

EMSWORTH SAILING CLUB DESIGN & ACCESS STATEMENT

AUGUST 2012





EllisWilliams
Architects

Planning
Application
Design & Access
Statement
August 2012

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Design Team

Architects:

Ellis Williams Architects
151 Rosebery Avenue
London EC1R 4AB

Structural & Civil Engineers:

ASKWard Limited
116 High Street
The French Quarter
Southampton SO14 2AA

Mechanical & Electrical Engineers:

IDT Consultants
226a Havant Road
Drayton
Portsmouth PO6 1PA



Introduction

The proposals can be summarised as follows:

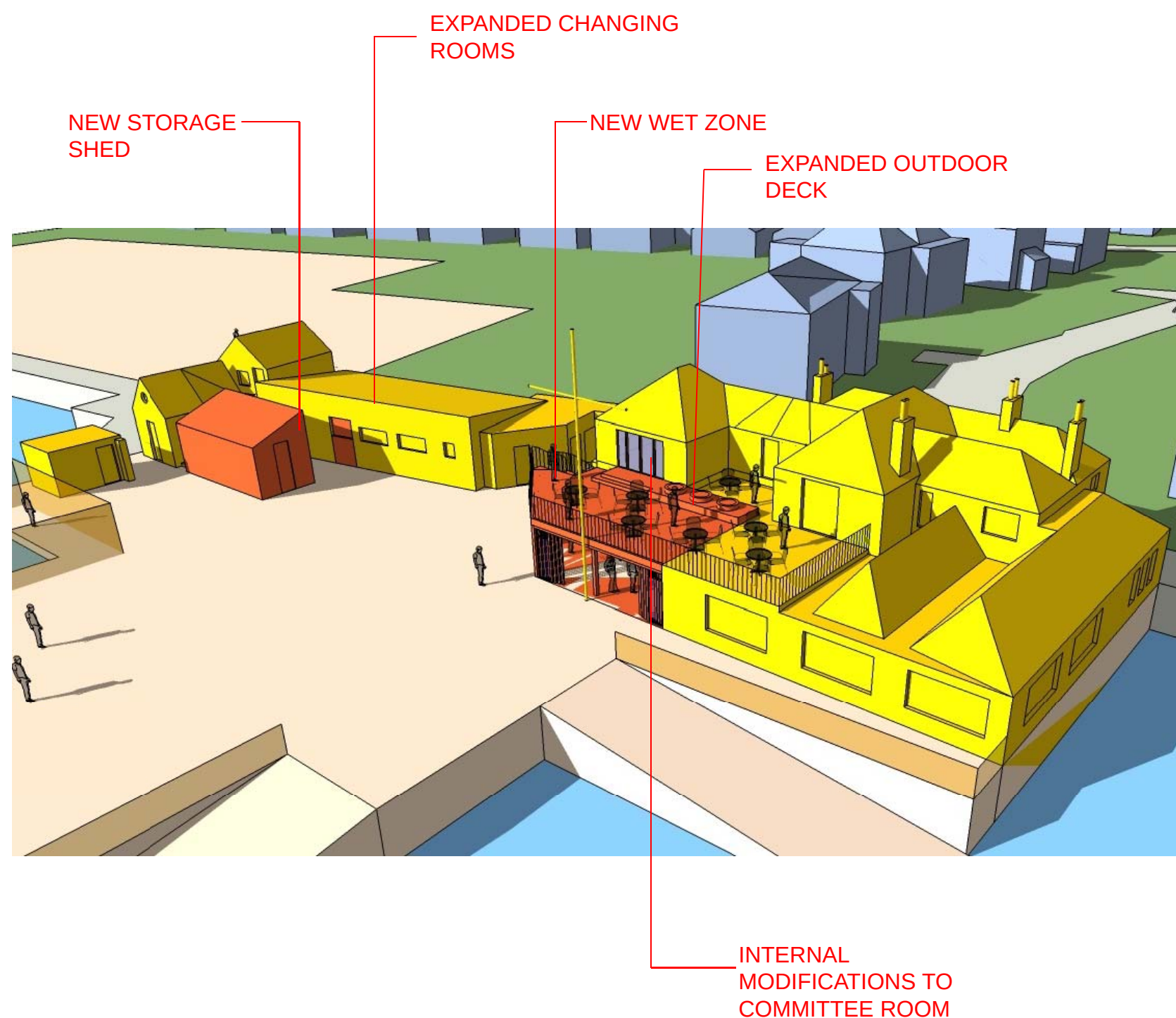
Clubhouse:

