

Isle of Wight Council

Supplementary Planning Guidance

# Residential Layouts



August 2004

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**This is one of a series of Supplementary Planning Guidance Documents. The Isle of Wight Council adopted this guide August 2004, following public consultation. It is published by Isle of Wight Council, Directorate of Environment Services.**

## 1 Introduction

- 1.1 The purpose of this document is to provide advice to those seeking planning permission for residential development on the Island. The need for additional guidance has become apparent with the increase in “built anywhere” style housing which is leading to the loss of local distinctiveness in our unique environment. The two fundamental issues contained within this guidance are: -
- The design of individual housing developments should reflect the local characteristics, which give each part of the Island its sense of place and identity.
  - The design of dwellings should address environmental concerns and demonstrate issues of sustainability have been incorporated into the design.
- 1.2 Planning applications will primarily be considered against the policies of the Unitary Development Plan. The purpose of this guidance is to supplement these policies with more detailed information. However, the guidance has been prepared in consultation with the public and has been adopted by the Council, which means that weight can be attached to it in the development control process.

### UDP Policies:

H1  
H2  
H3    H4  
H6

- 1.3 It is hoped that the use of this guide will make developers more aware of the standards adopted by the Council and hence encourage a speedier and more efficient progress through the planning process.
- 1.4 The information contained in this guide is applicable throughout the Island but those who are familiar with the Isle of Wight will be aware of the variety of character areas contained within the Island. Hence, a design that may be suitable in one area of the Island may not be appropriate in another area of the Island. Developers and Designers should be familiar with the Council's Countryside Design Summary, which provides assistance by examining the Local distinctiveness of the different parts of the Isle of Wight. You should also refer to IW AONB Management Plan, Historic Landscape Character Assessment and Parish Plans for guidance on local distinctiveness.
- 1.5 Central Government has declared its stand on design within the planning system with in PPG1 (1997). This identifies three themes, which underpin the Governments approach to the planning system.
- Sustainable development
  - Mixed Use
  - Quality of Design
- 1.6 Central Government is also promoting Local Agenda 21, which seeks to improve local and global environmental conditions.

- 1.7 Planning Policy Guidance Note 3 Housing (PPG3) sets out a radical new approach to planning for housing. “By Design – Better Places to Live” a companion guide to PPG3 challenges Local Authorities and developers to think more imaginatively about design and layout.
- 1.8 The intention of this guide is to demonstrate how the Council wants these fundamental government policies incorporated into the design of new residential development on the Isle of Wight.
- 1.9 While this guide provides general principles for new development it is not a manual or a substitute for using skilled designers. It is about promoting greater interest in creating better places to live and improving Island life.

### **Holistic Approach**

1.10 The approach to the design of any development should follow a clear and logical design process of: -

- An appraisal of site context
- A design concept
- A formal application

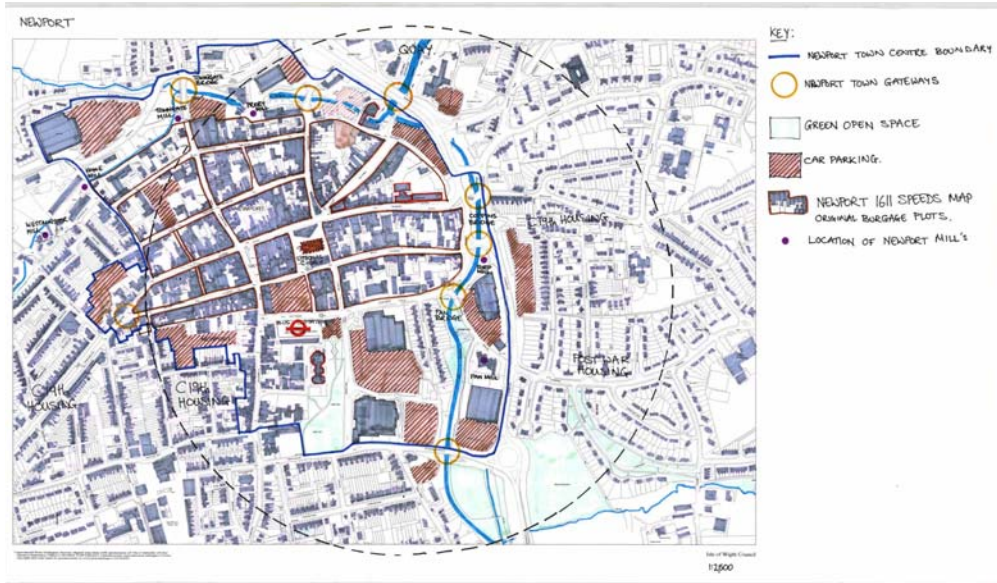
At each stage of the design process the proposal you should test that the proposal meets the two key criteria: -

- That the proposal reflects local distinctiveness
- That the development is environmentally sustainable.

### **Contextual Analysis**

1.11 Every design should start with the preparation of a detailed site and context analysis on which the design can be based. The context analysis should cover an area at least 500m radius around the site. While the site analysis should cover the area of the development site and its immediate neighbours. Applications can be assisted if this information is submitted along with the design statement at the time of submission.

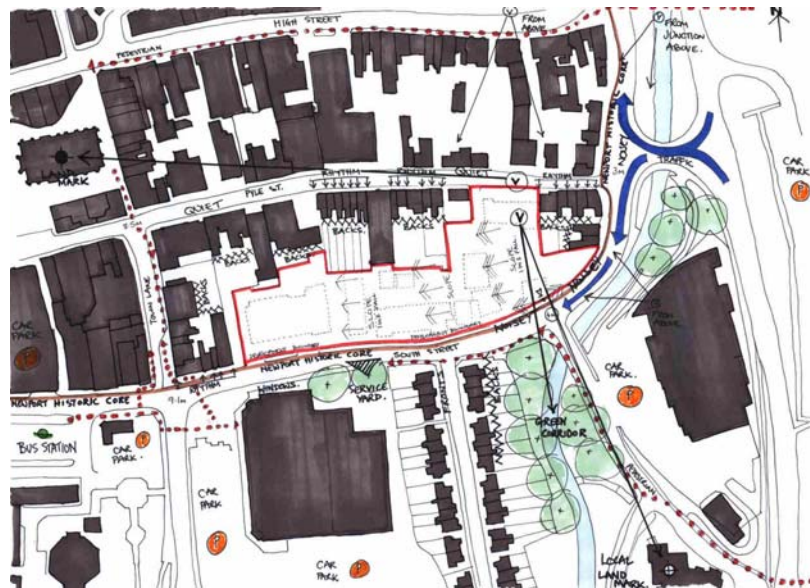
- Any such context analysis should consider: -
- Land form and ecology;
- Established building heights;
- Landmark buildings or important landscape features;
- Pedestrian and or public transport/vehicle desire lines around and through the site;
- Views into and through the site;
- Orientation of the fronts and backs of buildings adjoining the site;
- Hostile edges, “bad neighbour” uses and areas of positive aspect;
- Availability and capacity of utilities and other services.



**Example Context Analysis**

1.12 Any analysis of the site itself should consider:-

- Landscape structure and presence of mature trees;
- All adjacent buildings (materials, heights and condition)
- Water courses and ground water conditions
- Identifying all existing boundaries (materials, heights and condition)
- Important views out from the site;
- Physical constraints such as ground contamination, overhead power lines or steep slopes etc;
- Potential open space areas.
- Prevailing wind direction, solar orientation,
- Intrusive noise or views
- Entry points, sight lines dependent on speed and setting



**Example Site Analysis**

**Development in conservation areas and close to listed buildings**

- 1.13 The Council has a statutory duty to preserve and enhance the character and appearance of conservation areas and protect the setting of listed buildings. Proposals for new development affecting a conservation area or a listed building must be of the highest possible standard in relation to scale, design, siting and materials. The Council might not accept a proposal in outline due to the usual lack of detail in such applications and you are advised to submit details in full. You may also find it helpful to discuss your proposal at an early stage with a member of staff from the Council's Development Control Section.

## 2 Design Principles

- 2.1 After the appraisal of site and context, but before detailed design stage, principle strategic decisions need to be made about: -
- Sustainability and local distinctiveness
  - Local needs in terms of housing, work, recreation, schooling etc.
  - Movement and Access by foot, bicycle, public transport, emergency vehicles and car
  - Conservation of water, energy and wildlife
  - Response to character of site and area.

### Sustainability and local distinctiveness

- 2.2 The efficient use of residential sites , particularly brownfield land, is one of the main means of achieving sustainability on the grounds that it reduces the need to release greenfield sites.. Brownfield sites, or those greenfield sites within walking distance of facilities should be intensively used, while those sites in less accessible fringe locations or village locations should be less intensively used. The level of density should reflect the aesthetic character of the area. Generally higher densities are favoured, to minimize low-density sprawl, which is jeopardizing the character of our countryside.
- 2.3 The Council believes that well designed, distinctive new residential development will not only improve the enjoyment of residents and promote local pride but also improve the attractiveness of the Island to outside investors.
- 2.4 The origins, patterns and appearance of settlements on the Island are diverse and quite distinctive. The design of new development should be sensitive to the essential characteristics of the settlement in which it is to be located. The settlement character of the Island are summarized in the Countryside Design Summary, which designers should refer to when assessing the context of the site. Sites within these character types will be set in one of the following settlement patterns: -
- Urban – Town centre
  - Suburban –Edge of Town
  - Small settlement – Villages and hamlets
  - Sporadic Settlement- unplanned low density/sprawl



Urban



Suburban



Small Settlement



Sporadic

- 2.5 The proposed level of development on the site should recognize the distinctive setting and accessibility of the site. The Council will look to provide a minimum of



30 dwellings per hectare and a maximum of 50 dwellings per hectare depending on the accessibility and local settlement pattern.

## Local Needs

### Housing Mix

- 2.6 In the past market forces tended to constrain the range of dwellings in terms of their level of accommodation with there being a preference towards family houses. The need to increase densities in the interest of efficient use of land provides an opportunity to consider a housing mix, which aims at all economic groups from the single person to the family unit. For example a development of 30 – 50 units should contain a diversity of dwelling types consisting of two, three and four bedroomed houses along with one/two bedroomed flats. The dwellings themselves could be in the form of terraced, semi and detached houses and consideration could also be given to introducing elements of three, even four, storeys in height.
- 2.7 A diversity of dwelling types creates mixed community of different ages and economic status.. This mix provides a number of benefits and helps foster a sense of community. The benefits are listed below:
- Leads to a better balance of demand for community services and facilities, such as schools, recreation facilities and care for elderly people;
  - Provides opportunities for “lifetime communities” where people can move home without leaving a neighbourhood;
  - Makes neighbourhoods more robust by avoiding large concentrations of housing of the same type;
  - Enables community self help such as with arrangement for childcare, help with shopping, the garden or during the winter freeze;
- 2.8 Assists community surveillance with people coming and going throughout the day and evening (compared to the dormitory suburb which, deserted throughout the working day, offers opportunities for crime.)The wider variety of dwelling types being suggested will assist in contributing to an attractive residential environment by the introduction of differing heights and scale with particular reference to purpose designed units on particular plots, for example corner plots, and moving away from the concept of building standard house types.
- 2.9 While it remains important to ensure supply of family homes, equally important is the need to cater for the single person, childless couple or single parent. The introduction of one and two bedroomed units, whether they be in the form of houses or flats, will assist this process. It is important to appreciate that the strategy behind the need for a housing mix is to strive towards giving everyone an opportunity of a decent home.

### Affordable Housing

- 2.10 In this regard consultants acting on behalf of the Council have recently carried out a comprehensive Housing Needs Survey, a requirement referred to in PPG3 – Housing, the conclusions of which recognise the need for affordable housing with the Island need being for rented accommodation. The Housing Needs Survey also identified that a large proportion of the need is for single person accommodation

although there continues to be an ongoing demand for two/three bedroom homes. To meet the statutory requirements developers are requested to refer to Policy H14 – Locally Affordable Housing as an Element of Housing Schemes within the Isle of Wight Unitary Development Plan, paragraphs 12 – 17 inclusive in PPG3 – Housing and any other supplementary planning guidance relating to affordable housing.

- 2.11 When applying provision of affordable housing to provision of a mix and range of dwellings it is important that the design and quality of finish of those dwellings do not differ from the open market housing on any site and that they are appropriately located not to create an element of social exclusion. The preferred option in order to ensure integration is to pepper pot the units throughout any set development in order to ensure social integration. Housing associations are not always in agreement with this approach and a developer who is required to provide affordable housing on site should involve a registered social landlord (housing association) at a very early stage of the planning and design of the development in order to establish
- a) what that social landlord's needs are in terms of housing types and
  - b) whether or not dispersal of the units throughout the site is an option.

