

Planning Statement

15 Langstone Road, Hayling Island, Havant, Hampshire, PO9 1RA

Following the Demolition of the Existing Dwellinghouse Construction of a 2 ½ Storey Apartment Building Comprising 9 No. Two Bedroom Flats, New Vehicular Access, Associated Vehicle Parking and Amenity Space



Figure 1

West Elevation of Application Property Viewed from Langstone Road

1.0 Background & Introduction

1.1 This application seeks a grant of planning permission for the demolition of the existing dwellinghouse and the construction of a new apartment building which would accommodate nine, two-bedroom flats. The development would be served by a new vehicular access from Langstone Road and would also be provided with 18 on-site vehicle parking spaces, secure cycle storage facilities and a refuse storage and collection point. Some of the proposed ground floor flats would have private garden spaces; the other flats would have access to a communal amenity space. The proposals would seek to retain much of the sites existing frontage and boundary tree cover.

1.2 This scheme follows an earlier application which sought planning permission for the retention of the existing dwelling and the construction of a detached building in the rear garden that would have accommodated four x 2-bedroom flats and one 1-bedroom flat. Additionally, the development proposed a separate 'pavilion' building which would have consisted of refuse storage facilities and secure cycle storage. The scheme also included on-site parking and amenity space. This application (Ref: APP/16/00668) was refused by the Local Planning Authority (LPA) as it was considered that the development *"...would by reason of its scale, backland siting, height, mass, bulk and associated access drive, turning and parking areas result in an alien and unexpected form of development in this location..."* The LPA was of the view that this would *"...represent an over intensive and inappropriate development contrary to the established pattern and character of residential development in this part of Langstone..."* A second reason for refusal related to the non-payment of a financial contribution towards habitat mitigation. A copy of the decision notice is attached as **Appendix I**.

1.3 The Council's decision was the subject of a planning appeal (Planning Inspectorate Ref: APP/X1735/W/17/3181379) which was dismissed by the Planning Inspector on 1st December 2017 (Inspectors decision letter attached as **Appendix II**). The Inspector was of the view that the 'backland' proposal did not reflect the pattern and character of development in the area and was not subservient, in terms of its height mass and bulk, to the host frontage dwellinghouse. As such, the Inspector considered the proposal to be contrary to the adopted Havant Borough Design Guide Supplementary Planning Document (SPD) 2011 as well as Core Strategy policies CS9 and CS16. The Inspector did not, however, conclude that the development would represent an "over intensive" development but commented (at paragraph 11) that *"I have considered the various benefits that the proposal would bring, including the provision of additional dwellings in a generally accessible location and the creation of smaller residential units to add to the overall mix of dwelling types and sizes in the area. I have afforded these benefits some positive weight in this appeal."* The second reason for refusal "fell away" at the appeal stage as the appellant made the requisite financial contribution towards habitat mitigation during the early part of the appeal process.

1.4 The appellant considered, very carefully, both the LPAs decision notice and the Inspectors decision letter. It was apparent from the Inspectors decision that his principal objection was to the provision of a large backland development which was not subservient to the host dwelling, in terms of its height, mass and scale. Being in the urban area, with good access, and being close to some facilities, the Inspector was not of the view that the development represented an over intensive use of the site. The Inspector actually commented that the provision of a number of smaller dwellings should be afforded "positive weight".

1.5 It was on the basis of these comments that the applicants reconsidered their proposals to redevelop this site and submitted a pre-application proposal in April 2018. Rather than retaining the existing dwelling and building a separate block in the back garden the pre-application proposal sought

Officers views on the replacement of the existing building with a new apartment block which extended across the site, maintaining the existing dwellings “building line”. The drawings indicated a traditional Victorian / Edwardian styled building with the pre-app proposals also including the provision of areas of private and communal garden space, as well as on-site parking facilities within car port structures to the front and rear of the building.

1.6 The response of Officers dated 2nd May 2018 (attached as **Appendix III**) was, on the whole, viewed as positive by the applicants. This pre-app response is summarised in full at section 3 of this statement. However, in summary Officers considered: the principle of redeveloping this site for housing was acceptable – subject to other policy considerations; proposals would maintain the existing building line; the link between the two principal parts of the building should be set down so that the profile did not appear as one continuous building; frontage car ports should be removed; use of high quality materials and retention of verdant character of the site were important issues; impact on amenities of No.13 should be addressed – use of hipped roof rather than gable end. The response also noted that highways and tree matters should be considered further.