- Expansion to southwest corner to create an outdoor wet bar.
- Expansion of the internal bar on the ground floor.
- New internal stairs to replace the existing steep stairs
- Minor modifications to the first floor Committee Room to make the room larger.

Changing Room:

The works proposed in this area include:

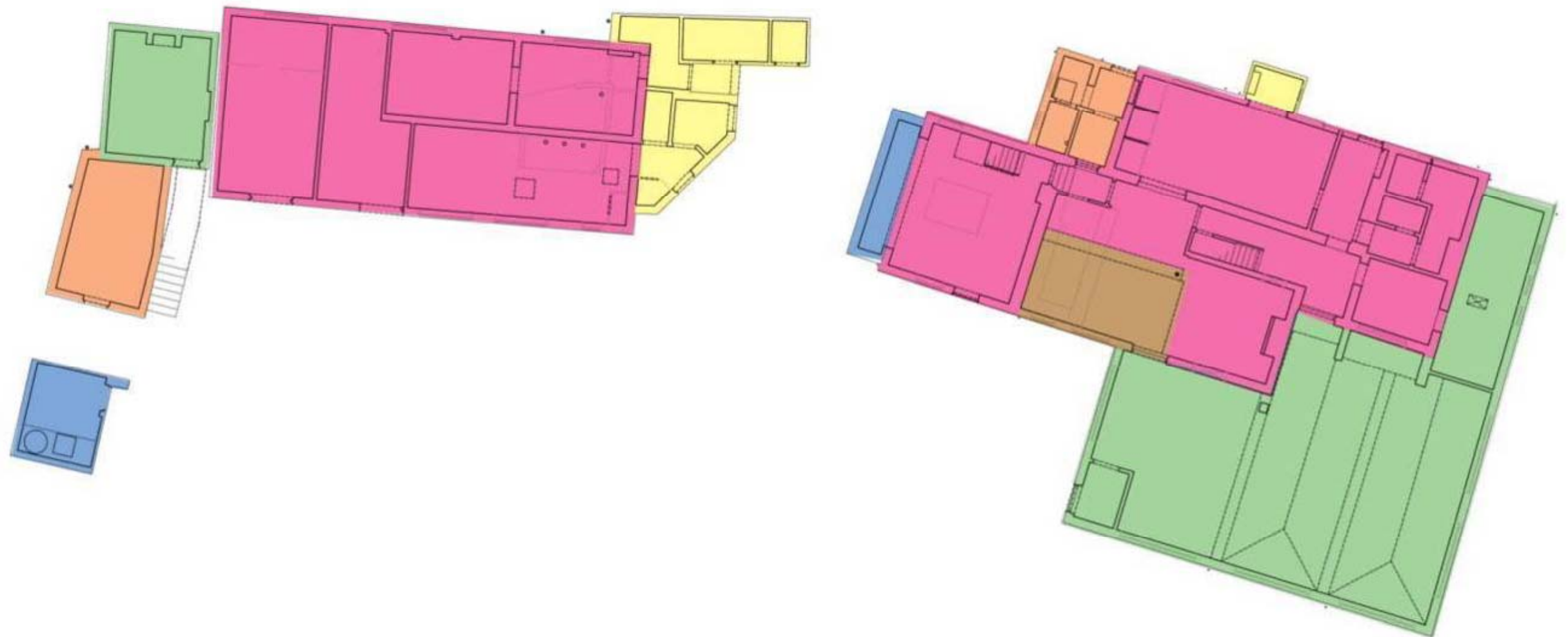
- Expansion of the men's and women's changing rooms.
- A new mechanical installation to allow continuous hot water to the showers.
- An upgrade of the building fabric to improve the thermal efficiency
- A new energy efficient heating system to replace the electric fan heaters
- The creation of a free-standing storage shed to house displaced storage and sail storage from their current locations.



