

**Langstone Conservation Area Review - Character Appraisal and
Management Plan**

HAVANT BOROUGH COUNCIL

LANGSTONE CONSERVATION AREA REVIEW

**CHARACTER APPRAISAL AND
MANAGEMENT PLAN**

**PART 1 – CHARACTER APPRAISAL
PART 2 – MANAGEMENT PLAN**

APPROVED JULY 2011

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1.0 Introduction to Conservation Areas

1.1 Definition of a Conservation Area

Conservation areas are defined as:

'Areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance'¹.

Such areas can be rural, urban or mixed but all have a special character. Once designated the local planning authority has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the area, in the exercise of its planning functions.² Over 9000 conservation areas have now been designated in the UK. The responsibility for the designation of such areas and their protection lies primarily with the local planning authority.

1.2 Planning Policy Context

1.2.1 National Planning Policy

The concept of conservation areas arose from the 1967 Civic Amenities Act and is now contained in the Planning (Listed Buildings and Conservation Areas) Act 1990 (P(LBCA)Act 1990). Section 71 of this Act requires local planning authorities to formulate and publish proposals for the future preservation and enhancement of their conservation areas and for this to be reviewed from time to time. As part of the conservation area designation, local authorities are required to produce a character appraisal. For existing conservation areas, the provision of up to date character appraisals are advised as a matter of best practice. A clear, comprehensive appraisal of the character of a conservation area, provides a sound basis for development management, guiding action and for developing initiatives to improve the area if required.

National planning policy guidance is contained within Planning Policy Statement 5 (March 2010) – Planning and the Historic Environment and the associated Practice Guide provides the national policy framework.

1.2.2 Local Planning Policy

Local planning policies are set out in the Havant Borough District Wide Local Plan 1996 – 2011. This is in the process of being replaced by the Local Development Framework (LDF). The LDF Core Strategy came into force on 1 March 2011. Until completion of the full range of documents comprising the LDF, local planning policy will comprise the Core Strategy and saved policies from the Local Plan. Conservation area documents, such as this Appraisal will form part of the LDF.

1.2.3 Conservation Area Character Appraisals

English Heritage has produced advice on conservation areas, in particular, 'Guidance on Conservation Area Appraisals' (2005) and 'Guidance on the Management of Conservation Areas' (2005), which have been used as a model in the preparation of this Appraisal.

The key features of a character appraisal are to:-

¹ P(LBCA)Act1990

² P(LBCA)Act1990

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- Identify the significant features which contribute towards a conservation area's character.
- Provide a clear historical and visual assessment of the place and generate awareness of the area's significance to key stakeholders.
- Provide residents with a clear understanding of what is important about the conservation area.
- Provide the Council with valuable information which can guide and inform planning related decisions in that area.

1.2.4 Management Proposals

An important outcome of character appraisals will be to inform appropriate management proposals for the area, which English Heritage advise should be set out in a specific document called a Management Plan. The objective of a Management Plan is to identify actions for the preservation or enhancement of the particular conservation area, such as proposals to address buildings at risk, environmental enhancement etc.

1.3 Langstone Conservation Area

Langstone Conservation Area was first designated in 1975. It has subsequently been reviewed in 1985, with an expansion to the originally agreed boundary. It was last revised in 1993. This Appraisal builds on this earlier work to provide a more comprehensive and up to date assessment of the area.

2.0 Location and Context

2.1 Location and Setting

Langstone lies approximately three quarters of a mile to the south of Havant town centre and the A27 bypass which leads to Chichester. It is situated between the main road (A3023) to Hayling Island and the coast on a low lying plain, at the confluence of Langstone and Chichester Harbours. Langstone Bridge (leading to Hayling Island) lies immediately to the south of the conservation area. The conservation area encapsulates what was the historical hamlet of Langstone that evolved around the harbour. It abuts Wade Court conservation area to the north and lies adjacent to Mill Lane Conservation Area to the west. Part of the Langstone Conservation Area includes a popular coastal path, known as Wayfarers Walk.

