

Planning, Heritage, Design, Access & Flood Risk Statement

The Ship Inn, Langstone Rd, Langstone, Havant PO9 1RD



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1. Introduction

- 1.1. This Planning, Heritage, Design, Access and Flood Risk Statement has been prepared on behalf of Fuller, Smith and Turner PLC. The assessment relates to the removal of three existing sheds and proposed installation of two external enclosures at the Ship Inn, Langstone Rd, Langstone, Havant PO9 1RD. The site is located within the jurisdiction of Havant Borough Council.
- 1.2. The application site lies within the Langstone Conservation Area and occupies a prominent position on the shore of the Sweare Deep channel, overlooking Chichester and Langstone Harbours. The Langstone Conservation Area map also identifies important panoramic views from the site into the harbour.
- 1.3. The Ship Inn is also a grade II listed 18th-century public house and was first listed in July 1975 (List Entry Number: 1303563).
- 1.4. The Statement has been prepared by Heritage Potential. Heritage Potential is formed of heritage and planning specialists with joint MSc Historic Conservation and MRTPI accreditations. This allows for effective balancing of the public benefits of proposals against any identified harm to heritage assets.
- 1.5. The investigation comprised of a historical and planning history research, and a review of policies and guidance relevant to this application. These elements have informed the assessment of the significance of the heritage asset and the evaluation of the potential impact of the proposed works.
- 1.6. While the original east and south ranges present a very attractive and picturesque elevation facing the harbour and featuring the panoramic views across the water, the rear (west) elevation facing the highway has been significantly altered with the addition of extensions, outbuildings, and a modern car park. The heritage significance of the west elevation is therefore compromised, making it less sensitive to further change, and the obvious location for functional requirements.
- 1.7. The proposals involve the introduction of two external modest-sized and appropriately designed enclosures to house new electrical installations and a GRP substation unit at the rear elevation.
- 1.8. The smaller GRP composite enclosure will be sensitively attached to the later extension at the rear (west) elevation of the main building.
- 1.9. The brick effect GRP enclosure will be sensitively placed in the northwest corner of the application site, replacing the three existing sheds. This brick structure, featuring a hipped pitched tiled roof, will closely resemble the surrounding buildings. It will be subservient in nature and well-screened by the existing greenery. The enclosure will enhance the appearance of the conservation area and will complement the existing listed building, offering an improvement over the current wooden sheds.
- 1.10. The assessment confirms that the west (rear) elevation holds negligible heritage significance. Consequently, the introduction of these sensitively designed and appropriately located units to the west elevation will have a neutral impact on the listed building's significance.
- 1.11. The proposals will not trigger paragraphs 207-208 of the NPPF and will accord with the Havant Borough Core Strategy, 2011 and the Havant Borough Local Plan (Allocations), 2014.

The Ship Inn (East Elevation)



Source: Google Map

The Ship Inn (West Elevation)



Source: Google Map

The Ship Inn (South Elevation)



Source: shiplangstone.co.uk

2. Site Description and Planning History

- 2.1. The application site is located in the village of Langstone, within the Borough of Havant, Hampshire. It is also situated directly south of the town of Havant, and directly north of Hayling Island.
- 2.2. The Ship Inn lies within the Langstone Conservation Area and occupies a location overlooking Chichester and Langstone Harbours, next to the bridge to Hayling Island. The terrace to the east enables customers to sit outside to watch the tides and small boats. The Langstone Conservation Area map identifies important panoramic views from the site into the harbour. Inside, the bars and restaurant resemble the interior of a ship with wooden planking and shining brass.
- 2.3. The Conservation Area features many large detached houses, particularly along Langstone Road, as well as several attractive two-storey 18th-century terraces along the High Street. The area also includes a sailing club and several historically significant buildings, such as a converted water mill house and an 18th-century windmill, Grade II listed the Royal Oak public house, and several Grade II listed cottages.
- 2.4. The Ship Inn is a grade II listed 18th-century public house and was first listed in July 1975 (List Entry Number: 1303563). The listing states:

"Public house. C18, much restored. Painted brick walls (some stucco) and tiled roof. 2 storeys, 6 windows to the long east elevation. Victorian sashes. ½-glazed mid C19 porch."
- 2.5. The site also falls within the following planning designations:
 - Chichester Harbour Area of Outstanding Natural Beauty (AONB) (CS12)
 - Flood Zone 3 (CS15)
 - Concentration and Distribution of Development within the Urban Areas/Urban Area Boundaries (CS17) (AL2)
 - Development in the Coastal Zone (DM9)
- 2.6. The original building is a two-storey structure of a simple vernacular style. It is constructed of brick with stone quoins and a gable-end tiled roof. Originally, the west elevation more likely featured a catslide roof, but it has since been heavily extended over the 19th and 20th centuries. The modern extensions have smaller hipped and gable-end roofs.
- 2.7. The building is rendered in off-white and features wall signage on the south elevation, along with a sympathetic porch, which is a later addition.
- 2.8. The building directly adjacent to the north elevation also belongs to the pub and is part of the original footprint, though it has a different external appearance. It features a taller pitched tiled roof with an ornate ridge on the west range gable, two chimneys at both ends, exposed brick walls, red-brick gauged brickwork above the windows, and two rounded windows on the first floor of the east elevation.
- 2.9. The boundaries of the site are outlined in red on the location plan below.

