



DESIGN & ACCESS STATEMENT

On behalf of: Eton College

Site: Land to the rear of Solent View Road, Seaview, Isle of Wight

Proposal: Erection of 9 no. dwellings with associated access, car parking, landscaping and highway works

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1. Introduction

1.1 This Statement has been prepared by Fowler Architecture & Planning Ltd in relation to the submission of a Full Planning Application by Eton College to Isle of Wight Council ('the LPA') for the *'Erection of 9 no. dwellings with associated access, car parking, landscaping and highway works'* on Land rear of Solent View Road, Seaview, Isle of Wight.

1.2 This Statement meets the requirements of Article 9 of the Town and Country Planning (Development Management Procedure) (Order) (England) 2015.

1.3 The purpose of this Design & Access Statement is to explain the principles and concepts that have been applied to the development and how issues relating to access to the development have been dealt with, through:

- Explaining the design principles and concepts that have been applied to the development;
- Demonstrating the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- Explain how policies relating to access in relevant local development documents have been taken into account;
- Explaining how any specific issues which might affect access to the development have been addressed.

1.4 The focus of this document is primarily issues surrounding amount, access, layout, landscaping, appearance and scale.

2. Project Team



Planning Consultancy



Highways



Arboriculture



Ecology & Drainage

3. Design Principles - Amount

3.1 This application proposes the erection of 9 no. dwellings on Land to the Rear of Solent View Road. The site has a maximum capacity of 12 no. dwellings, as confirmed within the 2017 SHLAA (reference: IPS104). The proposed 9 no. dwellings fit comfortably within the site, whilst allowing the provision of appropriate access, parking, landscaping and amenity space.



Stage E - Assessment - Achievability

Steering group's conclusions: The steering group concluded that the site is suitable and achievable subject to access. Years 1-5. Final yield would be dependent on access potentially 10-12.

Indicative yield:

Site achievable if ticked

4. Design Principles - Layout

- 4.1 *“Layout” means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.*
- 4.2 In order to give the development a sense of place, this development has been designed to be reflective of the existing development in the wider rural area and is designed to make the most efficient use of the site in accordance with paragraph 122 of the Framework.
- 4.3 It is envisaged that there would be a single point of access, from Seagrove Farm Road to the west – to serve the development, into which an arrival space can be created.
- 4.4 The nine dwellings have been arranged to complement the sloping nature of the site, with the bungalows and semi-detached dwellings located to the north-west of the site, and the three larger detached dwellings to the south-east of the site.
- 4.5 The dwellings are orientated to ensure that all dwellings respect any views from neighbouring buildings whilst maximising natural ventilation and daylight within all habitable rooms.
- 4.6 Landscaping has been proposed to all dwellings to soften the street scene and any views into the site. The proposed development is an acceptable distance from surrounding buildings, therefore minimising the impact on neighbour amenity.

Amenity and Gardens

- 4.7 The need to provide a good separation distance between new houses and existing properties is a fundamental principle of good design.
- 4.8 The development will ensure buildings are located at a suitable distance from existing buildings following established amenity and separation distances; taking into account changes in levels; heights of buildings; internal layout and the position of habitable rooms. Rear gardens are useable spaces, not overlooked and also take into account any shading and dominance from retained and proposed trees.



Illustrative Proposed Site Plan

5. Design Principles - Scale

- 5.1 *“Scale” means the height, width and length of each building proposed within the development in relation to its surroundings.*
- 5.2 The proposed built form will comprise of residential development of no more than two storeys in height, with roof lines kept low.
- 5.3 The scale, massing and form of the proposed dwellings will relate to the surrounding context which is characterised by a mix of low and medium density development, comprising single storey and two storey detached dwellings.
- 5.4 Housing will appropriately reflect the position of the site in the landscape context, and the scale of the development in the immediate vicinity, while utilising appropriate opportunities to define key views and frontages.
- 5.5 The proposed dwellings range from single storey (plots 3 & 4) to two storeys (plots 1, 2, 5, 6, 7, 8 & 9). The site is gradually sloping from west to east, and the positions of the dwellings take this into account.

