



Design, Access & Heritage Report: Phase V

Replacement Cottage

59 & 61 Langstone Road, Havant, Hampshire, PO9 1RB

November 2019 Issue

APP/19/00837 & APP/19/00834

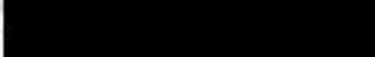
Sarah Roberts BA (Hons) MSc
Critchley Architecture And Design Ltd
The Old Brewery,
15E South Street,
Havant, PO9 1BU

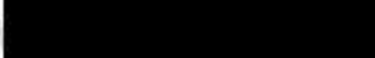
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0.1 Abstract

- 0.1 The overall purpose of this report is to provide further information on the sequence of events, and the current position of the cottages at 59 & 61 Langstone Road, prior to being destroyed by fire in December 2018. There has been considerable amount of local speculation and opposition in relation to the fire and the proposed re-building of the cottages, which we would like to take this opportunity to rectify.

The owner purchased the site in June 2018, with the intension of restoring and converting the two semi detached cottages in to one detached cottage. The fire was devastating and extremely distressing to the owner, who would welcome the support of the local community throughout the restoration.

1.0 Generally

- 1.1 This Design, Access & Heritage Report forms part of a Full Planning Application and Listed Building Consent Application from Havant Borough Council for a Replacement Cottage at 59 & 61 Langstone Road, Havant, PO9 1RB.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design Ltd.
- 1.3 National Planning Policy Framework (NPPF) The National Planning Policy Framework (Ministry of Housing, Communities and Local Government, February 2019) Section 189 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.*

- 1.4 The cottages are Grade II Listed (1340206) and Historic England have confirmed the remains of the cottages continue to be Listed.
- 1.5 The subject site is within the Langstone Conservation Area.
- 1.6 The subject site is within the Chichester Harbour Area of Outstanding Natural Beauty (AONB).

2.0 Drawing Schedule

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

Prior to Fire Damage Drawings

19008 -	101	Location and Block Plan: Prior to Fire Damage
	102	Site Analysis
	103	Site Plan: Prior to Fire Damage
	205	Ground Floor Plan: Prior to Fire Damage
	206	First Floor Plan: Prior to Fire Damage
	207	Second Floor Plan: Prior to Fire Damage
	305	Elevations: Prior to Fire Damage
	306	Street Elevation: Prior to Fire Damage

The 'Prior to Fire Damage' Drawings (as above) were surveyed by a third party, before CAAD Ltd were appointed as Agents acting on behalf of the owner. For this reason, these are the only drawings in our possession which represent the cottages before the fire.

Post Fire Survey Drawings

215	Ground Floor Plan: Post Fire Damage
315	Privvy Elevations: Post Fire Damage
316	Privvy Elevations: Post Fire Damage
615	South Internal Elevation: Post Fire Damage
616	East Internal Elevation: Post Fire Damage

Proposed & Substituted Drawings

120	Proposed Site Plan	Window/Door Details:
120D	Proposed Site Plan	
121	Proposed Construction Management Plan	621 Entrance/Utility Doors
122	Proposed Foul Drainage	622 French Doors
425	Ground Floor: Proposed Plan	623 Window W.01
426	First Floor: Proposed Plan	624 Window W.10
427	Second Floor: Proposed Plan	625 Window W.12
525	Elevations: Proposed	626 Window W.14
525B	Elevations: Proposed	627 Proposed Flush Conversation
526	Street Elevation: Proposed	Roof Window
526B	Street Elevation: Proposed	
527	South West Sketch: Proposed	
528A	Proposed Privvy Elevations	

3.0 Definitions

- 3.1 The following definitions are used in this document (National Planning Policy Framework 2019):

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.*

- 3.2 Additional terminology is used within this document, which is site specific:

Original Cottages: This refers to the semi detached cottages at 59 and 61 Langstone Road, as they stood immediately prior to the fire in December 2018.

Replacement Cottage: This refers to the detached cottage which is proposed to replace the semi-detached cottages at 59 & 61 Langstone Road, which were lost in the fire of December 2018.

4.0 Proposed Works and Project Phases

- 4.1 The proposed works are to dismantle the remains of the semi detached cottages at 59 and 61 Langstone Road, and re-build a detached cottage in a form which is sympathetic to the previous cottages.
- 4.2 The proposal is to be done in phases, to allow for the works to be managed and applied sensitively, using the MoRPHE Project Management methodology, as advised by Historic England (2015). The works to date are as follows:

Phase I

- 4.3 Erect structural scaffolding around the remaining chimney stacks, to support the structure to prevent further damage to the Listed dwellings.

Phase II

- 4.4 Submit an Appeal against the Enforcement Notice(s) served on 59 and 61 Langstone Road. The Enforcement Notice, section 5, states that *'you must rebuild 59/61 Langstone Road to match in facsimile the building as it stood immediately prior to its demolition...'*
- 4.5 The owner purchased the cottages to sympathetically convert in to one dwellinghouse; therefore, it is important that the replacement cottage is in a similar style to the previous cottages. It is not possible to re-build the cottages to match in facsimile, as the replacement cottage will need to meet modern Building Regulations and construction standards. The cottages were in a derelict condition prior to the fire damage, (fenestration boarded up, no glazing in the window frames, etc). It is not reasonable or possible for the cottages to be re-built to match the originals.

