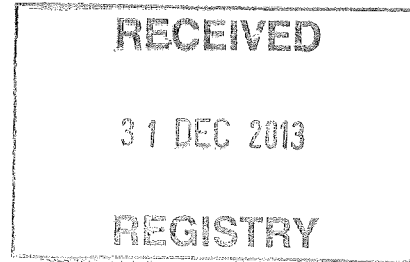


28 Lodge Road, Havant, Hants, PO9 3LL

The Planning Inspectorate
Room 3/19
Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN



26th December 2013

Dear Sirs,

Planning Inspectorate's Appeal Reference: APP/X1735/A/13/2208899

I am writing in support of the appeal.

This property has been my family home until the death of my father in 2011. The context of this property is that it was built for him in 1952 (when rationing and significant building restrictions were still in play) and there were fundamental structural inadequacies at the outset which have evolved to the present situation where repair of the present structure would be impossible and not financially viable, and the Havant Borough Council planning department have accepted this. There is also agreement that the current house is not aesthetically pleasing, or in keeping with the other houses in the road, and our contention therefore, is that the proposed high quality development would be a real improvement to the local amenity and character of the street scene. It is the largest plot in the road—only number 13 coming close to it in size (and therefore the only other one where tandem development would fit—the absence of it elsewhere is an issue of size rather than local style). The architecture in the road is rather more varied than stated by the planning officer. It is indeed dominated by several pairs of semi-detached houses as described elsewhere, but there are also 4 detached houses which are not all of the same design. In addition there are 3 bungalows, all of different designs. The cul-de-sac where no 28 is sited includes one pair of semi-detached houses (22 and 24), one bungalow (26) and one detached house (27). The property at the head of the street is actually no 26, the bungalow, and that is what chiefly faces down the road, not no 28.

The proposed pair of semi-detached houses would be close to the present house's footprint, but slightly smaller to allow for the driveway to the rear property. House 1, the most westerly, is a similar distance to no 27 to the present property, and indeed as the residents of no 27 said to me when I discussed any possible issues they might have with it, they felt it would improve their outlook, and they would have less overlook towards their house than they do currently because of the design of the new property, with a bathroom with frosted glass as the window nearest to them but not facing them. The style of the proposed semi-detached properties is in keeping with that of the other semis in the road. I have spent considerable time in discussion with all the immediate neighbours, some of whom have been family friends for more than 30 years, and none felt the proposed single storey dwelling on the rear would be a problem, because it will not be visible from the street itself, and as the present long-standing resident of the adjacent bungalow, no 26, pointed out, the proposed driveway adjacent to her property (which she felt no concern about anyway) was also only adjacent to her garage and therefore a considerable distance from the residential part of her home.

I think it is pertinent to address Havant Borough Council's assertions about the supposed mature garden character of the other properties in the road. A brief viewing of the road will confirm that almost all the frontages and gardens of the other properties are very short and cramped compared to the proposed design at no 28. Many have 'garages' built in line with the front of the houses, of which a great number have been turned into residential use. Many of

the drives are short, and apart from the residents of the cul-de-sac the majority of home owners now park on the street as a permanent arrangement. The frontage of the proposed dwellings would therefore be far from cramped in comparison, and ample provision of parking space is allocated so no street parking would be necessary. I should also indicate her error about the rubbish bins which are designed to have a collection area in the front for use on rubbish collection day and are actually sited permanently towards the rears of the properties.

The layout of the plot is such that there is a wide area to the rear of the property which lends itself to the siting of a 2 bedroom single storey dwelling. A great deal of care has gone into the design and layout to ensure that there will be no overlooking of any adjacent properties, and that the mature trees presently on the site, with additional planned planting, would not alter the amenity of anyone in adjacent dwellings. There is talk of the quiet amenity of the back garden and potential disturbance to this by a rear dwelling. It was indeed peaceful when I was growing up there as a child in the 50's and 60's but times have changed and the area with it. It is sandwiched between a motorway (M27) and a busy main road (Bedhampton Hill) and has been filled with traffic noise for the last 30 years at least.

The assertion that tandem development is not in keeping with the area is a fallacy and entirely spurious. I'm sure my colleagues have drawn attention to several other tandem developments in the locality, and indeed their prominence so close by, including 41, 41A and 41B Bedhampton Hill, which back on to 13, 15 and 17 Lodge Road, is very noteworthy. That development is less than 100 m from 28 Lodge Road, and also between Lodge Road houses and Bedhampton Hill. There are several others very close by including another on Bedhampton Hill, one accessed from Lower Road (around the corner from Lodge Road) and 3 on Glebe Park Avenue. This particular plot lends itself to a dwelling on the rear part of it and makes good use of this brownfield site, and I would have thought was an example of the government's encouragement to optimise use of this type of space, in light of shortage of housing stock.