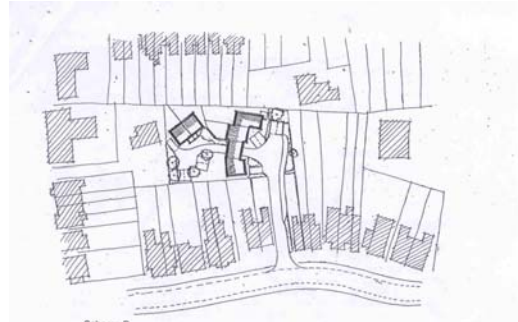
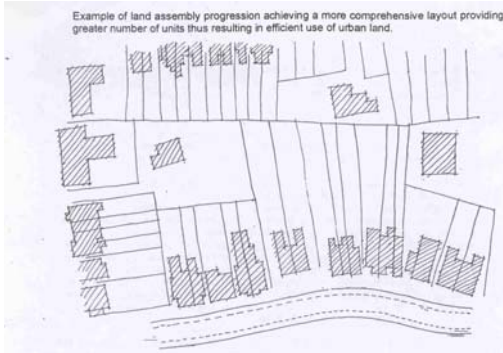
#### Mix Use

- 2.12 In terms of the Isle of Wight only a limited number of albeit important urban in-town sites exist for such mixed use development. Commercially allocated sites i.e. retail, offices and leisure within such locations could incorporate an element of residential mainly within upper floors. It should be noted that such sites, because of their central location, developers would be expected to provide minimal or indeed no parking provision. The Council actively encourages the conversion of upper floors above shops into flats in order to contribute to the economic vitality of the town centres. It should be noted that the conversion of upper floors above shops into one flat does not always require planning permission.

#### Land Assembly

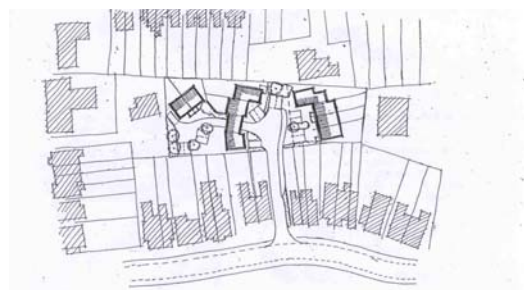
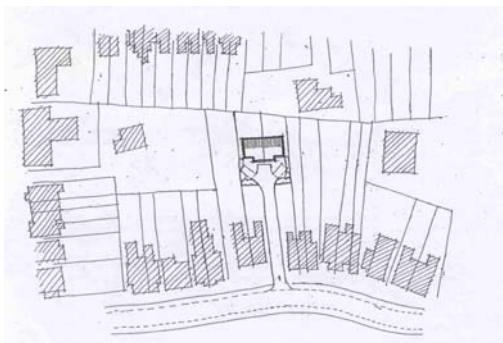
- 2.13 One factor, which needs to be taken into account when formulating a residential layout, is to consider adjoining land and whether or not such land has the potential to be incorporated within any scheme. It is always preferable to consider a comprehensive scheme and certainly ensure that options are kept open should adjoining land become available. Such proposals need to be considered in relation to establishing whether or not backland can be developed without causing unacceptable environmental impact on adjoining established residential development. The preferred option would be to consider all land which has potential for development under one umbrella, however, where circumstances arise where land is not available at the time, then any layout should take account by, providing an open ended road access which would provide access to that land in the future.
- 2.14 In considering backland sites the following needs to be taken into account:
- Affect on the amenities of adjacent properties, particularly in respect of loss of privacy, security and noise disturbance.
  - Height and scale with the avoidance of overlooking and overshadowing being the main consideration;

- Quality of pedestrian and vehicular access;
- Consideration of potential land assembly to create a more cohesive site more able to provide flexibility in design and layout;
- Where appropriate consider a layout which is capable of being adapted to accommodate adjoining land in the future.



Example of backland site where land assembly progression can achieve a more comprehensive layout providing greater number of units thus resulting in efficient use of urban land.

**Scheme B**  
By assembly of other land (three separate garden areas) A more efficient arrangements of dwellings has been achieved will still enabling other land to be incorporated



**Scheme A**  
Inefficient use of land preventing access to adjoining potential development land.

**Scheme C**  
By assembling further areas of rear garden land a complete development is making best use of land without resulting in major environmental impact on the adjacent area

Example Land Assembly resulting in efficient use of land

**Movement and Access**

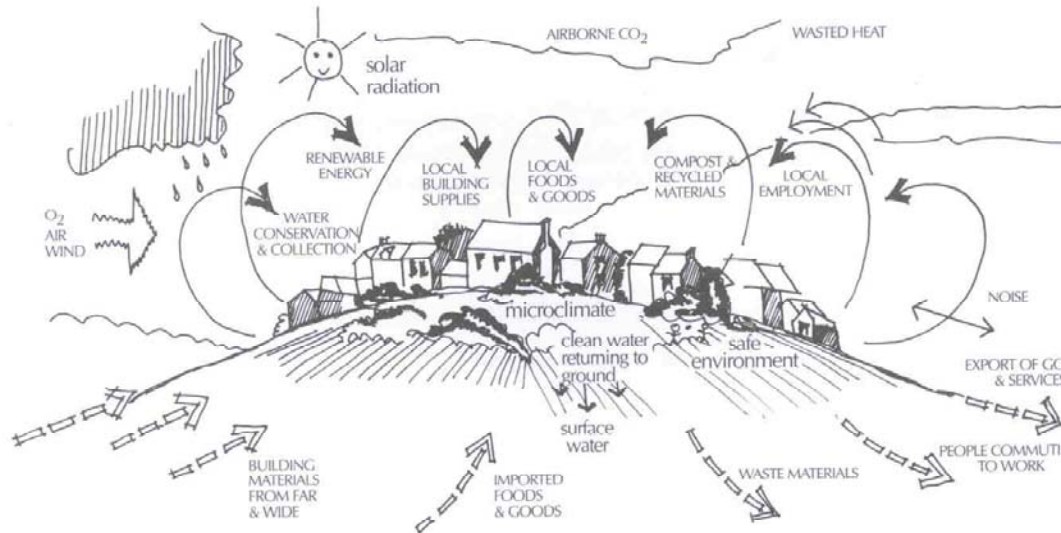
2.15 In order to meet the criteria of sustainability the efficient use of available space on any site regardless of its size is vital. This means that any road design should only use sufficient space to be able to cater for the level of traffic likely to be generated. In so doing the design should demonstrate how it has addressed traffic calming as a prime requirement. All residential roads, particularly access roads/shared surface roads, should be designed to be safely shared equally

between the car and all types of pedestrians, with particular reference to the elderly, children and disabled, as well as cyclists.

- 2.16 In the past, traffic movement on estates has tended to be given priority overriding all other considerations. This has resulted in characterless developments with road layouts, which have adhered to a prescriptive set of rules, which are generally common throughout the country. Consequently the roads have tended to take up a disproportionate amount of valuable space having excessively wide carriageways of uniformed width and be aligned in such a way as to invite speed, thus endangering road safety as a whole.
- 2.17 The road design should be one of a number of elements, which make up the overall scheme and therefore should be considered not only to perform an important function, but to make a visual contribution to the overall scheme thus helping to achieve the sense of place.
- 2.18 The most recent government guidance document in respect of traffic movement is “Places, Streets and Movement” a companion guide to Design Bulletin 32 – Residential Roads and Footpaths issued in September 1998. The guidance contained within this document can be best summarised as follows:
- A flexible interpretation of Design Bulletin 32 which should take into account both the site’s characteristics and the local context and therefore create a place which is likely to work for all users and is not dominated by the car;
  - Developments designed to emphasise a sense of place and community with movement networks to enhance those qualities;
  - Ensuring that the design of roads, footpaths and cycle routes both avoid dominance by the car and more significantly contribute to the promotion of walking, cycling and use of public transport;
  - A move away from overly prescriptive standards.
- 2.19 All development, especially brownfield urban sites, should be designed to encourage convenient safe pedestrian access to public transport and to all other local facilities including schools, shops, leisure facilities etc.
- 2.20 The majority of developments on the Island tend to relate to a relatively small number of units with one access road. Designers are encouraged to move away from the traditional cul-de-sac but to consider servicing such developments with squares, crescents, mews, courtyards and even pedestrian streets. Designers should be innovative in their approach whilst always remembering that the road needs to accommodate traffic movement, which works.
- 2.21 It is important that the area set aside for the manoeuvring of cars should be sufficient to enable that to occur in safety and should not be excessive, which it has been in the past. Generous use of landscaping features (trees, low growing shrubbery within raised planters), strategically placed lamp columns, sculptures where appropriate, bollards and appropriately textured and coloured paving all assist in providing that sense of place, whilst also providing elements to control traffic speed and movement.

## Conservation

Each new development can and should make a contribution to increasing the Islands unique quality and self-sufficiency.



## Energy

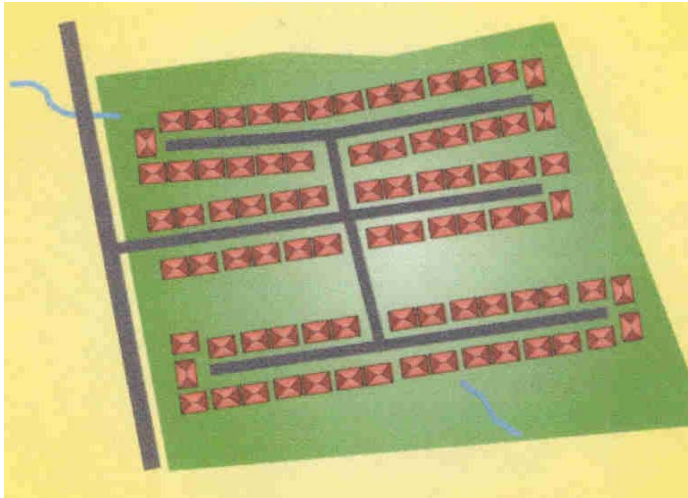
2.22 Recent Government targets to reduce CO<sub>2</sub> emissions by 20% by 2011 have pointed the Council towards the need to increase energy efficiency. Housing energy use tends to be higher in low density / rural settings because of greater exposure and a higher proportion of detached dwellings. In addition, low-density development has more “embodied” energy in construction and materials than the equivalent dwellings in more compact settlement patterns. It is for these reasons as well as the need to protect the countryside that the Government is strongly discouraging dispersed rural development (PPG13). The Isle of Wight Council, however, accepts that by the nature of the Islands settlements inevitably some new development will be relatively dispersed. In order to compensate for this new rural development should achieve higher levels of building energy efficiency. This policy is initially advisory (as building regulations are set nationally) but the Council will be encouraged when considering rural applications if matters of improving building energy efficiency have been addressed.

## Water and Drainage

2.23 The availability and quality of water supply has become a key sustainability issue, the Environment Agency is taking an increasingly tough line with developers. It is advisable to approach the Environment Agency about the water supply, drainage patterns, infiltration rates, sewage disposal and discuss implications for the design at an early stage in the design process. Where possible the potential for on site surface water infiltration by using porous surfaces, soak a-ways and holding ponds will be encouraged. New developments should protect existing watercourses from pollution and excess run-off.

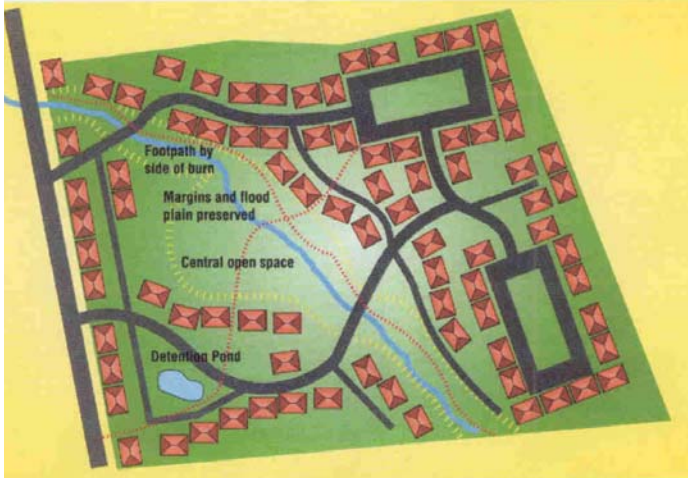
2.24 Watercourses in and adjacent to development should be incorporated into greenways because of the benefits that this delivers for flood water conveyance, for wildlife and for people's enjoyment of their local landscape. Previously culverted watercourses should be rehabilitated for the same reasons. Prior written approval from the Environment Agency under section 23 of the Land Drainage Act 1991 is required to fill, divert or culvert a watercourse. The Agency has environmental obligations and a presumption against the culverting of watercourses.

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a 'main river'.



Layout A

82 houses in an unimaginative site layout that destroys a stream and wildlife habitats and fails to create a high quality community environment.



Layout B

82 houses in an imaginative site layout. The watercourse is retained as part of a high quality greenway. The quality of life of future residents of this site is likely to be higher and saleability increased

- 2.25 All submissions where it is proposed to use existing drainage should be accompanied by evidence that the existing drainage system is both available and has sufficient capacity to accept the additional flow. This is particularly important in brownfield sites that have old combined sewers. Applicants must provide evidence that full consultation has taken place with the Environment Agency and Southern Water. Plans must indicate the position of any surface water attenuation points. If a balancing pond is being proposed the application should clearly state how future maintenance responsibilities have been considered with such an issue being the subject of a Section 106 agreement. Similarly with an attenuation tank confirmation is required that Southern Water would adopt it. If the site is adjacent to a flood plain area then it is likely that a full Flood Risk Assessment will be required with the application in compliance with PPG25.

