



The Planning Inspectorate

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Miss Karen Wooden
Havant Borough Council
Business Development & Support
Team
Civic Centre
Havant
Hampshire
PO9 2AX

Your Ref: APP/14/00510
Our Ref: APP/X1735/A/14/2223750
Date: 29 October 2014

Dear Miss Wooden

Town and Country Planning Act 1990
Appeal by Wilson House Limited
Site at Dolphin Quay, 31 Queen Street, Emsworth, PO10 7BJ

I enclose for your information a copy of the third party correspondence on the above appeal. Normally, no further comments, from any party, will now be considered.

Yours sincerely,

Neale Oliver

211L(H&I)

You can use the Internet to submit documents, to see information and to check the progress of this case through the Planning Portal. The address of our search page is -
<http://www.pcs.planningportal.gov.uk/pcsportal/casesearch.asp>
You can access this case by putting the above reference number into the 'Case Ref' field of the 'Search' page and clicking on the search button

Chichester Harbour Conservancy

www.conservancy.co.uk

The Planning Inspectorate
Room 3/19 Eagle Wing
Temple Quay House
2 The Square Temple Quay
Bristol
BS1 6PN

PINS Ref: APP/X1735/A/14/2223750

27 October 2014

Dear Sir/Madam,

SUBJECT – SECTION 78 PLANNING APPEAL: DOLPHIN QUAY QUEEN STREET
EMSWORTH

I refer to Havant Borough Council's notification to the Conservancy as statutory consultee for the Chichester Harbour AONB dated 17 September 2014.

The Conservancy maintains its objection to the redevelopment proposals under HBC reference APP/14/00510.

I enclose a report considered by the Conservancy's Planning Committee and the relevant minute, confirming the objection sent to the council.

The Conservancy reserves the right to comment further on the Appellant's statement of case when that becomes available and to appear alongside the council at the forthcoming Informal Hearing at HBC Plaza, Civic Centre Road on 20 November 2014.

Yours faithfully


Steve Lawrence MRTPI
Planning Officer (Mon/Thurs/Fri)
(Job share with Mrs Linda Park MRTPI)
Chichester Harbour Conservancy

CC. - HBC Planning Dept

Local Planning Authority planning application reference: APP/14/00510

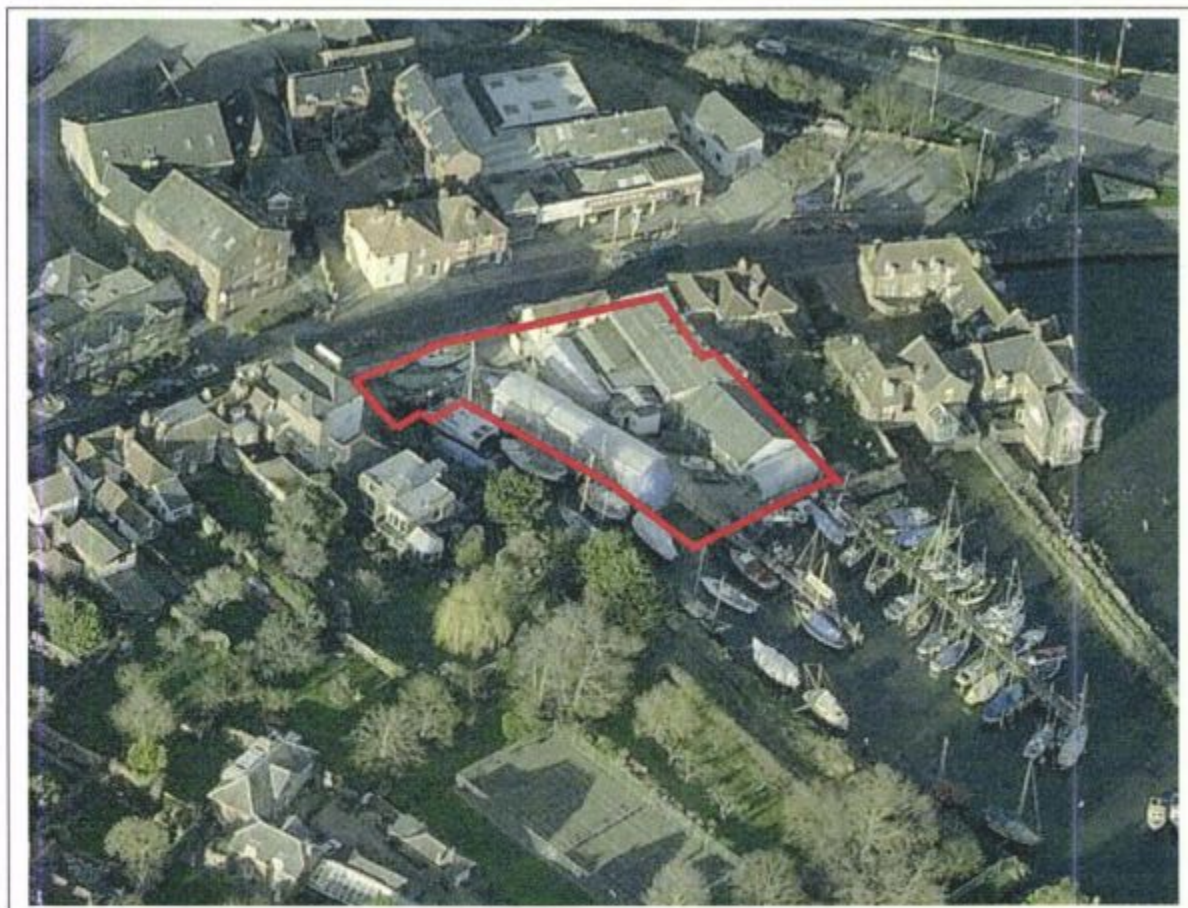
Site: Dolphin Quay, Queen Street, Emsworth

Proposals: Demolition of the single storey shop, two-storey office building and associated outbuilding and the boatyard. Erection of 4no. houses (3x 3no. bedrooms and 1x 2no. bedrooms) fronting onto Queen Street and associated parking and erection of an apartment building (4 x 2no bedrooms and 1 x 3no. bedrooms) fronting onto to the Mill Pond with associated parking.

Recommendation:

That Havant Borough Council be informed that Chichester Harbour Conservancy objects to the application, as it considers insufficient efforts have been made to retain, or even partially retain the site in marine employment use, this being the remaining boatbuilding infrastructure in Emsworth with direct access to water and use of a slipway. Also that the scale mass and appearance of the rear, flatted block is considered out of keeping with its surroundings and detrimental to the historic views of adjoining Listed Buildings, particularly the 'Old Flour Mill'. Furthermore, the rear jetted roof balcony/terraces to the front block of town houses are considered to be an alien feature detracting from the character and appearance of the Emsworth Conservation Area. In combination, these design flaws are considered to be symptomatic of an inappropriate overdevelopment of the site.

Conservancy Officers' comments and reasoned justification



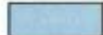
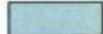
1.0 Site and its context

- 1.1 The site lies within the Old Town and Harbour character sub-area 'A' of the Conservation Area. This forms part of the H1 Havant to Chichester Coastal Plain Landscape Character area, in a study of the AONB commissioned by the Conservancy in 2005, whose relevant key characteristics are listed as:-
- *"Linear historic settlements follow, or are located in close proximity to the Roman Road line of the A259.*
 - *Dense urban development of Havant, Chichester, Emsworth and Southbourne.*
 - *Occasional views from south of the A259 to the harbour".*

The site itself lies outside of the SPA, SSSI and Ramsar designations, but within 200m of them. There is no boat lift crane at the site.

- 1.2 It comprises 3 non-listed buildings, but abuts the Lord Raglan pub and lies to the south and east of/opposite 'The Old Flour Mill' and 29 Queen Street (Dolphin House), which are all Grade II Listed. There is an open pub garden to the rear of the pub. A more recent two storey housing development known as Chequers Quay lies east of the Lord Raglan pub and one public footpath passes through it to reach Queen Street.
- 1.3 Whilst not visible from the outer Harbour, these buildings occupy a prominent position in the street and from adjacent public footpaths and the Slipper mill pond. In overall terms the existing buildings and open yard do not make a positive contribution toward the cultural heritage of the AONB, but do allow long views and vista north of the prominent , Listed, 'Old Flour Mill' in Queen Street.
- 1.4 A jetty and various moorings project from the site into what is known as Dolphin Cut, where the River Ems flows into Chichester Harbour, they are owned by the applicant but do not form part of the application site. Access to them would be maintained.
- 1.5 There is a solitary tree on the site, but this is not considered to have either good amenity or ecological value. Surveys of the site have not revealed any protected species to be present and the overall conclusion is that the site has very limited ecological value.
- 1.6 An extract of the Emsworth Conservation Area Character Appraisal Map is shown below. It identifies prominent views down and across the Slipper mill pond.



EMSWORTH CHARACTER APPRAISAL			
KEY:			
	CONSERVATION AREA BOUNDARY		IMPORTANT VIEW
	COUNTY BOUNDARY		TERMINATED VIEW
	LISTED BUILDINGS		PANORAMIC VIEW
	BUILDINGS OF LOCAL INTEREST (POSITIVE CONTRIBUTION)		WATER FEATURE - NON-TIDAL
	IMPORTANT WALLS (BUILDINGS)		WATER FEATURE - INTERTIDAL
			WATER FEATURE - LOW TIDE

2.0 Proposed development

- 2.1 The moorings south of the site are to remain and pedestrian access to them is to be provided through the application site, albeit not with wholly level access, there being a set of steps proposed over the proposed flood defence sea wall.
- 2.2 A residential development of the site is proposed following the removal of all existing buildings. Other than a marketing report, no viability assessment has been submitted by the applicant.
- 2.3 Served by a single point of vehicular access alongside the Lord Raglan pub, the applicant proposes to erect 2 new blocks of housing: one on the street frontage, the other behind it. A yard would separate the two new blocks. Each block would be raised up and a new flood defence wall would flank the southern and western sides of the site. The development would be served by a total of 25/18 car/bicycle parking spaces respectively arranged underneath each block. As stated, pedestrian access to the existing moorings would be provided through the site. The proposed layout is shown below.

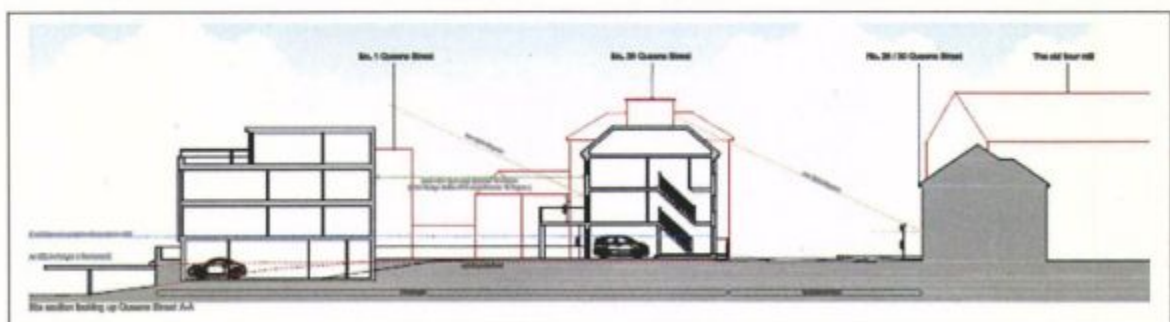


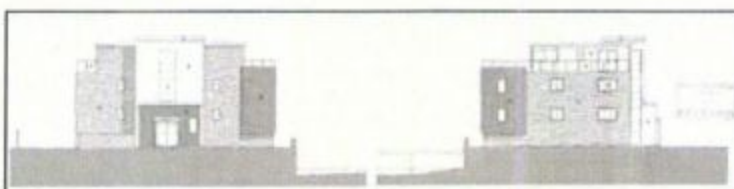
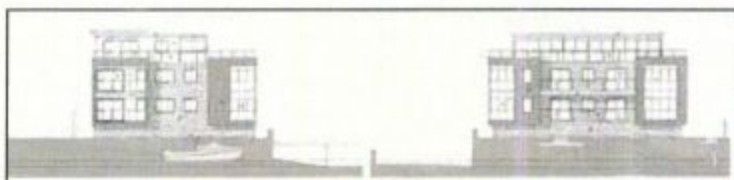
- 2.4 The front block would be more traditional and simple in its elevational composition, built from red stock brick and whose cropped roof sections would be

clad with plain clay tiles. The block would be 2 storeys high adjoining the Lord Raglan pub 5.2 & 7.6m above pavement level to eaves and roof ridge respectively) and step up to 3 storeys in height 7.6 & 10m above pavement level to eaves and roof ridge respectively). This block would contain 4 houses (3 x 3 bed and 1 x 2 bed). A cantilevered/supported terrace/balcony would project from the rear of the block, providing each dwelling with some amenity space. The front block would take an outlook to the rear block, but there would be no interlooking, owing to the way the accommodation has been laid out in that block. Stepped stoop access, which is a distinctive feature elsewhere in Queen Street, would be provided off the street frontage and is consciously part of the flood defences. Details of the front block are shown in the images below.



- 2.5 The rear block would be more modern in appearance with a flat roof and projecting balcony elements providing amenity space for each apartment and arranged on 4 levels, the semi-basement level providing car parking off the central manoeuvring courtyard. This block would provide 5 apartments (4 x 2 bed and 1 x 3 bed). The topmost part of the building would be 10.2m above pavement/courtyard level. A contextual section and images of the proposed rear block are shown below.





2.6 Space would be left to the west of the front block and laid out to provide public realm improvements including an area of seating/new tree planting.

2.7 The application has been supported by a number of reports including:-

- Design and Access Statement
- Planning Statement
- Marketing report
- Flood risk assessment
- Context analysis
- Heritage Statement
- Ecological assessment.

3.0 Relevant planning history

- 3.1 The site was principally used to manufacture and repair timber boats and part was used as a shop to sell antiques. The premises are currently vacant (the boat repairer having left in 2012) and in recent years the site has been badly flooded. This and the limited usefulness of the accommodation has hampered marketing of the site as a boat building yard.
- 3.2 There have been previous proposals to re-develop the site on a mixed residential/smaller boatyard basis. These were presented to a local design review panel but did not find unanimous favour. No planning application was therefore submitted.
- 3.3 A pre-enquiry application was made to the Borough Council in respect of the current proposals (originally for 13 dwellings). However, no overtures were made to the Conservancy, despite. Revisions were made reducing the scheme to 11 dwellings and a public exhibition held 14.4.2014. As a result of views expressed, further revisions were made and the current planning application submitted for a

quantum of 9 dwellings. Significant amendments were made to the elevational treatment of the rear block and the materials with which it was to be faced, reducing the overall amount of glazing previously designed. A western 'wing' with undercroft providing access to the site was also deleted, to open views of the 'Old Flour Mill' and place the vehicular access to the east side of the site, pulling development away from the Listed Lord Raglan pub.

4.0 Planning considerations

4.1 The main issues to be considered relate to –

- (1) Efforts made to perpetuate marine boat building and repair at the site.
- (2) Whether the development is appropriate in terms of its scale/massing/appearance, especially having regard to the desirability of preserving or enhancing the character and appearance of the Emsworth Conservation area and preserving or enhancing the setting of adjacent listed buildings within the Chichester Harbour AONB.
- (3) The public benefits of improving flood defences to safeguard the well-being of those living and working in this part of the AONB.

4.2 The applicant has commissioned a report which sets out that the site has been marketed for 3 years to attract marine related business to the site. The only interest expressed during that time has been from a restrator, who lost interest when being told about recent flooding episodes. It is claimed that investors have been put off by this aspect and that the expense of constructing flood defences did not justify their industrial/commercial investment in the redevelopment of the site for its existing authorised purposes. What is not clear though is whether any mixed use of the site to partially retain some marine employment activity at the site has been market tested by the applicant. The Conservancy's own commissioned report by Marine SouthEast into Marine related Business Evaluation (2013) states the following about Dolphin Quay –

"Although there are tidal restrictions on access, large boats can be accommodated.

In addition to the are occupied by the boatyard, the Dolphin Quay site has two buildings fronting Queen Street and to the rear of them a boatshed. One of the buildings was formerly used as office accommodation by an accountancy firm. The other building and boatshed were leased to an antiques business for use as a shop and warehouse facility. Although the boatshed was used for antiques storage, it still retains overhead gantries for boat handling. Pontoon moorings at the rear also belong to the site providing tidal berths for approximately 40 vessels.

In 1996 Tim Gilmore leased part of the site to commence a business restoring and repairing wooden boats. As the level of work increased the company grew to become a team of 6 shipwrights and during this period in invested in equipment and facilities to improve is efficiency.

Due to leasing arrangements Dolphin Quay Boatyard lacked a permanent boatshed. To overcome this the company designed and constructed three steel framed shelters".

- 4.3 The former boat repair business left the site in 2012 and relocated to Birdham Pool marina, where it continues to trade.**
- 4.4 The operator of that business has written to the council to object to the current proposals.**
- 4.5 Whilst the applicant has not referenced the Conservancy's Planning Guideline**

D1b, they have referred to Havant Borough Council's statutory planning policy DM3, which broadly seeks to retain employment floorspace in the Borough.

- 4.6 On strict application of Policy, the applicant has produced a marketing report and persuasive argument as to why it is not possible to retain employment use and specifically employment related to marine industry at the site.
- 4.7 By the same token the former operator on the site says that it would have been possible for them to have continued to trade at the site.
- 4.8 As to appearance and visual impact, the front block has a very simple elevational treatment and thus blends well with other buildings in the street. Its scale steps up from that of the Lord Raglan pub to 29 Queen Street (Dolphin House). The rear supported terracing/balconies are not a common feature of the area, but do represent an attempt to provide private amenity space on what is a very constrained site, which is difficult to develop.
- 4.9 The rear block is modern in appearance, but to my mind, not inappropriate, being proposed of high quality materials and having an appropriate scale. The elevational composition has become better detailed throughout the process of consultation and now has a greater symmetry to its rear elevation, when viewed from the water/across/down the mill pond. As one approaches the site from the harbour, modern housing development obscures and provides a serial vision before the application site comes into view. There are examples of very architecturally modern new housing and the area is not so homogenous in its appearance that contemporary design could not be entertained at the rear of the site.
- 4.10 In overall terms, I consider re-development could provide an enhancement of the character and appearance of the Emsworth Conservation area. However, 3.19 from the Conservation Area Appraisal reminds us that: -

"The overwhelming townscape image of the Conservation Area's built form is that of the 18th century, both in terms of period buildings mostly abutting the pavements and the use of materials. The majority of buildings are built in a vernacular style, on a domestic scale with the exception of the industrial buildings. But even these reflect the smaller dimension associated with the locality and local materials. Elevations are generally in red stock brick, but sometimes this is painted, together with examples of painted smooth rendering (stucco) roofs of the early 19th century. Plain clay tiles predominate for roofs and Welsh slate appears with the Regency Period at a shallower pitch".

- 4.11 Whilst others say that it may still be possible to introduce further improvements to the architecture, the test really is whether the tabled proposals are of sufficient merit and positive impact to the Conservation Area and wider AONB to allow support for this element of the planning considerations.
- 4.12 The front block appropriately steps up from the Lord Raglan pub to the greater distant scale of 29 Queen Street, whilst remaining subservient to the scale of the 'Old Flour Mill'. Its materials and detailing fronting the street are considered appropriate. However, the jetted terracing providing first floor balconies to the rear are considered alien.
- 4.13 Whereas the applicant has made some efforts to reclad the rear block, its overall scale, massing and appearance are not considered appropriate and would interfere with the vista of the 'Old Flour Mill' when walking north along the public footpath towards Chequers Quay. Paragraph 3.22 of the Conservation Area Character Appraisal reminds us that:-

"Views: The history of Emsworth is inextricably linked with the harbour, although the association between the town and the waterfront has changed from its earlier commercial base to one largely related to tourism and recreational sailing. This waterside activity and related services are still an important part of Emsworth's character".

- and paragraph 56 stating -

"5.6 The design of any new buildings will also need to be sensitive to the scale and character of the site and the area and show imagination – building upon the existing urban form, details and materials. It is important to respect and maintain the building lines particularly within the medieval street pattern and elsewhere within the Conservation Area".

The Emsworth Village Design Statement offers similar advice and planning guidelines, especially 'Built environment' design considerations 4 and 7.

The remodelling of the sea wall at this part of the site would also cause the loss of the existing slipway, which allows others to launch small boats.

5.0 Conclusions

- 5.1 Officers consider that insufficient efforts have been made to establish whether a viable mixed use development could be provided on the site, which could retain part of the site for marine related employment purposes. Thus, it is asserted that the full requirements of Conservancy Planning Guideline D1b have not been met. Notwithstanding the public safety benefits that may accrue from the new flood defence works, acknowledged by the Environment Agency, there are also certain aspects of the development which are symptomatic of the proposals being an overdevelopment of the site, which have been set out above. An objection should therefore be raised to this application.

SRL for 21/7/14 CHC Planning Committee

Comments requested by: 15 July 2014, with extension of time granted by HBC for CHC to comment from today's meeting.

PLANNING POLICY FRAMEWORK*

NPPF – 7, 9, 11, 14, 17-23, 47-50, 56-58, 60-61, 64, 66, 69, 74, 93-94, 99-101, 103, 109, 111, 115, 118, 126, 128-129, 131-134, 137, 188; **NPPG** – ID 2b, ID 6, ID 7, ID 8, ID10, ID 18a, ID20, ID21a, ID 23b, ID 26, ID 30, ID 33, ID 34, ID 36, ID 37; **HBLP** – CS8-CS9, CS11-CS12, CS14-CS17, CS19-CS21, DM3, DM8-DM9, DM11, DM17-DM18, DM20, DM24-DM25; **SHBSA** – AL1-AL2, DM12-DM14; **CHMP & PG** – LS1-LS2, LS4, HE1, BD1, BD3, NC1, NC5, CD1, CD3, WQ1, WQ4, EW1, EW4, EL3, EG1-EG4 & Guidelines B1a-B3, B8, E8b, I1; **SPG/D**.

*Abbreviations used:-

NPPF – National Planning Policy Framework (2012)

NPPG – National Planning Practice Guidelines (2012)

HBLP– Policies from Havant Borough Local Plan (Core Strategy)(2012).

SHBSA - Submission version of Havant Borough site Allocations DPD (2014)

CHMP & PG – Chichester Harbour Management Plan (2014-2019) & Planning Guidelines
(as amended 2011-2013)

SPG/D – Supplementary Planning Guidance/Documents/Evidence:-

- Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions (2010)
- Interim planning policy statement approved 2.10.13
- Havant Borough Council - Borough Design Guide - Supplementary Planning Document (December 2011)
- Emsworth Village Design Statement (2008)
- Emsworth Conservation Area Character Appraisal/Management Plan (2010)
- HBC Residential parking and cycle provision SPD – March 2010
- Marine related business evaluation Phase 1 – Marine SouthEast (March 2013)

For ease of reference CHC Planning Guideline D1b reads:-

"POLICY D1b: The Conservancy is likely to raise an objection to the redevelopment of marine-related sites for non-marine business uses, unless it can be demonstrated that the site is not fit for purpose and that a predominantly marine-related business use is not viable. In all cases, proposals should not have an adverse impact on the landscape and nature conservation interests of the AONB. Applicants should take the following sequential approach and refer to 'Requirements of Marketing' below:

1. *In the first instance, the site should be marketed for marine-related business use (for large and/or small units);*
2. *If this fails, the site should be marketed for a mix of marine-related business use and/or other appropriate commercial/employment uses which are capable of reversion to marine-related use in the future;*
3. *Only if both of the above steps have failed, will other uses such as housing be considered. In these instances, an appropriate mix of housing and marine-related or other appropriate commercial/employment use(s) may be acceptable, provided:*
 - *it can be clearly demonstrated with evidence that the residential element would be necessary to make the scheme viable in financial terms;*
 - *any proposed non-marine-related employment use is capable of reversion to marine-related use in the future;*
 - *the marine-related or other appropriate commercial/employment use(s) are of a scale and type that would be viable and sustainable in the long-term (a sufficiently detailed Business Plan should be provided to help demonstrate this);*
 - *it can be demonstrated that the proposed uses are compatible with each other and the site.*

4. *Redevelopment of an existing or historic marine-related site with an entirely residential use is unlikely to be acceptable, unless and until the previous three steps have been taken and evidence provided that the site is no longer fit for purpose for marine-related or other appropriate commercial/employment uses".*

Oliver, Neale

From: Dorothy Cox <dorothy@conservancy.co.uk>
Sent: 29 August 2014 14:11
To: Alan Rice; Bill Acraman; Bob Chapman; David Myers; Frank Pearce; Graeme Barrett; Jackie Branson; Jeremy Hunt; John Connor; Keith Martin; Louise Goldsmith; Mark Stanton; Michael Glanville; Nick Fox; Pieter Montyn; Simon Sprackling; Steven Schrier
Cc: Richard Craven; Richard Austin; Planning; Maria Court; Gina Simpson; Tony Kershaw; Charles Gauntlett
Subject: Planning Committee 8th September
Attachments: Agenda & papers 08092014.pdf

Dear Members,

The next Planning Committee meeting will take place on **Monday, 8th September at 11.15** at The Stables, Eames Farm, Thorney Road, Emsworth. The agenda and papers are attached. Hard copies will be sent by first class mail. Detailed reports to support items 8 (Delegated action) and 9 (Planning decisions Apr-Jun 2013) have been placed on Dropbox, but please let me know if you wish to receive them separately by e-mail.

I would be grateful if you would let me know if you are unable to attend the meeting.

Regards,

Dorothy

Dorothy Cox	Chichester Harbour Conservancy
01243 512301	Harbour Office, Itchenor, Chichester PO20 7AW
	www.conservancy.co.uk

Did you know?

Swimming in the harbour can be dangerous. Please "Respect the Water": [click here](#) for RNLI campaign information.

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Chichester Harbour Conservancy

www.conservancy.co.uk

For questions regarding this agenda please ask for Dorothy Cox - email: dorothy@conservancy.co.uk

29th August 2014

CHICHESTER HARBOUR CONSERVANCY - PLANNING COMMITTEE

A meeting of the Conservancy's Planning Committee will be held at **11.15am** on **Monday 8th September 2014** at **The Stables, Eames Farm, Thorney Island.**

Siún Cranny

Director

AGENDA

1. **Apologies**
2. **Declaration of Interests**

Members and officers are invited to make declarations of pecuniary or personal interests they may have in relation to items on the agenda and are reminded to make declarations at any stage during the meeting if it then becomes apparent that this may be required when a particular item or issue is considered.

