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1. Introduction

1.1 This statement has been prepared in support of the planning application for the Proposed alterations and additions to the house including the south/ harbour facing frontage and the courtyard area to the north.

1.2 This statement considers the planning and design merits of the application, including national policy and local policy. This statement supports the completed forms and drawings that together comprises the application.

2. The Context -The Site and Surroundings

Site Context

2.1 The site is Echo Cottage, 5 John King Shipyard, a house built in the mid 1990's as a part of a development of 5 houses allowed in February 1993 under application reference Havant BC 92/53215/3.

The house incorporates a southern / harbour fronting facade built in a manner indicative of a preceding building on the site, said to be the former office of the King John Shipyard.

2.2 The house sits amongst other recent development, which is now a dense residential neighbourhood, having been the former shipyard area that served the harbour. The house is lower in scale and has a softer more vernacular character than the more recent developments found either side / immediately adjacent



Site Description

2.3 The application site is within the Emsworth Conservation Area where a higher standard of design consideration is required and proposals should preserve or enhance the character of the Conservation Area.

2.4 The application site is located on the waterfront with the whole southern elevation hard edged to the high tide line. It has no private outdoor amenity space on the southern side of the dwelling other than a balcony added in 2013 (see planning history)

2.5 Adjacent to the application site, to the west, are the houses 1-4 John King Shipyard, an imposing terrace of three storeys with rear gardens adjacent to the waterside edge. These were also built under application ref. 92/53215/3. To the east is 8 Stanley Road , a dwelling which has a private garden to the south.

2.6 The property is tightly surrounded by built development and the area north of the dwelling is mostly paved for parking. The approach to the dwelling is through the hard paved parking courtyard for 1-4 John King shipyard.

2.7 To the south of the property is the harbour and at low tide a small area of beach that has public access during times of low tide.

2.8 The site lies within the Emsworth Conservation Area, Chichester Harbour Area of Outstanding Natural Beauty (AONB), the Coastal Zone and Environment Agency Flood Zone 2. The proposal affects the foreshore of the harbour, which lies within the Chichester Harbour Site of Special Scientific Interest (SSSI), Chichester and Langstone Harbours Special Protection Area (SPA)/Ramsar and Solent Maritime Special Area of Conservation (SAC).

2.9 Photographs of 5 John King Shipyards from the north/ west vehicular and pedestrian approach



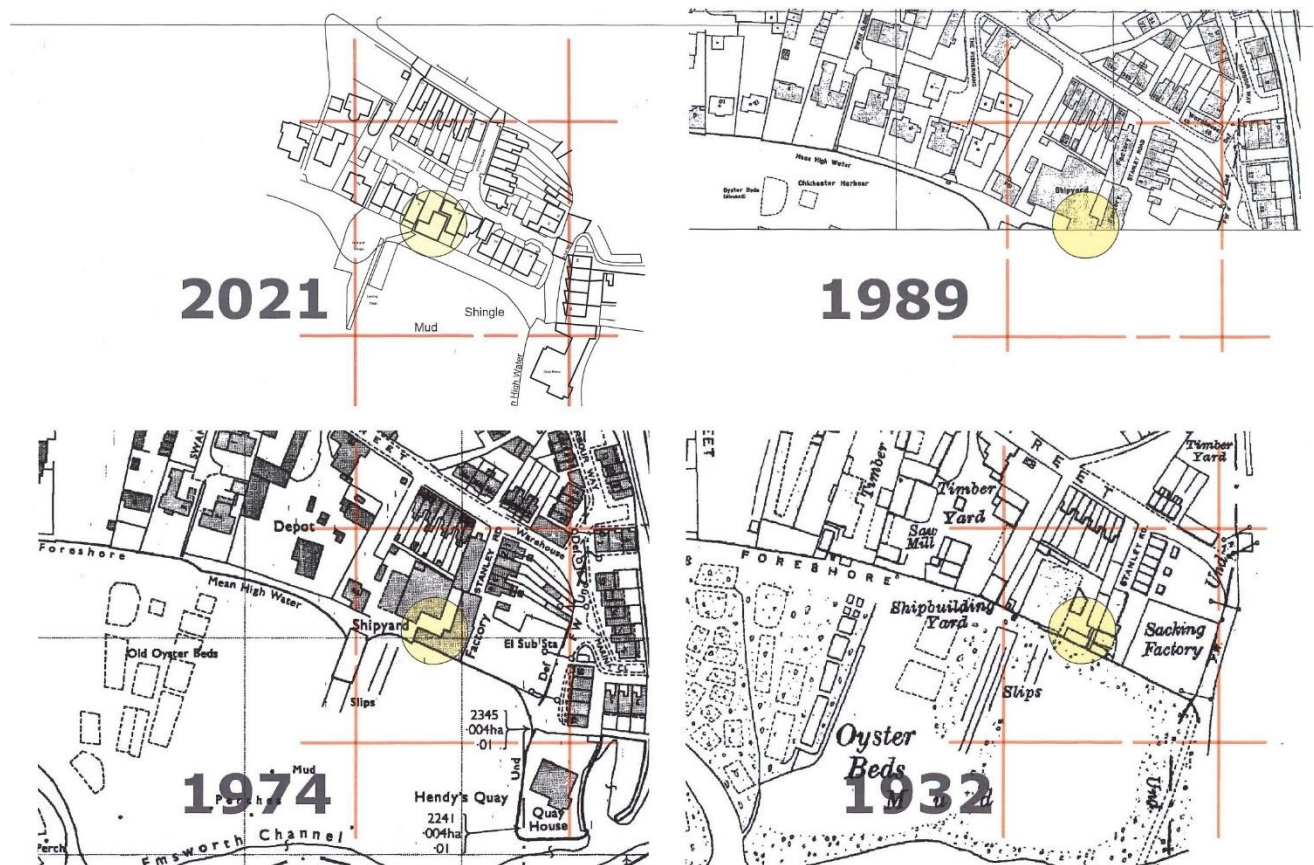
Note- the low building seen in the centre of the photograph is a garage belonging to 8 Stanley Road, and with access from the opposite /east end.