#### Open Space and Wildlife

- 2.26 Detailed advice on the provision of open space on residential sites is covered by a separate SPG document. Reference should also be made to Policy L10 – Open Space on Housing Developments within the Isle of Wight Unitary Development Plan.
- 2.27 Open spaces in and around settlements are valuable for several reasons, they provide recreational pedestrian and cycle links, they can be used to manage water, help to control pollution through green landscaping and they provide habitats for wildlife. Every new development should therefore make a contribution to local greenspace.
- 2.28 When designing a development natural features, identified in the site analysis, such as watercourses and mature trees or hedgerows should be preserved and incorporated into the design. The retention of such features will protect wildlife potential and hence provide enjoyment for residents. Natural features that are in poor condition should where possible be rehabilitated with native plant species.

## Response to Character of site and area

- 2.29 A development that is sympathetic with its surroundings is likely to work towards sustainability. Being in tune with the landscape, for example, means design the development to fit into the topography of the site. It also means using materials, where available that are locally derived – both to blend in with the landscape and to reduce transport energy costs.
- 2.30 Being in sympathy does not necessarily mean the same as, especially where some recent development is both ugly and out of context. The Council will encourage new vernacular contemporary design that creates homely streets and pleasant safe places for people to live.
- 2.31 Applications will be assisted by the submission of evidence that the scheme is designed on an understanding of distinctive local character. Designers should use visual cues taken from the context analysis to support the proposed aesthetic quality. The list below forms a useful checklist of noticeable features that may provide visual cues: -
- Vertical rhythms
  - Horizontal rhythms
  - Skylines
  - Wall Details, materials, colour, patterns
  - Window styles
  - Door styles
  - Ground level details

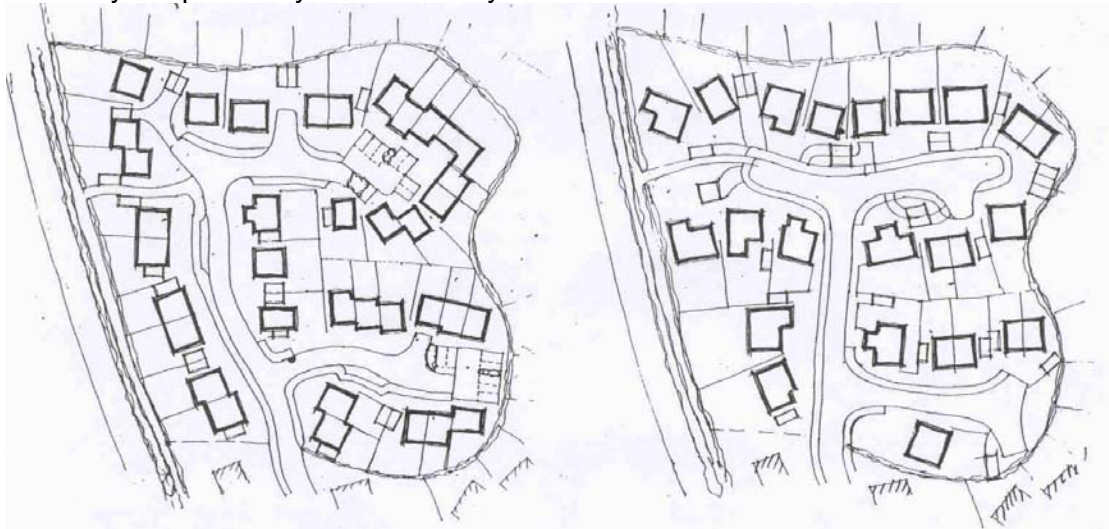


### 3 SITE LAYOUT

#### Designing the Layout

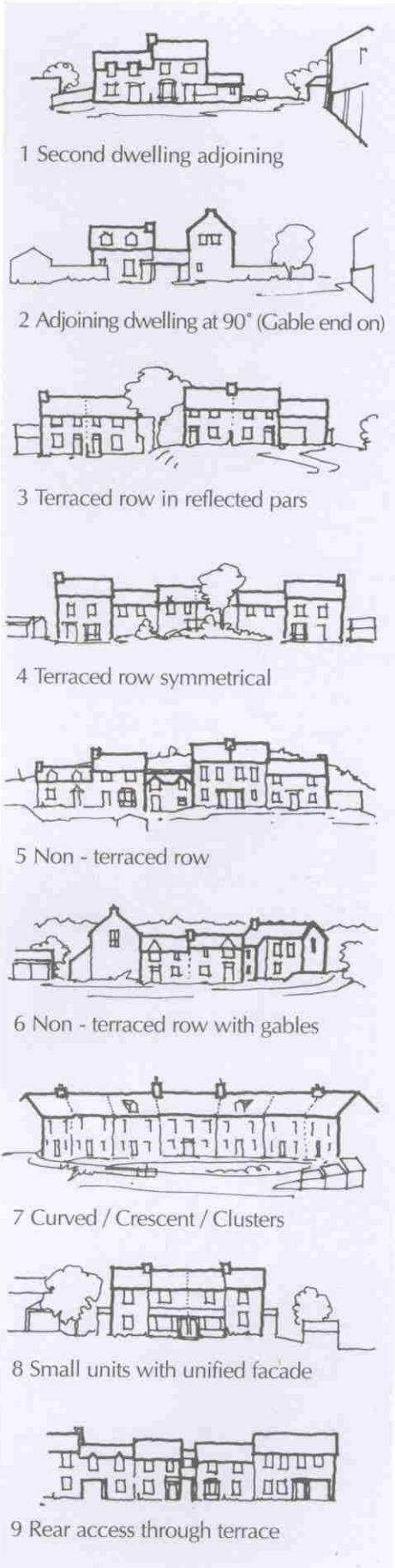
- 3.1 Emphasis must be placed on a conceptual approach to designing the layout of residential development with all elements being important to the ultimate quality of the finished scheme. The arrangement of dwellings and their relationship to all other elements is fundamental to the sense of place and community.
- 3.2 The layout is essentially the arrangement of a mix of dwellings and how they interrelate to all the other elements i.e. streets, parking, private and public space, landscape, townscape and topography to ensure a comprehensive residential environment which will have all the attributes to stand the test of time.
- 3.3 Residential layouts should not be the application of a prescriptive set of rules resulting in a standard formless type of development which could be anywhere in the country.
- 3.4 It is important that the concept or design objectives of the layout should stem from the analysis of the context and the site and that the new residential environment promotes: -
- a) Local distinctiveness
  - b) Sustainable development
- 3.5 The final part of this guide indicates an approach to design of typical elements of residential development: - the sequence and arrangement of dwellings, the entry points of the site, traffic calming by street layout, the creation of nodal points etc. In short this guide is about creating townscape which reflects local distinctiveness, defined as being the tangible expression of those features which contribute to a place being rooted in its setting.

Any extra expense incurred in meeting the broad requirements of this guide should be off set by the possibility of enhanced yield from the site.



Scheme A 36 Dwellings/ha  
Comparison of densities for 1ha site.

Scheme B 24 Dwellings/ha



## Topography

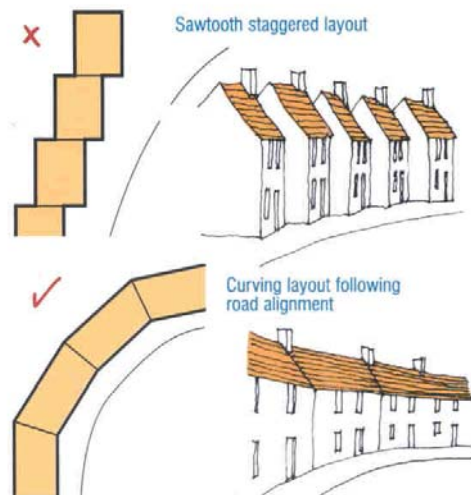
- 3.6 Settlements on the Isle of Wight are characterized by their close relationship with the landscape. The practice of levelling a site to ease construction damages natural resources and is a lost opportunity to enhance the character of a new development. When considering a layout the need for “cut and fill” should be minimized, lower ground floors or partial basements can be created on steeper sites. The use of narrow fronted houses will allow terraces to step down steep slopes.
- 3.7 Avoid building on ridgelines, which intrudes silhouettes into the landscape and creates exposed environments. Instead build below the ridgeline where buildings will be retained within the landscape and creates sheltered environments.
- 3.8 Easy access to houses for people of limited mobility should be considered by locating entrances at the highest point on the boundary, to provide level access to front doors. Gradients for footpaths and cycle ways should be checked that they are designed to a maximum of 1:12 wherever possible.
- 3.9 Slope stabilization with natural materials and planting should be considered as an alternative to man made materials and retaining walls.

## Frontages

- 3.10 The most common approach to development is use of perimeter blocks, which have the advantage of facing outwards towards the public space. The visual effect on the street is influenced by the internal planning of the blocks with positioning of windows which can be varied as follows:

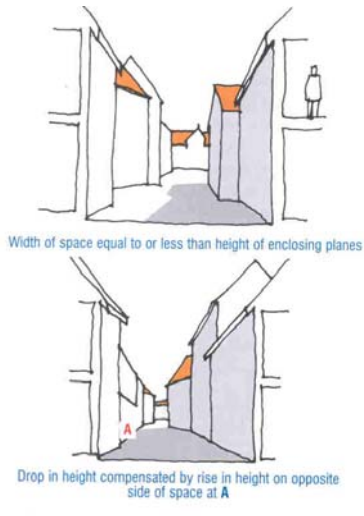
- Narrow frontage with through aspect;
- Square frontage with through aspect;
- Wide frontage either with through or single aspect.

- 3.11 With imagination basic house forms can be linked in a variety of ways to create complementary townscape. The linking of properties has many sustainable benefits for optimising insulation, reducing land take, and lower embodied energy. Arrangements need not be symmetrical but they must be balanced.
- 3.12 Shallow and wide planned forms create variety in street scenes whilst narrow frontages form straight runs of terraces, which is very land efficient in terms of density. However, a greater use of more informality in shape should be considered to accommodate an arrangement of dwellings, which seeks to make good connections to the surrounding area. Remember “The arrangement of buildings and enclosures should be considered first.” (Page 55 Places, Streets and Movement) with the highway requirements fitting in around such an arrangement.
- 3.13 In a number of cases it may be necessary to introduce an element of public/communal access within or to the rear of perimeter blocks. This may be necessary to improve appearance of the street scene in terms of parking, refuse collection, enable access to rear gardens and where the highway is unsuitable to have parking directly off it. However, careful balance has to be set against other concerns as follows:
- Rear servicing can undermine the security of dwellings by allowing strangers access to the rear of dwellings;
  - Without very careful attention to detailed design rear parking courts and alleyways can become unpleasant and even hostile places;
  - Rear courtyard parking can reduce the area available for back gardens and coming and going of cars can detract from the tranquility of garden areas.
- 3.14 The “boxy” detached house types of recent years create formless layouts without any axis. They are not effective forms to produce townscape, in that corners, terminating views and enclosure are not easily achievable. The use of “boxy” house types to turn corners results in unacceptable awkward saw tooth roof and building line.



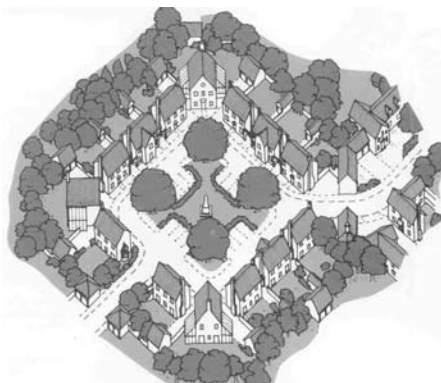
## Street Widths and Enclosure

- 3.15 In order to avoid the formless developments of the past caused by strict adherence to prescriptive standards, particularly highway criteria, greater consideration should be given to other amenity requirements.
- 3.16 What represents an appropriate degree of enclosure and street width will be variable and to a great extent up to the designer to decide. Dependant factors will be height of and distance between dwellings, type and level of traffic using the street in between, quality of landscaping particularly tree planting within the enclosed area. Design and architectural style of the dwellings will also be a contributing factor.



- 3.17 In order to encourage walking and to create spaces in which people feel safe, any public accessible space must be visually comfortable in terms of its height to width ratio. An ideal relationship for pedestrian dominated spaces is for the width of the space to be equal to or less than the height of the enclosing buildings. In practice this can be hard to achieve and a drop in height on one side of the street may be compensated by a rise in height on the opposite side.

- 3.18 Whilst inevitably the overall network of routes will have to be linear, in larger developments the introduction of a static space such as a public square or village green will have a welcome effect and produce a focal point in the development. The most suitable focal points are where two or more routes intersect and where mixed use exists.

