



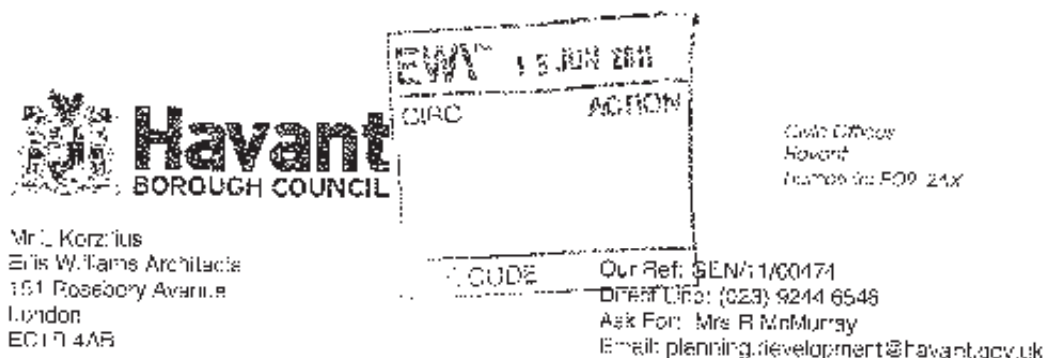
EllisWilliams
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Planning
Application
Design & Access
Statement
August 2012

APPENDIX C

PLANNING ADVICE





Mr L. Korzius
Ellis Williams Architects
151 Rosebery Avenue
London
EC1R 4AB

Civil Officer
Havant
Phone 01329 241

13 June 2011

Dear Mr Korzius

Site Location: 55 Bath Road, Emsworth, PO10 7ES
Re: Proposed expansion to the Emsworth Sailing Club.

I am writing to you further to your request for pre-application advice, received on the 28/04/2011 regarding the above address and further to my site visit on 18/5/2011 and I apologise for the delay in this response to you.

In my view the main considerations are as follows:

1. Principle of Development
2. Appropriateness of the Design
3. Effect on the Neighbouring Properties
4. Impact on the Emsworth Conservation Area
5. Chichester Harbour Conservancy
6. Other considerations

1. Principle of Development

With regard to the principle of development, the site lies within the urban area where redevelopment is considered acceptable in principle subject to a thorough assessment of the development control criteria.

2. Appropriateness of the Design

The design would comprise extending the rear of the building to include the creation of a external space at first floor level, the expansion of the existing first floor accommodation and the creation of a small extension at ground floor level within the footprint of the above. It is considered that the design relates well to the main building in terms of scale, massing and elevational treatments. A planning condition is likely to be imposed if approval were granted to request details of materials prior to the commencement of development.

3. Effect on the Neighbouring Properties

The closest neighbour at No 54 Bath Road has some south facing windows at first floor level, which face in the direction of the Sailing Club. However, due to the siting of the proposed extension at the rear of the existing building, it is not considered that there would be a loss of outlook or privacy as a result of the proposed works.

I understand from our meeting on site that the extension to the Emsworth Sailing Club would be for the use of existing members and not to increase membership numbers. It would be useful if this could be clearly laid out in the Design & Access Statement, as well as what the extension would be used for, so that the Council can take into consideration that there is

unlikely to be an increase in activity at the sailing club in terms of extra deliveries, or general traffic etc.

4. Impact on the Emsworth Conservation Area

Whilst the site sits within the Emsworth Conservation Area, the siting of the proposed works means that they will not be highly visible from Bath Road. They would only be visible from the view of Emsworth Harbour from the east. However, it is considered that as the design of the proposal is appropriate to the main building, in my opinion it is unlikely that there would be a harmful impact on the character of the conservation area.

5. Chichester Harbour Conservancy

The site falls within the Chichester Harbour Area of Outstanding Natural Beauty. As such, Chichester Harbour Conservancy would be formally consulted on any application for the proposed works. I understand that you have already contacted them with regards to the proposal and that you are aware of the Chichester Harbour Conservancy Design Guidelines for extensions and new dwellings and have attempted to incorporate their design advice into the proposal.