In conclusion, this large plot lends itself to this proposed high quality development of a pair of sympathetically designed semi-detached houses on the front and a small 2 bedroom single storey dwelling on the back. The advisory officers including highways and arboricultural, found no objection to the proposals, and the objections raised by the planning officer seem to be subjective and spurious. I respectfully request the appeals inspector to accept this appeal and to reverse the planning ban.

Yours faithfully,

A handwritten signature in cursive script, appearing to read 'Jane Foley', written in dark ink.

Dr J A Foley FRCP

28 Lodge Road, Havant, Hants, PO9 3LL

The Planning Inspectorate
Room 3/19
Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN



26th December 2013

Dear Sirs,

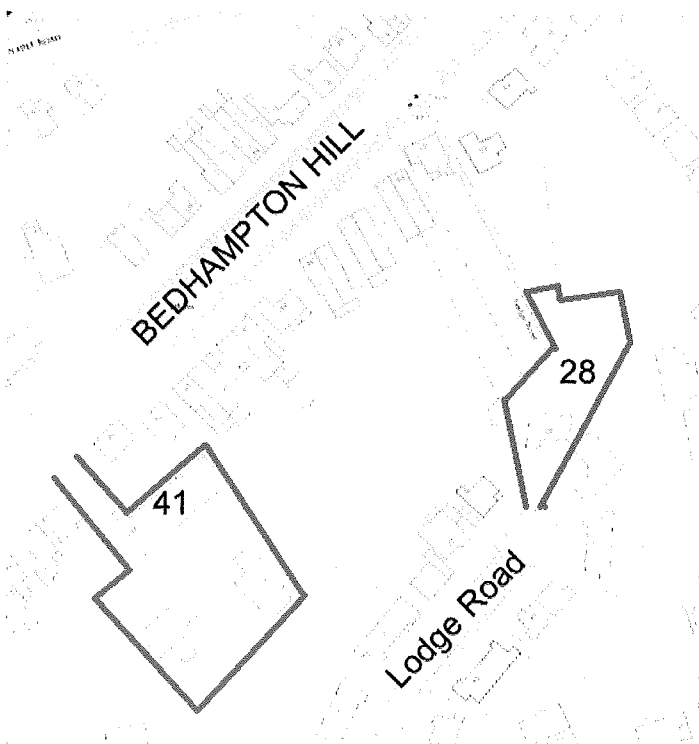
Planning Inspectorate's Appeal Reference: APP/X1735/A/13/2208899

I am writing in support of the appeal.

It is my belief that it is entirely inappropriate for Havant Borough Council to have differing and incompatible standards that are applied at what appears to be the whim of a planning officer when considering an application. This certainly appears to be the case when considering to their reasons for refusal of application no. APP/13/00064.

The layout of the proposed buildings on the land at 28 Lodge Road, Havant, PO9 3LL was not unlike proposals that were considered and approved on a similarly situated piece of land at 41 Bedhampton Hill, Havant, PO9 3JN; a site which is just 80 metres away from the appeal site. Both of the sites are on land that lies between Lodge Road and Bedhampton Hill, and it is astonishing that HBC should ignore the precedent that they established when approving the previous application at a similarly positioned plot of land which is so very close to the subject appeal site.

The relationship of the two sites is shown on this map.



The Havant Borough Council planning application numbers relating to the development at 41 Bedhampton Hill are: 03/52260/004 (approved 28.05.2003), and 04/52260/005 (approved 03.11.2004). Both were approved on first submission and without the need to appeal.

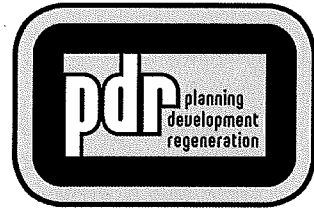
It can be seen that the tandem nature of the site at 41 Bedhampton Hill, and the development density is of a far greater magnitude than that proposed at the subject appeal site. The impact to the amenity of adjacent dwellings in Lodge Road and Bedhampton Hill will be insignificant at the appeal site compared with the effect that would have occurred with the permitted development at 41 Bedhampton Hill. The map also demonstrates that HBC's statement that the tandem nature of the development is unacceptable, is inconsistent with the prior permitted development that created such a significant precedent. That precedent invalidates Havant Borough Council's argument with respect to this proposed development and causes their argument to be entirely spurious. I feel that the inconsistency of judgement shown by Havant Borough Council when deciding on the outcome of the 28 Lodge Road application is a travesty and I urge the Planning Inspectorate look at and to consider the nearby precedent of a tandem development and to reverse HBC's decision to refuse permission at 28 Lodge Road.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'G. Grieve', with a stylized flourish at the end.