Existing Estate – Development History

The different colours on the drawing indicate different periods of construction to the club.

As is obvious, the existing premises are a disparate assortment of buildings constructed over the last 100 years.



Site Plan

Emsworth Sailing Club buildings indicated in red and the ownership boundary line.



Location

Emsworth Sailing Club is located at:

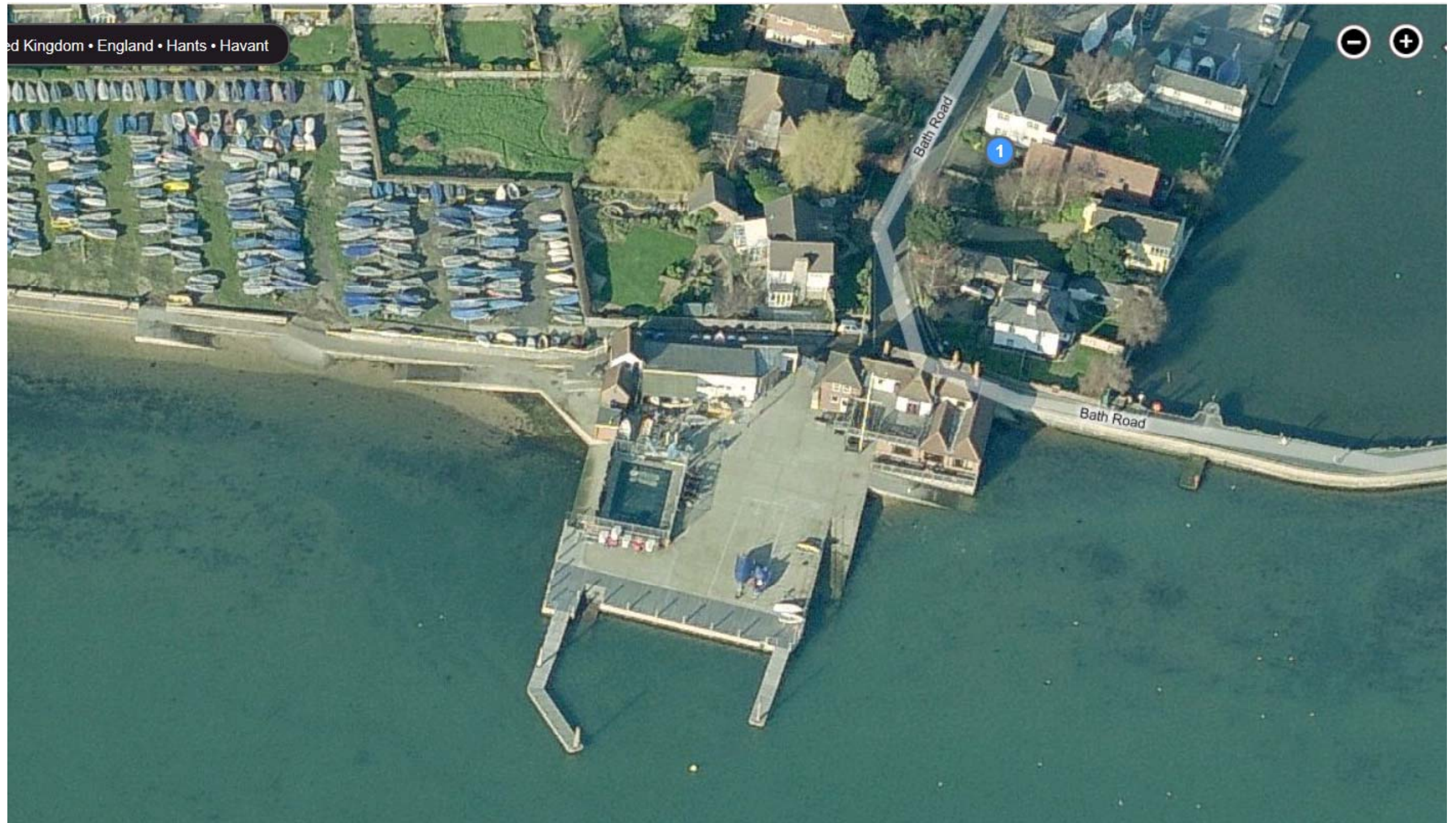
55 Bath Rd Emsworth PO10 7ES



Existing

An aerial view of the existing facilities in context.