Langstone Conservation Area straddles two types of topography including the low lying shoreline to the east and south and the flat green fields which lie to the north and west. The conservation area therefore is generally flat with the waterfront development being positioned on raised stone quays. As a result of its proximity to the harbour, the conservation area is situated within Flood Zones 2 and 3, identified by the Environment Agency, which means that the area is more susceptible to a risk of flooding.

2.2 National Significance

The unique coastal setting, wetlands and harbour, part of which lies within the conservation area, have national and international significance for their environmental and nature conservation interest. This is recognised through a number of designations, including the Chichester Harbour Area of Outstanding Natural Beauty (AONB),

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International Wetlands (RAMSAR convention), a Site of Specific Scientific Interest (SSSI), a Special Area of Conservation (SAC) and a Site of Importance for Nature Conservation (SINC).

3.0 Historical Development of Langstone Conservation Area

3.1 The Development of Langstone

Langstone has a long history of human occupation which is largely a result of its coastal location and ensuing commercial operations. To the north of the existing village (outside the conservation area) in the vicinity of Langstone Avenue, are the remains of a Roman Villa.

By Medieval times, Langstone was the acknowledged port of Havant and continued to operate as a commercial port (importing wood, coal and locally dredged sand and gravel and exporting grain). It is said that vessels of from three to four hundred tons could discharge their cargoes at the quay on either side of the causeway leading from the bridge. Further to this, the geographical position of Langstone has in the past, made it a popular haunt for smugglers. Symbols of this commercial period are still evident today in the form of the 18th C former corn windmill which sits on the eastern harbour frontage, a malt house (now the Ship PH), as well as the other commercial and domestic buildings and raised quays along the eastern frontage.

Prior to a bridge to Hayling Island being built, the only way across the water was by boat or by an ancient wadeway which is visible when the tide is out. In 1817, Butler states that “the hamlet of Langstone stands at the entrance to the ford or wadeway and contains three mills, twelve houses and a public house”. In 1824, the first road bridge to the island was constructed, as well as the section of Langstone Road from Langstone High Street southwards. This new link effectively by-passed the village which was therefore spared the consequences of increasing traffic volumes and development pressures and has remained largely unchanged.

The mid 19th C was a particularly progressive time for Langstone. As a result of the shipping and water activity in Chichester Harbour, the Admiralty built a coastguard station in 1860. This included a watch tower and a row of coastguard cottages as well as the Chief Officer’s house. The ongoing commercial activity also led to a railway line (located just to the west of the conservation area) from Langstone to Havant. This was opened in 1865 in order to transport goods brought in by ships northwards to Havant and then onto London. In 1867, the train line was made available to passengers and was extended to South Hayling, which required the construction of a new railway bridge over the water. This railway was known locally as the ‘Hayling Billy’. The former Station Master’s house still stands at the north-west corner of the conservation area boundary and is listed for its special architectural/historic interest.

The later part of the 19th Century saw incremental development occurring westward along Langstone High Street, with a few larger detached houses e.g. Langstone Lodge and Flint House being constructed at the periphery of the village, along with the Station Master’s house. The decline of the coastal trade at Langstone during the 20th Century coupled with the cost of replacing the eroded bridge across Langstone Harbour led to the closure of the railway line in 1962. The section from Langstone to Havant is now used as a combined footpath, cycleway and bridle path.

The early part of the 20th Century saw a small number of detached and semi-detached villas being constructed in Langstone High Street. Most were associated with Langstone Lodge. The flint boundary walls date from this period. In the 1960’s and 1970s, two

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developments, Tower Gardens and The Saltings, were constructed to the south of Langstone High Street. These developments were designed as small terraces to reflect the form of earlier development within the village.

4.0 Area Definition - Entrances & Boundaries

The conservation area is well defined with Langstone Road to the west, the fields/meadow to the north and harbour to the east forming distinct physical boundaries.