Phase III

- 4.6 Undertake a Level 4 Comprehensive Analytic Record (Historic England, 2016) of the remaining structure. This includes drawn and photographic records to illustrate the significant remains which will support the historical analysis. As the records of the cottages prior to the fire are limited, the extent in which this analysis will cover will be limited to recording the post-fire condition and appropriate re-construction.
- 4.7 This Level 4 Record will also draw on the full range of other sources of information about the building, and discuss its significance in terms of architectural and social history; which is included in Section 5.0 of this Heritage Report.

Phase IV

- 4.8 Create design principles and initial design drawings for the replacement cottage.
- 4.9 Liaise, at an informal level, with the Local Planning Authority (LPA) and Ward Councillors in reference to the proposed design for the replacement cottage. Discuss the proposed replacement cottage and agree a constructive way forward in terms of Planning and Enforcement.

Phase V

- 4.10 Amend and update the proposed drawings/reports in line with the feedback given from the LPA.
- 4.11 Submit a Full Planning Application and Listed Building Consent Application.

Footprint

- 4.12 The replacement cottage is proposed to be re-built using the existing footprint. The original cottages did not have foundations. To meet modern building regulations, the remains of the original cottages will need to be carefully dismantled to allow for the new foundations to be dug. Any salvaged materials will be securely stored on site for re-use within the replacement cottage.

Chimneys

- 4.13 To make best use of the interior space, it is proposed that the chimney stacks be re-positioned. The stacks are proposed to be re-built to match the existing chimneys in style with traditional bonding and mortar for their re-construction. As the replacement cottage will be one dwelling instead of two, the proposed chimneys are to have two chimney pots per stack, instead of four.

Elevations (Materials)

- 4.14 The proposed cottage is proposed to be similar in style and appearance to the previous cottages.

The specifications of the proposed materials are listed in Appendix 1.

Windows

- 4.15 The proposed windows are of a style and appearance which derived from the Georgian period of the previous cottages. The windows which were installed prior to the fire were single glazed with unsympathetic and over sized glazing bars. The proposed windows are specified in Appendix 1.



Figure 1: Window destroyed by the fire at 59 and 61 Langstone Road (Jan 2019)

Roof Windows

- 4.16 Conservation Roof Windows are proposed at ground floor and second floor level, on the eastern elevation. The previous cottages were two and a half storeys, ergo; the proposed cottage is also two and a half storeys. The addition of Roof Windows will bring in morning light Bedroom 3, without changing the roofline or 'mass' of the cottages.
- 4.17 Conservation Roof Windows have also been proposed at ground floor level, on the eastern elevation. These Roof Windows are proposed to bring morning light in to the Kitchen and Dining area. These Roof Windows sympathetically align with the fenestration at ground floor level, and the ridge of the two hipped roofs at second floor level.

Doors

- 4.18 Every effort has been made to ensure the replacement doors are in the same locations as the original doors. There is a proposed addition of a pair of French doors to the east elevation, to allow for direct access in to the garden.

Porch

- 4.19 The original cottage at 61 Langstone Road had a small porch to the south of the cottage, the entrance door within the porch faced east. The porch and door did not meet current regulations in terms of disabled access and fire escape. The entrance door faced away from the access points to Langstone Road, which is not a recommended design feature in terms of circulation, as this can cause confusion for visitors.
- 4.20 To alleviate the concerns listed in 3.17 above, it is proposed that a canopy is erected in its place. The canopy is proposed to be oak, as both a high quality design feature and to ensure that the canopy is not viewed as 'original'. The roof tiles will match the main roof of the proposed cottage. It is highly likely that the porch was not an original feature, as the previous cottage at 59 Langstone Road, which mirrored 61, did not have a matching porch.

Roof

- 4.21 The roof is pitched with barn-hip ends to the north and south. There are two hipped roofs projecting to the east. The proposed roof is to match in style and form to the previous roof.

Boundary Wall

- 4.22 The original Rat Trap boundary wall is proposed to be retained. Field gates are proposed within the existing openings in the wall.

Proposed Information Board

- 4.23 As a separate exercise, Critchley Architecture And Design Ltd is arranging to apply for a Heritage Lottery Grant to provide the finances for an Information Board to display the records of the previous cottages. This is proposed to document the previous cottages, in a way that will not be done with the replacement cottage. The display board is proposed to contain information such as historic maps, history of the Langston Railway Crossing, previous drawings, and photographs throughout the life of the cottages. The board is proposed to be placed where the Billy Trail meets Langstone Avenue, to the north of the subject site.
- 4.24 A Planning Application will be required for this information board, and this proposal is still in the initial design stages. CAAD feel it is an important local site of historic interest which should be appreciated.
-
- 4.25 The site is visible from Langstone Road. As a heritage asset, the cottages form an important landmark for the approach to/from Hayling Island, which is highly valued by the local residents and visitors.
- 4.26 The local vernacular refers to 59 and 61 Langstone Road as 'The Railway Cottages'. This is not correct as the cottages pre-date the railway. They became known as this because of their occupation by the crossing keeper when the Havant to Hayling Island line was active. The track bed has since been turned in to a pedestrian and cycle path called the Hayling Billy Coastal Path/Trail. The cottages will still be visible from The Billy Trail, at the crossing on to Langstone Avenue/Road.
- 4.27 The dismantling of the original cottages and the construction of the replacement cottage will, by its very nature, have a significant impact during the construction period. This is assessed further in section 7.0 below.
- 4.28 The owner will make every effort to salvage any original materials. The damage caused by the fire to the previous cottages was significant, and not many materials will be recovered. Given the derelict state of the previous cottages prior to the fire, the materials were already in a poor condition (the previous cottages were known as 'At Risk' by Havant Borough Council). Additionally, pre-fire, there had been modern alterations to the original cottages and there were few serviceable features remaining.

