

Design and Access Statement
for
Swan House
Bath Road
Emsworth

April 27th 2016
Rev 03

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Description of site

Swan House is a detached dwelling located towards the southern end of Bath Road, Emsworth. The site is located on the east side of Bath Road, directly adjacent to the Mill Pond and comprises of a 1960s brick garage with a white roller door. To the south of the site is a car park serving the Sailing Club. To the west of the site there are two detached dwellings separated by a distance of 12 metres respectively and 26m from the existing garage.



Swan House is set back from the front of the plot with a gravelled area to the front that provides parking for 2 cars. The remainder of the site is grassed with mature landscaping. There is a mature tree to the east of the dwelling. In the north-west corner of the site there is a detached garage with vehicular access from Bath Road to the north.

Boundaries

The south boundary is demarcated by a wall. The west boundary is demarcated by a dwarf brick wall and hedge. The remainder of the site is surrounded by a sea wall.



View from Bridgefoot Path

Proposed development

The existing garage comprises of red brick wall, a clay tile roof with white fascia's and a white roller shutter door. The predominant materials within the immediate context are timber and render walls, along with clay tile and slate roofs.

The application is for a replacement garage and potting shed. Currently, access is restricted to the existing garage by virtue of the angle of approach from Bath Road, in addition the parking in-front of the garage is restricted and the current arrangement provides limited space with no sea wall to afford protection from vehicles falling into the harbour. The garage and potting shed will have a shallow hipped roof with a ridge height similar to that of the existing garage, but with the ridge running east-west rather than north-south, to minimise the visual impact when viewed from the neighbouring properties and the Chichester Harbour AONB. The garage will be timber clad with red clay plain tile, materials commonly found within the locality.

Consultation

A pre-application submission was made in February 2016 (GEN/16/00233), the following are the comments received from the Conservation Officer and Chichester Harbour Conservancy (shown in blue) together with our responses which adhere to the recommendations put forward:

The roller shutter door is my only concern regarding the scheme as it has the potential to appear out of keeping particularly in prominent views. I find roller doors can give a very urban/industrial appearance. I would suggest the design of the door is amended with a more traditional approach taken.

Natural timber garage doors will be used as recommended, as opposed to the roller shutter door previously proposed (and as existing).

To conclude the use of good quality materials will be key to the successful integration of this new building. Ideally the cladding would be allowed to weather to a natural silver grey.

Timber cladding will be left to naturally silver over time.

Given the refusal in 2007, it would be better if the overall height of the roof ridge could be kept to that of the existing garage and be given a hipped/pyramidal profile, clad with red clay plain tiles (hopefully some salvaged from the existing garage). This would match the character of the host dwelling better.

The proposed height of the garage will be approx. 250mm taller than the existing. The form of the roof will now be hipped with the use of muted red plain tiles. The existing tiles can not be used due to the low pitch.

I did not really see the merit of glazing the apex of the gable facing the Mill Pond, but if a hip roofed treatment is followed then, this issue goes away.

The proposed hipped roof omits the apex glazing.

Some better clarity on the elevation facing the Mill Pond needs to be given. Why a full length opening (lower part obscured by the 'sea' wall anyway) is needed for a potting shed is not understood. If they want a window, then why not just have a reduced opening with a normal waist height cill, or at least the height of the 'sea' wall. The house itself enjoys aspect over the mill pond and it is likely that such a planning application could be reported to the Conservancy's own Planning Consultative Committee, where Members would reach their own decision, irrespective of any officer recommendation.

The cill height of the openings facing Mill Pond (east) have been raised to match the height of the sea wall.

Material considerations

Design

The proposed replacement garage would be located in the north-west of the site. The garage would be single storey with a shallow hipped roof. It is also proposed to install an area of decking to the east of the potting shed to the south to link with the garden and soft landscaping to the side.

Impact on the Emsworth Conservation area

The garage is modestly proportioned and would not obstruct views over the Slipper Pond. The design of the garage is of a high quality which together with the proposed palette of high quality materials would preserve and enhance the character and appearance of the Emsworth Conservation Area in line with the Emsworth Conservation Character Area Appraisal and tie in more closely with the surrounding dwellings. It should also be noted that the natural materials are in line with CHC Design Guide recommendations.

Impact on the Chichester Harbour Area of Outstanding Natural Beauty

The proposed garage would be visible from the Slipper Pond to the east of the site and from the east and north east when walking along the promenade. The position of the host property would screen the garage from views from the south east.

The single storey form and the shallow hipped roof of the replacement garage have been designed to minimise the visual impact on the Chichester Harbour AONB. The garage would only be marginally larger than the existing structure and would be viewed against the backdrop of the large dwellings to the west of the site. The subdued colour and texture of the timber cladding together with the clay tile roof have been selected to ensure that the building blends in with the development to the west of the site. The application also proposes new soft landscaping to either side of the garage in line with the Chichester Harbour Conservancy Guidelines.

Impact on neighbours amenity

The proposed garage is single storey and would be separated from the properties to the west by 26.5m. The garage would therefore not have an adverse impact on the amenities of the neighbouring properties. Furthermore, the proposed re-alignment of the ridge from north-south to east-west would reduce the impact on the neighbours' outlook.

