

Heritage report

Vehicular access amendments

Flats 1-11,
Oyster Mews
Spring Gardens
Emsworth
PO10 7AW

Sullivan Mitchell Ltd on behalf of Braycote Ltd

June 2020

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1. Generally

1.1 This report forms part of a full planning application in a conservation area. Application to Havant Borough Council for installation of electric gate on vehicular access to the residential flats to ensure the safety of residents following recent anti-social behaviour from some local persons.

1.2 No other purpose is anticipated or accepted.

1.3 Reference should be made to the planning submission, plans & drawings.

1.4 National Planning policy framework 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.

1.5 The subject site is within Emsworth Conservation area.

2. Proposed works summary

2.1 The amendments to the vehicular access involve the installation of electronically operated gate (opening into the development) hung on the existing brick pillars on the vehicular entrance to the development.

See design drawings attached along with photos showing location.

3. Current situation & state of repair

3.1 There are currently no gates located at the vehicular access.

4. Historic context

The line of the Roman road from Winchester to Chichester follows the present main road A259 (from Havant to Emsworth) and where it meets the town through the present remaining length of West Street, although its alignment immediately to the County boundary and the site of the river crossing to the east is not known. During the Saxon period, Emsworth was part of the Parish of Warblington to the west, whose ancient Church served the whole area until comparatively recent times. This explains why, unlike most towns, Emsworth's Parish Church is found outside the historic core. A lowering of the sea level in the 12th century led to the decline of Warblington, when the creek became too shallow for boats at most stages of the tide. This led to a corresponding growth in the town of Emsworth which was still accessible to sea traffic. By 1231 "Emelsworth" is found in contemporary records and in 1239 Henry III granted a charter for a weekly market and an annual fair. By 1341, the town was sufficiently established as a trading and fishing port to be one of the five ports in Hampshire to be ordered to provide a ship for the fleet sent to protect the Channel Islands from French attack.

The town suffered a decline as a result of the Black Death and appears to have been slow to recover. Nevertheless by the 18th century, Emsworth was a prosperous town and chief port of the Chichester Harbour taking vessels up to 200 tons. This prosperity was associated with the change in agriculture from grazing to arable farming. There were three mills in Emsworth and two more on the Sussex side of the River Ems, where locally grown corn was milled and exported by ship to feed the growing population of London. Many of the fine Georgian houses in the town date from this period. In 1762 the Cosham- Chichester Turnpike Trust was formed and the local roads improved. Stage coaches ran regularly along West Street, High Street and Queen Street to Chichester, Brighton and London, thus resulting in a number of coaching inns being established in the town during this period. During the later part of the 18th century a new road, called Nile Road was added to the medieval street plan connecting the market square with the Town Mill Pond. No further significant changes occurred to Emsworth's street pattern until the 1970s and 80s which saw the construction of the bypass on the A259.

By the 19th century, Emsworth was a respectable market town and Port Pigot's Directory of 1821, describes Emsworth as a market town whose "inhabitants live by the building of ships and boats, by rope and sail making, by trade in timber and by fishing". Oyster fishing, in particular flourished during this century, but declined rapidly at the beginning of the 20th century due to concerns about the quality of the produce. The expansion of the town during the last century is more related to its position as a dormitory (outer suburb) of Havant and Portsmouth, rather than with the economic growth of the town itself. Trading and shipbuilding have long since declined, although fishing and boat building still provides an occupation for some inhabitants. Tourism and recreation, including leisure sailing and related services have largely superseded commercial activities. Today, Emsworth is a popular place in which to live, with a vibrant community spirit. It is perhaps best known for its sailing activities, but it also attracts many visitors who enjoy its small town historic setting and harbour side atmosphere.

(referenced from Emsworth Conservation Area character Appraisal document produced by Havant Borough Council March 2010)

5. Significance

- 5.1 The analysis of the significance of the building/site is done using the criteria set out by Historic England.
- 5.2 Oyster mews is not listed and is not a significant building within the conservation area.

6. Impact

- 6.1 The installation of a gate will have no impact on any other building and the proposal will have no adverse impact to the street scene or the conservation area

EMSWORTH CHARACTER APPRAISAL

KEY:-



CONSERVATION AREA BOUNDARY
 COUNTY BOUNDARY
 LISTED BUILDINGS
 BUILDINGS OF LOCAL INTEREST (POSITIVE CONTRIBUTION)
 IMPORTANT WALLS (BUILDINGS)
 IMPORTANT WALLS (OTHER)
 IMPORTANT TREE (SINGLE)
 IMPORTANT TREES (GROUPS)
 IMPORTANT OPEN SPACES
 FOOTPATH
 LANDMARK



IMPORTANT VIEW
 TERMINATED VIEW
 PANORAMIC VIEW
 WATER FEATURE - NON-TIDAL
 WATER FEATURE - INTERTIDAL
 WATER FEATURE - LOW TIDE
 OLD OYSTER BEDS
 CHARACTER SUB-AREA
 ALIGNMENT OF ROMAN ROAD
 MEDIEVAL STREET PATTERN
 AREA WITH DEVELOPMENT POTENTIAL
 MARKET SQUARE