1.7 The application proposal has been reviewed and revised significantly following the receipt of the Council’s pre-application response. The adopted solution is now submitted in this planning application for the consideration of the LPA. This statement describes our Client’s proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client’s application proposal should receive support and be granted planning permission.

2.0 Application Site and Surroundings

2.1 The application site is located on the east side of Langstone Road, Hayling Island some 260m south of its junction with the A27 Havant By-Pass. The site currently accommodates mid-20 century, detached two storey dwellinghouse within a large flat plot which has a maximum width and depth of 40m and 80m respectively. The existing dwelling is constructed with red brick and tile hung elevations beneath a red tiled gabled roof. The existing dwelling is sited some 11m back from its western boundary which is set at the back edge of the Langstone Road footway. Access is currently from the sites north west corner. The sites boundaries are delineated by mature hedging which is interspersed by numerous trees. Much of the dwellings garden is laid to lawn.

2.2 The existing house is in a line of detached, mainly, two storey dwellings which are generally set back from the edge of the adjacent road (the vehicular carriageway) by anywhere between 12m and 21m. The only exception to this pattern of development is the bungalow, No.17A, which has been constructed in a backland position to the rear of No.19, to the south. Immediately opposite the application site, on the west side of Langstone Road, is Langbrook Close. This is a cul-de-sac of development comprising more recent housing.

2.3 As can be seen from the aerial photograph at Figure 2 the site is within a predominantly residential part of the Borough within the designated Urban Area.



Figure 2 Application Site and Surrounding Area

3.0 Pre-Application Enquiry

3.1 Having considered in detail the Planning Inspectors decision letter the applicants reassessed their proposals and submitted a pre-application proposal in April 2018. Rather than retaining the existing dwelling, and building a separate block in the back garden, the pre-application proposal sought Officers views on the replacement of the existing building with a new apartment block which extended across the site, maintaining the existing dwellings “building line”. The drawings indicated a traditional Victorian / Edwardian styled building (accommodating 9 x two bedroom flats) with the pre-app proposals also including the provision of areas of private and communal garden space, as well as on-site parking facilities within car port structures to the front and rear of the building.

3.2 The LPAs response to the pre-application proposal dated 2nd May 2018 (attached as **Appendix III**) advised that:

- The site lies within the Built up Area as defined in the Havant Borough Local Plan. Within such areas residential development is considered acceptable in principle;
- the development would make a contribution towards housing need in the Borough which weighs in favour of this re-development.

3.3 With specific regard to the proposed building the pre-app response noted:

- The proposed building would be situated along the established building line which accords with the pattern of development, whilst retaining a large garden;
- ...it [the building] has been designed in the more traditional style, similar to other Victorian / Edwardian style dwellings along the road, which is in keeping with the character of the area...

3.4 The pre-app response also included the following observations:

- the design of the building, it would appear significantly wider than other properties on the east side of Langstone Road;
- a suggested improvement could be made to address the link between the two sections, to be set down in height and further back, so that the profile does not appear as one continuous building;
- the use of high quality materials will be very important;
- Drwg No. 002 P1 indicates minimal landscaping along the front boundary which raises concerns as the eastern side of Langstone Road has a strong verdant character and it is important and that this is retained and reinforced as part of the development
- I have concerns over the proposed location of the car port directly in front of the proposed building within the building frontage;
- I noted ... that No. 13 Langstone Road has a number of side facing windows. The proposed building would have a greater impact than the current dwelling with the two-storey element being located directly opposite these windows. Furthermore with the inclusion of the gable end, the building would have an even greater impact ... I would advise that special consideration is given to the potential impact on No. 13. Perhaps the gable end roof could be reduced to a hipped corner?
- With regards to No. 17a ... The potential impact here will come from the proposed access road and whether this affects the amenity, rather than the building itself which is a sufficient distance away to limit any direct impacts.

3.5 In addition to these comments Planning Officers consulted other departments. The comments from the Council's Highways and Tree Officers are considered to be particularly relevant

Highways

- ...the current scheme for 9no. units will require a full size kerbed junction which in principle, could not be supported due to its inadequate distance from the entrance to Langbrook Close;
- For 9 x 2 bed units - For allocated car parking this requires: 9 x 2 bed = 18 spaces Total = 18 spaces + 20% unallocated parking for visitors = 22 spaces.

Trees

- There are a number of high amenity trees on the site which add to the verdant character of the site and the wider area. Any application needs to be accompanied by a full Arboricultural Impact Assessment, Tree Constraints Plan and Method Statement which will be assessed by the Council's Tree Officer

3.6 Following receipt of the pre-application response from the LPA the applicants revised their proposals to take into account Officers comments.