4.1 Entrances

The approaches to conservation areas are always important in defining the boundaries and establishing the special characteristics of the area. There are two main vehicular entrances into the conservation area, both of which are from Langstone Road (A3023). There is also a pedestrian entrance into the conservation area, via the Wayfarers Walk from the Warblington / Emsworth direction which lie to the east.

4.1.1 Vehicular entrance into Langstone High Street

The first entrance is into Langstone High Street, characterised by wide visual splays on either side. It is marked by a significant 2m high curved brick wall on the north side which forms part of the boundary of Langstone Lodge. Adjacent to this wall are two, mature oak trees which provide a strong visual backdrop. The south side of the entrance is also marked by a 2m high brick wall although this is of a more modern design and squared off rather than curved. On this side of the entrance, there is a circular raised flower bed, built of brick and flint to mark the millennium.

The wide, defined entrance into the conservation area gives an impression to any visitor that they are crossing the threshold into an area which immediately differs to that of the main Langstone Road. This is emphasised by the raised flower bed which acts as a focal point, much like a welcome sign. Further to this, the high walls on either side almost act as though the entrance is a gateway into a separate village.

4.1.2 Vehicular entrance into the Ship Inn Car Park

The other entrance into the conservation area is through the car park of the Ship Inn, which is located further south along Langstone Road, just before the Hayling Island Bridge. On the east side of Langstone Road on the approach to the entrance, there is a small public toilet block and the freestanding sign for the public house. The entrance into the car park is marked by a low boundary hedge on the north side and a grass verge on the south side. The entrance leads straight into a level car park which serves both the Ship Inn and visitors to the area. The flat terrain allows immediate views of the harbour over towards both North Hayling and Warblington to the north. This reinforces the sense of having entered into a special area.

4.1.3 Pedestrian Entrance from the east via the Wayfarers Walk

The conservation area can be accessed via a pedestrian route which extends along the coastline and leads to the conservation area from Emsworth and Warblington. From this entrance, the harbour frontage including the Ship PH, as well as the Watch Tower, is clearly visible along with the Hayling Bridge and the north coast of Hayling Island. This elongated view clearly defines the development patten of the conservation area along this harbour frontage, as well as its coastal relationship.

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4.2 Boundaries

4.2.1 Boundary with Langstone Road

Langstone Road physically separates the Langstone conservation area from more recent housing development to the west. This physical separation is reinforced by the mix of walls and fences that form the street frontage (and boundary) to properties within the conservation area, including Langstone Lodge, and The Saltings. The near continuous 2m high brick boundary walls form a visual as well as a physical barrier. The boundary wall to Langstone Lodge is more modern in parts with various elements having been replaced, whereas the wall to the rear of The Saltings uses more modern bricks. Beyond Coastguard Cottages the boundary to Langstone Road changes to a tall hedgerow before opening up to provide the first open views of the shoreline and Chichester Harbour. This continues down to the entrance as described in Section 4.1.2 and then onto the Hayling Bridge.

4.2.2 East and North Boundaries

The eastern boundary of the conservation area fronts onto Chichester Harbour. This is characterised by the strong shoreline and backdrop of predominantly listed buildings, including The Ship and Royal Oak Public Houses. The north boundary embraces the open land which forms the rural backdrop and an important component of the setting for the conservation area. A public footpath leading to Havant crosses the land affording views of the backs of the properties in the High Street.

The present conservation area boundary embraces the well defined historically significant area of Langstone. The robust boundaries form an appropriate physical and visual containment to the area. It is not considered that any changes are required to the present conservation area boundary.

5.0 Spatial Analysis

The spatial analysis looks in detail at the components that help define the area's special characteristics.

5.1 Development Pattern

Langstone High Street is the principal road in the village, running directly from Langstone Road to the harbour and foreshore. The properties along High Street together with those fronting the harbour, form the nucleus of the Conservation Area. The historic development has a strong linear form, with buildings set close to or immediately abutting High Street. These and Coastguard Cottages, slightly set back from the waterfront, have a tight urban grain. A looser set of historic buildings frame the harbour.

