

PLANNING APPLICATION REFERENCE APP/18/00897

15 Langstone Road, Havant - Erection of 9 no 2 Bed Flats Following Demolition of Existing Dwelling

Statement in response to Objection by Mr P Galloway (letter dated 28th September 2018)

Response statements shown in italics after each original comment made by Mr Galloway

1.00 THE PROPOSAL

- 1.01. The submission is for 9 no. 2 bed flats accompanied by 18 no. car parking spaces to accommodate up to 33 occupants. This represents overcrowding in an area which is characterised by single detached dwellings within generous external amenity areas.

2.00 DENSITY

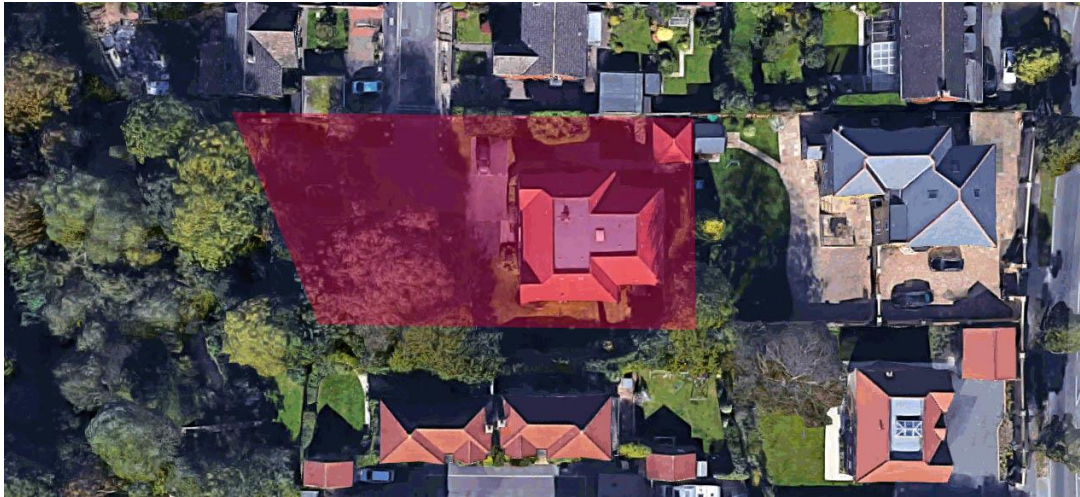
- 2.01. The resultant density would be incongruous in its context and out of character for the area.

The density of this scheme is considered appropriate to development of this type. Furthermore, the applicant and design team have identified similar developments within close proximity of the site which reflect the appropriateness of the proposed density of 30 dwellings per hectare (DPH).

The first is at Longmead Court, some 160 yards to the south of this site, which occupies 12 flats on a site area of approximately 0.19 hectares, giving a density of 63 DPH



Another is at the development between The Mallards and Brookmead Way, some 180 yards walking distance, which recently saw the approval of 6 flats on an area approximately 0.14 hectares in size, giving a density of 43 DPH



- 2.02. The applicant maintains that this 3 storey development is in character and scale of existing street frontage developments. Existing residences accommodate generally 4 people living in them representing an average density per acre of 16 persons per acre. The proposed application represents a density of 56 persons per acre.

The occupancy of the development is based on the residential type and mix of dwelling proposed. The occupancy indicated for 2 and 3 bedroom flats is typical for a development of this type

- 2.03. This proposal adds 33 people in a single development and represents overcrowding in an area which is characterised by single detached dwellings within generous external areas, therefore its resultant density would be incongruous in its context and out of character for the area.

Langstone Road is extremely well connected in terms of local amenities. The resultant increase in occupancy has been justified by way of the submitted planning policy statement and also the highways technical advice which details parking levels and vehicular movements

3.00 AMENITY

- 3.01. One of the main issues is the effect of the development on the living conditions on the neighbouring properties with regard to privacy, outlook, and disturbance.

