Helyer Davies Architects

21 Beach Road, Emsworth

Design and Access Statement

Introduction

Helyer Davies Architects have been instructed by a private client to form a proposal for the subdivision of 21 Beach Road, Emsworth, PO10 7JS to facilitate the addition of an energy efficient new build dwelling. Situated to the West of Emsworth village, the site sits on an East-West axis.

The existing dwelling is a semi-detached property with boundaries consisting of fencing, high trees and bushes. Surrounding dwellings vary in both scale and style and there is a precedent for development to neighbouring properties.

Pre-application advice has been sought, with the feedback being addressed within this document. The principle of development has been agreed subject to some amendments and considerations that were raised, all of which are addressed within this document and the accompanying drawings.

Context:

Beach Road contains houses that vary in style, scale and massing and it is this variety that has created a diverse and visually interesting character to the area. The consistent design language is formed of pitched roof detached dwellings.

Existing Site:

The existing site is abnormally wide given the scale of the occupying semi-detached dwelling. Within the plot indicated for development lies an existing garage and store, along with a section of block paved driveway to the east and a lawn garden to the west.

The proposals will seek to blend in harmoniously with the local context and respect the character of Beach Road and the surrounding landscape.

SITE LOCATION MAPS

Figure 1: Site location. Map retrieved from - https://www.google.com/maps.

Figure 2: Property location- Map retrieved from - https://www.google.com/maps.

Site Constraints

Conservation Area

The property does not lie within a conservation area and is not a listed building. The property lies over 500m to the west of the nearest conservation area and does not visually impact any listed buildings.

Trees

No trees on site are covered by a TPO. Local trees in the area have been designated TPOs but these will not be impacted by the proposed development. A sensitive approach will be carried out as to not negatively impact any mature or high quality trees on site.

Relevant Planning History

There are no previous planning application for the property.

Relevant applications to neighboring properties:

APP/23/00591 Orchard Grange, 15 Beach Road, Emsworth, PO10 7JS

Proposal: New covered front entrance porch; first floor rear extension; alterations to the external surface of the existing dwelling; proposed replacement glazing units; removal of chimney. Request to discharge condition 4.

Decision date: 20/10/2023; Approved with Conditions

APP/22/00906 18 Beach Road, Emsworth, PO10 7JS

Proposal: Replacement dormer and elevational alterations.

Decision date: 25/11/2022; Approved with Conditions

Figure 3: Conservation Area Map retrieved from – https://maps.havant.gov.uk/havant.aspx

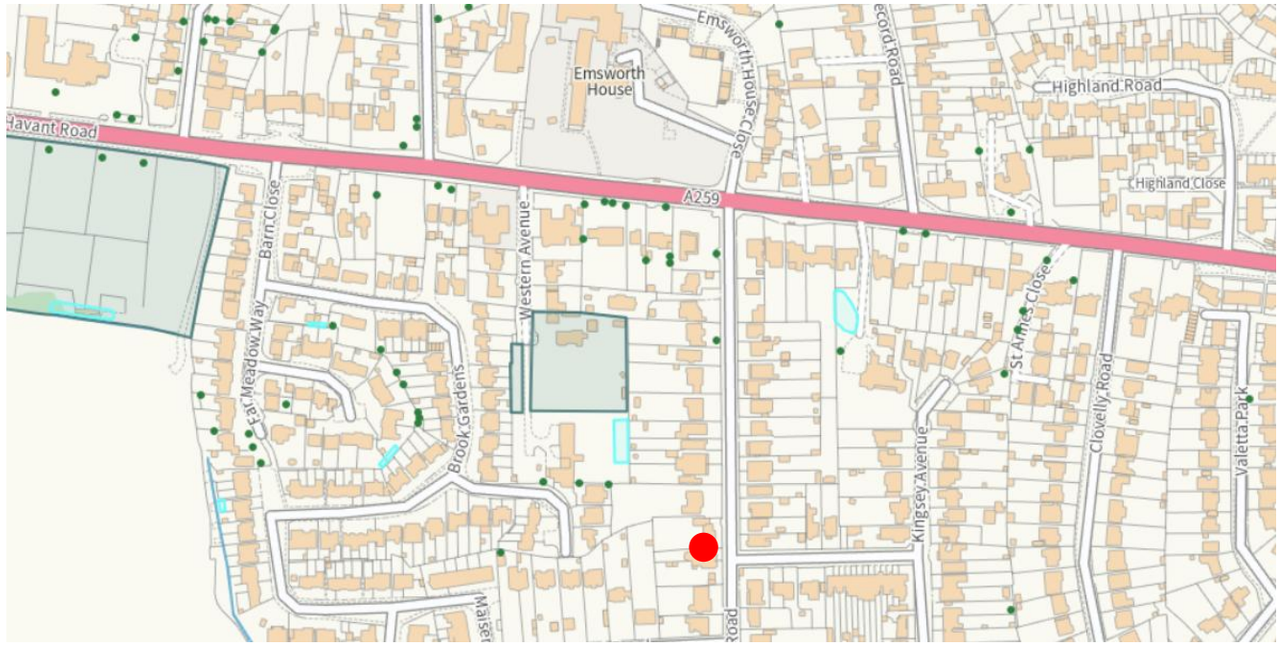


Figure 4: TPO Map retrieved from - https://maps.havant.gov.uk/havant.aspx

Flood Risk

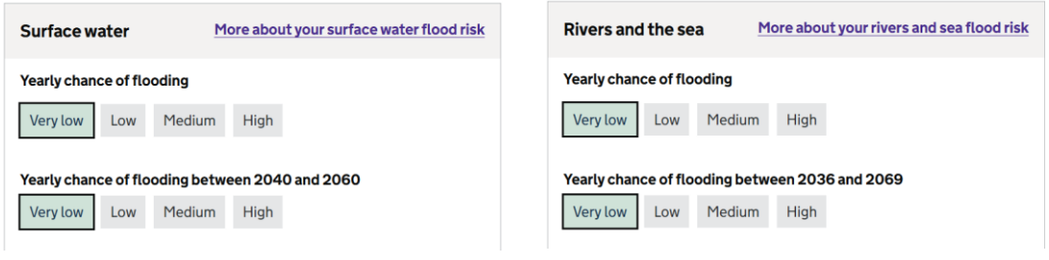
Flood Zone definitions are set out in the National Planning Policy Guidance:

Flood Zone	Definition
Zone 1 Low Probability	Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3).
Zone 2 Medium Probability	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map).
Zone 3a High Probability	Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map).
Zone 3b The Functional Floodplain	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map).