Parking provision

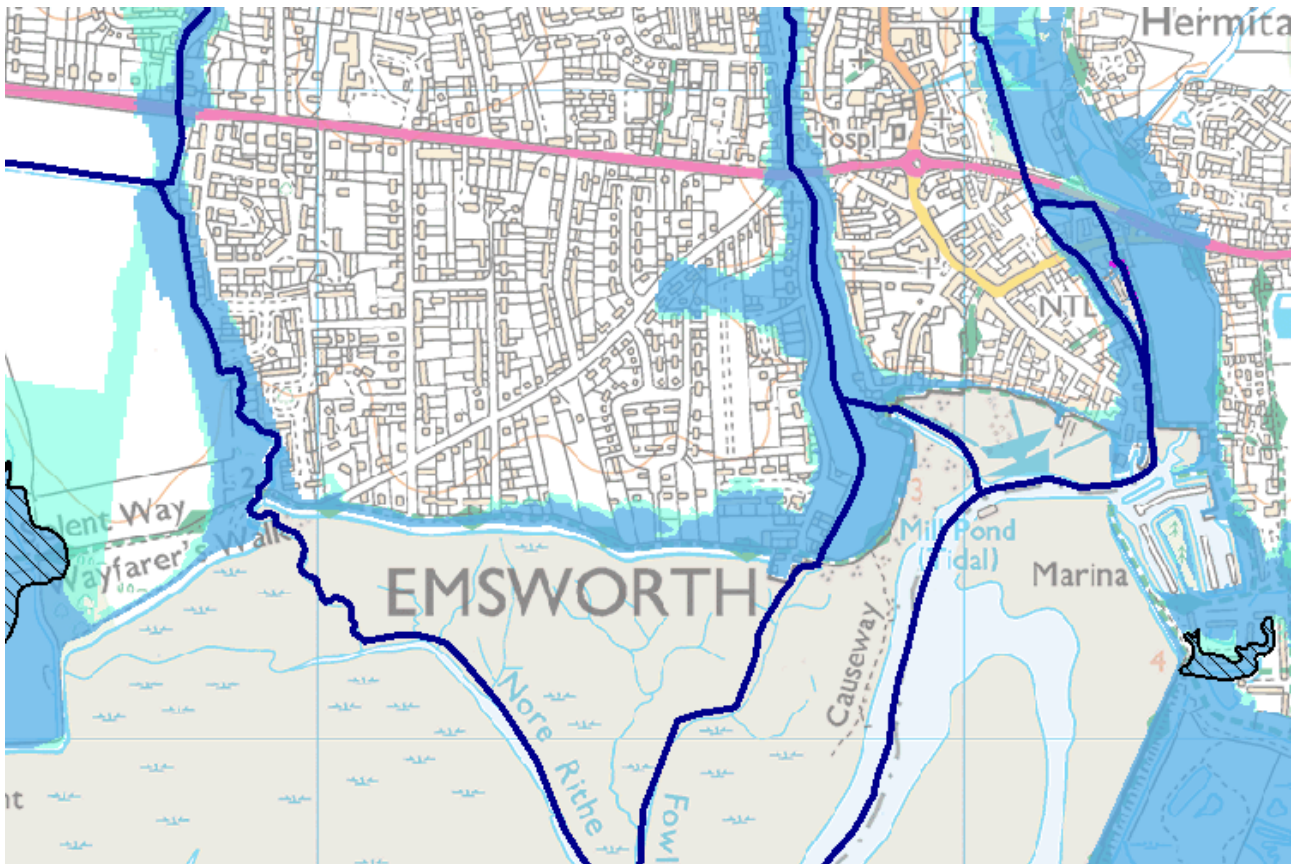
There is parking for 2 cars to the front of Swan House. The proposed garage would provide 1 parking space within it, with a second to the front. As Swan House has 3 bedrooms the number of parking spaces would satisfy the requirements of the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document. The realignment of the garage allows for a larger parking area in front of the garage, as the current arrangement provides limited space and no sea wall to afford protection from vehicles falling into the harbour. There is no footpath on Bath Road, the proposal results in improved site lines which will aid pedestrian safety on Bath Road.

Ecological considerations

The proposed garage would replace the existing structure. It's construction would not require any percussive piling. No external lighting is proposed.

Flood risk

The site is identified as being in a Flood Zone 3 therefore the design of the garage would incorporate flood resilient measures. As the proposed garage and potting shed are for occasional use in conjunction with the host property it would not put the occupiers at risk in the event of a flood.



Retrieved from the environment agencies website 07/04/2016

Relevant policies

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Planning permission will be granted for development that:

- 1. Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.*
- 2. Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/courses planting of new trees and woodland.*
- 3. Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map): (i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International]. (ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves [National]. (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].*
- 4. Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.*
- 5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.*
- 6. Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.*
- 7. Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.*
- 8. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.*
- 9. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.*
- 10. Protects the best and most versatile agricultural land that has the greatest potential for local food security.*
- 11. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.*

Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Development will be permitted where it:

- 1. Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.*
- 2. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.*
- 3. Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).*
- 4. Meets the policy aims of the Chichester Harbour AONB Management Plan and Havant Borough Core Strategy March 2011*
- 5. Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.*

Policy CS15 Flood and Coastal Erosion Risk

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps, will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.
2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.
3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
5. Appropriate flood warning and evacuation plans are in place.
6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.