This historic street pattern and arrangement of buildings is a distinct characteristic of the area and is depicted in early OS maps. Like many harbourside villages, the hinterland of Langstone consisted of small hedged paddocks that would have been used for the grazing of heavy horses, oxen and calves. The construction of the new road to Hayling Island in 1824 which by-passed the village and the failure of the port to develop substantially, meant that Langstone was not subject to the same development pressures experienced by some nearby towns and villages such as Emsworth.

The linear pattern has been maintained as development as it extended westward along High Street. On the northern side of the street, buildings sit close to the road with the sense of enclosure reinforced by a variety of boundary walls. The more recent

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development on the southern side, comprising Tower Gardens and The Saltings complement the historic pattern of development. This is through the replication of the linear street pattern and terraced blocks of buildings. However, one difference is that the front gardens are open plan with an absence of walls and fences. Off street parking is arranged in discreet courtyards allowing front gardens to be laid to grass. Collectively this provides an attractive environment enhanced by trees which are reaching maturity, adding to the visual amenities and contrasting with the hard landscape treatment elsewhere.

As a result of the tight layout within the residential core of the conservation area, namely Langstone High Street, Tower Gardens and The Saltings, there is minimal provision for off street parking. The majority of properties in Tower Gardens and The Saltings have allocated parking spaces located in separate garage blocks. Although properties in these two roads do have front gardens which at present are not enclosed by boundary treatments, none of these front plots have been converted into off street parking areas. The majority of properties in Langstone High Street do not have allocated, off street parking provision and as such, parking occurs on the street and in the adjoining cul-de-sacs. 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. Yellow lines are in situ to prevent the parking of vehicles within visibility splays.

North of the properties in Langstone High Street, the setting of the village has not altered significantly for the last 150 years with the field system remaining virtually unchanged. A public footpath crosses the fields to the north leading to the previous Hayling Billy line which extends up to Havant.

5.2 Use & Activity

The historic core of Langstone is acknowledged by Pevsner³ as a '*small, self-conscious, impeccably preserved Hamlet, with an intricate relationship between tidal water and buildings*'. The conservation area now has a predominantly residential character, its original commercial raison d'être having been surpassed.

Vestiges of the commercial and marine past remain such as the former malthouse, corn mill and Watch Tower but these buildings have now been converted to new, residential uses. The coastal location makes it a prime location to live and also a popular destination for tourists and leisure activities. Popular pursuits include walking, rowing or sailing. There has been a long standing marine association with Langstone and historically, boats would have been used for commercial purposes. This has since changed to leisure based marine activities such as rowing and sailing, both activities have clubs based in Langstone. There are two active rowing clubs. The waterside location also provides an attractive setting for the two public houses, the Ship Inn and the Royal Oak. These are particularly busy on warm summer days and are popular with visitors and locals.

Due to its coastal location, the character of the area can change significantly dependant on the season and weather. On crisp winter days it is often a tranquil backwater. In contrast balmy summer days will result in an influx of visitors and when combined with leisure activities such as rowing competitions, it becomes a vibrant and bustling place.

For those visiting the area, free parking is available in an area adjacent to the Ship Inn, to the north of the Hayling Bridge. This area of land is owned by Hampshire County Council and is leased to Havant Borough Council as an area of open space. Although it is generally used for car parking, it does not have spaces marked out and cars park around

³ Pevsner, N – Buildings of England Series: Hampshire

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the perimeter facing onto Langstone Road and the harbour. The conservation area is connected to Havant town centre by Langstone Road, which is used by local bus services. The former Hayling Billy line is now a pedestrian walkway and cycle path which also links the conservation area to the town centre.

5.3 Open Spaces

There are no formally laid out or purpose built open spaces in the conservation area. The area does however benefit from the open fields and network of public footpaths, including the Wayfarers Walk, which is a long distance footpath which follows the shoreline past the mill pond to Warblington and beyond to Emsworth. These features, together with the shoreline (revealed at low tide) and the harbour itself, provide opportunities for informal recreation.