Section 3 Heritage Statement and Historical analysis

3.1 The site lies within the Emsworth Conservation area. Due to the larger buildings adjacent , which visibly are not historic, and the contrasting appearance and scale of the house in comparison, the inference is that no.5 John King Shipyard is a much older building, presumably a remaining 'left over' from the more historic identity of the locality.

3.2 There are no identified heritage assets , ie listed buildings, designated or not, within the close influence of the site.

3.3 The historic maps study shown here suggests that, despite the considerable change to the immediate surroundings, the harbour frontage of no. 5 occupies the same footprint today as in 1932, the earliest map sought. It is evident that the area had a commercial character- shipyard, timber yards sack factory, all activities no doubt associated with the facility offered by a harbour waterfront.



COMPARISON OF HISTORICAL MAPS WITH THE PRESENT DAY. 5 JOHN KING SHIPYARD POSITION SHOWN IN YELLOW HIGHLIGHT CIRCLE

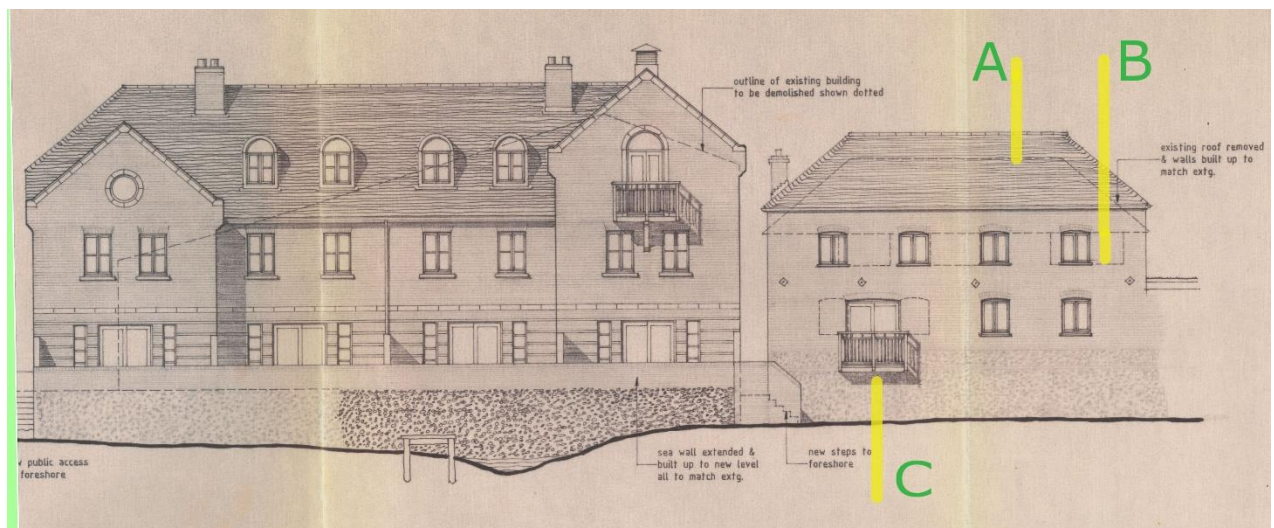
3.4 The 1932 ordnance survey map appears consistent with this 1928 Aerial photograph. The 5 John King Shipyard position is indicated by the arrow.



3.5 The photograph featuring building signage 'Porters of Emsworth' (a boat building company) appears to evidence the appearance of no 5 in the period preceding the 1993 redevelopment. The pattern of windows in that photograph matches information shown under the 1993 planning documentation 'as existing'. The photograph may indicate the redevelopment already under way, with the clearance of the shipyard premises (a large C20 commercial 'shed' structure)- possibly Bowman Yachts.



3.6 South elevation as proposed, from application ref 92/53215/3. (1993).



Notes in relation to approved as proposed south elevation from permission ref 92/53215/3. (1993)

- A- Indicative of then 'as existing' roofline. The approval therefore included an increase in roof height, which may have only partially been utilised/ carried out, ie to a lesser degree.
- B- Indication of previous window openings, similar to the photograph
- C- Note that this larger opening/ Juliette balcony is shown central to two previous window openings. As built differs, having been carried out affecting the left hand window only, ie further to the west.

3.7 Old photograph, from north.



The older format of the building seen from the north, presumably with the roofs of the shipyard buildings in the foreground. Date unknown. In this pre conversion format it can be seen that the building has a simple rectangle plan format, ie no return 'L' as found today. Also note the windows, of which there is no evidence today.

3.8 The 1993 planning consent (ref 92/53215/3) refers to a *conversion and extension* of this building (refer following section 4, planning history).

However, no 5 as found today and resulting from that 1993 redevelopment shows every indication that this is a wholly rebuilt structure. Whether it was intended to retain the harbourside façade (other than altering certain window openings) is unknown. The harbourside facade appears instead to have been rebuilt completely, using reclaimed bricks, laid to 'garden wall' bond (ie it incorporates a proportion of snapped headers indicative of the appearance of an earlier, non cavity type wall).

(exception- an area of brick wall on the east side, presumably always in a party wall scenario and left in situ for constructional convenience. 1993 planning drawings indicate 'existing store' structure remaining insitu adjoining the new house. This will have subsequently been cleared to make way for the current Stanley Road waterfront houses)

3.9 The conclusion of this analysis is that what is found today at no 5 is a modern house that has been constructed from 1993 , in reclaimed bricks, to incorporate a harbour frontage that mimics the overall appearance of the building that preceded it. The design of window openings has been 'tidied up' to suggest an old warehouse or other form of commercial building, whether or not this is an accurate portrayal of how an earlier building actually looked. The roof height has been raised a little above the first floor windows (although to a degree less than was consented).

3.10 Should this building be regarded as a non designated heritage asset? On the basis of its historical integrity, no, this is a modern building constructed in approx. 1993.