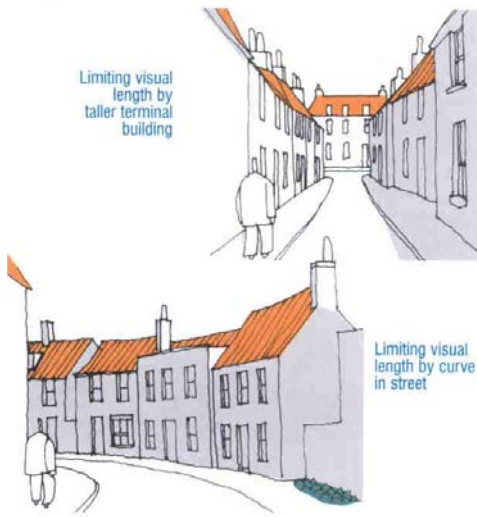


Public square



Village green

Examples of focal points in larger developments



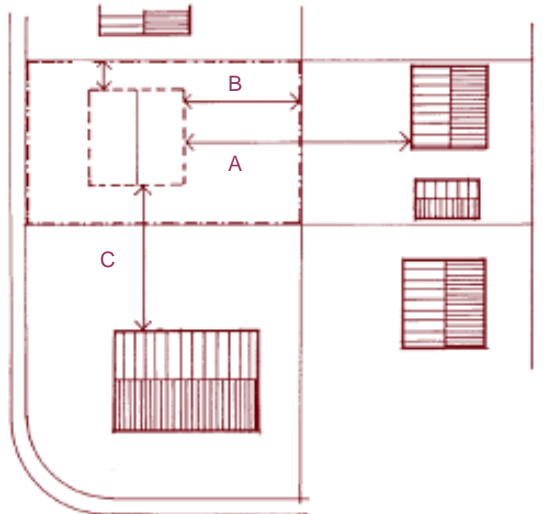
3.19 An over long linear space can be daunting to a pedestrian and increase speed in motorists. This problem can be overcome by limiting visual length by complete or the partial termination of the space using a taller building, a curve, tree planting, a change in direction, a pinch point or a change in level. These devices conceal the way ahead installing caution into motorists and increasing curiosity in pedestrians.

**Plot Size and Shape**

3.20 In order to enclose space efficiently in urban areas, buildings will normally be sited at the back edge of the pavement.

This will have the advantage of reducing the visual impact of onsite parked cars and increase the size of the rear gardens. One or two dwellings in the street may be set back to create incidental green spaces in the street scene. Enclosure can still be achieved by the use of a taller building, tree planting or boundary walls or railings.

3.21 In most cases a garden should be provided to both the front and rear of the proposed dwelling, with the rear garden generally being used as the main private space.



ENCOURAGED STANDARDS FOR GARDENS

Whilst minimum standards for the size of gardens are not being prescribed, sufficient space should be provided to accommodate various domestic and leisure activities, provide adequate levels of privacy and ensure that a satisfactory appearance to the overall development is achieved.

3.22 To help meet this requirement, the standards set out below will be encouraged. However, there will be circumstances where the standards may be relaxed, for example houses that turn external corners or are required

for townscape reasons to be on restricted sites and can not be provided with a private garden to the recommended standard.

3.23 Where the private garden space allowed is significantly below that which is prescribed by the standards, it may be appropriate to remove the 'permitted development' rights on the dwelling(s) in order to control any subsequent extensions.

#### **Measurement A**

A distance of 21 meters will be encouraged between the main elevations of dwellings.

#### **Measurement B**

A distance of 10 meters between the main window of a habitable room and the facing boundary plot in all two-storey houses will be encouraged.

This distance can be reduced to 7 meters for bungalows.

#### **Measurement C**

A distance of 14 meters between a main elevation containing windows to habitable rooms and a gable elevation to an adjacent building will be encouraged.

The size of the garden should be related to the size of the dwelling and meet the likely needs of the occupants.

3.24 Plot size influences the character and compactness of a development, the settlement pattern of the surrounding area will give a general indication of appropriate plot size. It may be appropriate to vary the plot size through the development. The areas shown are indicative only.

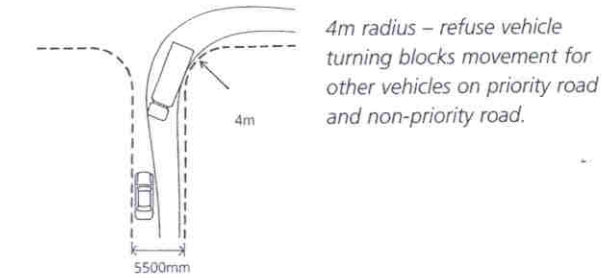
Plot size	Criteria
Urban Infill Plots Approx 175m <sup>2</sup>	Buildings positioned on back edge of pavement. Parking @ 75% car per bed max. Small private patio/ courtyard external space.
Double Plots Approx 380m <sup>2</sup>	Corner plots and focal points in the development semi-detached properties.
Small Suburban Street plots Approx. 230m <sup>2</sup>	Properties set back from edge of pavement with small front gardens. Side garages set back from front elevation of property.
Large Suburban Street Plots Approx 1500m <sup>2</sup>	Properties set back from edge of pavement with large front gardens for 2+ cars. Linked or separate garage forward of property garage access to side or rear.
Large Plots (approx 0.1ha)	Large detached property with garage usually in rural or sporadic settlements.

**Site Entrance**

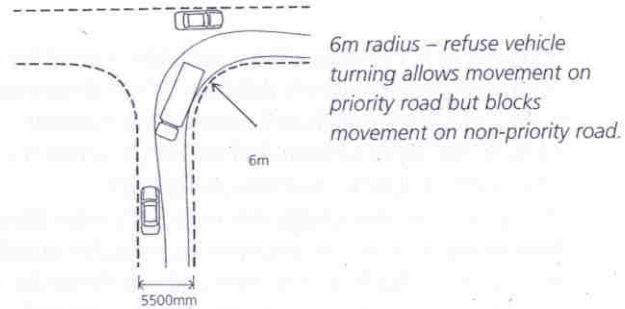
- 3.25 The entrance to the site should be distinctive and in character with the surroundings. Buildings should be grouped around the entrance of the site to form a strong visual identity to the development and make a clear statement that this is where vehicles and pedestrians will be entering.
- 3.26 The form and scale of the entrance should reflect the form and scale of the surroundings. Corner plots at entrances should involve buildings designed to turn the corner. Sightlines for the site entrance will have to meet the requirements of the Council's Engineering Services section. Safe provision must be made at the junction for pedestrians and cyclists.

**Vehicular Access**

3.27 For most residential developments on the Isle of Wight the frequency of larger vehicles is low. Government Guidance documents state that if this is the case then such larger vehicles “should be permitted to use the whole road area, particularly if the vehicle speeds can be designed to 20 mph”. Junction examples are reproduced as follows from the document “Places, Streets and Movement” along with explanatory notes.

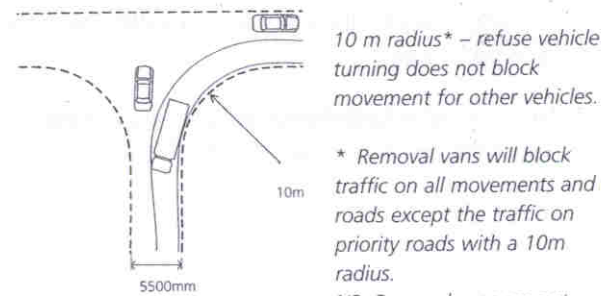


4m radius – refuse vehicle turning blocks movement for other vehicles on priority road and non-priority road.



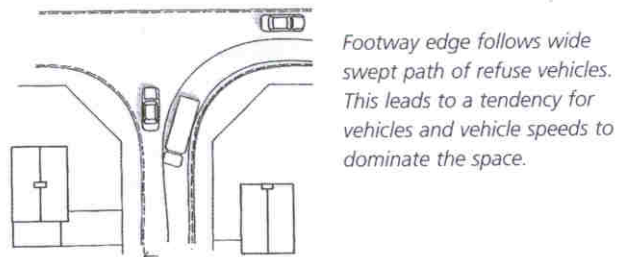
6m radius – refuse vehicle turning allows movement on priority road but blocks movement on non-priority road.

3.28 Linked to junctions are basic requirements relating to visibility splays. Significant advice is contained within the main document Design Bulletin 32 and Annex D of PPG13 with the main criteria being that site lines should never be reduced to a level where danger is likely to be caused. Designers will be aware of the “x y” dimensions with the “x” measurement being the minor road distance and the “y” measurement being the major road distance. The following extract provides advice regarding these measurements as follows:

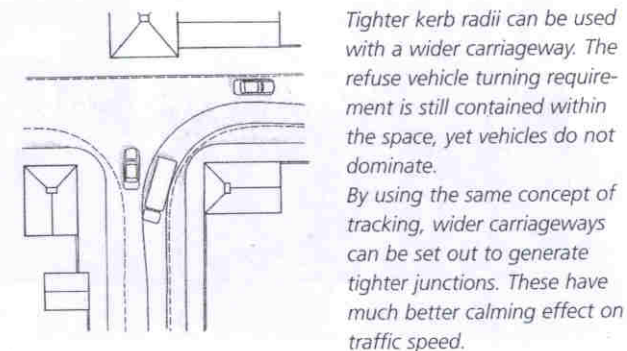


10 m radius\* – refuse vehicle turning does not block movement for other vehicles.

\* Removal vans will block traffic on all movements and roads except the traffic on priority roads with a 10m radius.  
NB: Removal vans are not common in residential areas.

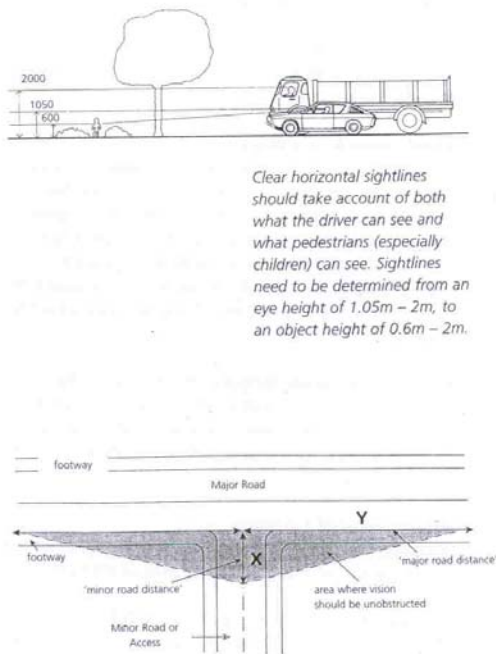


Footway edge follows wide swept path of refuse vehicles. This leads to a tendency for vehicles and vehicle speeds to dominate the space.



Tighter kerb radii can be used with a wider carriageway. The refuse vehicle turning requirement is still contained within the space, yet vehicles do not dominate. By using the same concept of tracking, wider carriageways can be set out to generate tighter junctions. These have much better calming effect on traffic speed.





“x dimension (minor road distance)

9 metres – the normal requirement for major new junctions and for the improvement of existing junctions between access roads and district or local distributor roads, for instance, where the minor road is busy (reference PPG13 Annex D para 2).

4.5 metres – for less busy minor roads and busy private access points.

2.4 metres – the minimum necessary for junctions within developments to enable a driver who has stopped at a junction to see down the major road without encroaching onto it.

2 metres – for single dwellings or small groups of up to half a dozen dwellings or thereabouts.

Only in exceptional circumstances should a distance of less than 2 metres be considered.

3.29 Y dimension, which is generally the more critical of the two, is analysed to take account of the likely levels of development on the Island and supersedes the advice contained in PPG13 and Design Bulletin 32. The advice given considers speed limits on the main major road and then the major road distance for the wider dimensions.

Speed limit major road (miles per hour)	40	30	20
Major road distance (y distance)	120 metres	90 metres	45 metres”

3.30 Significantly the document does provide some allowance in the 90 metre and 45 metre wide distance if traffic calming measures have been introduced in the major road which can show that vehicles can be contained to either 30 mph or 20 mph then the y distance can be amended to 60 metres and 33 metres respectively.

3.31 For information the site lines need to be determined from an eye height of 1.05 metres to 2 metres to an object height of 0.6 metres to 2 metres.

3.32 Other considerations where relatively small developments are being considered, i.e. courtyards, squares involving no more than ten vehicles a splayed entrance is sufficient with minimum x and y distances being 2 metres with the y distance measured along the back of the footway. There should be clear visibility at a level of 0.6 metres above road level for areas used by children.