Existing

Views of the existing building.



View from Bath Road



Front of main clubhouse from East



Front of clubhouse – detail of east extensions



View from jetty – detail of east extensions



Detail of Outbuildings viewed from jetty



Detail of Outbuildings viewed from jetty

Consultations

Havant Borough Council, Planner, Development Control

Advice reference no. Pre-Planning Application
GEN/11/00474

This proposal was submitted to the Havant Borough Council Planning Depart for pre-application advice. A copy of the planning report can be viewed in Appendix A.

The Planners are generally in favour with the scheme and note that “the design relates well to the main building in terms of scale, massing and elevational treatments.”

We have confirmed that because this proposed project will not increase the population and therefore vehicle traffic of the club, a financial planning contribution towards Havant’s infrastructure costs will not be required.

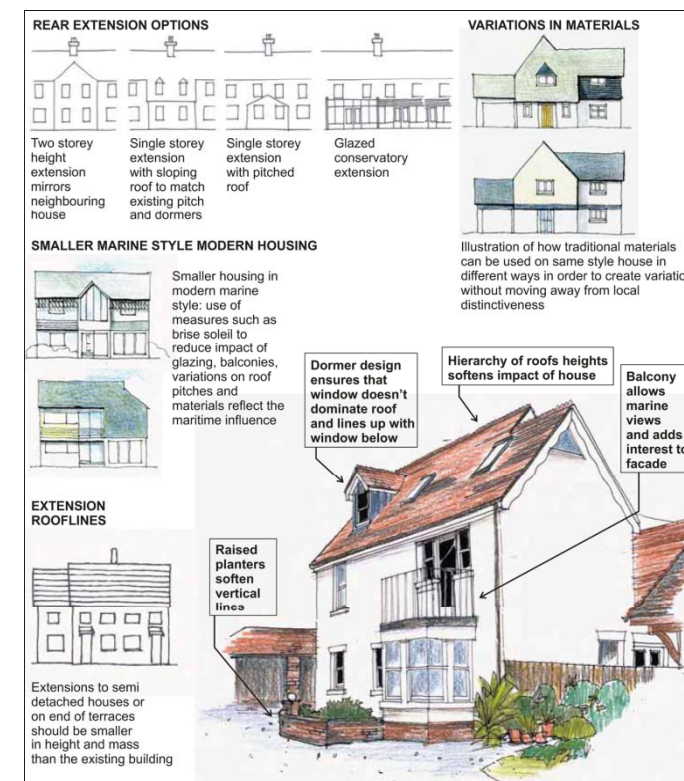
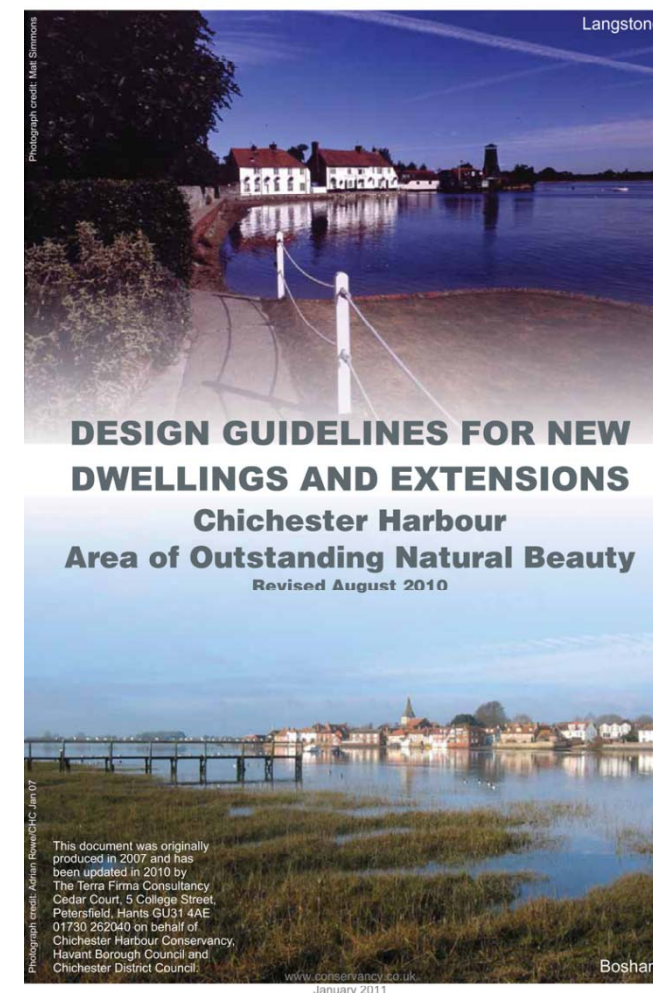
The site is in Chichester Harbour Area of Outstanding Natural Beauty and as such the Chichester Harbour Conservancy are a statutory consultee.

