

Appeal reference: APP/W1715/W/25/3366480

Land adjoining 4 Brookfield, Providence Hill, Bursledon, SO31 8AU

It is extremely disappointing to note that this appeal has been submitted, bearing in mind that after refusal of this initial application, the applicant submitted a new application and offered conditions which addressed the reasons for refusal and was subsequently granted. However, as we are now in these circumstances, I would like to take this opportunity to clarify and add to the initial reasons we submitted in objection to this application. There are 2 reasons for our objection which I will address in turn:

Overlooking/loss of privacy, visually intrusive

The only image that the applicant has actually provided to show the impact of the care home on from the rear of the 1-4 Brookfield properties was extremely misleading and proven to be factually incorrect. The applicant only provided one image, showing what the proposed development would look like looking from the top end of the rear garden of number 1 Brookfield. This which was shown to be incorrect and quite misleading due to the following reasons:

If you take the height of the existing fir tree (behind the superimposed image of the care home in the document titled 'Visual from rear of 1 Brookfield' which was provided by the applicant last year and attached as Appendix 1) as a point of reference, you will note that the height of the care home is shown as being far lower than this fir tree. However, having had the fir tree measured, it is approximately 10 metres high. However, the base of the fir tree is approximately 3 metres below the ground floor level of numbers 1 and 2 Brookfield. The roof line of these properties has been measured to be approximately 9m from the ground level. The 'Site Section' drawings, show the height of the care home being approximately level with the roofs of numbers 1 and 2 Brookfield (which are shown on the site section drawings as 9 metres high). However, the 'Proposed Street Scene and Sections' shows the care home being approximately 1 metre above the roofs of numbers 1 and 2 Brookfield. This means that the 'visual from the rear of 1 Brookfield' incorrectly shows the height of the care home being approximately 3-4 metres lower than it actually will be. Also, the image provided does not show how the care home will wrap around the rear gardens of the Brookfield properties, almost in an L shape, thus reducing further natural daylight into our gardens.

These points were raised with the Planning Officer who acknowledged our points and requested that the applicant provide further images. The applicant arranged for a specialist to visit the site and produce new verified images to show the true extent and scale of the building. The specialist visited my mother's property and spent two mornings taking photographs and preparing the images. However, despite being asked by the Planning Officer (emails of which I can produce if required), the applicant repeatedly failed to provide any verified view image to show the impact from various points in the rear garden of number 1 – 4 Brookfield. Just before the hearing, the applicant did provide a video clip of the proposed development, but when you watch it, you will be very able to clearly note that whilst it shows all other angles of the proposed development, it omits showing any view from the rear of the Brookfield properties. These facts were noted by the LAC members at the hearing.

We sought professional assistance to have images professionally produced to correctly illustrate the significant loss of privacy and natural daylight from various points of view which we felt gave a far more realistic impression of the detrimental impact the care home will have on our properties. However, we were told that we were not able to submit these as formal evidence that could be considered at the LAC hearing. I have though, taken a photograph which shows the relationship in height between the afore mentioned fir tree and the roof

lines of our properties (Appendix 2) and ask that you visit the telephone exchange which is adjacent to 1 Brookfield to see this.

For the applicant to clearly avoid submitting verified images as part of the application was very strange to say the least. It could be very easy to interpret that to mean that the verified images actually undermine the application and support ours (and our neighbours) assertions that the proposed care home is far too large and visually intrusive and will result in our properties being significantly overlooked and our privacy lost.

Inadequate parking, highway safety and traffic impact

In addition to the comments we have previously submitted, we would like to draw to your attention the factually inaccurate transport statement provided by the applicant and what we feel is the over reliance on that incorrect information which resulted in the Highways Officer offering no objection to the application.

The Highways Officer initially offered no objection to the application on the understanding that the existing 4 parking spaces were to be retained for use by residents of the existing Brookfield dwellings. However, when we made the Highways Officer aware that this was not going to be the case, he submitted an additional response dated 18th June 2024 in which he raised serious concerns and suggested that the 4 parking spaces should be retained and onsite parking areas expanded due to the significant shortfall in spaces.