3.11 The Emsworth Conservation Area Appraisal lists *Other Buildings of Local Interest, which particularly contribute positively towards the character of the conservation area....and thus should be retained and enhanced wherever possible.* 5 John King Shipyard is **not** included in this list.

3.12 However , the rebuilt harbour facing facade may be regarded as comprising a 'place marker' as it appears to maintain the position and general silhouette , on the sea wall, of an earlier building which comprised an element of the 19C/ 20C industrial use of this area.

3.13 On the basis of the preceding analysis, historical significance should not be regarded as a constraint preventing the development proposals for the house, ie altered fenestration, and courtyard infill extensions at the rear.

4. Planning History

4.1 The recent relevant planning history of the adjacent site is set out below.

4.2 The original construction of the house, together with the developments known as 1-4 John King Shipyard, was allowed in February 1993 under Havant BC 92/53215/3 . The proposed development was described as:

a new development of four 4-bedroom terrace houses and garage block, conversion and extension of existing building to form 4 bedroom detached house with integral garage and associated parking

It is this latter component, ie *detached house with integral a garage and parking*, which is the subject of the planning application which is the subject of this report.

4.3 Earlier commentary in this report (section 3) describes the house as wholly rebuilt, including the south elevation. On this basis the building, as found today, cannot reasonably be described as *a conversion and extension of an existing building*.

4.4 Condition 13 of the 1993 planning consent requires that future alterations and extensions shall only be allowed with consent from the local planning authority, ie Permitted Development rights have been removed/ curtailed

4.5 A planning application 04/63216/002 for a balcony to the southern / harbour frontage was refused planning permission on 14/4/2005.

4.6 A subsequent planning application APP 13/00583 for a balcony to the southern / harbour frontage was allowed on 19/09/2013

4.7 The above application was subject to a minor amendment / non material application ref APP/14/00211. Consent was granted for the proposed alterations to the detail of construction of the new balcony. The balcony was subsequently carried out.

5. Design and Environmental Considerations

The Proposal

5.1 The proposal comprises

Alterations to the south / harbour facing frontage to permit improved light within and better views out, via enlarged fenestration. Improvements to effect better climate change and storm resilience. A replacement balcony in a central location.

Additions to the north side of the house comprising an infill of the current courtyard area, creating an additional habitable room via the upgrading of the existing garage, with extensions. A covered car port, flat roof terrace, and additional storage accommodation in lieu of the previous garage.

The rationale for the application is as follows

- 5.2 To improve the resilience of the property to high tides and potential flood and storm damage, in particular the harbour facing frontage. The reader of this report will be aware that we live in an era increasingly concerned as to the effects of climate change, including extreme weather and increased risk of flooding. 5 John King Shipyard is regarded as a property vulnerable to these effects. The property is set at a notably lower level than the surrounding houses, eg 1-4 John King Shipyard. It is set directly upon the sea wall whereas these other houses are set back, utilising the sea wall as a more outboard line of defence to high tides and potential wave damage.
- 5.3 The property has windows / fenestration notably modest in size. An occupant of a house in this desirable harbour frontage location would naturally wish to enjoy good views out, and better sun and daylighting within, factors somewhat hindered with this modest sized window fenestration. Although this harbour facing façade appears to hint at a historical / previous use quality, eg quayside warehouse, old photographs of the previous use suggest that such an identity is a recent construct , differing from the images in the photographs, so the argument for the preservation of the specific character as found today appears weak. (Refer Section 3 of this report, discussing the heritage qualities of the house).
- 5.4 To create outdoor amenity space by means of the proposed raised terrace area on the north side. This is an aspect in which the property is currently lacking. The raised level will reduce the overshadowing effect of the main body of the building and thus improve the exposure to sunlight when available.
- 5.5 To provide additional habitable accommodation , ie an extra bedroom at ground floor level giving added flexibility to the accommodation at the house overall, whether for guests, a study/ office area, or to allow ground floor level living for an infirm person.
- 5.6 The current storage and utility functions provided by the existing integral garage, being displaced by the proposed habitable accommodation, result in the proposal for extensions providing storage ancillary to the dwelling. Typical

sports and leisure equipment (eg bicycles) is added to by marine and water-sport related equipment common in this sort of location.

- 5.7 To improve the appearance of the property and thus maintain or enhance the overall qualities of the conservation area and harbour frontage.
- 5.8 The impact of the proposed works will effect much of the house, including heating, building services, and internal finishes. An aspect of the proposed works is to upgrade the house and prepare for a low carbon future. Energy efficiency is to be improved via better thermal insulation and more efficient and effective services systems including an air source heat pump with underfloor heating.

Design Assessment

5.9 The replacement balcony is of a design very similar to the existing, but is relocated and increased in width. The replacement balcony will make no difference in terms public access to the foreshore or the ability to utilise the coastal path. (As was identified in the 2013 application which allowed the existing balcony, the actual limiting aspect in the use of the coastal path is the state of the tide, which may cut off the foreshore public right of way . The minor incursion made by the balcony support brackets above the foreshore is not the determining factor as to whether this right of way is effective, as the access has already been curtailed a little further to the east)

5.10 The proposal improves the flood, high tide and sea resilience of the property, which may be regarded as increasingly vulnerable in the context of climate change. These added resilience measures include storm shutters and are integrated into the design proposals and will not detract visually from the appearance of the conservation area.

5.11 The design is consistent with conservation area, being sensitive to the design characteristics, materials and style.
This approach is also supported in the Chichester Harbour AONB design guide for new dwellings and extensions.

5.12 The design proposals for the southern / harbourside frontage maintain the essential characteristic of this building in its harbourside / conservation area setting, ie a 'place marker' (see previous analysis 3) of a certain size and character, indicative of a historic use. The building 'silhouette' within the harbour frontage will be unchanged.

5.13 The precise arrangement of window openings etc in their current form is not considered an essential characteristic, as this appears to have taken different forms in the past. The altered openings illustrated by the proposals maintain a simplicity and regular appearance that is considered consistent with these aspects and the character of the building.

