

Heritage Statement & Design and Access Statement

Proposed Carport

51 Bath Road, Emsworth, Hampshire, PO10 7ES



Photograph 1 – North West Elevation

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Prepared by:

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Introduction

Helyer Davies Architects have been appointed by a private client to design the proposed car port at 51 Bath Road. The proposals have been designed to respond sympathetically to the local character and setting. The following application is for householder planning permission.

The works consist of:

- Proposed Carport

The following documents will accompany the Application:

- Application Form
- Combined Design and Access Statement & Heritage Statement
- Drawing Series 20201

A survey was carried out by Helyer Design Ltd in 2007 when previous alterations to the dwelling were undertaken. The OS extracts are to show the site location and block plan only.

Relevant Planning History

08/57246/004 - Conservatory to south and west elevations, balcony to master bedroom continuing above conservatory and single storey extension to east (retrospective). Dormer window to north (increased in size from that previously approved under 07/57246/000). – Approved November 2008

APP/20/00986 – 1 No Oak crown reduce by 2m overall to previous pruning points, within Conservation Area of Emsworth – Pending decision

Site Context



51 Bath Road is located within the town of Emsworth. It is positioned on the western boundary of the Emsworth Conservation Area, as such any proposals must be designed to minimise any impact to the surroundings.

Emsworth is a small coastal town on the border of Hampshire and Sussex and is situated at the head of the western arm of Chichester Harbour. The Conservation Area encompasses the older part of the waterside town, which lies to the south of the A259 between the two historic mill ponds. The Conservation Area also extends to include the 19th and 20th Century development surrounding the Slipper Mill Pond, along Bath Road and Bridgefoot Path. Parts of Emsworth and its surroundings also fall within the Chichester Harbour Area of Outstanding

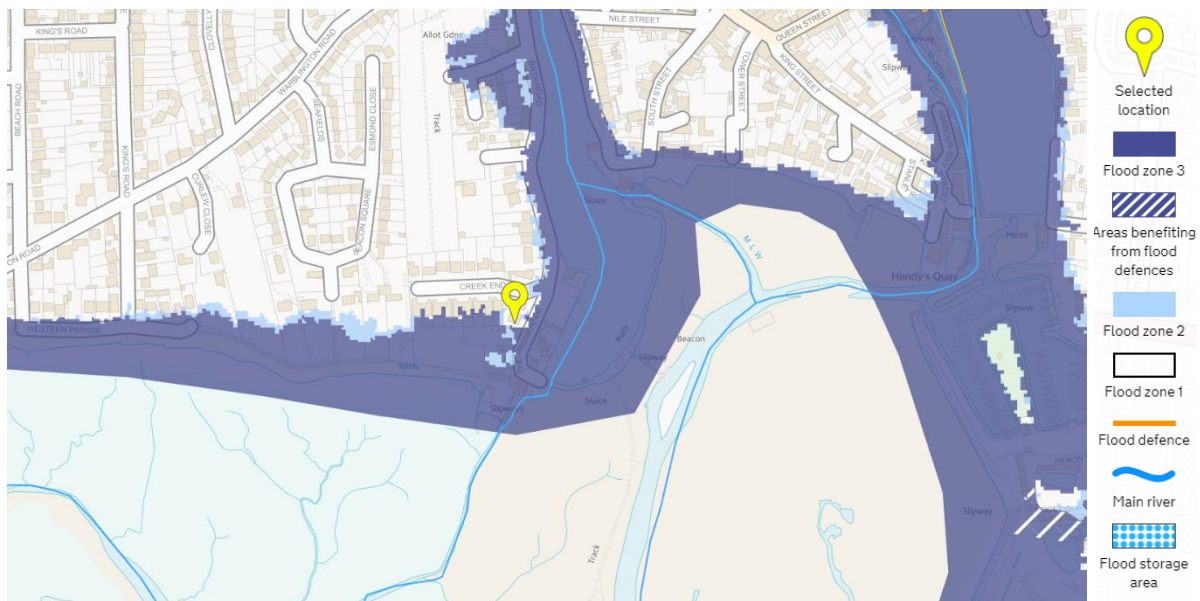
Natural Beauty (AONB), although the proposal site sits just outside of it. The town is well served by road and rail public transport, fronts directly onto the water and attracts many visitors.