Summary:

The Environment Agency is responsible for managing the flood risk from rivers and the sea.

The Environment Agency data suggests that there is a very low risk of flooding on the site (Zone 1) from both sea & rivers and surface water. Therefore, this site does not require a full Flood Risk Assessment.



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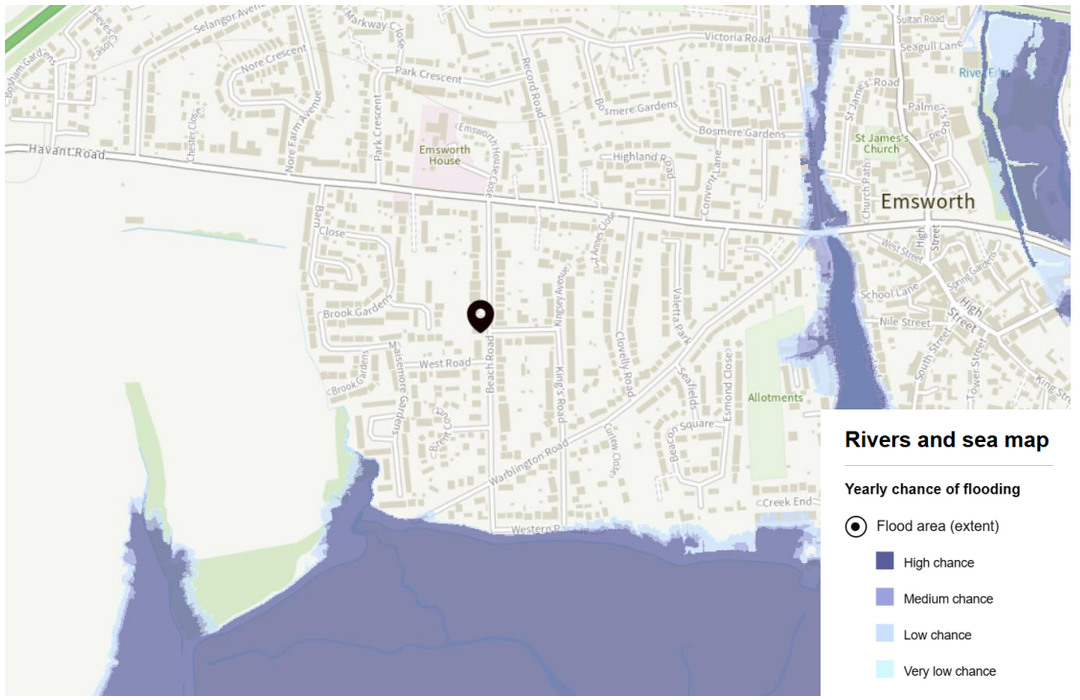


Figure 5: Extent of Flooding from Rivers & Sea.

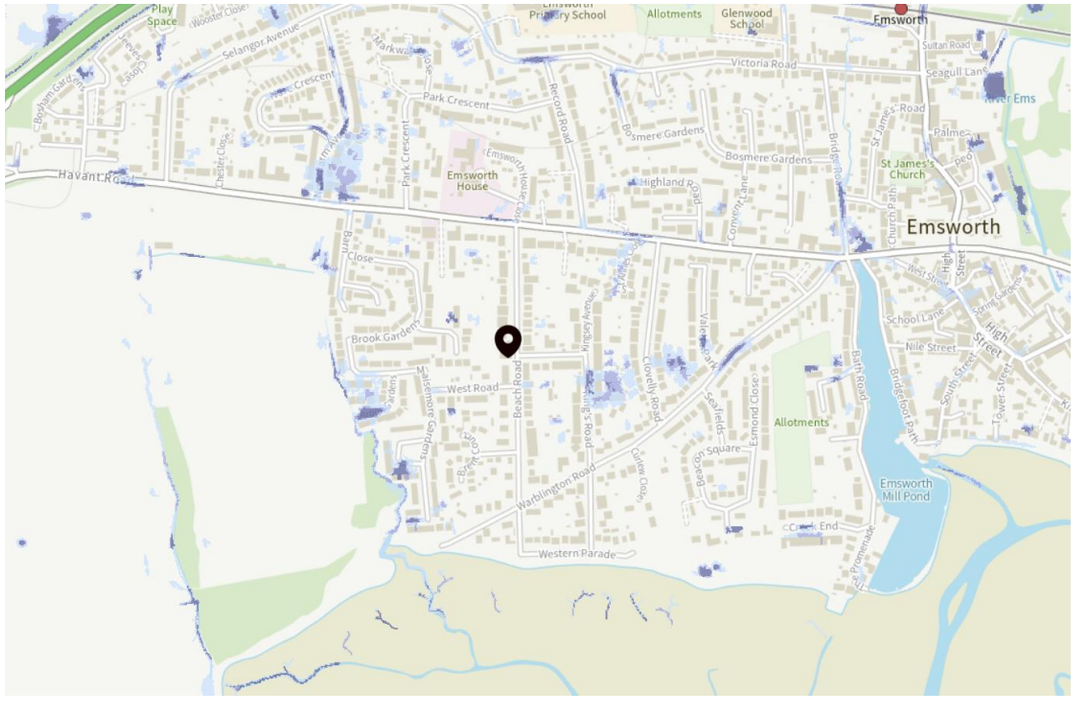


Figure 6: Extent of Flooding from Surface water.