5.14 The increase in the extent of glazing resulting from the proposed alterations to the south / harbourside elevation carry the potential for increased light spillage in

to the dark night sky, a quality considered important in this location. Increased reflectance and thus visibility within the harbour environment are also aspects of consideration. However it should be appreciated that at present the house has particularly small windows / glazed areas, especially when compared to neighbouring properties. It is also notable that permission has been granted to further increase areas of glazing within some of these neighbouring properties , eg APP/17/00900 , 3 John King Shipyard, 2017 and APP/15/01077, 1 John King Shipyard, 2015

5.15 The existing windows and doors and rooflight total 20.1 square metres (overall areas including frames). This is 11.3 % of the existing GIA floor area: a quite modest proportion.

Under the proposals doors and windows will amount to 35.4 square metres . This is 16.5 % of the proposed GIA floor area. Even with the proposed increased areas of windows and doors, the house cannot be regarded as generously glazed in relation to the floor area served.

(n.b. the proposed lantern rooflight area comprising a part of the works on the northern side have not been included in this assessment as this comprises simply a sheltering of an external area)

5.16 The potential for the view of this harbour frontage to be subject to increased glare and reflection, as a result of the increased glazing, is to be mitigated by means of via 'brise soleil' shading structures serving the larger window areas.

5.17 The design proposals for the northern side of the house essentially amount to the infilling of a courtyard created by the L shape of the house, and the large adjacent side flank of no.4 John King Shipyard. The space is quite private and generally only experienced by visitors to no 5 or, in passing, no.4 John King Shipyard. The infilling proposals are single storey and combine storage areas, extended areas of habitable accommodation, and covered parking. In essence these proposals amount to a greater utilisation of the space available within this courtyard.

5.18 Whilst the proposals create a raised terrace area there is little opportunity for overlooking of other adjacent properties. The matter has been discussed with the occupants of No. 4, and no. 8 Stanley Road, and the applicant is not aware of concerns from these parties. The raised terrace provides outdoor amenity space - an aspect in which this house is lacking. Whilst on the north side of the property the elevated level will increase exposure to sunshine / lessen the shading effect of the building

5.19 A small element of the raised terrace/ flat roof will be just visible from the south/ harbourside, via the gap between no 4 and no.5. This element will appear as well recessed and very much subservient to the adjacent structures. For these reasons it should not be regarded as creating detrimental quality which could detract from the qualities of the conservation area.

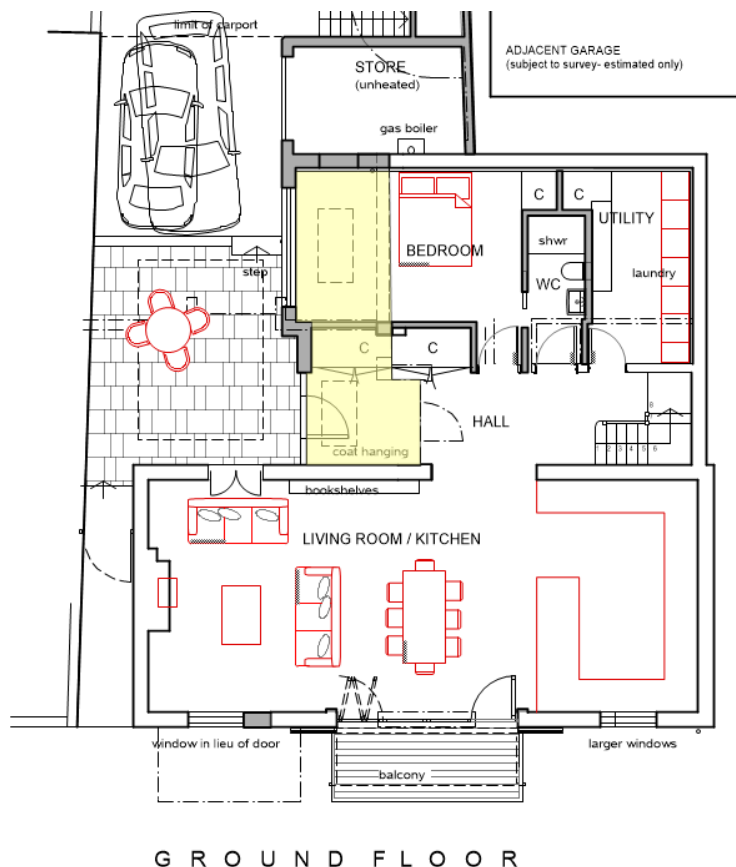
5.20 The existing gross internal floor area (GIA) of the house is 197 sq.metres over ground and first floors. This figure includes the garage as it is already effectively used as a part of the accommodation. Under the proposals the added habitable accommodation will increase the GIA of the house to 210 sq.metres. Further additions providing storage areas add 8.5 sq. metres, thus 218.5 square metres in total.

6. Flood Risk Appraisal

6.1 The EA flood risk appraisal report is included here as Appendix C to this report. 5 John King Shipyard, the site, is seen to border higher risk areas Zone 2 and Zone 3, in addition to the standard Zone 1. Explanation- The site is entered at the northerly end on higher ground (zone 1) and slopes to the south / towards the harbour frontage. The flood risk is considered not to be associated with heavy rain, but with the elevation of the site (ie height above ordnance datum) and the potential for high tides in certain conditions.

6.2 The potential vulnerability to flooding is acknowledged elsewhere in this report and provides part of the rationale for the proposals, ie to increase flood resilience. An ideal approach might be to raise the level of the whole property, ie rebuild to a higher /raised format. However that approach is considered beyond the scope of what might practically be achieved in the sense of financial cost, upheaval and inconvenience.

