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*By Liv Rickman at 5:02 pm, Feb 08, 2024*

# TELEGRAPH HOUSING, ST MARY'S

## DESIGN, ACCESS & PLANNING STATEMENT

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### Contents

1.	Introduction	p2
2.	Site and Context	p3
3.	Proposals	p4
4.	Planning Context	p6
5.	Outline Impact Statements	p8
6.	Consultation Feedback	p10
7.	Sustainability Assessment	p11
8.	Access and Transport	p12
9.	Phasing	p13
10.	Conclusion	p13

Appendix I - Schedule of Areas

Ilewellyn  
harker  
lowe



Application Site (Google Maps 2024)

# I. INTRODUCTION

This document has been prepared in support of an application for the construction of a new residential development to provide essential worker accommodation on St Mary's, Isles of Scilly. The development would consist of 2no. 3 bedroom dwellings, 4no. 2 bedroom dwellings, and 4no. 1 bedroom dwellings. They are arranged across 4 single storey terraces, on an infill plot at 'Telegraph,' a hilltop site that is the highest point on St Mary's and in the Isles of Scilly.

The Council of the Isles of Scilly announced a housing crisis in January 2022 due to the number of households at imminent risk of homelessness and the lack of homes for local need and essential workers, with the consequential risks to essential services and the islands' economy.

Council housing projects are targeting affordable housing; this scheme aims to support the intermediate market sector for households that may not fulfil eligibility criteria for affordable housing but still need to reside full time on the islands and to provide essential services.

In accordance with the policy set out in the local plan, this development provides good quality accommodation for a mix of household sizes. They are attractive, well designed and spacious, located in a ideal location, close to the existing community. They have been designed to be as sustainable as possible, through the use of natural low carbon materials, reduction in energy use, and renewable energy generation.

The proposed works form part of the Duchy of Cornwall's ongoing investment on the Isles of Scilly. Invariably investment on St Mary's has an indirect economic benefit to other islands, with transport services, employment, and service industries benefiting across the archipelago.



Proposed Site Plan

## 2. SITE AND CONTEXT

The application site is situated in the north-west of the island and the highest point on the Isles of Scilly. It is currently an agricultural plot, located to the east of the Grade 2 Listed 'Coastguard's Lookout Tower', also known as Telegraph Tower. The tower, constructed around 1814, was built as a signal tower station for the Admiralty, before being taken over by the Coastguard.

The area surrounding the tower is largely residential (it is enclosed by development on three sides). To the north, the proposed site is bordered by Pungies Lane, with residential development beyond. Similarly, the site is surrounded by housing to the west and south, with agricultural land to the east of the plot. The existing housing is all of similar character; a mixture of single and one and a half storey housing, with rendered walls and slate roofs, typical of the island character.

To the east a small copse of tree planting shelters the site from weather and distant views.

The site has a gentle sloping incline from west to east.

As a consequence of the upland plateau site location, and the surrounding existing development & tree planting, the site is of low visual prominence and generally obscured from distant views.

Although the site is not currently allocated for housing, it was previously an allocated plot, and is a natural infill site suitable for residential development. It is well integrated into the existing settlement, and lies outside the flood risk zone.



View of site from Pungies Lane



View of site from Pungies Lane

### 3. PROPOSALS

#### Form

It is proposed that 10no. new houses would be constructed across four short single-storey terraces. The proposed buildings take their form from the traditional vernacular on St Mary's and the wider Isles. The terraces would be single storey and linear, with dual pitched roofs, reflecting the pattern of development in the surrounding settlement. They would be arranged in two rows of two terraces, arranged around a communal green.

Various architectural devices have been employed to add variation and character to the development. Siting would be staggered slightly and the size and layout of units would vary, to avoid the appearance of a continuous linear development. Features borrowed from the traditional Scilly vernacular including storm porches of assorted sizes and varied fenestration which would punctuate the elevations.

#### Scale

The height of the development is restricted by the line-of-site communications array that links to St Martins from the adjacent comms tower. In response to this, and in keeping with the character of the surrounding properties, the development would be low slung and single storey in scale.

The units are 5m high at the ridge and 2.2m at the eaves. Consequently the proposals would be of low prominence and appropriate in scale within the context of the surrounding settlement.

Ridge heights on the proposed terraces would range from approximately +54.1 to +54.6m. This is comparable to the ridge heights at the adjacent cottages.