With consideration to the diagrams submitted, the overlooking nature of the scheme is minimal, with distances in excess of 30m from the top floor southern most flat window to the nearest habitable room windows. Furthermore, the existing tree screen which is to be retained offers excellent levels of natural buffer screening to the properties to the south.

The distances to the west and east are considered to be appropriate and within guidance, as is the distance to the north. Indeed the most northern windows to this elevation facing 13 Langstone Road, are not serving habitable rooms and will obscure glazed as they are bathrooms/shower rooms.

It should be noted that the property at 17a enjoys a garden space to the south of its footprint, with garaging and entrance hall to the north-western point of the building. The internal courtyard along the shared boundary with no 15 is, again, screened with hedging and trees but is also some 33m from the nearest top floor windows of the proposed flats.

4.00 DETRIMENTAL EFFECT

- 4.01. Advice taken from local estate agencies suggest more than 10% loss in value of existing neighbouring properties, which I believe to be overly detrimental to existing owners and neighbours.

This is not considered to be relevant in terms of National Planning policy nor guidance

5.00 HIGHWAYS

- 5.01. While there appears to be no objections raised by highways on technical grounds as yet, I do not believe sufficient research has been carried out to reach a meaningful conclusion. No one has attempted to leave the applicant's site and join Langstone Road at peak times and weekends. In addition, if the construction works at 2 Langstone Road are to be considered, up to 12 vehicles have been parked at any given time on the verges, making in and out manoeuvring extremely dangerous.

The accompanying highways technical advice prepared by Paul Basham Associates provides justification for the scheme from the point of view of parking, and vehicular movements along Langstone Rd.

- 5.02. The proposal offers 18 no. car parking spaces, and makes no provision for delivery and removal vehicles. These issues in themselves will create a hazardous impact on Langstone Road which is already congested, and significantly overload the highway where it is in close proximity to Langbrook Close. Opportunist 'U' turning through Langbrook Close is already prevalent, particularly at peak times. Further, if no visitor parking is offered, there is nowhere locally for them to park while the immediate side roads are full with overflow parking from Langstone Technology Park.

See above .

- 5.03. I would remind you that the vehicular access to no. 17A was only granted on appeal in 1974 when the speed limit on Langstone Road was 30 mph. This limit has been increased to 40mph in the intervening years, and now this application seeks to generate a vehicular access attempting to accommodate 18 car spaces in a singularly difficult location directly opposite Langbrook Close.

See above .

- 5.04. The A3023 is of particular concern as it is the single fragile artery onto which the Hayling Island and Langstone Communities depend,

See above .

- 5.05. Both Havant Borough Council and Hampshire County Council Highways seem to be unwilling to acknowledge that the A3023 has a finite capacity. Clearly, if the road is running at or near capacity for single lane 40mph criteria, then the proposed development becomes unsustainable under the National Planning Policy Framework Rules.

See above .

6.00 TREES

- 6.01. Reference should be made to The Council of the Borough of Havant Tree Preservation Order no. 2081/2018 – and due account be taken by the Authority and the Applicant.
- 6.02. No account has been taken to preserve the group of trees fronting Langstone Road which are currently being considered worthy of retention via a Tree Preservation Order, where it is proposed that at least 1 no. specimen tree being removed in order to facilitate the introduction of a new vehicular access. These currently form part of a significant grouping of trees which form a significant contribution to the present Street Scene. Further, the creation of a hard access over the existing tree root formation would put the remaining trees at significant risk of survival.

This is an incorrect statement. The accompanying tree survey and impact assessment prepared by CBA Trees clearly addresses all existing trees on site, including the TPO subjected trees. The group of sycamores to the frontage are largely retained, and the loss of one of these trees has been justified in the report, paying attention to the fact that it is not a protected tree.