Retrieved from - https://check-long-term-flood-risk.service.gov.uk/

Proposal

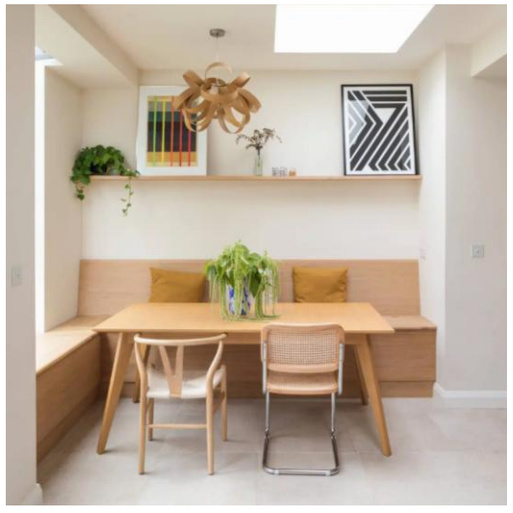
Ground Floor

The dwelling has been designed in such a way to promote a high quality, contemporary way of living for a family. The entrance is recessed from the front building line, creating a sheltered area (1) when entering the dwelling as well as providing articulation to the front elevation.

The main hallway incorporates a built-in cloak nook to store coats/shoes, as well as a modest cloakroom. The primary lounge is accessed from this space, as well as a small office area (5) to promote working from home conditions. A contemporary staircase (2) also leads to the first floor of the dwelling.

The rear of the ground floor plan houses the main open plan living space. This includes a recessed dining nook, spacious family kitchen with island and associated breakfast bar and a social seating area (6). The kitchen also features access to a hidden pantry (3) behind a false kitchen unit door. The rear façade has a small, brick overhang, full height fixed glass in the kitchen area and sliding doors (4) from the living area to access the garden and provide views beyond. A utility/boot room also services this space and provides a secondary side entrance to the property.

