

## HERITAGE STATEMENT

Proposed alterations to existing private classic cars storage facility,  
Including removal of existing garage.

The Manor House, Manor Road, Hayling Island PO11 0QW

For Mrs J Gladdis

August 2019



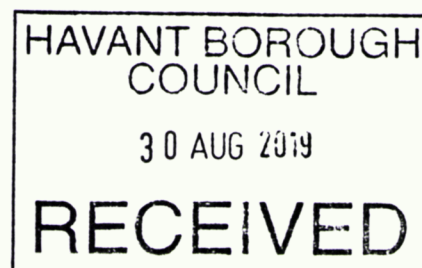
## **1.0 Introduction**

- 1.1 Planning permission and listed building consent are requested for proposed alterations to existing storage facility for private classic cars collection, with the addition of a security gate and roof structure, following removal of existing garage.
- 1.2 The application site is within the curtilage of the Grade II listed Manor House, Manor Road, Hayling Island, PO11 0QW.
- 1.3 The Heritage Statement has been prepared in accordance with national and local requirements related to applications that may affect heritage assets and also with reference to relevant national and local heritage asset policies.
- 1.4 A separate Design and Access Statement is submitted with the application for planning permission.



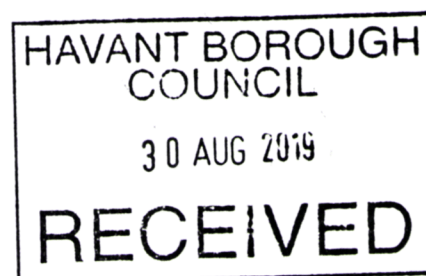
## **2.0 The Site and its Physical Context**

- 2.1 The application site comprises a concrete-paved yard and an existing garage, entirely enclosed by flint walls and an outbuilding. The south boundary of the yard is defined partially by a short length of flint wall and a vehicular access between brick and flint piers. The yard is used for the storage of a private collection of classic cars.
- 2.2 The application site is adjacent to and within the curtilage of a Grade II listed building.
- 2.3 The north and west boundaries of the application site are immediately adjacent to land and buildings which form part of the neighbouring Manor Farm.
- 2.4 As the host building, the Manor House is accessed off the northern side of Manor Road, A3023, which links Hayling Island with Havant.



### 3.0 Significance of Designated Assets

- 3.1 From a heritage prospective, the existing Manor House was built in 1777 and stands on a site once occupied by an ancient Grange. After the Conquest, Benedictine Monks ('Black Monks') from the Royal Abbey of Jumièges established a religious community and Priory on the site and built the medieval dovecote, which survives within the curtilage of the Manor House. The monks acted as land managers and farmers during their occupation of the site.
- 3.2 The existing Manor House and title of Lord of the Manor of Hayling was acquired by William Padwick from the Duke of Norfolk in 1823. As a local solicitor and an ambitious man, Padwick produced grand designs to create development on South Hayling as a fashionable watering hole to rival Bath and Brighton. Unfortunately, Padwick's grand plan ultimately failed with only part of the Crescent, the Royal Hotel, Seaview Terrace and a few other buildings, of lesser note, being completed.
- 3.3 The Manor House was later occupied by the Reverend Charles Clark, who had married Padwick's youngest daughter; and who became vicar and Lord of the Manor of Hayling.
- 3.4 The existing Manor House is without doubt a fine example of typical mid-Georgian domestic architecture and fully merits its listing status, as being of special architectural interest. In the history of Hayling Island particularly since the Middle Ages, the importance of the 'Manor House' site cannot be over-stated and is at least equally of historic interest and significance as a designated asset.



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#### 4.0 The Proposals

- 4.1 The applicant's husband possesses a large collection of sports and classic cars, some of which are already stored at the application site; a number of others are kept on the Isle of Wight and in America. Only the most highly prized and valuable cars will be stored permanently at the site, as a private collection of classic cars.
- 4.2 The existing arrangements for car storage at the application site are seriously vulnerable to the risk of theft due to the unprotected access, and when taking into account its relatively isolated location and generally open access to the main building. The development proposals in this case are therefore primarily driven by the essential need to provide a dependable means of security, with the provision of a security gate and roof structure.
- 4.3 It is proposed firstly to demolish the existing relatively modern garage, which would appear to be of no discernible architectural merit or significance.
- 4.4 The design principles and concept that have been duly applied to the proposed development have proceeded with the fullest respectful regard to the adjacent Grade II listed building and complex of outbuildings within its curtilage. The design concept, albeit relatively simple, evolved following a thorough search into the history of the host site, from the middle ages to the present day and technically, with a detailed examination of the flint walls which enclose the application site.
- 4.5 The top section of flint wall on the western boundary of the application site requires some remedial rebuild; otherwise, the walls will not be affected by the proposed roof structure.
- 4.6 The engineer designed roof structure will consist of a steel flat roof on steel SHS columns set inside the boundary walls on pad foundations, with metal valley gutters and coping.
- 4.7 A raised clerestory section with powder coated aluminium window frames and four flat rooflights will provide daylight for the garage.
- 4.8 The existing vehicular access to the courtyard will be provided with a pair of security gates, behind which there will be a sliding glazed door.

