



Planning Statement

Incorporating Design, Access, Parking and Heritage Assessments.

Proposed Porous Hard and Soft Landscaping Improvements
to enable EV Charging to the Existing Grass Driveway within
the Langstone Conservation Area

2 Towers Garden, Havant, PO9 1RZ

Mr and Mrs Evans

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1.0 Generally

1.1 This Planning Statement forms part of a request for a Householder Planning Application within a Conservation Area to Havant Borough Council for hard and soft landscaping improvements at 2 Towers Garden, Havant, PO9 1RZ. This document incorporates the Design and Access Statement, Parking Assessment and Heritage Report so that each aspect can be reviewed and assessed in relation to each other.

1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture and Design (CAAD) Ltd.

1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

24040 -	101	Location and Block Plan
	201	Existing Drawings
	401	Proposed Drawings

1.4 The National Planning Policy Framework (Department for Levelling Up, Housing & Communities, December 2023) Section 200 states that:

*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be **proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance**. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.*

1.5 The emerging Havant Borough Council Local Plan was withdrawn from examination on 16th March 2022 and as such the relevant policies are based on the Adopted Local Plan dated March 2011. This includes the Langstone Conservation Area Appraisal of March 2011, and the Parking Supplementary Planning Document dated July 2016.

These policies pre-date the Net Zero Government Initiative, dated June 2019, which commits the UK to bring all greenhouse gas emissions to net zero by 2050.

2.0 Definitions

2.1 The following definitions are used in this document (National Planning Policy Framework 2012):

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Heritage asset: 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. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Significance: The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

3.0 Relevant Planning History

3.1 GEN/19/00316 – Pre Application Response dated 7th May 2019

"I have now had the opportunity to look into your enquiry can advise that Schedule 2, Part 2, Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) will allow for the formation of a means of access to the highway of Towers Garden as is not a classified or trunk road."

3.2 21427523 – Hampshire County Council Vehicular Access Approval dated 6th June 2019.

3.3 APP/24/00130 – Planning Refusal decided by the Committee on 13/06/2024 for the following reason:

The proposal by virtue of introduction of a large expanse of hardstanding would be detrimental to the visual amenities of the streetscene as it would puncture the strong, predominantly green frontage in Tower Gardens. The proposal would fail to preserve the character and appearance of the Conservation Area and would result in less than substantial harm to its significance. The public benefits would be limited and would not outweigh the less than substantial harm to the significance of the Conservation Area. Furthermore, the proposal would fail to conserve and enhance the special qualities of the National Landscape (Chichester Harbour AONB). The proposal is therefore contrary to policies CS11, CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and DM20 of the Havant Borough Local Plan (Allocations) 2014, the Chichester Harbour AONB Management Plan and the

Chichester Harbour AONB SPD, the National Planning Policy Framework (December 2023) and Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990.

Within the Committee Report are the following sections which are deemed relevant to this report:

7.18 The proposal would facilitate parking and Electric Vehicle charging on-site at this property. It is acknowledged that parking is an issue within Towers Garden and this area of Langstone, and that there is designated space for parking at this property within the allocated garage which is to the rear of the property and can be accessed from a side access past No.1 Towers Garden. Furthermore, it is also acknowledged that this space is small in relation to the size of the modern car and is not practical. There are benefits identified therefore in that up to two vehicles would be taken off the road, and in the location proposed they would benefit from convenient electric charging. However, these are considered to be more of a private benefit and at best a limited and modest public benefit. It is therefore concluded that in this regard, the public benefits do not outweigh the harm to the Conservation Area.

In response to section 7.18 above (extracted from the Committee Report) we can confirm that the 'garage' is not large enough to be able to park a car in as per the Havant Borough Council Parking SPD and therefore is deemed as a store and cannot be counted as a car parking space.

7.19 It is concluded that this development would fail to preserve and enhance the Conservation Area and would be contrary to the requirements of policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and DM20 of the Havant Borough Local Plan (Allocations) 2014. The public benefits would not outweigh the harm to the significance of the Conservation Area and therefore the proposal would be contrary to paragraph 205 of the NPPF. The proposal would also fail to meet the test of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as it would neither preserve or enhance the character and appearance of the area.

The purpose of this report is to provide the assessment and justification that the proposal does preserve and enhance the Conservation Area. The design of the hard and soft landscaping has been amended and enhanced since the Refusal of APP/24/00130 to meet this criteria.