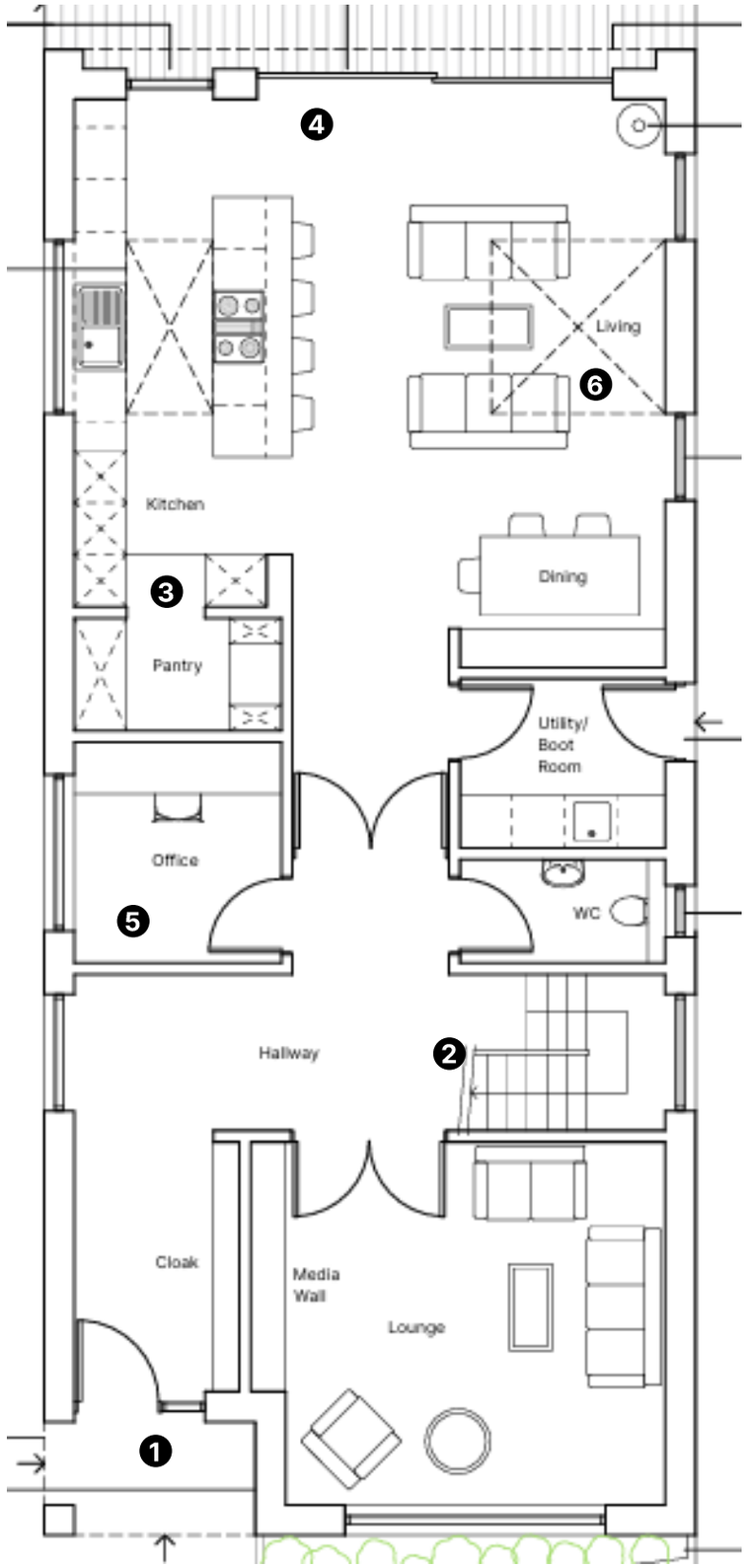
Lounge Media Wall



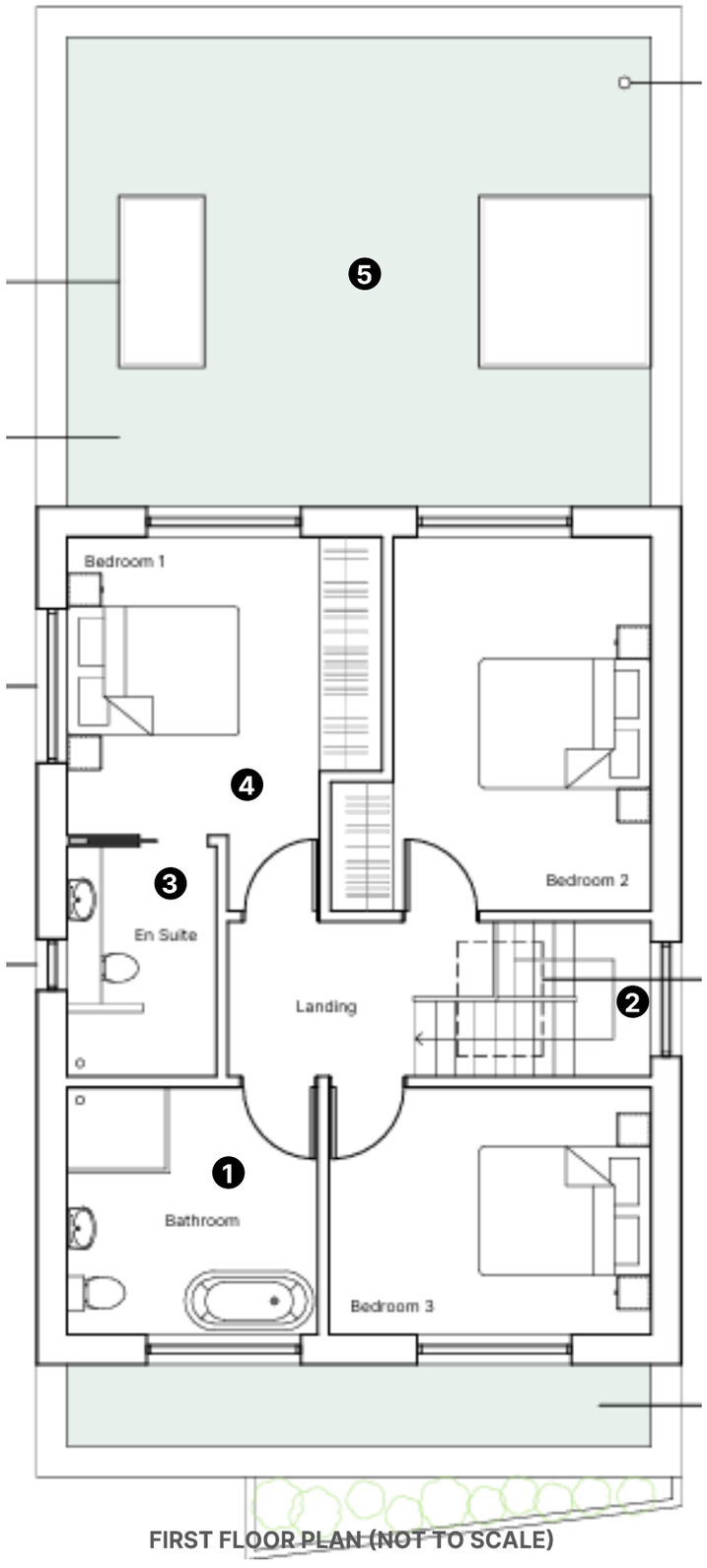
Dining 'Nook' with Built in Bench

Hidden Larder/Pantry

Full Height Glazing Beside Feature Chimney



GROUND FLOOR PLAN (NOT TO SCALE)



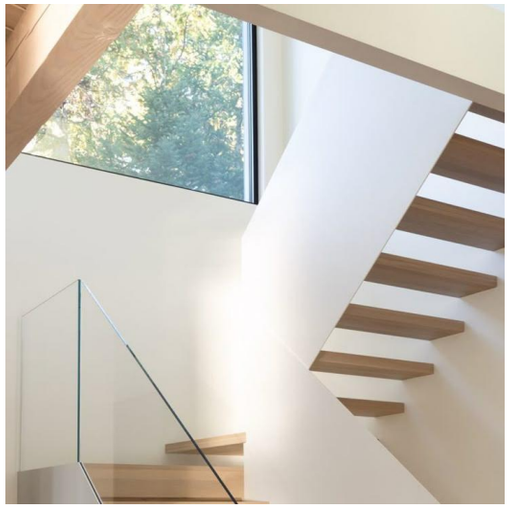
FIRST FLOOR PLAN (NOT TO SCALE)

First Floor

Ascending to the first floor, the design proposes three spacious bedrooms and associated bathroom, suitable for a family.

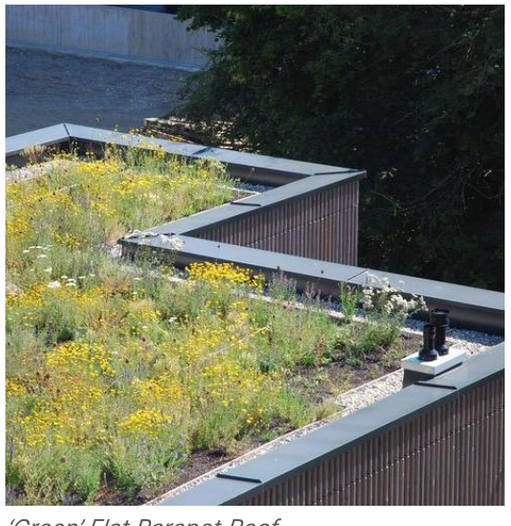
The contemporary staircase features a piece of glazing (2) at the landing level, flooding both the downstairs hallway and upper landing with natural light. The family bathroom provides space for a bath, shower, toilet and wash basin, with enough space for changing etc.

