



28th September 2018

Dear Sirs,

**Re: APP/18/00897 – 15 Langstone Road, Havant – Erection of 9 no 2 Bed
Flats Following Demolition of Existing Dwelling**

I write to add our comments and objections to the proposed development of 9 no. 2 bedroom flats which represents a development which is out of character and scale at 15, Langstone Road, Havant.

1.00 THE PROPOSAL

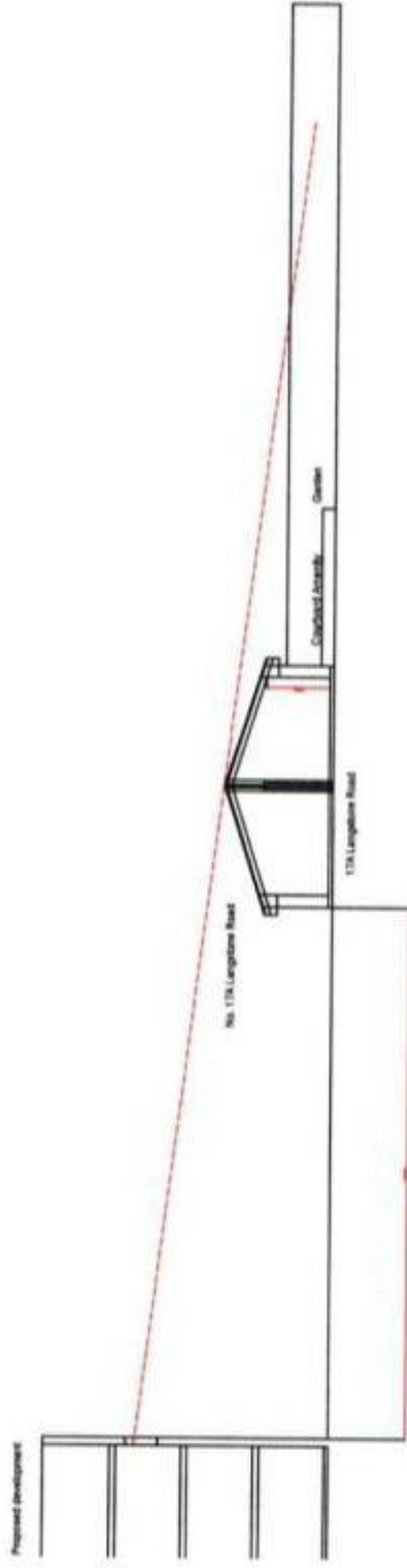
- 1.01 The submission is for 9 no. 2 bed flats accompanied by 18 no. car parking spaces to accommodate up to 33 occupants. This represents overcrowding in an area which is characterised by single detached dwellings within generous external amenity areas.

2.00 DENSITY

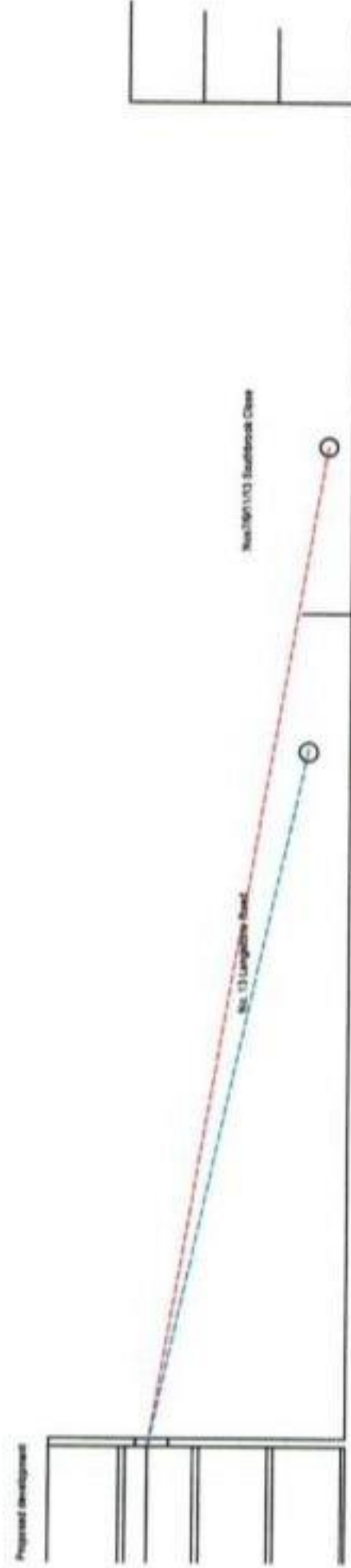
- 2.01 The resultant density would be incongruous in its context and out of character for the area.
- 2.02. The applicant maintains that this 3 storey development is in character and scale of existing street frontage developments. Existing residences accommodate generally 4 people living in them representing an average density per acre of 16 persons per acre. The proposed application represents a density of **56 persons per acre**.
- 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.