3. **Minutes** of the Committee meeting held on 21st July 2014 (page 1).

4. **Urgent Matters**

Items not on the agenda which the Chairman of the meeting agrees should be considered as a matter of urgency due to special circumstances. If members have any urgent matters they are asked to consult the Clerk before the meeting.

5. **Development Control Applications**

To consider planning applications upon which the Conservancy has been consulted, of which members have been notified, and to make recommendations to the appropriate local planning authority (page 5).



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6. Havant Borough Local Plan (Allocations)

To receive a verbal report from the Planning Officer.

7. Update on appeals

To receive a verbal report from the Planning Officer.

8. Development Control – Delegated Action

To note action taken by the Director, with the agreement of the Chairman, in submitting observations on planning applications upon which the Conservancy has been consulted by the local planning authorities, comments on which were required before the date of this meeting (page 37).

9. Quarterly report on Planning Decisions April to June 2013

To note the report by Conservancy officers (page 45).

Date of Next Meeting: The next meeting of the Committee will be held at **11.15am on Monday 20th October 2014**, at County Hall, Chichester.

Committee Members

Chichester DC:	Graeme Barrett, David Myers; Deputy: John Connor
Hampshire CC:	Frank Pearce, Alan Rice
Havant BC:	Jackie Branson (ex officio as Vice-Chairman of the Conservancy)
West Sussex CC:	Bill Acraman, Jeremy Hunt, Pieter Montyn (ex officio as Chairman of the Conservancy); Deputy: Louise Goldsmith
AC Cons' Members:	Nick Fox, Steven Schrier (Chairman)
Local residents:	Keith Martin
Farming/landowning:	Simon Sprackling
Naturalists:	Bob Chapman
Additional two reps:	Michael Glanville, Mark Stanton

CHICHESTER HARBOUR CONSERVANCY

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held on 21st July 2014 at 11.15 a.m. at The Stables, Eames Farm, Thorney Island.

Present: Steven Schrier (Chairman)

Graeme Barrett	Keith Martin	Frank Pearce
Bob Chapman	David Myers	Alan Rice
Nick Fox		

Officers: Siún Cranny (Director), Richard Austin (AONB Manager), Steve Lawrence (Planning Officer), Dorothy Cox (Executive Officer), Maria Court (Administration Officer)

APPOINTMENT OF CHAIRMAN

1. **Resolved**, that Steven Schrier be appointed Chairman for the period to the first meeting of the Planning Consultative Committee following confirmation of its membership at the Conservancy meeting on 27th October 2014.

APOLOGIES

2. Apologies were received from Bill Acraman, Jackie Branson, Michael Glanville, Jeremy Hunt, Pieter Montyn, Simon Sprackling and Alison Wakelin.

APPOINTMENT OF VICE-CHAIRMAN

3. **Resolved**, that Keith Martin be appointed Vice-Chairman for the period to the first meeting of the Planning Consultative Committee following confirmation of its membership at the Conservancy meeting on 27th October 2014.

DECLARATION OF INTEREST

4. Graeme Barrett and David Myers, as members of Chichester District Council's Planning Committee, declared personal interests in Development Control Application CH14/02042/FUL (Land north of High Tide, Chidham). David Myers also declared a prejudicial interest in the same application and in the application relating to Dolphin Quay, Queen Street, Emsworth (APP/14/00510) and left the meeting during discussion of the items; he declared a personal interest in the application from the Apuldram Centre for a grant from the Sustainable Development Fund.

MINUTES

5. Keith Martin advised that, contrary to the statement in the minute 180, the expertise brought by members of other planning committees to the consultation

process had been considered a material factor but that it had been outweighed by other factors.

6. **Resolved**, that the comment above be noted and that the minutes of the meeting held on 9th June 2014 be agreed and signed as a correct record.

URGENT MATTERS

7. No urgent matters were raised.

DEVELOPMENT CONTROL APPLICATIONS

8. The committee considered a report detailing officers' recommendations to the local planning authorities on Development Control applications, a copy of which is attached to the signed minutes. The Planning Officer presented the applications and commented on the relevant aspects of each site.

CH14/02042/FUL – Land north of High Tide, Chidham Lane, Chidham, Chichester PO18 8TF

9. The committee noted the proposal to erect a detached cottage in place of a boat store for which planning permission granted in 1981 remained extant, although only foundations for the store had been laid. Concerns were expressed about sustainability in terms of the location of the proposed residential development, the impact on the character of the landscape within the AONB and the recreational disturbance pressure on the nearby nature conservation designations.
10. **Resolved**, that Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy objects to the proposed development.

APP/14/00488 – Development site north of Goldring Close, Hayling Island

11. The committee noted that an application for 131 dwellings on the site had been allowed in July 2013 after appeal. The current application sought reserved matters approval for the dwellings but the committee noted that the mix of housing types had been changed to incorporate a greater number of three- and four-bedroom houses, the addition of four in number five-bedroom houses and fewer one- and two-bedroom houses.
12. Members considered that it would be appropriate to request the local planning authority to place a hedgerow order on the hedgeline on the eastern boundary of the development, to maximise the visual screening of the development as viewed from the AONB. Concerns were expressed about the inclusion of housing in the south-east corner of the site, which had previously been identified (albeit only on a drawing marked "indicative") as a green space; the location in the revised plans of several houses closer to the eastern boundary in the southern part of the site; the impact on the landscape, including from the water; and the effect of the altered housing mix on recreational disturbance within the adjacent AONB.

13. **Resolved**, that Havant Borough Council, as local planning authority, be advised that Chichester Harbour Conservancy objects to the Reserved Matters application.

APP/14/00510 – Dolphin Quay, Queen Street, Emsworth

14. The committee expressed concern that residential development of the site would result in the loss of the remaining boatbuilding infrastructure in Emsworth with direct access to water and the use of a slipway. It was noted also that access to the existing jetty and moorings would be retained and did not form part of the application; their longer term viability would, however, need to be protected.
15. The committee considered the proposed housing and whilst no significant concerns were raised about the general appearance of the buildings fronting the street, there were misgivings about the design and height of the rear flatted block, which was considered to be out of keeping and with its surroundings and detrimental to the historic views of adjoining listed buildings within the Emsworth Conservation Area, particularly the Old Flour Mill.
16. The committee acknowledged that under the Conservancy's planning guideline D1b provided for mixed use development should marine-related business use have been ruled out through marketing. Redevelopment of an existing or historic marine-related site for entirely residential purposes was, under the same guideline, unlikely to be acceptable unless marine-related business use or mixed use had been ruled out and evidence provided that the site was no longer fit for purpose for marine-related or other appropriate commercial/employment uses. The committee considered that insufficient efforts had been made to retain, or partially retain the site for marine employment use and noted views expressed by the former tenant regarding the marketing report that had been prepared by a local agent.
17. **Resolved**, that Havant Borough Council, as the local planning authority, be informed that Chichester Harbour Conservancy objects to the application.

APP/14/00547 – Land west of Horndean Road and south of Southleigh Road, Emsworth

18. The Planning Officer gave a presentation on the application for outline planning permission for 125 dwellings and a water retention area, for which all matters were reserved except for access and proposed site levels. As a detailed report had not been circulated with the agenda, it was agreed that the application should be considered out of committee.

PERMITTED RIGHTS OF FARM BUILDINGS

19. The committee noted the report of the Planning Officer about the provisions relating to permitted development rights for agricultural buildings and the conditions for seeking removal of such rights.

SDF PROGRAMME – 2014/15 PROJECT APPLICATIONS

CH-SDF/14-05 – The Apuldram Centre – Forest School and Woodland Management Centre

20. Introducing the item, the AONB Manager advised that £12,098 remained to be allocated from the Sustainable Development Fund in 2014/15 and that currently there were no other applications.
21. The committee considered the application from the Apuldram Centre for a grant of £2,528 towards the cost of equipment and training to run the Forest School and woodland management programme. It was noted that three earlier grants had been made to the Apuldram Centre for separate projects and the committee considered that feedback should be sought on those and on other projects funded through the SDF.
22. **Resolved**, that a grant of £2,528 be awarded to the Apuldram Centre.

The meeting ended at 12.55 p.m.

Chairman

Next Meeting: The next meeting of the Committee will be held on Monday 8th September 2014 at 11.15 at The Stables, Eames Farm, Thorney Island PO10 8DE.

Development Control Applications

Local Planning Authority planning application reference: CH/14/02138/OUT

Site: Land East of Broad Road, Hambrook, West Sussex

Proposals: Residential development of 120 single and two storey dwellings comprising 48 affordable homes and 72 market price homes, garaging and parking together with retail unit, sports pavilion, community facility, new vehicular and pedestrian access to Broad Road, emergency and pedestrian access to Scant Road West, sports facilities, 2 tennis courts, football pitch and 4 cricket nets, children's play area, public open space and natural green space on a site of 9.31 ha.

RECOMMENDATION

That Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy proposes no objection but asks that the following matters be addressed:-

- the application provides the necessary financial contribution of £172 per dwelling towards the interim scheme of mitigation set up as a result of the SDMP, secured by legal agreement;
- the Council is satisfied that the open space provided within the site is of a suitable design to attract use by residents, including circular walks and links to open countryside away from Chichester Harbour;
- the Council is satisfied that the proposed development would not increase pollution entering Chichester Harbour from the WWTW.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context

This application site is a field located to the northeast of Hambrook, which is centrally positioned to the north of the Chidham peninsula. The site is included in the Council's Strategic Housing Land Availability Assessment (SHLAA), and lies some distance outside the AONB whose boundary is approximately 1.2km to the south.



2.0 Proposed development

The application seeks outline permission for a residential development of 120 dwellings, garaging and parking together with a retail unit, sports pavilion, community facility, new vehicular and pedestrian access to Broad Road, emergency and pedestrian access to scant road west, sports facilities, 2 tennis courts, football pitch and 4 cricket nets, children's play area, public open space and natural green space on a site of 9.31 ha.



3.0 Relevant planning history

The Conservancy commented on an application for 28 dwellings on a site significantly further south, and therefore closer to the AONB ('land west of Broad Road, Hambrook' - CH/12/04778/FUL) which was refused permission by the Council but was allowed on appeal in April 2014. The Conservancy had objected on the grounds of the potential for increased recreational disturbance in combination with nearby sites and prematurity prior to Phase III of the Solent Disturbance and Mitigation Project (SDMP). The Council refused permission for various reasons including that they were unable to conclude that the proposed development would not have a likely significant effect upon the integrity of Chichester Harbour Special Protection Area (SPA) in terms of the impact of the resultant recreational pressure and disturbance from new residents on the SPA site features both alone and in combination with other development proposals. The subsequent appeal was allowed, with the Inspector concluding that subject to the financial contribution proposed, the scheme would not have a significant adverse effect on the designated sites (SSSI, SPA and Ramsar), and that planning conditions could safeguard wildlife and encourage biodiversity. Condition 24 required that a residents' education pack be provided to explain the importance and sensitivity of the SPA and suggesting ways in which residents can reduce their impact on it.

4.0 Key issues

The site lies some distance outside the AONB and as such, there would be no landscape impacts on the AONB and therefore the two main issues from the Conservancy's perspective relate to potential impacts on the designated sites within Chichester Harbour through increased recreational disturbance, and from sewage disposal from the proposed development.

Recreational Disturbance

Since the Conservancy commented on the application for 28 dwellings on 'land west of Broad Road' as outlined above, the Solent Disturbance and Mitigation Project has been completed, including a range of suggested measures to avoid and mitigate the impacts of increased recreational disturbance from new housing developments. An interim scheme of implementation (until 2017) has been set up by the SDMP working group, which will deliver some 'quick wins' to mitigate the early increases in residential development, including the deployment of a team of seasonal wardens and a project to engage with dog owners. The interim scheme includes calculations for proposed financial contributions from new developments. The Council has produced an Interim Policy Statement which confirms the requirement for a financial contribution of £172 per dwelling within the 5.6km zone of influence from Chichester Harbour SPA, also allowing for the fact that developments very close to the Harbour may have stand-alone impacts and therefore may have to undertake an appropriate assessment.

The current application lies approximately 1.75 - 1.85km from the designated SPA sites to the south-east (Bosham Channel) and south-west (Thorney Channel) of the site. The proposed development would provide on-site open space comprising 3.8 hectares of informal open space and 0.9 hectares of formal open space (sports use), including circular walks within the site.

Our assessment is that a dog walker wanting to walk from the proposed site to the foreshore of the Thorney Channel could do so safely by using a combination of roads (230m along Priors Leaze Road), footpaths, and pavements. This is a 2.5km route (one way) and therefore well within the range of most walkers. It is therefore essential that open space provision provided within the development is attractive and encourages people to stay within the open space areas rather than walking out towards the Harbour. Circular walks should be created that connect to the open countryside in a direction that leads people away from the Harbour.

In addition, in accordance with the Council's Interim Policy Statement, the application should provide the necessary financial contribution of £172 per dwelling towards the interim scheme of mitigation set up as a result of the SDMP, and we would ask that this be secured by legal agreement.

Sewage Disposal

The sewer catchment maps show that the Hambrook area connects to the Thornham Waste Water Treatment Works (WWTW) and therefore the proposed development would not put additional pressure on the Apuldram Waste Water Treatment Works. However, given the recent storm discharges from Thornham WWTW we would ask that the Council is satisfied that the proposed development would not increase pollution entering Chichester Harbour from the WWTW.

5.0 Conclusions

Overall, the proposed development would provide new housing some distance from the AONB and should therefore help to reduce the pressure on sites closer to or within the AONB, and as such, the Conservancy has no objection to this application subject to the comments outlined in the recommendation below.

Local Planning Authority planning application reference: SB/14/02326/FUL

Site: Land east of 181 Main Road Southbourne

Proposals: Proposed residential development of 23 dwellings, consisting of 3x 1 bedroom flats, 3x 2 bedroom flats, and 17 houses: 2x 2 bedroom houses, 12x 3 bedroom houses and 3x 4 bedroom houses, associated access and parking, secure cycle storage and landscaping. This application includes the provision of on-site affordable housing of 8 units.

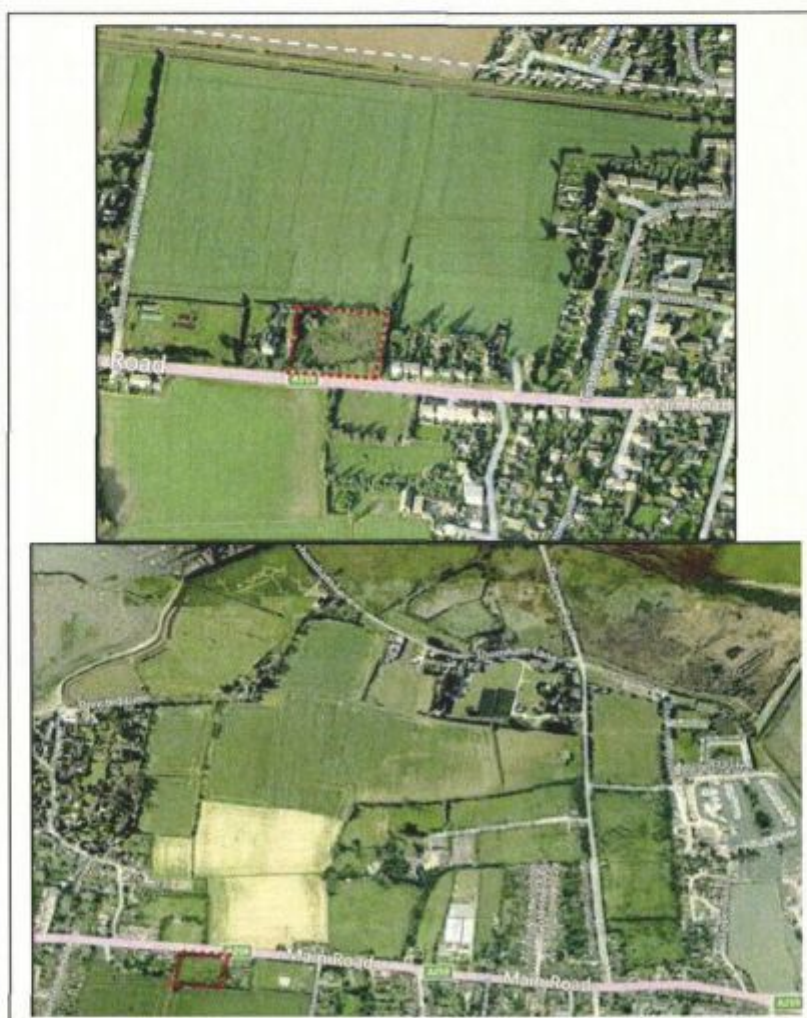
RECOMMENDATION

That Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy objects to the proposed development, by reason of erosion of a strategic gap and the adverse impact of 3 storey development on the setting of Chichester Harbour AONB, particularly when viewed from the railway line to the north, adjacent public footpath system and from the A259.

However, in the event that Chichester District Council or the Secretary of State is minded to grant planning permission, recreational disturbance to the Chichester Harbour SPA be mitigated through a planning legal agreement.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context



- 1.1 This square shaped 0.71 ha site falls outside the Settlement Policy Area for Southbourne and Prinsted, is opposite but is outside the AONB and is within EA Flood Zones 1 (lowest risk), within a designated Strategic Gap. The first aerial photograph above looks north and the one beneath looks south, showing proximity to Chichester Harbour. The site is listed in the Council's SHLAA (SB08332) where the potential for new housing is to be investigated through the Site Allocations process of the Local Plan in that the site may be required during the period 2019-2024. The draft Neighbourhood Plan for Southbourne shows the site as preferred location for new housing.
- 1.2 The site is currently unused, overgrown agricultural land, bounded by mature trees and hedgerows. Arable fields adjoin to the north with the Portsmouth to Chichester railway line beyond, raised above the field levels. A public footpath adjoins to the east with 2 storey housing beyond. A pair of 2 storey flint faced houses exist to the east with Tuppenny Barn organic produce holding/shop/centre. Paddocks are on the south side of the A259, opposite the site and within Chichester Harbour AONB.
- 1.3 The site is flat, with access via the public footpath in the north-east corner. This boundary is marked by a run of tall poplar trees, which largely block views of the AONB to the south from Cooks Lane. Other mature trees mark the western boundary with a school and housing and another caravan park to the south. The frontage to Main Road (A259) provides a significant gap in built form there, with bus stops either side of the site proximate to the site frontage. The A259 marks the boundary with the AONB beyond, where tree lined fields and some agricultural buildings characterise the local landscape. There are a number of single storey buildings within the site, which when not occupied by caravans and tents has a largely open character.
- 1.4 In terms of the 2005 CBA Landscape character Study, the site is wholly within the Havant to Chichester Coastal Plain, characterised by open arable farmland with strong rectilinear field patterns and small hedged paddocks associated with the villages, albeit denser urban development is noted around Southbourne. The site sits outside any zone identified in the Council's 2011 Review of landscape capacity and new development. There are no views of Chichester Harbour from the site. The site lies within a kilometre of the Chichester Harbour Special Protection Area.

2.0 Proposed development

- 2.1 In formulating their proposals the agent says the following objectives have flowed from a pre-application enquiry with the District Council:- (a) to mitigate visual impact perceived from the strategic gap/street frontage and public footpath, and (b) to mitigate impact to the Chichester Harbour SPA. The applicant has provided a buffer between the footpath by locating open space and an attenuation pond there (linked to an underground surface run-off water tank) to meet the Parish's aspiration for a green ring concept in the draft neighbourhood plan. A sleeved cul-de-sac also provides separation of built form from the street, allowing existing boundary trees and hedging to remain in situ, with the exception of where the vehicular access is to be formed. The carriageway of Main Road is being narrowed proximate to the new access such that sight lines will not require associated hedgerow/tree removal. A bus stop will accordingly be relocated by the public footpath.



- 2.2 The built form is to be separated into 10 detached/semi-detached and terraced blocks, varying between two and three storeys in height. 3 storey development would be positioned in the centre (flats) and north east (townhouses) parts of the site. The agent asserts the visual impact of this scale and massing has been mitigated from the street by the flatted block's splayed placement, varied roof-forms and boundary trees. It is argued the broadly symmetrical appearance of the flatted block with its portico entrance mimics the appearance of a single grand house. Nine affordable units, built to lifetime homes standards, are to be provided from the 23 dwellings proposed, served by 46 allocated parking spaces and 6 visitor spaces. A density of 32 dwellings/ha would be achieved. Brick facings with some stone detailing/tile hanging and a mixture of slate and tiled roofs to complement the appearance of built form close by are proposed. Some elevational details are shown below.



- 2.3 The application is supported by a number of technical reports concerning highway design, ecology (two slow worms were found on the site and 'moderately low' bat activity having been observed), tree constraints, landscape impact analysis, flood risk assessment and drainage strategy. In the latter, Southern Water have confirmed headroom capacity in the Thornham Treatment works, although it may be necessary to improve a valve. Site investigations have revealed that there are no prescribed contaminants on the site, but (Roman) archaeological remains may be likely.





- 2.4 New planting is proposed, not least on the eastern part of the site. The agent asserts that *"...long range views from the north have a neutral visual effect, nearby view from the east and midrange views from the north are subject to moderate and minor adverse visual effect"*. Views from the south and south-west (i.e. from the AONB looking out) are said to be unaffected.
- 2.5 Erroneous reference is made to the District Council's previous interim policy statements on Climate Change and Facilitating Appropriate Development, both of which have been cancelled by submission of the emerging local plan to the Secretary of State.
- 2.6 One mature tree is shown to be removed to create the site access. Another is to be removed close to the south-west corner.

3.0 Relevant planning history

- 3.1 The land appears to enjoy agricultural use. In a recent pre-application enquiry the Conservancy expressed concerns about residential development and its impact on the strategic gap.
- 3.2 An outline permission for 40 assisted living units/30 age restricted dwellings/60 bed care home - (also shown as a housing site in the SHLAA and Draft Neighbourhood Plan) - to the north-west of the site, was won on Appeal 5.3.14, where the District's lack of a 5 year land supply was cited as a reason for allowing the Appeal.

4.0 Key issues and related Policy framework*

- 4.1 **Safeguarding intrinsic character and beauty of countryside/strategic gap/biodiversity from inappropriate development** - NPPF-11, 14, 16-17, 105, 109, 113-115, 118; NPPG - ID 8-001/004-005/007/016-018/020/026, ID 30-001/005-006, ID 23b-001, ID 34-001/006-007/016; CHMP - LS1, LS2, LS4, BD1, NC5; PG - A1, B9; SCLP - RE1, RE4, RE6-RE8, BE1, BE14; PCLP - 1, 2, 43, 45, 48-50

- 4.1.1 Owing to the flat topography and notwithstanding intervening existing trees/planting, the 3 storey scale of some parts of the development would have a wider landscape impact to the setting of the Chichester Harbour AONB, when viewed from the north and from the A259, particularly when trees are not in leaf.
- 4.1.2 The potential for recreational disturbance harbourside in the AONB would increase. Even though some would take their dogs for a walk on the open space to be provided for the new housing, it is inevitable that some coming to live at the site will take their informal recreation harbourside, leading to recreational disturbance to wildlife. This needs to be mitigated.
- 4.2 **Heritage** – NPPF 17, 126, 128-129, 131-134, 137; **CHMP** – HE1, BD1; **SCLP** – BE3; **PCLP** – Policy 47
- 4.2.1 There would be no harm to heritage assets in this more modern developed part of Southbourne, but the potential for archaeological remains ought to be properly investigated if the development is approved and appropriately archived in the council's Historic Environment Record.
- 4.3 **Flood risk** – NPPF 17, 94, 99-103; **NPPG** – ID 6-003, ID 7-001/019/025/052, ID 34-001/006-007/016; **PCLP** – 42.
- 4.3.1 Soakage testing has established that ground conditions are unsuitable for the use of soakaways for surface water and roof drainage. As such a surface water drainage strategy has been formulated in close consultation with Southern Water, to ensure exceptional off-site flash flooding would not result from the development.
- 4.4 **Economic and social needs** – NPPF – 49-50, 61; **NPPG** – ID 6-003, ID 2a-003/015-017/019, 021, ID 8-026, ID 50-001; **CHMP** – BD3, F1- F4, EG1, EG2; **SCLP**– H1, H8-H9 ; **PCLP** – 4-6, 9, 20, 34-35; **SPG**.
- 4.4.1 The Government's key imperative for the town and country planning system is sustainable economic growth to provide for housing needs and it is acknowledged that construction jobs would be created, having the potential to create short term local employment opportunities. Furthermore, those who would come to live at the site could help sustain local businesses and enterprises.
- 4.4.2 The NPPF sets out that where local planning authorities cannot demonstrate a 5 year housing land supply, there should be a presumption in favour of sustainable development, having regard to the Development Plan and other material planning considerations. Landscape impact and the perceived coalescence of settlements are considered sufficient reasons to with-hold planning permission. The SHLAA may show this site to be suitable to meet village needs in the period 2019-2024. Notwithstanding the draft Neighbourhood Plan, these proposals are considered premature to proper consideration through the Local Plan Site Allocations process.
- 4.5 **High quality, low carbon design** – NPPF -11, 14, 16-17, 56-58, 60-66, 69, 93, 95-97, 109, 111, 113-115; **NPPG** – ID 6-003/010, ID 26-001/002/006-008/011-014, 020, 031, 040, 042, ID 21b-014, ID 53-005, ID 42-013; **CHMP** – LS1, LS2, BD1, WQ4; **PG** – B1a-B3, B5a, D3; N1; **SCLP**–RE3, BE11, BE13-BE14, BE16, R2, TR6, TR8, H3-H6; **PCLP** – 1, 8, 33, 39-40, 52, 54; **SPG**

4.5.1 The appearance of built form is not per se considered to be inappropriate to its context. Rather it is the 3 storey scale of parts of the development which is considered inappropriate in the wider landscape.

4.5.2 Sustainable measures to reduce the carbon footprint of the development can be secured through planning condition.

4.6 **Residential amenity – NPPF – 17; SCLP – H3, BE11; PCLP – 33; SPG**

4.6.1 No adverse impact to the privacy and amenity of occupiers of adjoining dwellings is predicted.

5.0 Conclusion

5.1 The development is within a Strategic Gap designed to stop Southbourne coalescing with Emsworth/Hermitage. However, the local plan is now out of date and a 5 year housing land supply cannot be demonstrated. The council has undertaken a detailed study in terms of landscape capacity to absorb further strategic housing growth, but this site does not feature in those study zones. Policy 20 of the pre-submission version of the emerging core strategy identifies Southbourne as being capable of providing 300 new homes in the period up to 2029. The SHLAA says this site may be required in the 2019-2024 part of the local plan.