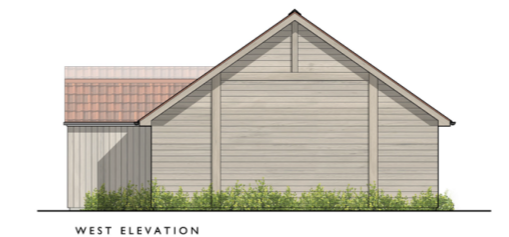
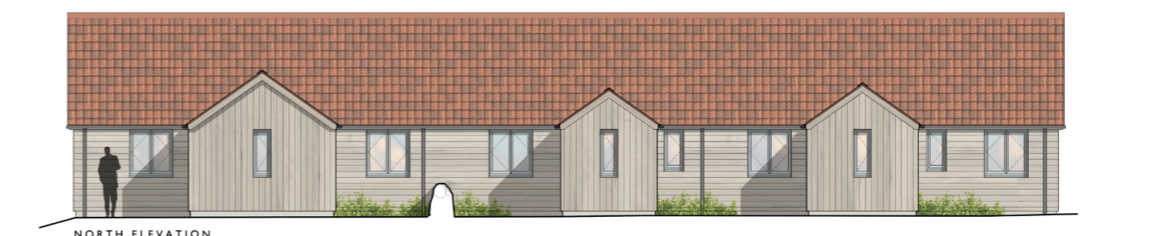
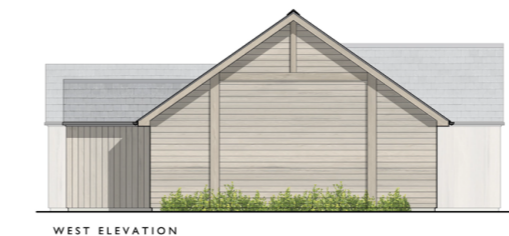
#### Use/Layout

The proposal would include:

- 4no. 1 bed units
- 4no. 2 bed units
- 2no. 3 bed units

A mix of dwelling types would be provided to create a balance of household sizes and meet local needs.

Each unit would have a private entrance, a porch with plenty of storage and space to remove and store wet clothes. To the rear each dwelling would have access to a private garden. All units would be arranged with living spaces facing the gardens for privacy, and to



Terrace A and B Proposed Elevations

make the most of the natural light and access to outside space.

A shared parking area, including electric vehicle charging points and visitor parking would be located to the east of the terraces. A bicycle and bin store adjacent to the parking area would provide each unit with a dedicated storage area. This also acts to shelter the communal green from the parking area. External storage is important for island life and to prevent detritus from accumulating in external spaces; this would be supplemented by the provision of bases for sheds in the gardens of the larger units, these would be carefully positioned to be of low visual prominence from outside the site (particularly where adjacent to the road).

### Materials

The buildings would take their material palette from the existing vernacular, continuing an architectural language that can be seen across the islands. This style employs local natural materials and traditional details. The buildings would be clad in a mixture of horizontal and vertical cedar boarding, left untreated and allowed to silver naturally.

Roofs would be covered with a mixture of natural slate and clay tile roofing to provide variation across the development and to reflect the Island vernacular. Solar PVs are included on the south facing roof pitches and integrated into the roof surfaces to minimise their visual prominence.

Similar proposals for worker accommodation have previously been consented and implemented at 'Palace Gardens' on Tresco. These dwellings can be seen to have successfully integrated with the texture and grain of the Island landscape.

### Landscape

Landscaping has been designed to be simple and in keeping with the local character.

The boundary with the roadside is currently demarked with a Cornish hedge. In order to provide access and achieve visibility splays, a section of this will need to be removed. This will be reinstated in a slightly set-back position to provide the necessary splay. The hedge would also be extended into the site as a landscape motif, to enclose the parking area and provide separation between cars and housing.

The central green would be planted with native grasses and wildflowers, it would be slightly raised to discourage 'corner cutting' that damages planting, and create some privacy between opposing properties.

Boundaries between plots would be hedging planted around a post and wire fence (which would quickly be subsumed by the hedge). Additional hedge planting and greening to the site perimeter would increase biodiversity and provide enhanced screening along the development boundaries.

Several trees would be strategically placed on the site. Relatively low growing wind-resistant native species would be selected for this purpose.



Terrace C and D Proposed Plans and Elevations

## 4. PLANNING CONTEXT

This proposal has been prepared within the context of a policy framework set out in both primary legislation and national and local planning policy. A summary of this framework is set out below.

### Primary Legislation

#### **The Planning (Listed Buildings and Conservation Area) Act 1990**

The application site is situated within a Conservation Area and as such there is a requirement that the proposed development preserves or enhances the character or appearance of the area.