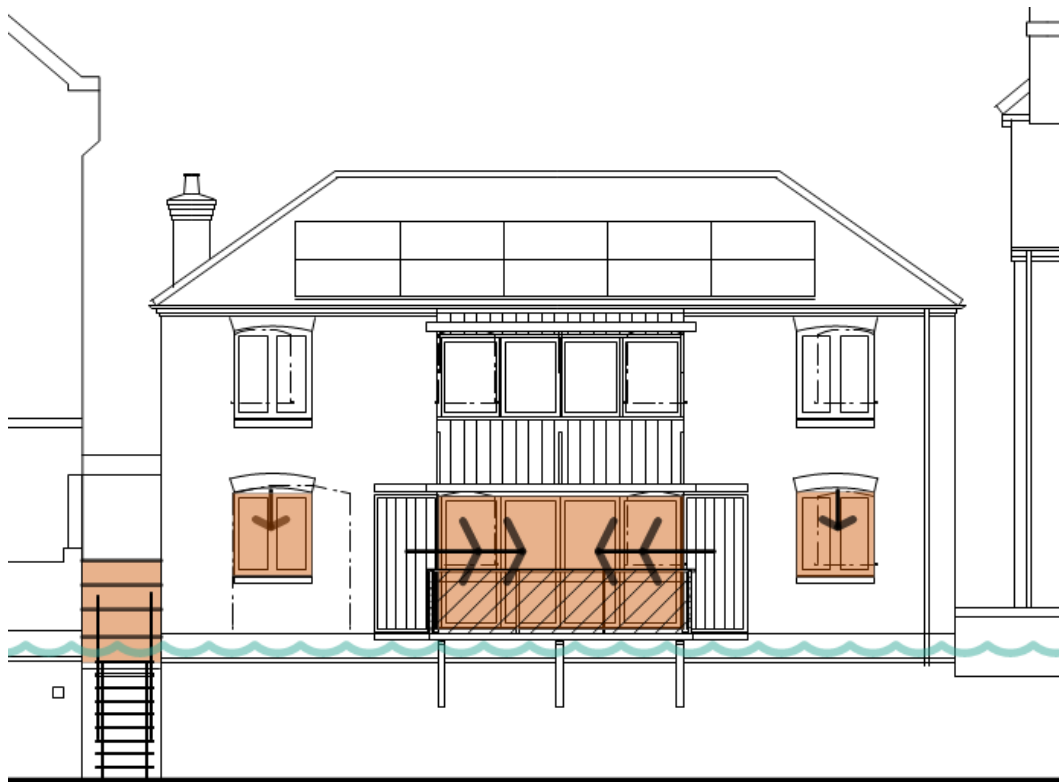
6.3. The justification for the development proposals, in terms of flood risk, is that in terms of height/ floor levels the resultant scenario will present an identical potential for flooding as found currently. The amount of potentially exposed accommodation will be slightly increased by the proposed rear extension, as per the yellow toned area in the plan extract here . (12.8 sq.m).



Note, The current integral garage area, to become the bedroom and utility areas shown here, is already effectively a part of the house, used for utility and storage purposes, so has not been included. The further proposed extension area shown at the top of this plan, is set at a higher floor level and is for non-habitable purposes.

6.4 Given the context of climate change and increased potential for exceptional high tide sea levels , this proposal considers that the most relevant and appropriate approach that can be adopted for 5 John King Shipyard is to improve flood and storm resilience. The most likely scenario to which the house is vulnerable is seen as being a combination of high tide level and storm conditions, resulting in a big sea with blown waves pounding at the sea wall immediately below. In this instance the potential damage is from breaking waves battering frontage of the house, and making their way up the (lower level) alleyway between no 5 and no. 4 , to the west.

6.5 This improved resilience can be achieved by the provision of barriers serving the vulnerable areas, ie the alleyway, and the ground floor doors. The ground floor windows would include roll down shutters. These barriers would permanently be ready to be drawn into place. The balcony structure itself is to include screening as a component of the balustrading, and this should effect some further protection.



Drop in barriers to the alleyway (on left). Sliding screens serving the glazed doors. Roll down shutters serving windows

6.6 The new building work and internal upgrading will be carried out in accordance with the Environment Agency's published recommendations for flood resilient construction, to include the following;

The house is of masonry construction with cavity walls and solid, ground bearing concrete floors. The new extension will be of the same construction.

The floor DPM waterproof membrane will be carried up the walls to a height of minimum 300 mm above the finished floor level.

Building services , ie electrical outlets within the new extension- these will be set at raised level (450mm) so as to reduce vulnerability to a possible flood.

The site levels externally will not be altered.

It is therefore considered that the proposed works will accord with the environment agency flood protection recommendations for resilient construction.

6.7 The proposed works will not have;

- an adverse effect on a water course, floodplain or its flood defences
- will not impede access to flood defence and management facilities
- will not contribute to the cumulative impact of such developments having significant effect on local flood storage capacity or flood flows.
- The proposed works increase the floor area of the property by just 12.8 m² and are not intended to intensify occupation of the land, rather to improve the functionality of the existing house.
- The proposed works will not worsen the current situation and will be constructed such as to have reasonable durability and resilience in the event of a flood.

7. Planning Policy Context:

HBLP Havant Borough local plan 2011-2014

7.1 CS11 Protecting and Enhancing the Special Environment

This proposal is for Protecting and Enhancing the Special Environment and Heritage of Havant Borough,- as described in the previous section the proposal enhances the conservation area.

7.2 CS12 Chichester Harbour AONB

The proposal supports the Chichester Harbour Area of Outstanding Natural Beauty (AONB) as it meets the guidelines adopted to enhance the area and meets the policy aims of the Chichester Harbour AONB management plan.

7.3 CS15 Flood and Coastal Erosion risk

The scheme incorporates flood resilience and resistance measures appropriate to the character of the area, and the specific requirements of the site

7.4 CS16 High Quality Design This proposal meets this objective, in particular enhancing the conservation area and AONB.

Of note, point - 7. Adapting to the changing needs of users and the changing climate over the lifespan of the building. This proposal contains elements directly related to making the building, which is regarded as vulnerable, more resilient to the effects of climate change

7.5 DM9- Development in the coastal zone

The proposal has no harmful effects on nature conservation

The proposal maintains and enhances the appearance and distinctiveness of local settlements and landmarks along the coast

It contributes positively to the landscape and has regard to best practice on the design of buildings in coastal locations.