5.2 The Conservancy normally objects to development in the Strategic Gap adjoining the AONB, in order to protect its setting. Whilst development here could relieve housing pressures inside the AONB, helping to protect its character, it is considered that there are other more appropriate sites which ought to be developed first. I consider there would be wider landscape impact to the AONB from those parts of the development proposed at 3 storey height.

5.3 Increased recreational disturbance in the Chichester Harbour would result. Should the council grant planning permission it should secure mitigation through a S.106 planning obligation.

SRL – for 8.9.14 CHC Planning Consultative Committee

Comments requested by: 11 September 2014

***Abbreviations used:**

NPPF – National Planning Policy Framework – (March 2012)

CHMP – Chichester Harbour AONB Management Plan (2014-2019)

PG – Planning Guidelines related to CHMP (as amended 2011-2013)

SCLP – Policies 'saved' from the Chichester Local Plan (1999/2007)

PCLP – Policies from the pre-submission version of the Chichester Local Plan (2014-2029)

SPG/SPD – Planning guidance published by Chichester District Council relating to:-

- Parking standards (2007)
- AONB design guidelines (2010)

A neighbourhood plan is in preparation and a pre-submission version has just been published. This assesses the application site among others and concludes it would be acceptable for housing development. This plan only carries very limited weight at this time, but has been the subject of public consultation.

Local Planning Authority planning application reference: SB/14/02362/FUL

Site: Thornham Products, Thornham Lane, Emsworth, PO10 8DD

Proposals: Proposed change of use of land to small tourism facility including provision of four caravan / mobile park home pitches and one campsite utility block following consolidation of existing mobile homes and removal of existing outbuildings.

RECOMMENDATION

That Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy objects to this application.

Planning Policy Framework

NPPF paragraphs 14 and 115; RE1, RE4, BE11, BE14, T3, T4: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2014-2019: BD1; CHC Planning Guideline Policy H2. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context

This is a long, narrow field located within the rural area, to the east of Thornham waste water treatment works. The site lies within a cluster of commercial / residential development including horse stables, a nursery and mobile homes. A public footpath runs east to west along the northern boundary of the field, removed from the site itself which relates to the southern part of the field and is enclosed by hedges and trees as viewed from the footpath to the north. The site includes a gravelled turning area in front of high gates on the Thornham Lane frontage which prevent views into the site.



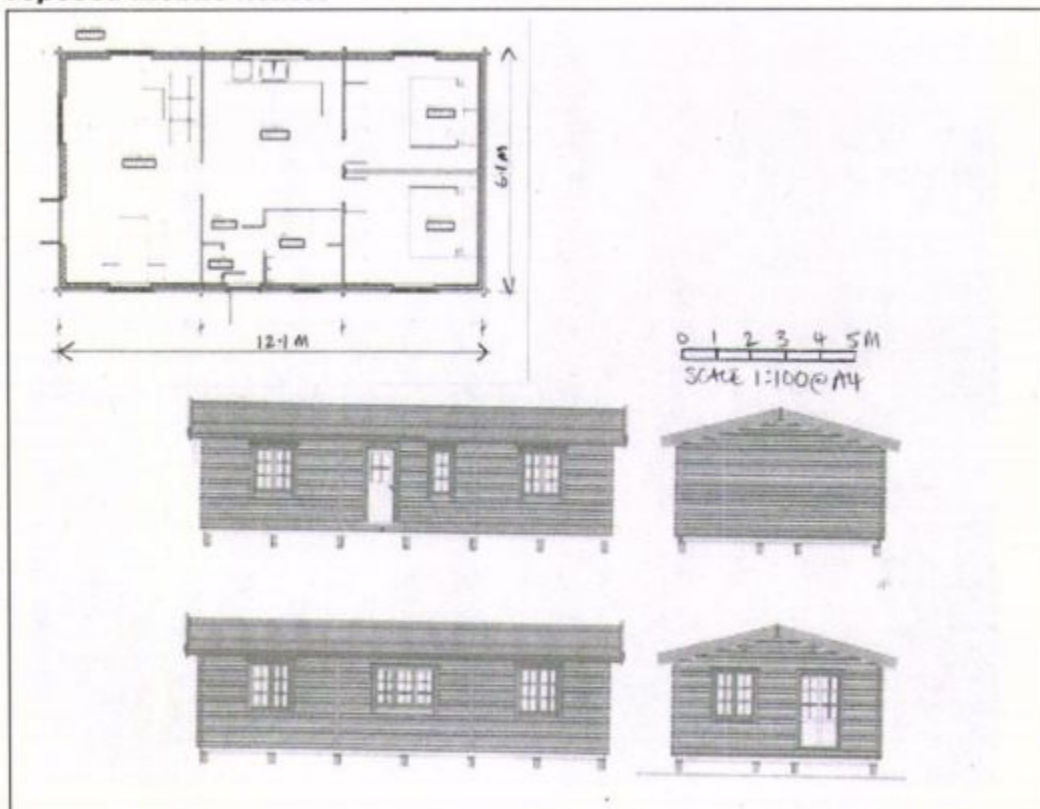
2.0 Proposed development

The application is advertised as providing a small, secluded development of holiday park homes so that visitors have a real sense of 'being away from it all'. It states that using park homes of a similar design to those already in the area will ensure that the proposed development respects the setting and character of the site. The supporting statement also talks of ensuring that existing trees are maintained as an integral part of the proposal. However, there is no clear site plan showing existing planting and trees to be retained.

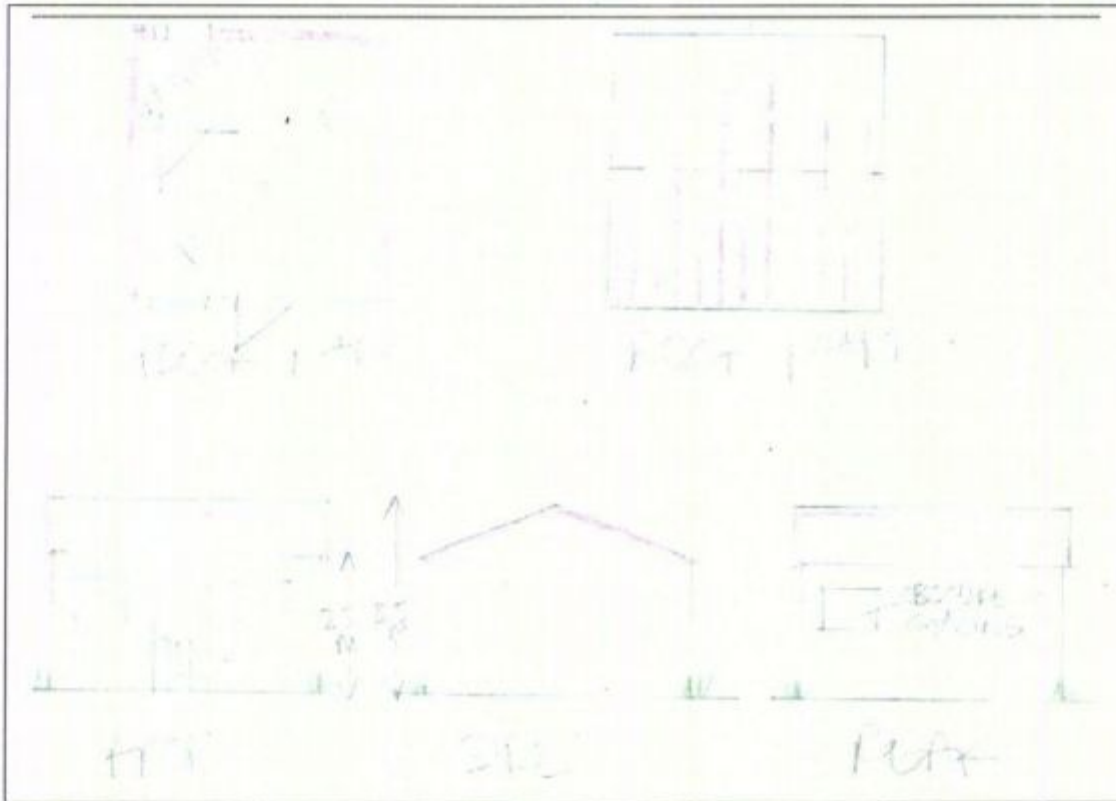
Proposed site layout plan



Proposed mobile homes



Proposed facilities building



3.0 Relevant planning history

The supporting statement claims that the site is a former plant nursery with an ancillary mobile home. Aerial photographs show outbuildings and structures on the site, although there is no planning history on the Council's records apart from an application made in June 2014 for a four pitch site for gypsy accommodation which was never made valid and therefore was not proceeded with.

The adjacent site 'RBS Nurseries' recently had a lawful development certificate granted for 4 dwellings (SB/11/02853/ELD). The Conservancy had no evidence to help determine the certificate application but did express serious concern that an on-going breach of planning control has resulted in the erection of private dwellings within a rural part of the AONB, where planning permission would not normally be granted given the conflict with established policies designed to protect the countryside and AONB from inappropriate development. Similarly, a lawful development certificate was granted for a dwelling and stables at the other adjacent site 'Ickleberry Paddock' (SB/12/00679/ELD) and the Conservancy raised the same concerns regarding this application.

4.0 Key issues

The key issues of relevance to the Conservancy are the principle of the proposed tourist use in this location, and its impact on the natural beauty of the AONB.

Small-scale tourism uses in the rural area and AONB are acceptable in principle, subject to there being no adverse impact on the rural character of the area or the scenic beauty of the AONB. National and emerging Local Plan policies are supportive of tourist uses in

appropriate locations as being important to the economic, social and environmental well-being of the area.

The site is not an exposed site in wider landscape terms due to existing mature planting surrounding the site and along the southern side of Thornham Lane. As such, the proposed buildings are likely to be mostly screened from view from public vantage points, although this will depend on the proposed boundary treatments and retention of the existing boundary planting, which is not made clear in the current submission.

However, we would question the suitability of the site for tourism use given its close proximity to the Thornham waste water treatment works. We also consider that there is insufficient information in the current submission to properly assess any visual impacts due to the poor quality of the plans and the lack of a detailed site layout plan or planting scheme.

Furthermore, we are concerned about the risk of the proposed holiday homes becoming permanent residential dwellings within this rural part of the AONB particularly given the site history of both adjoining sites which have achieved lawful development certificates for unauthorised residential dwellings in this rural part of the AONB, to the detriment of the open, rural character of the area. Given the above points, we have no option but to object to the current application.

Local Planning Authority planning application reference: BO/14/02419/FUL

Site: Five Elms Stumps Lane Bosham PO18 8QJ

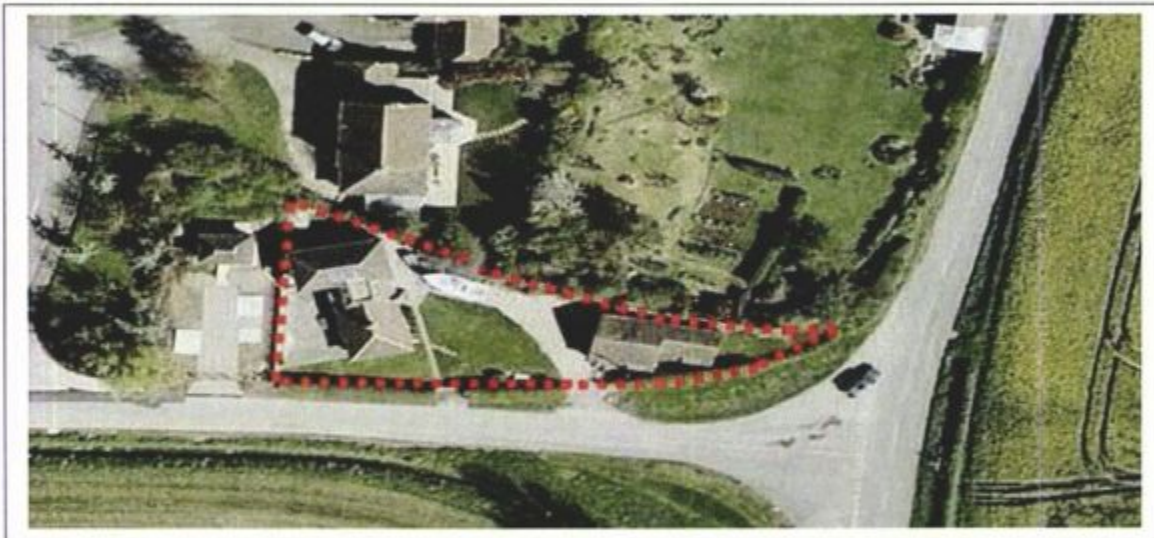
Proposals: Demolition of 2 no. dwellings and the construction of 2 no. replacement houses

RECOMMENDATION

That Chichester District Council, as local planning authority be advised that Chichester Harbour Conservancy objects to the proposed development, by reason of the inappropriate 3 storey scale and poor placement within the plot.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context

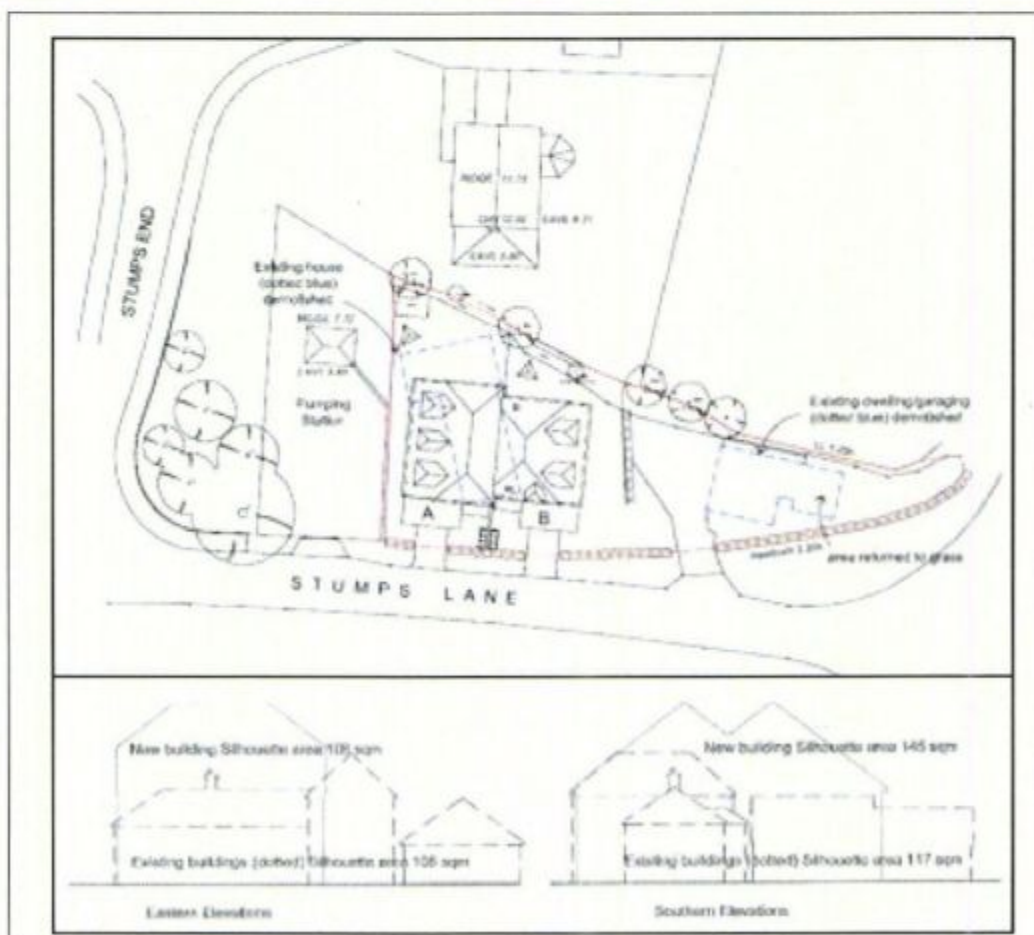


- 1.1 This 0.08ha roughly triangular site is within the Settlement Policy Area but within Flood Zone 3. Five Elms is a part two/part single storey detached house with light coloured rendered ground floor and tile hung first floor elevations and hipped, plain tiled roof (it is not possible to report heights of the upper eaves and ridge of the main hipped pyramidal roof ridge as no scalable existing elevations have been submitted. However, the ground level of the site is about 1.4m lower than that of the adjoining house in Stumps Lane). It is situated in a large, narrow plot which tapers to a point towards the junction with Taylors Lane. It is within the 'D:Restof Bosham' character area of the Bosham Village Design Statement (VDS). This notes that "*Houses are set back from sunken roads, often hidden by trees, hedges and well tended gardens. The eye is drawn upwards to the roofscape which is, in general, pleasingly harmonious*". There is mature tree planting to much of its north boundary and mature hedge to most of the southern boundary, punctuated in two places by vehicular access points. A pumping station exists to the west, in a single storey building set back from the street, but raised up on an embankment. The open character of that land allows greater visibility of Five Elms, but longer views from the Harbour some 140m to the west are curtailed by a large Weeping Willow tree on the corner with Stumps End, a small residential cul-de-sac of 2 storey dwellings. The next nearest housing is some way north in Taylors Lane (Byways and Eastfield Cottage).
- 1.2 Being on an exposed corner, the site is highly visible from the south and east. A public footpath exists to the north/north-east of the site, part crossing open arable fields, raised up from the carriageway of Taylors Lane. Views here are somewhat curtailed by the trees to the northern boundary of the site.
- 1.3 Paragraph 5.9 of the VDS states – "*Infill' developments especially which lose garden or wildlife areas should be firmly discouraged due to the threat to the existing townscape and to avoid pressure on a periodically stressed sewerage system. Careful consideration should be given to the volume of 'replacement' buildings which affect the ratio between the built area to the unbuilt land and the rhythm of the existing perspectives. The style and siting of housing should be appropriate to the immediate environment as indicated by scale, shape, proportion and colour. In essence, the quality of streetscape should be maintained. There are developments locally which are now considered to be out of proportion with the area. This kind of 'massing' should be prevented in future developments*".
- 1.4 Paragraph 5.14 goes on to state –"*For properties overlooking the harbour or open land, domestic extensions and other incremental additions to existing dwellings should restrict the increase in the 'footprint' and the 'silhouette' of any elevation of the original building visible from the wider landscape in accordance with the Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty*".

2.0 Proposed development

- 2.1 The applicant proposes to demolish the existing chalet bungalow and detached garage/workshop/dwelling erect 2 houses in their place, as a semi-detached pair, occupying the western part of the site. Although the upper floor of each dwelling would be contained in the cleaved, barn-hipped roof form, each dwelling would be arranged on 3 floors and appear much elevated in relation to adjacent built form. The new upper roof ridge would be 12.48m AOD comparing to adjacent ridge heights of 12.73m and 12.53m AOD. This would still be a significant increase in height above existing building roof ridges.

- 2.2 The reason for this is to overcome the issue of flood risk, which formed a reason for refusal on an earlier application at the site. The ground level would comprise non-habitable accommodation providing boat storage and garaging. There would be a further 2 levels of habitable accommodation above that.
- 2.3 In overall terms, the collective footprint of both dwellings would remain the same at 108 sq.m and the (greater) southern silhouette would increase by just under 24%. The Conservancy planning guidance allows for no greater than 50% and 25% respectively. Block plan superimposed on buildings to be removed and eastern/southern silhouette comparisons are shown below along with the southern street elevation.

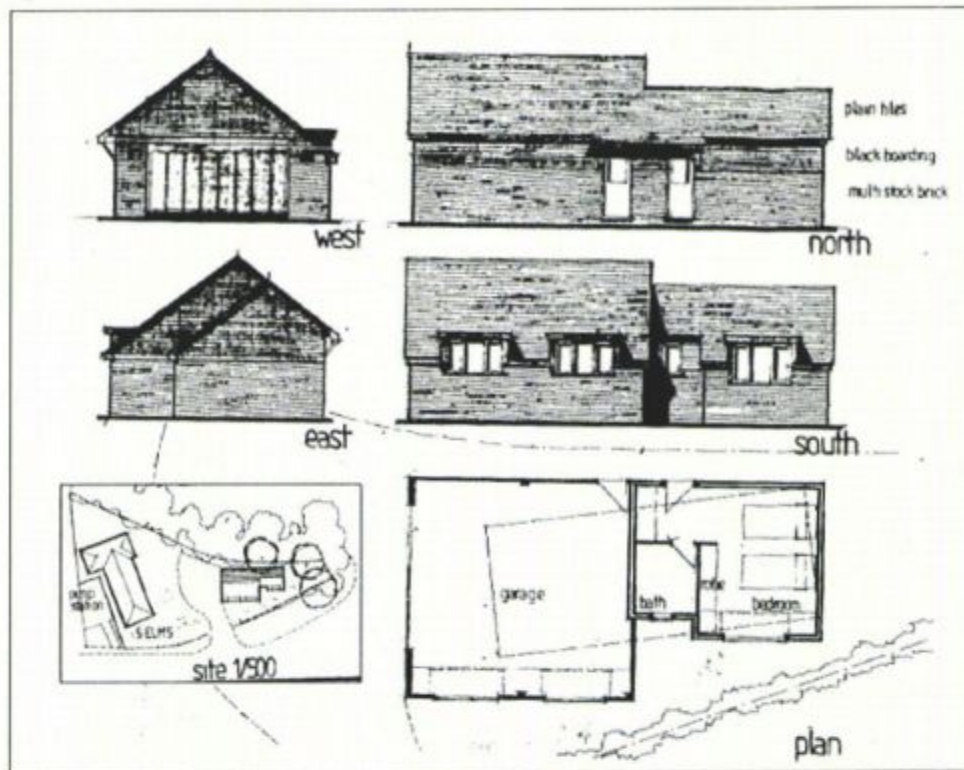


- 2.4 The chosen materials are stock bricks, weatherboarding and tile hanging to face each dwelling topped by plain tile roofs, illustrated in the street view (south elevation) above. Proposed elevations and floor plans are shown below.

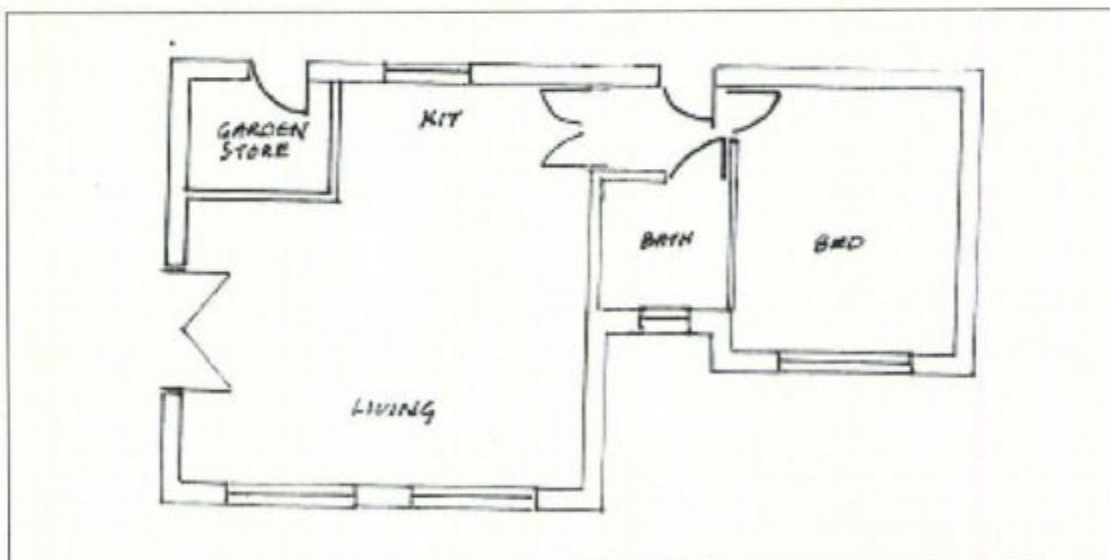


3.0 Relevant planning history

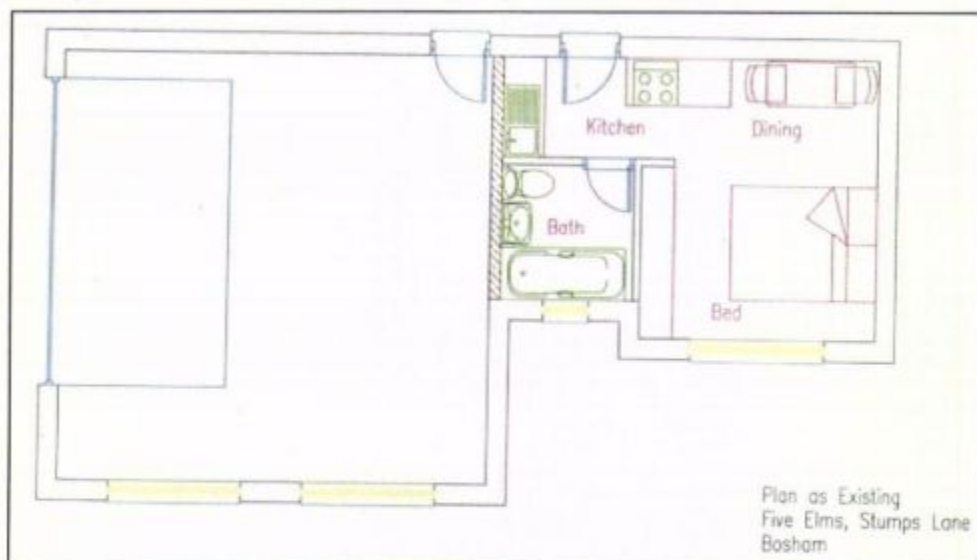
- 3.1 Under application 99/01627/DOM permission was refused to demolish the detached garage form a larger guest annexe, with wide catslide dormer window above a new detached garage, increasing the ridge height to some 5.8m. This was refused owing to bulk and height causing harm to the AONB and loss of on-site turning.
- 3.2 Under application 99/02109/DOM permission was granted to form a larger guest annexe at the eastern end of a new detached garage/domestic workshop, increasing the existing roof ridge height to 4.8m, for the garage/workshop part of the structure. This was subject to planning condition 3 requiring that the accommodation always be ancillary to Five Elms and never be used as a separate dwelling.
- 3.2 Under application 00/01297 permission was granted to form a larger guest annexe above the detached garage, increasing the approved roof ridge height from 4.8m to 5.5m, resulting on what appears on the site today and shown in the box below. This was subject to planning condition 3 requiring that the accommodation always be ancillary to Five Elms and never be used as a separate dwelling. The Conservancy did not oppose that application.



- 3.3 Application 07/01809/DOM sought to convert the garage part of the detached structure to additional living accommodation for the annexe. This was refused as being tantamount to creating an additional dwelling and overdevelopment of the plot. Unacceptable flood risk was also identified.