Site Location Plan (Application Site Outlined in Red)



Source: Simple Simon Design

Location of the Application Site



Source: Google Map

Planning History

2.10. Havant Borough Council provides planning history for the application site. The relevant planning history is detailed below:

Ref. No	Proposals	Decision	Date
APP/14/01147 APP/14/01063	Application for Listed Building Consent for replacement advertisements and lighting comprising: 2No. written signs. 1No. plaque, 1No. brass menu case and 1No. brass lantern to south elevation; refurbishment of existing cartouche and 1No. written signboard on west elevation; 1No. written sign on east elevation; retention of all floodlighting on building; and retention of existing pictorial with illumination and replacement gibbet and cartouche to existing freestanding sign at road frontage.	Approved	Fri 19 Dec 2014
APP/14/00920	Retrospective planning permission for demolition of a brick boundary wall between 6 Spring Gardens and Ship Inn Public House within Conservation Area of Emsworth.	Approved	Wed 12 Nov 2014
04/50825/011 04/50825/012	Attached outbuilding for freezer store.	Approved	Tue 07 Sep 2004
01/50825/010	Internal and external alterations to public conveniences block to include new pitched roof and repositioning of entrances.	Approved	Mon 08 Oct 2001
97/50825/008 97/50825/009	Listed building application for internal alterations to first floor toilets, main staircase, kitchen, accommodation & construction of new external door within the west elevation.	Approved	Tue 17 Mar 1998
93/50825/005 93/50825/006	Toilet Block extension to rear and refurbishment works internally. Listed Building Application for erection of new toilet block to rear of premises together with internal alterations and refurbishment.	Approved	Thu 08 Apr 1993
89/50825/3/L B	Internal alterations and cellar area extension	Approved	Wed 24 May 1989
88/50825/1	Removal of existing flue on east elevation of roof; internal alterations;	Approved	Wed 02 Nov 1988

	cellar area extension and additional car parking (as amended by plans and letter received 26.7.88 and letter received 5.9.88)		
29266/4	Listed Building Application for demolition of one garage out of a group of four. Making good existing attached garage; rebuilding wall and laying of new surface. As amended by letter dated 17.3.87 and plans received 25.3.87	Approved	Thu 02 Apr 1987
29266/3 ADV/00923/1	Listed Building application for resiting of pictorial sign and two lanterns and existing lettering to be illuminated. (As supplemented by letter dated 25.7.86 and plans received 29.7.86)	Approved	Thu 14 Aug 1986
ADV/00182/4	Additional signs (as amended by letter dated 21st August, 1986)	Approved	Tue 09 Sep 1986
21578/4	Disabled facility addition to existing public convenience	Approved	Thu 21 Oct 1982
29266/2	Erection of 2 no. blinds above ground floor windows.	Grant Temporary Permission	Thu 27 Sep 1984
29266	Single storey rear extension to bar and dining area.	Approved	Fri 14 Nov 1980
21578/2 21578/3	Demolition of existing store and erection of extension for the storage and sale of small boat chandlery during the summer months. as amended by letter dated 21.4.80. Demolition of existing single storey lean to building.	Approved	Fri 20 Jun 1980
ADV/00182/3	Illuminated pole sign and wall lettering (as amended by letter dated 4.4.79)	Approved	Tue 10 Apr 1979

2.14. The historic background provided in the next section sheds more light on the historical extensions of the building to the rear.

- 2.11. Several historic planning applications have been found without any description and associated documents: Ref: 54776, 21578 (1971), 16058 (1964), ADVT/00182/1 (1964), HWU/02993 (1954), HWU/00034/ADVT (1950).
- 2.12. The planning history confirms that the site underwent significant extensions to the rear in 2004, 1993, 1989, and 1980. However, no associated plans or other documents were found, making it difficult to precisely locate these extensions in the current context.
- 2.13. The unidentified applications, mentioned above, may also have been related to the extension or rebuilding of the rear.

3. Legislation, Policy and Guidance

Heritage Legislation

- 3.1. The Planning (Listed Buildings and Conservation Areas) Act 1990 is the primary legislation and foundation on which further policy, and guidance relating to the conservation of the historic environment is built. Section 66 of the Act relates to the ‘general duty as respects listed buildings in exercise of planning functions’, with Section 66 (1) stating that when deciding whether to grant planning permission for a development, special regard must be given by the local authority to the “desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.
- 3.2. Section 66 (2) of the Act states that “a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, listed buildings”.
- 3.3. Section 72 of the Act relates to the ‘general duty as respects conservation areas in exercise of planning functions’, with Section 72 (1) of the Act stating that in exercising planning functions, “special attention should be paid to the desirability of preserving or enhancing the character or appearance of that area”.

NPPF: Heritage (2023)

- 3.4. The National Planning Policy Framework, with which all Local Development Plans must comply, constitutes the national level of planning policy and is a material consideration in planning decisions. The NPPF was originally introduced in March 2012 and was subsequently updated and published on 24 July 2018. The 2018 update broadly retains the wording of the 2012 Chapter on Conserving and Enhancing the Historic Environment (Chapter 16).
- 3.5. The NPPF was updated again in February 2019 in order to provide definitions for housing need. No paragraph numbers changed as a result of this update. Similarly, an update was published in July 2021 and September 2023 with no associated changes to paragraph numbers.
- 3.6. The most recent update was published on 20 December 2023. This update did not cause any changes to national heritage policy.
- 3.7. The NPPF represents a continuation of the philosophy contained within Planning Policy Statement 5 (PPS5), introduced in 2010 and one of a number of planning policy documents replaced by the NPPF in 2012.
- 3.8. The NPPF uses slightly different terminology to the Act and emphasises that authorities should take account of “the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation” (Paragraph 196).
- 3.9. ‘Conservation’ is defined within the NPPF as “the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance” (p.69).
- 3.10. No definition of ‘preservation’ (or any variant) is contained within the document. However, Historic England advise that both ‘conservation’ and ‘preservation’ are concerned with the management of change which seeks to sustain the special interest or significance of heritage assets. ‘Conservation’ has the addition of taking opportunities to enhance significance where it is possible and considered to be appropriate. This is discussed in Historic England’s 2018 publication Decisions: Legal Requirements for Listed Building and Other Consents.