Dimensions

- Plot 1 (2-bedroom, semi-detached): A width of 6.25m, a depth of 8.1m, with a height of 4.8m to the eaves and 8.3m to the ridge.
- Plot 2 (2-bedroom, semi-detached): A width of 6.25m, a depth of 8.1m, with a height of 4.8m to the eaves and 8.3m to the ridge.
- Plot 3 (3-bedroom, 1.5 storey bungalow): A ‘T’ shaped dwelling with main plan depth of 11.9m, a main plan width of 6.3m. The projection measures 6.5m by 6.1m. The dwelling has a height of 3.4m to the eaves and 5.5m to the ridge.
- Plot 4 (3-bedroom, 1.5 storey bungalow): A ‘T’ shaped dwelling with main plan depth of 11.9m, a main plan width of 6.3m. The projection measures 6.5m by 6.1m. The dwelling has a height of 3.4m to the eaves and 5.5m to the ridge.

- Plot 5 (3-bedroom, semi-detached): A main plan depth of 8.2m, a main plan width of 6.5m with a height of 4.8m to the eaves and 8.2m to the ridge. The single storey rear projection measures 3.1m by 2.2m with a height of 3.2m.
- Plot 6 (3-bedroom, semi-detached): A main plan depth of 8.2m, a main plan width of 6.5m with a height of 4.8m to the eaves and 8.2m to the ridge. The single storey rear projection measures 3.1m by 2.2m with a height of 3.2m.
- Plot 7 (4-bedroom, detached): A main plan width of 13m, a main plan depth of 9.6m, with a height of 5m to the eaves and 8m to the ridge. The single storey side projection measures 7m by 2.8m with a height of 4.8m. There is a two-storey projection to the front of the dwelling.
- Plot 8 (4-bedroom, detached): The dwelling measures 15.4m by 12m with a height of 5.4m to the eaves and 9.5m to the ridge. The dwelling benefits from two two-storey projections to the rear with bay windows to the ground floor, and balconies to the first floor.
- Plot 9 (4-bedroom, detached): The dwelling measures a main plan width of 14.4m by a main plan depth of 11.3m with a height of 5.3m to the eaves and 8.5m to the ridge. The dwelling benefits from a two-storey rear projection measuring 1.9m by 4.94m.



Plots 1 & 2



Plot 4



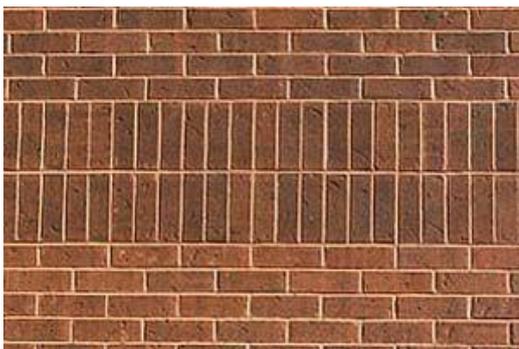
Plot 7

6. Design Principles - Appearance

- 6.1 *“Appearance” means the aspects of a building or place within the development which determine the visual impression the building or places makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.*
- 6.2 The development will promote the use of vernacular building styles, traditional materials and site layout which reflect the character, appearance and local distinctiveness of Seaview and the local area.
- 6.3 The proposed dwellings will respect the building designs of Seaview. The colours introduced within the built form will generally be low-key and muted to reduce the perceived changes across the wider landscape.
- 6.4 The materials for the dwellings are as follows:
- Plot 1: Brick, brick soldier course with a clay tile roof. Timber windows, doors and sills.
 - Plot 2: Brick, brick soldier course with a clay tile roof. Timber windows, doors and sills.
 - Plot 3: Brick, brick soldier course with a clay tile roof. Timber windows, doors and sills.
 - Plot 4: Brick, brick soldier course with a clay tile roof. Timber windows, doors and sills.
 - Plot 5: Brick, brick soldier course, stone quoins with a clay tile roof. Timber windows, doors and sills.
 - Plot 6: Brick, brick soldier course, stone quoins with a clay tile roof. Timber windows, doors and sills.
 - Plot 7: Brick plinth, brick, brick soldier course and brick banding with a clay tile roof.