- 3.4 An application was made for a Certificate of lawfulness for use as the annexe as a dwelling was applied for under reference 09/02333/ELD, using the layout plan below. With no evidence to dispute the applicant's claim, the Conservancy offered 'no comment' on the application. A Certificate confirming lawfulness was issued 5 March 2010. The significance of this decision is that it recognises there are two lawful dwellings on this plot.



- 3.5 Application 10/05678/FUL proposed to convert the existing garage into additional living accommodation for the small dwelling, basically laid out as for 07/01809/FUL. The Conservancy had no objections. This was refused 22.2.2011. Reasoning related to overdevelopment, tantamount to the creation of 2 sub-standard plots, uncharacteristic of the area. This decision was Appealed, but dismissed 8.8.2011. No copy of the decision letter appears on the council website. Endeavours will be made to obtain a copy by the date of the meeting.

4.0 Key issues and related Policy framework*

- 4.1 **Safeguarding intrinsic character and beauty of Countryside/coast/biodiversity from inappropriate development – NPPF- 11, 14, 16-17, 105, 109, 113-115, 118; NPPG – ID 8-004/007; CHMP – L1, L2, L4, BD1, NC5; PG – B9; SCLP – RE4, RE7-RE8, BE1, BE14; PCLP – 1, 2, 43-44, 48-50**

- 4.1.1 The new houses, will not be visible from the harbour but there would be longer views across fields from the south and the east (where there is a public footpath). They would be seen partly screened by mature vegetation but the increased scale above other built form would be most noticeable within the AONB.
- 4.1.2 The development would appear squeezed into the western end of the site, with very little amenity space for the western-most dwelling with the larger number of bedrooms.
- 4.1.3 AONB guidance which supports 'saved' policy S12, in terms of acceptable footprint (no overall increase here) and silhouette would be greater, although within the 25% guideline. It is the increased scale though, compared to the existing buildings which would be most noticeable.

- 4.2 **Heritage – NPPF 17, 126, 128-129, 131-134, 137; NPPG – ID 18a-003/018; CHMP – HE1, BD1; SCLP – BE3, BE6; PCLP – Policy 47**

- 4.2.1 There are no heritage assets close to the site.

- 4.2.2 There is potential for ground bearing archaeology to be disturbed by the construction of new foundations. The council will ultimately take a view on this, but it is recommended that at the very least a watching brief is prepared and any finds recorded and appropriately archived in the council's Historic Environment Record, if the council is minded to grant permission.
- 4.3 **Flood risk** – **NPPF** 17, 94, 99-103; **NPPG** – ID 6-001/003, ID 7-001/026/029-031; **PCLP** – 42.
- 4.3.1 According to the Environment Agency's flood maps, the stores building lies within Flood Zone 3 (highest risk). The applicant's solution to raise up the built form and not have any habitable accommodation at ground level, would allow a place of safety should a flood event occur when occupants were asleep. The issue of safe escape would be prompted by flood alerts notified by the Environment Agency and an escape hatch in the front balconies would allow egress via a rescue craft/vessel.
- 4.4 **High quality, low carbon design** – **NPPF** – 11, 14, 16-17, 56-58, 60-66, 69, 93, 95-97, 109, 111, 113-115; **NPPG** – ID 6-001/009/010, ID 26-001/006-007/013/020-021, 025-028; **CHMP** – L1, L2, BD1, WQ4; **PG** – B1a-3, B5a, D3; N1; **SCLP** – RE3, BE11, BE13-BE14, BE16, TR6, TR8; **PCLP** – 1, 8, 33, 39-40; **SPG**.
- 4.4.1 The CHC guidance to the design of new dwellings around the harbour recommends the use of low visual impact claddings to the elevations in the AONB, as they blend well into the natural landscape. By cleaving the roof design, the applicant has tried to break up the roof profile, but its elevated scale to overcome flood risk has made this pair of dwellings unduly prominent in the surrounding roofscape on a very exposed location at a highly visible street junction. The existing tree and hedge lined northern boundary would not adequately soften that impact in this part of the AONB.
- 4.4.2 Sustainable construction could be delivered through a planning condition.
- 4.5 **Residential amenity** – **NPPF** – 17; **NPPG** – ID 26-002/024/026; **SCLP** – H3, BE11; **PCLP** – 33; **SPG**
- 4.5.1 No adverse impact to the privacy of occupiers of adjoining dwellings is predicted, given their orientation, separation from site boundaries and intervening planting/trees. However, the mass of the new built form could appear overbearing when viewed from the adjacent garden in Stumps End to the north.

5.0 Conclusion

- 5.1 An objection to the proposed development should be made, by reason of overdevelopment and excessive bulk and scale harming the character of the area and the scenic beauty of the AONB.

SRL - 22.4.14 for CHC Planning Consultative Committee

Comments requested by: 26 August 2014, extension of time given to comment.

***Abbreviations used:**

NPPF – National Planning Policy Framework – (March 2012)

NPPG – National Planning Practice Guidance – (March 2014)

CHMP – Chichester Harbour AONB Management Plan (2014-2019)

PG – Planning Guidelines related to CHMP (as amended 2011-2013)

SCLP – Policies 'saved' from the Chichester Local Plan (1999/2007)

PCLP – Policies from the pre-submission version of the Chichester Local Plan (2014-2029)

SPG/SPD – Planning guidance published by Chichester District Council relating to:-

- Bosham Village Design statement (2007)
- Parking standards (2007)
- AONB design guidelines (2010)
- A Neighbourhood Plan is in the early stages of preparation

Local Planning Authority planning application reference: CH/14/02459/FUL

Site: Campfield Chidham Lane Chidham Chichester PO18 8TF

Proposals: Erect new house and garage. Revisions to approval CH/13/03071/FUL

RECOMMENDATION

That Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy has no objection to the proposed development, subject to negotiating down the size of the largest dormer window and securing a satisfactory hard and soft landscape design to compensate for the amount of natural boundary vegetation removed since the determination of application 13/03071/FUL and its implementation in the first planting season following completion of the development or first occupation of the replacement dwelling, whichever is the sooner; also that any soft planting which dies or is removed within 5 years of its first planting is replaced on a like for like basis; and that samples of external facing and roofing materials be agreed in writing with the local planning authority and then implemented in accordance with those agreed details. Given the size of the replacement dwelling, it is also recommended that permitted development rights be removed for roof alterations, extensions and outbuildings.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context



- 1.1 This is a triangular 0.1 ha piece of land close to a bend in Chidham Lane and at the junction with a public footpath that passes along the site's northern boundary. A Nissen hut used as a dwelling used to exist in the north-east corner of the site. This has been removed and the wider site is currently being cleared. A wooden close-boarded fence has been erected along the southern boundary of other 0.33 ha of land in the applicant's control. Some boundary planting has been retained, notably a line of conifers in the north-east corner. A drainage ditch runs along the south-eastern and northern sides of the site. Detached dwellings set in large plots lies to the north and south of the site (Old Post Office and Old Barn House respectively). Open arable fields lie to the east. Vehicular access to the site exists at the southern end of the south-eastern boundary. The harbour is just over 0.5km to the east.
- 1.2 The site is not within any defined settlement and sits in the G3 Chidham Peninsula Landscape character area, as defined by the CBA 2005 Landscape Character assessment for the Conservancy, exhibiting the following relevant key characteristics:-
- Narrow peninsula, edged by the Thorney and Bosham Channels.
 - Gently sloping landform.
 - Rich agricultural land with large arable fields. Low hedgerows, poplar shelterbelts and lines of wind sculpted oak and pine trees from field boundaries.
 - An open landscape reminiscent of the C18th pre Parliamentary enclosure landscape.
 - Attractive flint and brick manor houses, farm buildings and cottages.
 - Wide views from the coastal path of the adjacent channels and nearby peninsulas.
 - Occasional views of the water or of yacht mast tips only from within the peninsula.
 - Strongly rural and tranquil character.

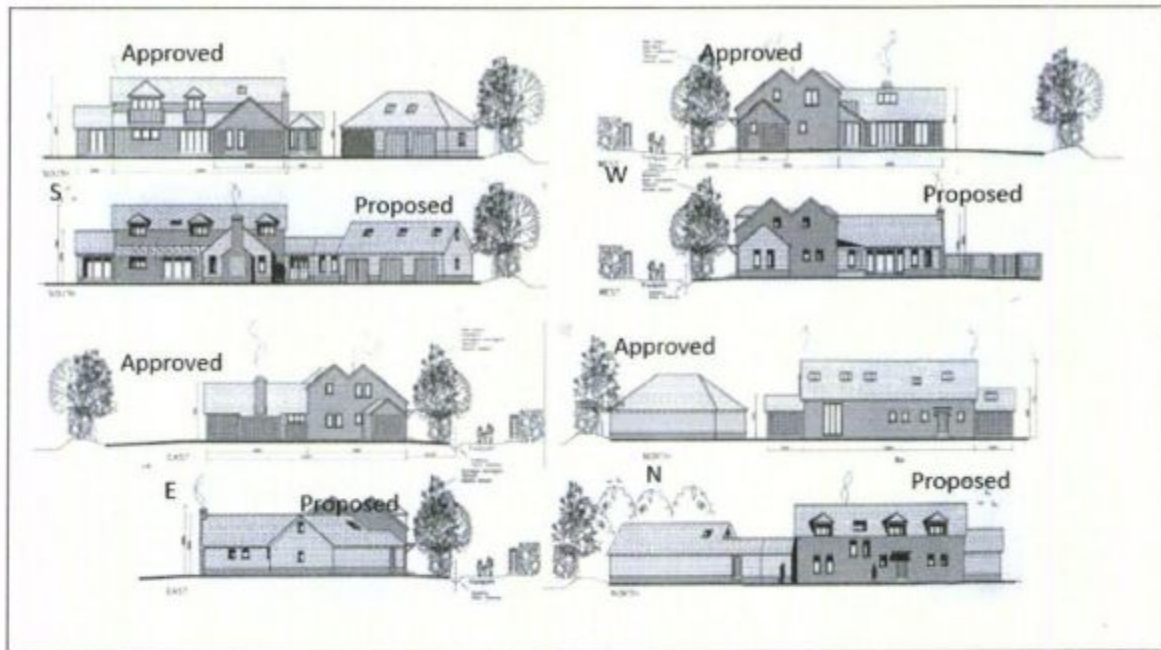
2.0 Proposed development

- 2.1 To construct a 4 bed chalet bungalow (218 sq.m footprint, and 334 sq.m gross overall), with an attached double garage and store. The architecture derives from the appearance of a traditional hop drying barn. Arranged in a 'T' shape, the tail of the 'T' is a single storey projection. The main body of the house has been treated with a double ridge with valley gutter in between, presumably to reduce the overall height of development to just over 7m. The single storey projections have a lower ridge height of 5.4m. The dwelling is to be faced with a mixture of stock brick, stone panels and dark stained weatherboarding. Muted coloured, painted timber windows and engineered oak doors are proposed. Natural slate will be used to clad roof surfaces.

- 2.2 New boundary hedge and tree planting is proposed for the south-eastern and northern site boundaries. Porous paving is to be used for a short driveway, bending and running parallel to the lane, leading to a similarly paved enclosed/gated courtyard leading to the main entrance and garages. Overall, it would be possible to park 6 cars at the site. The north-west side of the drive will also be enclosed by a new hedge, creating the private soft garden area to the south of the house.
- 2.3 These proposals are a re-configuration of an already consented house under reference 13/03071/FUL. The main differences between the two schemes are as follows and illustrated in the boxes below:-
- Building mass has moved northward, leaving very little gap between the garage block and the northern boundary (NB amended plans just received addressing this back to acceptable consented positioning – those plans will be shown at meeting).
 - A single storey link element has been formed between the house and the garage block
 - More open main living space
 - A chimney stack has been moved to the southern end of the single storey projection
 - The alignment of the wall/gate, enclosing the courtyard and the wall's abutment to the house has moved southwards and a hedge now gives greater enclosure privacy to the garden from the driveway, also screening views of the house from the lane



- Front dormer window configuration and number altered, with more bulky dormer on left hand side
- Car port storage area next to double garage enclosed by doors
- First floor window in west elevation enlarged and rooflight added to single storey projection
- Rooflight added to rear roof slope of lower ridged garage block, which is now gable ended, not hipped
- 3No. dormer windows added to rear elevation in place of rooflights.



- 2.4 The application is supported by a phase 1 ecological report, arboricultural survey and recommendation, landscape appraisal including detailed soft replanting scheme, design and access statement, flood risk assessment and storm/foul drainage strategy. A ring of concrete soak-away chambers is proposed to attenuate for exceptional rainfall events. An on-site sewage treatment system is to be installed. Treated wastewater will then be dispersed in the adjoining paddock, under the applicant's control. The arboricultural report recommended retention of a number of Elm trees, whilst noting Dutch Elm disease off-site. It is clear these recommendations have not been heeded by whoever has cleared much of the boundary vegetation. Some trees were recommended for felling on sound arboricultural grounds, not least one Elm in the north-west corner, whose root system is exposed in the northern drainage ditch, although that tree was still in place at the time of my 22.8.14 site visit. The ecological report noted low potential for protected species across the application site and wider paddock, although a fox burrow was noted. The main potential was for nesting birds in trees and hedgerows.

3.0 Relevant planning history

- 3.1 The site was historically occupied by land girls during the last world war who cultivated the site as a smallholding, also residing at the site. A Certificate of lawfulness for use of the former Nissen hut as a dwelling was granted in 1.5.13 under reference 13/00734/ELD.
- 3.2 Planning permission for a replacement dwelling was granted under reference 13/03071/FUL on 10.12.13.

4.0 Planning considerations

- 4.1 **Safeguarding intrinsic character and beauty of countryside/biodiversity from inappropriate development** – NPPF-11, 14, 16-17, 64, 109-111, 115; NPPG – ID 8-001/004/007/016-017/024, ID ID 23b-001, 30-001/005-006;

CHMP – LS1, LS2, LS4, BD1, NC5; **PG** – A1, B8; **SCLP** – RE1, RE4, RE8, S12, BE11-BE12, BE14; **PCLP** – 1, 9, 43, 45, 48-50, 52

- 4.1.1 Policies RE1 gives a general presumption against further housing in the rural area, but this a replacement dwelling (having regard to the fallback position of 13/03071/FUL), where 'saved' S12 is the main consideration. There is very little difference between the silhouettes and footprints between the consented dwelling and that proposed. Whereas those have increased greatly over the area and profile of the former Nissen hut in the wider landscape, the existence of 13/03071/FUL is a strong material consideration in this case.
- 4.1.2 The Conservancy has been contacted by a neighbour pointing out that many trees and soft plantings have been cleared from the site since 13/03071/FUL was granted and thus the dwelling will now have much greater prominence in the wider landscape. They are sceptical whether new planting would actually be undertaken and then maintained. As such they consider this enlarged dwelling would be harmful to the scenic beauty of the AONB.
- 4.1.3 Having reviewed site photographs from the time of a pre-application enquiry, it is clear much site vegetation has been removed, which was also acknowledged by the local planning authority's case officer when reporting 13/03071/FUL. If left in this state, without new planting, the new dwelling would loom very large indeed in the immediate vicinity. However, the landscape appraisal carried out shows other trees and planting off-site will mitigate impact in the wider landscape. Provided that the detailed scheme of new planting is carried out and maintained, I consider the modest enlargements to the consented 13/03071/FUL can be successfully mitigated. It will take a little time for the new planting to be come established.
- 4.2 **Flood risk** – **NPPF** 17, 93-94, 99-101; **NPPG** – ID 6-003, ID 7-001/019/025/052, ID 34-001/006-007/016; **CHMP** – CD2; **PCLP** – 42.
- 4.2.1 The site is in flood zone 1 (least risk of tidal/fluvial flooding) and the applicant has designed a drainage strategy to attenuate for exceptional storm water run-off events.
- 4.3 **Economic and social needs** – **NPPF** – 18-21, 28, 47-50, 55, 61; **NPPG** – ID 2a – 001-002/006/021/031, ID3 – 001/010-011/019/040, ID 50-001; **CHMP** – BD3; **SCLP** – RE12, H1, H4, H8-H9; **PCLP** – 3-4, 6, 26, 34-35; **SPG**.
- 4.3.1 The Government's key imperative for the town and country planning system is sustainable economic growth to provide for housing needs and it is acknowledged that construction jobs would be created, having the potential to create short term local employment opportunities.
- 4.4 **High quality, low carbon design** – **NPPF** -11, 14, 16-17, 56-58, 60-61, 64, 93, 95-96, 109, 111; **NPPG** – ID 6-003/010, ID 21b-014, ID 26-001/002/006-008/011-014/020/031/040/042, ID 42-013; **CHMP** – LS1, LS2, BD1, WQ4; **PG** – B1a-B3, C1, I1; **SCLP** – BE11, BE13-BE14, BE16, R2, TR6, TR8, H4-H6; **PCLP** – 1, 8, 33, 39-40, 52, 54; **SPG**
- 4.4.1 The agent has carried out a 9 point BREEAM assessment, to demonstrate the development's sustainable credentials, including how energy and water use can be minimised. Glazing to the main living space will also allow passive solar gain.

- 4.4.2 Alteration of the previously approved modest front dormers has created a rather 'lumpy' main dormer window to the left hand side. This seems disproportionate and it is understood that the local planning authority intend to negotiate a reduction in its size. Whereas dormer to the north roof slope may impinge on the privacy of the Old Post Office dwelling 20m to the north, who themselves have a roof terrace, the amenity issue is more a consideration for the local planning authority.

5.0 Conclusions

- 5.1 It is unfortunate that the recommendations of the arborist and the landscape consultant in terms of retaining boundary vegetation have not been heeded by whoever has removed a lot of boundary and site vegetation. This has left the site very open to immediate views from the lane looking north and to a lesser extent from the public footpath looking east down the adjoining paddock. Within the footpath itself, retained vegetation will screen the new house. The detailed soft planting scheme will help to address this issue, although new planting will take some time to establish.
- 5.2 Subject to the largest front dormer window being reduced in size, the other alterations to the design and appearance of the dwelling are considered acceptable, in the context of 13/03071/FUL, which remains capable of implementation.

***Abbreviations used:**

NPPF – National Planning Policy Framework – (March 2012)

NPPG – National Planning Policy Guidance – (March 2014)

CHMP – Chichester Harbour AONB Management Plan (2014-2019)

PG – Planning Guidelines related to CHMP (as amended 2011-2013)

SCLP – Policies 'saved' from the Chichester Local Plan (1999/2007)

PCLP – Policies from the submission version of the Chichester Local Plan (2014-2029)

SPG/SPD – Planning guidance published by Chichester District Council relating to:-

- Chidham and Hambrook Parish Plan (2013)
- Parking standards (2007)
- AONB design guidelines (2010)
- Strategic Housing Land Assessment (SHLAA) May 2014

A draft neighbourhood plan has been published for public consultation.

Comments requested by: 28 August 2014, extension of time given to comment.

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DEVELOPMENT CONTROL – DELEGATED ACTION

1. Responses have been made to the following applications in the period since the Planning Committee meeting in June 2014. Further details are available on Dropbox.
2. Members are invited to consider the value of this information and whether they would wish to continue to receive reports of delegated action at each meeting.

Reference	Authority*	Address	Proposal	Recommendation
BI/14/01236/DOM	CDC	Hammond Farm, Westlands Lane, Birdham	New single storey rear extension, demolition of existing small single storey extension; new bedroom and bathroom in loft space; new staircase and dormer windows; alterations in external ground levels	No objection
BI/14/01361/DOM	CDC	Hammonds Farm, Westlands Lane, Birdham	Demolition of existing extension and conservatory; single storey rear extension, conservatory and associated works; two dormer windows in connection with loft conversion; reduced ground levels,; closing existing pedestrian access to Westlands Lane	No objection
BI/14/01444/DOM	CDC	Martins, 5 Martins Lane, Birdham	Demolition of single-storey flat roofed study extension; construction of new two-storey extension; removal of rear porch and internal alterations	No objection
BI/14/01106/DOM	CDC	Little Orchard, The Triangle, Westlands Lane, Birdham	Swimming pool/raised decking Demolition of existing three garages; erection of single storey side extension with rooms in roof space; construction of detached oak-framed open fronted garage	No objection
BI/14/01757/DOM	CDC	11 Longmeadow Gardens, Birdham	Extensions and alterations	No objection
BI/14/000099/DOM	CDC	Patches, Crooked Lane, Birdham	Extensions and alterations	No objection

BI/14/02025/DOM	CDC	The Boat House, Lock Lane, Birdham	Extension to north elevation of property; upgrade of carport to form ancillary accommodation	No objection (with condition relating to ancillary accommodation)
BI/14/01434/DOM	CDC	5 Crede Close, Bosham	Alterations & additions to side and rear	No objection
BO/14/01657/TEL56	CDC	Vodafone Telecommunications Mast, Delling Lane, Bosham	Removal of six antennae; installation of six antennae; addition of dish and cabinet and associated equipment	No objection
BI/14/00408/DOM	CDC	Moorings, Westlands Estate, Birdham	Replacement summer house	No objection
CH/14/01878/DOM	CDC	The Great Barn, Steels Lane, Chidham	Erection of replacement garage building and replacement of above ground floor oil tank with underground tank	No objection
WI/14/00800/TCA	CDC	Wakesway, The Street, Itchenor	Notification of intention to fell one Bay tree	No objection
CH/14/00809/FUL	CDC	Rosevale, Cot Lane, Chidham	Removal of condition 4 of planning permission SB/13/01564/DOM. Window frames, door frames, fascias, soffits and barge boards in subdued colour	No objection
BO/14/01406/LBC	CDC	Sturts Croft, Hoe Lane, Bosham	Addition of flue to recently permitted conversion of cow shed to living accommodation	No objection
CH/14/00876/DOM	CDC	Tithe Barn, Cot Lane, Chidham	One new conservation rooflight over sitting room on southern elevation; black steel flue in sitting room on northern elevation; flat conservation metal window in flat roof over dining room	No objection
CH/14/01243/DOM	CDC	Tithe Barn, Cot Lane, Chidham	Timber and fully glazed wall to form corridor in bays 2 and 3 at the rear (west) of the barn	No objection
CH/14/01244/LBC	CDC	Tithe Barn, Cot Lane, Chidham	Timber and fully glazed wall to form corridor in bays 2 and 3 at the rear (west) of the barn	No objection

BO/14/01488/DOM	CDC	Manorside, Bosham Lane, Bosham	Erection of timber and double glazed garden room to rear of the property	No objection
SB/14/01140/FUL	CDC	32 Main Road, Southbourne, Emsworth	New build single storey dwelling and associated landscaping	No objection
APP/14/00593	HBC	5 The Saltings, Havant	Replacement of fascia boards to south elevation gable end	No objection
App/14/00578	HBC	30 King Street, Emsworth	Tree works within Emsworth Conservation Area	No objection
APP/14/00529	HBC	62 Eaststoke Avenue, Hayling Island	Change of use of land to allow year-round occupancy of caravan on site (revised application)	Refuse
WW/14/00668/DOM	CDC	Lindfields, Chichester Road, West Wittering	Amendments to approved application 11/04749/DOM	No objection
WW/13/04200/DOM	CDC	April Cottage, Roman Landing, West Wittering	Demolition of exiting garage and conservatory; construction of single storey extension to rear, two storey extension to east and new porch entrance to north	No objection
WW/14/01829/DOM	CDC	Hesperus, Roman Landing, West Wittering	Infill to rear pitched roof at first floor and new roof; enlarged rear dormer; change of existing roof and wall tile hanging to cedar shingles; new veranda to west and south elevations	No objection
WW/14/02267/DOM	CDC	Spindlewood, Rookwood Road, West Wittering	Retention of 1.8M closeboard fence on boundaries to Cunliffe Close and Rookwood Road	No objection
WW/14/01443/DOM	CDC	Yellow Hammers, Roman Landing, West Wittering	Cat slide dormers to loft level bathrooms	No objection
WI/14/00657/DOM	CDC	Little Court, Itchenor Road, Itchenor	Replacement of rear first floor window and balcony balustrade	Refuse
WW/14/01405/FUL	CDC	Inglenook, Pound Road, West Wittering	Change of use from sui generis use as a home for ambulant elderly to original use as private single dwelling	No objection

WW/14/00104/DOM	CDC	Rookwood Farm, Rookwood Lane, West Wittering	Conversion of existing, separate 4 garage with loft (for cars and boat storage) to 3- bedroom 'granny annexe' connected to main house. Construction of wooden outbuilding	No objection
WW14/02329/DOM	CDC	Farmhouse, Rookwood Lane, West Wittering	Variation of condition 2 of permission WW/14/00104/DOM	No objection
WI/14/01052/DOM	CDC	Heatherly Cottage, Chalkdock Lane, Itchenor	Demolition of existing extensions and new internal alterations	No objection
WI/14/02320/DOM	CDC	Foxfire, Chalkdock Lane, Itchenor	Detached carports and store	No objection
APP/14/00455	HBC	Howard Car Spares, Mill Rythe Lane, Hayling Island	Change of use to mixed B1, B2 and B8 from existing sui generis use as scrapyard/ metal recycling yard	No objection
WE/14/00911/FUL	CDC	Land on north side of Long Copse Lane, Westbourne	Erection of 16 dwellings; vehicular and pedestrian access; car and cycle parking; landscaping	No objection
APP/14/00535	HBC	14 Queen Street, Emsworth	Change of use from shop (Class A1) to 3- bedroom domestic dwelling (Class C3) with single storey rear extension; removal of existing outbuildings and new rooflights to rear elevation roof; removal of fig tree. Within Emsworth Conservation Area	No objection
APP/14/00426	HBC	57A High Street, Emsworth	Conversion of first floor to rear of property to one-bedroom flat incorporating access through ground floor lobby; replacement of flat roof area with pitched roof; replacement rooflights; new window; use of part of ground floor as integral garage	No objection
APP/14/00211	HBC	5 John King Shipyard, King Street, Emsworth	Application for non-material change to planning permission APP/13/00583 relating to alterations to detail design of balcony and steps	No objection
APP/14/00206	HBC	44 Skylark Avenue, Emsworth	Erection of rear conservatory	No objection

APP/14/00326	HBC	21 Frankland Terrace, Emsworth	First floor balcony to rear	No objection
APP/14/00327	HBC	6 Towers Garden, Havant	Tree works within Langstone Conservation Area	No objection
APP/ 14/00701	HBC	7 School Lane, Emsworth	Two storey side extension	No objection
APP/14/00666	HBC	19 King Street, Emsworth	Listed Building Consent for replacement of 5 windows to the front elevation and 1 window to side elevation	No objection
CH/14/02195/DOM	CDC	Wagtails, Chidham Lane, Chidham	Proposed front dormer	No objection
WW/14/02139/DOM	CDC	26 Locksash Close, West Wittering	Single storey rear extension	No objection
BO/14/02131/DOM	CDC	Pipit Wood, Harbour Way, Bosham	Single storey extension; first floor extension; new cladding to ground and first floor elevation; replacement windows and new porch	No objection
WW/14/02141/DOM	CDC	32 Locksash Close, West Wittering	Rear and front single storey extensions	No objection
APP/14/00581	HBC	Crabbers Nip, 60 Bracklesham Road, Hayling Island	Part retrospective application to provide 2 nd floor balcony with associated screening, cladding and fenestration changes and removal of first floor conservatory to form additional first floor balcony with associated screening	No objection
CH/14/02076/DOM	CDC	Orchard End, Ivydene Crescent, Chidham	Ground floor extension to rear of property; raise garage roof and re-roof; raise front gable to same ridge height as primary roof ridge; remove chimney stack to north elevation	No objection
BO/14/02085/DOM	CDC	Pheasant Lodge, Old Park Lane, Bosham	Proposed entrance porch	No objection

WW/14/02119/DOM	CDC	Yellow Hammers, Roman Landing, West Wittering	Replace thatched roof covering with cedar shingle with associated dormer changes; new dormers to suit loft conversion and recessed balcony. Renewal of WW/08/01229/DOM and WW/01811/EXT	No objection
SB/14/02061/DOM	CDC	2 Kings Court, Southbourne	New single storey sunroom; demolish existing conservatory	No objection
SB/14/00458/DOM	CDC	Rookery Cottage, Lumley Road, Emsworth	New two storey side extension with dormer windows; new porch way over main entrance	No objection
BO/14/00106/DOM	CDC	The Strawberry Tree, Sunnyway, Bosham	New roof	No objection
BO/14/01603/DOM	CDC	The Hoe, Bosham Hoe, Bosham	Replacement of outbuildings with extension and alterations	No objection
WI/14/00582/DOC	CDC	Sea Urchin, Spinney Lane, Itchenor	Discharge of condition nos. 3, 6, 7 & 8 from planning appeal decision for WI/02629/FUL	No objection
BO/14/00526/DOM	CDC	Reed Bunting, 2 Canute Road, Bosham	Demolition of existing garage and part of main house in conjunction with extension to existing house and garage area	No objection
WI/14/00504/DOM	CDC	Freshwinds, Spinney Lane, Itchenor	Material change only – overcladding existing vertical tile hanging with eternit weatherboarding	No objection
WI/14/00011/DOM	CDC	Swallows Return, Itchenor Green, Itchenor	Retrospective planning application for conversion of garage to provide small utility to ground part and staircase leading to habitable room above – ancillary to main house. Addition of windows plus other elevational amendments	No objection
BO/14/00128/ADV	CDC	Chichester Bedding Centre, Kidoreel House, Delling Lane, Bosham	Two fascia signs with trough lighting	No objection
APP/14/00186	HBC	Appletrees, Northney Lane, Hayling Island	Tree works	Refuse
APP/14/00343	HBC	Langness, Woodgaston Lane, Hayling Island	Replacement of existing sea defences and new slipway	No objection

APP/14/00366	HBC	19A Salterns Lane, Hayling Island	Demolition of existing dwelling and construction of two storey, three bed house	Holding objection relating to extensive gable end glazing at first floor level
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CDC - Chichester District Council
HBC - Havant Borough Council

CHICHESTER HARBOUR CONSERVANCY

PLANNING COMMITTEE – 8TH SEPTEMBER 2014

QUARTERLY REPORT ON DELEGATED PLANNING DECISIONS: 1ST APRIL TO 30TH JUNE 2013

Full details of the applications and the decisions are available to view on Dropbox but the below gives a summary of the figures.