Graham Grieve

24 Lodge Road, Havant, Hampshire. PO9 3LL.
Tel/Fax 023 9247 5375.



The Planning Inspectorate
Room 3/19, Eagle Wing,
Temple Quay House,
2 The Square
Temple Quay
Bristol
BS1 6PN

Ref: RT/Lodge

Y/R: APP/X1735/A/13/2208899

30th December 2013

Dear Sir/Madam,

Appeal at 28 Lodge Road, Havant, PO9 3LL

As you will have seen from the application file, I act for my neighbours at the head of the cul-de-sac where number 28 forms the closing feature. In particular my letter dated 26th March 2013 to Havant Borough Council (HBC) set out our opposition and concerns. This followed an exchange of pre application letters with the applicant.

As neighbours, we are keen to try to help the family achieve a satisfactory outcome to what we recognise has proven to be a difficult situation brought about by the structural condition of the property. We do not however want this to result in the legacy of an unsatisfactory development that has a permanent day-to-day detrimental impact upon the amenities of the remainder of the road.

We are somewhat surprised that the appellant has chosen to appeal this proposal when he submitted a later application (HBC Ref APP/13/00841) for only two dwellings, which was again refused but had the support, in principle, of these residents subject to some detailed concerns and suggestions. It might be assumed that in submitting an alternative proposal the appellant had already recognised the shortcomings of this first submission.

Turning to the Grounds of Appeal, Reason 1, comparison with examples of schemes elsewhere that may have similar characteristics will not necessarily provide examples of good design simply because they already exist.

There is nothing in the existing character of Lodge Road that demonstrates a form of development that has any tandem development, three dwellings sharing a single access, having parking spaces for one dwelling and turning space for neighbours located in front of a neighbouring property and a rear garden to one property well below the standard set out in the Borough Design Guide. This is not good practice, out of character and poor amenity.



Ron Tate BA DMS MCMI FRTPI
Chartered Town Planner

The Design and Access Statement demonstrates a failure to appreciate the dominant existing character of the road. The resultant proposal is squeezed into the narrowest plot frontage in the road with the main proposed street frontage having a short ridgeline resulting in a narrow and mean elevation that will be alien rather than in character to other properties and detrimental to the street scene.

The resultant quantity of development and the below standard (Manual for Streets) dimensions of and lack of capacity of the highway outside the property will result in a combination of traffic generation and visitor and delivery parking demands that will be detrimental to the amenities of the area. The existing road capacity for parking and servicing has reached its limit.

The amount of tarmac proposed is not good design or practice. The deficiency in the size of the garage is not good design.

Looking at Reason 2, we have previously given our support, in principle, to a bungalow at the rear of a dwelling at the front of the plot. However this was on the basis that suitable measures were introduced to minimise any detrimental impact upon neighbouring property, particularly number 26. We now recognise the need to also protect number 12 Brookside Road. We had in mind problems of overlooking and wanted to see permitted development rights restricted to prevent this.

The Borough Council has also identified the potential for disturbance from vehicle movements. We recognise that this adds to these concerns. The later application incorporates an acoustic fence along the boundary to 26, which seems to indicate the appellant also acknowledges this shortcoming in this scheme. The appellant in paragraph 2.2 also refers this to when the need for robustness is recognised.

This is however not the only concern. When viewed from 12 Brookside Road there is nothing to minimise the impact of vehicle headlights etc approaching the bungalow at night. The inclusion of an internal tall garden wall at the end of the driveway and perhaps a garage here might reduce this concern.

The fact that three properties will share the 4m wide point of access will mean that there is nothing to indicate even the existence of the bungalow at the front of the plot. It will be totally hidden from view. This is likely to create constant confusion and day-to-day annoyance to the occupier of number 26 from such things as visitors and deliveries unable to find the new property. A separate driveway to the bungalow could be accompanied by a gateway close to and visible from the road. This shows this proposal to be a bad layout.



The proposal to have the shared access along the east side means that the semi closest to the alleyway on the west side is moved across and consequently has a greater detrimental affect upon the main outlook to the lounge and main bedroom of number 27 that both face the north. This is not a good design.

None of the examples referred to in paragraph 2.2 are similar to Lodge Road. They are not at the head of a cul-de-sac. There is no visitor and delivery parking available here. There is a distinct difference between 'shared private drives' and 'shared private access' that leads to separate drives. The subsequent application incorporated a shared entry leading to separate driveway entrances. This proposal is poor design layout.

General: This proposal will not "contribute positively to making places better for people". It fails the test of paragraph 56 of NPPF.

It will not "function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development". Nor will it "establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live" or "respond to local character and history, and reflect the identity of local surroundings" and be "visually attractive as a result of good architecture and appropriate landscaping". It fails these tests of paragraph 58 of NPPF.

It does not provide "integration of new development into the built environment". It does not meet the guidance in paragraph 61 of NPPF.

As the development is of "poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions". It should be refused in accordance with paragraph 64 of NPPF.

We hope the Inspector will refuse this appeal.

Yours sincerely,

R Tate.

Ron Tate BA DMS MCMI FRTPI
Chartered Town Planner