4.0 Development Proposal

4.1 A grant of planning permission is sought for the demolition of the existing dwellinghouse, and its replacement with a new apartment building which would accommodate 9 two-bedroom flats. The proposed building would extend north-south across the site, having a width of approximately 30m and a maximum depth of 22m. The building would be set away from the sites north and south boundaries by 2m and 7m respectively, and would be set back from the site's west boundary by 14m. The building would be of a two-storey scale, however, would be arranged over three floors, with the second-floor flats being served by dormer and gable windows.

4.2 The proposals would also result in the stopping up of the sites existing vehicular access and the formation of a new, kerbed, access onto Langstone Road. The proposed access would necessitate the removal of one sycamore tree on the sites frontage. The other substantial sycamores, to the south of the proposed access, would be retained, as would much of the sites existing frontage hedge. The front boundary of the site would be defined by a 1.2m brick wall with infill panels of either timber or painted metal railings, together with 1.2m and 1.5m high brick piers. The proposed access would lead to a private drive which would be constructed adjacent to the sites southern boundary. This would serve 18 allocated parking spaces to the front and rear of the apartment building. Additionally, secure cycle parking facilities would be provided in an outbuilding to the north-east of the rear parking area. Refuse storage and collection facilities would be located close to the property frontage onto Langstone road in the sites north-west corner.

4.3 Externally, the proposed building would be constructed with highly articulated elevations reflecting the Victorian/Edwardian architectural vernacular. The buildings external elevations would be constructed with a combination of multi-stock brick, red stock brick, white render, vertical red tile hanging, red or brown concrete roof tiles and reconstituted stonework cills (York stone finish). These materials would be complemented by white sash windows, black UPVC rainwater goods and white painted balcony balustrades. The building's roof would be hipped at its northern extremity and would feature two prominent west facing two storey gabled extensions with attractive bay window features. The southern end of the roof would be gabled. Three of the ground floor flats would have access to their own 'private' garden areas. The remaining units would be provided with a communal garden area to the rear.

4.4 Internally, the building would accommodate three, 2-bedroom flats on each of its 3 floors. Flats 1 and 2 would be provided with their own independent front doors; all of the other apartments would be accessed through a communal lobby which would lead to a centrally located stair and lift

core allowing access to the first and second floors. Each flat would comprise a kitchen/dining/living room, two bedrooms and a bathroom together with storage cupboards. One of the bedrooms in Flats 3 and 6 would also accommodate an en-suite bathroom.

5.0 Relevant Policies

5.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised 24th July 2018, (NPPF) and the Development Plan which comprises the Havant Borough Core Strategy, 1st March 2011, the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014 together with relevant Supplementary Planning Documents relating to Design and Parking.

National Planning Policy Framework

Relevant Parts of the NPPF

5.2 Paragraph 7 of the Framework states that *“...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...”*

Environment

5.3 The NPPF states (at para.8) that *“... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...”* The economic objective is described as helping to *“...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*; The social objective requires planning to support *“...strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”* The environmental objective relates to the protection and enhancement of *“...our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy...”*

5.4 Paragraph 38 states *“...Decision-makers at every level should seek to approve applications for sustainable development where possible....”*

Housing

5.5 At paragraph 59 the Government comments that *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Paragraph 63 of the NPPF clarifies that *“Provision of affordable housing*

should not be sought for residential developments that are not major developments... (i.e. less 9 dwellings or fewer). With regards to the delivery of housing paragraph 68 states *"Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly..."*

Highways

5.6 With particular regard to transportation and highways matters paragraph 109 of the revised NPPF states *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.

Design

5.7 Section 12 of the NPPF relates to *"Achieving well-designed places."* Paragraph 124. states *"The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."* Paragraph 127 sets out 6 design criteria. It states that *"Planning policies and decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*

5.8 Paragraph 130 goes on to state *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions..."*

Havant Borough Local Development Framework

5.9 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

CS6 Regeneration of the Borough

"...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough..."

CS9 Housing

"Planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites."

CS16 High Quality Design

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.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
 3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
 4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
 5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
 6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

CS17 Concentration and Distribution of Development within the Urban Areas

“Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

1. Concentrates new housing... within the five urban areas of Havant.
2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
3. Broadly distributes the new housing and employment development in the five areas of the borough...”