Total number of applications commented on by CHC in 3 month period:

85 commented upon, of which six were withdrawn and 74 determined

Number of CHC objections

Seven applications (four of the 74 determined)

Decisions on applications to which CHC objected:

One application was refused by the local planning authority (LPA) - supporting our objection

Two applications to which CHC objected were *approved*

One of the applications to which CHC objected was approved following removal of the reason for our objection

Seven applications to which CHC raised no objection were refused by the LPA

Six applications were withdrawn & five are pending decision

One refusal (Burnes Shipyard, Bosham) is awaiting Appeal (informal hearing 2nd/3rd (September).

Percentage of total applications with no significant conflict / difference of opinion between CHC and the LPA

88%

The Planning Inspectorate

Further information on us and the planning appeal system can be found on our website www.planning-inspectorate.gov.uk

For official use only
(Date received)

27-Oct-2014 14:55

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local planning authority or the start date letter for it.

Comments submitted after the deadline may be considered invalid and returned to sender.

DETAILS OF THE CASE

Case Reference: **APP/X1735/A/14/2223750**

Address of site
Dolphin Quay
31 Queen Street
EMSWORTH
Hampshire

Postcode

PO10 7BJ

Grid Reference: Easting

4752074

Northing

1057514

SENDER DETAILS

Name

Mr Jim Garland /

Acting On Behalf Of

N/A

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case? Interested Party / Person

What kind of representation are you making? Interested Party/Person Correspondence

YOUR COMMENTS ON THE CASE

Please provide your representation below.

I attach a recent report by the University of Chichester into the contributions and threats to small maritime businesses in the Chichester Harbour AONB.

Page 4 of the executive summary makes a point which would appear to exactly mirror the policy issues with regard to the application for a change of use from maritime to residential at Dolphin Quay Boatyard:

"Efforts should be made to increase the level of awareness of the valuable role SMEs across the Channel region play within their local communities. Often, as seen by this research, SMEs dominate local markets and contribute significantly to local and regional economies. However, because of their size, they often lack the resources to promote their own interests in the face of more powerful residential lobbies that have little personal interest in the sustainability of local economies. As such they require additional support and recognition, if they are to continue contributing positively to the social and economic well-being of their local

YOUR COMMENTS ON THE CASE (Continued)

communities."

This information further supports the LPA's adherence to their published policies affording protection to employment sites, particular those of a maritime nature.

* The Documents Listed Below Were Uploaded With The Comments Form *

TITLE: Representation

DESCRIPTION: CHC Harbour Report

FILENAME: CHC Project FINAL REPORT.pdf

The Planning Inspectorate

Further information on us and the planning appeal system can be found on our website www.planning-inspectorate.gov.uk

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(Date received)

27-Oct-2014 14:55

COMMENTS ON CASE (Online Version)

Please note that comments from interested parties to this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local council. This will usually be available in the list of documents for this case.

Comments submitted after this date may be considered invalid and returned to the sender.

DETAILS OF THE CASE

Case Reference: **APP/X1735/A/14/2223750**

SENDER DETAILS

Name

Address

Phone

Fax no

Postcode

E-mail

Please confirm how you wish to correspond with us: Electronically, via the email address specified above



On paper, by post.



Acting On Behalf Of



Socio-Economic Impact of business activity in sensitive maritime environments in the Channel region

A Case Study of Chichester Harbour, West Sussex

Final Report

Dr Emma McKinley



Acknowledgements

The project was conducted as part of the Channel Arc Manche Integrated Strategy (CAMIS) Project, funded by INTERREG IV A European funding. In addition, the University of Chichester would like to thank West Sussex County Council, in particular Sue Cooper, Steve Arnett and Paul Norton-Menendez, and Chichester Harbour Conservancy, particularly Siun Cranny, for their involvement and support throughout this project.

If you have any questions, or would like more information about this project, or any of the work conducted through the CAMIS project, please contact Dr Emma McKinley on e.mckinley@chi.ac.uk, or go to the CAMIS website: <https://camis.arcmanche.eu/home/>

Executive Summary

This research was undertaken as part of the Channel Arc Manche Integrated Strategy (CAMIS) Project; an INTERREG IV A funded project which aimed to develop an integrated maritime strategy for the Channel region. The project involved 19 partner organisations across northern France and southern England working across 6 project strands to develop an effective strategy for use of the common maritime and marine resources in the region.

Within the Channel region, there are a number of ecologically sensitive marine environments, such as estuaries, harbours and bays, which as well as being environmentally significant areas, support a diverse range of business activities. This diversity of use and range of stakeholders operating within an area can result in conflicting priorities, making developing an effective, holistic and balanced management plan challenging for local government bodies. Through case study research, this study aimed to examine how businesses operating within the boundaries of an ecologically sensitive environment, such as a Marine Protected Area (MPA) or Area of Outstanding Natural Beauty (AONB), perceive their relationship with their environment, and how they could be supported in a way that encourages business development, while protecting and maintaining sensitive ecosystems and valuable resources.

Chichester Harbour, West Sussex, in South East England, is an example of where an area adorned with a range of environmental designations, in particular its recognition as an AONB, supports a diverse and active business community. Throughout the research, the aim was to identify actions and future initiatives that would support the businesses operating within the area, while balanced management plans that protect and maintain environmental integrity continue to be developed for the Harbour. Priority actions for the Harbour area identified by stakeholders as a result of the research process included:

- Formation of a Chichester Harbour Business Association/ Enterprise Network/ Cluster to support businesses in the area,
- Development and promotion of a Chichester Harbour Brand that could be used to support collaborative marketing of the businesses operating in the Harbour, as well as advertising the Harbour as an attractive destination for businesses and other

investment, and information and education for visitors and tourists...(we may run into trouble for "attracting tourists" as we have rec. disturbance issues)

- Implementation of an integrated, sustainable transport network around the Harbour. It is recommended that this transport network would have a green agenda, and should ideally include new infrastructure developments such as: a ferry service operating across the Harbour mouth to connect East and West, improved parking/ park and ride facilities around the Harbour, and the development of a connected cycle path around the Harbour and AONB.
- Formation of an annual Chichester Harbour Festival to promote business in the area, with a particular focus on attracting marine recreational businesses to, and informing and educating general public and visitors about, the area.
- Encouraging improved relationships with existing bodies and associations to ensure there is a collective approach to the future development of the Harbour.

Taking the findings of the research into consideration, a number of recommendations were generated which would be applied to both the local area bordering Chichester Harbour, but also to the wider Channel region. These include:

- Efforts should be made to increase the level of awareness of the valuable role SMEs across the Channel region play within their local communities. Often, as seen by this research, SMEs dominate local markets and contribute significantly to local and regional economies. However, because of their size, they often lack the resources to promote their own interests in the face of more powerful residential lobbies that have little personal interest in the sustainability of local economies. As such they require additional support and recognition, if they are to continue contributing positively to the social and economic well-being of their local communities.
- Establishing local business clusters and associations, working with the Chambers of Commerce and local authorities, would allow common goals and challenges to be identified, encourage collaborative approaches to marketing, promotion and general business activity, with multiple benefits for the local communities. In the case of

Chichester Harbour, it has been recommended that a Chichester Harbour Business Association be formed to support local businesses, with strong links to existing support infrastructure provided by local authorities and other trade associations.

- Encouraging communication and collaboration between businesses and local authorities and Conservancy to ensure positive relationships between stakeholders are formed. By working together, a collaborative future can be achieved, ensuring both socio-economic and environmental sustainability.
- Engaging in meaningful dialogue with businesses in an area, through meetings, e-networks and newsletters is vital to ensuring appropriate business support is provided. Working in this way allows all stakeholders to contribute to the identification of key priorities for an area, identifying common goals and issues. For example, businesses in the Chichester Harbour area stressed the importance of developing a regional brand/ standard of quality, and the formation of a sustainable transport network.
- It is also suggested that businesses in the Harbour area could benefit from building relationships and encouraging collaboration across the Channel region, learning from similar businesses operating on the French coasts. For example, Chichester Harbour could draw on some of the recommendations made during the CAMIS Marina 2020 research (McKinley, 2013).

1. INTRODUCTION

This research has been undertaken as part of the INTERREG (France (Channel) - England) IV A Channel Arc Manche Integrated Strategy (CAMIS) project. The CAMIS project is a 4 year project, running since 2009, with 19 partner organisations across the region, working to further understanding and develop an integrated maritime strategy for the Channel region.

Within the boundaries of ecologically sensitive maritime environments such as small inlets, estuaries and natural harbours there are often a variety of different stakeholders that have a broad range of requirements in terms of their economic expectations and their use of the harbour and its surrounding area. This complexity results in the creation of different and sometimes, conflicting objectives. The consequence of this from a strategic perspective is an apparent lack of focus and initiative development. Equally it tends to create a tension with and between the different stakeholders as well as competition for valuable resources.

Under ideal circumstances, there would be a common understanding of the purpose of local authorities and conservation agencies based on the core principles to protect and enhance the Area of Outstanding Natural Beauty, whilst maintaining social and economic vitality.

The project aims to evaluate the socio-economic influence of businesses operating in an area of ecological sensitivity, feeding into the development of effective planning strategies for these areas, ensuring a balance between business growth and environmental protection. By having a better understanding of the importance of businesses in this type of area, it is hoped that managers can support economic growth through improving the understanding of how their activities impact on the area in the context of job provision, growth and development opportunities and support for local businesses, support for recreational and leisure activity within the area and engagement with the wider community. The objectives of the project are to:

1. Identify the current businesses within the region and the activities linked to Chichester Harbour, developing an evidence base that can inform future planning and management strategies.
2. Identify the issues affecting the environment looking for similarities between causes

3. Recommend future research that will identify sustainable solutions to challenges identified by stakeholders, including restrictions on planning and development, environmental legislation within the AONB and support for local business growth and development.
4. Evaluate the opportunity for the development of a local/ regional cluster, bringing stakeholders together to generate a collaborative and strategic vision for their future development.

1.1. Setting the Scene: Evidence from existing policy

In recent years, marine governance has undertaken something of an evolution, moving away from the traditional, top down, sector led management of marine resources and embracing a more integrated and holistic approach. Coastal areas have come under increasing pressure from a range of resource uses, coupled with historically ineffectual management strategies (Barker, 2005; Cicin-Sain and Knecht, 1998) where activities were considered in isolation (Hull, 2013). Increasingly governance strategies are working to develop an ecosystem based approach to managing coastal resources, using a more democratic and collaborative style of decision making (Hull, 2013).

This move has been supported by policy development on both a European and national scale, with the European Marine Strategy Framework Directive (2007) and the UK's Marine and Coastal Access Act (2009) and Marine Policy Statement (2011) all taking the view that sustainable management of marine resources encompasses socio-economic and environmental factors. Therefore, it is reasonable to assume that management and planning for marine and coastal resources on a regional and local level must also take this type of holistic approach, with local authorities encouraging development and economic growth as a way of supporting coastal communities. Directly linked to this is the 2012 EU Blue Growth Strategy which identifies both maritime industries, and business activities within coastal communities, as a tool for economic regeneration at a time when financial recovery is a key priority across Europe.

1.2. Business and Environmental Sustainability: Conflict or Cooperation?

In recent years, there has been an increasing call for businesses to become more environmentally aware, with business strategies now including considerable efforts to ensure sustainability, in both a socio-economic and environmental context (Dyllick and Hockerts, 2002; Vernon et al., 2003; Revell et al., 2007; Orlitzky et al., 2011). As mentioned earlier, ecologically sensitive marine environments often support a diverse range of users and stakeholders. This diversity, while of considerable value to the local community, can prove to be a challenge in terms of implementing management plans, often resulting in conflict between users due to competition for resources. On the whole, research has shown there to be a very genuine need for businesses to take appropriate measures to increase awareness of sustainability issues and, indeed, to integrate these into their business practices (Jenkins, 2009; Vernon, et al., 2003; Dyllick and Hockerts, 2002). In coastal areas, where communities often experience a number of challenges, including a lack of investment, an aging population and other symptoms of degradation (Barker, 2005;), the focus should increasingly be on the need for sustainable development as a way of engendering community regeneration (Vernon et al., 2003). In response to these challenges, local authorities and policy makers are increasingly attempting to take a three pronged approach to encourage sustainability within communities (illustrated in Figure 1).



Figure 1: Three dimensions of sustainability (Adapted from Dyllick and Hockerts, 2002).

As a general rule, the response from businesses to the demand for increasingly sustainable business practices has been mixed, with larger companies often more able to implement necessary changes than SMEs (Vernon et al., 2003; Revell et al., 2007). SMEs comprise the majority of business activity within coastal communities, and their smaller scale and limited resources means that they may not have the capacity to meet sustainability goals in the same way as their larger counterparts, without additional support from policy makers and local authorities. A move towards more integration across marine and coastal governance could, in theory, support businesses within coastal communities, with decision makers able to develop policies that conserve the environment whilst also fostering business growth (Barker, 2005).

The case study site for this research is an example of where support for local businesses and management of marine resources is inextricably linked, and therefore, an integrated approach to management and development of the area is required. Chichester Harbour supports a diverse range of business activities and is situated on a highly designated part of the coastline in southern England.

1.3. Chichester Harbour AONB

Chichester Harbour is managed by Chichester Harbour Conservancy which was established by the Chichester Harbour Conservancy Act in 1971 (CHC, 2013). The Harbour Conservancy is bound to "conserve, maintain and improve" the Harbour and the surrounding area for recreation, leisure, nature conservation and the responsibilities associated with the Harbour being an Area of Outstanding Natural Beauty. The Harbour was designated as an AONB in 1964 (CHC, 2013) and, in addition, the Harbour also includes areas designated as Special Areas of Conservation (SACs), RAMSAR sites, Special Protection Areas (SPAs), as well as Sites of Special Scientific Interest (SSSIs). The Chichester Harbour AONB is 74km²: the smallest AONB area in the south east, crossing the boundaries of land, marine and coastal. As well as being an area of significant ecological importance, Chichester Harbour is intensively used, supporting a diverse range of business activities, including agriculture, maritime industries (particularly recreational boating and boatyards), fishing and tourism (CHC, 2013; CHC, 2008). In addition to a thriving and diverse business community, Chichester Harbour exhibits a complex political structure, with two County Councils (West Sussex County

Council and Hampshire County Council), one District Council (Chichester District Council), and a Borough Council (Havant Borough Council) involved in the management of the region. With such a diverse range of activities taking place in an ecologically sensitive area, it is important that the management of Chichester Harbour reduces conflicts between resource uses and ensures activities are balanced. The Conservancy acts as the managers of the Harbour and bases its management on four key principles:

- 1) Sustainable stewardship of the Harbour,
- 2) Integration of activities and management across marine and terrestrial boundaries,
- 3) A positive, proactive approach to management,
- 4) The need to achieve balance across the activities in the Harbour.

The Chichester Harbour Management Plan 2009-2014 aims to deliver on these four points, working to ensure there is balance between the activities of the people who live and work in the Harbour, and ensuring the long-term integrity of the ecologically important species and ecosystems supported by the Harbour (CHC, 2008). Indeed, the Plan states that it will work to support the local community and economy by “supporting the economic and social needs of the local communities where they are consistent with Chichester Harbour AONB’s landscape and nature conservation designations” (CHC, 2008; p.19). In spite of this commitment to supporting local businesses, historically, there has been limited promotion of Chichester Harbour as a commercial space due the uncertainty surrounding the Harbour’s capacity to support an increased level of activity and/or development (CHC, 2008). However, in a time when businesses and both local and national government are striving to help communities recover from the economic downturn of 2008, support for local businesses is a growing priority for Chichester Harbour Conservancy.

Given the location of the case study site, it is expected that the majority of businesses within the area will be SMEs, employing less than 250 people, with many being micro-businesses. Earlier research has found that, although previously considered a homogeneous sector in terms of their size and behaviour, the SME ‘sector’ is more commonly made up of a vast range of businesses operating in numerous economic settings (Jenkins, 2009). This

disparity can result in a fragmented collective of businesses, exhibiting limited connectivity across the local area, which could be a possible challenge for businesses in Chichester Harbour.

The study aims to evaluate current business activity in the Chichester Harbour region, engaging with stakeholders to develop an understanding of their awareness of their surrounding environment. Additionally, the study examines the relationship between businesses and their environment, and identifies possible mechanisms through which economic growth and development can be supported in the area. Finally, the research looked at how the Harbour Conservancy support companies, while meeting their environmental and managerial obligations.

2. METHODOLOGY

The project had multiple phases:

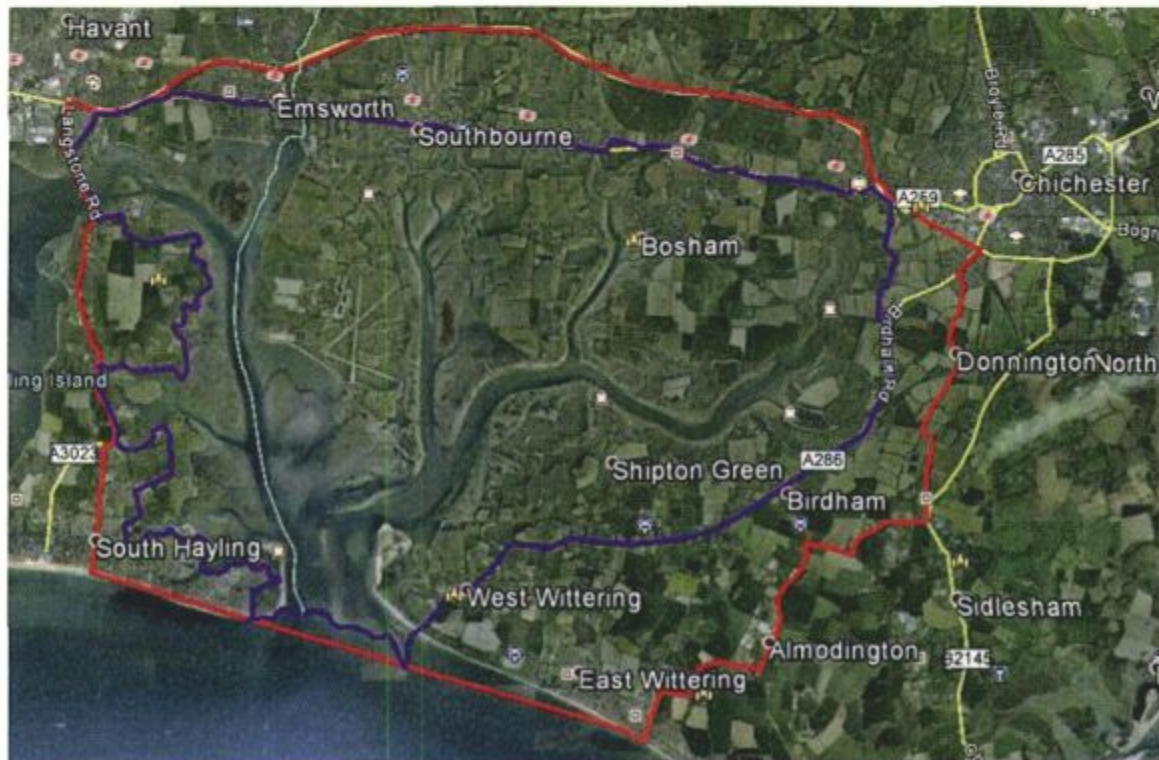
- 1) Development of a comprehensive database used to evaluate the business activity in the Chichester Harbour Area of Outstanding Natural Beauty (AONB) and surrounding area (September 2013).
- 2) Engagement with relevant stakeholders through an in-depth interview and questionnaire schedule (October and November 2013).
- 3) Business event and workshop in November 2013

2.1 Evaluating Business Activity within Chichester Harbour AONB

In order to gain a thorough understanding of the case study site, a comprehensive database was created with support from West Sussex County Council (WSCC). This database identifies the majority of business activities currently in operation in the Chichester Harbour region, providing a detailed record of the types of businesses in the region, where they were located, annual turnover, number of employees and contact details for each company. Figure 1 presents a map of the case study area, including the AONB boundaries as well as the boundaries of the area of socio-economic influence thought to impact Chichester

Harbour (CHC, 2013, pers.comm). The boundaries were used as geographical limitations for creation of the database.

Figure 1: Map of the case study site of Chichester Harbour (purple line is the boundary of the AONB, and red line is the boundary of the area of socio-economic influence).



2.2. Stakeholder Interview and Questionnaire Schedule

Where possible, stakeholders were invited to participate in an interview schedule, either face-to-face or over the telephone. Analysis of the database highlighted some information gaps in terms of contact details for businesses, making organisation of interviews with every company difficult.

Semi-structured interviews were used throughout allowing interviews to be flexible. This allowed any potential points of interest to be discussed within the interview process and aided the development of a more complete view of the sector. Where only an address was found for a company, a self-completion questionnaire was sent to the registered company address, inviting the recipient to engage with the research either through the questionnaire or by contacting the research team to arrange an interview. It should be noted that as a

result of the mixed methods approach to data collection, different data analysis techniques were used with the results collated to give a comprehensive view of business activity in the area. A copy of both the interview schedule questions and the online questionnaire are included in the Appendices.

2.3. Chichester Harbour Business Event

In addition to the questionnaire and interview schedules, stakeholders from around the Harbour area were invited to attend a business event, held at Chichester Yacht Club, on November 6th 2013. The event was attended by 40 delegates, representing Chichester Harbour Conservancy, local authorities, various business sectors, and the University of Chichester. The event was an opportunity for businesses to engage in an intensive workshop process to support the development of a vision for Chichester Harbour in the future. This took a four phase approach:

- A) Delegates were provided with a future scenario of the Harbour in 2018, and asked to consider how their business had achieved success and sustainability on an individual basis, taking into account factors such as infrastructure, business support, engagement with the local community and relationships with the local authorities.
- B) Delegates were asked to share and discuss their individual ideas within small groups
- C) Each group was asked to create a summary slide around one of 4 themes: communications, infrastructure, organisation and sustainability. These summaries were presented back to the larger group.
- D) Each group was asked to identify their top three priorities for action in the Chichester Harbour.

The observations made through these workshop sessions were used to supplement the information gathered through the questionnaires and interviews, and aided the development of the recommendations discussed in Section 4.

2.4. Data analysis

The quantitative data was analysed using basic descriptive statistics allowing key trends and common themes within the interviews to be identified. In contrast, the qualitative data collected through the interviews and the open-ended sections of the questionnaire were analysed using content analysis and data reduction techniques. Verbatim transcripts of the interviews were prepared by the researcher, as recommended by Gillham (2000), minimising the risk of misinterpretation and mistakes within the data analysis process. As recommended with qualitative data analysis, content analysis was conducted through the identification of themes and the application of coding to the data, allowing key trends and observations to be identified (Gillham, 2000; Dance et al, 1998; Jones, 2007; Creswell, 2009).