3.11. The NPPF also helps to define other key terms within heritage policy. These are provided within the table below.

Term	Definition
Heritage Assets	“A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).” (p.70)
Designated Heritage Assets	“A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.” (p.69)
Significance	“The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.” (p.75)
Setting of a Heritage Asset	“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.” (p.75)

- 3.12. Chapter 16 specifically relates to conserving and enhancing the historic environment (paras. 195-214).
- 3.13. Paragraph 200 stipulates that applicants are required to describe the significance of the heritage assets affected and the contribution made by their setting. Local authorities should also identify and assess the significance of the heritage assets affected by a proposal.
- 3.14. This should be taken into account when assessing the impact of a proposal on a heritage asset (Paragraph 201). Paragraph 203 of the NPPF goes on to state that when determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness. (p.58)
- 3.15. Paragraphs 205-214 of the document discuss how potential impacts to heritage assets should be considered with paragraph 199 stipulating a requirement for great weight to be given to an asset’s conservation when considering the impact of a proposed development on its significance. The weight given should reflect the importance of the asset (p.59).

NPPF Degrees of Harm

- 3.16. Where harm to the significance of a designated heritage asset is identified, the NPPF requires clear and convincing justification of the proposals. The document categorises levels of harm as: total loss; substantial harm; and less than substantial harm.
- 3.17. Paragraph 207 states that where a development would lead to substantial harm to (or total loss of) the significance of a designated asset, local planning authorities should refuse consent, unless it can be demonstrated that such harm is necessary to achieve substantial public benefits that outweigh that harm, or all of the following apply:
- a) the nature of the heritage asset prevents all reasonable uses of the site; and
 - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 3.18. Paragraph 208 states that where a proposed development will lead to less than substantial harm to the significance of a designated asset, this should be weighed against the public benefits of the proposal, including securing its optimum viable use.
- 3.19. In the case of impact on non-designated heritage assets, Paragraph 209 states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Havant Borough Core Strategy, 2011

- 3.20. The Havant Borough Core Strategy was adopted in March 2011. It incorporates policies that are relevant to the application site and the current proposals.
- 3.21. Policy CS 11 “Protecting and Enhancing the Special Environment and Heritage of Havant Borough” states:
- “Planning permission will be granted for development that:*
- 1. Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.*
 - 2. Protects and where possible enhances the borough’s statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/courses planting of new trees and woodland.*
 - 3. Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map):*
- (i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International].*
 - (ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves [National].*

- (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].
4. Protects and where appropriate enhances the borough's statutory and nonstatutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.
5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.
6. Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.
7. Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.
8. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.
9. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.
10. Protects the best and most versatile agricultural land that has the greatest potential for local food security.
11. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research."
- 3.22. Policy CS12 related to the protection of the Chichester Harbour Area of Outstanding Natural Beauty (AONB) emphasises further:
- "Development will be permitted where it:*
- 1. Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.*
 - 2. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.*
 - 3. Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).*
 - 4. Meets the policy aims of the Chichester Harbour AONB Management Plan and*
 - 5. Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal."*
- 3.23. The application site is also situated within the Flood Zone 3, which indicates a high risk of flooding. Therefore, Policy CS15 should be carefully considered. The proposals should meet the following requirements:
- "1. It meets the sequential and exception test (where required) in relation to PPS25.*

- 2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.*
 - 3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.*
 - 4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.*
 - 5. Appropriate flood warning and evacuation plans are in place.*
 - 6. New site drainage systems are designed taking account of events which exceed the normal design standard.*
- All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance."*
- 3.24. In terms of the design of the proposals, Policy CS16 "High Quality Design" is considered. Specifically, the following paragraph:
- "Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:*
- 1. Responds to, draws inspiration from and respects local context and:*
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;*
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;*
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;*
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and*
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking."*

Other Material Considerations

Havant Borough Townscape, Landscape and Seascape Character Assessment, 2007

Havant Borough Council Borough Design Guide Supplementary Planning Document, 2011

Langstone Conservation Area Review, 2011

4. Heritage Significance of the Application Site

Historical Background

- 4.1. Like other settlements in the area, the location of Langstone village was determined not only by its position where the Roman Road from Rowland's Castle met the Wadeway to Hayling Island, but also by the supply of fresh water from the Lymbourne Stream. Evidence of a Roman Villa has been recorded to the north of Langstone Avenue.
- 4.2. Langstone became a thriving harbour village, serving as the port of Havant during the medieval period until the decline of the coastal trade in the early 20th century. The settlement had both a windmill and (tide) water mill, processing the produce of its hinterland for transport to the urban centres. When access to Hayling Island was by boat or via the wadeway, all traffic passed along the High Street, but, following the construction of the bridge in 1824 and a new road connected with it, the historic settlement core was effectively by-passed.
- 4.3. The commercial activity of the port and its mills has now been replaced with that of tourism and leisure; the former industrial and commercial buildings converted to residential and holiday use. Today the historic core of Langstone is a picturesque conservation area, containing sixteen listed buildings, including terraced cottages, the Old Mill and the two public houses.