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.

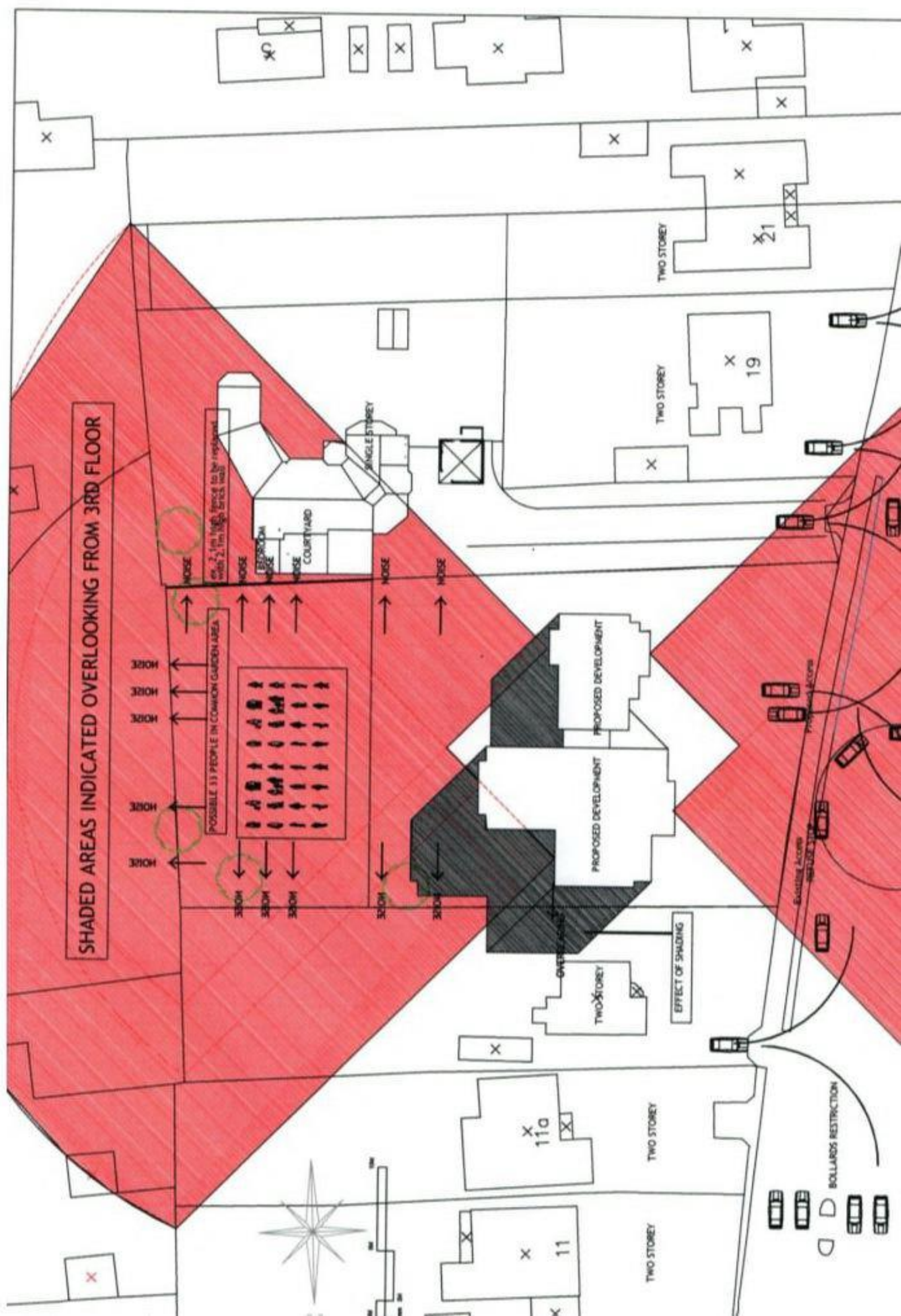


SECTION A - A



SECTION B - B





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.

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 technology Park and Hotel Entrance
 BOLLARDS
 BUSES
 CONGESTION
 TURNING (up to 50)
 m - 9am weekdays



- 1. To be used for the site plan only.
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SCHEDULE OF ACCOMMODATION

Flr	ACCOM	Area
1	28.40	27.40sqm (1.07ha)
2	28.40	27.40sqm (1.07ha)
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19	28.40	27.40sqm (1.07ha)
