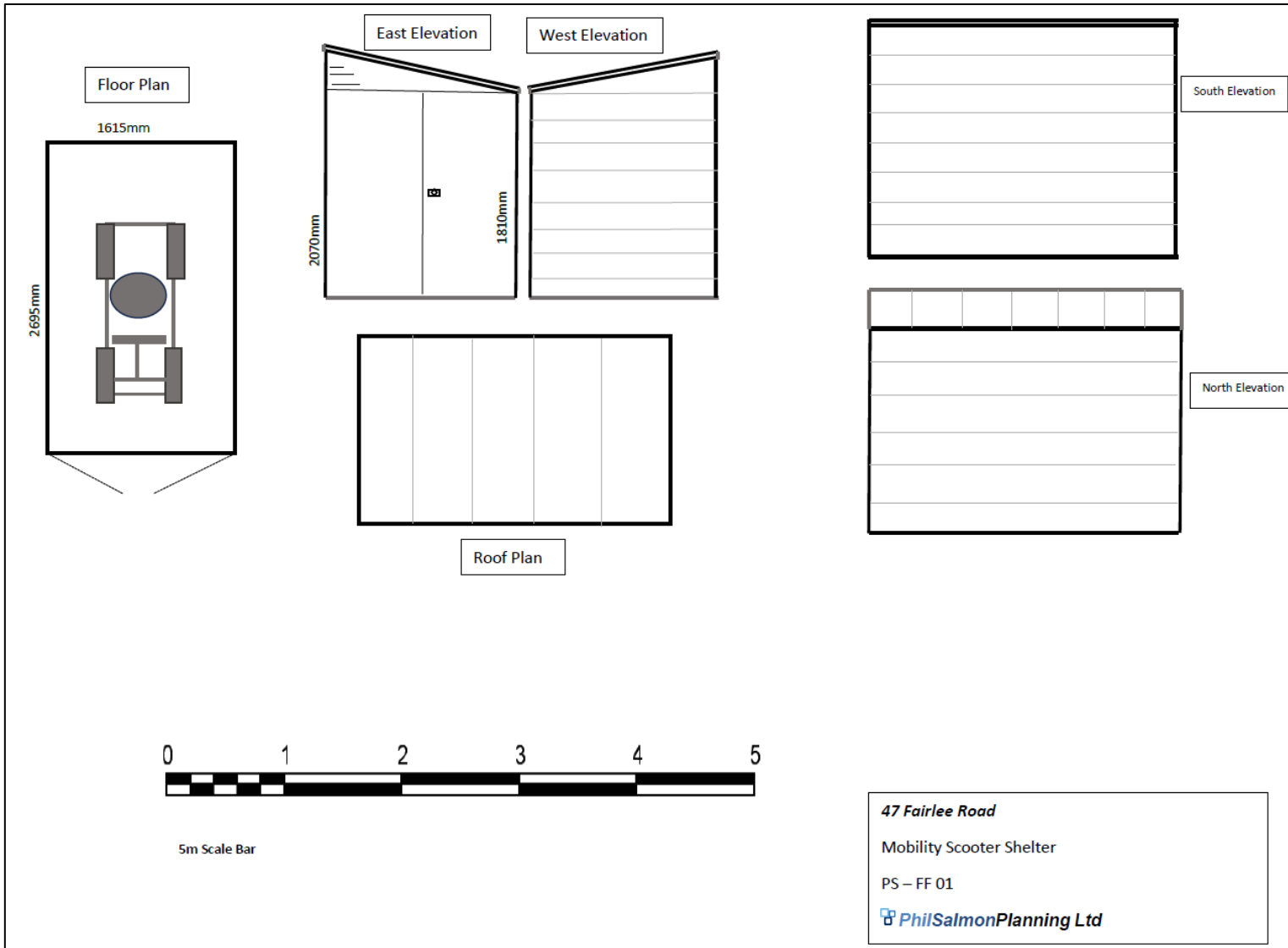
*Double doors of shelter*

3.9 The images below reveal the scooter inside of the shelter.



#### 4. Application Proposals

- 4.1 The application proposal proposes the retention of the mobility shelter for use by Stanely, the current house owner and occupier.
- 4.2 The images below are taken from the submitted plans confirming dimensions of the shelter itself.





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## 5. Planning Policy Context

### *National Planning Policy Framework (NPPF)*

5.1 The NPPF is a material consideration in planning decisions. It states that proposed development that accords with an up-to-date development plan should be approved without delay. At the heart of the NPPF, is the presumption in favour of sustainable development. It states that the achievement of sustainable development includes three, mutually dependant elements, namely; economic, social, and environmental. Social and environmental matters are particularly pertinent to this application and the maintenance of disability / access facilities to assist an elderly resident.

### *The Island Plan Core Strategy (March 2012)*

5.2 There are a number of key policies in the Island Plan Core Strategy that are relevant in the consideration of the case for this proposal. These are as follows:

- *SP1 Spatial Strategy* – this sets the Council’s main objective which supports development of appropriate land within and immediately adjacent to settlement boundaries of the Key Regeneration Areas, smaller regeneration areas and rural service centres. It prioritises the redevelopment of previously developed land where available.
- *Policy DM2 Design Quality for New Development* – this states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance the existing environment whilst allowing change to take place.

## 6. Planning Considerations and Merits

### 6.1 Principle

- The shelter has been in place for nearly 3 years. There have been no complaints from neighbours (as far as Stanley or his family are aware).

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- The shelter sits within the curtilage of a house within a busy street scene within the defined Newport settlement boundary.
  - The shelter is in the optimum position enabling Stanely to access it and manoeuvre the scooter out.
  - As a matter of principle and effectiveness (for mobility), the shelter is acceptable in all regards.

### 6.2 Impact on wider area

- The shelter is modest in scale and effective in design.
- It takes up only limited space on the forecourt of the host property, less than would be taken up by a small car.
- Far greater impact is created by large vehicles parked on the forecourts of adjoining and nearby properties, which dominate the street scene.

### 6.3 Mobility Gain

- ***The shelter and the mobility scooter are the only means by which the applicant can access the town centre for key shopping tasks and meeting with friends.***
- ***Without the shelter, the scooter would be at risk of weather deterioration and theft. Stanely would also be housebound.***

## 7. Conclusion

8.1 The application proposals represent an effective and sustainable means to provide mobility for the owner of the application property. It is the only means of access for Stanley. The impact of the shelter of itself in the wider area is minimal. The application proposals comply with policies as set out in the Island Plan Core Strategy. It is requested therefore that officers consider this application, based on material planning considerations, that tip the balance strongly in favour of approval.