5.4 Views and Vistas

The whole of the foreshore of the village is open to public access and views in and out across the harbour are consequently an integral and important element of the character of Langstone. The nature of these harbour views fluctuates with the state of the tide, with large tracts of inter-tidal land being exposed at low water, but whatever the state of the tide, the sense of space is the overriding impression. Although Hayling Island road bridge represents a significant man made element, the views generally represent a natural scene with tree screens masking the marina and hotel development on the north shore of Hayling Island.

The northern shoreline of the harbour between Langstone and Emsworth is remarkably unspoilt by development. When viewed from Langstone Bridge or Hayling Island, Langstone still represents the appearance of a small hamlet set within a rural hinterland. Indeed the attractive juxtaposition of these small domestic buildings, terminating in the Old Mill to the east, is an attractive focal point of these views. Trees form an important backdrop and an essential ingredient to the setting of the conservation area.

From the western end of Langstone High Street views are contained by the buildings outwards towards the harbour. The presence of the shoreline and harbour is not immediately apparent but unfolds on the approach.

5.5 Building Types, Important Walls and Boundary Features

There are a total of 15 buildings in the Langstone conservation area (see 5.6 below) which have listed building status and are therefore afforded statutory protection. As a general rule, the majority of the buildings in Langstone are simple cottages or converted commercial buildings. These have been built in the vernacular style using locally sourced materials and generally without any architectural pretensions. Building heights do not generally exceed two-storeys, a tradition followed by recent developments which have maintained the domestic scale of the village buildings such as the terraces in Tower Gardens and The Saltings. Langstone Towers and The Old Mill are obvious exceptions to this rule. Their scale and distinctive appearance provide local landmarks adding to the strong sense of place and quality of the area.

Apart from the boundary walls discussed in Sections 4.1.1 and 4.2.1, there are other sections of walls and boundary treatments which make a contribution to the overall character. The majority of these are situated on the north side of Langstone High Street, close to its western entrance, starting with a low brick and flint brick wall which extends along to the vehicular entrance point into The Mews. On the other side of this entrance the brick and flint wall continues but increases to a height of around 2m, before dropping in

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height to form the frontage of No's 2A and 2B Langstone High Street, then terminating at the start of the first terraced row (No's 3 – 7a). Both walls are in sound condition and are of historical value probably previously forming the boundary between private land to the north, possibly that of Langstone Lodge and the main high street – Langstone High Street.

5.6 Listed Buildings

The Langstone Conservation Area contains 15 listed buildings all of which are Grade II listed, dating back to the 18th Century. The listed buildings are mainly clustered along the north side of Langstone High Street, around the Quay side and along the harbour frontage, reflecting the development pattern of the former commercial / marine character of the area. These listed buildings include:

- No's 8 – 14 Langstone High Street

This is a terraced row of cottages, all of which apart from No's 8 and 9, have a thatched roof of long straw (No's 8 and 9 have clay peg tiles). They are thought to have been built as fisherman's cottages. These are domestic in scale being only two storeys and the principal external materials are those of brick and timber windows and doors.

- No's 16, 17 and 18 Langstone High Street

This is a short terrace of houses which are of a timber framed origin but are now brick and render painted white. All have a shared pitched roof with clay peg tiles and No. 16 has a clay peg tile covering on the external, side facing façade. The upper windows are timber framed casements whilst the lower windows are timber framed sashes. Each of the three properties has 20th C additions at the rear, which are not highly visible from the street scene. They are similar in scale and proportion to No's 8 – 14.

- No. 20 Langstone High Street – The Royal Oak

This is an early 19th Century public house of painted brick with a clay tiled roof and ground floor sash windows with casements above.

- No. 22 Langstone High Street – The Old Mill

This is a former working mill from the early 19th Century. It now comprises a water mill (now a dwelling), a mill store (now a dwelling) and a former windmill which is attached to and has been converted as part of the dwelling. The water mill is built across a creek and is single storey with a half hipped, clay tile roof and painted brick on the front elevation. The mill store has one storey and is built on brick piers, allowing access beneath the barges in the tidal water. The dwelling has a half hipped roof, with a hipped dormer, with mainly boarded walls and casement windows. The windmill is a tapered circular tower of four-storeys, with the rendered walling being tarred.