Chichester Harbour Conservancy

We have met with the Chichester Harbour Conservancy. They are generally happy with the proposals, and the design generally is acceptable.

Specific points discussed:

- New windows at ground level to match style of existing windows. Colour of window frames to be dark brown (as existing).
- CHC prefer divisions in windows to break-up the feel of glazing. The introduction of horizontal mullions on the rendering for the first floor French doors to the Committee room were welcomed.
- Discussion of railing to first floor terrace. CHC agree with glass balustrade, and the preference is that the supporting posts and railings be wood (similar to existing). Stainless steel is not preferred.
- Discussion of new shed. Timber cladding acceptable. Finish can be naturally weathered timber, or a dark coloured stain (similar to timber of existing canopy at changing room block). Acceptable that roof of new shed is felt.
- Discussion of external stairs. Proposal is that these are timber similar to existing. This is acceptable.
- Discussion of painted external walls v natural brickwork. It was noted that portions of the existing clubhouse are painted. It was agreed that these could remain painted. Please refer to attached sketches (SK-120823-1 to 4 which summarises the agreed strategy).
- Discussion of finish to Changing Room block. CHC prefer that eastern diagonal portion be kept as brick colour.
- Discussion of former Coast Guard building (western end of Changing Room block). CHC felt these should remain as natural brick. [Post meeting note: the first floor of 2 story portion is painted on the southern façade.]