20	28.40	27.40sqm (1.07ha)

Parking - 15 spaces
 Site Area - 3.000sqm
 Density - 8 units/100sqm = 25.00 units/ha

LEGEND

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

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.

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.

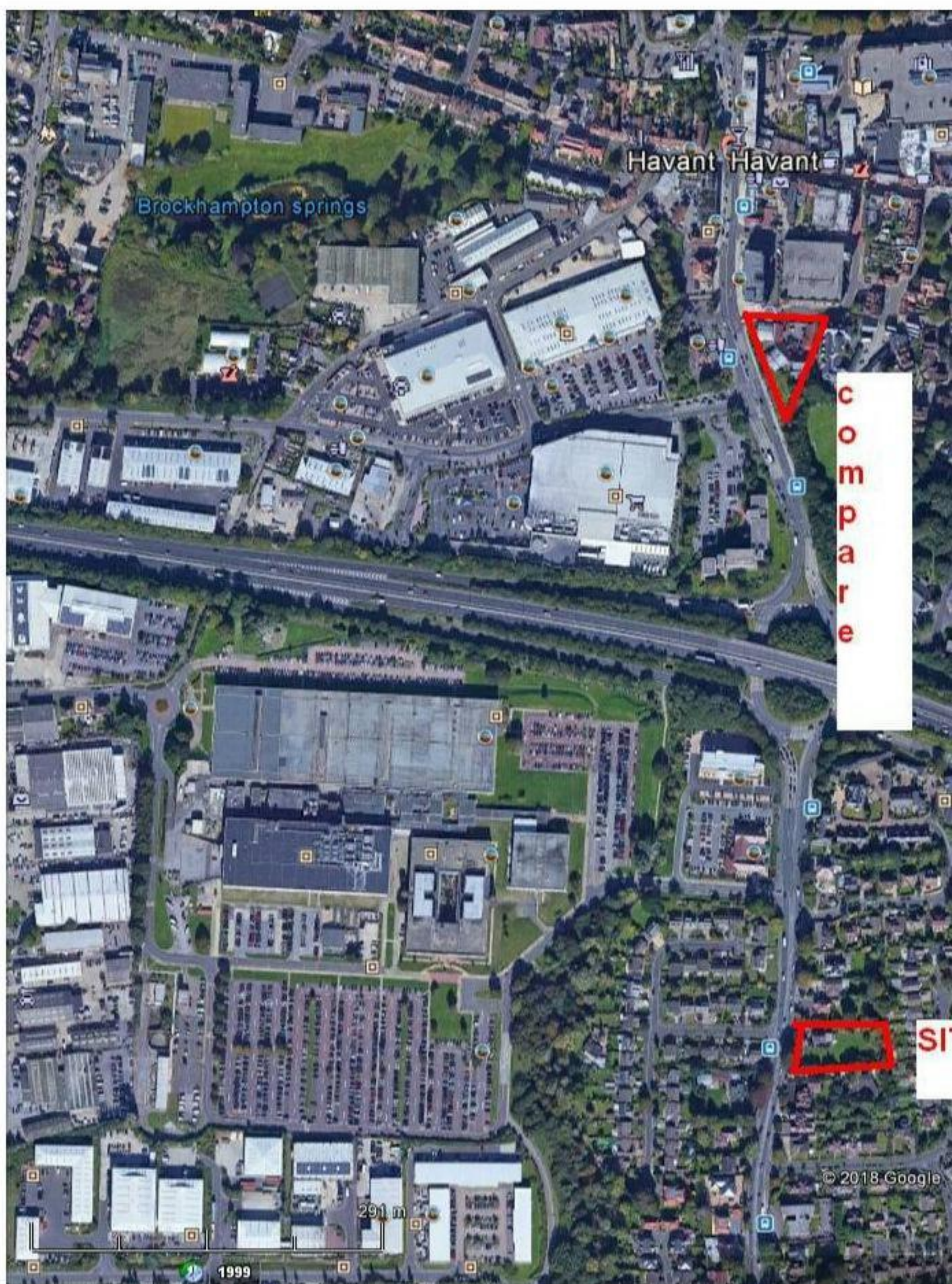
However, I believe that since the previously approved development has now lapsed, this application should respect the intention to preserve this group of trees in their entirety, by ensuring the proposed TPO takes precedence.