7.20 Given the scale, location and nature of the works proposed, it is considered that there would be no direct adverse impacts on neighbouring occupiers. The proposal

therefore accords with the requirements of Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 in that regard.

It is important to note that the current proposal will also have no direct adverse impact on neighbouring occupiers.

7.21 There is an existing dropped kerb at the property, and the hardstanding would provide space to facilitate parking for two vehicles in line with the Havant Borough Council Parking SPD. The Highway Authority have raised no objection to the proposal, subject to a condition to ensure drainage provision – in that respect the applicants have confirmed the intention to install a porous block paved surface. As such in highway terms the proposal would accord with Policy DM11 of the Havant Borough Local Plan (Core Strategy) 2011.

The proposed hardstanding is not being provided to facilitate parking, as the Applicant is already able to lawfully park on the existing grass driveway since Hampshire County Council approved the vehicular access crossover on 6th June 2019. The hardstanding is instead being proposed to avoid the grass being churned up in to mud during wet weather and winter months. Therefore, the proposal of the soft and hard landscaping will enhance the visual amenity to the Conservation Area as it is the solution to avoid the situation where the grass driveway becomes mud, which would be visually worse than the hard and soft landscaping which is proposed.

8.1 The proposed installation of a hardstand drive to the frontage of 2 Towers Garden, within Langstone Conservation Area, has been considered against its design, the impact on the character of the Conservation Area and National Landscape (AONB), its impact on the neighbouring properties and parking provision. It is noted that parking is an issue for residents in Towers Garden, and it can be understood that on-site parking with an electric vehicle charging facility is desirable to residents, though given the prominent position of the application site within the streetscene and its location within the Langstone Conservation Area and Chichester Harbour National Landscape (formerly known as Area of Outstanding Natural Beauty), in weighing the planning considerations relating to this case, it is clear that a balanced judgement must be reached regarding the key issues.

8.3 Officers consider that the introduction of 25sqm of hardstanding would be detrimental to the visual amenities of the streetscene as it would puncture the strong, predominantly green frontage in Towers Garden. It is acknowledged that there are two dwellinghouses without grass frontages within Towers Garden (located at the end of the cul-de-sac and therefore in a less prominent position) however these

were installed prior to the confirmation of the Article 4 direction which seeks to restrict development between the front elevations and the highway by removal of permitted development rights.

It must also be noted as part of this application that parking is an issue for residents in Towers Gardens and across the entirety of Langstone. There are actually three residences which have their own vehicle access points and have removed their green frontages, these are No.9, No.10 and No.11 Towers Garden. Despite the fact that they were completed prior to the Article 4 Direction, they still form part of the local context and character of the area. There is another dropped kerb and paving slabs which serves No.4, No.5 and No.6 Towers Garden, this is also used for parking by the owner/occupiers of these properties. This will be further assessed within the Parking section of this report.

8.4 The Langstone Conservation Area Character Appraisal and Management Plan identifies the importance of landscaped front gardens in the prevailing character of the area. The proposal would introduce hard standing and therefore erode the verdant appearance of the area. The proposal would therefore fail to preserve the character and appearance of the Conservation Area and would result in less than substantial harm to its significance. The public benefits of reducing on-street parking demand by two vehicles would be limited and would not outweigh the less than substantial harm to the significance of the Conservation Area.

We concur that landscaped front gardens are important but that description does not actually reflect the current situation within the road of Towers Garden, however, it is what we are attempting to achieve. The Conservation Area Plan was written almost fifteen years ago and does not reflect the current character of the area. The areas to the front of the properties on Towers Garden are not landscaped and there are no covenants imposed on the properties to say they must be maintained in a certain way. It is visible on streetview dating back to 2009 that people use the green areas for parking of their boats and other vehicles so this is well established on the road.

The Highway Authority are not exempt from degrading the quality of the area as they have undertaken some poor repairs on the highway and footpath which do not contribute to preserving or enhancing the public spaces within the Conservation Area. There has also been some unsympathetic repairs to the street lights, one of which was damaged in a storm and replaced with a light which is not in keeping with the more traditional lamps in the Conservation Area. This is contrary to what was outlined within the Conservation Area Appraisal which states:

Taking a co-ordinated approach together with Hampshire County Council towards highway repairs, re-surfacing, tree planting, maintenance, cleaning and street furniture. This would include improvements to the seating around the harbour and retention of appropriately designed street lighting throughout the conservation area, to underpin the area's historical significance. With constraints on public funding, there is unlikely to be an opportunity to implement large scale environmental improvements in the short term. There may be opportunities to make small scale improvements as part of more general maintenance works i.e. when resurfacing becomes necessary, or if developer contributions become available.