6. Other considerations

Efficient Use of Resources:

As the development is under 500sqm, then the development is not required to meet specific targets for energy efficiency. Only development over 500sqm would need to meet the BREESAM standard 'very good' on completion.

Flood Risk:

I can advise that, in line with national planning policy guidance, PPS25 (Planning and Flood Risk), you should check with the Environment Agency as to whether a Flood Risk Assessment is required as part of the application.

Transport Contribution:

Since March 2000, the Council has operated the Hampshire Highways Transport Contribution Policy, which requires contribution to be made dependant on the new amount of floor space being created. Further details of this can be found at:

<http://www.havant.gov.uk/PDF/HCC%20Highway%20Policy%20Contributions.pdf>.

If it is found that a contribution is required, a Section 106 unilateral undertaking is required to secure the contribution payment and this must be completed within the timeframe of the application. Further details would be provided if applicable.

Time scale:

In terms of time scales, the application should take approximately 8 weeks to be determined from the date it is made valid. However, if the application is requested to go to the Development Management Committee to be determined, then this may take longer depending on when the dates of the 3 weekly meetings fall.

I trust this response is of use however, please do not hesitate to contact Mrs R Mc Murray if you have any queries.

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

Yours faithfully

pp. R. McMurray

Mr Steve Weaver
Interim Development Services Manager
Our Ref: GEN/11/00474



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APPENDIX D

BUILDING CONTROL ADVICE



EMSWORTH SAILING CLUB EXPANSION
BUILDING REGULATIONS PRE-APPLICATION ADVICE

9TH MAY 2011

Building Control Team
Civic Offices
Civic Centre road,
Havant, PO9 2AX
Tel: (023) 9244 6573

1.0 Introduction

This pre-application advice relates to alterations and extensions at Emsworth Sailing Club, detailed in the following documents:

- ESC Expansion Feasibility Study dated February 2011
- Option P – Ground Floor Plan dated 25 March 2011
- Option P – First Floor Plan dated 25 March 2011
- Measured building plans of ground and first floor
- Subsequent email from Lester Korzilius dated 9th May with Outbuildings Ground Model Attachment

The advice relates only to the questions specifically asked in the email dated 5th May 2011, which relate to fire strategy, disabled access, energy and one miscellaneous question.

2.0 Fire Strategy

The alterations and extension at first floor level include the following fundamental alterations to means of escape in case of fire.

- One staircase is being removed and not replaced in its entirety.
- The main central staircase is proposed to remain as existing.
- An external staircase is to be removed and a new circular external staircase provided to the new outdoor decking area.
- Increase in floor area and revised layout at first floor level.

Because of the reduction of exit stairs and the increase in floor area the means of escape is made potentially worse and therefore consideration needs to be given to the proposed escape strategy and its adequacy to meet the requirements of Building Regulation Part B.

In order to achieve safe means of escape from the new layout the following will be required to be given consideration besides 'standard' fire safety matters such as fire signage, doors on escape routes being openable from the escape side without the use of a key etc

- The stair will need to be situated within a half hour fire rated enclosure at ground at first floor levels (Eg Existing doors and walls surrounding the stair enclosure and corridor to the final exit need to be half hour fire rated and self closing – this can be by way of hold open devices linked to the alarm system)
- The maximum occupancy of the first floor must be no more than 60 persons or the glazing adjacent the external fire escape stair must be

upgraded to fully fire rated to enable the external stair to be treated as an escape stair.

- Consideration needs to be given to the mixed use as the first floor of the building contains uses of different purpose groups (residential and assembly) and the new layout / reduced staircase provision may impact on this. Guidance in Approved Document B suggests that the central stair should be lobbied – this however doesn't appear to be practical. A more practical solution would be upgrading the existing fire alarm system to an L2 system to give both occupancies early warning of fire and increasing pre-movement time, giving a faster chance to evacuate using the central stair.