- No 23 Langstone High Street – The Green Cottage

This is a dwelling of late 18th Century origin, with a 19th Century and 20th Century exterior. It has brick and rendered walls and a clay tiled roof. It is 1 storey with an attic area and half hipped dormers with 20th century casements.

- The Ship Inn

This is a former malthouse built in the late 18th Century, then converted into a public house in the mid 19th Century. It has painted brick walls (some stucco) and a clay tiled roof. It is

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of 2 storeys with 6 windows along the east elevation. The public house features Victorian sashes and a half glazed, mid C19 porch.

- No's 59 and 61 Langstone High Street

These are a pair of C18 symmetrical houses located at the very top of the conservation area and front onto Langstone Road. They have weather boarded walls, casement windows and clay tiled roofs with 2 storeys and attics.

5.7 Locally Listed Buildings

The Council has produced a list of Buildings of Local Interest which include buildings within the Borough, which although not of a standard to be included in the statutory list, nevertheless contribute to local distinctiveness and are valued by local residents. These are buildings with certain attributes such as architectural merit, historical and cultural associations, townscape quality and relevance to the historical development or economy of the Borough. Although buildings on this list are not statutorily protected like listed buildings, PPS5 (Planning and the Historic Environment) advises that locally listed buildings contribute to the local context as a heritage asset and therefore consideration should be given to their character or setting with regards to any development proposals. The following buildings within the Langstone conservation area are locally listed:

- The Look Out and The Watch Tower

This building is situated just to the north east of the Ship Inn, facing onto the harbour. It originally comprised of a square, turret style watch tower which was thought to have been built in the mid C19. It originally consisted of a small room and store on the ground floor and a watch room on the first floor. A house known as the 'Look Out' was built onto the Watch Tower in 1925 and is built in brick, with slate roof tiles and yellow window dressings. When the house was built, the Watch Tower was also converted into habitable use, conjoined with the house.

- Coastguard Cottages

These are a terrace of nine cottages situated to the west of the Watch Tower. The terrace is constructed of red brick with slate roof tiles, chimneys and wooden sash windows, with buff brick quoin detailing. At the western end of the terrace one of the properties is larger as this was the former Officer's house. To the north of the terrace, each property has its own garden and there still exists the brick and slate outbuildings, earth closet, coal stores, domestic washhouse and the existing water pump in the Officer's garden which still has the original Admiralty crest. Three new dwellings have been constructed to the west of the terrace, which are of a sympathetic design and do not conflict with the character or setting of the existing terrace.

5.8 Positive Buildings

In addition to the statutory listed and locally listed buildings, there are two other unlisted buildings in the conservation area which make a notable positive contribution to its special interest. Buildings identified as positive, can be described as those which although not considered to be outstanding examples of buildings from the period of time they were built and therefore not listed, remain to be good examples of historic buildings where their style, setting, historical association and / or building materials are worthy of local level recognition in an assessment of the special interest of the area. These include:

- Langstone Lodge (No. 1 Langstone High Street)

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This is a large detached dwelling set in a large plot which is accessible from a shingle driveway leading up from Langstone High Street. It was thought to have been built in 1875 as one of three large houses to be built at that time on Langstone Road. The boundary of this property forms the boundary of the conservation area with Langstone Road. It is a well preserved house from that period and is arranged over two storeys with pitched roof dormer windows on the front roof slope. It is of brick materials with a cream painted render frontage and bay window at ground floor level with Victorian sash windows. As a result of its well preserved appearance, materials and historic setting, it is considered that Langstone Lodge is a building which could be considered for inclusion on the list of Buildings of Local Interest.