The master bedroom (4) is largest of the upstairs rooms, when including the built in wardrobe spaces and associated en suite (3). The flat parapet roof (5) of the single storey element of the property provides the opportunity for a green roof system, providing better outlook to the rear bedrooms on the first floor and increasing sustainability factors.

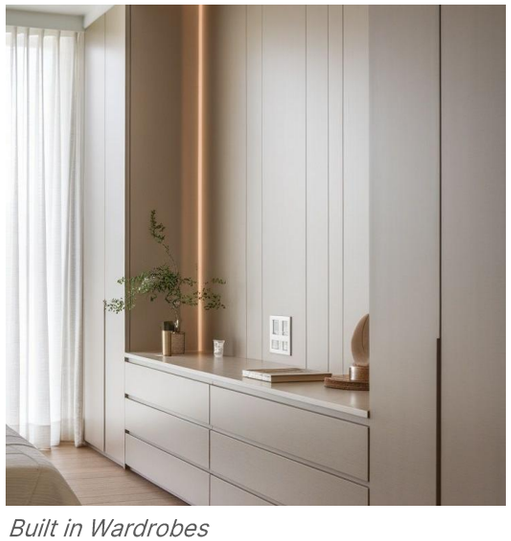


Contemporary Stair with Landing Glazing

Family Bathroom (1)



'Green' Flat Parapet Roof



Built in Wardrobes

Elevations

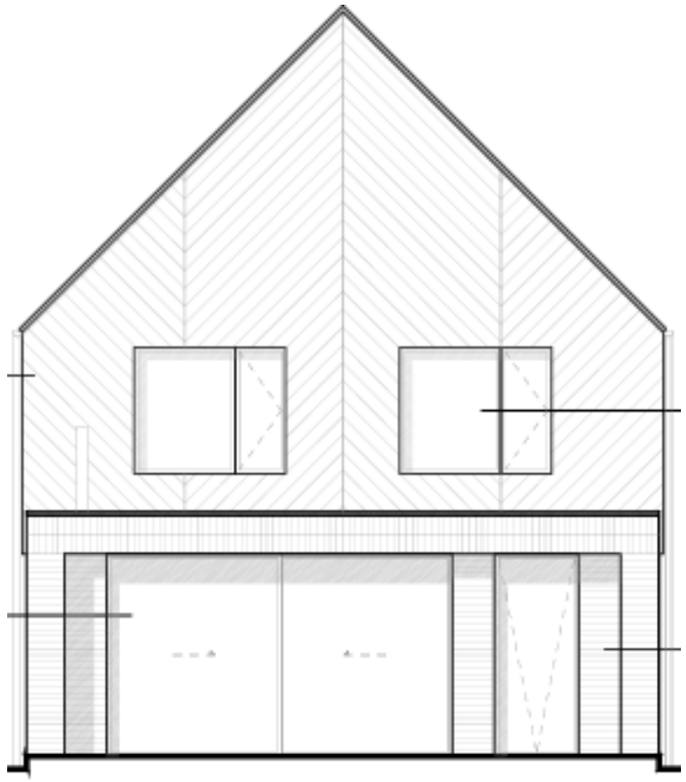
The exterior of the design seeks to achieve a blend of traditional forms and contemporary materiality/detailing.

The primary mass of the dwelling, forming the two-storey element, is a traditional ‘side to side’ gable, with single storey flat roof projections to the front and rear.

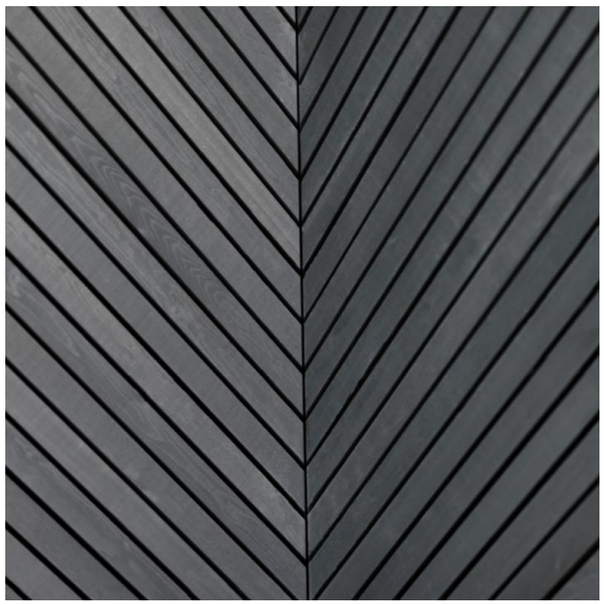
The lower half of the property is clad in facing brickwork, with timber cladding specified above to give the first floor more of a ‘lightweight’ appearance.

The use of brick on the ground floor reinforces the traditional aspects of the design and presents opportunity to include detailed features such as soldier courses and brick projections to the rear. The use of a lighter material at the top of the design helps to subtly blend the new dwelling into the existing context of Beach Road.