5.0 Current State of Repair

- 5.1 The Listed cottages were significantly damaged in the devastating fire in December 2018. See below:



Figure 3: Post-Fire Damage (Jan 2019)

- 5.2 As shown in Figure 3 above, there is very little structure remaining of the Listed cottages. Almost none of the remaining structure is able to be retained. The fire service have confirmed the bricks will not be able to be re-used within the replacement cottage.
- 5.3 Structural scaffolding (Phase I) has been erected to support the chimney stacks, as they were unstable in their post fire condition. See below:



Figure 4 & 5 : Structural Scaffolding (March 2019)

6.0 Historic Context & Development

- 6.1 The hamlet of Langstone appears on historic maps from approximately 1791. The cartography before this date was somewhat limited and more illustrational:

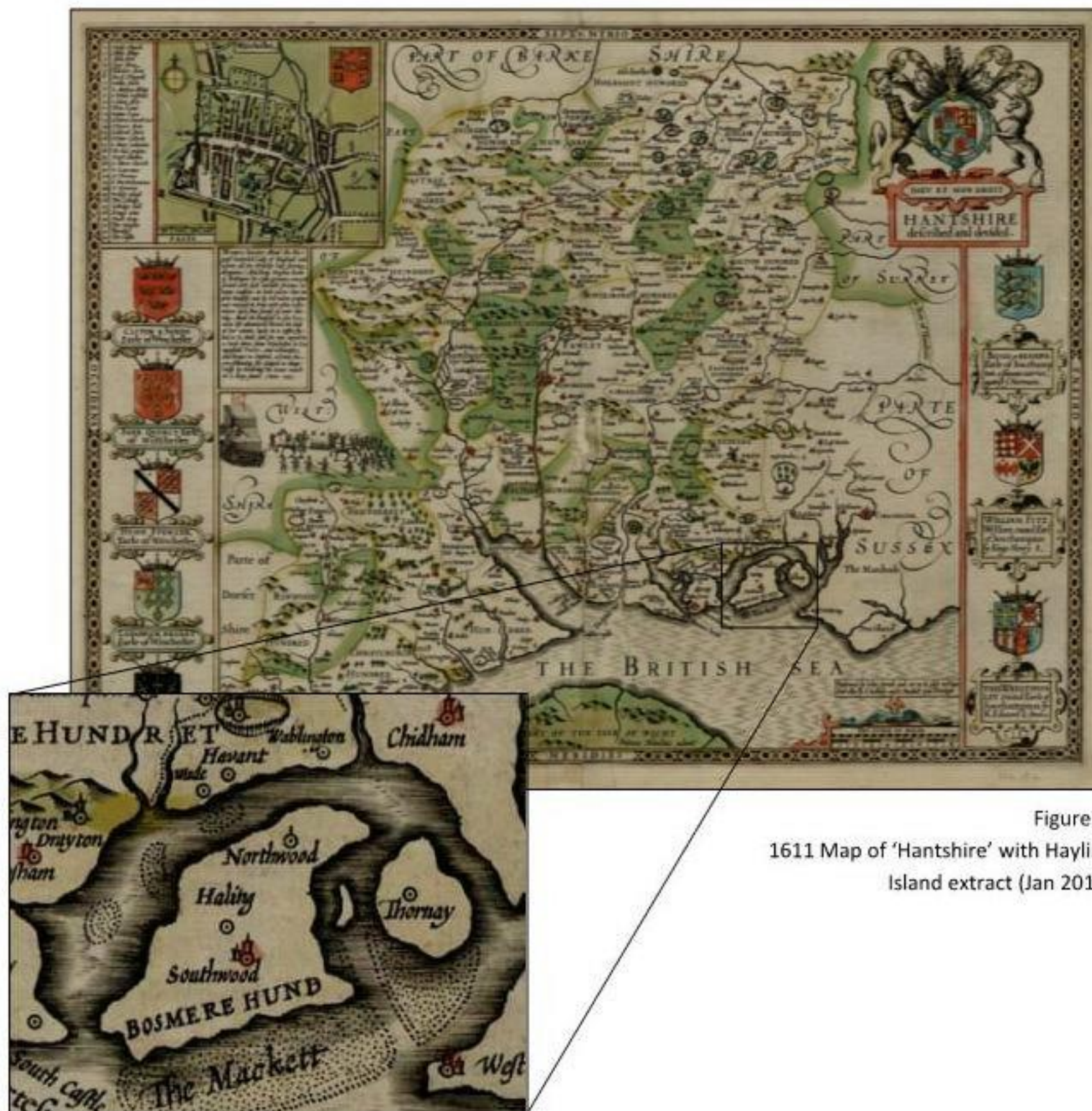


Figure 6:
1611 Map of 'Hantshire' with Hayling
Island extract (Jan 2019)

- 6.2 There are archived records which date back prior to 1611, which shows the existence of Langstone. There are the remains of a Roman Villa on Langstone Avenue, and by medieval times, Langstone was an acknowledged part of Havant. This Heritage Report, however, will concentrate more on the 'modern' history of Langstone from approximately the 18th Century onwards.

