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Your ref: APP/X1735/W/17/3188519

The Planning Inspectorate
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Bristol
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12 March 2018

Dear Judith Birch

Town and Country Planning Act 1990

Appeal by Mr Preston Carvalho

Site Address: 1 Maylands Road, Havant, PO9 3NP

In addition to my already submitted statement of case, I have the following comments regarding the Council's statement using its paragraph numbers.

5.1 – 5.4 There is no proper explanation given by the LPA as to why the layout of the appeal proposals would result in harm to the character and appearance of the area. To suggest that the siting, design, scale and roof form would differ significantly from the prevailing character is unjust. The area is mixed in terms of architectural design – there is no vernacular to follow. The appeal proposals would result in a logical form of development addressing the road frontages. The hipped roofs suggested on the indicative elevations are a characteristic feature of the locality. Drawing No: 1605_PL111 does show the relationship with the neighbouring dwellings in both Maylands Road and Portsdown Hill Road. The drawing also indicates the fall in levels from the north to the south of the appeal site. It is contended that the proposed context with neighbouring dwellings is entirely compatible and harmonious.

Much is made in the LPA's statement of Plot 2 being closer to the road junction than the existing, however, the objection to this siting is not articulated in any meaningful way. The gentle slope of the site from north to south would not result in this dwelling or any of the others proposed being overly dominant. Nearly all dwellings in Maylands Road have direct vehicular access from the road and frontage parking. This appeal relates to an outline planning application and if considered necessary soft landscaping could be introduced to the Maylands Road frontage. Alternatively parking for the dwellings facing Maylands Road could be accessed from the proposed internal access road.

5.5-5.6 The appeal proposals have been designed to avoid unneighbourly overlooking and this has been set out in my appeal statement. The LPA suggest that the neighbouring properties would suffer loss of light, privacy and outlook. This is contended because the distances between the proposed and existing dwellings would be sufficient not to result in any serious loss of amenity to existing dwellings. The fall in levels away from 1A Maylands Road would actually minimise any impact.

5.7-5.11 No request was made by the LPA for a direct payment. As such a unilateral undertaking will be made by the appellant to agree to pay the required amount should planning permission be granted.

5.12-5.14 The appeal does not relate to a detailed application and the elevations supplied were for information only. It is not understood how there can be a design objection from the LPA. In terms of layout the appeal proposals reflect good design principles. The dwellings would provide a good standard of accommodation with gardens and convenient car parking.

There is no objection to the conditions suggested in the planning officer's report.

Most of the objections from local residents relate to traffic issues and car parking. These did not form the reasons for refusal and the LPA was content on these matters in respect of the appeal proposals. The concerns expressed by the occupants of No.2 Portsdown Hill Road are noted. However, there is a good

separation distance between the nearest dwelling proposed (Plot 5) and there would be no habitable room windows on the west facing elevation of this dwelling. Consequently the occupants of No.2 would not suffer any significant reduction in amenity as a result of the appeal proposals and nor would those at 1A Maylands Road.

To conclude, the appeal proposals would provide five new dwellings in a sustainable location in a form that would be compatible with surrounding development. Central Government policy seeks to encourage more housing in such locations.

Yours sincerely

John Pike