## Traffic Calming

3.33 Types of road - Design Bulletin 32 Second Edition – Residential Roads and Footpaths Layout Considerations quote a number of minimum carriageway widths sufficient to enable free movement of traffic in terms of the general types of development on the Island following guideline from document “Places, Streets and Movement” summarised as follows:

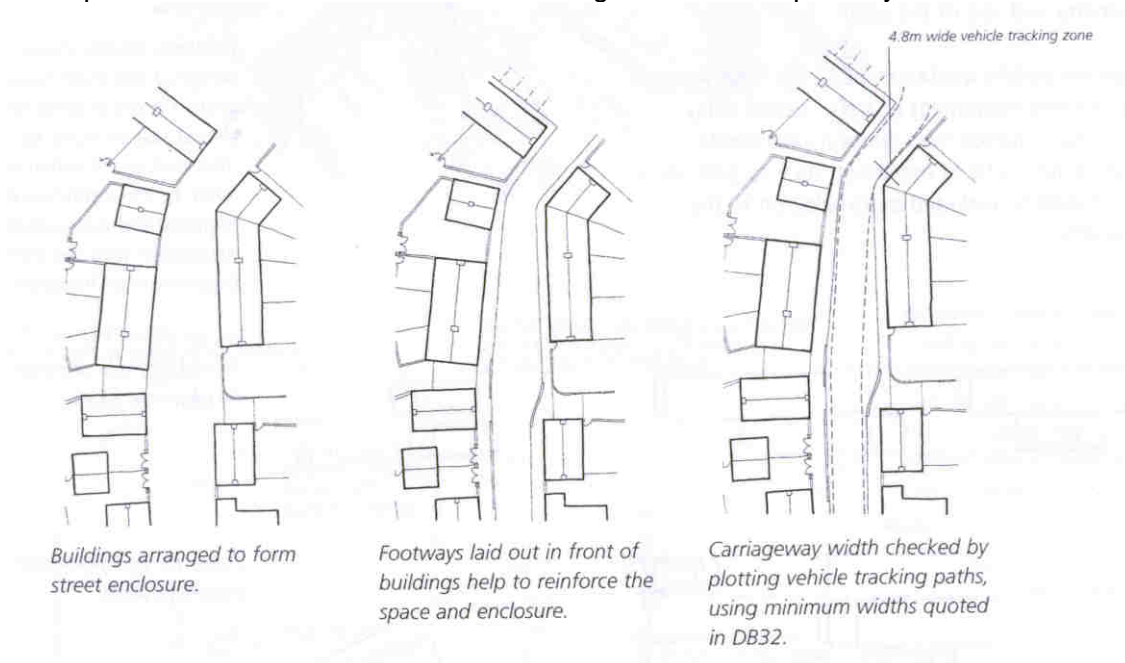
50 – 300 dwellings – carriageway width 5.5 metres.

25 – 50 dwellings – carriageway width 4.8 metres.

Up to around 25 units – carriageway width 4.1 metres.

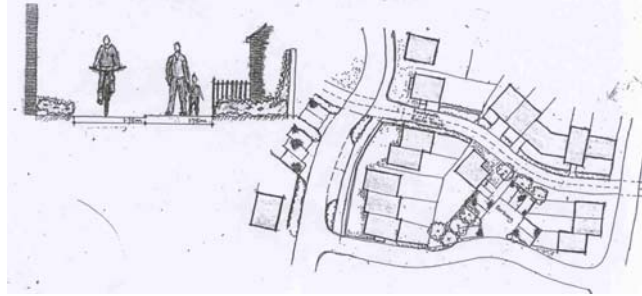
3.34 The issue of carriageway widths is covered in some detail in Design Bulletin 32 and designers should refer to this document when designing the road layout.

3.35 Emphasis is placed on the arrangement of buildings and enclosure being considered first instead of taking the highway engineering requirements as a starting point. The traffic demands of the proposed density of development should then be checked against the highway requirements that would be necessary to satisfy those demands. The areas needed for movement of vehicles can be checked using the minimum width quoted in Design Bulletin 32 as zones for tracking. With this approach the kerb line need not follow the line of vehicle tracking if care is given to the combination of site lines, parking and crossover points. There is no need for the tracking zone to be separately defined.



3.36 Once again reference should be made to the initial site analysis with particular reference to the volumes and types of pedestrians, cyclists and vehicular traffic likely to be generated by the scheme taking into account local context with

particular reference to functions and speed limits on surrounding roads. If roads are to be shared safely with pedestrians and cyclists then speed restraint is an essential requirement to achieve this end. The aim should be to consider traffic calming at an early stage rather than consider it as an afterthought.

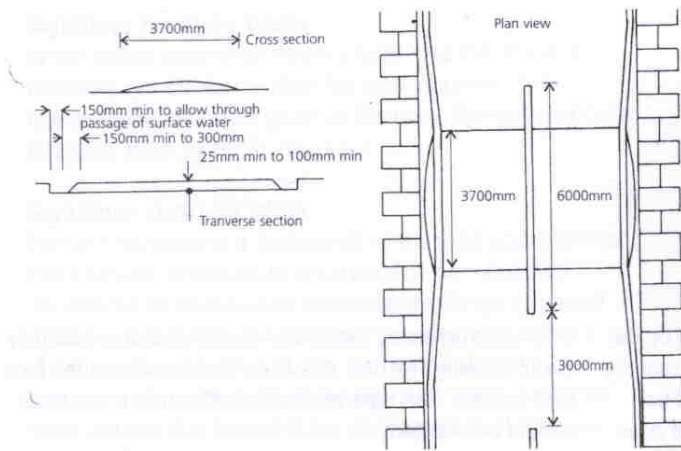


3.37 The arrangement of buildings and space should be the main method of speed management. Other traffic calming measures should be regarded as backup where it is considered that the general layout is unlikely to achieve low speeds. In this regard designers have a number of options available as follows:

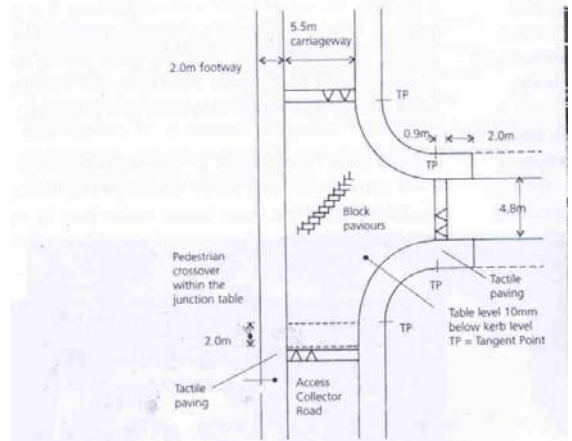
- Pinch points linked to landscaping features;
- Chicanes linked to landscaped features;
- Islands;
- Road alignment – consider curvature and/or a series of 90 degree bends;
- Mountable shoulders at junctions and at tight bends;
- Short cul-de-sac/courtyards/squares etc;
- Grouped parking in conjunction with carriageway offsets;
- Speed humps;
- Raised junctions.
- Rumble strips

3.38 Remember that such measures should be seen as an element of the overall scheme and therefore they should contribute to the visual character of that scheme. In general, the use of traffic calming measures at a spacing of between 40 and 60 metres will be adequate to sustain an average speed of 20 mph. If designed correctly an area of a development could be designated as a 20 mph zone with the advantage accidents are low and that street clutter (signing of traffic calming) is kept to a minimum. Local Authorities have the power to declare 20 mph zones without referral to the DETR. The creation of gateways in the form of brick piers or change in surfaces assists in informing drivers of the special area that they are entering in terms of speed.

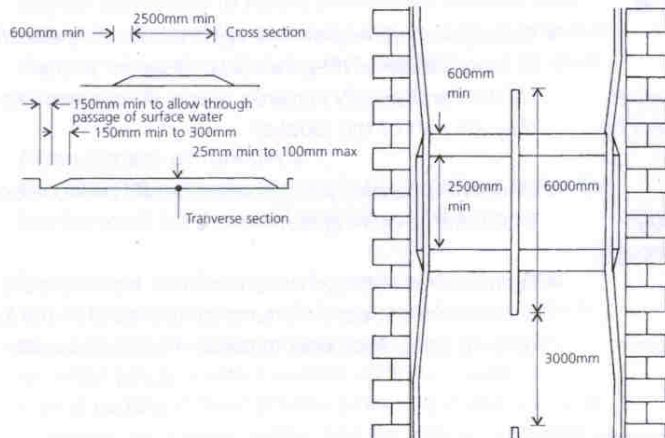
round-topped speed humps



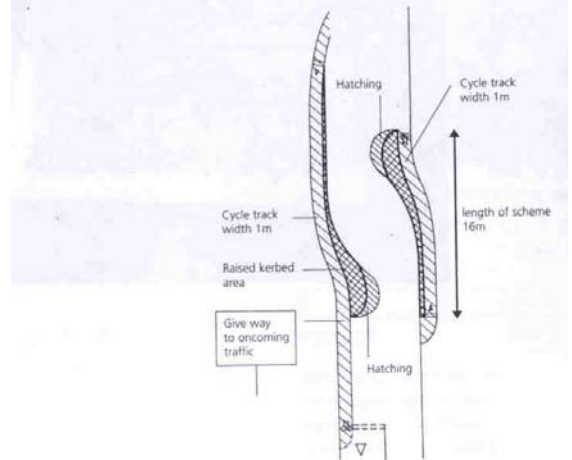
raised junction



flat-topped speed humps



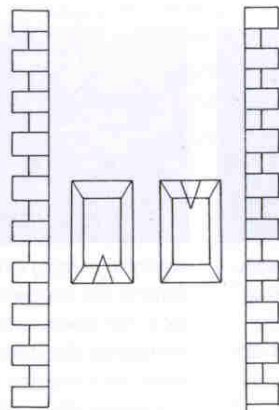
chicane with cycle by-pass



Speed cushions

Dimensional advice for speed cushions, to be used subject to local conditions.

- Length 3700mm maximum.  
3500mm for routes with mini-buses.  
2000-3000mm on other routes.
- Width 1600-1700mm for bus routes  
Up to 2000mm elsewhere.
- Gradient In the direction of vehicle travel: not steeper than 1 in 8.
- Side ramps: not steeper than 1 in 4.



Reference: TRL Report 241, Cyclists at road narrowings

- 3.39 Safety is a prime concern studies have been carried out which, provide evidence that any initiative that significantly reduces traffic speeds will reduce the number and severity of road accidents. A study of accidents on residential roads completed in 1987 and referred to in Design Bulletin 32 – Residential Roads and Footpaths found that there had been no recorded accidents on shared surface roads. This study clearly suggests that shared surfaces are not inherently unsafe. Other appraisals have found that a majority of residents who live within shared surface roads appreciated the visual character of their surroundings and did not see safety of pedestrians as a problem
- 3.40 Reference should be made to the most recent innovative road design document Home Zone Design Guide issued by the Institute of Highway Incorporated Engineers June 2002.
- 3.41 The above document is an essential source of information by all designers and it would be impossible to summarise its contents in this Supplementary Planning Guidance document The main design element being described as follows:

“The design of the Home Zone should make motorists feel that they are a “guest” in the street and must make it difficult for them to travel at speeds more than 10 mph. Vehicles must be accommodated within Home Zones as an integral part of daily life but must share the space with people on foot.”

Other design criteria contained within the document are as follows:

- Home Zones must be designed to be accessible to and usable by disabled people of all types;
  - Drivers usually expect to have priority over any part of the street between raised kerbs and therefore a continuous raised kerb should not normally be provided throughout the Home Zone;
  - Home Zones must be legible to blind and visually impaired people;
  - The route for vehicles through a Home Zone should be as narrow as is practical with a minimum width of 3 metres;
  - Home Zones must be designed to cater for occasional use by large vehicles.
- 3.42 If designers are contemplating introducing Home Zones within any scheme then it should be discussed at an early stage with Planners and Highway Engineers, with particular reference to adoption of such areas.

### **Existing Trees, Shrubs and Hedgerows**

- 3.43 The contextual analysis of a site along with a survey will have established any landscape features the site contains and whether or not they are suitable for retention. It is essential that where trees exist on the site, particularly semi-mature or mature trees, they should be subject of an arboricultural report, The Countryside section at IOWC can provide a list of consultants and contractors.

- 3.44 The location of dwellings in relation to existing trees should be practical and sufficient distance away to ensure that the tree will not be adversely effected. Orientation of the dwelling in relation to the tree is important along with its relationship to prevailing winds. All existing trees over 75mm stem diameter at 1.5m high and hedges should be accurately surveyed Recording species and condition, as well as size of stem and spread of crown.
- 3.45 With regard to existing hedgerows, again these should be thoroughly analysed as to the species which that hedgerow contains and a check should be made as to whether or not the hedgerow is an ancient hedgerow falling under the appropriate legislation. Hedgerows provide readymade screening and every effort should be made to retain hedgerows, particularly around perimeters of sites with the possibility of additional reinforcement planting within the hedgerows of matching species. It is always wise to ensure the planting of native species.
- 3.46 All trees and hedgerows to be retained should be protected during the course of construction, conditions will normally be attached to any permission to ensure protection to trees during construction. Check with Countryside section whether there are any Tree Preservation Orders in force on the site or whether trees are located in a Conservation Area. Where protected trees fall within private space the future owners should be advised of the need to retain protected trees and to obtain Local Authority consent to any surgery or felling of protected trees.



