

To: Eastleigh Borough Council

9 Drummond Way  
Chandlers Ford  
Eastleigh  
SO53 1TX

9th June 2023

FAO Clare Martin - Case Officer

Reference Planning Application H/23/95227 - 10 Drummond Way

Further to receiving notification of the above re-submission relating to H/23/94738, we reply as follows.

We wish to object to the proposed planning application based on the points below.

1. We maintain that the revised conversion/rebuild application, from a bungalow to a chalet style house, would create an alien form of development that would be out of character with the site's context and does not integrate with the street scene or any other properties in the immediate area. To quote wording from the previous delegated officer report, describing the chalet bungalow plan as "incongruous", we believe this still to be the case. Even by adjusting the flat roof design at the rear elevation, the same side/front elevation profile is maintained with the design using dormer windows protruding beyond the roof slope. The amount of roof space to accommodate such would be a significant overdevelopment for the location and plot size.

No other properties (of which there are some 60 dwellings) in Drummond Way, Stratfield Drive, Ormesby Drive, Albury Place, or Apsley Place are chalet style houses and therefore it is not in keeping with the character of the local area, as referenced in supplementary planning document for Chandlers Ford and Hiltingbury - that dwelling types and styles form part of the distinctive characteristics of areas such as North Millers Dale. Also, with reference to the Council's local plan policy DM1 as stated in point 2 below\*. The proposal is contrary to both of the Eastleigh Borough Council policies. Furthermore, dormer windows do not feature in the street scene at all, and this would exacerbate their prominence and alien nature.

2. The application proposals are unduly overbearing in relation to the size of plot available and its prominent position at the entrance of the cul-de-sac. Reminding that the current bungalow footprint has previously been extended to the east boundary limit and that the west elevation is already within 1m of no. 9 Drummond Way boundary, only partitioned by narrow alleyway(s) between the properties for access to the rear garden(s). We maintain that the proposal is also unduly overbearing for the street scene at the narrow road entrance to Drummond Way from Ormesby Drive and in relation to the limited triangular frontage driveway of the plot. There are three bungalows in Drummond Way (no's 7, 8 and 10) and two more bungalows (at the end of Albury Place) aligning the Ormesby Drive approach to no. 10, none of these dwellings are of two-storey build, nor is the fifth bungalow sited at the entrance of Stratfield Drive. They currently positively reduce visual impact and provide a very well-balanced street scene, as was the original intention of the

estate plan. Something that has been respected to date by residents and developers over the years.

The Council's local plan policy \*DM 1 states that any development should; *"take full and proper account of the context of the site including the character, appearance [...] of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views"*. The planned two-storey chalet style conversion/rebuild is therefore contrary to the Eastleigh Borough Council local plan policy.

Furthermore, we maintain that the approval of this application would set a dangerous precedent and would make it difficult for the Local Planning Authority to reject similar proposals at the remaining bungalows identified above. This could in time lead to a total loss of the original character and an overdevelopment of the area generally. Something that surely the council planning office should be protecting. Indeed, if a precedent were to be established, it is conceivable that the effect will be a substantial loss of bungalows in the locality, and this would be contrary to the provisions of the adopted local plan which seeks to protect a mix of dwelling types, including bungalows that serve our ageing population, and those with mobility needs.

3. We note that the re-submission Design and Access Statement proposes building materials (pantiles, cladding, brickwork/roof tiles) to match existing or replicate properties in Drummond Way, which is a positive acknowledgment. However, the illustration on the elevation drawing state that the cladding boards will be of "natural timber colour" which seems a contraction or at least confusing as to what is being planned. The Design and Access Statement is dated February 2023, but include various updates made since then and seems a little mixed in accuracies or alignment to other parts of the documentation presented. The location site, building location footprint claims incorrect boundary lines, and two car parking in tandem (which is not possible). Regardless of this, we consider that the plans are out of context and character of the street scene and the Council's local plan policy DM1 stated in point 2\* and indeed the supplementary planning document for the Chandlers Ford and Hilingbury character areas, which form part of the distinctive characteristics of areas such as North Millers Dale.
4. We note that the applicant (for most illustrations) has corrected the site location plan boundary, and does not now claim use of Council owned land or the public pathway etc. However, we still remain unconvinced that there are two useable parking spaces. There is also a planned extension overreach to the front design/roofline, adding a porch area beyond the current property footprint, which is sketchy on the site plan illustration but obviously takes up a further element of what limited driveway/triangular frontage is available to the property.