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 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.

- 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.
- 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.
- 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.



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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 occupiers.

7.01 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.

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**.

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.*

10.00 BATS

10.01 While no evidence has been offered on the prescence 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.

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.

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.

12.00 CONCLUSION(s)

12.01 I would request that this application be brought before your relevant Planning Committee for determination which would enable public representations to be tabled.

12.02 Finally, on analysis, I can see no similarity between the scale and proportion of this proposal and the extant scale and proportion of its surroundings – and would recommend **refusal** on the following grounds:

- a.** *Being out of character and scale with the area – **REDUCED RIDGE HEIGHTS***
- b.** *Overly dense development. – **REDUCE NUMBER OF UNITS***
- c.** *Contrary to 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*

- d. *The effect of the development on the living conditions on neighbouring properties with regard to privacy, outlook, and disturbance – **REDUCE MASS AND REMOVE TOP FLOOR***
- e. *Removal of at least 1 no. specimen tree on the Langstone Road frontage to the site which are currently being considered worthy of retention under **Tree Preservation Order 2081/2018** as part of a significant grouping, and putting the remaining trees within that group at risk of surviving. – **RETAIN TREES***
- f. *The inadequacy of Langstone Road to cope with the increased traffic movement generation. – **REDUCE UNITS AND ASSOCIATED CAR PARKING.***
- g. *The lack of visitor parking provision.*
- h. *The lack of facilities for off-road deliveries*

If these latter points (g & h) were to be satisfactorily addressed, it would only serve to increase the problems associated with point F above.

Further, I have grave concerns that the site layout offers the opportunity for further future development of the site by extending the car parking access road eastwards to the amenity area indicated to the rear of the site. This should be restricted.

I would also add that a better scheme could be achieved without significant loss of profit and more in keeping with the extant scale and character of the area if 3 no. 2 storey houses were to be offered similar to no. 13 Langstone Road.