The prevailing character of the area is actually residential and car parking is ancillary to that use type, so it is not deemed to be harmful to the setting of this residential street within the Conservation Area.

4.0 Sustainability

- 4.1 It is a very current and evolving subject regarding Heritage and the Pathway to Net Zero. HM Government issued research and analysis on Adapting Historic Homes for Energy Efficiency dated 3rd January 2024 and as such the LPA have not had the opportunity to update their policies to reflect this notion. Nevertheless, the research has been issued and the LPA must find a way to approve applications which are submitted in line with this. The publication states:

HM Government has set an ambitious target for the UK to become Net Zero by 2050. To achieve this, we need to take steps to reduce carbon emissions in every aspect of our lives.

Historic homes are a vital part of our country's rich heritage and play a crucial role in fostering pride in place. They are cultural assets that we need to protect, conserve and adapt for the benefit of future generations. Ensuring they can be adapted to accommodate energy efficiency measures and low carbon heating in a sensitive fashion is key to ensuring their long-term survival.

Alongside the need to protect and conserve, historic homes have an important contribution to make in meeting our Net Zero objectives, both in terms of their contribution to the broader UK energy efficiency and low carbon heat agenda, and in the carbon which is saved through their continued use and reuse. Historic properties make up a significant proportion of the UK's building stock, with 5.9 million buildings constructed before 1919. Historic properties can and should be part of the solution, and this report is intended to maximise their potential in supporting our progress towards Net Zero.

Improving the energy efficiency of homes is critical to achieving Net Zero by 2050. We must decarbonise the way we heat, cool and power our homes, which will also provide households with cost savings, improvements in thermal comfort and value of their homes.

Historic buildings have a significant role to play in the transition to Net Zero by 2050, and we believe that improving the energy efficiency and protecting historic and architectural interest are compatible and complementary goals. Appropriate retrofit of historic buildings is part of the solution to achieving Net Zero. Indeed, improving the energy efficiency of historic homes is necessary for their long-term survival as it will ensure they continue to be desirable places to live and will ensure they are maintained as important heritage assets.

Section 2 of the publication is The Planning System, and section 2.1 highlights the evidence and issues:

‘Planning’ was identified as one of the key barriers for installing energy efficiency and low carbon heating measures in listed homes and homes in conservation areas. A common assertion from roundtable attendees was that, while there is a recognised need for special rules for protecting designated historic buildings, obtaining planning permission or listed building consent took “too long”, which not only led to frustration but could also mean losing out on financial support. It was suggested that some people have been put off from pursuing retrofit measures for their home by their perception that the planning process is too complex and uncertain to navigate.

This concern about complexity and uncertainty was driven by the fact that some energy efficiency works require applications for planning permission, others require separate applications for listed building consent, and some require neither (as explained further in section 2.2 below).

Historic England fully supports urgent climate action. Climate action and heritage protection are compatible goals and Historic England is committed to supporting decision-makers to help them deliver climate change mitigation and adaptation in the historic environment. It believes that it is not a question of ‘if’ change can be accommodated to enable climate change mitigation and adaptation, it is a question of ‘how’, and believes that every historic building can become more energy efficient.

- 4.2 Given the above guidance on sustainability, this proposal is brought forward as how the proposal can be accommodated, not if.
- 4.3 Historic England recently published Advice Note 18 - Adapting Historic Buildings for Energy and Carbon Efficiency.

“104. Domestic off-street electric vehicle charging points will generally be acceptable”

Historic England Advice Note 18 – Adapting Historic Buildings for Energy and Carbon Efficiency

“The demand for off-street vehicle charging points is likely to increase significantly as more electric vehicles are manufactured. In the majority of cases, charging points can be accommodated without harm to special interest provided they are located in discreet places.”

4.3 Sustainability Case Law

There is recent Case Law in regards to a Planning application in a similar scenario to this proposal, albeit on a much larger scale. Planning application reference 23/01594/FUL within Winchester City Council was submitted for the ‘Development of an Electric Vehicle Charging Station...’ which was Approved by the Planning Committee despite the recommendation from the Case Officer to Refuse the application. Within the Committee minutes, it states that this is an application for a use on **which the Council’s planning policy had little guidance, and that as this was a recent innovation but needed infrastructure where policy had yet to catch up.** Therefore, they were referred to the National Planning Policy Framework (NPPF) and the application was Approved.