The Residential parking standards supplementary planning documents shows a table advising parking spaces for developments of two/three bedroom houses are required to have two parking spaces and four+ bedroom houses, three spaces.

In addition, the proposed plans show a "snug", a "study" and a "gym" that could easily be converted to provide additional bedrooms to meet the needs of the applicants or future

occupiers and an estate agent would market the family sized property as such, meaning further parking spaces would be required to meet the Council's standards.

There are illustrations within the application showing two cars parked side by side, as opposed to the previous tandem parking submission which overlapped the property boundary. We question the accuracy of the proposed parking arrangements. On one hand the applicant states in the Design and Access Statement summary that *"the existing garage measures 2.39 x 4.78m internally. It is not possible to use this to park a car and it is significantly smaller than the minimum size given in the EBC residential car parking standards document"* but then shows two car parking bays on the driveway using the 2.4 x 4.8m dimensions. So, in reality it is possible to accommodate a car in the existing garage and this could have been utilised as part of the design planning and/or that the dimensions being used to show the driveway parking spaces are incorrect (too small). Notwithstanding this contradictory observation, we question that it is even possible to accommodate properly and safely two useable side by side parking spaces on the awkward triangular driveway.

Whilst the planning illustrations used are sketchy in some respects and not necessarily accurate, allowing for the frontage roofline and new porch area (now extended further in the middle of the property/driveway) - the suggested configuration of the two parking spaces are such that primary pedestrian access and disabled access would be difficult, if not impossible. As a wheelchair user for example would have difficulty in getting between the two parked vehicles to enter or leave the house given their close proximity. Similarly, given the location of the spaces to the boundaries, it is difficult to imagine how a driver or passenger could gain access, or indeed leave a vehicle, being that the doors would be hard up against a solid boundary. Boundaries that would require entering/overlapping onto council highways, utilities land and/or a neighbour's front garden.

Whilst we are not experts, it is not difficult to demonstrate that the oblique parking space proposed, in combination with the cramped nature of the front drive proposed, the proximity of a street lighting column on the boundary line (within the swept path) and the narrow width of the road itself results in substantial vehicle overruns, effectively making the space unusable and unsafe.