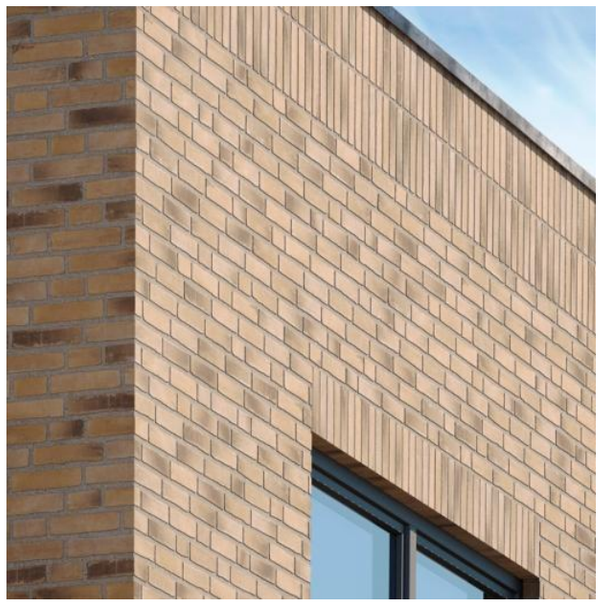
FRONT ELEVATION (NOT TO SCALE)



REAR ELEVATION (NOT TO SCALE)



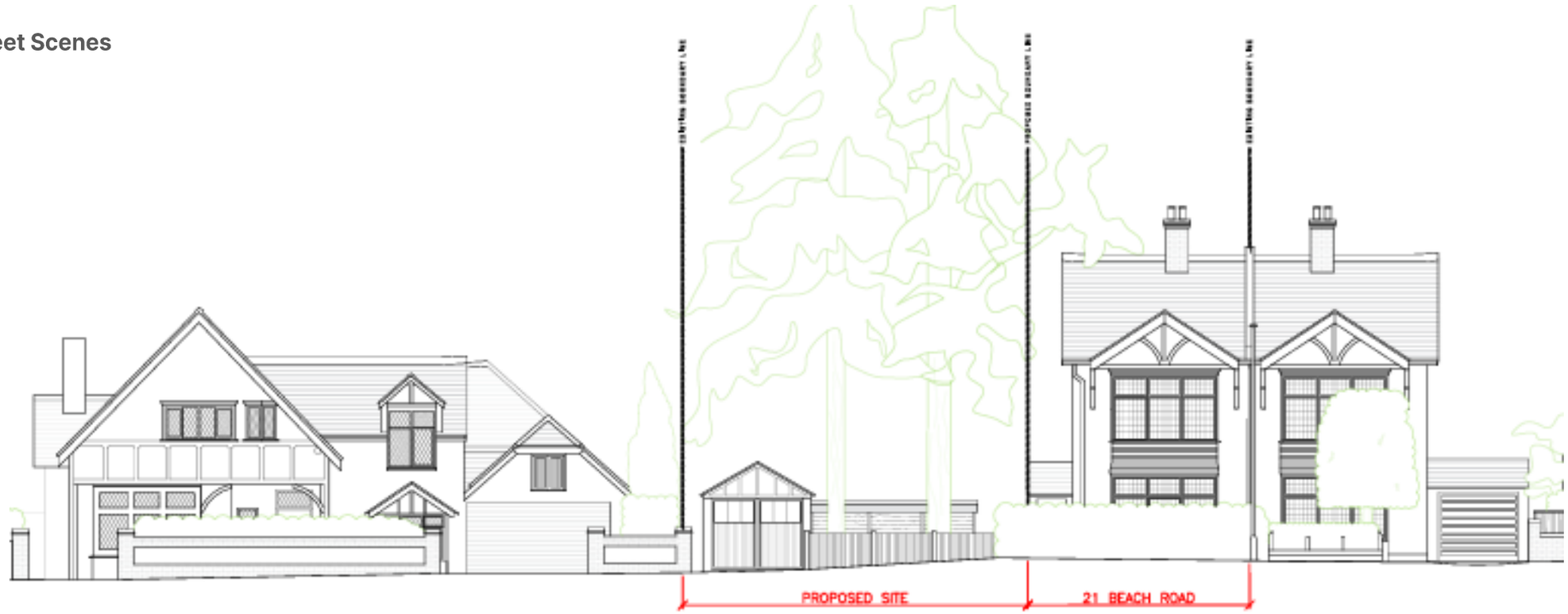
Timber Cladding Example



Brick & Detailing Example

Recessed Brick Overhang Detail

Street Scenes

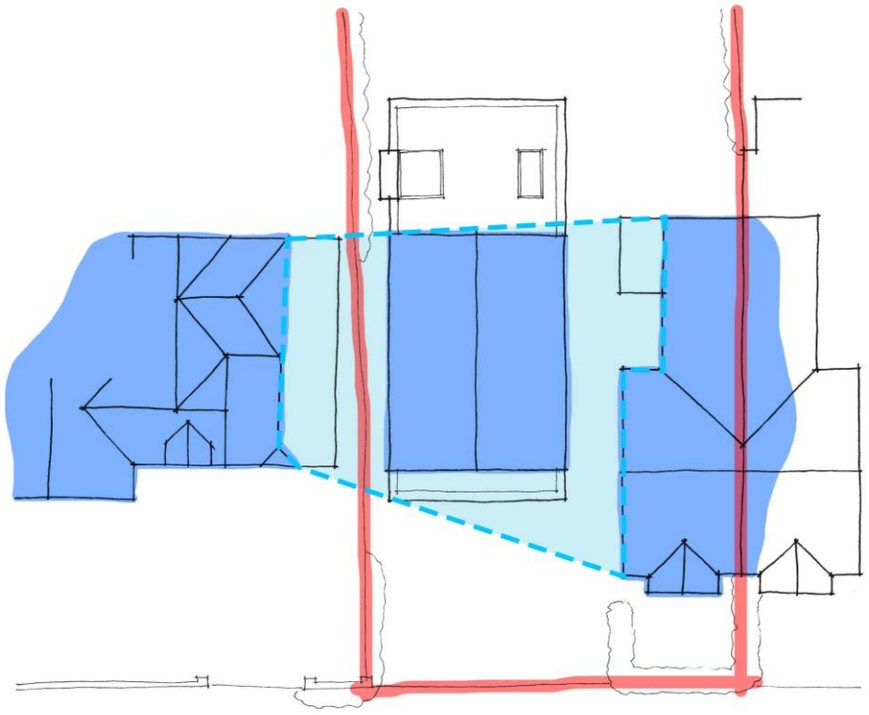


EXISTING STREET SCENE (NOT TO SCALE)