The section of the Emsworth Conservation Area Character Appraisal detailing the area including Bath Road is included below:

‘Although the Town Mill Pond is both historically and inextricably physically linked to the old town and forms its western boundary, it is surrounded by 19th and 20th Century development which imparts a different character upon it from that just a few steps away. Bridgefoot Path on the eastern side has largely late 19th Century and early 20th Century development, while the west side in Bath Road is mostly inter-war rows and semis and post-war housing, which is suburban in character and thus very different to the overall 18th Century character of the rest of the Conservation Area to the east. Although of modest design the appearance of these houses is enhanced by the waterside location. They are nonetheless, in their own way, complementary to the Mill Pond, providing an uncomplicated backdrop (Q). 3.13 The Mill Pond which is bordered by these two roads on its east and west boundaries, together with the bypass bridge at the north end is one of the significant spaces within the Conservation Area (Q). At the southern end, it is retained by The Promenade, which acts as a harbour wall and walkway between the Quay and the south end of Bath Road, where the Emsworth Sailing Club is situated. Although most of the 19th and 20th Century development surrounding is recessive in character, at about its mid-point three buildings occupy prominent positions and provide focal points of views from around the Mill Pond, namely the Malt house and the Slipper Mill on the Quay and a house on the opposite side of the water, No 66 Bath Lane (Q). With public access available around virtually the whole length of the Mill Pond, this is a popular route for pedestrians who are able to take advantage of views from numerous vantage points.’

The surrounding buildings are predominantly residential with a small number of commercial properties including the Emsworth Sailing Club. They vary in their appearance, though of vernacular design. Materials consist of a combination of brick, painted render, cladding and clay hanging tiles, with clay tiled and slate roofs.

Flood Risk



Environmental Agency Flood Risk Map- flood-map-for-planning.service.gov.uk/

Zone 1 Low Probability (clear)

Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)

Zone 2 Medium Probability (light blue)

Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)

Zone 3a High Probability (darker blue)

Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)

Although parts of the site lay within Flood Zone 2 & 3, the non-habitable and open nature of the proposals mean that the carport will have no impact on or be affected by any potential flooding.



Design

Use

The proposed carport will be auxiliary to the residential dwelling and provides covered parking for two cars.

Amount & Scale

The proposed carport is single storey and has a low single pitch roof and open sides. The carport measures 6.5m x 4.85m.

Layout

The proposed carport will provide covered parking space for two family cars. The proposed building will be used for occupants of the residential dwelling. The position of the carport is set back from the road, to reduce its appearance within the street scene and the Conservation Area.

Appearance

The carport is designed to respect the character of the existing dwelling and setting within the Conservation Area. As such, the proposed carport has been designed to blend into the background. The open nature of the carport will reduce its visual appearance, making it less dominant in the street scene and minimising its impact within the Conservation Area. The existing trees and vegetation will provide some natural screening. 60 Bath Road sits between the application site and the Slipper Mill Pond, as such the proposed car port cannot be seen from the wider Conservation Area and will only be seen when walking past the dwelling on Bath Road.

The proposed carport will be formed of a steel frame clad in timber; the roof is to be finished in single ply.

The proposed carport will be well screened from the neighbouring property (No 52) by existing vegetation, trees and boundary fence. The eaves are lowest adjacent the boundary to minimise visual impact.

Landscape

To remain as existing.

There are two TPO trees on the far side of the neighbouring property (52 Bath Road) that will not be affected by the proposals. The existing oak tree in the front garden of the site (shown on drawing 20201-01) will be protected during construction. The carport requires minimal foundations and as such will not harm the tree.

Access

The access to and from the site will not be altered.

Impact on the Emsworth Conservation Area

Although the carport will be visible from Bath Road, it will not be visible from the wider Conservation Area. The design and materials have been carefully considered to blend in with the surroundings and ensure that the carport is not dominant and will not detract from the street scene.

The proposed outbuilding is considered to be of reasonable scale and has been designed sympathetically to have minimal impact on the Conservation Area and surrounding dwellings.

Photographs