If the same approach is applied to the subject Householder Planning Application, then latest policy released within the NPPF states the following:

*164. In determining planning applications, local planning authorities should give **significant weight to the need to support energy efficiency** and low carbon heating improvements to existing buildings, both domestic and non-domestic (including through installation of heat pumps and solar panels where these do not already benefit from permitted development rights). Where the proposals would affect conservation areas, listed buildings or other relevant designated heritage assets, local planning authorities should also apply the policies set out in chapter 16 of this Framework.*

We note the guidance within Chapter 16 of the NPPF which is around conserving and enhancing the historic environment. We deem that Chapter 16 has been met and complied with. The NPPF states:

In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

The following sections within this Planning Statement will continue to make this assessment.

5.0 Proposed Works Summary

- 5.1 This application seeks to amend the design following on from Planning Refusal APP/24/00130 to ensure the Conservation Area is preserved and enhanced. This application also seeks to set straight some matters of fact which were misconstrued in the previous application.
- 5.2 The proposal is for soft and hard landscaping to the front area of 2 Towers Garden which is currently used as a grass driveway.
- 5.3 The Applicant requires an EV Charger and the only feasible place for this to be installed is to the front of the property where the vehicles are parked. The existing store is undersized and does not fit a modern car in it. See drawings 24048_201 and 24048_401.

6.0 Current State of Repair

- 6.1 The current grass driveway is maintained regularly but is not of any architectural merit and does not have any architectural or archaeological significance. Given the nature of the weather within the UK and the clay soil type, the condition of the grass driveway is that the grass is either yellow/brown whilst it dies off in the heat, or churning up in to mud due to wet weather conditions.
- 6.2 As geology of the area is predominantly clay so all materials proposed are porous so there are no adverse impacts to surface water run off. The reason it is important to have an area of hardstanding is because when the grass and clay gets wet in autumn/winter months the mud churns up very quickly, which is not sympathetic to the Conservation Area, and the Applicant wants to avoid a situation where there is mud on the road. Having lived in the property for 30 years, they very much want to

preserve and enhance the area. The Applicant would also like to note that their house was one of the few which did not flood in the April 2024 flooding. The grass driveway flooded to a few centimetres deep, which actually saved one of their vehicles as it was not deep enough to damage the car. Their other vehicle was parked on the road and had to be written off due to flood damage. Therefore, it is important that the Applicant can keep and charge their vehicle in a safe location.

7.0 Historic Context, Development & Significance

- 7.1 By Medieval times, Langstone was the acknowledged port of Havant and continued to operate as a commercial port. The geographical position of Langstone made it a popular haunt for smugglers. Prior to a bridge to Hayling Island being built, the only way across the water was by boat or by an ancient wadeway which becomes visible when the tide is out.

In 1817, Butler states that “the hamlet of Langstone stands at the entrance to the ford or wadeway and contains three mills, twelve houses and a public house”. In 1824, the first road bridge to the island was constructed, as well as the section of Langstone Road from Langstone High Street southwards. This new link effectively by-passed the village which was therefore spared the consequences of increasing traffic volumes and development pressures and has remained largely unchanged.

The mid 19th C was a particularly progressive time for Langstone. As a result of the shipping and water activity in Chichester Harbour, the Admiralty built a coastguard station in 1860. This included a watch tower and a row of coastguard cottages as well as the Chief Officer’s house. The ongoing commercial activity also led to a railway line (located just to the west of the conservation area) from Langstone to Havant. This was opened in 1865 in order to transport goods brought in by ships northwards to Havant and then onto London.

The later part of the 19th Century saw incremental development occurring westward along Langstone High Street, with a few larger detached houses e.g. Langstone Lodge and Flint House being constructed at the periphery of the village. The decline of the coastal trade at Langstone during the 20th C coupled with the cost of replacing the eroded bridge across Langstone Harbour led to the closure of the railway line in 1962. The section from Langstone to Havant is now used as a combined footpath, cycleway and bridle path. The early part of the 20th C saw a small number of detached and semi-detached villas being constructed in Langstone High Street. Most were associated with Langstone Lodge. The flint boundary walls date from this period. In the 1960’s and 1970s, two developments, Tower Gardens and The Saltings, were constructed to the south of Langstone High Street. These developments were designed as small terraces to reflect the form of earlier development within the village.