Significance of the Langstone Conservation Area

- 4.4. The historic character of the area is defined by various phases of residential development and now comprises three relatively distinct areas, each having its own built character.
- 4.5. Historic Langstone is contained and is orientated towards the harbour edge. The historic buildings of the village core display several of the typical vernacular building forms and materials of the area; long, low terraces of cottages, with first floor windows hard under the eaves, with long catslide roofs covering outhouses at the rear; brick (some rendered), tile and thatch, and some later patterned hung tile.
- 4.6. ewer housing has diluted its special historic character.
- 4.7. Historic waterfront retaining a number of historic buildings including those associated with former industry and trade of Langstone as the port of Havant. The waterfront presents a particularly impressive, and relatively authentic townscape, particularly when viewed from Hayling Island or the connecting bridge. The relatively uniform two-storey scale of the majority of the buildings results in the enhanced prominence of the former windmill.

View from Hayling Island



Source: langstonequays.co.uk

- 4.8. This picturesque waterfront is a popular touristic destination and an inspiration for artists.
- 4.9. The harbour edge also offers long views across Langstone and Chichester Harbours, as well as Hayling Island, creating a sense of openness.

Significance of The Ship Inn

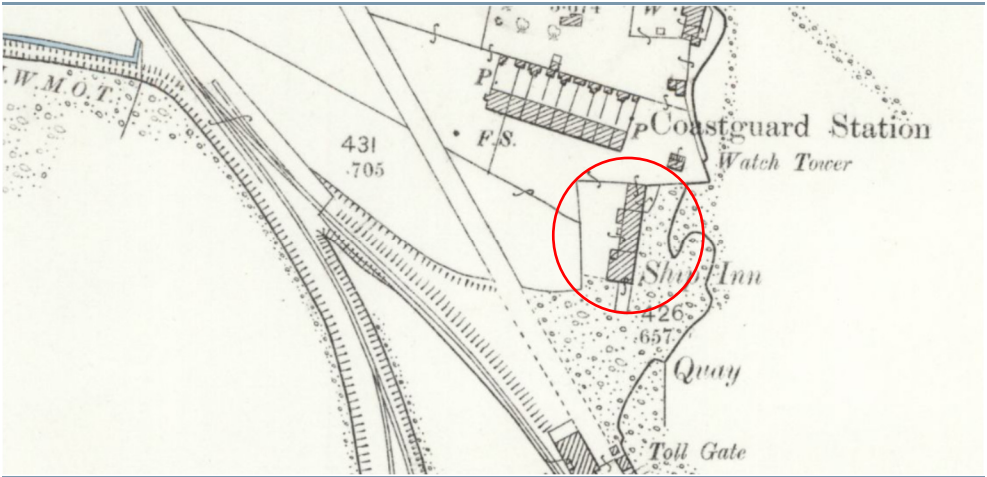
- 4.10. The Ship Inn started life as an 18th century wharf side warehouse handling grain, then converted into a public house in the mid 19th Century. The original wheel can still be seen in the roof of the top deck bar.
- 4.11. The earliest Ordnance Survey maps from the mid to late 19th century already depict the Ship Inn with several outshots to the west rear elevation. These could potentially correspond to the currently existing gable-end outshot to the north side and the existing hipped roof outshots to the south side of the elevation, as circled on the image adjacent.