Flood Risk

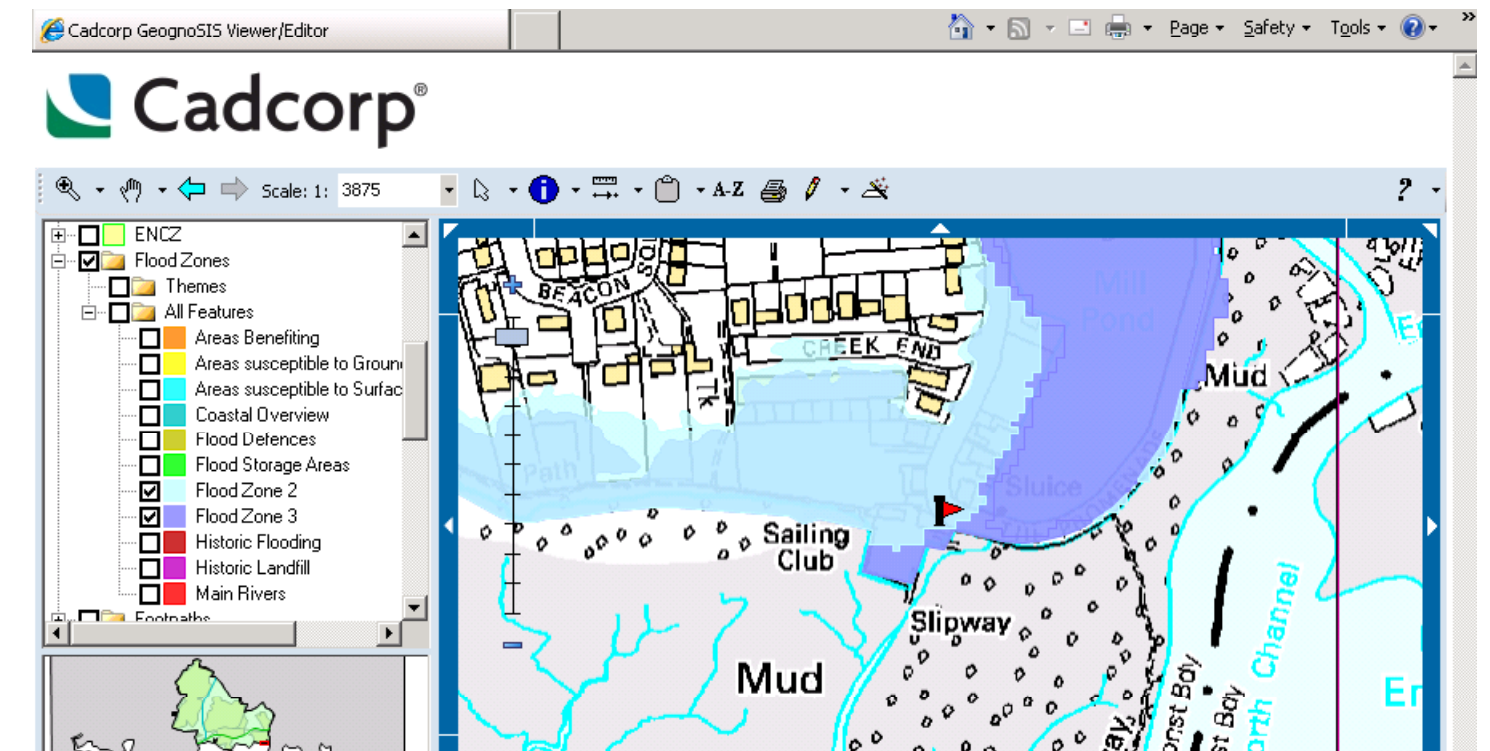
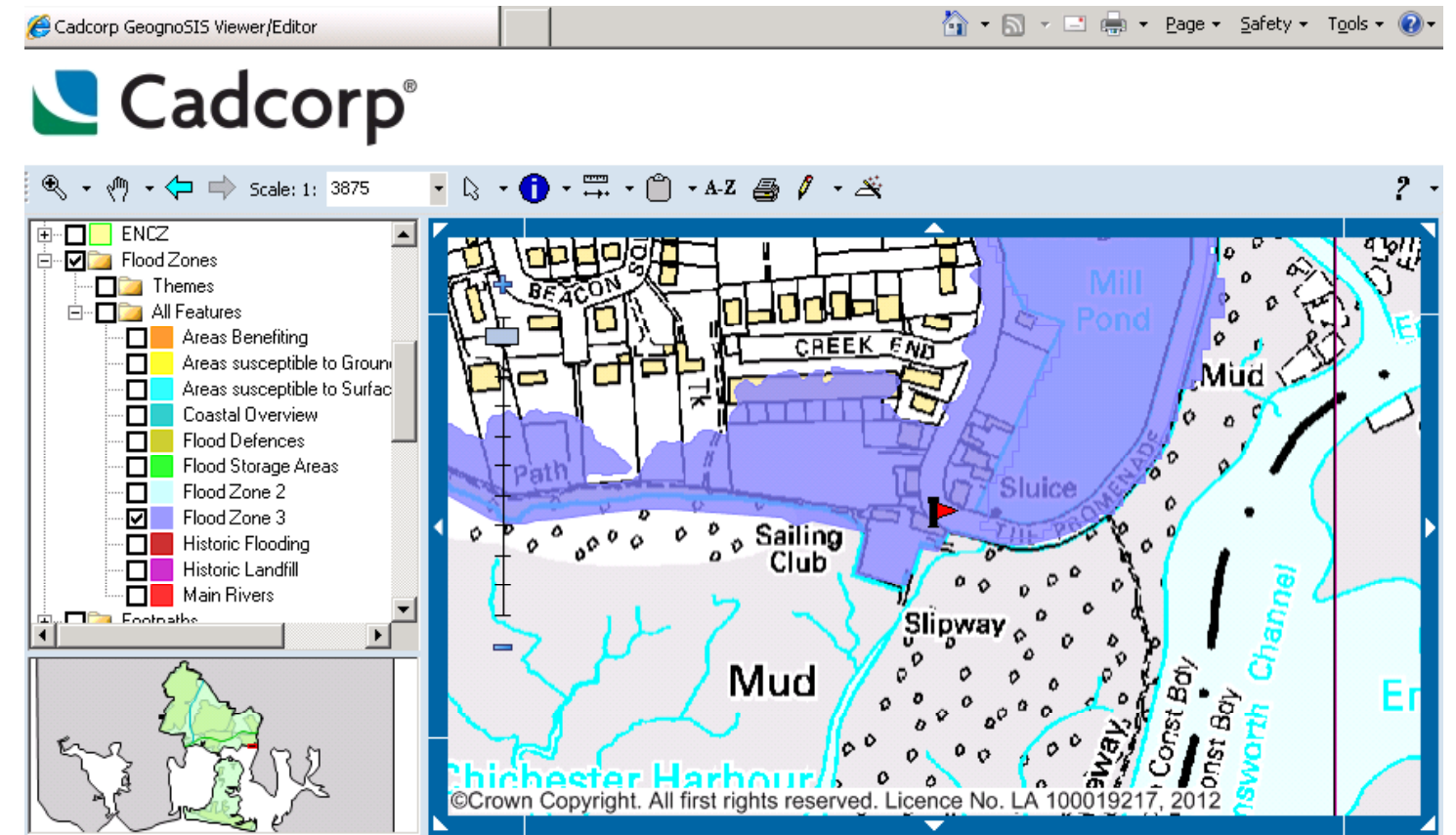
Emsworth sailing Club is within flood risk zones 2 (pale blue) and 3 (purple) - as per the images opposite.