- 7.2 The historic core of Langstone is acknowledged by Pevsner as a ‘*small, self-conscious, impeccably preserved Hamlet, with an intricate relationship between tidal water and buildings*’. The area’s coastal position contributes strongly to its character with several points providing panoramic views of the marshes and the waters.

The CA now has a predominantly residential character and its original commercial origins have been surpassed. According to the Langstone CA Character Appraisal and Management Plan (CACA) (2011), the character of the area can change significantly dependent on the season and weather, due to its coastal location. North of the properties in Langstone High Street, the setting of the village has not altered significantly for the last 150 years with the field system remaining virtually unchanged.

- 7.3 The analysis of the significance of the building/site is done using the criteria set by Historic England:

Architectural Interest: *To be of special architectural interest a building must be of importance in its architectural design, decoration or craftsmanship; special interest may also apply to nationally important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;*

There is often an overlap between architectural and artistic interest. However, when making decisions about conservation it can be useful to draw a distinction between design created through detailed instructions (such as architectural drawings) and the direct creation of a work of art by a designer who is also in significant part the craftsman (such as a sculptor).

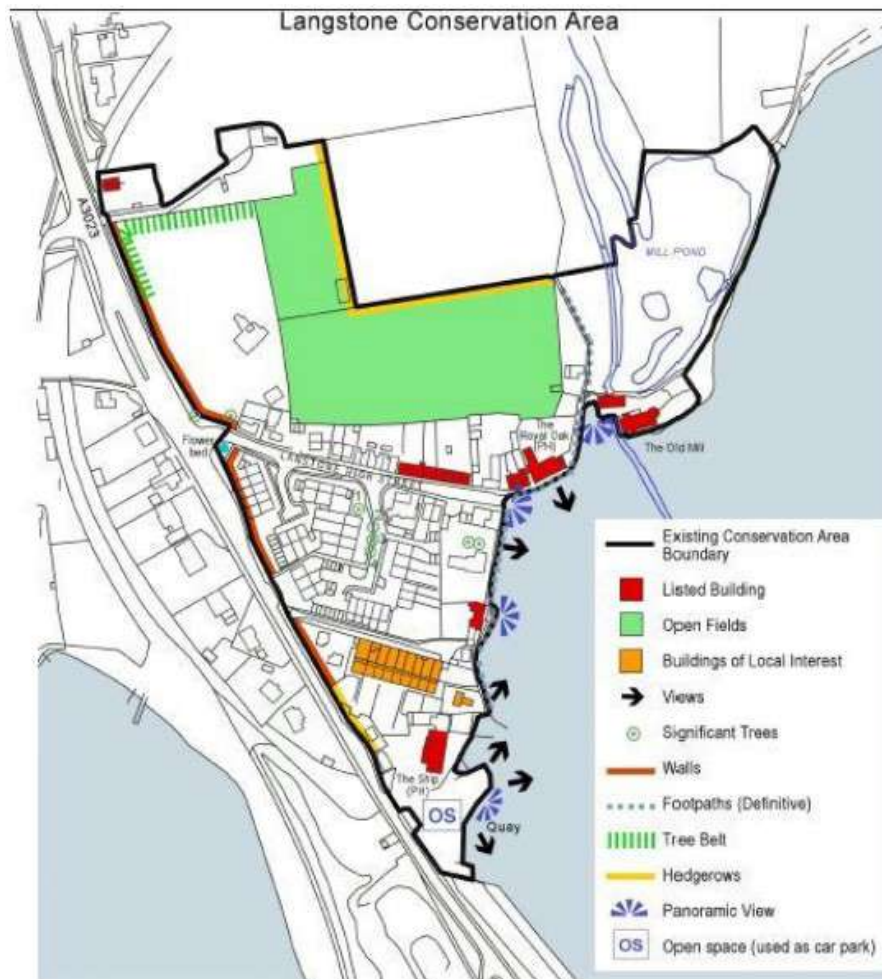
Artistic Interest: *Artistic interest is derived from the use of human imagination and skill to convey meaning through all forms of creative expression. This might include the use, representation or influence of historic places or buildings in artworks (contributing to their significance through their association with art), as well as the meaning, skill and emotional impact of works of art within our environment that are either part of heritage assets or assets in their own right.*