In response to this, the applicant submitted a transport statement that we have shown to be factually incorrect and very misleading for the following reasons:

In the statement, the applicant makes reference to 4 Brookfield having a driveway that provides parking for up to 3 spaces and that the layby outside the front of our properties could be used by numbers 1-3 Brookfield to park up to 6 spaces. The applicant states on page 6, "Implementation of this development **may** result in the **modest** displacement of up to 4 vehicles from the site into the adjacent layby on Providence Hill." We have objection to the use of the word 'may' and feel this is misleading as it should say 'will'. If the application is granted in the current form, then 4 vehicles **will** be displaced. Secondly, the word 'modest' is again misleading. Modest compared to what? The current layby, although used by has capacity for 4 vehicles and has no spare capacity. In real terms, the displacement caused by the care home will result in a 100% increase in vehicles trying to use the layby. When the layby is full, which it very often is, there will be at least another 4 vehicles trying to park on Providence Hill. Not only has the applicant appeared to have sought any alternatives to address this problem (various options were suggested by the Highways Officer in his letter dated 18th June 2024) but the applicant goes on to say that they are willing to contribute to a TRO to introduce parking restrictions, in the form of double yellow lines, on Providence Hill. This means that the displaced vehicles will have nowhere to park, but on the opposite side of the highway which will have a detrimental impact on highway safety and traffic flow. The Highways Officer, in his letter dated 18th June 2024, has suggested that more spaces could be built on the site to address this problem and we would concur with this recommendation as there appears to be ample space on the site to achieve this. If the proposed 5 houses were not part of the development, then there would be no problem with space at all. It seems odd that the houses should form any part of the application.

Despite repeatedly inviting the Highways Officer to come out and meet us for a site visit to view our concerns first hand, the Highways Officer never did visit the site. In the further comments submitted by the Highways Officer (dated 15th August 2024), he makes reference to the 6 spaces available in the layby and the 3 spaces available on the driveway of number 4 Brookfield that were referred to by the applicant in the transport statement.

As a result, I raised the very important fact that the driveway of 4 Brookfield can only accommodate a maximum of 2 vehicles and that the layby currently has yellow lines at one

end and is tapered at the other, giving an approximate usable length of just 22.5 metres. As such, in accordance with the EBC draft Parking Standards (which require a minimum length of 5 metres per parking space), the layby currently only offers safe parking for 4 standard sized vehicles. In addition to this, the layby is unrestricted and regularly full up, often leaving our neighbours at number 3 with nowhere to safely park. I raised these points with both the Planning Officer and Highways Officer.

In his letter of 28th October 2024, the Highways Officer openly acknowledged that his comments in his letter of 15th August regarding the level of parking in the layby and driveway of 4 Brookfield were incorrect and that "...this level of parking was measured off GIS..." This, coupled with how the Highways Officer refers to using "google street view images.." in his letter of 18th June and was not aware that the layby is unrestricted, are clear evidence that the Highways Officers did not undertake a site visit and clearly shows that the Highways Officer's lack of objection was based upon erroneous information provided by the applicant which was never verified. It is therefore our assertion that the comments provided by the Highways Officer cannot be relied upon and should have been challenged by the Planning Officer. I have included some photographs of the current parking situation on Providence Hill (Appendix 3) which I hope will help to illustrate the points I have raised but I do respectfully urge that you undertake a site visit, like the LAC members did, to help fully inform your decision making. No google street view or GIS map will be as sufficient as witnessing the issues first hand.