### Street Lighting

- 3.47 Lighting should be designed to protect vulnerable areas and potential danger spots without casting shadows and causing light pollution. The illumination of pedestrian areas should be equally important as vehicular areas. Illumination should not exceed the minimum required, for safety,. Planning approvals for developments which, include external lighting will be subject to conditions to avoid light spillage under policy D14.
- 3.48 Mounting street lights on buildings can reduce the amount of street clutter. Care should be taken to avoid light shining into windows. Lighting of landmark buildings can enhance the local distinctiveness of the area..
- 3.49 Lampposts can be used to define spaces, for example at the entrance to a street a pair of lamp posts can form a gateway effect. Lighting columns should be designed to restrict use for climbing and positioned to avoid light shining into windows.

## Safety and Privacy

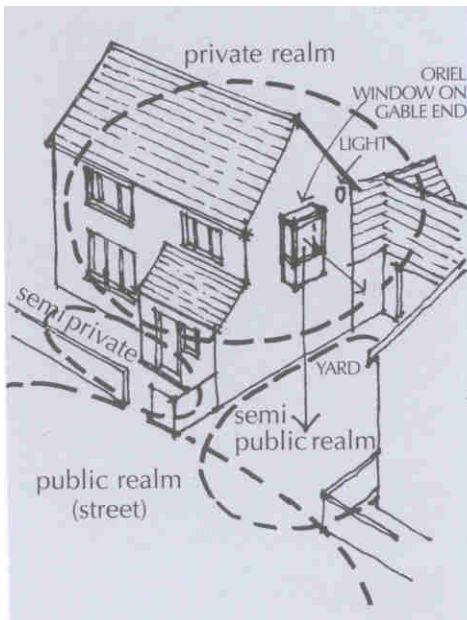
3.50 The design and layouts should take account of public health, crime prevention and community safety considerations. Detail guidance on Crime Prevention through Environmental design is given in a separate SPG document.

3.51 Inevitably higher density development will result in dwellings being in closer proximity than have been the case in the past and therefore the need to both create an attractive residential environment and also provide privacy needs to be carefully considered and is another challenge to designers. Important considerations are as follows:

3.52 Privacy can be achieved through careful design rather than by laying down minimum separation distances. Privacy can be created as follows:

- Create oblique views between facing dwellings by varying building lines. This enables dwellings to be located closer together;
- Habitable rooms such as lounges and kitchens could face the street whilst bedrooms and bathrooms would be better located towards the more private parts of the home;
- Size of windows should be related to the function of room to which they serve. Introduction of bay or oriel windows provides views down street;
- Careful location of primary and secondary windows can enable dwellings to be sited closer together whilst still ensuring surveillance of the public space still takes place;
- Use of screening in form of hedge planting/tree planting reduces overlooking between facing rear windows.
- Sound insulation between adjoining homes must be effective.

3.53 Linked to privacy issues is the issue of safety and security. This can be best summed up as follows:



Good planning and design can help by ensuring that:

- Dwellings fronting the street have their principal entrances onto it;
- Windows are designed to maximise overlooking of the street;
- Continuity of frontage and aspect is maintained on corners;
- Blank facades and areas which are not overlooked are avoided;
- The mix of dwelling types and sizes encourages activities in the street throughout the day and evening.

## Accommodating Parking

### Zonal Policy

3.54 Level of parking provision on any residential site has a major influence on the level of density which can be achieved. Both PPG3 and PPG13 recognise that parking standards need to be considered very carefully.

3.55 Zonal policies which have been adopted by the Isle of Wight Council do indicate a flexible approach with the location of the individual sites being the determining factor as to what level of car parking is considered to be appropriate. This can range from zero parking to 100% guideline parking.

For information, under Table 2 Appendix G the guideline for residential development is as follows:

One assigned car parking space per bedroom, one car parking space per four units visitors spaces.

The four zones are described as follows:

Zone 1 – town centre.

This comprises the town centre core areas of Newport, Cowes, East Cowes, Ryde and Shanklin.

Parking Guideline Zone 1 – no on-site parking either operational or non-operational will be allowed in this Zone.

Zone 2 – edge of centre.

This basically comprises the “outer town centre/inner fringe” areas of Newport, Cowes, East Cowes, Ryde, Sandown, Lake and Shanklin.

Parking Guideline Zone 2 – 0–50% of the maximum non-operational vehicle parking provision allowed on site.

Zone 3 – remainder of town within development envelope plus main bus route (corridors).

Parking Guideline Zone 3 – 0–75% of the maximum non-operational vehicle parking provision allowed on site.

Zone 4 – rural areas – all areas not included in Zones 1 – 3 above (smaller settlements and rural areas).

Parking Guideline Zone 4 – 0-100% of the maximum non-operational vehicle parking provision allowed on site.

3.56 The above represents a change in emphasis from a requirement for minimum provision to maximum provision of parking being applied to development. The policies themselves represent a flexible approach with the final percentile figure being determined based on the location, density and type of proposed



development. This flexible approach apart PPG3 does suggest that developments should aim at not exceeding an average of 1.5 spaces per dwelling. This would suggest that where developments are consisting of a range of dwelling types from one bedroom to three bedroom units could vary the parking allocation accordingly with the smaller units only being provided with one space and the larger units with two spaces, thus resulting in an average potentially of 1.5 spaces per dwelling overall.

- 3.57 Where a developer considers that the parking guidelines being suggested above are inappropriate then he may or indeed the Local Planning Authority may require the developer to provide an acceptable Parking Provision Assessment (see Item 6 Appendix G of the Isle of Wight Unitary Development Plan).

#### Transport Infrastructure Payment

- 3.58 Developments within Zones 1 and 2 of Newport, Cowes, East Cowes, Ryde, Sandown and Shanklin which exceed ten units or more will be subject of Transport Infrastructure Payments by the developer with those payments being set at £750 per residential unit. For more information reference should be made to Item 5 Appendix G of the Isle of Wight Unitary Development Plan. Such payments will go into a sustainable transport fund, money from which will be used for provision of facilities or measures to assist public transport, walking or cycling, the need for which is reasonably related to the proposal. Developers should appreciate that if such a payment is required it will need to be the subject of a Planning Obligation (legal agreement) under Section 106 of the Planning Act and therefore the establishment of a need for such a payment should be considered at an early date to enable that agreement to be set in place during the planning application procedures.

#### Design Implication

- 3.59 The dimensions of a typical parking space is 2.4 metres wide by 4.8 metres deep and ideally there should be approximately 6 metres of depth of turning area adjacent to such space or spaces. Where parking is in tandem/parallel the length of the space should be increased to 6 metres. It is important that all these dimensions should not be exceeded

#### Parking Arrangements

- 3.60 Right angled parking bays served directly off streets as opposed to within courtyards and squares should be broken up into small groups varying from two to five spaces each with soft landscaping features in between. The carriageway width should be slightly increased in front of the spaces to allow space for turning.

3.61 Alternative parking arrangements could be in the form of angled parking bays which, although allow a greater parking capacity than parallel parking, do present the danger from reversing vehicles and therefore this method is only suitable for streets with low traffic speeds.



Parking Arrangements broken into small groups to avoid parked cars dominating the surroundings

#### Parking in Courtyards/Squares

3.62 With regard to parking within courtyards and squares, general guideline advice suggests that the number of spaces should be no more than ten to fifteen spaces with significant advice in By Design – Better Places to Live, the companion guide to PPG3 being as follows:

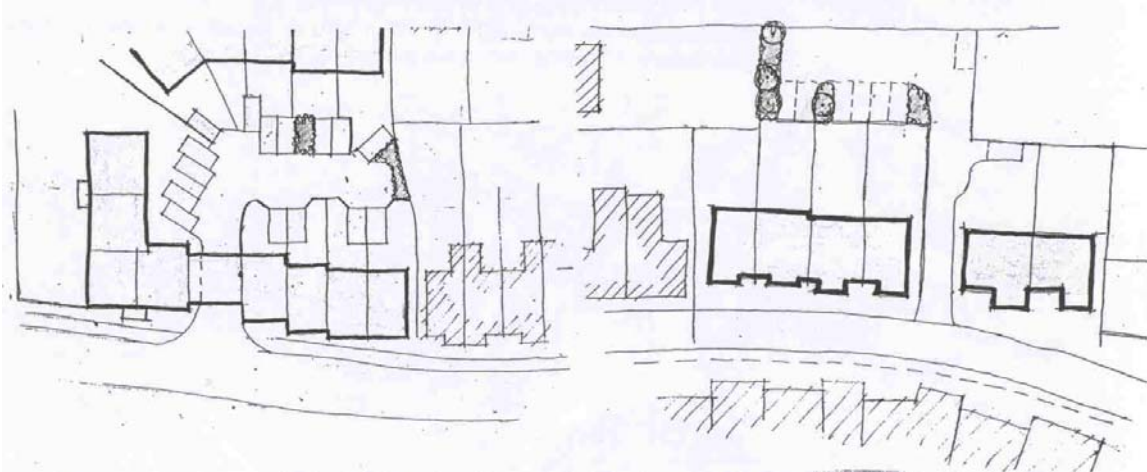
“..... courtyards which work well exhibit three main characteristics;

- They are not car parks but places which have parking in them;
- They are overlooked by adjoining houses, or by buildings entered from the parking area;
- They normally include at most ten parking spaces, if there are more spaces the courtyard layout should be broken up.

3.63 Therefore, the challenge to any designer is to reduce the impact of the car and create parking areas, which will contribute to the sense of place and community.

- Consideration should be given to more informality in the setting out of the spaces rather than the normal geometrical approach. This is more likely to create a

parking area, which can be interspersed with landscape treatments and this coupled with use of street furniture, particularly bollards, and appropriate surface treatments will all assist in providing an area, which contributes to the visual character of the scheme.



**Scheme A**  
User friendly rear parking due to direct surveillance from overlooking properties.

**Scheme B**  
Only limited surveillance from rear windows.

### Surface Treatments

- 3.64 Careful selection of surface treatments with changes in paving materials, colour and texture being used to denote parking spaces, define turning areas or keep pedestrian routes etc. Use drainage channels to define front edge of parking spaces. Try to use materials which reflect the local vernacular with those materials being laid to accord with approved construction methods. The choice of materials should take into account the long term vehicular use which will take place and need to ensure ease of maintenance in the future. It should be appreciated that where the parking areas form part of a courtyard or square and are served directly off a residential access road they are likely to form part of an adoption agreement. Therefore, construction details and type of materials to be used should be subject of discussions with the Highway Authority as well as the Planning Authority to establish their suitability.
- 3.65 The degree of texture on any surface material will depend upon the reason such a surface is required. Likely needs relate to speed reduction or as a deterrent to potential use for such activities as skateboarding or simply to provide additional character to the surface area. If such surfaces are used then the designer should consider the needs of the disabled and cyclists who would require a smoother

surface and therefore design lines for these uses should be identified and appropriately surfaced within such a textured surface area.

#### Landscaping Within Parking Areas

- 3.66 The planting of shrubs and trees within parking areas will significantly enhance the visual character of that area by reinforcing the hierarchy between one space and another and providing the essential greening effect softening the appearance of the dwellings and the parked cars.
- 3.67 In order to create immediate effect trees within such areas should be of a larger variety (i.e. half standards or standards) and should be of a species appropriate to the location (i.e. position relative to nearest dwellings).
- 3.68 Shrubbery planting should be mainly of ground cover/low growing species to enable good visibility for drivers reversing and to retain good quality of surveillance from the dwellings. This is in the interests of crime prevention. Species possibly prickly or thorny should be considered to deter vandalism and to ensure pedestrians only use the hard surfaced areas.
- 3.69 These landscaped areas between the parking spaces should either be contained within very low planters, constructed in materials to match the dwellings, or more preferably kerbed enclosures. Ideally, the total height including the likely height of the shrubs of such areas should be in the region of one metre.
- 3.70 Damage to trees by the occasional vehicular impact or by vandalism should be a consideration and therefore their protection by a permanent metal grid of appropriate height around the trunk of the tree is advisable.

#### Use of Bollards

- 3.71 Appropriate positioning of bollards can assist in defining separation of the solely pedestrian/cyclist areas from the shared surface/street parking areas. Such bollards should both be of robust design and securely affixed to withstand possible vandalism and the occasional vehicular impact. Their design and height should be appropriate to the design and appearance of the development and again should be considered as a further contributor to the visual character of the area.