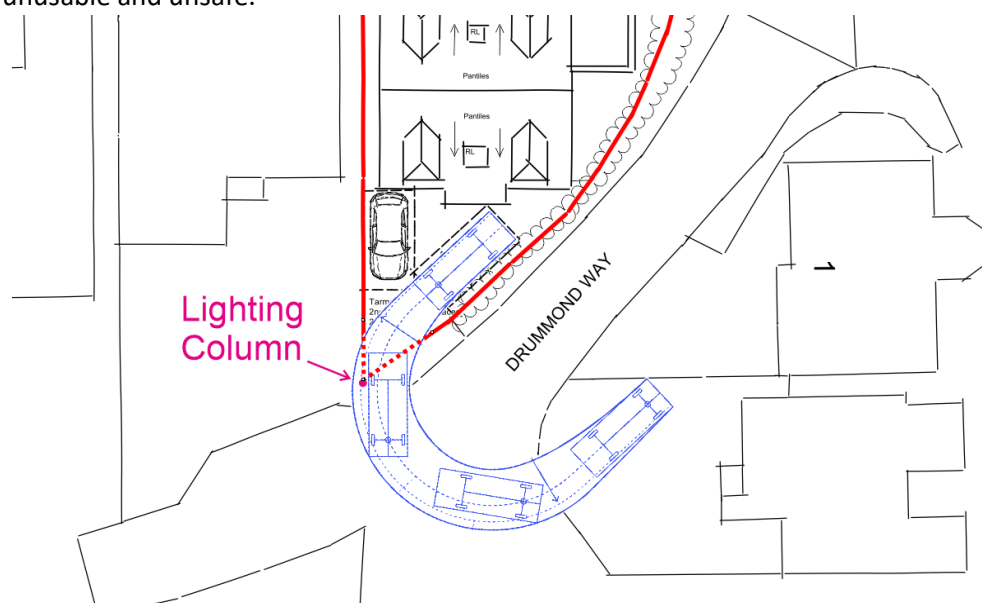


Illustration overlaying a typical car wheel swept path on to the proposed site layout plan.

Approval of the proposed parking layout would, in our opinion, only lead to the following:

- Inevitable erosion of the residential character of the street scene by the removal of hedging and fencing along the front boundary to provide more manoeuvring space.
- Risks to highway safety due to the oblique manoeuvring of vehicles on and off the drive in an area where there is no dedicated pedestrian footpath.
- Inevitable overspill of car parking onto the street for residents and visitors to what is clearly designed to be a large family dwelling with only two sub-standard parking spaces.
- Notwithstanding the above, if through completing a set of manoeuvres a car could be made to fit on the driveway, in our opinion we do not believe that two correctly positioned car parking spaces can be accommodated - as previously described.

New homes are required to provide car parking spaces to meet the size of modern vehicles, and the optimum car parking bay is 2.5m x 5.0m.

As previously acknowledged Drummond Way already suffers from parking problems, and vehicles often park on the verges including the narrow entrance from Ormesby Drive and indeed adjacent along the verge of no. 10, this without the addition of more overflow vehicles as a result of reducing parking capacity on residents own properties - as would be the case if this planning was approved.

5. In relation to the immediacy to our own dwelling and the planned two-storey extension (within 1m of our boundary). We currently enjoy an open aspect mainly due to the single storey nature of the existing bungalow. The fact we do not have rear dormer windows currently overlooking our garden is also a key factor. The planning application rear north elevation illustrates a two-storey dormer style extension with three windows. The unnecessarily oppressive design proposal would mean we definitely lose privacy, also light and it will have a permanent overbearing effect.

To help clarify our concerns, the outline of the existing bungalow's roof gradually elevates away from our property and as such has minimal impact to the rear garden/property. This is due to its low level of height and the current roof line configuration. However, the planned two-storey extension with dormer windows and roof line being rotated by 90 degrees, increasing in height and mass would have a significant negative impact. The two-storey extension would be immediately adjacent to our property (within 1m of our boundary) which in itself is overbearing and an obtrusive structure. The proposed plan would significantly restrict the current view we have, reduce privacy and sunlight, overshadowing a significant part of our rear garden. Our genuine concerns remain, and an unnecessary negative impact caused due to the overbearing nature of the plan in relation to the plot size and its immediate proximity to its surroundings.

We maintain that the application proposal contravenes the aims of the Council's quality places supplementary document in relation to residential amenity in providing the relevant privacy and an unnecessary reduction to the aforementioned light.

In summary, for the reasons stated, the resubmitted planning application still represents an overdevelopment of the site and an unsympathetic and disproportionally overbearing extension when compared to the original dwelling size as built.

Furthermore, we consider that the proposed development would be alien to and dominant in the street scene at the entrance location to Drummond Way. Its chalet dormer window style is definitely not in keeping with the street scene, well integrated or in character of other dwellings, nor provides adequate parking arrangements, and will significantly reduce the residential amenities that we currently enjoy.

If you can please confirm receipt of our correspondence - thank you.

Yours Sincerely

Andrew and Elizabeth Cole

Letter sent via email and hard copy delivered to EBC offices.