- 4.9 The design and form of the proposed roof element is deliberately modern and assumes a low profile with minimal visual impact so as to respectfully contrast with the character and appearance of the adjacent listed building.



**5.0 National and Local Heritage Asset Policies (relevant to the development proposals)**

Conserving and enhancing the history environment

- 5.1 Paragraph 128 of the National Planning Policy Framework (NPPF) states -  
“In determining applications, local 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 asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environmental records should have been consulted and the heritage assets assessed using appropriate expertise where necessary.”

Historic environment and heritage asset (Policy E13)

- 5.2 Policy E13 of the Pre-Submission Havant Borough Local Plan 2036 states that –  
“Listed Buildings and structures often have a number of characteristics which are central to the significance and character of the building and / or structure. Proposals for alterations, extensions and / or change of use to a listed building and / or structure or development in its vicinity, must not have an adverse impact on those elements which constitute to its special architectural and / or historic interest, including its setting.



## 6.0 Summary Concluding Comments

- 6.1 Combined applications for planning permission and listed building consent are requested for the proposed alterations to the existing storage facility for private collection of classic cars, with the addition of a security gate and roof structure, following the proposed removal of existing garage; within the curtilage of the Grade II listed Manor House, Manor Road, Hayling Island, PO11 0QW.
- 6.2 The applications have been prepared in accordance with national and local validation requirements and with reference to relevant national and local planning and heritage policies.
- 6.3 The applications are driven by the justifiable need to provide a dependable means of security for a valuable private collection of classic cars, sited in a potentially vulnerable, relatively isolated location.
- 6.4 Removal of the existing garage is essentially necessary in order to increase the existing storage capacity and enable an improved storage arrangement for the complete collection of classic cars. The existing garage is thought to be about fifty (50) years old and would appear to contribute nothing to the character, appearance, special architectural and historic interest and significance of the designated asset or its setting.
- 6.5 An informed appreciation of the fundamental principles and practice of conservation and preservation of the built environment has been a guiding influence towards the design process in this case.
- 6.6 The main issues in this case of material relevance, would summarily appear to be the scale, form and design of the proposed roof element, in relation to the significance of the designated asset.
- 6.7 The design of the proposed roof element is deliberately modern so as to be respectfully subordinate to the significance of the designated asset and to contrast with the character, appearance and status of the listed building.

An extract from the SPAB Manifesto states: - "Where there is good reason for adding to an ancient building, a modest addition is not opposed to the principles of the

Society, provided (1) that the new work is in the natural manner of today, subordinate to the old and not a reproduction of any past style, (2) that the addition be permanently required and will not in any sense be a building which future events will render inadequate or superfluous".

- 6.8 Apart from restorative remedial work to the top section of the west wall of the application site, the existing flint walls that enclose the site will be perfectly conserved and preserved. It is emphasised that there are no building works per se associated with the development proposals.
- 6.9 The proposals would appear to have no discernible harmful conflict with relevant national and / or local planning policies.
- 6.10 With limited visual impact, it is considered that the proposed development would be likely to result in "less than substantial harm" to the significance of the designated asset and its setting.
- 6.11 The proposals would be unlikely to unacceptably impact upon the amenity of neighbouring property.
- 6.12 It is emphasised that the collection of classic cars is purely a private and personal interest, strictly with no public or commercial implications, past, present or future.
- 6.13 Finally, the applicant acquired the listed Manor House less than two years ago for family occupation. It should be acknowledged that the applicant, as a responsible steward of the designated asset, is appreciatively well informed with regard to its historic importance and architectural significance and related inherent obligations. The complete interior re-decoration of the main building has been overseen with immaculate care and attention to detail. Work continues to return the natural parkland setting, rear gardens and historic pond to their original condition, after years of lamentable neglect by former owners of the property.

**Dan McGregor**

**For the Applicant, Mrs. J. Gladdis**