- Plot 8: Brick plinth, brick and brick soldier course with a clay tile roof. Lead roof porch with stone detailing.
- Plot 9: Brick, brick soldier course and stone banding with a clay tile roof. Lead roof porch with stone detailing.

6.5 A restrained pallet of materials and architectural features has been used which encourages and promotes local distinctiveness and responds to the opportunities to promote high quality design. The new housing will continue the variety of size, shapes and style that has historically evolved throughout the village.



7. Design Principles – Landscaping

- 7.1 *“Landscaping” in relation to a site or any part of a site for which planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes – (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.*
- 7.2 The hedgerow to the west of the site will be retained, along with a strip of managed grassland to the north of the site. All existing trees will be retained.
- 7.3 The development will be landscape led to ensure that the development site comfortably within the rural setting. Soft landscape will be enhanced along the boundaries of the site.
- 7.4 A landscaping scheme of mixed native species planting will be created to provide a visually attractive environment, helping to define the character of the scheme.
- 7.5 Hedgerows have been proposed to the north, east and southern boundaries.



Existing site

8. Design Principles - Access

8.1 *“Access” means the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network; where “site” means the site or part of the site in respect of which full planning permission is granted or, as the case may be, in respect of which an application for such a permission has been made.*

8.2 The proposals have been influenced by technical guidance in the ‘Manual for Street 1 & 2’ (MfS) and an appraisal of the local highway network has been undertaken by Transport Seeds.

Vehicle Access Arrangements

8.3 The proposal involves a new access road, taken from Seagrove Farm Road, with the creation of one new access point, to the west of the site, via the adjacent paddock.