#### **The Countryside and Rights of Way Act 2000**

St Mary's, along with the whole of the Isles of Scilly is designated as a National Landscape (Area of Outstanding Natural Beauty). In considering proposals located within National Landscapes, there is a consequential requirement for Local Authorities to have regard to the purpose of conserving and enhancing the natural beauty of the area.

#### **The Conservation of Habitats and Species Regulations**

There is a duty for the Local Authority to assess the impact of proposed development on any European Protected Species.

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

This important policy document outlines the Government's overarching planning policies and details of how they expect these to be applied by Local Planning Authorities. The NPPF makes clear that there is a presumption in favour of development and confirms that the starting point for decision making is the statutory Development Plan. Local Planning policy is expected to conform with the requirements of the NPPF.

#### **Isles of Scilly Local Plan 2015-2030**

The Isles of Scilly Local Plan sets out a spatial strategy for the next 15 years and provides a vision for the islands, along with key objectives. The plan seeks to strike a balance between protecting and enhancing the high quality environment, whilst ensuring the islands communities and economy to grow sustainably.

Due to the lack of suitable housing, particularly for 'essential need workers', and the growth in holiday accommodation and second home ownership, the population of St Mary's, and the wider islands are in decline, as working-age individuals and households have left the islands, locally exacerbating the national trend of an ageing population.

In line with this, the Council is keen to stem the recent trend of population decline, as this, along with reducing the average age of the islands' population is essential to the economic and social sustainability of the Isles of Scilly.

In particular, the plan seeks to create a balanced local housing market that provides housing

choice and meets the existing and future local housing needs, in order to enable economic prosperity.

These proposals respond directly to the need to improve housing provision on St Mary's, in accordance with the Local Plan policy.

**Policy LC1** – *'Isles of Scilly Housing Strategy to 2030'* makes clear that all new homes must *"contribute towards the creation of a sustainable, balanced and inclusive island community by making a positive contribution to addressing the local housing needs of present and future generations."*

This development is in alignment with policy LC1, and has been developed to complement other housing provision sites already underway on St Mary's. The proposals have been developed to meet current local need which is considered to be smaller sized intermediate and market rental homes. Provision of accommodation for essential workers ensures the preservation of island services and contributes towards the creation of a sustainable, balanced and inclusive island community which is the goal of this policy.

**Policy LC3** – *'Balanced Housing Stock'* sets out that all new residential development must contribute towards the creation of sustainable, balanced and inclusive island communities by *"ensuring an appropriate mix of dwelling types, number of bedrooms and tenures, taking account of what is in demand at the time, imbalances in the housing stock, and viability and market considerations."*

The policy also makes clear that new houses should meet the minimum space standards, and be accessible in accordance with part M of the building regulations.

The proposals meet these criteria, a mix of small – medium sized dwellings is proposed. The site location and proposals have been selected and developed specifically for essential workers and long term residents, particularly through a focus on efficient construction (terraces), practical layouts, and the creation of a small community around a central green.

The proposals meet the minimum space standards and comply with part M.

**Policy LC7** – *'Windfall Housing'* demonstrates that housing will be permitted outside of allocated housing sites where they are within or adjacent to existing settlements (such as the Telegraph/MacFarland's Down area) and where they meet a local housing need in accordance with planning policy.

This site is considered to comply with these requirements.

**Policy WCI** – *'General Employment Policy'* makes clear that development proposals that strengthen, enhance and diversify the islands' economy will be supported where they are appropriately designed, scaled and located, in accordance with other policies in the Local Plan.

This development aims to address a shortage of suitable housing for local need and 'essential workers', who need to live full-time on the island in order to provide essential services, thereby supporting the economic and social sustainability of the islands.

**Policy SS1** – '*Principles of Sustainable Development*' records the requirement that 'any new development must make a positive contribution to social, economic and environmental sustainability on the islands, by, inter alia:

- *conserving and enhancing the outstanding natural, built and historic environment;*
- *locating, designing and constructing development where it makes a positive contribution to reducing the islands' carbon footprint and consumption of natural resources;*
- *improving accessibility and creating a network of safe and well-connected routes by integrating measures that encourage and promote walking, cycling and electric vehicles as part of any new development wherever opportunities allow;*
- *promoting cohesive and resilient communities on each island; and*
- *generating and sustaining economic activity.'*

The proposals address this policy in the following manner:

- The site has been selected to minimise the impact of development on the island landscape. Ecology and archaeological assessments have been undertaken to ensure the natural and historic environments are not adversely impacted by the proposals.
- The development is designed to have a low carbon footprint in construction and in use (please refer to the energy strategy outlined later in this document).
- The proposals include cycle storage, several electric car charging points and a Go-EV car share location.
- Provision of essential workers is key to sustaining island services, communities and the local economy. The design of the proposals encourages community interaction with a shared central green and bike storage facilities.