- 6.3 The original cottages are estimated to have been built in the late 18th Century, and appear on historic maps (which are not entirely accurate in proportion) from **1791** onwards:



Figure 7:
1791 Map of Hampshire
with Langstone extract
(Jan 2019)

- 6.4 The map shown in Figure 7 shows a building, approximately, on the subject site. Given the architectural features and history of the site and the area, it is highly likely that the structure circled in red are the cottages at 59 & 61 Langstone Road. As far as we are aware, this is the earliest dated cartography which illustrates the cottages.
- 6.5 The **1811** map shown in Figure 8 below show the subject building in more context, which further evidences that the structure circled in red are the cottages at 59 & 61 Langstone Road. See 5.6 below.



Figure 8:
1811 Map of Hampshire
with Langstone extract

- 6.6 The 1811 map in Figure 8 shows some context around the subject site. The crossroads to the south of the subject site show Langstone High Street branching off to the south-east, and Mill Lane to the west. Mill Lane originally connected to Langstone Road as shown, opposite Langstone High Street. When the Havant – Hayling railway was constructed, the road was re-aligned to include a second access point to Mill Lane from Langstone Road. This is assumed to have been done for traffic control to Langstone Station, and also to allow access to Mill Lane without having to wait for the railway crossing to open. See Figure 12.

To the north of the subject site, there is a road which branches off to the west. This was the original access to Langstone Farm. See Figure 8 and 9.

- 6.7 In **1842** a map of Langstone was issued, which was commissioned by The 1836 Tithe Communication Act. The Tithe Survey was established to find out which areas were subject to Tithes, who owned them, how much was payable and to whom. This was carried out across the whole of England and Wales, enquiries were made by the Tithe Commissioners to every parish or township listed in the census returns. The Tithe Survey had plot numbers included on the map (now known as Field parcel numbers), as well as an accompanying schedule (written) which listed the names of the landowners, occupiers, plot numbers of the Tithe areas, description and type of crop in each Tithe area and how much Tithe rent charge was payable on that Tithe area. (The National Archives, 2019).