Hampshire & Isle of Wight Sheet LXXVI, Surveyed: 1859 to 1866, Published: 1870



Source: National Library of Scotland

Hampshire and Isle of Wight LXXVI.15, Revised: 1895, Published: 1897



Source: National Library of Scotland

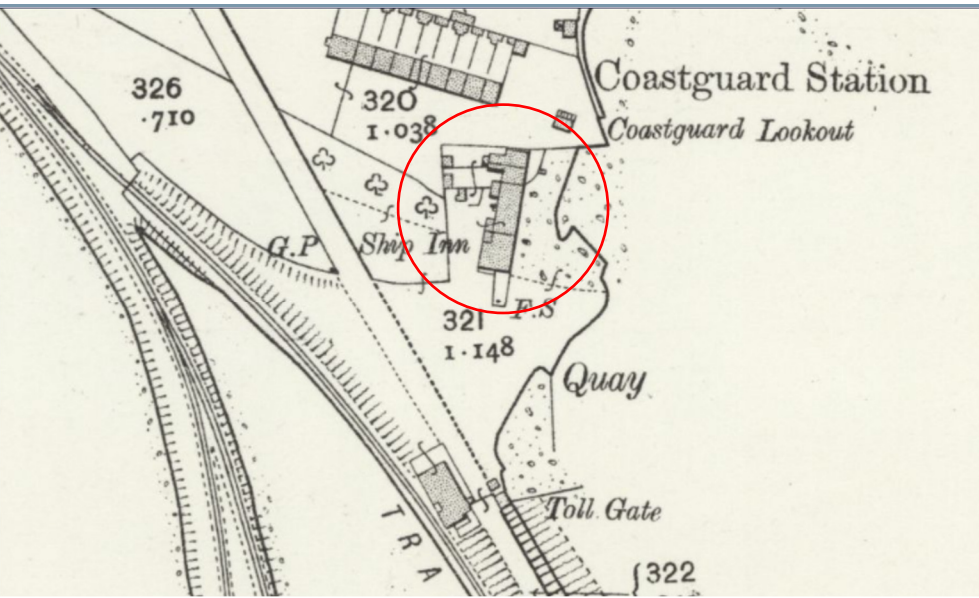
Existing West (Rear) Elevation



Source: Google Map

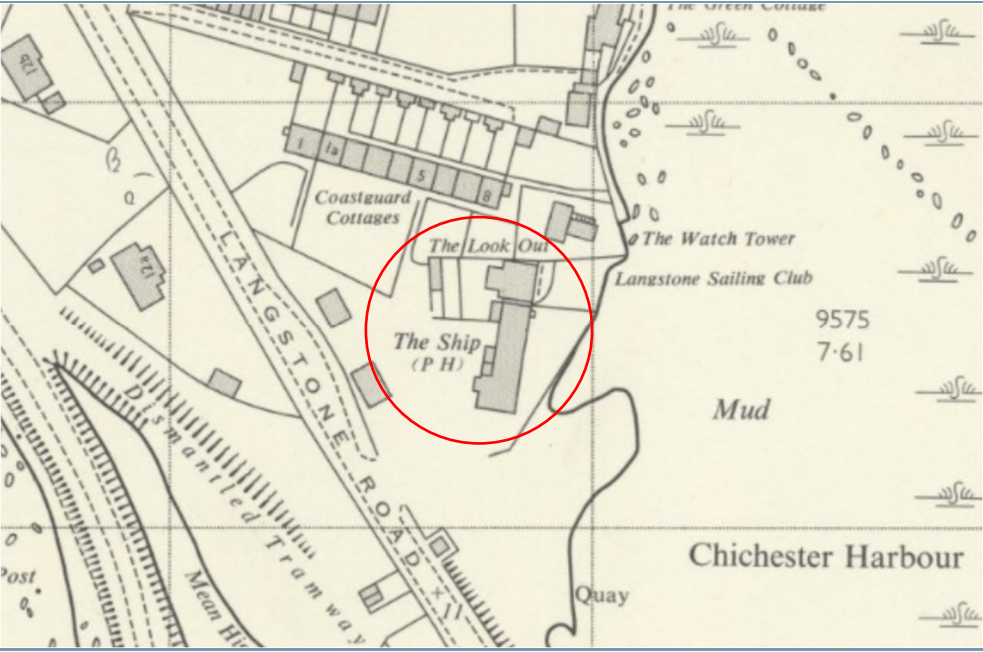
- 4.12. Later maps from 1908 and 1969 show further extensions to the west elevation and the addition of new outbuildings to the rear. It is more likely that the outbuildings, circled in blue in the image below, were constructed during this period.

Hampshire and Isle of Wight LXXVI.15, Revised: 1907, Published: 1908



Source: National Library of Scotland

SU7004-SU7104 – AA, Revised: 1967, Published: 1969



Source: National Library of Scotland

- 4.13. The above sequence of historic maps also confirms that there has been an outbuilding at the rear of the property since at least the mid-19th century. Being situated in the back garden—opposed to a less prominent elevation historically, these outbuildings were more likely always used to accommodate ancillary buildings for commercial purposes.
- 4.14. The original building is a two-storey structure of a simple vernacular style. It is constructed of brick with stone quoins and a gable-end tiled roof.
- 4.15. The original east elevation is six windows and a door wide and spans from south to north. Originally, the west elevation more likely featured a catslide roof, but it has since been heavily extended over the 19th and 20th centuries. The modern extensions have smaller hipped and gable-end roofs.
- 4.16. The building is rendered in off-white and features wall signage on the south elevation, along with a sympathetic porch, which is a later addition.
- 4.17. None of the windows are original and are believed to be later Victorian sashes.
- 4.18. The building directly adjacent to the north elevation also belongs to the pub and part of the original footprint, though of a different external appearance. It has a taller pitched tiled roof with an ornate ridge on the west range gable, and two chimneys at both ends. The brick walls are not rendered and incorporates red-brick gauged brickwork above the windows. The east elevation also features a red brick string below the eaves and two rounded windows on the first floor. These architectural features lead to the assumption that the building could have been later refaced or rebuilt.
- 4.19. This adjacent building has also been recently extended with a one-storey weatherboarded extension to the west. The extension is shown, circled in green, in the image “Existing West (Rear) Elevation”, provided above. This addition was made between 2005 and 2007 and is most likely part of applications 04/50825/011 and 04/50825/012, which describes an "Attached outbuilding for freezer store," approved in September 2004.

- 4.20. Overall, the planning history and historic maps indicate that the building has undergone numerous alterations and extensions to the west elevation throughout the 19th and 20th centuries. There are several modern sheds of no heritage significance to the rear, along with a modern car park.
- 4.21. At the same time, it is remarkable that the appearance of the south and east elevations has not changed for centuries. The archival images below depict the view towards the site from the southeast, showing that it has remained consistent since at least 1904.

The Ship and Unloading Shingle from One of the Littles' Barges at Langstone Quay, 1904



Source: History - Langstone Residents Associations

The Ship Inn, Langstone Harbour, 2002



Source: geograph.org.uk

The Ship Inn, 2016



Source: Google Map

Significance of The Ship Inn

- 4.22. The Ship Inn was first designated as a Grade II listed building in July 1975, indicating its heritage significance. The listing description is as follows:
- 4.23. “Public house. C18, much restored. Painted brick walls (some stucco) and tiled roof. 2 storeys, 6 windows to the long east elevation. Victorian sashes. ½-glazed mid C19 porch.”
- 4.24. An assessment of the significance of this heritage asset is provided below.

Historic Significance

- 4.25. The Ship Inn forms historic waterfront of the channel and is historically associated with former industry and trade of Langstone as the port of Havant. The Ship Inn originally served as an 18th-century wharf-side warehouse for handling grain before being converted into a public house in the mid-19th century. The original wheel is still visible in the roof of the top deck bar.
- 4.26. The waterfront, including the pub, presents an impressive and well-preserved authentic townscape, particularly when viewed from Hayling Island or the connecting bridge.
- 4.27. The Ship Inn is of high historic significance.