**Policy SS2** – '*Sustainable Quality Design and Place-Making*' makes clear that new development will only be permitted where it is of high-quality design and respects the character, identity and local distinctiveness of the area, and is of an appropriate scale, density, layout, height, mass and materials.

The proposals address this policy in the following manner:

- Materials have been carefully chosen to reflect the existing vernacular, and continue an architectural language which can be seen across the Islands.
- The scale and form and character of the proposed dwellings has been designed to be appropriate to the character and identify of the area.
- The proposals have been designed to be of low prominence within the context of the surrounding settlement.

The policies within the Local Plan also provide a range of policies designed to protect the landscape character (Policy OE1) as well as the natural (Policy OE2) and historic environment (Policy OE3).

The proposals contained within this application have been prepared to respond to the

specific requirements of the Isles of Scilly Local Plan policies.

### **Isles of Scilly Design Guide 2007**

The Isles of Scilly Design Guide is a Supplementary Planning Document (SPD) that forms part of the local Development Plan. This states that "*It is important that the nature of the surrounding area is understood and reflected in any development proposal. Without this awareness it is likely that a development will be unsympathetic*".

Through their design, materials, character and scale, these proposals are considered to comply with these requirements. A similar proposal has previously been consented and implemented at 'Palace Gardens' on Tresco, which can be seen to have sympathetically reflected the character and nature of the Islands.

## 5. OUTLINE IMPACT STATEMENTS

### Landscape Character

The plot lies within the Isles of Scilly National Landscape (formerly AONB) & Conservation Area, which covers St Mary's in its entirety.

The site is defined as 'Pasture Fields' on the Landscape Character Map within the Draft Isles of Scilly Conservation Area Character Statement, but is located immediately adjacent to the area defined as 'Settlement'. This is considered an acceptable location for a windfall housing development under Isles of Scilly Local Plan Policy LC7.

The proposed site has been identified as an appropriate location for this form of development on St Mary's, due to the following characteristics:

- An infill plot located within an existing settlement area, and the proposed scale, design and layout of the development would sit well in the landscape and with existing development.
- Part of an existing settlement with access to services and transport. This will be supplemented with sustainable transport options including electric vehicle charging and bicycle storage.
- Sheltered plot with low visual prominence, an upland plateau position well shielded by adjacent buildings and planting.
- Not proximate to sensitive historic sites, archaeological constraint areas, flood risk zones or ecological sites.

The proposals have been developed with due consideration of the Conservation Area and National Landscape Setting. The design of the proposed buildings responds to the characteristics and historic context of the area, the relationship with existing proximate buildings, and the landscape character.

The form, scale, massing and character of the proposed buildings would continue established existing development patterns in this area; short staggered linear terraces. The proposed terraces would be single storey, with ridge heights that are comparable to surrounding buildings. The site is bounded by existing buildings or vegetation on all sides, and are clearly set within the established development boundary. The development site is currently shielded by an established hedgerow perimeter and existing buildings. Existing vegetation would be retained wherever possible.

From Pungies Lane to the north, the development would be screened by a low level planted granite Cornish Hedge. The garden spaces in the northern terraces facing the road would remain open in character, and largely free from domestic paraphernalia to minimise the visual impact on the landscape character of the area.

The material palette has been selected to be muted and suitable for this particular plot, intended to blend with the natural environment. In particular, this includes the use of untreated timber cladding and natural slate and clay tile roofs.