- 6.03. Having communicated with Jamie Gargett I have been advised that he has contacted HBC legal team who will revoke the TPO that covers the Sycamore within the group of trees fronting Langstone Road so as to facilitate development.

The TPO application on this site sees the protection of trees to the rear of the site. There has been no Protection Order placed on the trees to the site frontage.

- 6.04. However, I believe that since the previously approved development has now lapsed, this application should respect the intention to preserve this group of trees in their entirety, by ensuring the proposed TPO takes precedence.

The proposed scheme seeks the justified removal of this tree, which is not protected. The remainder of this group is to be retained.

7.00 SCALE, MASS & BULK

- 7.01. I note the Streetscene elevations, and have serious concerns about the mass and bulk of the proposals with the overly large building within the context of the existing surrounding residences. In particular, the height of the proposed ridges are in excess of 2.5m above the prevailing ridge height of adjacent existing two storey dwellings, and over 6.0m higher than the existing ridge of no. 17A. The northern gable fronting Langstone Road is over 3.5m higher than the mass of the existing dwelling no. 15.

The streetscene elevations prepared demonstrate that the horizontal and vertical massing of the proposed flats are comparable to both the local context but also the scale of this architectural style. The varied roof form and pattern effectively steps the roof profile across the site. The face on ridge height proposed is in fact closely matched to the ridge height at 21 Langstone Road.

The proposed eaves height of 6.0m is also not compatible with the adjoining property's eaves height of 4.8m. This has been generated for the desire to accommodate the second floor of

accommodation which overall pushes the boundaries of scale to become heavy in massing and consequently out of character with the locality.

The local area is formed of a number of varying sized properties of varying styles. The eaves and ridge heights are comparable to nearby properties of a similar scale. The single storey property at 17a is both backland development and some 30m away from the proposed scheme and is certainly not to be read within the context of the streetscene along Langstone Road.

- 7.02. With regard to the height of the proposed building, views from the top floor windows will affect the privacy to - and consequently devalue the extant amenities of - nos. 7/9/11 and 13 Southbrook Close, 13 Langstone Road, and 1, Langbrook Close, which surely cannot be acceptable.

See above and previous comments under section 3.00 Amenity.

- 7.03. The outdoor amenity space associated with the proposals would be concentrated in the corner of the site closest to Nos 13 and 17A and this would give rise to a level of activity which would impact on the occupiers of the adjacent properties. An absence of any impact could not be guaranteed nor would the type of occupation be restricted. The immediate proximity of outdoor amenity space to the private space of adjacent gardens would give rise to potential for noise nuisance by reason of general activity which does not currently exist and which could have an adverse impact on the occupants of neighbouring properties.

The amenity space described is considered rear garden space, both private and communal to the proposed scheme. It is considered to be highly appropriate to the context of the scheme and in adherence with National and Local planning policy and guidance. Noise levels to the rear gardens of the proposed scheme by the residents cannot be considered a material factor in objection to the proposal.

- 7.04. The nearest site in terms of massing and scale is the building fronting Park Road South in front of the McArthy Stone development which is a Town Centre site not an urban residential location – demonstrating the unsuitability of this proposal in its context.

Please refer to our comments under section 2.00 Density, which provides justification for this level of development in the local context.

- 7.05. In this context, the arrangement between the existing buildings and the new development would result in an overbearing and oppressive outlook for the occupants of neighbouring properties and would lead to potential disturbance by way of noise and general activity to the occupiers of both adjacent properties which would result in harm to the living conditions of the occupants. The view from the upper floors would be directly into the adjacent plots over their gardens. Unrestricted views would also be afforded into windows on the west elevations of those properties in Southbrook Close and it would not be restricted to a partial view of rooftops. In this instance the relationship with properties beyond the site boundaries would cause an unacceptable impact between the proposed development and existing residential properties to the detriment of the occupants.

See previous comments under section 3.00 Amenity which address this point.