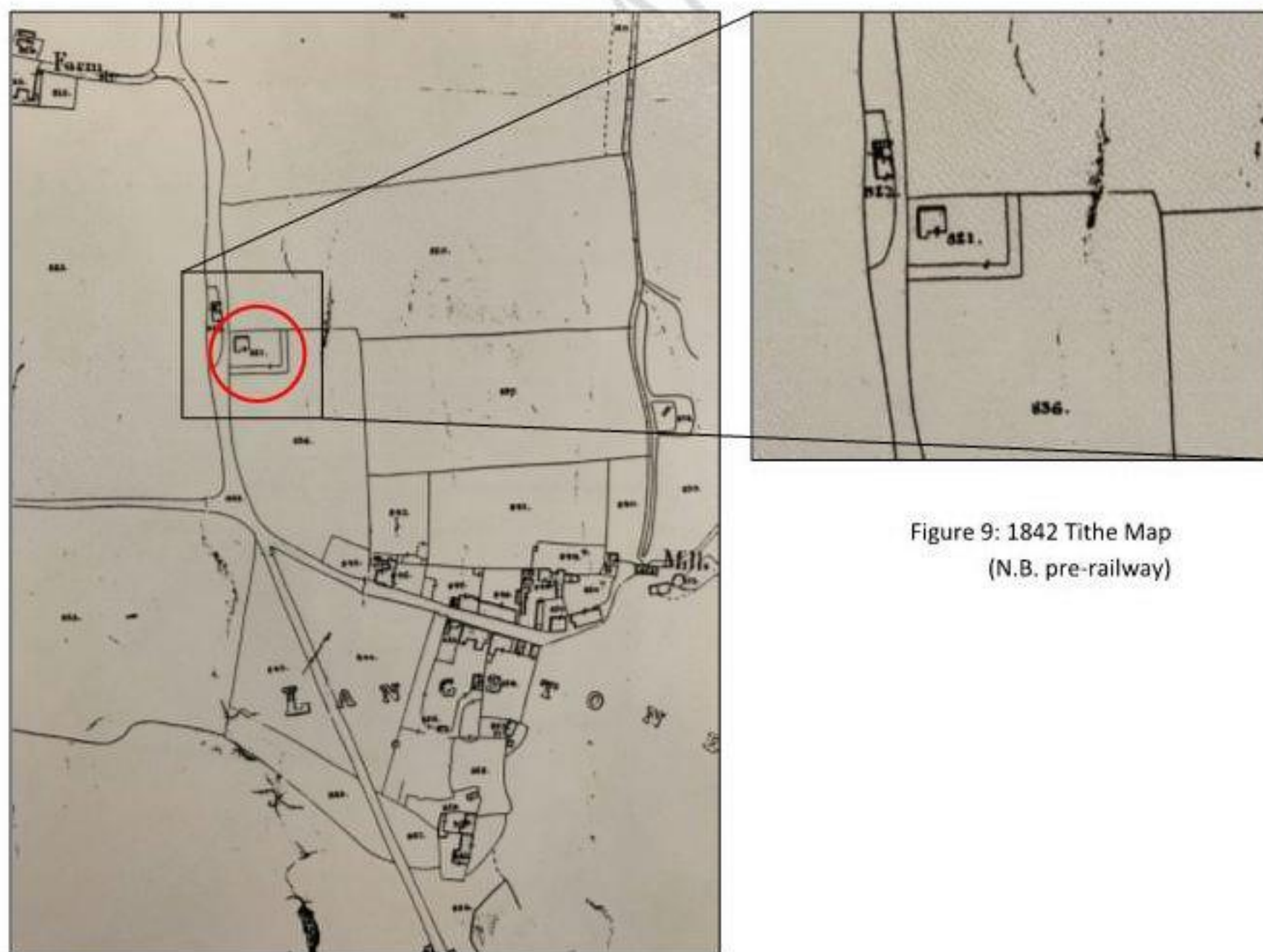


Figure 9: 1842 Tithe Map
(N.B. pre-railway)

- 6.8 Figure 9 above shows the subject site as Field parcel number 821. This shows the subject building in more detail, with features (such as the southern porch) that can be related to what you could see in November 2018, prior to the destructing fire.
- 6.9 As explained in 5.8 above, the written Schedule that accompanies the map lists the details of the site at the time. The ownership details are as follows:

John Atkins	Charles Parson	489	House & Garden	
		490	Stable & Yard	
Isaac Andrews	Himself	611	Homestead Brewery	
		612	Brewery & Yard	
		613	Homestead & Coal Yard	
Charles Andrews	Himself	821	Cottages & Gardens	
		821	The Meadows	Produce
		845	Garden	Garden
		846	House & Garden	

Figure 10: 1842 Land Ownership

- 6.10 The details in Figure 10 above show the 1841 land owner as Charles Andrews, and the description of the property as 'Cottages and Garden'. This links to the 1841 Havant Census which lists Charles Andrews as a Purser in the Royal Navy, and he was the owner/occupier along with his wife and five daughters:

Havant Census--1841 ⁵					
<u>South Street</u>					
Henry Hammond	4				
Jane "	2				
Ellen "	2mos				
Mary Jacobs	13		F.S.		
<u>Langstone</u>					
William Bridger	25		Ag. Lab.		
Sarah "	25				
Maria "	6				
William "	4				
James "	1				
Charles Andrews	Lane 50		Merchant		
Ann Brown	40		F.S.		
Mary Palmer	15		F.S.		
Henry Sparkes	15		Miller J.		
Charles Andrews	60		Purser R.N.	No	
Mary "	40			No	
Louisa "	20				
Emily "	15			No	
Sarah "	10				
Jane "	7				
Fanny "	1				

Figure 11: 1841 Havant Census

- 6.11 The Schedule in Figure 10 describes the plot as 'Cottages and Garden' however, it is highly likely that both the cottages were occupied by the Andrews family. The house and garden are both illustrated as though there is one owner and occupier, as there is no subdivision of the property or land, as well as there being only one Field parcel number. Additionally, the fire which destroyed the cottages in December 2018 revealed a doorway between 59 and 61 Langstone Road, which had been blocked up before the Applicant purchased the cottages in June 2018 (see figure 2).
- 6.12 By **1864** the Havant to Langstone Wharf Railway had been completed, and by **1867** the Havant to Hayling Island Railway had been completed (Cousins, 2017). The **1873** map in figure 12 below shows the subject site and cottages in relation to the railway line:

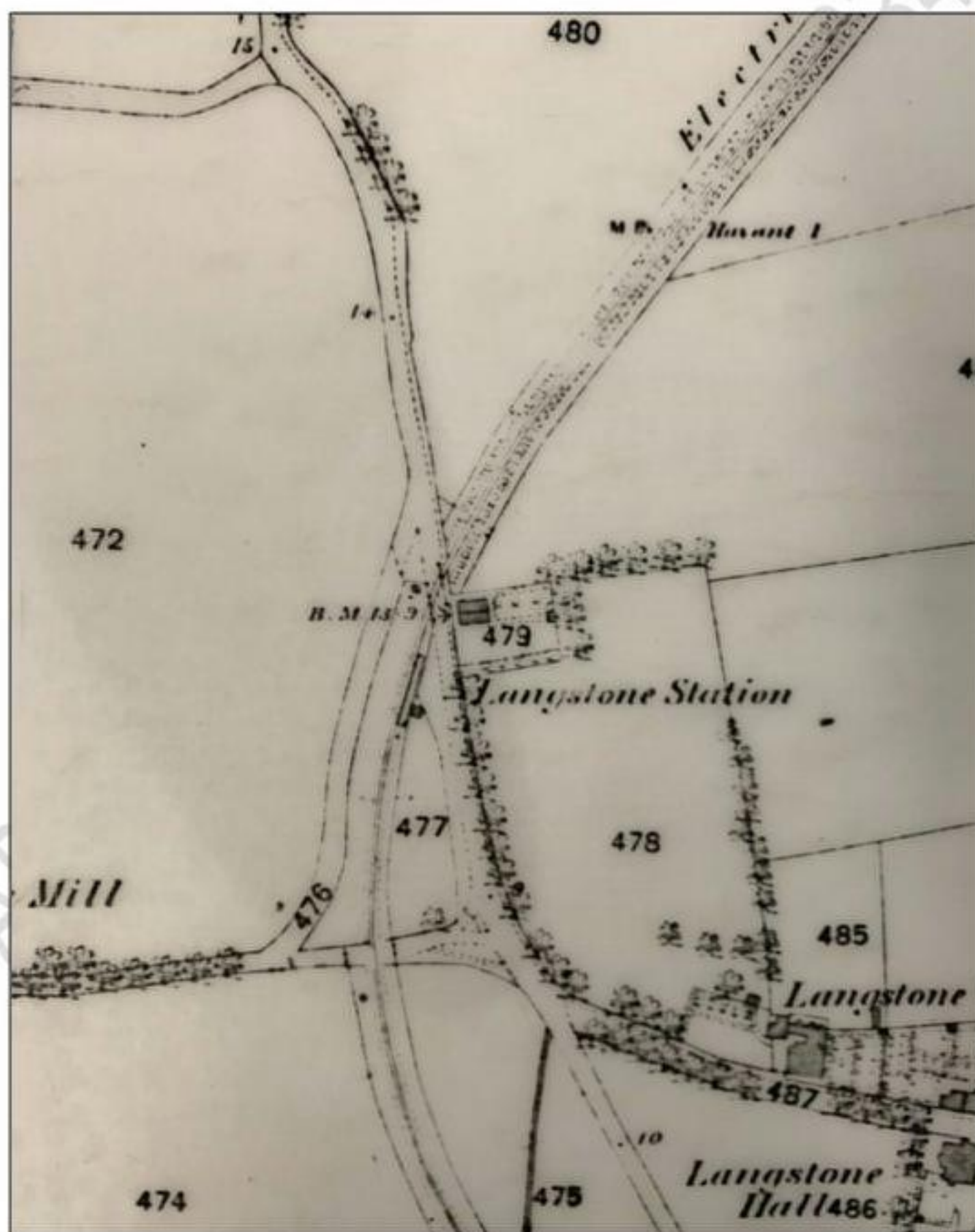


Figure 12: 1873 Map of Langstone Halt/Station

- 6.13 As shown in Figure 12, the subject site and cottages are labelled as Field parcel number 479. The Hayling Railway sits tightly to the northern boundary of the subject site. The lines drawn on Langstone Road to the west indicate the Langstone level crossing (which was actually unauthorised for the entirety of its use until the railway closed in 1963 (Cousins, 2017)). 'Langston' Halt/Station. Ralph Cousins (2017) describes the crossing:

At Langstone the road and the railway did not cross at right angles so that the gates were exceptionally wide. They were opened and closed by the crossing keeper who lived in one of the pair of weather boarded cottages just south of the level crossing. These are eighteenth century cottages so that they predate the railway and probably helped to determine just where the railway crossed the road. The crossing keeper was alerted by a bell when the train left Havant so that he could open the gates for the train in good time. But he was also the porter, ticket collector and everything else necessary for the running of the halt and as he always saw the train on its way before opening the gates for the road traffic there could be some long delays for any vehicles waiting. This did not matter in pre-war days as there was little road traffic and anyone waiting was quite happy to gossip the time away. But the traffic jams the level crossing caused in later days were another factor in deciding to close the line.

The ownership of the land and cottages throughout the life of the railway from 1865 – 1963 is uncertain; it was actually happenstance that the crossing keeper resided at the cottages, rather than a planned purchase. Richard and Hetty O'Shea lived at 59 Langstone Road whilst Richard was the Langstone crossing keeper in 1961. They previously lived in Leigh Park, and temporarily moved to Langstone Road when both cottages were up for rent (The News, 2019). Locally, the cottages are now referred to as 'The Railway Cottages'.



Figure 13: Photograph on September 14th 1963 of the crossing keeper Richard O'Shea (Griffiths, G)

Figure 14: 'Langston' Railway Ticket





Figure 15: Langstone Level Crossing (Cousins, R, n.d)



Figure 16: Langstone Level Crossing (Griffiths, G, n.d)

- 6.14 The Havant to Hayling Island line was closed in 1963 because the timber swing bridge over the harbour needed to be replaced and the railway was not creating enough profit to warrant the continuation of the service. There was a later proposal to re-open the line using trams, however, this was not supported by local authorities and this never idea was never implemented.



Figure 17: Post 1963 image of 'Langston' Halt/Station after the Hayling Railway closed, showing the cottages in the background (Whitwell, N, n.d)

- 6.15 The Railway Line has since been converted in to a footpath/cycle track and Local Nature Reserve, locally known as 'The Billy Trail' which enables people to walk/cycle on the route where the railway was located.