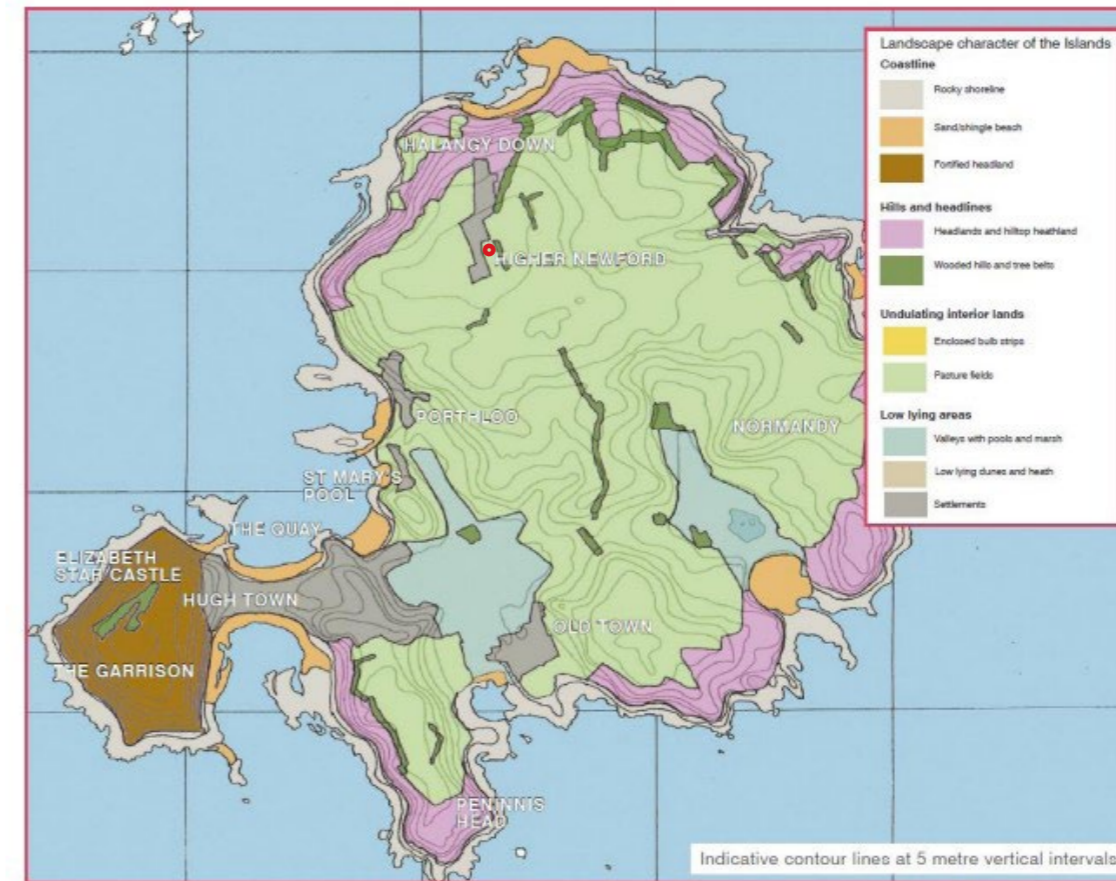


Figure 16 Landscape character on St Marys

Landscape Character Map Extract from the Draft Isles of Scilly Conservation Area Character Statement. The site is identified as 'Pasture Fields' (green shaded), but is immediately adjacent to a 'Settlement' (grey).

### Heritage

The proposed development is relatively proximate to the Grade 2 Listed Telegraph Tower. This tower is already surrounded by directly adjacent existing low-rise residential development on all sides. The proposed development would continue this and is not considered to have an impact on the significance of the listed building.

The proposed traditional forms and natural materials would mitigate the impact of the proposals and respond to the traditional buildings and vernacular on the island.

Any granite boundary walling disrupted by the development to achieve visibility splays would be replaced like-for-like and extended.

The proposals are therefore considered to be the type of sustainable development for which the NPPF establishes a strong presumption and it would align with relevant national and local policy.