8.4 Sufficient hard standing is accommodated to allow for refuse and fire tender access.

8.5 Existing pedestrian footpaths to the west and south of the site provide safe access to the village.

8.6 Please see transport drawings by Transport Seeds for all details relating to access and refuse collections.

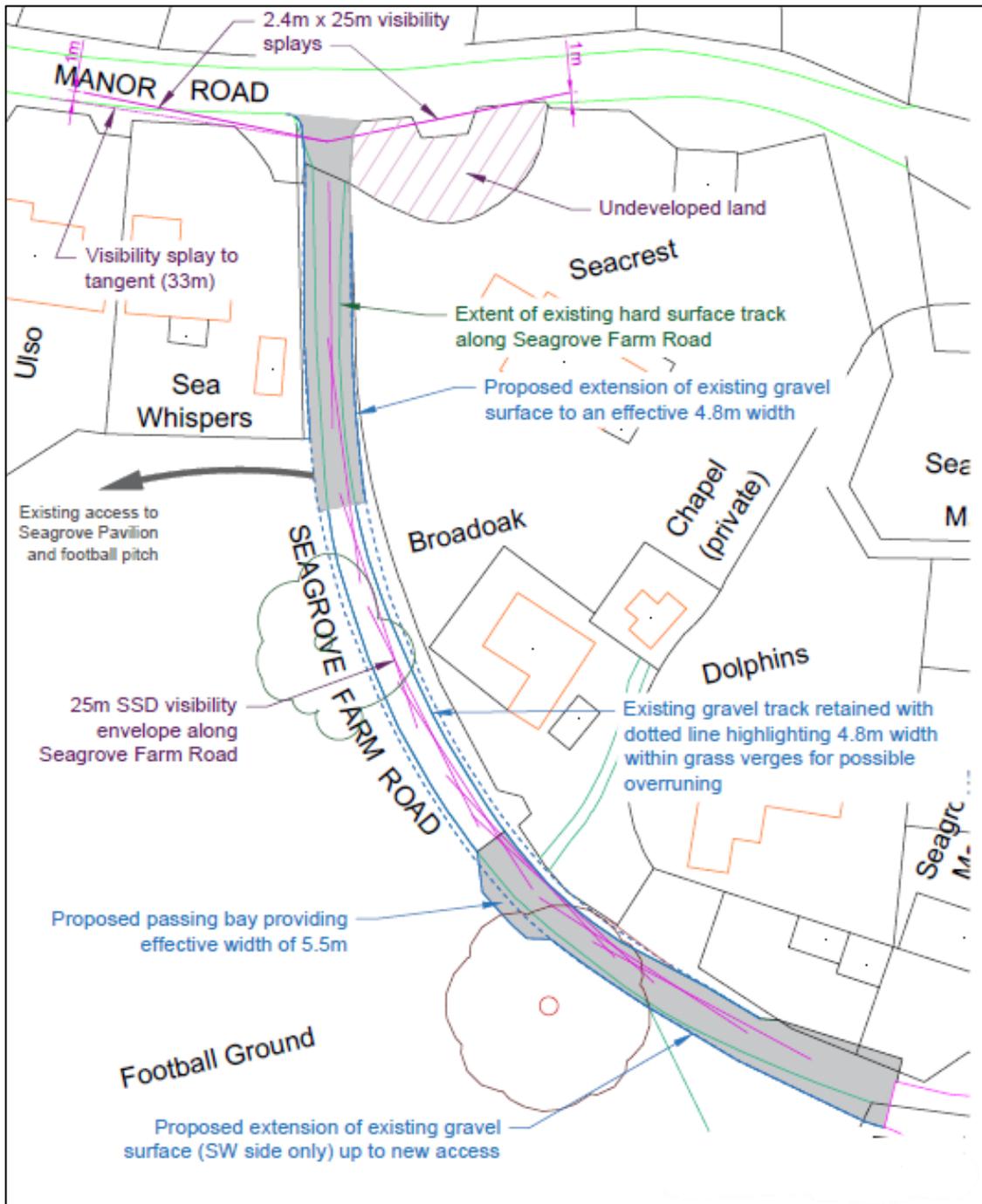
8.7 Parking is provided for all plots.

8.8 The site is located within reasonable walking distances of local services and facilities.

8.9 The drawings by Transport Seeds illustrates the proposed access and turning arrangements. A 4.8m wide vehicular access is proposed via an extension of Seagrove Farm Road to allow two cars to pass. A turning head is proposed within the site to allow for service/delivery vehicles to enter and exit the site in forward gear.

8.10 A 2.4m by 25m visibility splay onto Seagrove Manor Road can be achieved in both directions.

8.11 Visibility splays measuring 2.4m x 43m can be achieved at the junction between Seagrove Manor Road and Old Seaview Lane, and at the junction between Old Seaview Lane and Steyne Road.



Proposed access arrangements by Transport Seeds

8.12 Analysis of the proposed traffic generation alongside the existing traffic flows on Seagrove Farm Road and Seagrove Manor Road has shown the development will have no material impact on the operation of Seagrove Farm Road or Seagrove Manor Road or the surrounding highway network.

8.13 A Transport Assessment has been undertaken by Transport Seeds in support of this application. The report confirms that the site is located sustainability within adequate walking distances to adjacent bus stops, which are served by regular bus services.

8.14 Traffic generation from the development has been estimated and considered negligible. As a result, the additional development traffic will have no detrimental impact on the existing highway network in terms of capacity and safety.

Parking

8.15 Parking will be incorporated within the development and ensure that this does not dominate the street scene. Parking is located in a discrete position within each curtilage, within garages and driveway parking to the front.