Figure 18: The Billy Trail
(Round the Island, 2005)

Figure 19: The Billy Trail
(South Sensation, 2018)

- 6.16 59 & 61 Langstone Road fell in to disrepair in prior to 2000, with pressing need for upkeep and maintenance. In approximately 2015/2016 the cottages became empty and the windows were later boarded up. See figure 20 below:



Figure 20: 59 & 61 Langstone Road. Vacant with boarded up windows. (The News, 2019)

- 6.17 Neighbours have reported that there have been problems with vandals damaging the properties over recent years. Mr Roberts (2019) states:

The main problem we had was with school children damaging the property. Getting on the roof and breaking in etc. Several times I have chased groups of children away from the house. The first couple of times I rang the police, however, this then seemed pointless.

Once I had a slightly unnerving situation one time a group of the teenagers turned on me while I was telling them to get off the roof. I always rang the previous owner he would thank me, however, would never do anything about it. Over the years the property became more run down and boarded up, which I felt attracted more problems.

See Appendix 2, 3 and 4 for the full statements.

- 6.18 In June 2018, the Applicant purchased 59 & 61 Langstone Road with the intention of restoring the the properties and converting the two semi-detached cottages in to one detached cottage.
- 6.19 The Applicant submitted an 'Application for Planning Permission and Listed Building Consent for alterations, extension or demolition of a listed building' was received by Havant Borough Council on 5th November 2018, with the description 'to change 59/61 Langstone Road in to 1 single dwelling'.

The 'existing use' within this Application was described as 'uninhabitable properties' with the description 'according to locals, the site has been unoccupied for 15 years'.

- 6.20 On 15th November, whilst the cottages were still vacant, there was a small fire which was successfully put out with extinguishers by fire fighters before any severe damage happened to the properties.
- 6.21 On 8th December, approximately 11.30pm, a second fire at the property destroyed the cottages. One of the neighbours, Mr Cundliffe, told The News (2018):

We heard a roaring noise so came out the house and it was like a tinderbox has gone up. It just raged, it was horrendous, very shocking to see. The fire brigade did a really good job to put it out.

The Fire Report advised the appropriate Action was to secure the site, arrange a site survey to determine the condition and safety of the remains.



Figure 21: The devastating fire at 59 & 61 Langstone Road on 8th December 2018

- 6.23 Critchley Architecture And Design Ltd were appointed in January 2019 to manage the surveying, Planning and re-building of the cottages, which were completely destroyed. See figure 22-24 below:



Figure 22: The cottages after the devastating fire (Jan, 2019)



Figure 23: The cottages after the devastating fire (Jan, 2019)



Figure 24: The cottages after the devastating fire (Jan, 2019)

7.0 Significance

- 7.1 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.*

- 7.2 The cottages are Listed for Architectural and/or Historical Interest. The original cottages were low quality construction of their time and not of great importance in terms of architectural design, decoration or craftsmanship. As explained in 3.28 above, there were little original features remaining prior to the fire in 2018, as the cottages were in a derelict state. Therefore, the Listed cottages are deemed to be of Low Architectural Importance.
- 7.3 The cottages are not Listed for Artistic Interest.

- 7.4 The cottages were Listed in 1974, after the closure of the Havant to Hayling Island Railway. At this time, the cottages were known as 'The Railway Cottages' (see 5.13 above) because, by happenstance, the gate keeper lived at No.59. Although the cottages are not directly linked to the railway, the local residents have a strong interest in the cottages as they are/were one of the only remaining features which linked to the railway.

Historic England (2017) explains historical value as:

A heritage asset is most commonly valued for its historic interest – because of the way in which it can illustrate the story of past events, people and aspects of life (illustrative value, or interest). When these stories become enmeshed with the identity of a community, in addition to the asset's historic interest it can be said to hold communal value.

59 & 61 have certainly become enmeshed with the identity of the Railway, although this is not entirely factually correct. It is shown in Figure 16 that the railway signal boxes were built in a similar clad style to the cottages, which furthermore gave the local residents an emotional connection to the cottages/railway. Since the destructing fire in December 2018, a petition of over a thousand local residents was signed to show their wish for the cottages to be re-built like for like. For this reason, it is deemed that the cottages have/had high historical value. Specifically the setting of the cottages, retrospectively, has very high historical value.

Although the cottages had been vacant in recent years, as far as we are aware they have been in use as dwellings in continuity since their construction in the late 18th Century. Historic England (2017) continues to explain:

Original fabric is often valuable; particularly where it is associated with an individual or event, and an asset's integrity (completeness) may heighten the ability to illustrate the way past lives were led. 'Time capsules' that vividly capture a particular period or life are very valuable (although in practice buildings or sites that have genuinely not been altered, even on a like-for-like basis, are extremely rare).

The cottages, prior to their destruction, were an example of how people lived in that time period. Although there were few original materials remaining, there were no major structural alterations to the layout of the cottages. In this respect, the cottages have/had high illustrational historic value. Although the cottages cannot be re-built in exact facsimile, every effort is proposed to respect the form and function of the previous cottages and record what was there previously (as 3.6 above).