Historical Interest: *To be of special historic interest a building must illustrate important aspects of the nation's social, economic, cultural, or military history and/or have close historical associations with nationally important people. There should normally be some quality of interest in the physical fabric of the building itself to justify the statutory protection afforded by listing.*

Archaeological Interest: *This is sometimes called evidential or research value. There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity that could be revealed through investigation at some point. Archaeological interest in this context includes above-ground structures as well as earthworks and buried or submerged remains more commonly associated with the study of archaeology. Heritage assets with archaeological interest may be the only source of evidence for human activities in the distant past. Equally, they may contain evidence that complements or contradicts the evidence of written records or verbal accounts in more recent times.*

- 7.4 The Application site is within the Conservation Area but is a post-war 1960's dwellinghouse which does not have any of the above interests or historic architectural or social significance. The significant vantage points of the Langstone Conservation Area are identified within the map over (extracted from the Langstone Conservation Area Character Appraisal). The

application site does not cause harm to any of the notable features within the Conservation Area. Towers Garden is a cul-de-sac with no through route which means that the only people who travel to Towers Garden are people who reside there. People do not visit Langstone to visit Towers Garden but instead to enjoy the Harbour, Public Houses, and footpaths such as the Billy Trail and the walk along to the Mill Pond.



8.0 Parking Assessment

- 8.1 As outlined above, the properties on Towers Garden and The Saltings were previously built with allocated garages but due to the 1960's design these are too small to use for modern cars and can therefore only be used as stores. This is as per the Parking Document SPD which states:

Garages and Car Ports

4.09 A single garage/car port should measure a minimum of 3m in width by 6m in length internally and a double garage/car port 6m by 6m internally. This will allow

room for a modern car to be parked and still allow room for access down the side of the vehicle. The length is to allow room for storage, particularly cycles.

4.10 A reduced size of garage/car port is unlikely to count as a vehicle parking space as it is unlikely to provide sufficient space for a modern vehicle and/or some storage.

- 8.2 The Parking SPD also explains that the minimum car parking requirements is one parking space for a 1 bedroom dwelling, two parking spaces for a 2 or 3 bedroom dwelling or three parking spaces for a 4+ bedroom dwelling.
- 8.3 There are 74 residential properties that are located within the 'triangle' of Langstone to the east of the Langstone Road which includes the properties on Towers Garden, The Saltings, Langstone High Street and the Coastguard Cottages. There are also additional properties which are No.71, No.73, No.75, No.77 and No.79 Langstone Road.
- 8.4 The on street unallocated parking availability on-street is as follows:
- The Saltings – 4 vehicle spaces
 - Towers Garden – 12 vehicle spaces
 - Langstone High Street – 22 vehicle spaces
 - Langstone Road – 2 vehicle spaces

It is also worth noting that these spaces are also not compliant to the Parking SPD which requires a length of 6m per parallel parking space. If you were to apply this size then the amount of spaces would be significantly reduced.

Regardless of the size of the spaces, the total of 40 on-street parking spaces is a significant shortfall when compared to the amount of properties within the Langstone triangle. See spreadsheet in Appendix 1. This is backed up by the photographs in Appendix 2 which show the demand for parking in the area and that people are left with no option but to park illegally on double yellow lines or on the foreshore.

The spreadsheet shows the breakdown of (a) the properties in Langstone, (b) how many private car parking spaces they have, and (c) compared to the amount of bedrooms each property has.

The results of this in summary are as follows:

- If you were to provide the amount of parking spaces required within the Parking SPD, the total number of allocated parking spaces required for the residential properties would be **158 car parking spaces**.

Note: where we do not know the exact amount of bedrooms each property has, we have assumed No.2 bedrooms, to allow for the minimum amount of bedrooms/spaces required as per the policy.

- Some residential properties have private car parking spaces, which total **69 private car parking spaces**.

Note: where we do not know the amount of cars the drive can accommodate, we have assumed 3 vehicles so that this is the maximum as per the policy.

There is some on street parking available, which totals **40 unallocated car parking spaces**.

- The outcome of this is that there is a **total minimum shortfall of 49 car parking spaces** within the Langstone Area.

