



Mr C Purdy
M H Architects

Our Ref: GEN/18/00344
Direct Line: (023) 9244 6546
Ask For: Mrs R McMurray
Email: planning.development@havant.gov.uk

2 May 2018

Site Location: 15 Langstone Road, Havant, PO9 1RA

Re: Demolition of existing dwelling and erection of 9No. 2 Bed flats within a two and half storey building, associated parking and amenity space and new access from Langstone Road.

Dear Mr Purdy

I am writing to you in regard to your enquiry in relation to the above address and further to our site meeting on 26 April 2018. Please find my full response below.

In my view the main issues in relation to your proposal identified at the pre-application stage are as follows:

1. Principle of development
2. Impact on character and appearance of the area
3. Impact on neighbours amenities
4. Highway matters
5. Trees
6. Drainage/water environment
7. Developer Contributions/S106
8. Validation Requirements

1. Principle of development

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 subject to other development management criteria considered below.

It is recognised that the development would make a contribution towards housing need in the Borough which weighs in favour of this re-development, however, this must also be assessed against the site specific impacts of the proposed development.

2. Impact on the character and appearance of the area

Development in the area is mixed with dwellings of varying size, materials and design. The area is mainly characterised by large detached dwellings on the east side of Langstone Road, set back from the highway with a strong landscape boundary and large rear gardens, in a linear pattern other than No. 17a which is set further back. There is a three-storey, flatted development further south of the site at Longmead Court - No. 29 Langstone Road.

The proposed building would be situated along the established building line which accords with the pattern of development, whilst retaining a large garden. Unlike the previously refused scheme under PP APP/16/00668, the proposal is not considered to form backland development. I also note that it 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.

However, when assessing the design of the building, it would appear significantly wider than other properties on the east side of Langstone Road. To this extent, a suggested improvement could be 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.

On a building of this scale/style, the use of high quality materials will be very important. It would be useful to see a 3D perspective image of the building in the context of the streetscene if an application is submitted, so that further consideration of the visual impact can be fully assessed.

The site is currently well screened from Langstone Road with a strong landscaping belt along the front elevation. However, 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. This would be further emphasised if little or no landscaping is included along the frontage. Can this be relocated elsewhere within the site?

3. Impact on neighbouring amenities

With regards to the impact on neighbouring properties, the main impacts would be to No. 13 Langstone Road and No. 17a Langstone Road.

I noted on my site visit 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. Whilst the full impact on neighbouring properties can not be fully assessed until application stage, 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, again a full assessment of impact cannot be made until such a time an application is submitted. 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.

4. Highway matters

The main highway issues are considered to be the alterations to access (including a new access to Langstone Road) and parking.

The Development Engineer (Highways) has now assessed the proposed scheme and in particular the new access onto Langstone Road. His comments are as follows:

"An extant permission exists for a new dwelling within the existing boundary of 15 Langstone Road which was to be accessed by a proposed dropped kerb vehicular access in the same position as the one shown in the current proposal.

The previous proposal (that went to appeal without a highway reason for refusal) was for 5no. units, which could be serviced by a dropped kerb. However, 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.

I also have concerns with the effect on Langstone Road with regards to the number of

turning movements into and out of the proposed junction during peak times which there is queuing both sides of the road and the sight lines are comprised".

In relation to Car Parking, this is considered under the Havant Borough Council Parking Supplementary Planning Document 2016. Your scheme is 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.

For communal spaces this requires:

9 x 2 spaces - 12 spaces + 20% unallocated parking for visitors = 15 spaces.

Long Stay secure Cycle parking is required at a ratio of 1 space/bedroom + 20% short term visitor parking. This equates to 18 long stay and 4 short stay spaces. Any application should clearly indicate how cycle parking would meet the standards.

5. 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 at the time of the application.

6. Drainage/water environment

Surface water and foul water drainage proposals would need to be included in any planning application for consideration.

7. Developer Contributions/S106

Applications in Havant Borough are subject to the Community Infrastructure Levy. This requires a contribution of £100/sqm + indexing. Further information can be viewed on the Council's Website including a CIL contribution calculator.

All applications for residential development require a contribution towards the Solent Recreational Mitigation Project currently charged at the following rate:

No of Bedrooms	Amount	5% Monitoring Fee	Admin Fee	Total
1	£337	£16.85	£20	£374.85
2	£487	£24.35	£20	£533.35
3	£637	£31.85	£20	£691.85
4	£749	£37.45	£20	£810.45
5+	£880	£44.00	£20	£944.00

8. Validation Requirements

- Design and Access Statement
- Biodiversity/Ecological Assessment
- CIL forms
- Drainage (Surface Water and SUDS)
- Landscaping

- Noise Impact Assessment (in relation to the road)
- Parking Provision
- Photographs
- Planning Obligations
- Tree Survey/Arboricultural Implications (Arboricultural Impact Assessment and Arboricultural Method statement)

Conclusion

In principle the redevelopment of the site could be supported and would contribute to the Borough's housing numbers however, at this stage further work is required in respect of highways, design and trees to achieve a suitable scheme which could be supported at officer level.

I trust this response is of use however if you have any further queries please do not hesitate to contact me.

Please note that the above comments are the opinion of individual Planning Officers and are in no way binding upon the Council when determining any future applications for planning permission and nor will they prejudice the outcome of any applications submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 02392 446571

Yours sincerely

Mrs R McMurray
Planner
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