It ensures public access is retained.

HBLP Supplementary Guidance

7.6 Chichester Harbour AONB Management Plan

This proposal is in compliance with this policy as it improves the quality and appearance of the waterfront

7.7 Chichester Harbour AONB joint SPD, 2017 Guidance for development proposals.

This proposal supports the aims of this guidance. The proposals utilise materials described as particularly appropriate, and that will weather well over time. Muted and dark tones help to reduce visual impact. Reflection of glazing is mitigated by the provision of brise soleil.

SVENP Submission version Emsworth Neighbourhood plan H1, D1-2, D7

7.8 POLICY H1 Design & Heritage Any new development or alteration to an existing structure that affects, or has the potential to affect a heritage asset (whether designated or undesignated) will be required in its design, scale and materials to conserve or enhance the significance of the heritage asset, the wider historic character of Emsworth, and to have regard to the design guidance within this neighbourhood plan.

7.9 D1- General Design policy, high quality

The proposals are considered to be consistent with the design checklist, the relevant aspect being construction, materials and build quality, lighting and minimising its impact in the landscape, Heritage and innovation

7.10 D2 Height, Mass, materials - the proposals maintain height and palette of materials similar to what is existing , which is consistent with the policy guidance, ie materials and forms typical of the area, pitched roof, brick walls

7.11 D7- Mitigate Light Pollution a) In any new development, light pollution shall be minimised by use of the lowest light levels compatible with safety, fittings that emit no upward light, low reflectance ground surfaces and use of spillover lighting where possible. This will particularly apply for developments on sites on or adjacent to the Emsworth waterfront and in areas adjacent to the open countryside.
Following consultation with the Chichester Harbour Conservancy's planning officer, The proposals have been developed to include brise soleil type fixed shading features serving the larger new glazed openings / windows on the harbour frontage. These should mitigate upward light spill and potential reflectance.

CHMP Chichester Harbour management plan 2019-2024

Relevant policies 1,2, 15

Planning principles (PP)

7.12 PP03 Relates to Domestic Householder Extensions and sets criteria related to size, effect on the waterside frontage, sympathetic materials, spatial pattern of surrounding development, that extensions to dwellings should be subordinate, and a requirement to meet gains in biodiversity.

PP09 seeks to support proposals which reduce the adverse impact of artificial light in the harbour

The relevant issues are described within this report. The response to a pre application consultation made to the Chichester Harbour Conservancy is provided with Appendix B to this report.

National Planning Policy Framework (2012)

7.13 The NPPF is guidance that supports the development plans policies and is a material consideration in determining planning applications.

7.14 The NPPF at its heart has a presumption in favour of sustainable development, and in this regard those proposals in accordance with the development plan should be approved.

8 . Summary

Overall Principles

8.1 The proposals are for a series of improvements to the property, the rationale for which is described in this report under paragraphs 5.2 - 5.8.

8.2 The property is set within a location subject to a number of constraints, eg Conservation area, AONB.

The proposals have been carefully considered so as to specifically address the policy requirements and constraints applicable to these designations.

8.3 There is a clear case for improvement of flood resilience to this vulnerable property, a matter made more pertinent in the context of global climate change. The proposals for added protection, in particular the permanent provision of storm shutters, are a balanced and sensible improvement. The applicants desire to improve the resilience of the property to this hazard is consistent with the objectives set within planning policy.

Pre application consultation

8.4 Draft proposals have been subjected to consultation with the Chichester Harbour Authority's principal planning officer, whose response (24.06.2021) is included as Appendix B to this report. The written response includes a recommendation of *no objection in principle* . Several constructive detailed recommendations are made and these are generally adopted by the proposals now submitted.

The Impact on the Conservation Area

8.5 The effect of these development proposals upon the conservation area is to enhance its qualities. The Chichester Harbour Authority's principal planning officer has stated the following opinion via our consultation:

The Conservancy takes no issue with the fenestration arrangement set out on your drawing 04, which will present and enhance a symmetry of composition facing the Harbour. The use of a brise soleil at eaves level/over the enlarged central ground floor opening and sliding storm shutters at ground floor level will mitigate the impact of the increased glazing. The replacement windows will also be of a better proportion to the whole elevation.

8.6 In others respects the proposals present essentially a situation of no change- the qualities of the conservation area will be maintained. Materials and detail of the proposals are consistent with the existing qualities of the house. The proposals on the north side / rear courtyard area will not be seen from any area accessible to the wider public and essentially comprise a degree of infill to an existing concealed courtyard area.

Heritage significance

8.7 The analysis put forward in this report (section 3) concludes that if the existing building has any heritage significance, that significance is simply the silhouette of the harbourside elevation in this position, forming a 'historical marker' of previous activity at the site. This identity of the building is maintained under the proposals

Note- This 'historical marker' significance, with the building set immediately above the sea wall and at relatively low level, carries a direct relationship of the property to environmental vulnerability to storms and high tides, heightened by the context of climate change and increased risk of flooding.

Design detail

8.8 The revised window pattern has been carefully considered and is regarded as appropriate. The Chichester Harbour Authority's principal planning officer states that he *takes no issue with the fenestration arrangement.*

8.9 The palette of materials is appropriate and of high quality

8.10 The design includes suitable features to mitigate the potential for undesirable light spill and reflections affecting the broader environment.

Energy Efficiency and low carbon heat technology

8.11 The proposals mesh with the need to improve the property to increased energy efficiency and thus contribute to an overall effort to reduce greenhouse gas emissions by aiming towards improved carbon neutrality. Suitable improvements to the property including improvement to insulation of walls, roof and ground floors will take place concurrently with the works which are the subject of this application. The existing gas boiler and heating system is reaching the end of its useful service life and is inefficient and outdated. A heat pump technology (ASHP) is to replace this.