This is a minimum shortfall, as we have allowed for a minimum number of bedrooms with a maximum amount of driveway spaces. This also only accounts for the existing residential properties, and does not allow for tourists visiting Langstone, which account for a very large portion of on-street car parking usage. There is also additional demand on the area for people who live elsewhere within the Borough and travel to Langstone via car to enjoy the foreshore walks, the Billy Trail, as well as The Ship and Royal Oak which are popular family friendly Public Houses. The reality is that the shortfall of parking within the Langstone area is significantly more than the number stated above.

9.0 Design Consideration

- 9.1 The design of the hard and soft landscaping has been specifically chosen to preserve and enhance the Conservation Area. The use of high quality materials and the application of them laid in the piano shaped design are deemed to be well considered in the context of the local area.

- 9.2 The proposed use of resin is beneficial as it is porous so there will be no surface water flooding issues. The colour chosen is Quartz which is sympathetic to the colour palette within the local area. The colour is similar to a sand/stone colour which is in keeping with the palette of the foreshore. This is in line with Policy CP16 (1a) of the Core Strategy which states *'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:*

Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site'.

- 9.3 Drawing 24048_403 provides precedent images which also show the stepping stone pathway which provides opportunity for the soft landscaping to extend between to blend more naturally with the hard landscaping. This keeps the front of the property low level and retains the grass borders so it blends seamlessly with the grass to the neighbouring properties to retain the open frontage.

- 9.4 The design will preserve and enhance the conservation area by allowing the frontage to be maintained to a high level and through the use of Planning Conditions this ensures the design is complied with, whereas at the moment there is nothing to be complied with meaning that the front can be left with either grass that is dying due to sun exposure or mud during the wet months.

10.0 Impact

- 10.1 Overall, the proposed works are deemed to provide some relief to the local parking pressures, improve the aesthetic of the front of the property, preserve and enhance the conservation area as well as being an overall improvement to sustainability by providing an electric vehicle charging point which is otherwise not possible as there are no public on-street charging points in Langstone.
- 10.2 BS7913:2013 assesses the magnitude of impact against value. The value of the property is deemed as negligible and the magnitude of impact is also deemed as negligible (due to it being an improvement to the existing situation) so therefore the outcome of the impact is neutral.

VALUE	Very High	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
	High	Neutral	Slight	Slight/ Moderate	Moderate/ Large	Large/Very Large
	Medium	Neutral	Neutral/ Slight	Slight	Moderate	Moderate/ Large
	Low	Neutral	Neutral/ Slight	Neutral/ Slight	Slight	Slight/ Moderate
	Negligible	Neutral	Neutral	Neutral/ Slight	Neutral/ Slight	Slight
		No change	Negligible	Minor	Moderate	Major
MAGNITUDE OF IMPACT						

11.0 Conservation Principles

- 11.1 99.3% of England's population live within 1 mile of a designated asset, with a total of 407,289 heritage assets in total (Historic England 2014/2015 statistics). For this reason, the following principles are used throughout this document:
- 11.2 The historic environment is of value to us all and it reflects the knowledge, beliefs and traditions of diverse communities over time. For this reason, the proposals aim to shape and

sustain heritage assets in ways that allow people to use, enjoy and benefit from them, without compromising the ability of future generations to do the same.

- 11.3 To understand and articulate what is significant about the heritage asset to inform decisions about its future.
- 11.4 To understand the physical fabric of the heritage asset to be able to identify the full significance.
- 11.5 Manage change to the heritage asset and its setting in a way that will best sustain the asset's significance, whilst taking the opportunities to better reveal and enhance the significance for present and future generations.

12.0 Conclusion

- 12.1 It is concluded that there are several matters in the previous application that were misconstrued and this application seeks to correct that.
- 12.2 It is established that the proposal will have a positive impact in terms of reliving pressure on the local parking issues where there is a shortfall of on-street parking.
- 12.3 It is deemed that the proposed soft and hard landscaping will preserve and enhance the Conservation Area.
- 12.4 The provision of an EV Charger will be a positive contribution to the UK Net Zero initiative by enabling the Applicant to use an electric vehicle.