PROPOSED STREET SCENE (NOT TO SCALE)

Two Storey Element

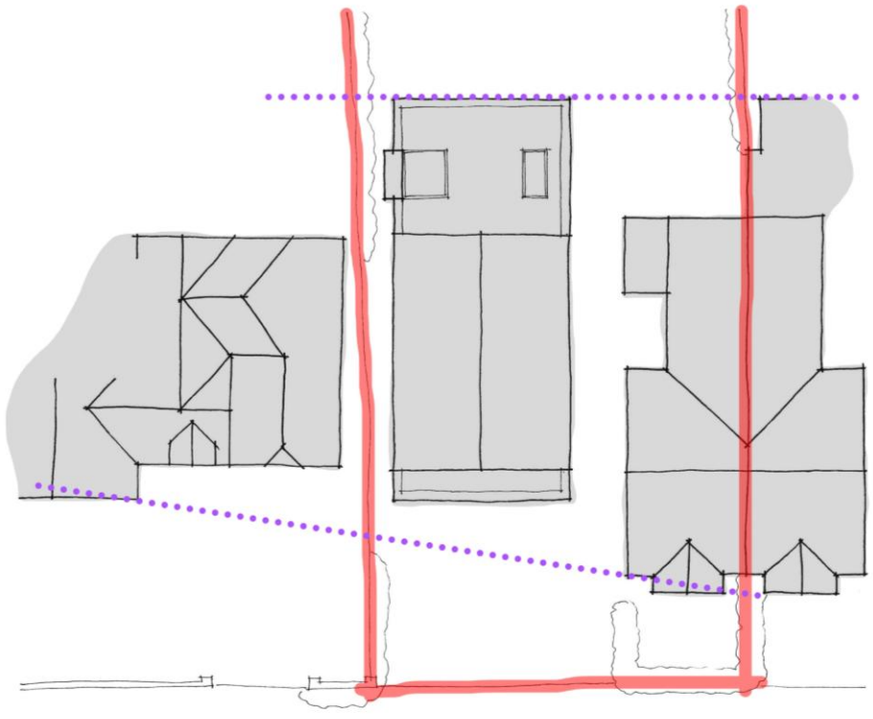
We have assessed the neighbouring properties to the North & South (21 & 23 Beach Road) and have concluded that there is a suitable 'zone' for the two-storey element of the proposal. The dark blue areas of the diagram represent two storeys of massing. The extents of which have been identified and connected with the suitable 'zone' shown in light blue, of which, the proposal sits within.



TWO STOREY DIAGRAM (NOT TO SCALE)

Build Lines

Similarly to that of the previous diagram, we have assessed the neighbouring properties and derived a front and rear 'build line' for the street. The front of the proposal sits well within this line and provides provisions for parking to the front. The rear element has been designed to match the depth of that of 19 Beach Road, not exceeding a depth of anything already existing.



BUILDING LINES DIAGRAM (NOT TO SCALE)

Window Heads

We have also assessed the height of the proposal within its context. The diagram indicates the heads of the first-floor windows to the neighbouring properties at 21 & 23 Beach Road.

The heads of the windows on the upper storey of the proposal sit within this zone, reinforcing the idea of the natural stepping down in property heights along this area of Beach Road.

The 'side to side' gable decision also reinforces this by reducing the massing towards the Southern boundary, where the neighbouring property has a single storey element.

WINDOW HEADS DIAGRAM (NOT TO SCALE)

Access & Parking

All entrances and internal doorways provide level access.

The existing driveway access will be widened to 4.5m, to improve both safety and visibility, and will serve the new dwelling. The existing dwelling will retain its driveway frontage and a new dropped kerb will be required to access this. The proposed dwelling will have 2 no. vehicle spaces on the driveway whilst the existing dwelling will have 1. The accompanying Car Parking Survey demonstrates that there is adequate on-street parking capacity to provide the second space.

Amount & Scale

Proposed Dwelling GIA:

Ground Floor: 107m2
First Floor: 63.2m2

Total: 170.2m2

Materials

The proposed dwelling is to be constructed of high-quality materials that are of the local vernacular and in keeping with the existing dwelling and surrounding context.

Where possible, materials will be locally sourced and have low embodied carbon. The use of local and natural materials also enriches the way in which the house relates to it's context and improves it's sense of place.

The proposed external material palette is to include slate tiles, timber cladding and facing brickwork.