Architectural Significance

- 4.28. The original late 18th-century building is a two-storey structure of a simple vernacular style. It is constructed of brick with stone quoins and a gable-end tiled roof. The building has been heavily extended to the west rear elevation.
- 4.29. Despite these extensions, the appearance of the south and east elevations is well-preserved. However, all the windows throughout the building are later replacements.
- 4.30. As an example of a late 18th-century vernacular industrial waterfront building, the Ship Inn holds medium architectural significance. However, the heavily extended west (rear) elevation is of negligible architectural significance.

Artistic Significance

- 4.31. This picturesque waterfront is a popular touristic destination and an inspiration for artists.

Archaeological Significance

4.32. The application site does not lie in an area of archaeological importance, nor have any historic finds been recorded in the immediate surroundings. Consequently, the application site holds no archaeological significance.

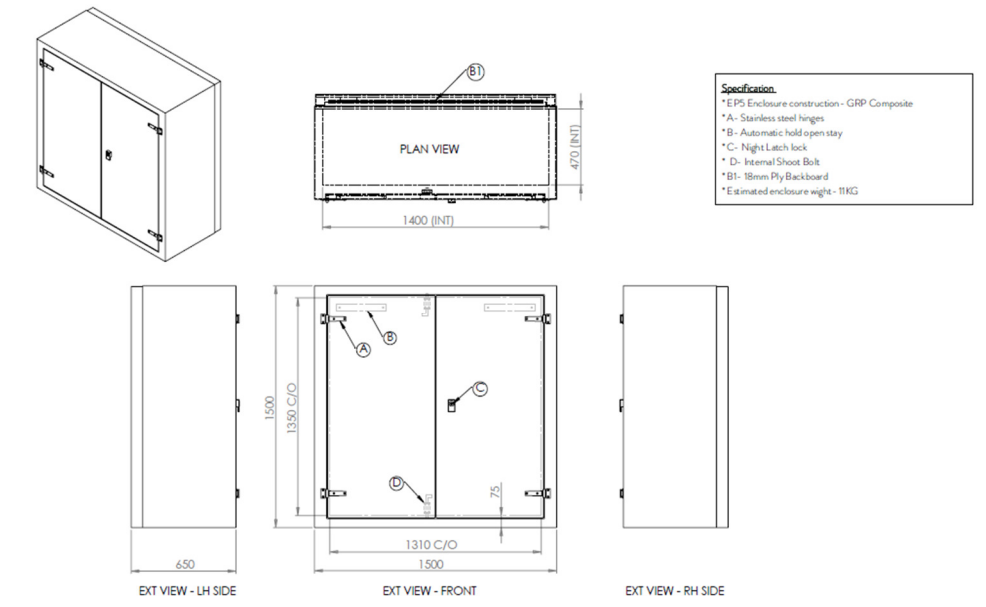
Significance of the Setting

4.33. The harbour edge, where the Ship Inn is situated, also offers panoramic views across Langstone and Chichester Harbours, as well as Hayling Island, creating a sense of openness.

5. Proposals

- 5.1. Two modest-sized and simply designed electrical enclosures will be introduced to the rear (west elevation) of the application site.
- 5.2. The smaller enclosure, No. 1, will be sensitively attached to the rear modern extension. It will house new electrical installations and will measure 1500 cm in height, 1500 cm in length, and only 650 cm in width. The enclosure will be made of GRP composite material.