Planning requirements for development in flood risk areas are set out in the National Planning Policy Framework 2012 states:

A site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1; all proposals for new development (including minor development and change of use) in Flood Zones 2 and 3, or in an area within Flood Zone 1 which has critical drainage problems (as notified to the local planning authority by the Environment Agency); and where proposed development or a change of use to a more vulnerable class may be subject to other sources of flooding.

Hence a Flood Risk Assessment is required.

Refer to SK_03 Flood Risk Assessment by AKSWard.



GIS images

Flood Mitigation Measures

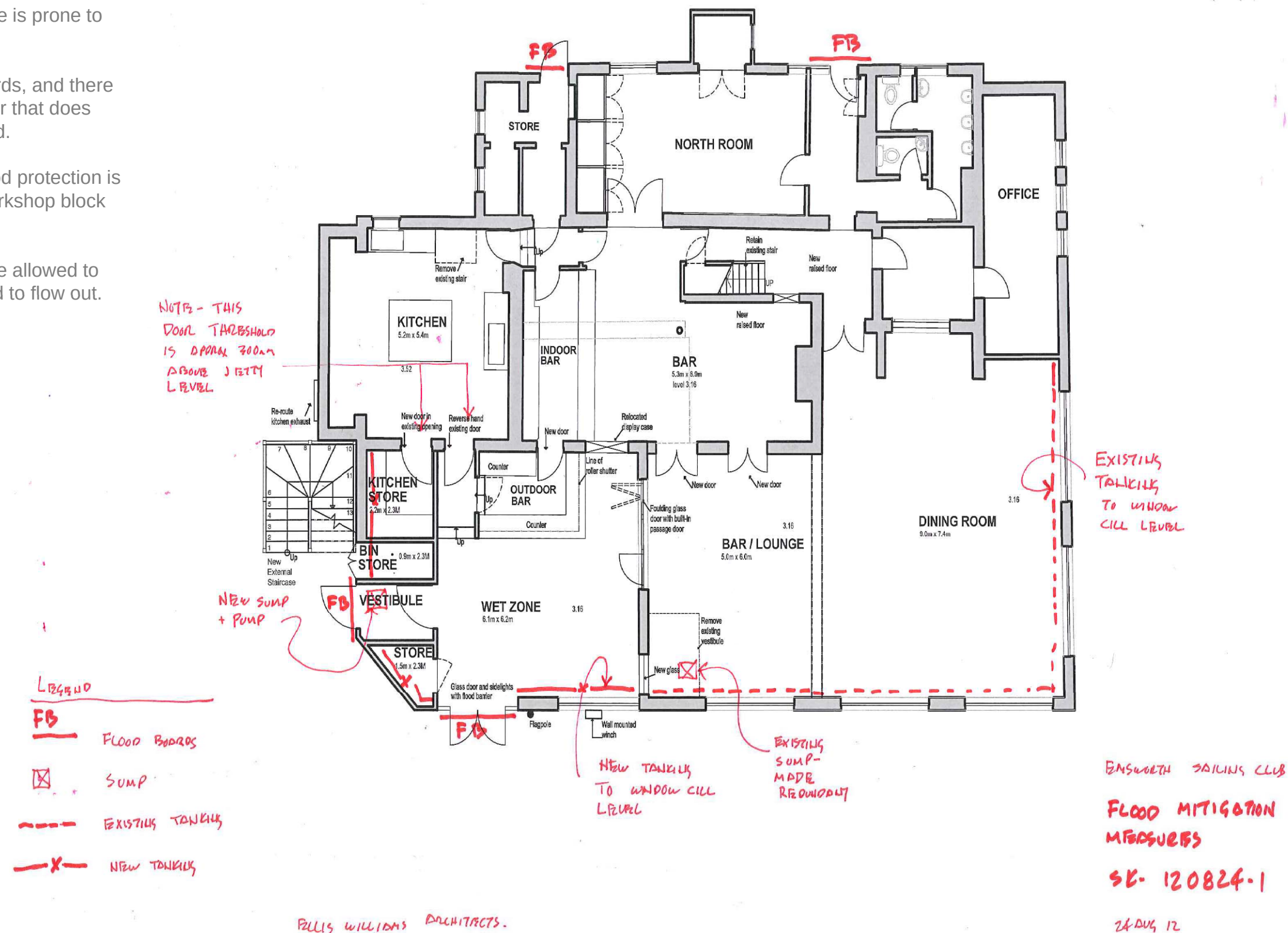
The club puts in place flood mitigation measures when the tide reaches 5.0m, which happens several times per year.

At these times when the atmospheric pressure is low (below 1000), and when there is a southerly wind, then the clubhouse is prone to flooding.

The club currently uses flood boards, and there is a sump pump to allow any water that does breach the barrier to be evacuated.

The current thinking is that no flood protection is required to the changing room/workshop block or to the new storage shed.

In these cases the buildings will be allowed to flood and the water will be allowed to flow out.





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Ecology

Consultation with Natural England:

The site adjoins the harbour which is designated as a Site of Special Scientific Interest and Special Area of Conservation (the latter is important at a European level).

Natural England do not foresee that the location adjacent to the European Site will in itself require to undertake an Ecological Survey, however strongly recommend that you supply some form of construction methodology to set out how you will avoid disturbing the birds associated to the adjacent Special Protection Area (SPA).

The only remaining issue regards the need for an ecological survey, would be if there were protected species using the buildings to be altered, such as bats in the roof space.

The requirement for a survey of the building depend on the nature of the work (does it involve removing the roof or soffits) and the age of the buildings, newer buildings would rarely support bat roosts.

The proposals do not remove any existing roofs.

The existing building was built in many phases over time, and some parts of the project are over a hundred years old, although the parts adjacent to the proposed works look to be more Edwardian.

We have requested further advice to clarify if there is an issue regards bats and when to survey if required.



Environment Mitigation Measures

We propose to do the works over winter to avoid the principle sailing season. We are looking at the use of continuous flight auger piles that should keep the construction noise to a reasonable minimum.

The small scale of the proposed project is such that there should not be any long periods of sustained noise.

When a contractor is eventually selected, a method statement surrounding noise issues will be submitted for review by HBC Planning and Biodiversity.

Refer to SK_04 Environment Agency

Proposed Scheme – Structural Foundations