3.0 Disabled Access

The floor area on the first floor is somewhat enlarged – however there are no additional toilet facilities provided.

Approved Document M suggests that in judging whether it is reasonably practicable for independent access to be provided to the extended area practical constraints and cost considerations will be relevant. In this case it is suggested that the cost of installing lift access is probably prohibitive due to the cost, providing that this is justified in the access statement submitted with the Planning and Building Regulations applications. Consideration should be given to replacing the stair with one that suits ambulant disabled requirements but again if this is impractical or cost prohibitive this should be justified in the access statement.

Although not the remit of Building Regulations the club will also need to consider how they will provide the services that they offer on their first floor to those who are not able to access the floor. Eg: If a function is to be held on the first floor how will someone unable to access the stair be able to attend? It may be necessary in these instances to find out in advance if anyone has any access requirements and if they do relocate the function.

The existing toilet facilities are judged as satisfactory bearing in mind that no new facilities are being provided at first floor level.

4.0 Energy

The new works will be subject to the guidance in Approved Document L2 B – no consequential improvements will be required.

The client has raised a query regarding % renewable energy required by HBC planning department. Planning Policy CS14 gives guidance on the Efficient Use of Resources and requires major areas of development to ensure that their on-site renewable energy production is maximised – however this site does not constitute a major area of development. Furthermore non-residential development over 500sqm should achieve a BREEAM standard of very good and once more this development does not meet this area. Therefore it appears that there will be no particular implications under Planning Policy

CS14. If the client requires further information about this he should consult formally with the Development Control under their pre-application service, for which a fee is charged.

There are no other energy policies operated by Havant Borough Council which will affect this development.

5.0 Miscellaneous

There do not appear to be any fundamentally problematic areas with the proposal other than standard Building Regulation detail which has not been assessed at this stage.



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From: Robin RS. Seamer [mailto:Robin.Seamer@havant.gov.uk]
Sent: 10 May 2011 14:53
To: Lester Korzilius
Subject: RE: Emsworth Sailing Club - Building Control Advice [Filed 10 May 2011 15:06]

Lester

If your client wanted a higher number of persons than 60 and fire rated the glazing to the external stair then it would be possible to increase the capacity as you could count both stairs as fire escapes which allows a greater number of persons.

However having just looked back at your original email it seems that the existing central stair is only 750mm wide and therefore the capacity would need to remain at 60 at this width. If however stair and exit widths from the first floor were altered then the maximum numbers could be significantly increased. (Eg: If the stair was replaced with a 1m stair then capacity could be increased to 150, 1.1m up to 220 and 1.2m up to 240. Exit widths would also need to be checked - 850 for 110 persons or 1050 for 220 persons.)

As for the rendered stud - without knowing the exact detail of the construction I suggest that the walls are unlikely to achieve half hour fire rating as assuming a wire holds the render in place this is likely to heat up and lead to the render quickly falling away. A 12mm sheet of plasterboard to the 'fire side' (eg room side) would provide an adequate upgrade.

Regards
Robin Seamer

From: Lester Korzilius [mailto:lester.korzilius@ewa.co.uk]
Sent: 10 May 2011 14:10
To: Robin RS. Seamer
Subject: RE: Emsworth Sailing Club - Building Control Advice

Dear Robin

Thank you for your analysis. This is very helpful.

One question. In the fire strategy you state that the first floor occupancy be restricted to 60 people, otherwise the external glazing near the spiral stair would need to be fire rate. I think the 60 person occupancy limit is probably fine, but in case we wanted a higher limit, what would be the maximum if we fire rated the glazing near the spiral stair? Do other factors come in to quickly limit the numbers?

A detail question – the existing internal walls are rendered, and I assume are timber stud. Assuming the render is approx. 20mm (probably more if original), does that give a 30 min fire rating? If not, would adding a 12mm sheet of fire-rated plasterboard be sufficient?

Many thanks again.
Regards
Lester





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APPENDIX E

EXTERNAL WALL FINISHES