3. RESULTS

3.1. Evaluation of Business Activity in Chichester Harbour

The first phase of the research was to create a detailed database of all business activity within the Chichester Harbour area, using the AONB boundaries and the region of socio-economic influence as geographical limits. The database was created with support from WSCC, and identified almost 4000 companies currently in operation within the case study site. The spread of these companies across the case study site is illustrated in Figure 2. There were approximately 700 businesses identified as operating within the AONB boundaries, with over 3000 operational within the additional region of socio-economic influence. Although the majority of these companies are SMEs (businesses employing less than 250 people), they support over 12,000 employees and have an annual turnover of approximately £2.4 billion across a range of sectors¹. It should be noted that some companies that lie just outside the area of socio-economic influence have been included as a result of their close proximity to boundaries.

¹ The database was developed by West Sussex County Council/ Bureau Van Dijke. It should be noted that business information that was collated may have included national data, rather than regional data, for company turnover and employee numbers.

Figure 2: Map presenting the businesses currently operating within the Chichester Harbour AONB boundaries, and within the area of socio-economic influence (blue indicates companies identified in the search for companies within the AONB boundaries and pink indicates those within the area of socio-economic influence. In some instances, one marker represents more than one business as they have been mapped according to post code).



The database included SIC code information which was used to evaluate the range of business activities, showing there to be over fifty types of business activity currently operational in the region. Given that one of the objectives of the research was to use an improved understanding of business activities to foster support for businesses in a region of ecological importance, it was decided that evaluation of the database should focus on those businesses that are most linked to their position within the Harbour boundaries. Ten categories of businesses were identified as having the most immediate connection to the Harbour i.e. those who could not operate as successfully in another location. By focusing on these activities, it is hoped to help Chichester Harbour Conservancy develop planning strategies through which they can support sustainable business growth and development in

their constituency. Table 1 presents a profile of the various business categories currently active within the case study site, clearly illustrating the importance of business activity, as a whole, within Chichester Harbour in terms of the annual contribution to the wider economy and employment opportunities.

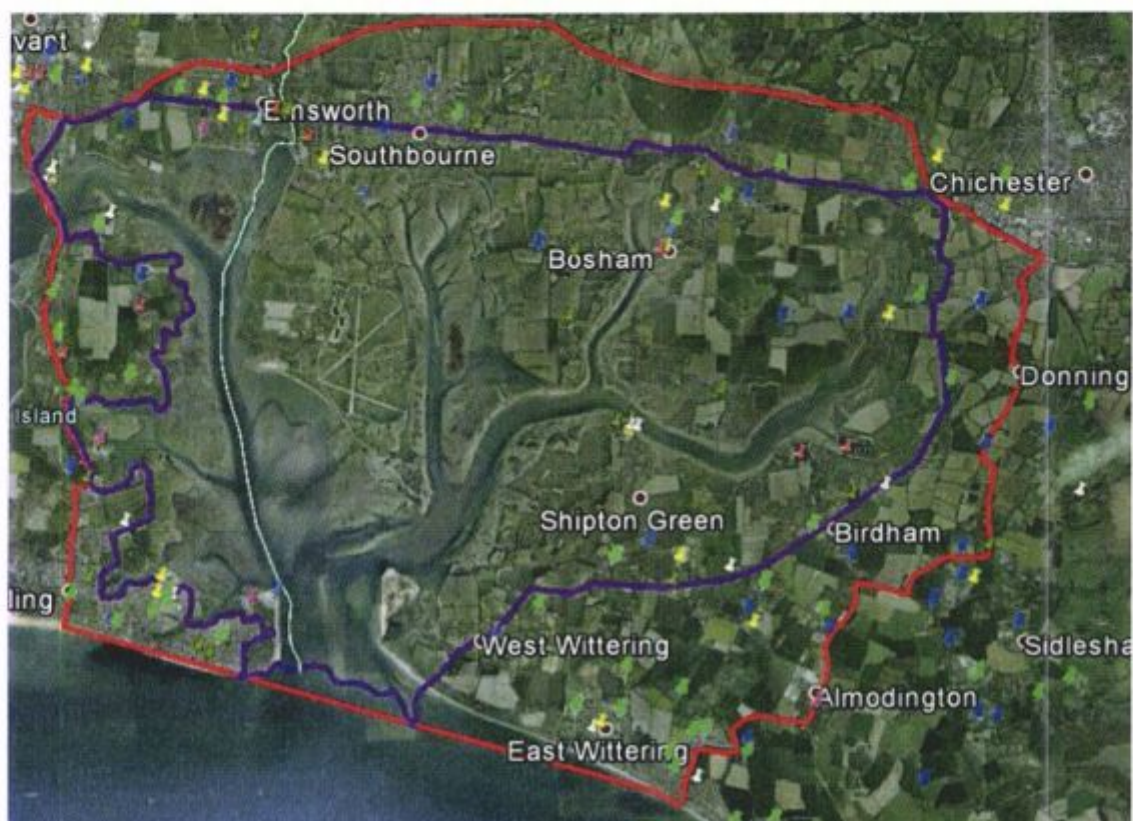
Table 1: Profile of business activities currently operating in the Chichester Harbour region (where possible annual turnover from 2012 and number of employees has been provided, * gives the number of businesses each figure relates to)

Category of Business Activity	Number of businesses	Annual turnover (approx.)	Number of employees
Agriculture	37	£45.7m*6 companies	542*5 companies
Fishing and Aquaculture	3	£1.3m*1 company	n/a
Boat Builders	47	£26m *21 companies	337 *20 companies
Education and Training	8	£212,000 *3 companies	6 *3 companies
Holiday Accommodation	61	£8.2m*33 companies	262 *31companies
Marine Engineers	11	£1.02m *7 companies	15 *7 companies
Marine services	16	£1.07m *4 companies	14 *4 companies
Science and the Environment	3	£371,000*1 company	n/a
Sport and Recreation	30	£2.4m *9 companies	19 *5 companies
Water based Transport	27	£31.7m *19 companies	427 *18 companies

***It should be noted that, due to information gaps, the total annual turnover figures are not representative of all activity in each sector. However, it is likely that the data is for the larger businesses operating in the area, so therefore provides an indication of the true scale of the economic contribution of these activities. It should also be noted that these categories relate to any business that could be operating within this sector, and may include supporting businesses**

Figure 3: Distribution of relevant business activities in the Chichester Harbour region

(Key – Dark Blue: Aquaculture, White: Marine Science and Environment, Pink: Water Based Transport, Bright Green: Holiday Accommodation Yellow: Agriculture, Orange: Marine Services, Purple: Marine Engineers; Dark Green: sport and Recreation, Turquoise: Education and Training)



3.2. Analysis and synthesis of data

Given the mixed methods approach to data collection, the basic results are presented here, with the following sections presenting a synthesis of the collated results from the questionnaires, interviews and the stakeholder workshop event.

3.2.1. Analysis of the questionnaire and interview schedules

In total, 36 businesses participated in this phase of data collection, either through telephone interviews or through completion of the short questionnaire (a response rate of approximately 11% from a sample of 316 targeted businesses). All of the companies that responded were SMEs (less than 250 employees), with 61% operating as micro-businesses (less than 5 employees). The results of the interviews and questionnaires have been collated to give a more representative view of business activity within the Harbour. Where necessary, quotes have been included to support the findings; quotes are not attributed to

any individual and are used to support a consensual view, rather than the viewpoint of one respondent.

3.2.1.1. Perceived Value of Chichester Harbour

One of the key objectives of the research was to ascertain the level of value placed upon the Chichester Harbour as a business location. Respondents were asked to rate the importance of their position within the Harbour (1 being of low importance, 5 being of high importance); analysis of the results showed that over 63% rated the importance of the Harbour to their business as being very high (a rating of 5). Only 13% (5 companies) considered the location to be of low value to their businesses. This observation was supported by comments made throughout the interviews, with interviewees suggesting that the Harbour was *"100% important"*, *"It's essential to the business"* and that *"being situated in the heart of the AONB is very important to us"*. Clearly locating a business within Chichester Harbour is perceived to have benefits for businesses, and that a level of intrinsic value is associated with the location.

3.2.1.2. Business Impact on the Harbour

In addition to creating a better understanding of how businesses perceived the added value of being located in Chichester Harbour, it was also necessary to establish how businesses in the area might interact with the Harbour, and what impacts they may have on the area. From the data collected, it appeared that most businesses in the area employ staff from the local area, with the majority of employees (97%) travelling no further than 30 miles to work, and over 50% travelling less than 5 miles. In terms of suppliers, distance varied across the businesses although there was a sense that using local sources and suppliers was preferable to most businesses, with one interviewee stating that their business *"tries to use local suppliers where possible, but a lot of the materials that we need are not available locally"*. However, it should be noted that fewer than 28% of businesses indicated that their suppliers were more than 100 miles from their business. While some companies require specialist suppliers, it is likely that local supply chains could be developed to reduce the travel time and cost for a number of companies operating in the area. The geographical

distribution of customers varied between businesses, although it should be noted that only 11% of customers were based locally.

Additionally, participating businesses were asked to indicate the level of consideration given to the Harbour environment as part of their day-to-day operation. Again, this varied depending on the business type, with some businesses more aware of their potential impacts on the Harbour environment, and recent changes to legislation that may have an influence on how their business operates; approximately 20% of participants rated their consideration of the environment as being low, however, more than 70% of participants rated their consideration as being between 3 and 5, indicating a relatively high level of consideration given to the Harbour environment.

Businesses appear to have some level of representation across the Harbour, through engagement with groups such as the Chichester Harbour Board, volunteering in some way, attending local meetings and using local websites to keep informed about changes and developments in the area (100% of respondents indicated an involvement of some form)². Other examples included personal involvement in maintaining local pathways, membership of Chichester Harbour Trust and running trips across the Harbour. This activity with the Harbour suggests that businesses are aware of opportunities for engagement with wider management processes in the area, again highlighting connection between the surrounding area and the businesses. This infers a sense of value connected with being located in the Harbour, as mentioned above, and will be discussed in more detail in Section 4.

3.2.1.3. Business Development and potential support requirements

A major component of the research was to identify how businesses operating in the area could be better supported to encourage economic growth and development of the wider area.

Participating businesses were asked to indicate whether they have plans to grow/ extend/ develop their business in any way in the future, with just over 50% of participating

² It should be noted that it is individuals who are involved in the Harbour in some way will be more likely to respond to the survey – provides an element of self-selection for participation in the survey.

businesses suggesting they would be interested in growing their business. In order to have an understanding of the factors influencing growth in the area, businesses were asked to comment on barriers impacting business development. The factors considered to be barriers to development included:

- Legislation: 11% of respondents indicated that the various planning and environmental legislations implemented within the Harbour area have made development of their businesses difficult. There was a feeling that local authorities and residents do not understand the value of business activity within the Harbour, with one interviewee stating that *"residents don't appreciate our aims; to them redevelopment is (detrimental) development of the Harbour"*, suggesting that development or expansion of any nature is likely to come up against objections.
- Customer demand/ market conditions: 11% of companies involved in the survey element of the research suggested that customer demand for their products and services is limited. It was suggested that this was likely due to recent financial constraints, but also due to a lack of awareness of businesses operating within the Harbour. For example, businesses in Birdham Pool commented on the lack of signage directing people to the area, meaning people are unaware of businesses, which was thought to have a direct impact on customer numbers.
- Economy: 13.8% of participants cited the recent economic downturn, financial cutbacks and the need for funding as being a significant barrier to their capacity to develop and grow their businesses, with one interviewee stating that they do *"not have the financial background to expand"*.
- Other issues: In addition to these main categories of barriers, other issues cited as impacting the development potential in the Harbour included: a lack of resources in terms of access to a skilled workforce, and training opportunities; issues associated with limited space and the impact of this on the carrying capacity of businesses, ; and finally, competition from other businesses in the Harbour area being a limiting factor.

3.2.2. Developing a vision for Chichester Harbour: Priorities and Challenges

As part of the stakeholder event, delegates were asked to develop a collaborative vision for Chichester Harbour, using the information and ideas gathered throughout the process to highlight key priorities and potential challenges impacting the region. Individuals were asked to discuss their personal ideas with the larger group, generating a 'wish list' on which development of the Harbour area businesses could be based. Using this process, the research has generated a list of key actions that were viewed as supporting business and the Harbour in general. These are presented below:

- Formation of a Chichester Harbour Business Association/ Enterprise Network/ Cluster to support businesses in the area,
- Development and promotion of a Chichester Harbour Brand that could be used to support collaborative marketing of the businesses operating in the Harbour, as well as advertising the Harbour as an attractive destination for tourists, businesses and other investment,
- Implementation of an integrated, sustainable transport network around the Harbour. It is recommended that this transport network would have a green agenda, and would include new infrastructure such as: a ferry service operating across the Harbour mouth to connect East and West³, improved parking/ park and ride facilities around the Harbour, and the development of a connected cycle path around the Harbour and AONB.
- Formation of an annual Chichester Harbour Festival to promote business in the area, with a particular focus on attracting marine recreational users and tourists to the area.
- Finally, it was also commented that a priority for the area would be to engender improved relationships with existing bodies and associations to ensure there a collective approach to the future development of the Harbour.

³ It should be noted that the development of a ferry service across the Harbour would face some practical difficulties in terms of appropriate access points and infrastructure development.

While a number of priorities have been identified for the region, it is important to note that acting on these priorities would face some challenges. For example, the formation of a Chichester Harbour Business Association would require the identification of a suitable leading body, identification and inclusion of members, identification of common goals (although these are beginning to be identified through this research), and funding for initial activities, with a view to creating a self-sustaining Association, supported by its members. Funding and identifying a leader/ assigning ownership for each of these priority actions is the greatest challenge to their successful implementation; however, the formation of a Chichester Harbour Business Association would be the first step, and could be the launch pad for the other initiatives suggested by stakeholders. While it is acknowledged that there would be challenges, these are far outweighed by the benefits that these actions would have for both the businesses in the area, and the wider communities of the Harbour. Additionally, it should be noted that there are clearly challenges surrounding public awareness of business activity in the Harbour, and a lack of understanding of the value Chichester Harbour can have as an asset to the local communities it supports. There has been a historical lack of support for business development across the Harbour, which appears to be partially due to a lack of residents' understanding of the socio-economic benefits associated with a thriving business community, even within areas of outstanding beauty and ecological importance.

It should be noted that priorities were identified as the action points with the most value to the businesses in the local area by stakeholders attending the Chichester Harbour Business Event in November 2013 , with the greatest potential of being a 'quick win' for the Harbour. There was a sense that in order to continue developing business activity in Chichester Harbour, businesses need to see some positive steps in terms of supporting and promoting them, both locally and further afield.

4. DISCUSSION AND RECOMMENDATIONS

It should be noted that the Chichester Harbour Management Plan 2009-2014 identifies a lack of coordination and cooperation between local businesses as one of the primary challenges facing businesses in the area (CHC, 2008). The Plan suggests that by working together, businesses could identify opportunities for joint funding applications, engage in collaborative marketing strategies, and link existing infrastructure for the mutual benefit of multiple companies. This call for better collaboration and cooperation between businesses in the area is mirrored by the findings of the current research project, with participating businesses expressing a clear interest in collaborative approaches to business in the Harbour. Through analysis of the research, it is clear that there are a number of ways in which Chichester Harbour could move towards the future; these findings have been categorised into themes and are discussed below.

4.1. Vision for Chichester Harbour

Throughout the research, one of the aims was to develop an ideal vision for how businesses operating in Chichester Harbour could work together to ensure a sustainable and prosperous future. This vision is presented below, based on the recommendations developed through stakeholder engagement and represents an ideal scenario, encompassing actions that stakeholders would like to see in the future.

A Vision for Chichester Harbour

- Efforts should be made to increase public and business awareness of the value of the Harbour to the surrounding communities,
- As part of this, signage, information provision and interpretation boards around the AONB should be improved to enhance visitor and community understanding of the Harbour environment,
- Transport links within and around the Harbour should be improved, including the development of a connected cycle path, new/ improved existing park and ride facilities and a ferry service across the Harbour.
- The development of a Chichester Harbour Brand that can be associated with a certain level of success and quality of standard, improving the reputation of the businesses operating within the area.
- The Harbour should work with relevant bodies to lobby for improved broadband provision for both businesses and residences in the area,
- Efforts should be made to support young people in the diverse range of businesses operating within the Harbour. This could be achieved through the identification of apprenticeship and training opportunities.
- Links with existing bodies should be improved, including the Havant Business Association, local Chambers of Commerce, and Visit Chichester, as a way of raising the profile of the area and creating a greater sense of identity.
- Green business practices should be encouraged within those businesses operating in the AONB and wider Harbour area to ensure businesses are achieving both socio-economic and environmental sustainability.
- The businesses within the Harbour should work together on a collaborative annual Chichester Harbour Festival that promotes a range of activities on the water, promoting local businesses and raising the profile of the area as a whole.

4.3. Recommendations

Taking the priorities identified into consideration, a number of recommendations have been made as to how this 'vision' could be achieved. These are outlined in the section below.

4.3.1. Recommendations for Businesses

➤ *Development of a Chichester Harbour Business Association/ cluster*

The research found the local businesses would welcome a higher level of collaboration and an improved relationship with local trade associations and local authorities. Given that, it is the recommendation of this research that Chichester Harbour Conservancy investigates the potential for developing a Chichester Harbour Cluster. A cluster of this type could encourage improved collaboration among neighbouring businesses, encouraging businesses to promote each other, raising the visibility and profile of Chichester Harbour as a whole.

➤ *Improve awareness of collaborative opportunities within the Harbour area*

Previous research has shown that effective collaboration can foster both competition and success within member business by enhancing and improving existing supply chains, identifying ways of reducing costs and increasing revenue, and by highlighting new market opportunities for companies (Porter, 1998; Robins, 2011; McKinley, 2013). This evaluation of business activity has shown that there would be interest in increasing the level of local collaborative around the Harbour, supporting the development of more effective local supply chains. It also recognises that whilst there is some element of local competition, the real challenge is compete on a wider regional and national scale and develop market opportunities for all. This sort of activity could be supported by the development of a Chichester Harbour Business Association as outlined above.

➤ *Improving business awareness of 'green' opportunities*

From the research, it became evident that, while businesses appeared to be aware of the importance of the environment, and are adhering to the environmental legislation applicable to their company, little emphasis was put on the **value** of the environment to businesses in the area. For certain companies, being located in an Area of Outstanding

Natural Beauty could be considered a significant asset and is something that businesses should promote to open new market opportunities for their business, with a particular focus on customers with high levels of environmental awareness.

4.3.2. Recommendations for Local Authorities and Policy Makers

➤ *Improving Local Government awareness of the value of SME businesses in Chichester Harbour*

As evident from the research, the majority of businesses operating within the Chichester Harbour area are SMEs. These small to medium sized businesses have been shown to make a significant contribution to community regeneration, adding to both local and regional socio-economic value. Given the dominance of SMEs, it is recommended that the Local Authorities in the area ensure they have a thorough understanding of the various sectors, and have an awareness of the business support required by these companies to encourage sustainable development.

➤ *Support and engage with a Chichester Harbour Business Association*

Following analysis of the research, it is clear that businesses in the area consider a business cluster to be something that would benefit them, and the wider community. It is the recommendation of this research that such a cluster would need, and indeed benefit, from the involvement of local authorities. This would ensure positive relationships were built between businesses and local authorities, encourage improved understanding regarding planning and legislation and support a positive and more collaborative approach to development of Chichester Harbour businesses.

➤ *Support the development of an integrated, green transport network*

A central theme throughout the research was the importance of establishing an integrated transport network around Chichester Harbour, in particular favouring sustainable and green transport opportunities. Infrastructure development of this nature would require support of local authorities, particularly in terms of funding and planning permission; however, this type of development would have far reaching benefits and could ease pressure on existing

infrastructure, addressing issues with traffic congestion and encouraging individuals to make more 'green' transport decisions.

4.3.3. Recommendations across the Channel and EU policy

While this study focused on a local case study in South east England, the findings from the research could be applicable in areas with similar characteristics across the Channel region, drawing on some of the work carried out earlier in the CAMIS project.

- Efforts should be made to increase the level of awareness of the valuable role SMEs across the Channel region play within their local communities. Often, as seen by this research, SMEs dominate local markets and contribute significantly to local and regional economies. However, because of their size, they often lack the resources necessary for development and require additional support, if they are to continue contributing positively.
- Establishing local business clusters and associations, working with the Chambers of Commerce and local authorities, would allow common goals and challenges to be identified, encourage collaborative approaches to marketing, promotion and general business activity, with multiple benefits for the local communities.
- Encouraging communication and collaboration between businesses and local authorities to ensure positive relationships between stakeholders are formed. By working together, a collaborative future can be achieved, ensuring both socio-economic and environmental sustainability.
- Engaging in meaningful dialogue with businesses in an area, through meetings, e-networks and newsletters is vital to ensuring appropriate business support is provided.

5. CONCLUSIONS

Businesses within Chichester Harbour, have a clear understanding of the value the Harbour brings to their enterprise, and therefore, understand, that it is within their interest to ensure the natural resources and the environment of the Harbour are managed effectively and sustainably. It was evident from the research, that businesses operating in the harbour are aware of the intrinsic value of their location, and understand that the success of their businesses is inherently linked to the natural resources provided by the Harbour. They recognise the value of collaboration and the need to create an effective lobby to ensure social and economic sustainability of the communities in which they operate. There is a willingness to engage through a Chichester Harbour business association and a view that momentum should not be lost through inaction.

The research showed that, while businesses would welcome additional support from the Harbour Conservancy and other local authority bodies, there was a general consensus that one of the long-term priorities for the area has to be the maintenance and protection of the Harbour itself.

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Temple Quay House
2 The Square
Bristol, BS1 6PN

22 October 2014

LPA Reference APP/14/00510 - Appeal by Wilson House Developments Limited
Site at Dolphin Quay, 31 Queen Street, Emsworth, PO10 7BJ

Dear Sir,

Under the Localism Act, Councils recognise the added value that can be brought to communities through transfer of assets to the community, and are committed to working with groups such as ours, who wish to preserve "assets of community value" which further the interests and social wellbeing of the local community. Dolphin Quay is one such site in Emsworth.

Emsworth Neighbourhood Forum (ENF) is in mid-process of requesting HBC to include Dolphin Quay on the Register **for Community Right to Bid – Asset of Community Value**. The aim of the ENF is to bid for this site, and with input from local businesses and marine community, retain its commercial use, including a financially viable boatyard with educational component for community use.

The Dolphin Quay Action Group has used its deep local knowledge, architectural, boatyard management, community fund raising, marine and property skills to produce conceptual plans for a 3-shed boatyard, and a business model, which convinces us that there is a great future for Dolphin Quay. With 10,800 boat licences issued in Chichester Harbour in 2014, there is a continuing shortage of local repair facilities for traditional wooden and modern plastic boats. Dolphin Quay is perfect, and a potential tenant has been identified. This updated heritage boatyard, combined with refurbished office accommodation and a new multi-purpose training facility will be a real asset to this historic part of Queen Street, and Emsworth Neighbourhood Forum, working with the Dolphin Quay Action Group are keen to take it on.

Please deny the Appeal.

Yours faithfully,



Lorraine Clode
Vice Chairman, Emsworth-Neighbourhood Forum Ltd

51 Bath Road, Emsworth, Hampshire, PO10 7ES



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22 October 2014

**LPA Reference APP/14/00510 - Appeal by Wilson House
Developments Limited
Site at Dolphin Quay, 31 Queen Street, Emsworth, PO10 7BJ**

Dear Sir,

We, the underwritten, are writing in support of Havant Borough Council's refusal to grant planning permission being upheld, and the Appeal dismissed. We draw your attention to the attached document, which is rebuttal of the Pickup Town Planning (PTP) appeal statement, dealing with **marketing, change of use and flooding**.

Lord Richards of Herstmonceux
Lady Caroline Richards
Lady Pippa Blake
Mr Christopher Clode
Mrs Ann Davies
Mr Trevor Davies, RIBA
Martin Farrer, RIBA
Mr Martin Hellyer, RIBA
Sir Anthony Dymock
Lady Lizzie Dymock
Councillor Brendan Gibb-Gray
Mrs Shirley Farmer
Mr Jim Garland, RIBA
Mr John Harris-Burland
Mrs Freda Manley
Mr Seamus Manley

Mrs Barbara Melrose
Mr Mike Oliver
Mr John Pritchard
Mr Maurice Lillie, RIBA
Mrs Jane Yoward

Yours faithfully,



Lorraine Clode (Mrs)

Cc Mr Stephen Cantwell, Havant Borough Council

APPEAL REFERENCE APP/X1735/A/14/2223750
DOLPHIN QUAY, QUEEN STREET, EMSWORTH

We the undersigned wish to comment as follows with regard to the appeal statement by Pickup Town Planning and submitted on behalf of the appellant, Wilson House Ltd, in relation to the above appeal.

2. APPEAL STATEMENT BY PICKUP TOWN PLANNING

The appeal statement by Pickup Town Planning (PTP) purports to provide evidence against Havant Borough Council's decision to refuse planning permission for the above development on the following 5 grounds (abbreviated):

- 1 The scale, mass and design of the development and its impact on the setting of the neighbouring listed buildings and the character of the Conservation Area
- 2 The lack of a suitable marketing exercise in support of the proposed change of use
- 3 Inadequate provision in respect of defence against flood risk
- 4 Absence of a binding arrangement to secure a contribution towards the Solent Disturbance Mitigation project
- 5 Absence of a binding arrangement for the provision of "affordable housing"

PTP states that *"It is considered by the appellants that the LPA cannot demonstrate where the development plan proposal does not accord with the policies of the Development Plan."* and that *"It is the contention of the appellants that the appeal proposal would not cause demonstrable harm to interests of acknowledged importance."*

We strongly disagree with both of these assertions, and would comment as follows:

2.1 The scale, mass and design of the development and its impact on the setting of the neighbouring listed buildings and the character of the Conservation Area

Issues of scale, mass and design have been largely dealt with in our commentary on John Pike's Appeal Statement, submitted under separate cover. The additional points to be made are:

2.1.1 That some improvement is acknowledged between the pre-application scheme and the final submitted scheme, is merely testament to just how ill conceived the pre application proposals were, and should not be confused as indicating support for the appeal proposals. Despite Havant Borough Council's Conservation officer, the Emsworth Design Review Panel, the Chichester Harbour Conservancy and Chichester District Council all making it abundantly clear that the submitted scheme was inappropriate on the grounds of scale, mass and design, the appellant appears unwilling to comprehend the reasons for refusal.

2.1.2 The appellant appears to consider the rear block of flats *"a standalone piece of modern architecture which would complement the surrounding historic development"*, as if the use of an architectural stylistic tag would excuse the excessive massing and scale of the proposed development.