Summary

8.12 This assessment demonstrates that the proposals are consistent with planning policy, will enhance the conservation area, are sustainable, and will improve the living condition of the occupants.

APPENDIX A- CONSTRUCTION METHOD STATEMENT

(This statement relates to works which necessarily will involve working from the foreshore, ie the proposed alterations to the south/ harbourside elevation. Other operations, based on access from the north/ conventional access point are not covered by this statement)

1.SPECIFIC OBJECTIVES RELATED TO THE SITE

1.1 To avoid causing harmful effects upon the natural environment, which borders the Chichester Harbour Site of Special Scientific Interest (SSSI), Chichester and Langstone Harbours Special Protection Area (SPA)/Ramsar and Solent Maritime Special Area of Conservation (SAC).

1.2 To avoid causing harmful effects upon the buildings and features comprising the site and its immediate environment, which is within the Emsworth Conservation Area

1.3 To avoid harm and minimise inconvenience and disturbance to the general public. The works taking place from the foreshore will be in immediate proximity to a public right of way

2. SEQUENCE OF OPERATIONS

2.1 Taking down of existing balcony and removal (*work carried out from the foreshore*)

Note- Balcony taken for adaptation / remaking in a workshop facility elsewhere to suit revised size and arrangement.

2.2 Scaffold the south frontage, from the beach. (*work carried out from the foreshore*)

2.3 Removal of existing glazed windows and doors (*work carried out from the scaffolding, with waste generally moved by vehicle movements over the foreshore*)

2.4 Structural alteration carried out. Changes made to the existing south elevation comprising new or enlarged openings, infill of redundant openings. Works in accordance with a structural engineers design scheme, eg altered means of support via new elements of structure introduced.
(*work carried out from the scaffolding, with waste plus new materials generally moved by vehicle movements over the foreshore*)

2.5 Installation of new windows and glazed doors
(*work carried out from the scaffolding/ through house, with waste plus new materials generally moved through the house so as to suit vehicular access on the northern side, which is also not affected by tides*)

2.6 Installation of new brise soleil and weather protection shutter features
(*work carried out from the scaffolding/ through house, detail as previous item*)

2.7 Taking down of scaffold/ temporary access (*work carried out from the foreshore*)

2.8 Seawall adaptations to receive balcony e.g. prepare mountings for new balcony bracket supports, repair stone facing from previous support positions. (*work carried out from the foreshore*)

2.9 Altered balcony fabrication brought in manageable sized components for site assembly, erection and completion. (*work carried out from the foreshore*)

Continued- APPENDIX A- CONSTRUCTION METHOD STATEMENT

3. PRECAUTIONS

3.1 Safety. The CDM (construction design and management) Regulations (2015) apply and impose duties upon clients, designers and contractors which include consideration of the safety of the general public (for example using the foreshore as a right of way) as well as construction personnel. The physical works to be carried out must therefore, for CDM / health and safety purposes, fall under the responsibility of the Principal Contractor duty holder under these regulations. This Principal Contractor must therefore make a competent assessment of suitable health and safety precautions related to the circumstances of the project and see that these precautions are carried out. It is expected that such precautions will include the following

- Guarding which is capable of preventing falling objects from causing injury
- Suitable guarding maintaining physical separation between work operations and members of the public using the foreshore
- Ensuring that working methods are safety compliant
- Avoiding harmful airborne dust

3.2 Access Scaffolding. This temporary access provision to include weather and worker and public protection features, eg edge boards, guarding , screening etc.

3.3 Timing. Do not carry out noisy works such as mechanical demolition during October / March (inclusive) in order to avoid disturbance of wintering bird populations

3.4 Tidal restrictions; the working area is within the intertidal zone. Therefore plan the works carried out from the foreshore to avoid high 'spring' tide periods, and to suit achieving working time within daylight hours of low tide.

3.5 Foreshore Access;

- Light commercial vehicles may access the working area of the foreshore from the adjacent public slipway to the East.
- Avoid damage and heavy rutting to the beach by excessive wheeled traffic
- Storage; Overnight storage of plant and materials within the driveway of the house, not on the beach
- Do not use foreshore for mixing cement mortar etc

3.6 Pollution; Works involving fuel, oil , paints and the like to assume good effective precautions to avoid spillages which could lead to pollution of the environment.

3.7 Waste; Not to be stored on or collected from the foreshore. Ie. waste should be taken through the house so as to be carried away from the north side. The foreshore area beneath the scaffolding and adjacent should be kept clear of waste at all times by means of regular inspection and tidying.

4. COMPLETION OF WORKS

4.1 Upon completion of the works it is imperative that the foreshore has been left clear of all demolished structures and operations, and that the foreshore is able to re-naturalise in a manner such that any temporary impact of the construction works has been made good.

APPENDIX B- PRE APPLICATION CONSULTATION WITH THE PRINCIPAL PLANNING OFFICER FOR THE CHICHESTER HARBOUR CONSERVANCY, MAY/ JUNE 2021

Dear Noel

Many apologies for the lengthy delay in replying. Views expressed here are without prejudice to any alternative view Members of The Conservancy's Planning Committee, were they to consider the application.

Our Reference – SRL/CHCPREAP/24-6-21

Site – Echo Cottage, 5 King John's Shipyard, King Street, Emsworth, PO10 7AY

Proposal – Remodelling of existing dwelling including conversion of garage space to additional living accommodation and installation of oversailing balcony/roof terrace to yard area and adjustment of northern boundary wall opening. Alter fenestration to southern (Harbour) elevation, including repositioning and enlargement of projecting balcony at ground floor level. New stores buildings to yard

Fully delegated Officer opinion

Recommendation – No objection in principle.

Case Officer reasoning, having regard to the Policy framework* below.

This is a modern former Office building with Georgian-styled proportions within the Emsworth Conservation Area. We met on site 5/10/2020 to discuss some of the owner's aspirations and I took some photographs at that time.