CS20 Transport and Access Strategy**DM12 Mitigating the Impacts of Travel****DM13 Car and Cycle Parking on Residential Development**Havant Borough Local Plan (Allocations), Adopted 23rd July 2014

5.10 The following policies of the above part of the Development Plan are also relevant to the determination of this application.

Policy AL1 Presumption in Favour of Sustainable Development

“...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)...”

Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

“...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map...”

Policy DM24 Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

5.11 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Borough Design Guide – Adopted 14th December 2011 (This provides guidance on building design), and; Parking Supplementary Planning Document (SPD) (27th July 2016). This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces per dwelling, according to the number of bedrooms.

6.0 Planning Consideration

6.1 This application seeks a grant of planning permission for the demolition of the existing dwellinghouse and the construction of a new apartment building which would accommodate nine, two-bedroom flats. The development would be served by a new vehicular access from Langstone Road and would also be provided with 18 on-site vehicle parking spaces, secure cycle storage facilities and a refuse storage and collection point. Some of the proposed ground floor flats would have private garden spaces; the other flats would have access to a communal amenity space. The proposals would seek to retain much of the sites existing frontage and boundary tree cover.

6.2 The proposed development, as submitted, has evolved during the past year. The site was the subject of an earlier application and then appeal in 2017. Following the dismissal of the appeal the applicant reviewed their proposals for the site and made a pre-application enquiry to the LPA which is explained in detail in section 3 of this Statement. In short, the pre-app process established that Officers were of the view that:

- the principle of the development in this location was acceptable;
- the siting and alignment of the proposed building along the sites frontage was consistent with the existing building line;
- The Edwardian/Victorian design was appropriate in this location;
- The development would contribute towards the Borough's housing needs.

6.3 Officers also:

- advised that the proposed development would be significantly wider than others along the road;
- suggested improvements could be made to address the link between the two sections;
- recommended the use of high quality materials and that the retention of the sites strong verdant character was important;
- advised that car port structure between the road and the front of the building may not be appropriate;
- suggested that the impact of the proposed building on No.13 to the north may be improved by replacing a gable end with a hipped roof.
- Advised that the potential impact of the access drive upon the amenities of No.17a would be assessed at the application stage; the building is a sufficient distance away to limit any direct impacts.

6.4 In addition Officers provided feedback on the pre-application enquiry in respect of highways, trees, drainage, developer contributions and application validation requirements.

General Commentary

Principle of Development

6.5 It is considered that the site is well placed to provide a medium density residential development. The site is within the designated Urban Area, close to a bus stop (Stagecoach 30/31 – Havant, Mengham, Sandy Point, South Hayling – Service), public house/restaurant and within ½ a mile of Havant Town Centre. The site is also well connected to the road network being just 260m south of the A27. The site, is therefore considered to be in a sustainable location within a convenient distance of a good range of shops and services as well as alternative modes of transport to the private motor car. As such it is considered that the principle of the proposed development is acceptable in this location in accordance with policies CS6 (Regeneration of the Borough) and CS17 (Concentration and Distribution of Development within the Urban Areas) in particular.

Housing Provision

6.6 With regards to policies CS9 (Housing) and CS17 (Concentration and Distribution of Development within the Urban Areas) the proposals would result in the provision of 9 well designed new dwellings, within the Borough's designated Urban Area. These new dwellings would, therefore, contribute towards the identified need of 6,300 new homes within the Borough by 2026. As such the proposed development is considered to be in compliance with policies CS9 and CS17.



Figure 3

Left - Pre-Application Streetscene (West) Elevation

Right - Application Streetscene Elevation

Design

6.7 Policy CS16 requires new development within the Borough to be of a high-quality design; responding to the local context; producing a positive relationship between building, and; improving the public realm. The scheme to redevelop this site has evolved over the past 18 months. The initial proposal sought planning permission for a separate block of development (comprising 5 flats) within the rear garden. The backland aspect of this proposal was considered, in particular, to be unacceptable by the LPA. The refused application was the subject of an appeal which was dismissed by the Planning Inspector. When making his decision the Planning Inspector commented, at paragraph 7 of the decision letter, that *"...development set substantially back from the road in rear garden 'backland' positions is generally absent... I am therefore not persuaded that backland development forms part of the prevailing pattern development in the area..."* With specific regard to design the Inspector noted that the Council's Design SPD acknowledged that backland

development “...should maintain and enhance the character and quality of the area and that the development should be subservient and smaller in size, massing and scale to the frontage property... I consider that the overall massing and size of the development is not smaller than, or subservient to, No 15. The proposal would therefore be inconsistent with the SPD in this regard...” (para.9).