- Langstone Towers

Langstone Towers, which is situated on the corner of Langstone High Street and Towers Gardens, is an unusual building in terms of architectural appearance and historical association. The tower was thought to have been constructed in the early C19 with further additions over the years. The tower includes a unique lead cupola on the top and attractive architectural details including corbelling and arched decorated windows. Langstone Towers has an important historical background as it was recorded to have been used in WW1 as a military hospital. Most notable of the extensions is a brick built chapel which was constructed onto the front of the tower in 1869, which includes an arched style window on the west elevation. This is regularly used by the local community for services. As a result of its well preserved appearance, materials and historic setting, it is considered that Langstone Towers is a building which could be considered for inclusion on the list of Buildings of Local Interest.

5.9 Building Styles, Materials and Local Details.

Generally red brick and clay tiles predominate as the principal building materials, although some buildings have subsequently been painted or rendered in whites, creams or light blues. Although some of the more historic buildings were built using timber frames, these are generally not visible from the external facades as they have since been walled and rendered. There is also the use of flint work in some external facades and along the walls mentioned in Section 5.3. Besides tiles, part of the listed terrace in Langstone High Street (Nos. 8 – 14) have thatched roofs while the 19th C saw the introduction of some slate roofs to the area i.e. Coastguards Cottages. Other materials are found including: stone in the Green Cottage and the use of flint in boundary walling. Also York stone has been used for the re-paving of part of Langstone High Street. Particular mention should be made to No's 59 and 61 Langstone Road which are a pair of late 18th C semi-detached, weather-boarded houses. This is an approach which has been used on the more recent development at Towers Gardens and The Saltings. Properties in both of these roads, feature plastic weather boarding cladding to the external façade, mainly at first floor level.

There is a sporadic use of roof light windows throughout the conservation area, mainly on buildings which are not listed. At present, apart from one property within the Coastguard Cottages terrace which has four roof light windows, these are limited to one or two roof lights and as such, do not have an overall negative impact on the visual character of the conservation area. Chimneys are also a strong feature in the conservation area being seen on the majority of properties including the more modern developments. With regards to windows, the majority, other than those within listed buildings, have been replaced with UPVc frames and double glazing. The widespread use of these materials is considered to be a negative feature within the conservation area and could be considered as an area for further control in the future.

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5.10 Public Realm (Roads, Pavements & Street Furniture)

The public realm comprises those features which contribute to the publicly visible and accessible townscape. It is the treatment of the spaces between the buildings, made up of elements such as pavements, surfacing, street furniture, the quay sides, street lighting and signage.

Other than buildings and boundary walls, due to the tight knit nature of the urban development within the centre of the conservation area including Langstone High Street, Towers Gardens and The Saltings, there is little in the way of street furniture. However, there are some wooden benches and seating on the quay side with views out over the harbour. Street lighting exists in the form of black, cast iron lighting poles topped with glass lanterns which are in keeping with the historic character of Langstone High Street.

In terms of paving, part of the pathway in leading from the Old Mill down to the top of Langstone High Street comprises York flagstones which contribute to the historic character. However, this does not apply to the remainder of pavements in the conservation area which are tarmac.

The surface of the car park which serves the Ship Inn currently consists of different materials, some shingle, paving and tarmac, with no bay definition. The tarmac is badly cracked in places as a result of weather deterioration over a number of years and as a result, conflicts with other forms of attractive surfacing in the conservation area such as the York flagstones situated on the quaysides at the end of Langstone High Street. The car park has added importance as it serves as one of the key entrances to the conservation area. This is an issue which merits improvement and is covered in the Management Proposals.

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Part 2 – Draft Management Plan

1.0 Format of the Management Plan

Part 1 of this document has provided a character appraisal of the Langstone Conservation Area, which has sought to draw out the characteristics which define the area as being of special architectural or historic interest, of which it is desirable to preserve or enhance. Part 2 of this document will be the Management Plan. The Management Plan seeks to monitor the effects of change and establish responsibilities for the Local Planning Authority taking any necessary action. The following list of suggested actions and management proposals aims to assist in the recognition and protection of the Langstone Conservation Area's special qualities and to encourage its enhancement. Some are already in place, or have begun, but may require further co-ordination.