The Conservancy takes no issue with the fenestration arrangement set out on your drawing 04, which will present and enhance a symmetry of composition facing the Harbour. The use of a brise soleil at eaves level/over the enlarged central ground floor opening and sliding storm shutters at ground floor level will mitigate the impact of the increased glazing. The replacement windows will also be of a better proportion to the whole elevation.

Whilst your drawing does not detail window framework materials, I note existing frameworks are in white UPVc and that painted timber windows would be difficult to maintain, exposed to the Harbour elements. Obviously the Council's Heritage advisor will have the final say, but could you be encouraged to look at white powder-coated aluminium frameworks, or at least wood-grain effect UPVc, with more robust cill fittings, perhaps even considering stone/reconstituted stone to match the style on dwellings either side of the site.

You are encouraged to use the same material finishes for the enlarged ground floor balcony. It is hoped that you will be able to salvage brickwork when forming the larger central opening to use to infill the reinstated window to the left hand bottom side of the Harbour elevation and this could be usefully added as a note to the drawing.

No objections are raised to the modest stores proposed within the yard, even though these were not mentioned at our meeting.

We also did not discuss the oversailing roof terrace detailed on your drawings 03 and 05, a small side element of which would be visible (albeit well set back) from the Harbour. I can understand the owner's desire for this feature to create some modest amenity area.

Continued -APPENDIX B- PRE APPLICATION CONSULTATION WITH THE PRINCIPAL PLANNING OFFICER FOR THE CHICHESTER HARBOUR CONSERVANCY, MAY/ JUNE 2021

I will leave the Council to comment upon the amenity impact by the potential to overlook neighbours' amenity space to the west, but in terms of impact to the wider AONB landscape, this feature would not seem to have any great impact and would not be visible from King Street.

Whilst the proposal introduces the potential for further light spillage to the night sky, The Conservancy recognises the very urbanised nature of this part of the AONB and no overall deleterious impact is envisaged overall to either the natural beauty of the AONB nor historic significance of the Emsworth Conservation Area as a whole.

I encourage you to engage with the Council and the neighbours before making a formal planning application to Havant Borough Council.

I assume they could require a flood risk assessment to be prepared, given that the garage conversion would create sleeping accommodation downstairs, albeit I note the majority of the site appears to be zoned within Flood risk Zone 1 on the online EA flood mapping.

*Policy framework

NPPF - 11, 14, 17, 56-57, 60-61, 63-64, 115, 118-119, 123, 125-126, 128-129, 131-137, 139-141, 186-191, 196-197, 203 & 206; **NPPG** - ID's 18a, 21a, 26; **HBLP** -CS11, CS12, CS16, DM20; **SVENP** - H1, D1-D2, D5, D7-D8; **CHMP** - 1-2, 15; **PP** - 01, 03, 09; **SPG/SPD**.

NPPF - National Planning Policy Framework (February 2019)

NPPG - National Planning Practice Guidance (2014 onwards)

HBLP - Havant Borough Local Plan (2011/2014)

SVENP - Submission version Emsworth Neighbourhood Plan

CHMP - Chichester Harbour Management Plan (2019-2024)

PP - CHC Planning Principles (adopted by The Conservancy 17 October 2016 onwards)

SPG/SPD -

Borough Design Guide

Emsworth Design Statement

Joint Chichester Harbour AONB SPD (2017)

Yours sincerely

Steve Lawrence MRTPI
Principal Planning Officer



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CONSERVANCY

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Celebrating 50 Years of Chichester Harbour Conservancy, 1971 - 2021

Continued -APPENDIX B- PRE APPLICATION CONSULTATION WITH THE PRINCIPAL PLANNING OFFICER FOR THE CHICHESTER HARBOUR CONSERVANCY, MAY/ JUNE 2021

From: Noel Wright <Noel@noelwrightarchitects.co.uk>
Sent: 12 May 2021 09:46
To: Steve Lawrence <Steve.Lawrence@conservancy.co.uk>

Subject: 5 John king Shipyard, Emsworth PO10 7AY

Dear Mr Lawrence

I refer to the proposed alterations to the water front elevation of this property, which we discussed at a site meeting 5th January with the owner, Andrew Jackson

We are close to the point at which we wish to make a submission to Havant for planning consent, for a scheme including both the waterfront / south elevation and alterations to the other side of the house. I am assuming that the conservancy's interest will be limited to the waterfront elevation (?) however I am including all aspects for completeness.

Drawing 04 includes notes covering the key design features proposed for the south / waterfront elevation.

An important aspect of the proposed alterations is to endeavour to make this elevation more resistant to extreme weather conditions and high tides. An obvious driver for this is the evident relative vulnerability of the house compared to its neighbours- it is set at a lower level, it is directly on the sea wall, it has no protective front garden and wall. And of course the subject of extreme weather conditions and climate change is topical.

Our approach to this is to accept that we are unlikely to be able to overcome this exposure vulnerability altogether – but that that the resistance of the house can be improved to a worthwhile degree, for example to the driven wet and splash pounding this side of the house from a high sea and high tide. The key features proposed for this purpose are sliding storm shutters over the glazed door opening at ground floor level. Also the other enlarged ground floor windows are to incorporate integral / concealed roller shutters as a part of the new lintels and rebuilt wall.

We would be grateful for any feedback in advance of our application to Havant.

Kind regards
Noel Wright

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APPENDIX C- ENVIRONMENT AGENCY FLOOD MAP AND REPORT



Flood map for planning

Your reference
5 John King

Location (easting/northing)
475186/105505

Created
23 Aug 2021 13:49

Your selected location is in flood zone 2, an area with a medium probability of flooding.

This means:

- you must complete a flood risk assessment for development in this area
- you should follow the Environment Agency's standing advice for carrying out a flood risk assessment (see www.gov.uk/guidance/flood-risk-assessment-standing-advice)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence which sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2021 OS 100024198. <https://flood-map-for-planning.service.gov.uk/os-terms>

Continued APPENDIX C- ENVIRONMENT AGENCY FLOOD MAP AND REPORT