Appendix 1: Parking Assessment

Address	Dedicated parking space/Drive	Garage (Lawful Size)	Garage/Store compared to ours	Bedrooms	Notes	Parking Spaces Required
1 Towers Garden	0				4	3
2 Towers Garden	0				4	3
3 Towers Garden	0				4	3
4 Towers Garden	0				3	2
5 Towers Garden	0				2	2
6 Towers Garden	1				2	2
7 Towers Garden	0				2	2
8 Towers Garden	0				3	2
9 Towers Garden	1				3	2
10 Towers Garden	1				3	2
11 Towers Garden	1				2	2
12 Towers Garden	0				4	3
13 Towers Garden	0				4	3
14 Towers Garden	0				4	3
15 Towers Garden	0				4	3
1 The Saltings	1				3	2
2 The Saltings	1				3	2
3 The Saltings	1				3	2
4 The Saltings	1				3	2
5 The Saltings	1				3	2
6 The Saltings	1				3	2
7 The Saltings	1				3	2
8 The Saltings	1				3	2
1 Langstone High Street (The Lodge)	3	2			6 Private Drive	3
2 Langstone High Street	0				2	2
2a Langstone High Street	0				2	2
2b Langstone High Street	0				3	3
3 Langstone High Street	0				2	2
4 Langstone High Street	0				3	2
5 Langstone High Street	0				3	2
6 Langstone High Street	0				2	2
7 Langstone High Street	0				2	2
7a Langstone High Street	0				2	2
8 Langstone High Street	0				2	2
9 Langstone High Street	0				3	2
10 Langstone High Street	0				2	2
11 Langstone High Street	0				3	2
12 Langstone High Street	0				2	2
13/14 Langstone High Street	2	1 Unknown			2 Parking in front of garage (drive)	2
15 Langstone High Street	3				3 Private Drive	2
16 Langstone High Street	0				3	2
17 Langstone High Street	0				2	2
18 Langstone High Street	0				2	2
19 Langstone High Street (Royal Oak)	0				2	2
21 Langstone High Street	3	1			2 House next to Mill in the corner	2
21a Langstone High Street	0				2 Boat shed loft in Mill drive	2
22 Langstone High Street (langstone Mill)	3	2			2	2
23 Langstone High Street (green cottage)	3				2 Not sure about this, houses along front are not clear	2
24 Langstone High Street (Winklemarket)	1	1 Unknown			2 Parking in front of garage (drive)	2
25 Langstone High Street	3	1			2	2
26 Langstone High Street	0				3	2
27 Langstone High Street	0				2	2
28 Langstone High Street (Top Flat)	1	1			3 Parking in front of garage (drive)	2
29 Langstone High Street (Bottom Flat)	1	1			2 Parking in front of garage (drive)	2
31 Langstone High Street	1	1			3 Parking in front of garage (drive)	2
32 Langstone High Street	1				3 Parking in front of garage (drive)	2
33 Langstone High Street	1				3 Parking in front of garage (drive)	2
71 Langstone Road	0				4	3
73 Langstone Road	0				4	3
75 Langstone Road	0				4	3
77 Langstone Road	3				3	2
79 Langstone Road	3				3	2
1 Coastguard Cottages	3				2	2
1a Coastguard Cottages	0				2	2
2 Coastguard Cottages	1	1			2	2
3 Coastguard Cottages	1	1			2	2
4 Coastguard Cottages	1	1			2	2
5 Coastguard Cottages	0				2	2
6 Coastguard Cottages	0				2	2
7 Coastguard Cottages	0				2	2
8 Coastguard Cottages	0				2	2
9 Coastguard Cottages (The Ship)	0				2	2
1 The Mews	1				2	2
2 The Mews	1				2	2
2a The Mews	1				2	2
3 The Mews	2				2	2
	55	14				158
Total Residential Properties						
74						
Total On-Street Parking Spaces						
40						
Total Driveway/Garage Spaces						
69						
Total Minimum Required to meet Parking SPD						
158						
Total Minimum Shortfall						
49						

Note: Assumed 2 bedrooms if we do not know
Note: Allowed for 3 parking spaces on drive if we do not know

Appendix 2: Site Photographs

The Langstone Conservation Area and Management Plan 2011 states the following:

'The more recent development on the southern side, comprising Tower Gardens and The Saltings complement the historic pattern of development. This is through the replication of the linear street pattern and terraced blocks of buildings. However, one difference is that the front gardens are open plan with an absence of walls and fences. Off street parking is arranged in discreet courtyards allowing front gardens to be laid to grass. Collectively this provides an attractive environment enhanced by trees which are reaching maturity, adding to the visual amenities and contrasting with the hard landscape treatment elsewhere'.

These photographs are provided as evidence that this is not the reality of the parking situation within Langstone. On Towers Gardens, there is only one tree remaining as the mature landscaping has gradually been removed over the previous 15 years.































































Critchley Architecture And Design (CAAD) Ltd

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