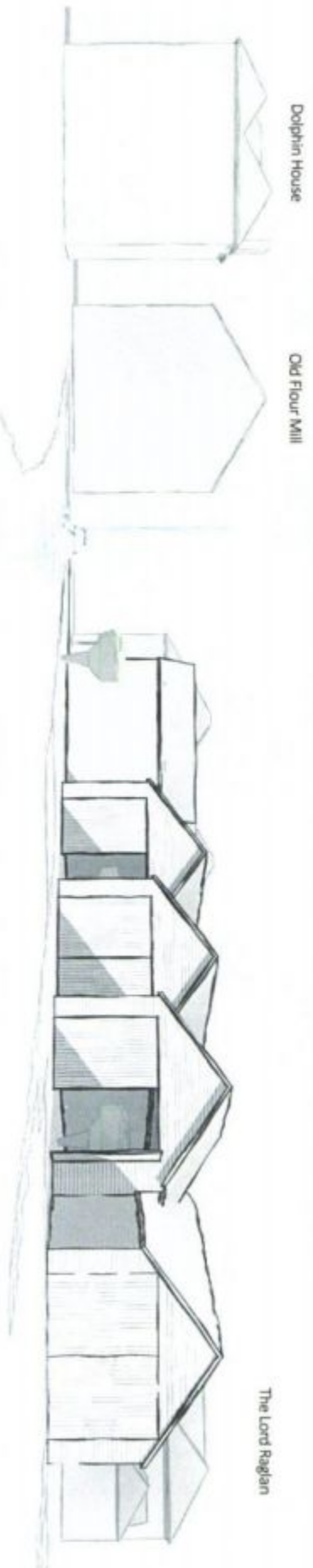


Figure 2 - Massing perspective from Dolphin Cut

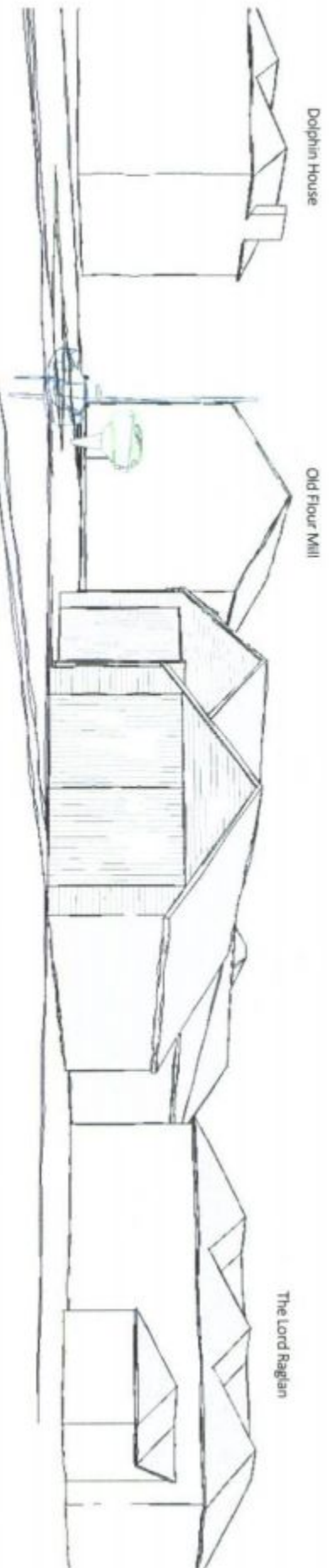


Figure 3 - Massing perspective from Slipper Mill Pond footpath

2.2 The lack of a suitable marketing exercise in support of the proposed change of use.

In lieu of a proper marketing exercise, the appellant lists as facts what are merely assumptions. Using the appellants numbering, we would comment as follows:

- (6.7) **“the previous boatyard occupiers went into administration”**. It is quite distasteful that despite the letter from Tim Gilmore dated 5th July 2014 being publicly available, the appellant should repeat this damaging and inaccurate statement. It is simply not true, and brings with it an innuendo that the boatyard was financially unviable, which is likewise not true. The business previously located at the Dolphin Quay Boatyard now continues to trade successfully at Birdham Marina.
- (6.8) **“despite having actively marketed the site over the past view years”**. This would suggest that the marketing of the boatyard has been ongoing for 3 years or more, which cannot be true as it was an active boatyard until the spring of 2012, when the tenant was given notice to leave. Furthermore, the marketing has been anything but active, either for the use of the whole site or its constituent parts. At no point has there been a “for sale” board displayed anywhere on the site, and certainly not advertising the possibility of its use as a boatyard.
- (6.8) **“prospective occupiers ...cannot obtain insurance due to the buildings being located within a Flood Zone 3 area”**. Again, not true; Mr Paul Simmonds, the owner of No 31A Queen Street until 2011, has stated that he was always able to secure insurance for the building and contents at a competitive rate, and Mr Gilmore has also confirmed that this was his experience too.
- (6.9) **“Interested parties have been discouraged by both the small size of the site, which prevents the installation of a permanent crane to lift boats, and the tidal nature of Dolphin Cut which runs dry at low tide.”** We would again refer to Mr Gilmore’s letter, which contradicts this statement and confirms that he had been in discussion with the site’s owner with regard to expanding his business into the antique centre building. Other local shipwrights have also expressed an interest in operating from the site, and do not consider either of the appellant’s comments to be accurate.
- (6.10) **“Borland and Borland have marketed the premises since 2010 both via boards and having distributed details to interested parties”**. The latter part of this statement should be substantiated with a schedule of “to whom” and “when” details were distributed. With regard to the site boards, at no time has there been a board displayed in a prominent position advertising the boatyard for either rent or sale.
- (6.12) **“It is also the case that modern boat building enterprises require, in most cases, larger premises with a permanent water frontage and improved boat lifting facilities.”** This statement is patently untrue, as witnessed by the remaining small scale boat yards within the Chichester Harbour. The appellant also misses the distinction between a “modern boatbuilding operation” such as Southerly Yachts at Itchenor, and the repair of traditional wooden boats, which is the mainstay of the other local Emsworth shipwrights.
- (6.13) **“It is also a fact that any redevelopment of the site for commercial purpose would have to mitigate flooding issues.....”** Working on the basis that the site is in Flood

Zone 3a, the NPPF Technical Guidance states that *"The water-compatible and less vulnerable uses of land (table 2) are appropriate in this zone"*. The less vulnerable uses include *"Buildings used for shops, financial, professional and other services....."* whilst water compatible uses include *"Ship building, repairing and dismantling....."* A commercial redevelopment of the site would therefore not require anything like the wide spread intervention necessary to support a residential development, and could be met within the site boundaries and without undue expense.

- (6.14) **"The appeal site has been marketed since 2010 until the present date"** Untrue - see (6.10) above.
- (6.14) **"the applicants, now appellants, were reliant upon the data provided by the owners marketing agents"**. A competent and experienced property developer would have undertaken due diligence with regard to all aspects of planning policy before commencing the process of a detailed planning submission. The admission that this exercise was not undertaken undermines the credibility of the appeal.
- (6.15) **"The strict adherence and application of these policies by the LPA to resist the redevelopment of this site is considered unreasonable by the appellants."** The policies referred to are DM2 and DM3. This latter policy sets out in detail a minimum standard of information necessary to demonstrate that an active marketing exercise has been undertaken. The marketing report submitted in support of the application was woefully inadequate and as a consequence fails to meet the policy requirement. For the LPA to be "flexible" on a prescriptive policy such as DM3 would be maladministration and leave any subsequent determination open to Judicial Review.
- (6.15) **"the appellants have instructed another specialist commercial agent to provide additional marketing of the site."** The site remains bereft of any site boards, and the appellant provides no details of this additional marketing.
- (6.16) **"As such, the consideration of the redevelopment of this site for residential purposes is compliant with policies DM2 and DM3."** The points listed above clearly illustrate the chasm between the marketing exercise and the policy requirements.

A further comment on the marketing of the site and the application for a change of use, is that the appellant promotes at every opportunity the view that a residential development is the only viable future for the site. That may be so if the land value is calculated from the outset on the basis of a residential use. If however, an alternative calculation is used based on the rental income of the various activities historically accommodated on the site, a more accurate indicator of the sites worth as boatyard and commercial use can be derived, leading to many other alternative uses more appropriate for this location. By way of example, we have commissioned an outline study of an alternative proposition based on retaining the boatyard with some limited commercial development onto Queen Street, which would be viable, and which can be found in Appendix A of this document.

2.3 Flood Mitigation Measures

The appellants submitted a Flood Risk Assessment (FRA) which proposed a strategy for providing flood prevention measures to the eastern part of Queen Street. It involved additional development on land belonging to the local authority and also a number of neighbouring land owners. The latter group were not consulted at an early stage in the design process, being presented instead with a fait accompli at the invited consultation held on the 15th April 2014. The neighbouring landowners would unanimously object to the proposed flood defence measures as being intrusive, ineffective and unnecessary.

A further weakness in the appellants argument is that the proposed flood prevention measures are at present diagrammatic and uncosted, leading the appellant to state that he would *"contribute to, and facilitate as far as he is reasonably able to....."*. There is no viability study to demonstrate that the developer would be able to contribute anything to the wider flood defences. This is no basis on which to grant a planning permission.

2.4 Absence of a binding arrangement to secure a contribution towards the Solent Disturbance Mitigation project

The lack of a S106 agreement in respect of the appellant's contribution towards the Solent Disturbance Mitigation Project is not an issue, its inclusion as a reason for refusal being procedural.

2.5 Absence of a binding arrangement for the provision of "affordable housing"

It is noted that the appellant wishes to offset the affordable housing contribution against the financial contribution for off-site flood protection measures. This would be highly irregular as the reduction in the financial contribution for affordable housing can only be *"unless a lesser requirement has been transparently justified on viability grounds."*¹ Given that the 5 rear facing flats will be marketed at the upper end of the residential market, it would be perverse for the development not to fulfil its wider policy obligations to affordable housing.

2.6 Conclusion

As evidenced by the above, Havant Borough Council has acted entirely properly in refusing the application on the grounds stated in their refusal notice. Clear unequivocal advice was given to the applicant at pre application stage as to the shortcomings of the scheme design, and when the application was subsequently refused, the officers comprehensive and detailed report left no doubt as to the applications further shortcomings with regard to the evidence submitted in relation to flooding and the change of use.

We respectfully ask that this appeal be dismissed.

¹ Policy CS9 Housing, Havant Borough Council Local Development Framework

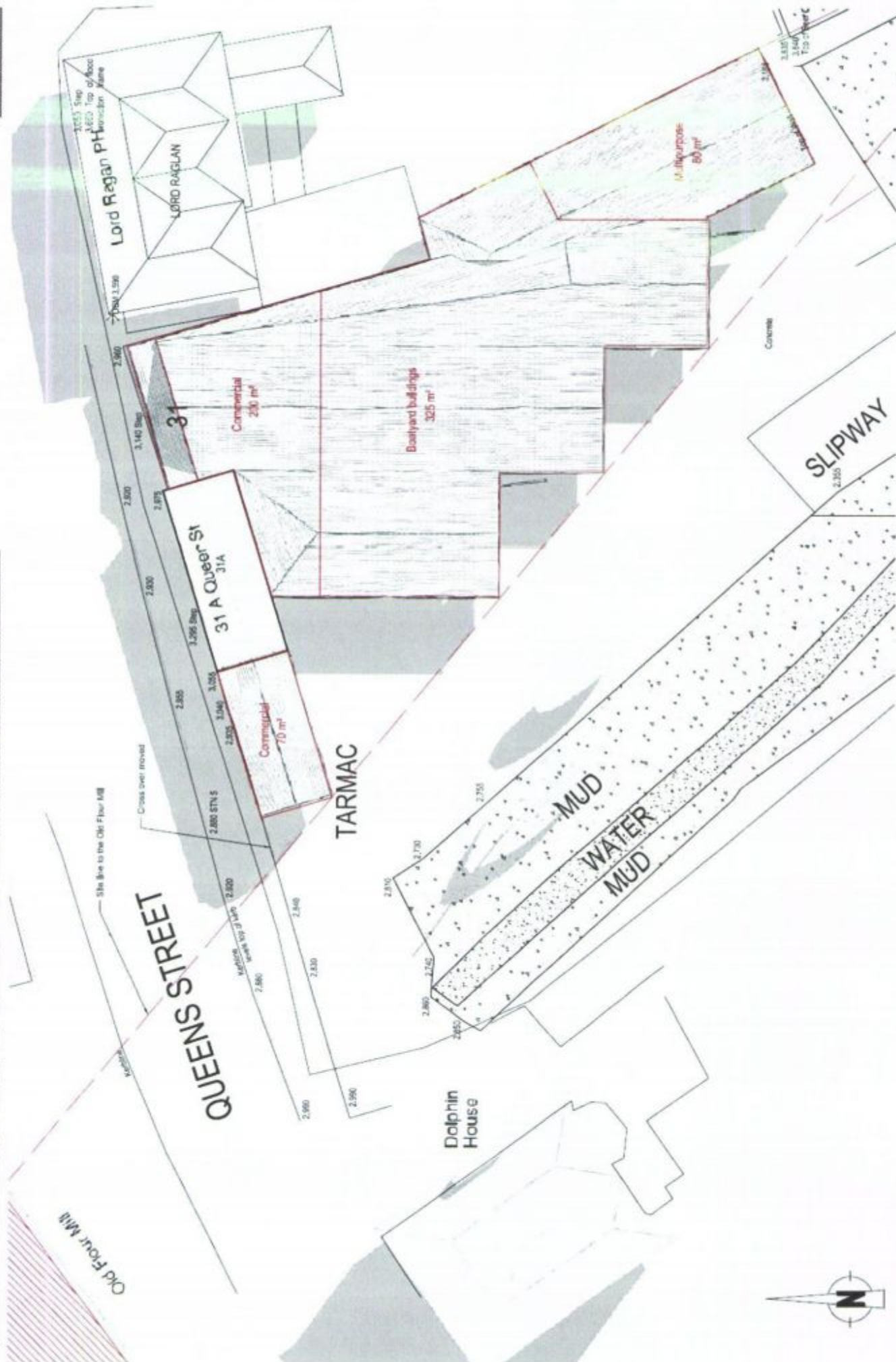


Figure 1 - Roof plan - Not to scale

Ann Davies
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22/10/2014

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Dolphin Quay – Objections to Planning Application

Summary

In my letter of objection dated 18th June my focus was entirely on the proposed design for residential buildings which I assessed against the guidelines in the Emsworth Design Statement. Those objections still stand.

Since then I have become increasingly aware of issues relating to Change of Use. Emsworth needs to keep a balance between commercial and residential. This was referred to in the supplement to the Design Statement (i.e. it was an issue identified by residents but not qualifying to be in the Design Statement itself).

I object to the granting of change of use at Dolphin Quay. I do not believe that the developer, very keen to obtain such permission, has invested enough effort in investigating alternative options & undertaking the marketing that would enable the site to remain commercial. My supporting arguments are outlined below.

Inadequate Marketing of Existing Site

It is my understanding that any marketing of the site was minimal and that there were those who might have been interested if they had been aware. Active marketing is, I believe, one of the requirements prior to agreement for change of use.

Inadequate investigation of options for Continuation as a Commercial Site

An outline scheme has been drafted within the community with the objective of understanding whether the development of a mixed boatbuilding/commercial site would be viable. For this initial view it was assumed that the buildings would respect the "Slipper Mill Pond – Old Flour Mill" line of sight and also the scale of the exiting commercial buildings. Even within these constraints the outline scheme demonstrated that it should be possible to develop the site in such a way that there would be sufficient commercial as well as boat-building space for both to be financially viable. It is not apparent that the developer has investigated such an option.

Give the sensitivity of this site and what I understand is a need for commercial premises within Emsworth it would be entirely inappropriate for change of use to be granted until options have been properly explored.

Yours faithfully

A solid black rectangular box used to redact the signature of Ann Davies.

Ann Davies

CC: [Stephen Cantwell](#) & Lorraine Claude

49 Slipper Road,
PO10 8BS
14/10/2014

Neal Oliver Esq.
3/10a Wing,
Temple Quay House,
2 The Square,
Bristol,
BS1 6PN

Dear Mr Oliver,

**APP/X1735/A/14/2223750 Dolphin Quay 31 Queen St., Emsworth, PO10
7BJ - Residential Redevelopment.**

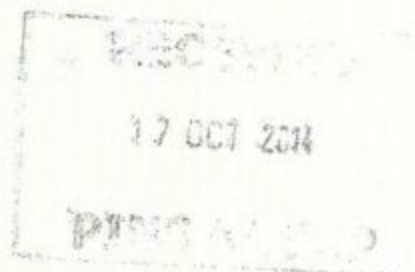
As a resident of Slipper Road, I am primarily concerned about the aspect of the proposed development from the south. The Slipper Mill Pond, which lies to the south of the appeal site, is an important element of Emsworth's rich historic heritage. It contributes greatly to the visual amenities of the locality, to wildlife interests and to informal recreational opportunities, being bordered by a much used waterside footpath. The surroundings of the pond are sensitive. I therefore fully support the Local Planning Authority's decision to refuse permission for the current scheme, which would have impacted unacceptably on the area.

It is noted that the residential density of the present proposals in terms of dwellings per hectare is relatively high, possibly driving a bulky solution, particularly in relation to the flat roofed southern block. Strong objection to this block is raised on the following grounds:

1) The proposed residential block fronting Dolphin Creek would introduce an alien architectural form into important points of outlook from the heavily used footpath around the mill pond, from Slipper Road, and from Dolphin Creek, and would thereby injure the environmental amenities of the surroundings of Slipper Mill Pond.

2) The proposed residential block fronting Dolphin Creek would be out of character with the local townscape, which includes a number of Listed Buildings and the Design Award winning Chequers Quay development, and would thereby be detrimental to the visual qualities of this part of the Conservation Area.

Yours sincerely,



49 Slipper Road,
PO10 8BS
14/10/2014

Neal Oliver Esq.
3/10a Wing,
Temple Quay House,
2 The Square,
Bristol,
BS1 6PN

Dear Mr Oliver,

APP/X1735/A/14/2223750 Dolphin Quay 31 Queen St., Emsworth, PO10
7BJ - Residential Redevelopment.

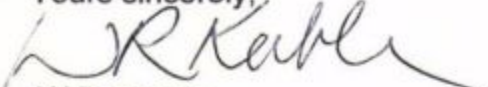
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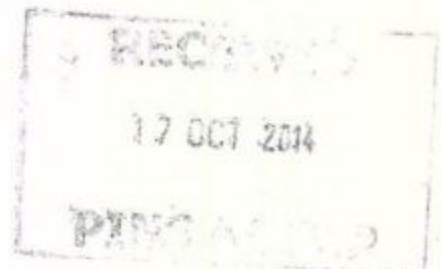
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Yours sincerely,


W.R. Keeble



3 The Fishermans
Emsworth
PO10 7BS

The Planning Inspectorate
Room 3/19 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN



Dear Sir or Madam

Planning Inspectorate's Appeal Reference APP/X1735/A/14/2223750
Site: Dolphin Quay, Queen Street, Emsworth

I wish to request that when visiting Emsworth and this proposed site that the Inspector views the proposed development from neighbouring land, including a walk all around the Slipper Pond, a good look from vantage points towards the Flour Mill and a visit to the Lord Raglan Pub and its garden. I sincerely wish the Inspector to do this in order to fully understand the devastating affect the proposed huge and unsympathetic buildings will have on this area of outstanding natural beauty. This is an area of Emsworth which many people visit in order to exercise and commune with nature. A massive development like this would take away its appeal and Emsworth will lose these visitors.

Further to my original representation I would like to stress the following points:-

That this was a good commercial site that was fully occupied until it was wilfully put into decline by the owner. Tim Gilmore was given notice and the building bought from the Accountants. New businesses have not been encouraged in a positive way, the buildings haven't even been cleared of all the debris and rubbish in them in all the years they have been empty.

A viable plan for the prevention of flooding has not been given by the proposed developer although they base their whole worthiness of the planning application on the promise of this. As the LPA mention, it is a requirement that a planning application should be financially viable. It would also stand to reason that permission and agreement need to have been gained from all landowners and all agencies as to the practicality and adequacy of a flood prevention plan. Only having done this could an assessment of the financial viability of the development be made. Serious questions and concern need to be given in this direction. It should be noted that Emsworth manages these floods, as it has done for hundreds of years without this flood prevention. The positive future of Emsworth does not depend upon this development as is implied by the proposed developer. Potentially quite the reverse.

Planning Inspectorate's Appeal Reference APP/X1735/A/14/2223750
Letter from Sara Bangert, 3 The Fishermans, Emsworth PO10 7BS

Not one expert has said that underground parking for cars is a reasonable option given the location. It would be very difficult to put adequate flood prevention in this area given the nature of the flooding that occurs. This then makes underground parking a danger to life as anyone who was in an underground car park as the tide started to pour in would find it very difficult to get out. The environmental impact of such an area flooding has been pointed out in a number of other documents and is obvious.

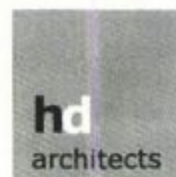
I strongly object to this development and I hope that by a full visit to Emsworth, the site in question and the neighbouring land that the Inspector will see why. I live in, and love this town and feel it is already hard hit by other developments. Please don't allow this one to go ahead.

Yours faithfully

A large black rectangular redaction box covering the signature of Sara Bangert. Above the box, the handwritten signature is partially visible, showing the letters 'S' and 'B'.

Sara Bangert

Helyer Davies Architects Ltd



23 OCT 2014

The Planning Inspector
3/10a Wing
Temple Quay House
2 The Square
Bristol
BS1 6PN

Wednesday, 22nd October 2014

Dear Sirs

**Re: LPA Reference APP/14/00510
Dolphin Quay, Emsworth**

We wish to object to the appeal at Dolphin Quay, Emsworth LPA reference APP/14/00510.

We have an architectural practice employing eight members of staff and are at capacity in our current premises. We have been actively looking for a site to buy for eighteen months to build our own office building.

We have not seen the above site marketed as a commercial premises despite walking past it at least twice a day. We appreciate that the site would be larger than we would initially require, but being based in the property industry we could easily assemble a consortium of clients keen to invest.

We feel retaining a strong commercial base for Emsworth is essential since this feeds the local shops and restaurants at lunchtime and helps Emsworth remain a vibrant economy during the week as well as at the weekend.

Yours faithfully

**Martin Helyer and Tom Davies
Directors of Helyer Davies Architects Ltd**

1 The Old Flour Mill . Queen Street . Emsworth . Hampshire . PO10 7BT
mail@hdarchitects.co.uk www.hdarchitects.co.uk 01243 370 715

51 Bath Road, Emsworth, Hampshire, PO10 7ES



The Planning Inspectorate
3/10a Wing
Temple Quay House
2 The Square
Bristol, BS1 6PN
2014

22 October

**LPA Reference APP/14/00510 - Appeal by Wilson House
Developments Limited
Site at Dolphin Quay, 31 Queen Street, Emsworth, PO10 7BJ**

Dear Sir,

We, the underwritten, are writing in support of Havant Borough Council's refusal to grant planning permission being upheld, and the Appeal dismissed.

Lord Richards of Herstmonceux
Lady Caroline Richards
Lady Pippa Blake
Mr Christopher Clode
Mrs Ann Davies
Mr Trevor Davies, RIBA
Martin Farrer, RIBA
Mr Martin Hellyer, RIBA
Sir Anthony Dymock
Lady Lizzie Dymock
Councillor Brendan Gibb-Gray
Mrs Shirley Farmer
Mr Jim Garland, RIBA
Mr John Harris-Burland
Mrs Freda Manley
Mr Seamus Manley
Mrs Barbara Melrose
Mr Mike Oliver
Mr John Pritchard
Mr Maurice Lillie, RIBA

The attached document is a rebuttal of John Pike's statement relating to the conservation area and listed buildings.

There follows in separate post, another document which rebuts the Pickup statement, covering marketing, change of use and flooding aspects.

Y
C
L


Cc Mr Stephen Cantwell, Havant Borough Council

APPEAL REFERENCE APP/X1735/A/14/2223750
DOLPHIN QUAY, QUEEN STREET, EMSWORTH

We the undersigned wish to comment as follows with regard to the appeal statements submitted on behalf of the appellant, Wilson House Ltd, in relation to the above appeal.

1. APPEAL STATEMENT BY JOHN PIKE

Mr Pike predicates many of his comments on the assumption that *“residential development is acceptable in principle and there does not seem to be anything in the local planning policy that states otherwise.....”*. This assumption ignores local plan policies DM2 and DM3 and the requirements for all other possibilities to be explored before residential use is considered, and is therefore false.

A further recurring theme is his difficulty to *“comprehend how the appeal proposals would detract from the character and appearance of the conservation area and setting of the three nearby listed buildings”*. Whilst Mr Pike might consider the *“scale, design, materials and relationship to the listed buildings”* to be entirely compatible, this is not a view shared by either Havant Borough Council’s Conservation Officer, the Emsworth Design Review Panel or any of the 65 respondents to the application’s public consultation. The images below speak far more eloquently than any repeated denial to the contrary, as to the damage the proposals would inflict on both the character of the conservation area and the above mentioned listed buildings.

1.1 Impact on The Old Flour Mill (Grade II listed)



Figure 1 – View from Slipper Mill Pond footpath as existing



Figure 2 - View from Slipper Mill Pond footpath as proposed

Figure 1 shows the Old Flour Mill dominant at the head of Dolphin Creek, with all other buildings subservient to its robust brick gable. Its industrial scale is in contrast to the neighbouring residential properties, and the skyline enjoys a roofscape of traditional pitched roof forms softened by a backdrop of mature trees.

Figure 2 is the image submitted by the appellant in support of the proposal, and perfectly demonstrates the overbearing form and massing of the proposed flats. The Old Flour Mill, significantly obscured by the development is no longer a landmark¹ at the head of the creek, and the impact of its industrial scale is completely emasculated by the sheer size of the proposed development. Further, the previously interesting and varied roofscape is replaced by a series of monolithic horizontal eaves and parapets completely alien to the character of the conservation area. The large roof top terrace would in short time acquire the additional clutter of BBQ's, sun shades and external furniture, further emphasising the incongruous nature of this feature.