### Trees

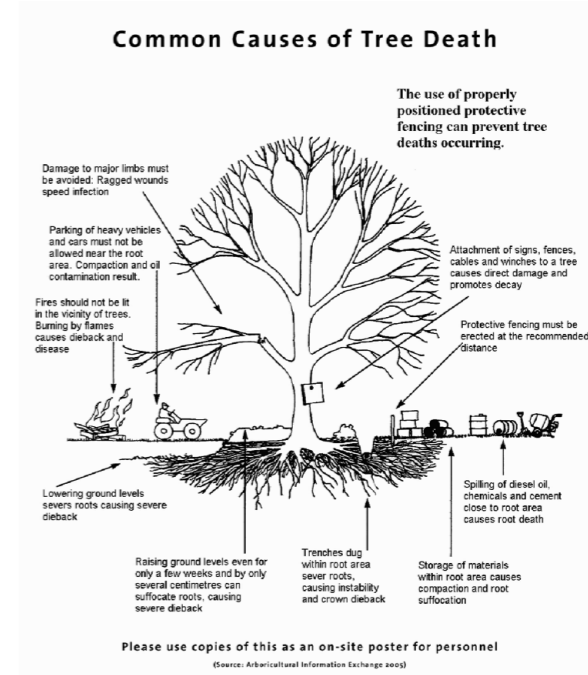
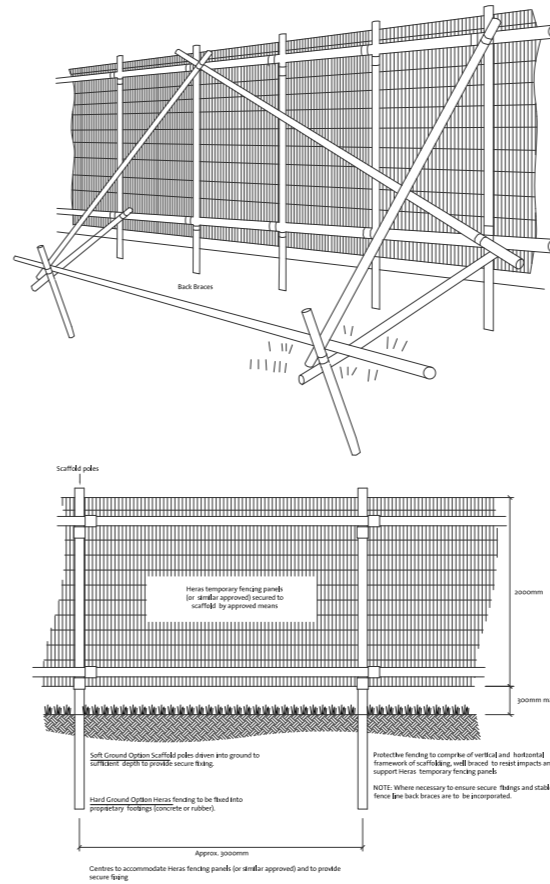
There are no works to existing trees proposed as part of this application, and works in close proximity to any trees are limited.

No construction materials would be stored within the Root Protection Area of any trees and heavy plant would also be excluded. Care would be taken during excavations to avoid any damage to roots greater than 25mm in diameter. If any light traffic was required to cross the RPA, temporary ground protection measures would be installed.

Prior to commencement on site, tree protection fencing would be installed in accordance with BS5837 along the eastern site boundary as shown, in order to protect the trees in the shelterbelt during construction. No works would take place in the protected area.



Line of Tree Protection Fencing highlighted in red



Example tree protection measures which will be implemented on site

## 6. CONSULTATION FEEDBACK

A public consultation was held on the 11th January 2024, at a venue local to the application site. 40 letters were sent out to adjacent local residents and stakeholders.

Over 2 sessions, 35 people attended the consultation to view preliminary proposals for the site and provide comments on the proposed plans. The majority of the immediate neighbouring households were represented during the process.

Below is a summary of the comments received and how these have been addressed:

### Design and Principle of Development

*“Excellent quality & design/good car park. Solar panels great. Support this plan”*

*“Like the design & eco features - solar panels etc. Appreciate you have considered surplus water & main sewerage facilities.”*

*“[Like] the style/mix of the houses”*

*“Love the idea and location”*

In general, the principle of development was received positively at the public consultation.

### Access and Parking

*“Very pleased to see this sort of development and on this site. Slight concern about the road access directly opposite McF entrance creating a cross road”*

*“Lorries, taxis, visiting friends parking spots, turning space”*

*“Stop vehicles backing out onto main road, also stop parking at junction along main road”*

*“GO-EV car on site (would help McFarlands Down too)”*

Following the consultation and advice from transport and highways consultant, the proposed access has been staggered from the opposite junction in order to prevent the formation of a crossroad and improve road safety.

The layout of the parking area has been adjusted to provide additional visitor parking, and additional turning/drop off space within the site.

A Go-EV car share charging station is proposed on the site.

A proposed pedestrian access into the development at the western end of the site has been removed due to feedback from adjoining neighbours. Alternatively, a gate for emergency

service access only has also been introduced. This will be kept locked and will not be for general use.

### Environment, Sustainability and Drainage

*“Concern of water run-off into McFarlands Down, which already gets far too much rain water down the road”*

*“Batteries for solar in every house, would be very solar efficient then”*

*“1. BNG: Where and how will requirements be met 2. How tie in with DoC carbon net zero policy + will there be battery storage (PVs)”*

It is proposed that the parking area would be constructed with permeable surfacing, to mitigate any rainwater run off from the development.. A channel drain will be installed across the site entrance to ensure any surface water is intercepted before leaving the site.

Alongside PV arrays, battery storage will be provided in order to increase the energy resilience and sustainability of the development.