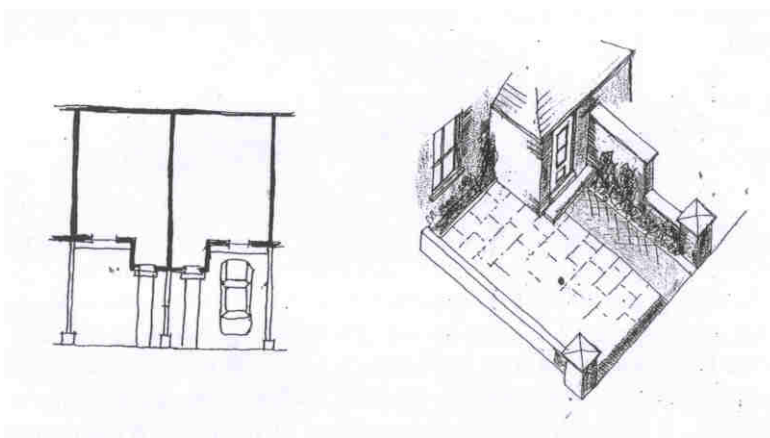
#### Allocation and Control

- 3.72 Generally parking areas within courtyards, squares or served directly off adopted highways will be included within a formal adoption agreement with the Highway Authority and therefore the spaces cannot be allocated to individual householders for such a level of allocation would be impossible to monitor. Their use will therefore be on a first come first serve basis. It is appreciated that such an arrangement may cause difficulties at the early stages, however, experience suggests that any disputes tend to be resolved and the parking situation thereafter settles down.

3.73 Where parking spaces are specifically excluded from the adoption agreement then obviously the developer has the option of allocating to individual dwellings. If this is the case then there would be a need to provide lockable bollards to ensure those spaces remain exclusively for an individual user. Generally the courtyard/square developments serve smaller dwellings running a level of accommodation which is likely to result in a requirement for no more than one parking space per unit plus some casual parking provision. If problems are to arise from this type of arrangement it would generally be with the use of the casual parking spaces which would not be bollarded. Other major problem with specific allocated parking spaces is the inconvenience factor which will occur due to the regular use of those bollards on a daily basis. The decision to allocate or not is a matter for the individual developer, however, non-allocation would appear to be the most practical solution.

### In Curtilage Parking

3.74 “Parking within the curtilage need not break up the street frontage. Cars can be parked at the side of the house or can be enclosed by short lengths of wall which continue the building edge. Parking spaces at the rear can be used flexibly, when the household does not have a car the garden can be enlarged”. (Places, Streets and Movement, a companion guide to Design Bulletin 32 – Residents, Roads and Footpaths page 66).



Again the main criteria is to avoid the car dominating the street and dividing walls of appropriate height can help achieve this reduction in overall impact. Such walls can also provide a sense of identity reinforcing the separation of the private space from the public space.

3.75 Where rear communal parking is being proposed there may be opportunities to provide individual parking within the rear cartilages of properties accessed off that communal parking area. As implied above, if such parking areas are not required then they could be used to enlarge the rear garden area.

### Use of Garages

3.76 Generally, if the increased densities are to be reached the ability of any development to provide individual on-site garages will be difficult to achieve. It will be likely to be only within the lower end of the densities band i.e. 30 – 35 units per

hectare where such provision could be achieved and only in relation to detached and semi-detached properties.

- 3.77 There may be a situation where integral garages within three storey terraced “town” houses could be provided, but in such a case there would need to be at least one habitable room on the ground floor to ensure surveillance and it should be carefully considered, whether the space in front is to be public or private space.
- 3.78 Invariably any garage whether integral, attached or detached from the dwelling requires a minimum 5.5 – 6 metre personal driveway space in front with direct access off a highway. This is not efficient in terms of use of space.
- 3.79 It is recognised that garages could add value to property with the advantages being that it provides protection for the vehicle from inclement weather (rain, snow, frost, even bright sunlight), greater security, place for carrying out basic maintenance within an enclosed space and providing garages are large enough with further space for some limited storage in addition to the car.
- 3.80 However, in terms of making efficient use of land a basic criteria to ensure pressures are taken off the release of greenfield sites, garages and the space in front of them could well be considered extravagant and to a great extent unnecessary. The reasons for this are itemised as follows:
- 3.81 Effectively the garage and the driveway are required to park just one vehicle in order to accommodate its likely daily use (i.e. series of short trips with car only being garaged overnight).
- 3.82 Although not subject of specific research it is clear that numerous garages, particularly on estates, are not or have never been used to accommodate a car and are used for other purposes such as storage, workshops or play areas for children. Indeed there are numerous examples of garages being converted into additional rooms and therefore they are lost as a parking space for a vehicle thus increasing pressures for on-street parking.



- 3.83 Unless carefully considered, a garage can become a dominant feature in visual terms, often out of context with the architecture of the area. To prevent this garages should be set back behind the street façade to the side of the property or turned sideways to the road and used to enclose the street.

If situated forward of the façade garages and cars can dominate the street scene.

Communal Garage Compounds

3.84 This type of parking provision has proved to be significantly inappropriate causing serious social and visually detrimental problems. Crime Prevention Officer suggests that such garage blocks should be avoided on the grounds that they become play areas for youths, particularly if the garages have flat roofs. Because the garages obscure surveillance from the dwellings there has been a tendency not to use them for the garaging of cars with those cars being parked on the street. Since they are not used these garages tend not to be well maintained and therefore over a period of time the whole area can become an eyesore providing little benefit to the local community. In essence communal garage blocks should not be considered as they represent a highly inefficient use of land.

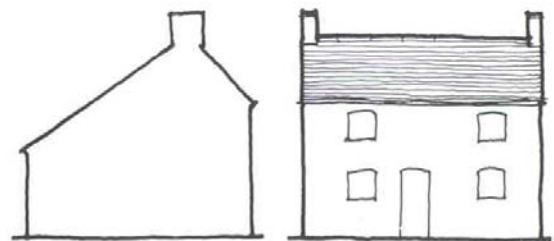
**4 Building Design**

Building Form

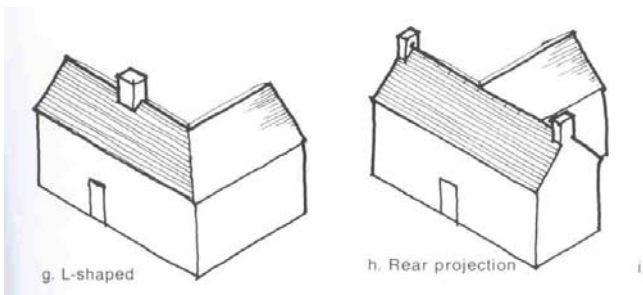
4.1 The form of traditional buildings, on the Isle of Wight, are diverse and quite distinctive to very localized areas depending on the period and reason for their construction. The settlement character of the Island is summarized in the Countryside Design Summary, which designers should refer to. The design of new development should be sensitive to the essential characteristics of the area in which it is to be located. Much modern housing betrays a lack of appreciation of local distinctiveness, using near square plan forms, and inappropriate decorative motifs and materials. Housing is often designed in a far too fussy and over complicated manner, using standard “off the peg” materials and elements.

4.2 New development should respect and reflect the best qualities of its architectural neighbours. Consider comparative height and scale, colour and materials and the visual emphasis given to openings. Detached houses should be double-fronted plan form avoid narrow fronted detached properties and placing detached properties closely together that they might as well be linked.

4.3 Consider and develop the external appearance in tandem with the internal planning. Keep building form simple, money spent on unnecessary complexity can be better spent using good quality materials.



d. The outshut predecessor



g. L-shaped

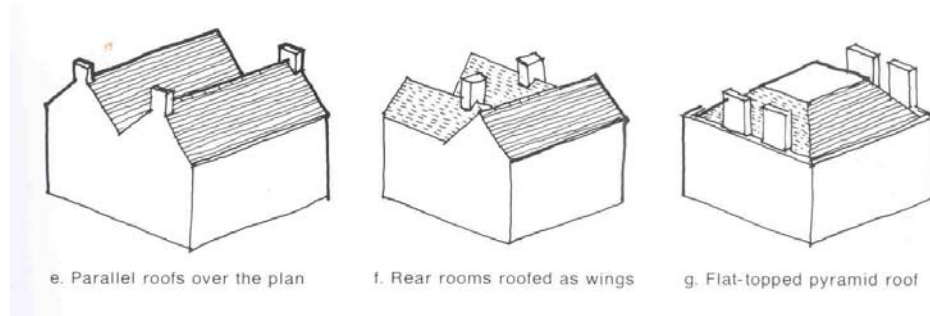
h. Rear projection

i.

4.4 More complex forms should be formed by assembling simple forms to make L plans or T plans or deeper plans made up of parallel forms. Each element of the plan should have its own roof pitched over

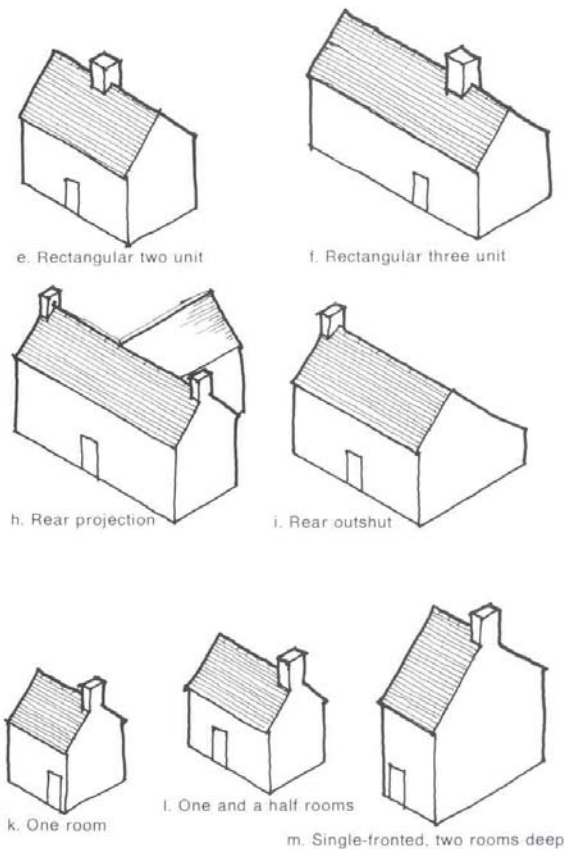
the shorter distance. In an assemblage of forms, there should be a principle element to which subsidiary elements are added.

- 4.5 The use of deep planed buildings results in the introduction of uncharacteristic and uneconomical large roofs which tempts designers to reduce the pitch to an unacceptable level, if deep plans are proposed the roof should be designed to minimize impact.



### Roofs and Chimneys

- 4.6 Ridge lines can be varied in height, to reflect the common local building heights, a variety in height together with appropriate dormers and gables can achieve a sympathetic aesthetic quality to the development. Generally houses are expected to have duo pitched roofs which are relatively steep. The level of the eaves may vary to reflect the surrounding local buildings. Above all the scheme should create a varied and interesting roofscape, sympathetic to its surroundings.





- 4.7 Normally, roofs should be pitched at about 40°-50° over spans not exceeding 5.8m internally. In urban locations hipped roofs should not be used as these are difficult to integrate into townscape and give a suburban feel. Hips should only be used sparingly in urban areas at corners or free standing houses. Roof pitches between 35° -40° may be used for deeper plan houses where this is the local distinctive character. In this case the roof will normally be used with a deep overhang or a parapet.
- 4.8 Aim to provide chimneys to housing- it provides a choice of heating, a means of natural ventilation and adds interest to the roofscape. The height, materials and design of chimneys should reflect the style of the area.

#### Extendable Homes

- 4.9 The nature of the Islands economy has always involved a certain degree of working from home, which is an aspect of sustainability through self sufficiency. It is likely that future homes will be seen as a basis for an evolving extended family and work place. New designs should be robust in the sense of being durable and adaptable to suit changing needs. In areas of lower density, internal layouts and fenestration should facilitate extension, so as to retain a reasonable level of natural light and ventilation to the main rooms. Wide frontage designs with shallow plans rather than square plans lend themselves to change more easily. The bulk of an addition should be subservient to the main body of the house.
- 4.10 There should be sufficient circulation space to accommodate the storage of prams and bicycles.
- 4.11 A WC should be located on the ground floor and be of a suitable size to allow the convenient use of an elderly or sick person.
- 4.12 Houses can be designed to make conversions of roof space or garages more viable the potential for such conversions can mean residents can extend their home rather than move when more space is required. Provision of the ability for conversions alleviates the need for space to extend being needed on the plot and can therefore facilitate greater density.
- 4.13 There will also be a desire for residents to build conservatories and porches, the likely position for these should be considered at the outset to avoid the loss of appearance through lack of pre-planning. The positioning of free standing ancillary structures such as sheds and greenhouses should also be considered. Permitted development rights may be limited to ensure that additional structures do not significantly impact on the overall appearance of the development.

#### Sound Insulation

- 4.14 Terraced or linked houses reduce energy consumption, but special attention must be given to avoid noise nuisance from neighbours. The use of dense concrete block, triple skinned party walls and double glazing can alleviate the problem. The careful internal planning of houses can create buffers to protect the more private areas of the home. Living rooms, stairs and toilets should not adjoin to a neighbour's bedroom. It is recommended that designers aim to increase the sound reduction specification beyond that required for Building Regulations.