1.2 Impact on 29 Queen Street - Dolphin House (Grade II listed)

As noted in the Conservation Area Appraisal² and reiterated by Havant Borough Council's Conservation Officer and the Emsworth Design Review Panel, Dolphin House forms a "bookend" to the run of predominantly listed buildings which line the south side of Queen Street. For this reason, Dolphin House enjoys principal elevations to both the north and east, an arrangement which is specifically noted in its list description below:

House (office). Early C19. Stucco, with a slate roof. Symmetrical front (north) of 3 storeys, 3 windows. Hipped roof. Wide eaves on brackets, 1st floor band, stone cills. Sashes in reveals (2nd floor centre blank), 1st floor centre a ½-glazed folding door. Porch on oval plan with 4 columns, 6-panelled door. Prominent east elevation of 3 storeys, 1.1.1 windows. Central wide chimney with

¹ Also defined as a landmark in the Emsworth Character Appraisal

² Emsworth Conservation Area Character Appraisal, Para 3.8.1

pediment, projecting centrepiece with 1st floor tall window within a recessed arch, 1st floor band, plinth. Sashes (3 blank panels), 1st floor centre has a delicate wrought-iron balcony rail with a diagonal pattern. Porch recently altered.



Figure 3 – View of Dolphin House from east - existing



Figure 4– View of Dolphin House from east - proposed

Clearly it is considered that a key feature of Dolphin House are its dual elevations and its role as a full stop to the terraced houses of upper Queen Street. The images above demonstrate how the size, location and massing of the proposed development would diminish key views of Dolphin House from the east and weaken its impact as a “bookend”. The appellant argues that the “stepped” form of the proposed town houses responds to the change of scale between Dolphin House and the Lord Raglan PH. This is however to completely misunderstand the urban characteristics and historic development of this stretch of Queen Street. The historic OS maps submitted by the appellant are at too small a scale to be of much use. Far more revealing are the

historic records held by the Slipper Mill Pond Preservation Association³, reproduced below, which show the site as being relatively open and undeveloped for at least the last 135 years. Dolphin House was clearly conceived to act as a “bookend” when it was first built, just as it does now. The appellant’s argument in favour of visually connecting the frontage of upper Queen Street with the frontage adjoining the Lord Raglan is therefore misconceived and wholly contrary to the historic, aesthetic and urban design considerations which should inform any development on this site.



Figure 5 – 1879 Map of Queen Street



Figure 6 – 1946 aerial photo of Queen Street

³ Publicly available on the SMPPA website

1.3 Impact on The Lord Raglan PH (Grade II listed)

The Lord Raglan currently enjoys a parity in scale and size with its neighbours that will be lost on account of the height and massing of the proposed street elevation. However, it should be remembered that the listed building protection is not just for a building's walls and roof, but also its curtilage and setting, and in this respect the rear aspect of the Lord Raglan is set to lose most. Currently it has an attractive and relatively open, sunny, south facing garden with prime views over the pontoons and down Dolphin Creek. This cheerful arrangement will be lost to the tall overbearing square volume that accommodates the proposed flats. Not only will the pub garden be presented with a large slab wall, some 8m high and topped with a terrace, but the private nature of the garden would be lost to the severe overlooking that the development introduces. There can be no doubt that the setting of the Grade II listed Lord Raglan pub would be severely compromised were this scheme to be built.

1.4 Conclusion

In his original Heritage Statement⁴, Mr Pike refers to the Conservation Area Appraisal published by the LPA, and more specifically to Plan No. 3 which shows Dolphin Quay as being an area *"where the urban character has been eroded."* However, the document and plan Mr Pike refers to were produced in 1994 and have since been superseded by the Emsworth Conservation Area Character Appraisal, which was approved in March 2010, and which corrects what was clearly an evaluative error. The historic photos included above demonstrate that there never was an "urban" character other than a boatyard to be eroded. Mr Pike's use of the superseded Conservation Area Appraisal continues into his conclusion, which as a consequence is inconsistent with current policy, and for the reasons stated above, arrives at a conclusion unsupported by either local or national planning policy, nor the historic evolution and built reality of the Dolphin Quay site which are so important to the character of its immediate conservation area.

⁴ Page 4 "Impact on heritage assets"

Objections to APP/14/00510 Dolphin Quay, Emsworth.

21st October 2014

Dear Planning Inspector,

I repeat my original letter to Havant Council regarding the proposed development at Dolphin Quay, Queen Street, Emsworth with a few updated comments.

My objections fall into two groups ie. No planning application to change the use of the site and secondly the terrible shape, style and size of the proposed development.

Group 1: Change of use

I object to the change of use from a working boatyard specialising in wooden boat restoration to residential development due to the following points:

1. Emsworth is a centre of traditional boat restoration and repair. The Tim Gilmore company based at Dolphin Quay was a viable company and provided, for many years, skilled employment for boat builders and supported apprentices in the trade – my son being one who finished his apprenticeship at Dolphin Quay.
2. My view of the viability of the boatyard is confirmed by a submission by Tim Gilmore who explains that there has been a lot of miss-information about the commercial value of the boatyard. The architect told me at the developers open day that the boatyard was not viable which is definitely not true and those assertions are being used to divert the discussion about the commercial options. .
3. The boatyard should be offered again as a location for a boat-based business at a competitive rate and with legitimate contracts regarding to tenure.
4. The boatyard has not been offered to any local boat builders or advertised generally as a site for a boatyard and therefore in my view the basic premise that the site should be offered for commercial use before a 'change of use' can be approved, has not happened.
5. I have explored along with many local residents, the option of re-aligning the current buildings into a modern boatyard that will be a viable operation. The scope of the yard could be adjusted to cater for more and smaller classic wooden boat classes. This would remove the necessity of having huge investment in heavy lifting gear on site all the time – this claim always was a red-herring, as a crane can be hired occasionally when needed.
6. There is space on the site for other commercial activities other than the boatyard, which again makes the whole site viable.
7. The character of Queen Street should be preserved with a skilled craft and professional mix of businesses on the Dolphin Quay site rather than very expensive residential premises that are totally out of keeping with the properties around it.
8. The slipway for boats and access to the slip should be maintained.
9. There is considerable scope for a business to continue at Dolphin Quay and it could host practical, educational course in boat maintenance with the added

advantage of having skilled shipwrights on the premises to continue work where needed at a normal rate.

10. A wooden boat builder's skills are unique but can be used in all joinery, furniture making and craft woodwork which is likely to be a side business of the yard.

Group 2:

I object to the proposed development due to the following points:

1. The building as proposed that faces Queen Street is far too high and is out of scale to the buildings east of the proposed development. Currently there is light and air to the Dolphin Quay area, which this development would largely remove and create a 'tunnel of buildings' as you travel South West up Queen Street towards the centre of Emsworth.
2. The building proposed that faces the Slipper mill pond is totally out of character with the surrounding area and will tower above the surrounding buildings. My objections and comments follow:
 - a. The construction of steel and glass is not in keeping with any building in the area.
 - b. The flat roof is out of keeping with the majority of buildings in the area and the owner of the Dolphin Quay development site constructed the only other flat roofed building (No.1 Dolphin Quay) in the vicinity years ago – two wrongs do not make a right!
 - c. The height of the rear building is 1.5 times the existing building on the site and this will obscure many views of the area from the rear of houses in Queen Street and my house. It also has the effect of obscuring views from the bottom of Queen Street and the A259 over the pond towards the rear of King Street – these open views are very attractive as you approach Emsworth and this proposal will adversely affect them.
 - d. The floor area of the building, taking the building out to the edge of the plot of land will obscure views of the buildings backing onto the Slipper Mill pond which surely defeats the point of the conservation area which presumably was designated to allow views of the area.
 - e. The mass of the proposal, height and floor area, will be oppressive for people who use the footpath that runs down the side of the slipper pond starting in Queen Street and ends in King Street and this land and the moorings is privately owned. Many people use a bench on this path to rest and enjoy the vista of the Slipper pond, which will be damaged by the proposed development. The area from the Slipper pond up to King Street has a rural setting and I believe that this ambience will be destroyed by this proposed development and I also believe that the planning development department of Havant used this argument to stop a proposal for building on the tennis court behind Holmwood

House – many years ago. This argument is also valid as it relates to the proposed development.

- f. The height of the building and the expanse of glass creates privacy issues to the houses that back onto Slipper pond and in my case, the new roof line would be double the height of the current shed and so would be higher than my neighbour's house at No.1 Dolphin Quay. The proposed plan has so many side effects that cannot be assessed completely now and anyway, why should this area of Emsworth have such a risky and oversized design inflicted upon it and using materials that have no relevance to the area. There is another example of a flat roofed, monstrosity on the Emsworth harbour waterfront and I cannot believe that another flat roofed disaster should be built on Dolphin Quay.
- g. The mass of the building will remove 'sight lines' that currently exist of the pond from many houses in Queen Street and King Street and it removes views of the flour mill and Queen Street from the footpath that surrounds the Slipper Mill pond. The impact of losing these 'sight lines' is difficult to be certain of, but there is a considerable risk that many views that make this area of Emsworth so attractive, will be lost and this is a risk that should not be taken.
- h. The site is subject to flooding and to mitigate this risk, the houses will no doubt be raised which will make the buildings even higher than on plan. There are proposed modifications to the footpath that is privately owned and permission cannot be assumed. Raising of the footpath will make it more difficult for people to negotiate the path and it is not clear how disabled access will be supplied to this rural part of Emsworth. It is likely that any barriers will have secondary effects to the footpath such as prolonging the time that water is on the path and also raising the flood level making the path unusable for longer.

Overall, I object to the development on the grounds of size, the out of character styling, damage to the rural appearance of the area and the elimination of a viable boat yard that provided employment for highly skilled trades and apprenticeships for those skills.

Mr & Mrs. M.C.Oliver
Holmwood Mews
King Street,
Emsworth
PO10 7AZ
01243-372101
07779333205
mike_oliver_holmwood@yahoo.co.uk

Ms Sally and Ms Alexandra Wardle
Wharf House
30 King Street
Emsworth
PO10 7AZ

22 October 2014

The Planning Inspectorate,
Room 3/19
Eagle Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL BS1 6PN



Dear Sir,

Planning Application no: APP/14/00510
Planning Inspectorate's Appeal ref: APP/X1735/A/14/2223750
Appellant's Name: Mr House, Wilson House Ltd

As the owner of the land which borders the West side of The Dolphin Quay we wish to draw your attention to the fact that the flood defences proposed in the Flood Risk Assessment Report by Opus – New Wall 7 and New Ramp 8 – both appear to be on our property. We own the tow path leading from Queen Street up into King Street and the moorings that append to this and for which Mr Still pays us mooring fees on a bi-annual basis.

We have never been contacted about this proposal and the effect it might have on our land and obviously no agreement whatsoever has been reached. We would deny any access to the developers for purposes of building this proposed development.

It is our belief that this tow path should be enjoyed freely by the people of Emsworth as it is a much loved dog walking route.

We trust this information will contribute to the case against the Appeal by Wilson House as we are wholly opposed to their application for the development of Dolphin Quay and fully support Havant Borough Council's refusal of this application.

Yours faithfully,



Sally and Alexandra Wardle



Slipper Mill Pond Preservation Association

Registered Charity No. 277744

24th October 2014

The Planning Inspectorate
3/10a Wing
Temple Quay House
2 The Square
Bristol, BS1 6PN

Dear Sir,

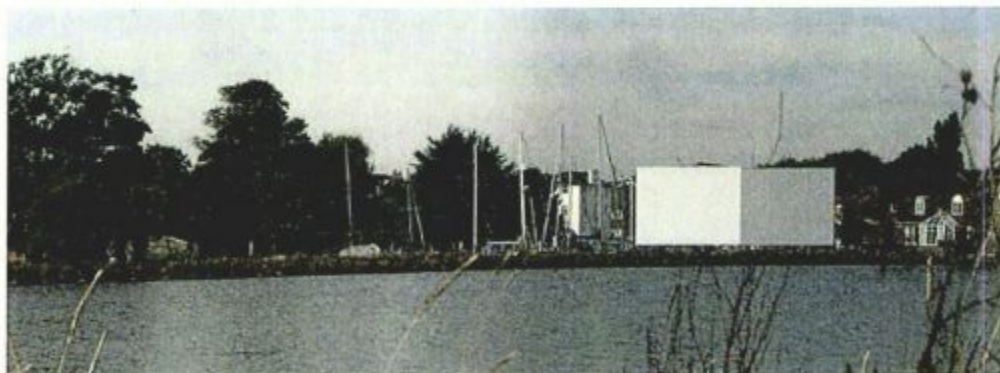
Dolphin Quay, Queen Street, Emsworth
APP/14/00510

At the Annual General Meeting on 17th October 2014, the Meeting unanimously supported Havant Borough Council's earlier decision to refuse the Planning Application. The Meeting agreed that their concerns be restated, which centred on the following points and had not been addressed in an depth in the appeal documentation:

- 1) The proposed bulky and incongruous residential block fronting Dolphin Creek would introduce an alien architectural form into important points of outlook from the heavily used footpath around the mill pond, from Slipper Road, and from Dolphin Creek, thereby injuring the environmental amenities of the surroundings of Slipper Mill Pond.
- 2) The proposed development would be out of character with the local townscape, which includes a number of Listed Buildings and would thereby be detrimental to the visual qualities of this part of the Conservation Area.
- 3) It is considered that scope exists for the accommodation on the site of a more appropriate maritime employment use which could be supported by buildings of a traditional character and of a design sympathetic to this waterside location.

A list of the Members of the Slipper Mill Pond Preservation Association supporting this representation is appended.

Nick Madinaveitia
Chairman
35 Slipper Road, Emsworth, Hants., PO108BS



Approximation of development looming in the townscape



Slipper Mill Pond Preservation Association

Registered Charity No. 277744

Dolphin Quay, Queen Street, Emsworth - APP/14/00510

Members supporting representation

24th October 2014

Mr R Aitken	Maggie Haynes	Mr & Mrs WL South
Mr & Mrs PB Archer	Mr & Mrs J Hind	Mr & Mrs J Stamper
Mr & Mrs AC Armstrong	Mr & Mrs DW Hilton	Mrs ZL Stewart
Mrs AC Badcock	Mr & Mrs RW Holder	Mr & Mrs GJ Taplin
Mr & Mrs RH Baker	Mr & Mrs JP Hollins	Mr JG Thatcher
Mrs PE Bangert	Mr TS Hollins	Mrs S Thompson-Coon
Harry and Kris Baldwin	Mr & Mrs R Howes	Dr & Mrs C Thorp
Mr JL Barlow	Mrs N Hughes	Mr & Mrs MW Titley
Dr & Mrs RLH Barnard	Mrs PA Illidge	Mr AC Townsend
Mrs EG Barrett	Mr & Mrs P Ingram	Mr & Mrs RW Turner
Ms Ellen Boon	Mr & Mrs C Johnson	Mr & Mrs DM Urry
Mrs M Bowden	Mr & Mrs DA Jones	Mr & Mrs G Walker
Mr DW Bowen	Mr & Mrs TM Jones	Mrs P Wardle
Mr PD Bowman	Mr & Mrs WR Keeble	Bill and Julie Warren
Mr & Mrs DJ Brightwell	Vicki King	Cdr GG White
John and Angela Brown	Gary Lamb and Alison Couch	Mrs MH Whiteley
Mr & Mrs SJ Buck	Mrs Sheila Lonsdale	Pam Wilkinson
Mr & Mrs RW Burley	David and Angela McMillan	Mr & Mrs JV Williams
Dr S Coles	Nick and Catherine Madinaveitia	Mr AC Yoward
Mr JDM Collingridge	Mrs Audrey Mant	Miss JE Yoward
Sharon Corbett	Dr MM Mark	Mr NL Yoward
Mrs V Crockett	Mr & Mrs JG Melrose	
Mr & Mrs M Dadswell	Dr & Mrs JGB Millar	
Major BE Darby	Mr & Mrs CW Montague	
Mr & Mrs T Davies	Mr BM Morris	
Mr & Mrs L Douglas	Mr & Mrs M Newman	
Mr B Elliott	Mr & Mrs G Park	
Mr GW English	Andrew and Karen Partington	
Simon Eveleigh & Jo Greenfield	Mark Phillips & Elisabeth Tilley	
Mr & Mrs M Farrer	Miss P Phillips	
Mr B Fellows	Mr JS Picton	
Mr GL Fordyce	Mrs J Plimmer	
Mr & Mrs PM Fyfe	Mr & Mrs AE Porter	
Jim and Cathy Garland	Mr John Pritchard	
Michael Geary & Faith Patterson	Mr RA Roberts	
Mr B Gibb-Gray	Miss Jean Robertson	
Mr & Mrs BM Gibson	Mr J Robertson	
Mr & Mrs M Godfrey	Mr & Mrs R Rolfe	
Colin and Joyce Gordon	Mr D Romer-Lee	
Mrs JI Groom	Mrs RA Schofield	
Mrs B Hailstone	Miss EH Smith	
Keith and Leslie Harris	Ms JM Smith	
Mr JC Harrison	Miss SD Soames	

Full contact details are available on request.

RECEIVED

24 OCT 2014

REGISTRY

5 The Fishermans
EMSWORTH
PO10 7BS

The Planning Inspectorate
Room 3/19
Eagle Wing, Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

23rd October 2014

Dear Sir,

Planning Application no: APP/14/00510 Dolphin Quay

Planning Inspectorate's Appeal ref: APP/X1735/A/14/2223750

In response to the Appeal by Wilson House I would like to bring the following points to your attention:

1. Marketing (as required prior to Change of Use):

In his Statement the Appellant accepts that the necessary process as defined by the LPA policies DM2 and 3 was not fulfilled and claims (para 6: 15) **to have instructed another specialist commercial agent**. As far as I am aware no interested local party has been contacted and none of the 10 local commercial agents is currently marketing Dolphin Quay. Furthermore there are still no For Sale signs on the site. The only board on display relates to letting of the moorings.

Could the Appellant be asked to disclose the agent he has now instructed, the target purchaser and the asking price?

2. Flooding (as a deterrent to tenants or prospective purchasers):

It is my understanding that none of the previous tenants left because of the flooding issues.

The locals who are interested in purchasing and re-using the site for commercial purposes understand the flooding pattern and plan to manage the problem by design. A hugely expensive and unproven defence scheme, such as that proposed by the Appellant, would not be required.

I make these comments in support of Havant Borough Council's refusal of the Wilson House planning application and trust the Inspector will refuse the Appeal and thus ensure that Dolphin Quay has the chance to be re-instated as a maritime and commercial centre.

Yours faithfully,


MRS B. K. WILKINSON

128 Chalton Lane
Clanfield
Waterlooville
Hants
PO8 0RJ

22 October 2014

The Planning Inspectorate
Room 3/19
Eagle Wing
Temple Quay House
2 The Square
Temple Quay
BRISTOL
BS1 6PN

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)
APPEAL UNDER S78: Reference APP/X1735/A/14/2223750

I wish to record my support for the decision of Havant Borough Council to refuse permission for the development submitted in respect of Dolphin Quay, Emsworth (HBC ref APP/14/00510).

I support the reasons given by the Council for its decision and particularly I endorse the view that:

'The proposal by reason of its scale, mass and design is considered to be excessive and inadequately related to the scale, character and design of surrounding development. It would constitute an incongruous and strident form of development, out of keeping with its surroundings, which would seriously harm the appearance and character of the conservation area, the setting of listed buildings and the character of the AONB'.

I would be grateful if you would note these views. I would also be grateful if you would kindly forward a copy of the appeal decision letter to me at the address above in due course.

Yours faithfully,



6 Chequers Quay,
Queen Street,
Emsworth,
Hampshire
PO10 7AD.

20th October 2014.

Planning app. No.14/00510.
Appeal No. X1735/14/22233750.
Applicants name Wilson House.



Dear Planning Inspector,

I am a councillor representing the Ward of Emsworth on Havant Borough Council and have held this position since being first elected in 2004. I live close to the application site a few metres to the east also in a zone that is prone to flooding. I am not against development on the site but feel the current proposals represent an overdevelopment [69 units per hectare] and the loss of an iconic and unique boatyard. The main purpose of this objection is to bring to your notice that submitted plans do not show any details of the extensive ground works//foundations required before development can commence.

My information suggests that extensive and complex foundations will be required to support the dwellings, the car park and flood defence. Demolition of existing structures will include dealing with dangerous grade asbestos and possible underground contamination. The south and west are vulnerable to tidal flooding and prior to the commencement of excavation work a series of interlocking steel piling will be required to keep the site watertight from the sea. This will be required for the duration of works and will need to be a metre above spring tide levels. Excavations to the north of the site may also reveal water courses that will require containment and or diversion.

The submitted plans show no details of the method of supporting the foundations of the proposed dwelling blocks. It might be by the traditional method of trench foundations or floating rafts but these may be unsuitable for this site. The preferred method I understand would be piles drilled deep below the water table at a depth to reach pressure resistance or rock then filled with concrete and prefabricated reinforcing steel mesh. This would involve extensive engineering in order to achieve flood defence and stable foundations. The costs involved will be substantial and far greater than the foundation costs for normal dwellings.

The full costs are hard to ascertain and test piling will be required to confirm the depths of piles to ensure the structures above are safe. Although the submitted plans do show that 38% of the site will need to be supported by piles there is a question about how the remainder of the site, including car parking can be supported. From the enquiries I have made a conservative estimate of the cost to undertake the work outlined above is in the region of £700k. In addition £55,750 will be due in Community Infrastructure Levy and a further £1548 to satisfy the Solent Disturbance Mitigation Levy. These figures exclude the cost of the "off site" flood mitigation work which will add significantly to the costs associated with the proposed development. In my view these costs make it economically unsustainable.

I suggest that if you were to allow this appeal conditions should be imposed that allow Havant Borough Council to secure satisfactory completion. A monetary bond perhaps?

The site [which I wish to remain in part at least as a working boatyard] has been in use for building and servicing wooden boats for many years therefore an archaeological dig may also be required.



Brendan Gibb-Gray. BEM.
Councillor Emsworth Ward.





Please find attached a cut and paste copy of the letter I have sent to the Planning Inspector.

Dear Sir,

Planning Application APP/14/00510 Dolphin Quay
Planning Inspectorates Appeal APP/X1735/A/14/2223750

In response to the Appeal by Wilson house I would like to make the following points.

1. Marketing/ Change of Use

When I applied for Change of Use for a property in Emsworth, in order to satisfy HBC's criteria I had to prove which agent had carried out the marketing and for how long the property had been marketed. I also had to submit the number and type of advertisements both web site, newspaper based, and agent mail outs. I was also asked to provide a register of interested parties, the number of site visits, and the reasons why those that visited the premises did not take up a lease on the property.

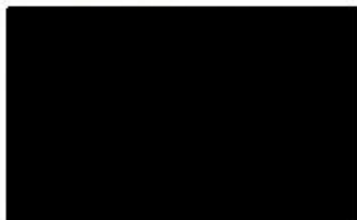
The Appellant admits this was not done and has said that they have instructed "another specialist commercial agent". To date, there is no board advertising the property for sale, and no evidence of any marketing. To simply imply that marketing is not necessary because the site floods is unacceptable.

2. The boatyard is part of Emsworths marine heritage, and to lose such employment in the village will seriously damage our heritage. Emsworth needs more employment to ensure the commercial viability of our village.

I support Havant Borough Councils refusal of Wilson House planning application.

'Yours faithfully,

Freda Manley
Saxted House
Tower Street
Emsworth



The Planning Inspectorate

Further information on us and the planning appeal system can be found on our website www.planning-inspectorate.gov.uk

For official use only
(Date received)

6-Oct-2014 15:50

COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local planning authority or the start date letter for it.

Comments submitted after the deadline may be considered invalid and returned to sender.

DETAILS OF THE CASE

Case Reference: **APP/X1735/A/14/2223750**

Address of site

Dolphin Quay
31 Queen Street
EMSWORTH
Hampshire

Postcode

PO10 7BJ

Grid Reference: Easting

4752074

Northing

1057514

SENDER DETAILS

Name

Mr Philip Brealey

Acting On Behalf Of

N/A

ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

Interested Party / Person

What kind of representation are you making?

Interested Party/Person Correspondence

YOUR COMMENTS ON THE CASE

Please provide your representation below.

If the basis for this appeal is that Havant LPA changed the description of the proposed development, then I believe this was done to make the scope of this proposal clearer to interested parties and was therefore the correct thing to do. I believe this proposed development is totally out of character and scale with the surrounding area, it does not explain how the flood risk will be mitigated, it does not take account of the wildlife in the area and no application for change of use of the site has been made. Just along the street from this proposed development is an award winning development which the Applicant should have a look at if he wants to gain the support of people who live locally.

The Planning Inspectorate

Further information on us and the planning appeal system can be found on our website www.planning-inspectorate.gov.uk

For official use only
(Date received)

6-Oct-2014 15:50

COMMENTS ON CASE (Online Version)

Please note that comments from interested parties to this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local council. This will usually be available in the list of documents for this case.

Comments submitted after this date may be considered invalid and returned to the sender.

DETAILS OF THE CASE

Case Reference: **APP/X1735/A/14/2223750**

SENDER DETAILS

Name

Address

Phone

Fax no

Postcode

E-mail

Please confirm how you wish to correspond with us: Electronically, via the email address specified above ☒

On paper, by post. ☐

Acting On Behalf Of

5 Cleaves Quay
Queen Street
Emswott
PO10 4AD

23rd September 2014

The Planning Inspectorate,
Room 3/19, Eagle Wing,
Temple Quay House,
2 The Square, Temple Quay
BRISTOL BS1 6PN



Dear Sirs

APP/X1735/A/14/2223750

with reference to the above appeal re
Dolphin Quay, Emswott.

I should like to say I have no objection
to building on this site, but when you
have such a wonderful natural space why
not build a beautiful building instead
of trying to cram in rubbish that looks ugly.
This is a square monstrosity with absolutely
no design style & no redeeming architectural
features and is far too high.

Nigel Slydell who built the houses at

Cloques Quay won an award for design
(See ~~plaque~~) ~~plaque~~ on wall) Surely the design
for Dolphin Quay could reflect this & be
in harmony with it.

The view from the footpath looking towards
Cloques Quay & Dolphin Quay has been
much painted by artists.

This is one of the last building spaces ^{of any uniqueness} in
Emsworth, with great potential so don't
destroy the beauty of Emsworth.

Yours faithfully



Inspectorate's appeal Reference
APP/X1735/A/14/2223750

6 Pagham Close, Emsworth
Hants PO10 8JB



Dear Sir Or Madam,

I am writing to object to planning application number APP/14/00510.

The density of the plan and proposed build is overpowering and unfitting to the area.
This is a working town and more housing in such an historic area is quite unfitting.
Dolphin Quay is an historic and valuable site more suiting to workshops and keeping the ship
association for the area.

It would be a great loss for the area, the present plans show great density in an area prone to twice
yearly flooding, please refuse this for the sake of our town,

with kind regards Christine Pilkington-Miksa