6.8 Having carefully considered the Inspector’s decision the applicants reviewed to entire context of their proposals to redevelop the site. Rather than try and replicate a backland pattern of development established at Nos. 17a and 19 Langstone Road, to the south, the applicants looked at replacing the existing dwelling with a replacement building of high-quality design. The applicants submitted a pre-application proposal to the LPA in April 2018 proposing the construction of a single building accommodating 9 flats. This building was of the Edwardian/Victorian style and was oriented north-south across the width of the site maintain the existing building line of property fronting Langstone Road. The pre-application response from the LPA was viewed as positive. Officers confirmed that the principle of the development was fine and also provided guidance relating to how the context and design of the development could be improved (i.e. reducing height of central link element; delete north gable, replace with a hip corner; remove the frontage car ports; retain the sites ‘verdant’ character).

6.9 On receipt of the Officers pre-app comments the design team reviewed their proposals and followed the guidance offered. It can be seen at Figure 3, where the pre-app and application proposals are placed side by side, that these comments have resulted in a positive change to the scheme. The reduction of the height of the central link element separating the north and south sections of the building have improved the proportion, rhythm and scale of the building which contribute to its visual interest when viewed from Langstone Road. The replacement of the north gable with a hip corner has also reduced the scale and mass of the building, especially when viewed from the adjacent property to the north, No.13 Langstone Road. The removal of the car ports from the front of the site would allow for unrestricted views of the building from the public realm. Finally, as suggested by Officers, an Arboricultural Implications Assessment and Method Statement was undertaken by CBA Trees. This report confirms that the majority of the sites existing trees would be retained and that the adopted construction methodology would ensure that the long-term health of these trees was secured. Whilst it is acknowledged that one of the frontage Sycamore trees would have to be removed, to allow for the construction of the new access, the applicants are of the view that the sites existing verdant character would be retained.

6.10 Consequently, it is considered that the proposed development represents a high-quality design solution and would, therefore, be compliant with policy CS16.

Highways Matters

6.11 The proposed development is also considered to be in compliance with the other Development Plan policies in relation to sustainability, transportation and travel which are referred to in Section 4 of this Statement (i.e policies CS20, Transport and Access Strategy; DM12, Mitigating the Impacts of Travel; DM13, Car and Cycle Parking on Residential Development). Matters concerning highways and transportation are referred to specifically in the Technical Note which has been prepared by Paul Basham Associates Limited which accompanies this submission. In summary, this report concludes that:

- *“This site, located approximately 1km south of Havant Town Centre and 2.25km north of Hayling Island, is bordered by residential properties in all directions, with Langstone Road to the west. The location of the site in relation to existing pedestrian, cycle and public transport infrastructure presents an excellent opportunity to encourage travel by non-car modes and therefore creates a sustainable development.*
- *Car and cycle parking to support the proposed level of development has been provided in accordance with HBC’s standards, therefore ensuring that all parking will be accommodated on site with no overspill onto the local road network.*
- *The proposed site is anticipated to generate 4 vehicle trips in both the AM and PM peak periods and 38 trips across a 12 hour day. The net impact of the development in comparison to the previous scheme therefore results in an additional 2 vehicle movements in the peak periods and 17 trips across a 12 hour day.*
- *The site will be accessed via one point of vehicular access onto Langstone Road and will be provided via a vehicle crossover junction. A detailed assessment of the potential for conflict has been undertaken and ultimately the frequency of vehicle trips associated with the proposed development in comparison to the previous scheme and the fact that there is no identified existing safety concern along Langstone Road demonstrates that the proposed development would not generate a ‘severe’ highway concern in relation to capacity, safety or operation.*
- *This report has therefore demonstrated that the proposed development will not have a material impact on the operation, safety or capacity of the local road network and we therefore encourage HBC to look favourably upon this development in relation to highways....”*

6.12 Whilst the Council’s highway Engineers pre-application comments are noted it is considered that the evidence presented in the report by PBA demonstrates that the site could be provided with an access that would be both capable of accommodating predicted traffic levels and; would also not prejudice local highways safety. Additionally, having reviewed the Council’s Parking Supplementary Planning Document (27th July 2016) it is considered that the provision of 18 on-site parking spaces is compliant with current parking standards for small developments. Given the foregoing it is considered that the proposed development is compliant with policies CS20, DM12 and DM13 as well as the Council’s Parking SPD.