	9 Flats	3 Houses	
Site Value (est.)	£800,000.00	£800,000.00	
Build Cost (est.)	£1,250,000.00	£925,000.00	£1350/m2
CIL Charges	£90,000.00	£65,000.00	
Agents Fees	£20,250.00	£22,500.00	
Solicitors Fees	£13,500.00	£4,500.00	
Totals	£2,173,750.00	£1,817,000.00	
 SALES	 £2,385,000.00	 £2,025,000.00	
	(£265,000/unit)	(£675,000/unit)	
PROFIT (est.)	£211,250.00	£208,000.00	



28th September 2018

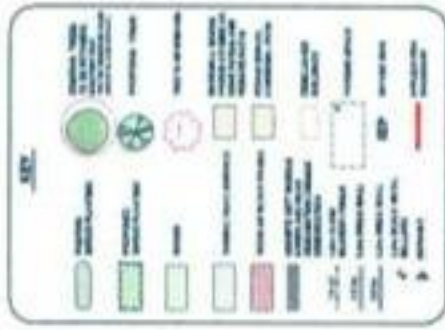
APPENDICES OVERLEAF:

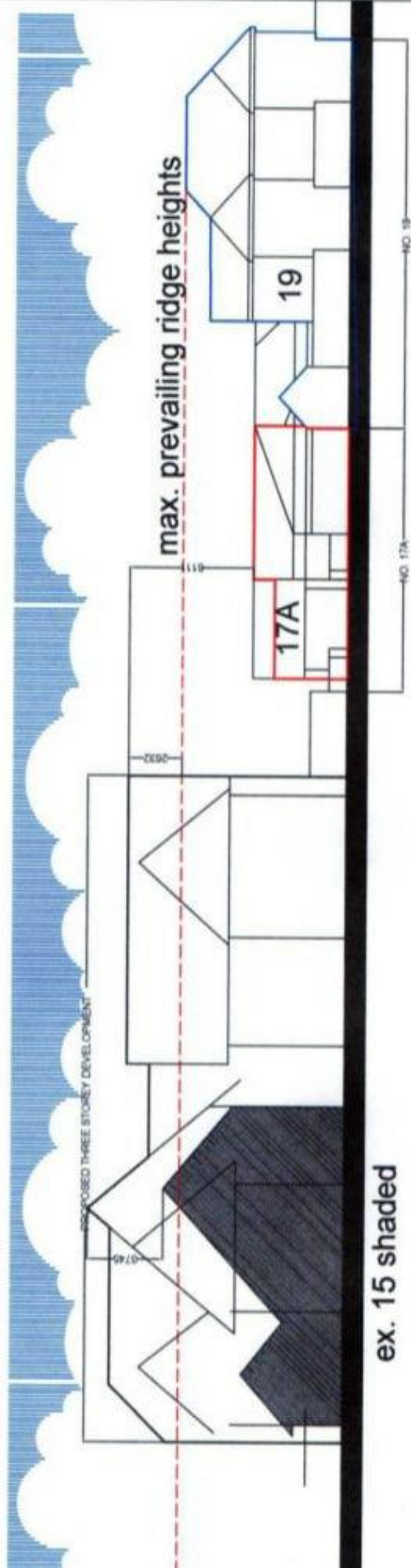
1. The site is located within the City of Los Angeles, California, and is subject to the City's General Plan, the California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA).
 2. The project is a proposed development of a new building and associated infrastructure.
 3. The project is located within the City's General Plan, the California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA).
 4. The project is subject to the City's General Plan, the California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA).
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SCHEDULE OF ACCOMMODATION

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99	25.40	37.20sqm (1.00acre)
100	25.40	37.20sqm (1.00acre)

Site Area - 3.3002ha
 Density - 8 units/0.3002ha = 26.67 du/ha





ex. 15 shaded

INDICATIVE STREET ELEVATION