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Ref: 24048
Ask for: Sarah Roberts
Date: 26th September 2024

Ms J. Lacey,
By Email.

Dear Ms Lacey,

Re: Response to comments raised regarding APP/24/00678

Firstly, we would like to clarify that No.2 Towers Garden did not flood in the event of April 2024. This has been claimed previously and we would like noted that it is untrue and should therefore be redacted from any comment. We are also pleased to see that there have been no objections from the statutory consultees.

Please find the neighbour comments listed in red below, with our response to these comments in black. There are common themes expressed so where comments have not been directly quoted we hope that our response to similar concerns addresses these.

If approved there would be no defensible argument to refuse similar requests from any of the other properties in Towers Garden, even those opposite number 2 (numbers 12 to 15), outside of which is currently the majority of the parking for the close. This would not only be an eyesore but would severely reduce the number of available spaces for all, residents and visitors alike.

The property in question already has a dropped kerb and single yellow line in front of it. Therefore, no cars should be parking in this location and there is no loss of parking. That there are different conditions elsewhere on the street is something that would surely need to be considered on a case by case basis, should the matter arise in the future.

Each house would likely have a different design giving a haphazard and unattractive appearance to this 'supposed' Conservation Area. Should this application be approved the Conservation Area status of the close may as well be removed.

We believe that the existing hard standings at the end of the close have not been approved, so cannot support the case for this application.

As the site and surrounding streets are within a Conservation Area all changes of this nature must now seek Planning Permission, which ensures that this and future designs will be coherent and in keeping with the character of the Conservation Area. We agree that the existing hard standings that did not go through the planning process are not ideal and we do not wish to replicate them.

As most of the houses in Towers Garden were flooded for the first time earlier this year, dropped kerbs plus additional paved driveways would only exacerbate the problem in the future. The current grassed frontages provide a degree of protection from future flooding.

The proposals recognise this and therefore indicate the use of permeable surfacing and the retention of as much grassed area as is reasonably practicable.

Even though I'm all for EVs, I have to object I'm afraid. Could not the charger be in the garage instead of outside the house?

Unfortunately, as explained within the Planning Statement, the garage is not wide enough to park a modern car. The current standard is for at least 3m internal width whilst the garage is only 2.6m wide. This would be further exacerbated by the addition of a charging point.

In the Langstone Village Design Statement it is clear that Towers Garden was intended to consist of 3 short terraces of white boarded houses fronted by uninterrupted grass in contrast to the rather urban feel of the High Street where the cottages open straight off the pavement.

The Langstone Village Design Statement referred to does not appear to be a publicly available document. Can we confirm that this is an adopted SPD?

The Langstone Conservation Area Appraisal (2011) goes into more detail on the subject of parking around the Tower Gardens area and recognises that, "There are now generally a greater number of vehicles per household and in response to the resulting pressure for parking during evenings and weekends, on street parking in the conservation area is limited." With the additional issue of undersized parking provision we recognise that on street parking is a problem in the area and that the proposals would help alleviate this.

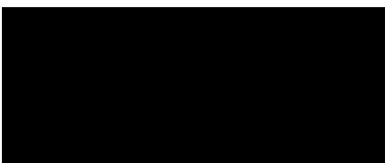
I would suggest that if a charging point is added, it needs to be raised higher from the floor in case of a future flood.

We concur, and can state that the recommended mounting height for an EV charging point is between 0.75 and 1.2 meters above floor level.

Several comments in support have also been submitted, generally expressing the opinion that the proposal would help alleviate parking issues around Towers Gardens and recognising that keeping charging cables within private property is desirable from both a safety and aesthetic point of view.

In summary, it is still very much our opinion that the proposal as currently revised will be of net benefit to the area.

Yours sincerely,



Sarah Roberts BA (Hons) Msc AssocIHBC
Director