8.16 The amount of residential car parking proposed accords with the LPA's minimum car parking standards, as noted within the Guidelines for Parking Provision as Part of New Development SPD (January 2017). The below table shows the proposed parking provision:

Plot	No. bedrooms	Car parking provision	Cycle provision
Plot 1	2-bedrooms	1 space	1 space
Plot 2	2-bedrooms	1 space	1 space
Plot 3	3-bedrooms	2 spaces	2 spaces
Plot 4	3-bedrooms	2 spaces	2 spaces
Plot 5	3-bedrooms	2 spaces	2 spaces
Plot 6	3-bedrooms	2 spaces	2 spaces
Plot 7	4-bedrooms	2 spaces	2 spaces
Plot 8	4-bedrooms	2 spaces	2 spaces
Plot 9	4-bedrooms	2 spaces	2 spaces

Waste and Refuse

8.17 New developments are required to provide adequate external waste and recycling storage areas and accessible collection points for refuse vehicles.

8.18 The site can be appropriately, safely and efficiently accessed via emergency service vehicles.

8.19 The site can be appropriately, safely and efficiently accessed via refuse vehicles. The accompanying tracking plans by Transport Seeds (drawing no.TS7008-TR-1003A)

demonstrates the route into and out of the site by a refuse vehicle. It confirms that the vehicle is able to turn at the turning head, and can efficiently enter and exit the site in forward gear.

8.20 Waste and recycling in Seaview is based on a system of weekly waste and recycling collection. The Council have a contract with Amey to provide a weekly household waste collection service, with alternates between recycling/textiles one week, and black bag waste the next. Food waste is collected weekly.

8.21 As it currently stands, refuse vehicles reverse along Seagrove Farm Road in order to collect the waste from the existing 11 dwellings. It is proposed that the refuse vehicles will be able to sufficiently enter and exit the site in forward gear, making use of the proposed turning head, in order to collect waste and recycling.

9. Refuse Disposal Details

9.1 Policy SP8 of the Island Plan: The Isle of Wight Council Core Strategy (Including Minerals & Water_ and Development Management Policies DPD:

9.2 *'The Council will seek to reduce the level of waste wherever possible by providing waste resource infrastructure and management options in accordance with the waste hierarchy (this includes prevention in the first instance), and ensuring that infrastructure for the management of waste is developed with due regard to the principles of sustainable development.*

All new development will be expected to maximise contribution to waste prevention and minimisation, and provide facilities for waste and recycling through:

(1) Sustainable design and construction principles, as set out in DM1.

(2) Construction and demolition methods that minimise waste production and maximise re-use/recycling of materials, as far as practicable on-site.

(3) Making appropriate provision of waste management facilities for the finished development that are appropriate both in scale and in treatment, treating waste as high up the waste hierarchy as possible'.

9.3 Sufficient space is available within the curtilage of the dwellings for waste storage, which is within the appropriate carry distance to the highway for collection.

9.4 Please see the submitted Transport Statement and associated drawings by Transport Seeds in support of this application.

9.5 Refuse collection vehicles to properties off Seagrove Farm Road currently reverse down the entire length of the lane from Seagrove Manor Road. This is not ideal and does not comply with the recommendations from the 'Guidelines for Recycling and Refuse Storage in New Development' SPD on maximum reversing distances for those vehicles.

9.6 Drawing No.TS7-1003A shows the swept path analysis of service vehicles and demonstrates that the internal arrangements will be suitable to allow for these vehicles to turn around at the end of the proposed cul-de-sac and thus able to exit the development in forward gear.



- 9.7 Waste and recycling in Seaview is based on a system of weekly waste and recycling collection. The Council have a contract with Amery to provide a weekly household waste collection service, which alternated between recycling/textiles one week, and black bag waste the next. Food waste is collected weekly.
- 9.8 Collection day is each Monday and the recycling and waste must be set out at the kerbside by 7am on the scheduled collection day.
- 9.9 Please see below the waste calendar for the next 6 months:



 Recycling day
 Non-recyclables day
 Bank Holiday
 School Holiday*
<small>*School holiday dates accurate at time of publication</small>