3. *Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.*
4. *Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.*
5. *Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.*
6. *Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.*
7. *Adapts to the changing needs of the users and the changing climate over the lifespan of the building.*

DM8 Conservation, Protection and Enhancement of Existing Natural Features

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. *Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.*
2. *Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.*
3. *Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.*
4. *Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.*

DM9 Development in the Coastal Zone

Planning Permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:

1. *Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves.*
2. *Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.*
3. *Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations.*
4. *Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate.*
5. *Would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours.*
6. *Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.*
7. *Provides recreational opportunities that do not adversely affect the character and appearance of the coast.*

Conclusion

The proposed replacement garage is of a high quality of design that would preserve and enhance the Emsworth Conservation Area and the character of the Chichester AONB. It would not have an adverse impact on the neighbours' amenities and would satisfy the requirements of local planning

policy together with the National Planning Policy Framework.

Appendix 01

Photographs for Swan House Bath Road, Emsworth



View from the Mill Pond



View from Bath Road



View from Bridgefoot Path

The existing garage is of a single skin brick construction built c. 1960's. The predominant materials within the locality are render and timber, it is therefore considered that the existing garage is out of keeping and somewhat incongruous. The proposed replacement will incorporate timber cladding and a grey garage door resulting in a structure which blends with the surroundings.

Appendix 02

Pre-app response:

I am writing to you further to my site visit on the 16th March 2016 regarding the above address.

The site is prominently located within the Conservation Area. It is also within Flood Zone 2 and an Area of Outstanding Natural Beauty. We have undertaken consultations with the Councils Conservation Officer, Special Projects Engineer (drainage) and Chichester

Harbour Conservancy

The Conservation Officer made the following observations:

No 66 is an attractive detached property that is located within the Emsworth Conservation Area. The site by virtue of its position so close to the Mill Pond is particularly prominent. The existing garage is a modern construction possibly built in the 1960's. Whilst the garage is a modern structure its design and scale ensures it sits fairly comfortably into its surroundings. I therefore determine that the existing structure has a neutral impact on the character of the area. Subject to an appropriate replacement I would therefore not resist the demolition of the existing garage.

The proposed replacement garaging is larger, with space internally for a car and a potting shed. From the plans provided the structure does not appear to be visually intrusive and therefore would not harm the character of the conservation area. Overall, the design of the building is neat and appropriate for the site, with a slate roof, timber cladding and suitably sized openings. There will be a slight increase in the height and footprint of the garage but as stated above I believe the design and orientation of the building has largely overcome this.

The roller shutter door is my only concern regarding the scheme as it has the potential to appear out of keeping particularly in prominent views. I find roller doors can give a very urban/industrial appearance. I would suggest the design of the door is amended with a more traditional approach taken.

To conclude the use of good quality materials will be key to the successful integration of this new building. Ideally the cladding would be allowed to weather to a natural silver grey.

The Chichester Conservancy made the following observations:

Given the refusal in 2007, it would be better if the overall height of the roof ridge could be kept to that of the existing garage and be given a hipped/pyramidal profile, clad with red clay plain tiles (hopefully some salvaged from the existing garage). This would match the character of the host dwelling better.

I have no strong feelings about the increase in width of the building, nor its cladding with timber boarding, but would prefer such cladding to either be natural and left to 'silver' or else dark stained, to match another structure elsewhere on the Mill Pond promenade.

I did not really see the merit of glazing the apex of the gable facing the Mill Pond, but if a hip roofed treatment is followed then, this issue goes away.

Some better clarity on the elevation facing the Mill Pond needs to be given. Why a full length opening (lower part obscured by the 'sea' wall anyway) is needed for a potting shed is not understood. If they want a window, then why not just have a reduced opening with a normal waist height cill, or at least the height of the 'sea' wall. The house itself enjoys aspect over the mill pond and it is likely that such a planning application could be reported to the

Conservancy's own Planning Consultative Committee, where Members would reach their own decision, irrespective of any officer recommendation.

The Drainage Team made the following observations:

Recognising that the proposal does not impact the level of flood protection offered by the wall to the Mill Pond, I have no drainage observations.

The comments made by the consultees are advisements and not necessarily reflective of how an application would be dealt with but give an indication of how officer support could be gained. My thoughts are that overall the proposal to re-develop the garage is an acceptable one, pending some recommended changes. I would agree that the roller shutter door could be improved to something more in keeping and that the conservancy's comments are also adhered to where possible in particular maintaining the ridge height to that of the existing garage with a hipped profile.

I hope this goes some way to show how the submitted plans have the potential to be altered in order to make further improvements to the proposal. These recommended changes would be likely to gain officer support. If you have any further questions please do not hesitate to get in touch.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted. This advice also only relates to planning matters, and does not relate to any other application that may be required under the Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 023 9244 6571.