Residential Amenity

6.13 The application proposal has been very carefully considered by both the Development Team and Officers of the LPA during the course of the pre-application enquiry. The proposed development seeks permission for a 2.5 storey building which is oriented north-south across the site in line with adjacent property. Officers felt that a gable end to the northern end of the proposed building may have an impact upon the amenities of the occupiers of No.13 Langstone Road. The part of the roof has been redesigned, at the recommendation of Officers, to a ‘hipped corner’. It is considered, therefore, that this design solution has addressed Officers concerns, and would result in a development that would not adversely affect the amenities of the occupiers of No.13 Langstone Road. With regards to concerns of overlooking the applicants have been careful to ensure that side facing openings would be relatively small and would serve bathrooms or act as mainly secondary room windows. Given the maturity of the retained boundary screening along the sites northern boundary it is not considered that these windows would result in either an invasion of privacy or a perception of overlooking. Similarly, it is

considered that both the distance separating the proposed apartment building from the houses to the south, along with the retained boundary screening, would mitigate any potential overlooking issues.

6.14 Officers commented at the pre-application stage that noise from the proposed private drive and parking / turning area to the south of the proposed building would be assessed at the application stage. The applicants have given further thought to this aspect of their proposals and note that the proposed drive and parking area would be located adjacent to those serving No.17a to the south. Additionally, it is noted that the earlier proposal for a detached apartment building in the rear garden of No.15 Langstone Road also proposed a side access drive and parking and turning area adjacent to the parking and turning area of No.17a. No objections were raised previously by either the LPA or the Planning Inspector with regards to this aspect of the development. As such it is considered that the very limited number of vehicle movements taking place along this drive would have little impact upon the residential amenities of the occupiers of either Nos.17a or 19 Langstone Road. Given the foregoing, it is considered that the proposed development represents a high-quality scheme with an appropriate layout which would be compliant with Core Strategy policy CS16.

Ecology

6.15 This application is also accompanied by a Preliminary Ecological Appraisal Report by consultants Lizard Landscape Design. This report considers all aspects of the proposed development in relation to its ecological impacts. This report, in summary, observes that many of the boundary trees and shrubs were likely to be conducive to both nesting birds and roosting bats. Whilst one nesting bird was observed during the survey no roosting bats were seen. The report assesses the site's potential as a bat roost and notes that 2 trees have been identified as having potential as a bat roost. The report recommends that dusk and emergence bat surveys be undertaken should either of these trees be removed. However, no trees assessed as having moderate bat roosting potential are to be removed meaning that there is no need to undertake these further surveys.

6.16 The report also notes that the site has potential for reptiles (slow worms), however, that *"The potential for a large population of reptiles to be present on site is further negated when the small size, isolation and shaded nature of the site is considered. No further detailed reptile surveys are considered necessary for this site."*

6.17 The report makes recommendations relating to ecological enhancements within the site (for bats and birds) and advises that any new lighting should be angled to point downwards so as to reduce any impacts on bat 'corridors'.

6.18 Finally, the applicants are aware that they would need to enter into S106 legal agreement with the LPA to ensure that the requisite financial contribution is made towards the "Solent Recreation Mitigation Strategy". It is understood that each 2-bedroom flat would necessitate a contribution of £487 per dwelling which would amount to a total of £4,302. The applicants are in the process of drafting a S106 unilateral undertaking to this effect. Consequently, given the above, the application proposal is considered to be compliant with policy DM24.

7.0 Conclusions

7.1 The applicants are of the view that their proposals represent a sustainable development that would be of a high-quality design which would sit comfortably within the site and Langstone Road streetscene without any adverse impacts. The proposed development has been assessed at the pre-application stage and revised further to take account of Officers observations and advice. The development has also been the subject of detailed assessments in relation to highways, trees and ecology. Each of these reports concludes that the development would be acceptable in relation to the relative specialisms.

7.2 Given the above it is concluded that, in terms of current planning policy, the proposed development would be an example of 'sustainable development' and would, as such, be compliant with both the NPPF and the Havant Borough Core Strategy and the Havant Borough Local Plan (Allocations) document.

7.3 The applicant respectfully requests that Officers and Councillors look favourably on this proposed development and grant planning permission.

13th September 2018

Appendix I

Decision Notice for Application APP/16/00668

Appendix II

Planning Inspectors Decision Letter for Appeal APP/X1735/W/17/3181379 dated 1st December 2017

Appendix III

Officers Pre-Application Response Letter dated 2nd May 2018