Boundaries between plots would be hedging planted around a post and wire fence (that will quickly be subsumed by the hedge. Additional hedge planting will increase biodiversity and provide screening along the development boundaries. A Biodiversity Net Gain proposal will be included as part of this application.



Photographs from public consultation on 11th January 2024

## 7. SUSTAINABILITY ASSESSMENT

### Context

The underlying principle behind the scheme is economic, social and environmental sustainability. Improvements are made through clean energy, with reductions in emissions, and reduced reliance on carbon fuels, in line with Council policy.

### Social

The proposals would meet a critical requirement for 'essential need' worker housing and housing for permanent island families, who are currently unable to find suitable accommodation on St Mary's and are therefore being forced to leave the Islands. Providing more high quality housing for people that don't meet the criteria for affordable housing is essential to develop sustainable communities on the Island, and will help to stem the decline in population, attracting younger workers and households in order to slow the trend of an ageing population. It may also provide opportunities for households to downsize and free-up existing housing for larger households.

### Economic

Addressing the shortage of accommodation for key workers on the island will ensure that the provision of essential services including schools, health and social care facilities, shops, land management and emergency services is maintained, which is critical for the economic sustainability for St Mary's and the Isles of Scilly as a whole.

The retention of essential services not only benefits islanders, but also supports the tourism industry which is essential an part of the Islands' economy.

Inevitably, investment on St Mary's would have an indirect economic benefit to other islands, with transport services, employment of local people, and service industries across the islands benefiting.

### Environmental

The proposals would employ lightweight construction methods and materials. The detailed design would be developed to minimise energy use and the building's carbon footprint, both in the construction works and in ongoing use. The following energy strategy outlines this approach in detail.

Landscape proposals take the opportunity to enhance the ecological value of the site with additional and more diverse habitats.

### Embodied Energy In Construction

A considerable proportion of a building's carbon footprint is attributable to the manufacturing and transportation of building materials. To minimise this the buildings would be constructed with a timber frame and with timber cladding; which are low embodied energy, carbon sequestering materials when sourced from sustainable forestry.

Highly insulated prefabricated timber cassette panels would be manufactured on the mainland and shipped over to reduce wastage and construction time on site.

The building's exterior would be clad in long lasting materials, and installed with robust detailing, capable of withstanding the marine environment. Improved life span ensures a better return on the energy expended in construction.

Natural materials would be used wherever possible, including slate roofing and timber cedar cladding. The specification would be developed with reference to the BRE Green Guide to Specification to evaluate the environmental credentials of the materials procured in construction.

Each dwelling will be provided with a separate bin store for the storage and collection of recyclable waste.

### Heat Loss and Energy Use

The proposals would take a 'fabric first' approach to energy reduction, seeking to minimise consumption from the outset through the use of passive design principles. These would include optimising orientation and massing, as well as ensuring the use of high-performance building fabric.

The east-west orientation of the buildings and glazing on the south side maximises solar gain, reducing the heatload requirements. South facing windows are protected by overhanging eaves, this arrangement allows passive thermal gain in the winter when the sun is low in the morning and throughout the day, thereby providing additional warmth for the building interior and reducing the overall heat load of the house. Conversely, less of the high summer sun penetrates the building, avoiding the risk of overheating.

Good levels of glazing for the living areas will reduce the need for artificial light. The arrangement of opening windows on both sides of the dwelling allows natural cross ventilation which in the summer will help maintain even, comfortable temperatures.

The prefabricated timber framed building envelope can achieve excellent levels of insulation, with minimal thermal bridging. Off-site manufacturing ensures precision construction, with improved air tightness and thermal performance beyond building regulations standards.

U-value performance of typical building fabric elements would be as follows:

Element	B Reg.s Min.	Proposed
Walls	0.26 W/(m <sup>2</sup> K)	0.16 W/(m <sup>2</sup> K)
Roof	0.16 W/(m <sup>2</sup> K)	0.15 W/(m <sup>2</sup> K)
Floor	0.18 W/(m <sup>2</sup> K)	0.16 W/(m <sup>2</sup> K)

High performance standards would dramatically reduce the energy required to heat the property.

The use of new double glazed windows would: improve air tightness; improve thermal performance; increase the amount of natural light entering the property; and reduce the energy demand from space heating and artificial lighting as a consequence.

Arranging the dwellings in terraces would reduce the external envelope and consequent heat loss.

## 8. ACCESS AND TRANSPORT

### Renewable Energy Sources

A Solar PV array would be installed onto the south facing roof pitches of each terrace as part of the development. Battery storage would be provided in each unit in order to store any excess power generated. This would increase the energy resilience of the development, and reduce any energy demand from the local grid.