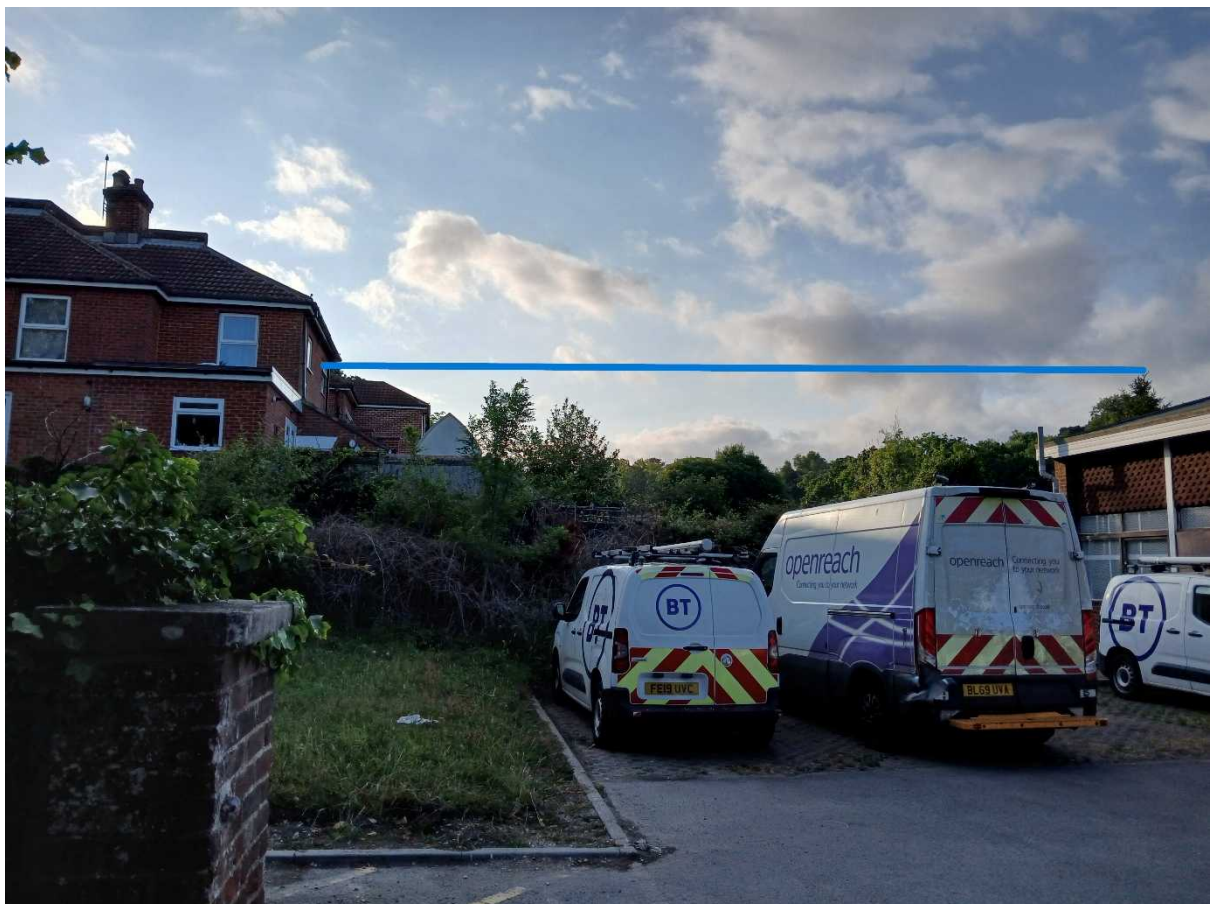
Furthermore, whilst I understand it is not a planning consideration, the applicant is currently in a legal boundary dispute with the owners of number 4 Brookfield. If the applicant was to be successful, this would result in the loss of the driveway of number 4 Brookfield and would result in an additional 2 vehicles being displaced onto Providence Hill.

I feel I must make you aware that from the outset, we have never been opposed to a care home being built on the site but do feel that it needs to address the concerns we have tried to raise. We are therefore unsure why the applicant has now felt the need to appeal this decision when the applicant has submitted a new application which addresses these concerns and already now has planning permission to start developing the site.

Appendix 1



Appendix 2



Appendix 3