#### Placing Openings

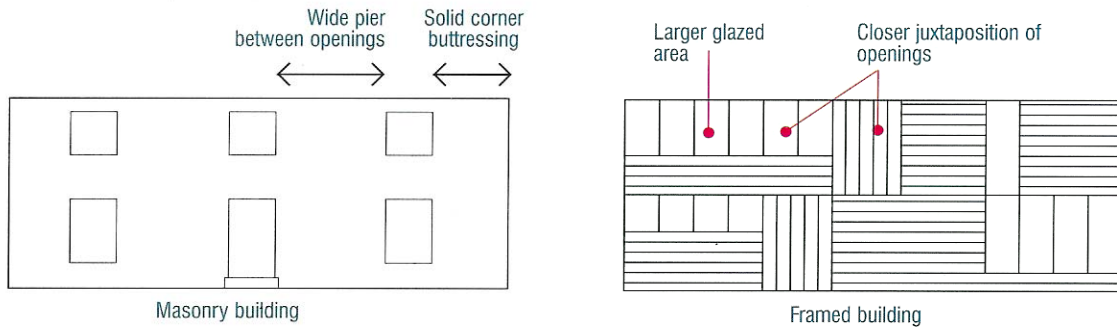
- 4.15 Windows should generally be lined up with each other- although with skill it is possible to create a visually balanced random pattern of openings. The size of openings should suit the room. Very small bathrooms, cloakrooms and landings should have smaller windows.
- 4.16 Lower cill heights allow views out from a seated position, not only allowing occupants to appreciate views in comfort but also allowing informal supervision of outside spaces. The increased cost of having to provide safety glass to lower windows should be set against the added amenity and improvement to the internal space. A higher window head height will allow unobstructed light to reach the back of the room. Generally size and orientation of windows should maximize useful solar gain and minimize heat loss.

#### Energy

- 4.17 The Council will urge developers to achieve higher than Building Regulation standards of thermal insulation and higher SAP ratings.
- 4.18 Developments should aim to encourage recycling by providing adequate space for sorting domestic waste.
- 4.19 Houses should be designed to take advantage of solar gain. Substantial savings can be made in heating bills in this way. It should be noted that north (NW-N-NE) facing windows receive little or no direct sunlight. The use of conservatories and porches as air locks should be considered to conserve energy.
- 4.20 The choice of construction materials can have an effect on the level of embodied energy, Generally the use of materials such as timber from sustainable sources have sustainable benefits, whilst materials such as aluminium, steel and plastic have high energy inputs in manufacture. Materials that can be repaired and maintained, such as timber sash windows can produce overall energy benefits over the lifetime of the building.

#### Solid to Void

- 4.21 Consider the proportion of solid to void on any façade. Normally in the case of masonry buildings, the total area of window and door openings should be less than the area of solid wall. Openings should be positioned to emphasise the visual strength of the walls with wide piers of masonry between openings. Openings should be kept away from the corners of the building to avoid the buildings looking visually weak. The approach to solid and void can be varied with timber framed buildings where an impression of lightness is appropriate.



**Balance**

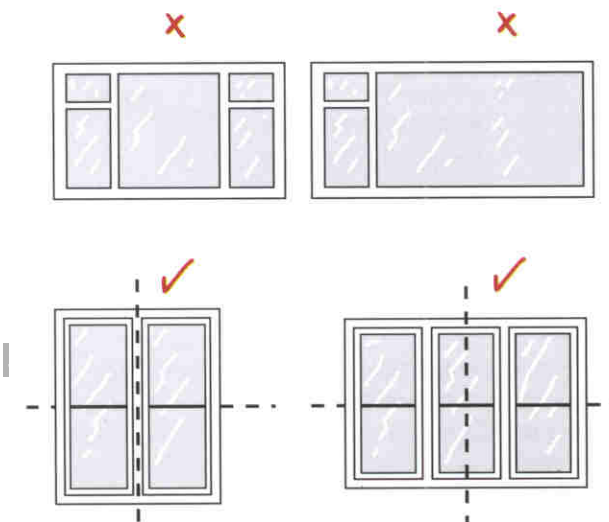
4.22 The best solution for the average fronted house is a symmetrical pattern of openings arranged around a central entrance. This arrangement provides a strong visual presence. Narrow fronted houses look better with a front gable end. Departures from symmetrical are possible, composed randomness may look balanced if part of a coherent pattern but generally this is more appropriate on rear elevations. Where houses are linked the street elevation encompasses more than one house and therefore the complete composition is equally important as each unit.



**Porches and Entrances**

4.23 Entrances should be designed for ease of access, privacy, shelter and security. Door widths should have adequate access (min 900mm) for wheelchair access. Part M of the building regulations is likely to be extended to include all housing. Front and rear doors should have 5-lever mortice locks and bolts, ground floor and accessible first floor windows should have fitted locks.

**Windows and Doors**



4.24 Unevenly subdivide windows can disrupt an otherwise balanced elevation. Window subdivisions should generally be equal and symmetrical and reflect the style of the surrounding buildings. Large, un-subdivided panes of glass should not be used.

4.25 Wide patio doors can be disrupted elements in

elevations, creating a void and shop window appearance. Subdivided French doors are more flexible, and best located on a central axis or a projecting or receding part of the elevation.

- 4.26 Doors should be panelled with fan lights over in more formal urban settings. In more rural informal settings vertical boarded doors are more appropriate. Doors of traditional houses are elegant and functional avoid the use of modern “off the peg” designs which tend to be excessively fussy and undignified. Stained or painted timber doors allow residents to personalize their properties, avoid unified white UPVC for front doors.

### Modeling

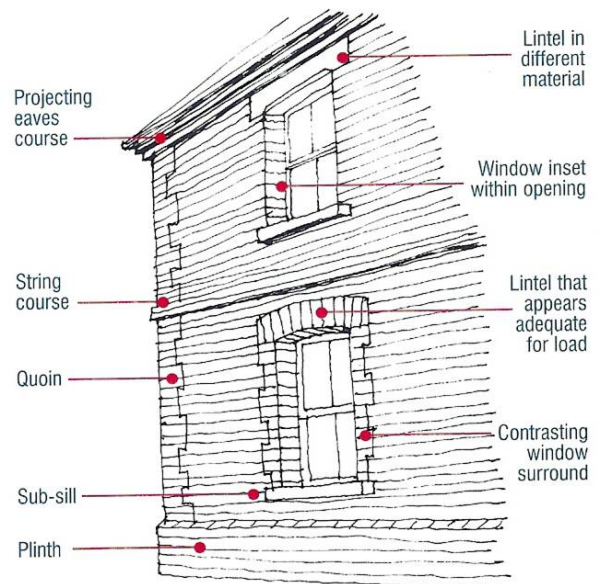
- 4.27 Consider the positioning and detailing of elements such as TV satellites, post boxes, bin stores and meter boxes to minimize their impact. This is particularly important in flats where items are multiplied and can not easily be incorporated after the design is finalized. Bin stores and meters should be incorporated into ventilated accessible cupboards in a non-obtrusive manner.
- 4.28 The three dimensional modelling of buildings should play a deliberate role in the modelling of the street scene. Houses that rise to three stories are useful ingredients in forming townscape. Projecting bays and gables should be purposeful and relate to the internal planning, modelling of facades should be integral to the design not an after thought.

### Materials

- 4.29 Avoid mock materials. Aim at honest and authentic materials even if this means using a different cheaper material to the side and rear elevation. Avoid arbitrary changes in material particularly in the same plane. Changes in materials should reflect a change in structural function or weathering of a different element in the building.
- 4.30 Minimise the range of materials and colours, to avoid “tooty fruity appearance” between buildings within the same street. Avoid bright garish colours, especially in structural elements such as walls and roofs.

### Detailing

- 4.31 Detailing should be used that emphasizes the nature of the materials. The solidity of brick should be expressed by recessing door and window openings and using sub cills. Openings should express the means of structural support, lintels should be picked out. The form of building should be emphasized by string courses, plinths and cornices where applicable. Corners and edges of openings can be emphasised by the use of quoins or change in material



colour. Framed buildings should express the lightness of their construction, doors and windows should be only slightly recessed into the walls. Rendered buildings can be smooth or made to appear masonry by the use of false ashlar joint marking.

- 4.32 The eaves detail should reflect the local distinctive traditional detail, large boxed eaves should be avoided as these produce a heavy verge.
- 4.33 Traditional buildings generally have humble detailing which is beautiful in its simplicity. Details to new housing should avoid being overly fussy and not involve false applied decoration for the sake of it. Skin deep detail should be avoided, if balconies are provided they should be proper accessible useable spaces, or French doors opening inwards with balustrade not clip on structures.
- 4.34 Soil and rain water pipes should be sensibly placed unobtrusively on the elevations where they can not be hidden internally.

## **5 Submitting an Application**

- 5.1 The Council receives many applications, which cannot be dealt with swiftly as would be otherwise possible because they do not contain vital information. The Council deals with much second rate material, which hinders decision making, quality presentation including 3D images and models go along way towards timely decisions.
- 5.2 Schemes will only be approved where they comply with the policies of the Unitary Development Plan, and take account of the content of any Supplementary Guidance or Development Brief that exists.
- 5.3 Consult with statutory bodies such as Engineering Services, Environment Agency etc. and resolve any particular problems before submitting your application.
- 5.4 Find out if any applications have been previously submitted, refused or approved for the site. Enquires with the Council should be made at an early stage, discussions with planning officers prior to submission are encouraged.
- 5.5 The Council cannot afford to waste time in repeating requests for information that should have been submitted at the outset. Co-operation in these matters is therefore vital, in return the Council undertake to deal swiftly, efficiently and courteously with an application. The process of considering and processing applications would be improved if the following information is provided.
- 5.6 Context Appraisal – To cover an area at least 500m radius from the center of the site.
- Show the location of nearby facilities like shops, schools, public transport, open spaces.
  - Identify potential desire lines for pedestrians and vehicles
  - Identify local character in terms of built form
  - High light natural features
  - Local patterns of roads and spaces

- Local prevalent design details, materials and construction
- Ascertain previous uses of the land to identify possible sources of contamination

Adequate information should be submitted with every application, to demonstrate the proper assessment of how the proposal responds to the context of the site. The plans, elevations and cross sections together with photographs should show the site in relationship to adjoining development.

#### 5.7 Site Appraisal – To cover the site and immediate neighbours

- Show all adjacent development
- Show access points and potential links
- Show water courses
- Show slopes and gradients
- Show mature hedgerows and trees
- Identify boundaries height, materials and condition
- Show existing utility services
- Show existing rights of way
- Show any known archaeological remains or important historic elements

Accurate site survey details are required, showing levels and exact position of existing buildings and natural features. Trees should be identified by species and the size noted on the drawings.

#### 5.8 Site Layout: - Scale not less than 1:500 or 1:200 for smaller sites

- Identify the different house types and tenures
- Show plot sizes
- Identify none housing uses
- High light pedestrian and cycle routes
- Show any water attenuation proposals
- Show any existing and proposed landscaping
- Show treatment of any public spaces
- Show proposed foul and surface water drainage.

Plans, sketches and other explanatory information should be included, indicating where important features are to be retained, justifying the removal of any such features and explaining how the site analysis has influenced the design of the layout.

For listed buildings and conservation areas include an assessment of Listing and Conservation Area description. Submit details of conservation proposals. Submit any structural survey / historic impact assessment and or schedule of work which may be required.

#### 5.9 Detailed Drawings: - Plans, elevations and cross-sections at an appropriate scale

- Show development in relation to existing buildings
- Show materials of existing buildings and surfaces
- Show materials of proposed buildings and surfaces
- Show boundaries heights and materials

- Changes in level
- 5.10 Drawings should be at an appropriate scale to clearly show design features of the individual buildings. A design statement should accompany the drawings, specify the number of different house types and sizes, specify any non housing uses, give gross areas of site and net areas used for housing. Specify the proposed materials; give details of energy conservation strategy. Ensure red lines/ blue lines are correctly drawn on site plans and that planning application forms are correctly completed. Include ownership certificates. Ensure that the correct planning fee is enclosed.

## 6 Summary of Contacts

The Development Control Section is part of the Council's Planning Services Department, which is located at:

Seaclose Offices, Fairlee Road, Newport, Isle of Wight, and PO30 2QS Tel: (01983) 823552

The Planning Reception is open Monday – Thursday 08:30 – 17:00 and Friday 08:30 – 16:30. Planning Officers are available to give advice between the hours of 08:30-12:30 on Mondays, Tuesdays, Thursdays and Fridays.

The Councils Building Control Section is also located at the address above.

## 7 Further Reading

Farmhouses and Cottages of the Isle of Wight by Marion Brinton  
Castles to Cottages The Story of Isle of Wight Houses by Johanna Jones  
Traditional Buildings of Britain RW Brunskill

Places, Streets and Movement companion guide to Design Bulletin 32 DETR  
By Design Better Places to Live ODP

Unitary Development Plan May 2001 Isle of Wight Council  
Local Agenda 21 Isle of Wight Council  
Housing Needs Survey Isle of Wight Council

Supplementary Planning Guidance – Isle of Wight Council

- Open Space
- Countryside Design Summary
- Design for Community Safety
- Affordable Housing

The assistance of the following Local Authorities and organisations in supplying information used in the publication of this Supplementary Planning Guidance is gratefully acknowledged:

Forest of Dean District Council  
Essex Planning Officers Association