- 7.5 The cottages are not Listed for Archaeological Interest. However, there may be some Archaeological Interest in the site, given its proximity to the Roman Villa, known to be on Langstone Avenue. We would informed comments from other interested parties.

8.0 Impact

- 8.1 Historic England (2014) categorise 'impact' at three different levels:

The main section examines three different types of heritage impacts:

- **Individual impacts** such as pleasure and fulfilment, meaning and identity, challenge and learning and the relationships between heritage participation and health and wellbeing.
- **Community impacts** including social capital, community cohesion and citizenship.
- **Economic impacts** such as job creation and tourism.

Historic England (2014) continue to state that 'to some degree, people have no choice about participating in the historic environment; most people experience it every day of their lives in buildings, streets and public spaces.' Given that the setting of the cottages is deemed to have a very high historical value, this statement seems appropriate to this situation as the cottages are situated in a prominent location.

- 8.2 Applying the definitions listed above, the fire has had a significant 'individual impact'. This in particular, is due to the prominent setting of the cottages adjacent to the A3023 – the only access to Hayling Island.
- 8.3 Given the history of the site, and the devastating fire, there is, and there will continue to be a high level of heritage impact. This is an unusual reversed situation, as it is usually an option as to whether or not amendments to a heritage asset are carried out. For example, an Application to build an extension to a heritage asset can be refused by the Planning department to protect the heritage asset. In this situation, construction works to the heritage asset are fundamental, and therefore there is a high and unavoidable impact to the Listed cottages. Given the indirect 'individual impact' that goes alongside the direct physical impact to the heritage asset, it is deemed (and already evidenced) that the overall impact will be significantly high.
- 8.4 Although the impact is deemed to have been, and will continue to be significantly high (throughout the commencement of works), it can be controlled in such a way that the impact is not necessarily negative impact. There is no questioning that the fire of December 2018 was a devastating impact, however, the steps that now have to be taken from here on out are proposed to be applied using a sympathetic methodology with close communication with the Conservation Officer(s) and the Ward Counsellors (who represent the local residents).
- 8.5 Attention to detail in the re-building will fully maintain the original appearance.

9.0 Conservation Principles

- 9.1 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:
- 9.2 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.
- 9.3 To understand and articulate what is significant about the heritage asset to inform decisions about its future.
- 9.4 To understand the physical fabric of the heritage asset to be able to identify the full significance. (N.B. proposed information board as 3.26 above).
- 9.5 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.

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Whitwell, N (n.d) *'Langston' Station* [Figure within Brochure]

Appendix 1: Schedule of Materials

N.B – Removed and issued as separate document

Appendix 2: Letter from [REDACTED]

The Railways Cottages - Langstone Road

Dear Sir/Madam

I have been asked to write a few words regarding any experience I have had with the Railway Cottages.

[REDACTED]

For many years the property was habited. The property became empty approx 3 years ago and ever since this date we have had nothing but problems.

The main problem we had was with school children damaging the property. Getting on the roof and breaking int etc. Several times I have chased groups of children away from the house. The first couple of times I rang the police however this then seemed pointless.

Once I had a slightly unnerving situation one time a group of the teenagers turned on me while I was telling them to get off the roof. I always rang the previous owner he would thank me however would never do anything about it. Over the years the property became more run down and boarded up, which I felt attracted more problems.

If you need any clarification to the above, please ask.

[REDACTED]

[REDACTED]

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Appendix 3: Letter from [REDACTED]

59/61 Langstone Road

[REDACTED] in that time I have not seen any work carried out on the properties. In fact the properties were rented out at times to students who trashed the garden and the exterior.

I have also on numerous occasions chased away groups of youths on bikes who smashed all the windows, which were subsequently boarded over. Then more groups of youths again on bikes, sometimes over 12 in the group, climbing all over the buildings smashing tiles and trying to smash doors down to get in. I reported this many times to the previous owner as did the owner of the farmhouse behind the properties. He thanked me but didn't really seem bothered. I had the impression that he had an alternate agenda. If you have any further questions please do not hesitate to contact me.

[REDACTED]
Sent from my iPhone

Appendix 4: Letter from [REDACTED]

FW: Railway cottage

Sent from Mail for Windows 10

[REDACTED]
Sent: 05 February 2019 17:19

Subject: Railway cottage

Hi

Reference to railway cottage and the many times that I witnessed trespassing and vandalism at the property .
I cant remember specific dates as I never made a note of them [REDACTED]

[REDACTED] I have seen people wandering around the property at all times of day and night .

On one occasion about 3 years ago there was about a dozen teenage girls and boys smashing hell out of the place of witch I rang the police .

About a week later more teenagers turned up and started smashing the property up again and again I rang the police .

Another occasion I was woken late at night by a loud noise and there was two men stealing the lead off the roof ,I rang the police on this occasion as well .

There has been many times when I have seen men trying to break in to the property late at night but gave up when they couldn't get in or were disturbed .

I have also seen people pull the site fencing apart and wander around the garden after it was fenced off .

Unfortunately the property has always been a target since the older gentleman moved out about 4 years ago

Sorry I cant be more specific with dates but if I can help in any way please don't hesitate get in contact with me .

[REDACTED]
[REDACTED]
Sent from Mail for Windows 10