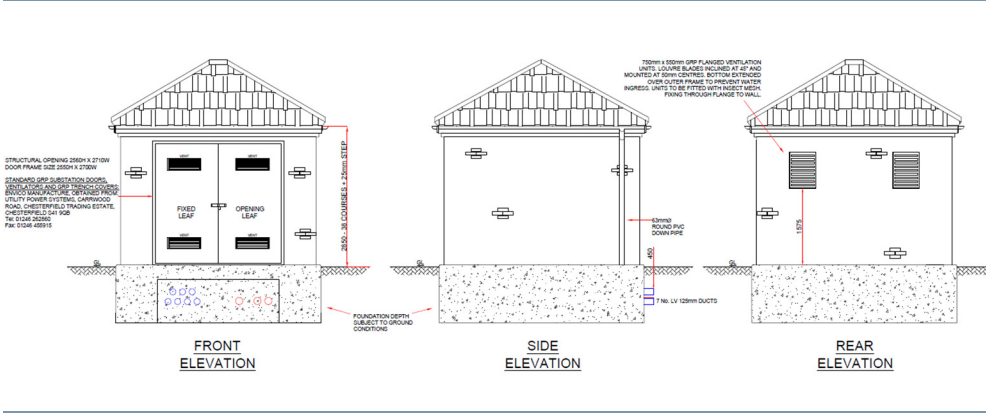
Detail of Proposed Enclosure No. 1



Source: Simple Simon Design

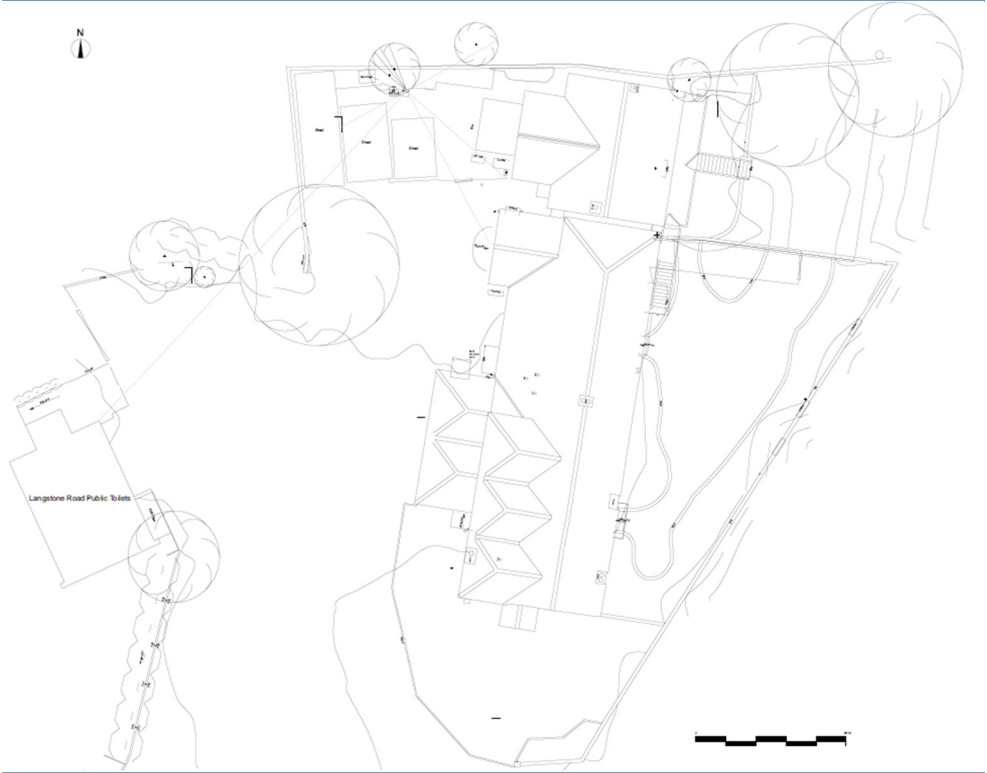
- 5.3. The brick-effect GRP enclosure, No. 2, will stand as a separate outbuilding in the northwest corner of the application site and will house a substation transformer unit.
- 5.4. The enclosure will be constructed with a brick outer face and will incorporate a hipped tiled roof. It will have a 1200 cm deep reinforced concrete foundation and stand approximately 4 meters above the ground.
- 5.5. The proposed elevations for the enclosure are provided below. Detailed drawings are also included as part of this submission.

Proposed Elevations for Enclosure No. 2



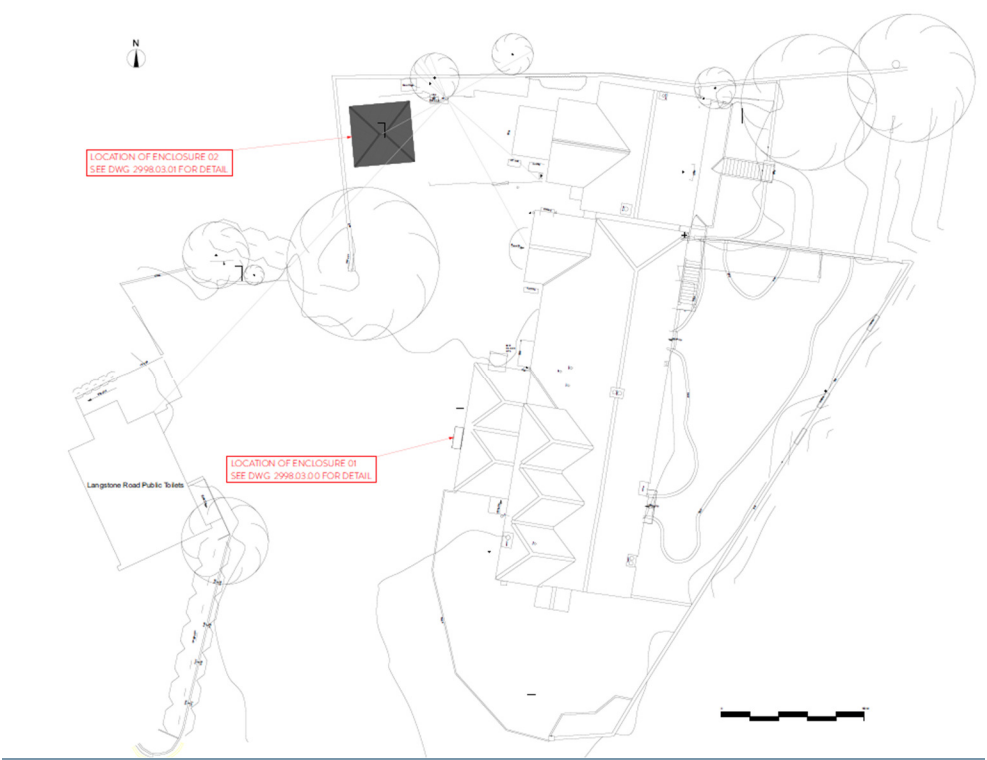
Source: Heritage Potential Research

Existing Location Plan



Source: Simple Simon Design

Proposed Location Plan



Source: Simple Simon Design

Existing Elevations



Source: Simple Simon Design

Proposed Elevations



Source: Simple Simon Design

6. Heritage Impact and Flood Risk Assessment

6.1. The proposals incorporate the demolition of three existing wooden sheds to the north west corner of the site and introduction of two modest-sized and simple in design electrical enclosures. The proposed works will overall have neutral impact on the significance of the Langstone Conservation Area and the listed Ship Inn. This will be further discussed in this section.