- 7.06. For these reasons the development would conflict with part e) of Policy CS16 of the Havant Borough Local Plan Core Strategy 2011 and the Havant Borough Council Borough Design Guide SPD 2011 and the National Planning Policy Framework. These policies amongst other things seek to ensure a high quality of design and to ensure that a positive relationship is achieved between existing and proposed developments and does not cause any unacceptable harm to the amenity of neighbours in respect of privacy, outlook, noise or overlooking.

See previous comments under section 3.00 Amenity which address this point.

8.00 ERRORS IN SUBMISSION

- 8.01. I would like to point out an error on drawing 007/P01 where 17A Langstone Road is indicated as a 2 storey building. This is in fact a single storey dwelling, on which the proposed development would be particularly overbearing.

The design team note this comment concerning the accommodation to the property of 17a and will submit a corrected diagram recognising this.

9.00 PERSONAL MATTERS

- 9.01. A particular point on my personal circumstances. I must point out that my daughter – who lives with us at no. 17A with our grandson – suffers from the debilitating ailment M.E.

She has use of the two rooms in 17A which sit closest to the northern boundary adjacent to the proposed development. The illness manifests itself such as she becomes bedridden from 1pm on most days, and she is particularly concerned about the likely construction noise and disturbance for what might be up to a year if the scheme were to be allowed to proceed. If approved, working times should be restricted to 8.30am to 5.00pm weekdays only.

Anyone who is aware of the effects of ME will know that patients do not suffer noise well, and can lead to further worsening of the condition. Indeed, I can quote on particular incidence of my close friend's niece not being able to leave her darkened room for many years subsequently taking her own life. Medical evidence can be supplied if required in this regard on behalf of my daughter.

- 9.02. In relation to this, and indeed The National Policy Framework, I strongly contend that this proposal represents a significant and unacceptable interference in our quality of life, and certainly does not represent a positive improvement. In terms of sustainable development, this application certainly does not contribute positively in making places better for those existing residents. Nor, does it respond well to the overall character of the area in any way, rather more detracting from it.

The applicant and design team recognise this comment by Mr Galloway, and whilst sympathetic to the nature of his daughter's illness, must highlight that this cannot preclude development. The applicant would certainly be happy to, under discharge of planning condition, submit a Construction Method Statement detailing hours of work, deliveries etc.

10.00 BATS

- 10.01. While no evidence has been offered on the presence of bats, there are regular sightings in these mammals most evenings and we believe these to be emanating from the dilapidated outbuilding in the rear of the existing garden of no. 15,

Again, this statement is incorrect. An ecologist has been commissioned to conduct a Preliminary Under section 6.00 of the accompanying Preliminary Ecology Assessment by Lizard Landscape Design and Ecology, it has been noted that 2no trees show moderate potential for roosting bats. The advice goes on to state that if any work is proposed to these trees, in that they are to be felled, then emergence surveys must be conducted to evidence the presence of bats. These trees are not to be removed and as such, bat surveys are not deemed to be required by the ecologist.

11.00 BOUNDARY TREATMENTS AND LANDSCAPING

- 11.01. There appears to be no dialogue within the submission regarding existing and proposed boundary treatments on the drawings. If ANY development were to be permitted we would request that the existing 2.1m high dilapidated fencing on the south east boundary of the site adjoining 17A be replaced with 2.1m high brickwork to ameliorate noise disturbance before construction works commence. This should embrace the area of our external courtyard.

As part of a condition of permission, the applicant would be happy to discuss and agree boundary treatments with the neighbouring properties, particularly if this takes the format of a party wall agreement. Details of any replacement boundary fencing can be submitted by way of a condition discharge application for HBC approval.

- 11.02. The proposed entrance gates would prevent vehicles entering the site in safety in that a vehicle could not fully be accommodated on the pavement while opening the gates to enter.

The applicant is happy to consider the omission of the proposed access gates if these are deemed to be inadequate in allowing vehicles to properly enter the site from Langstone Road.