Solar PV's would also be provided on the bin/cycle store, which would be used to power the communal electric car charging points in the parking area.

Lighting can add significantly to the electrical loads. All internal and external lighting will use low energy lamps and bulbs. External lighting will also be controlled by appropriate timing and daylight sensor devices to minimise energy consumption.

### Water and Sewage

A package treatment plant system with associated drainage field would be installed to collect and treat sewage effluent from the development.

Each dwelling would be provided with a water butt for rainwater collection, and a communal harvesting tank for emergency use would also be provided. Any excess surface water will be discharged into soakaways.

All hard surfacing would be permeable to minimise rainwater run-off from the site. The proposed dwellings would be designed to minimise water usage. Low water use appliances would be specified where possible, including dual-flush toilets and aerating nozzles throughout.

Excess surface water will be discharged into soakaways.

A new access to the site would be formed from Pungies Lane to the north of the plot. This would lead to a communal parking area, with 10 allocated car parking spaces for the dwellings, alongside 4 extra visitor parking spaces.

In addition, the provision of a Go-EV electric car share charging station on the site will tie into an existing community venture which has been successful in encouraging car sharing and electric car use on the Islands.

The provision of this, alongside an additional 3 electric car charging points which cover the allocated parking spaces would encourage sustainable transportation, in accordance with the Isles of Scilly Local Plan strategic aims and policies. In particular, this would comply with Aim 6 *“Reduce the environmental and social impacts of transport by reducing the need to travel by petrol and diesel cars through the siting and design of new development and encouraging sustainable travel options, including the use of car sharing and electric vehicles”* and policies SS1, SS5, SS8 and SS10.

Occupants of the dwellings would be encouraged to use sustainable transportation methods wherever possible. Sufficient bicycle storage for each resident would be provided, in order to promote cycling on the island.

Options for additional pedestrian access routes are being investigated alongside neighbouring occupiers.

More detail on the access and transport provision for the development is included within the enclosed transport statement.

Sufficient space would be provided for fire appliance access to the site in accordance with Part B of the Building Regulations.

Internally the buildings would be designed and constructed to comply with Part M of the Building Regulations as a minimum standard. Provision of ground floor bedrooms and living spaces, level access throughout, generous circulation spaces and glazing allowing views out for seated occupants would ensure that the units could be occupied by all.

## 9. PHASING

It is proposed that the construction process would be phased, in order to allow sufficient contractor accommodation on the island to construct the remainder of the development. 'Terrace A' would be completed first, and would then be occupied temporarily by the contractors constructing the remaining terraces. Upon completion of the development, this terrace would revert to its intended use as essential accommodation to meet the Island's housing needs.

The applicant kindly requests that any pre-occupation planning conditions are worded so as to avoid precluding the use of these units as temporary contractors' accommodation.



Terrace A (highlighted in red) to be completed in phase I of construction

## 10. CONCLUSION

The proposed 10 new dwellings would address the critical shortage of housing on St Mary's. This application aims to provide housing for 'essential need' workers and permanent island residents that may not fulfil eligibility criteria for affordable housing but still need to reside full time on the islands to provide essential services underpinning the economy. In line with local policy, the development would provide new housing to support the creation of a sustainable, balanced and inclusive island community.

This is essential to support the long-term social and economic sustainability of St Mary's, which is integral to the economic prosperity of the island group as a whole; its contribution sustains many other local services including transport, employment and service industries across the archipelago.

The form, scale, character and materiality of the proposed buildings are designed to be appropriate to the character and setting of the conservation area, compatible with the vernacular character that has developed across the archipelago



Proposed Site Sections

## APPENDIX I - SCHEDULE OF AREAS

	No. of bedrooms	No. of Bed spaces	Minimum Space Standard (m2)	GIA (m <sup>2</sup> ) Incl bike storage
<b>Terrace A</b>				
Unit 1	3	5	86	92.1
Unit 2	1	1	37	50.0
Unit 3	2	3	61	64.0
				<b>206.1</b>
<b>Terrace B</b>				
Unit 4	2	3	61	64.0
Unit 5	1	1	37	50.0
Unit 6	2	3	61	64.0
				<b>178.0</b>
<b>Terrace C</b>				
Unit 7	1	1	37	50.0
Unit 8	3	5	86	92.1
				<b>142.1</b>
<b>Terrace D</b>				
Unit 9	2	3	61	64.0
Unit 10	1	1	37	50.0
				<b>114</b>
<b>Total</b>				<b>640.2</b>