Enclosure No. 1

- 6.2. Enclosure No. 1 will house new electrical installations and will measure 1500 cm in height, 1500 cm in length, and only 650 cm in width. The enclosure will be made of GRP composite material.
- 6.3. This part of the elevation has already been compromised by the existing modern extensions and a car park. The modestly sized enclosure will be screened by visitors' cars most of the time, as shown in the image below.
- 6.4. This enclosure will not damage any historic fabric or compromise any important views, as it will be of a very modest size and sensitively attached to the modern extension at the rear.
- 6.5. Overall, this enclosure will have a neutral impact on the significance of the heritage assets.
- 6.6. The size of this enclosure is negligible compared to the overall scale of the elevation. Moreover, while necessary to house electrical installations for the public house, the enclosure is fully reversible if required.

Proposed Location of Enclosure No. 1



Source: Google Map

Proposed Location of Enclosure No. 1, Screened by the Car Park



Source: Google Map

Demolition of the Existing Sheds

- 6.7. The introduction of Enclosure No. 2 will involve the demolition of the existing wooden sheds, shown in the image below. These large wooden sheds are 20th-century constructions with a simple, neutral appearance similar to any garden shed. They possess no heritage significance.
- 6.8. The sequence of historic maps, provided in the historical background section, confirms that there has been an outbuilding at the rear of the property since at least the mid-19th century. Being situated in the back garden—as opposed to a less prominent elevation historically—these outbuildings were more likely always used to accommodate ancillary buildings for commercial purposes.
- 6.9. The demolition of these three sheds and their replacement with a single, appropriately designed enclosure will have a positive impact on the appearance of the Langstone Conservation Area and the listed Ship Inn. At the same time the new outbuilding will have an overall neutral impact on the heritage significance of the house.

Existing Sheds to be Demolished



Source: Google Map

Enclosure No. 2

- 6.10. The brick-effect GRP enclosure, No. 2, will stand as a separate outbuilding and house a substation transformer unit. It will be sensitively placed in the northwest corner of the application site, replacing the existing sheds.
- 6.11. The enclosure will be subservient in nature and well-screened by the existing greenery.
- 6.12. This proposed brick structure, featuring a hipped tiled roof, will closely resemble the surrounding buildings and the existing extensions to the Ship Inn. The design will blend well within the existing setting.
- 6.13. It will enhance the appearance of the conservation area and will complement the existing listed building, offering an improvement over the current wooden sheds.

Proposed Location of Enclosure No. 2



Source: Google Map

- 6.14. The proposals, being neutral to the significance of the heritage asset, will not trigger paragraphs 207-208 of the NPPF and will accord with the Havant Borough Core Strategy, 2011, particularly policies CS11 "Protecting and Enhancing the Special Environment and Heritage of Havant Borough" and CS16 "High Quality Design."

Flood Risk Assessment

- 6.15. The application site is also situated in within the Flood Zone 3, which indicates a high risk of flooding. Therefore, Policy CS15 has been carefully considered.
- 6.16. The proposed enclosures will incorporate flood protection, resilience, and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site, ensuring that they do not increase flood risk elsewhere. The structure will be protected with a dump proof course of 150mm from the ground.
- 6.17. The enclosures will be designed to prevent water ingress. They will be well-insulated and constructed from waterproof materials such as high-quality GRP, featuring high-quality gaskets and seals to ensure water resistance. The design will also allow for secure access and easy maintenance, ensuring compliance with local and international standards.

7. Summary

- 7.1. The subject of this assessment is Ship Inn, Langstone Rd, Langstone, Havant PO9 1RD.
- 7.2. Key components of the investigation included historical and planning history research, an assessment of the significance of the heritage assets, an impact assessment of the proposed works, and a desktop flood risk assessment.
- 7.3. The Ship Inn is an attractive example of a late 18th-century vernacular industrial waterfront building. Situated on the harbour edge, the site has preserved its authentic and attractive appearance, particularly when viewed from the harbour and Hayling Island.
- 7.4. The front (south and east elevations) of the public house is of medium heritage significance.
- 7.5. Historical and planning research confirmed that the application site has been extended to the rear (west elevation) on numerous occasions. Consequently, this elevation possesses less significance, and its sensitivity to further change has been diminished over time.
- 7.6. The proposals involve the introduction of two external modest-sized and simple in design structures that will house new electrical units to the rear locations.
- 7.7. Enclosure No. 1 will be attached to the rear modern extension and will house new electrical installations. This GRP composite enclosure will not damage any historic fabric or compromise any important views, as it will be of a very modest size and sensitively attached to the modern extension at the rear.
- 7.8. Enclosure No. 2 will stand as a separate outbuilding and house a substation transformer unit. It will be sensitively placed in the northwest corner of the application site, replacing the existing sheds. This proposed brick structure will closely resemble the surrounding buildings and the existing extensions to the Ship Inn.
- 7.9. The proposed structure will enhance the appearance of the conservation area and will complement the existing listed building, offering an improvement over the current wooden sheds.
- 7.10. The installation of these sensitively designed units will have a neutral impact on the significance of the Langstone Conservation Area and the listed building's significance. Consequently, the proposals will not trigger paragraphs 207-208 of the NPPF and will accord with the Havant Borough Core Strategy, 2011, particularly policies CS11 "Protecting and Enhancing the Special Environment and Heritage of Havant Borough" and CS16 "High Quality Design."
- 7.11. The proposals would not damage the historic fabric or footprint of the listed building, and consideration of the proposals against the relevant policies contained in the NPPF will mean that the statutory duties contained at Section 66(1) and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 will be met.
- 7.12. The proposals will also accord with the Policy CS15 that addresses flood risk management and protection. By adhering to the policy, the applicant ensures that the proposals are resilient to flooding and provide the sustainable management of flood risk.