2.0 Issues

2.1 The Control of New Development

The character appraisal has identified positive elements, which are fundamental to the area's special character. At present, certain alterations could be carried out without the need for planning permission including changes to windows, boundary walls, front gardens, roof slopes, chimneys etc, which could undermine the area's special character. There is already evidence of this in the form of unsympathetic alterations such as UPVC windows, which have already taken place.

2.1.1 Article 4 (1) Directions

A method for addressing the need for further control is the use of an Article 4 (1) Direction, which has proved successful when applied elsewhere. Such a direction can bring within planning control, small scale, incremental changes which could be carried out without the need for planning permission. It was resolved by the Council in July 2011 that the form and content of any Article 4 (1) Directions could include control over the following:

- Insertion of roof light windows
- Erection of boundary treatments up to 1m in height
- Removal of chimneys
- Off street parking and / or hard surfacing on existing garden frontages
- Painting of external facades on buildings / walls
- Alterations to roof coverings
- Insertion of solar thermal equipment such as solar panels
- Removal of existing boundary walls

These types of small incremental changes could in themselves, have a detrimental effect on the character of the area by eroding its special qualities. as identified in the character appraisal. For example, the insertion of too many roof lights or solar panels, could alter the uninterrupted roof slopes which provide a sense of architectural rhythm and balance. Alterations to roof coverings could result in inappropriate tiles being used which are not in keeping with the character of the conservation area. The erection of boundary treatments on currently open frontages or the hard surfacing of grassed front gardens, could detrimentally harm the visual appearance on the street scene.

An Article 4 (1) Direction does not necessarily mean that all such development is unacceptable, but it would bring proposals for development within planning control and provide the opportunity to consider the potential impact on the conservation area, thus ensuring its future protection and / or enhancement.

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2.1.2 Design Guidance

General design advice is included within the Havant Local Development Framework, the Borough Design Guide and the Chichester Harbour Conservancy's Design Guidelines for extension and new dwellings. Further information on the elements of the conservation area such as the local palette of materials, is contained within the character appraisal and the Langstone Village Design Statement.

Overall, any proposed changes to a building in the conservation area should be sympathetic to the original design, scale, materials and setting of the building and respect the historic grain of development established by the existing plot boundaries and existing historic buildings. As highlighted in Section 7.1.1, unsympathetic extensions can change the form and character of a building significantly, therefore the original architectural characteristics of buildings (in particular original windows and roof coverings) should be respected and retained – and reinstated wherever the opportunity arises when improvements are necessary. It is recommended that where possible, owners should always use the appropriate professional advice (registered architects, chartered surveyors, or pre-application advice from the LPA) in order to ensure the best benefit from their building proposals.

The Council's generalised advice would include:

- The importance of the roofscape means that alterations need to be carefully considered so as to maintain their simplicity i.e. avoiding bulky dormer windows or inserting a proliferation of roof lights.
- The loss of front boundary walls should be avoided.
- Encroachment of car parking onto existing landscaped areas.
- Painting over materials of loss of architectural details.

2.2 Opportunities for Enhancement and Improvement

An essential part of the principle of conservation areas is to preserve or enhance the special or historic interest of the conservation area. Through carrying out the character appraisal, the following elements have been identified as opportunities for enhancement or improvement.

2.2.1 Open space to the south of the Ship Inn

The open space owned by Hampshire County Council (leased to Havant Borough Council) to the south of the Ship Inn, is currently used as a public car park for visitors to the area and customers for the Ship Inn. As identified in Section 5.1 of the character appraisal, this area could benefit from a sympathetic resurfacing.

2.2.2 Improvements to the Public Realm

Taking a co-ordinated approach together with Hampshire County Council towards highway repairs, re-surfacing, tree planting, maintenance, cleaning and street furniture. This would include improvements to the seating around the harbour and retention of appropriately designed street lighting throughout the conservation area, to underpin the area's historical significance.

With constraints on public funding, there is unlikely to be an opportunity to implement large scale environmental improvements in the short term. There may be opportunities to make small scale improvements as part of more general maintenance works i.e. when resurfacing becomes necessary, or if developer contributions become available.