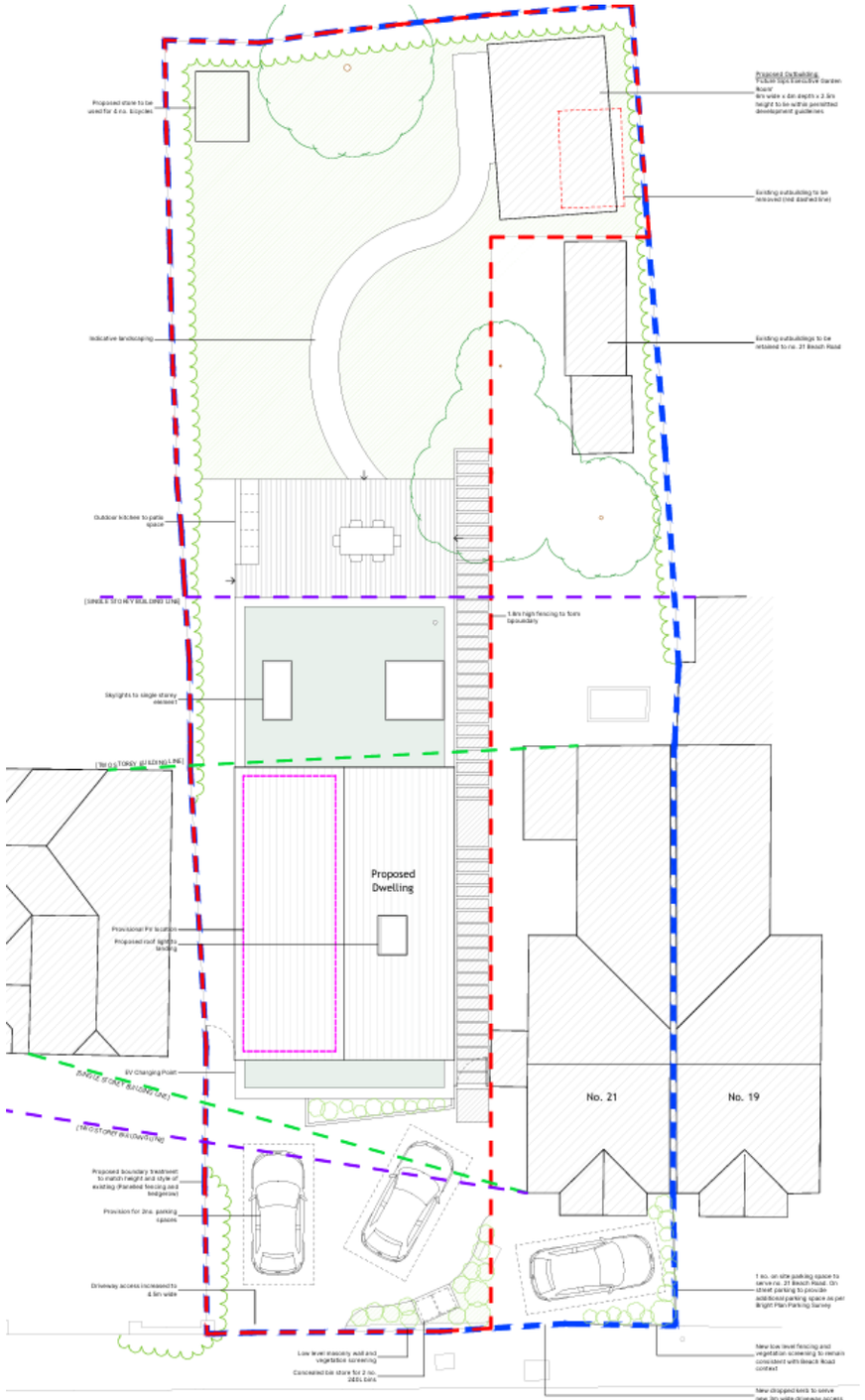
Sustainability

Materials will be sourced from the local area where possible. This both supports local suppliers and reduces carbon emissions from transport. The proposed materials are also designed to be low maintenance and have long life spans.

The proposals incorporate areas of double glazing to take advantage of views and natural daylight, reducing the need for artificial lighting throughout most of the day. This also aims to provide a lighter, healthier environment within the dwelling. All new lighting will be LED to minimise power consumption.

The proposals have been designed to achieve U-Values that exceed the required compliance for new build dwellings under the most recent building regulations.

An EV charging point, solar panels and associated battery storage have all been indicated on the proposed drawings



PROPOSED SITE PLAN (NOT TO SCALE)

Pre-Application GEN/26/00030

A pre-application was made valid by Havant Borough Council on the 21st January 2026. Key items within the written response are outlined below. The response was received on the 9th March 2026 following a meeting on site with assigned planning officer on the 18th February 2026.

Proposal: Erection of 1no. 4 bed dwelling. Location: 21 Beach Road, Emsworth, PO10 7JS.

Relevant Planning Policies

Neighbourhood Plan – Emsworth, policies L1, M1, D1-D7. Local Plan (Allocations) – Havant, policies AL1, AL2, DM24. Local Plan (Core Strategy) – Havant, policies CS9, CS11, CS16, CS17, CS21, DM13. Borough Design Guide SPD 2011 – Section 5.

(These were outlined in the initial pre-application advise receive by the applicant, ref. GEN/25/00583.

Proposed Plans

'With the two-storey zone of the neighbours, successfully addresses my previous concerns about enclosing and overbearing impacts on neighbours. Given the mature side boundaries and tree within the garden of number 23, then the impact of the single storey rear projection would be mitigated. At application stage the impacts of the proposed chimney would be considered, both in terms of its visual impact and from an environmental health perspective with regard to smells and air quality.'

The previously proposed chimney has now been removed and a free standing wood burner is proposed to sit in the NW corner of the ground floor plan, well away from the neighbouring building.

'You have confirmed the whole site has a plot frontage of 16m and the proposal is for the existing dwelling to retain a plot width of 7m, with the new dwelling having a plot width of 9m. Whilst these are still very narrow, I acknowledge the similarity of detached dwellings on narrow plots at numbers 9 and 20 Beach Road. The proposed dwelling has been reduced to 7.5m wide which would give about 0.75m separation to each side boundary if sited centrally on the plot. The detailed design includes a gable fronted dwelling which maximises the skyline and sense of separation about the property. Since number 23 to the south has a hipped single storey element up to the boundary, then the sense of space to the south would be retained. Within the vicinity of the site most dwellings are traditional in design and materials, with the contemporary designs found on the sea front. Whilst I have no objection in principle to the use of some more contemporary materials, nevertheless the overall scale and design needs to respect the site's context. Particularly I note all dwellings have a traditional eaves overhang, and I do consider the proposed clipped eaves out of keeping with the character of the area. Otherwise, I am satisfied that you have demonstrated that the revised dwelling proposed could sit comfortably in street scene terms and be appropriate to the character of the area with limited and acceptable impact on neighbouring amenity.'

Clipped eaves and a hidden gutter system were proposed at the pre-application stage. The proposal has been updated to show external gutters which would be finished in a high quality metal. This references the context of the surrounding houses but allows the proposed dwelling to retain a narrow silhouette when looking at the front elevation, avoiding the bulky massing that overhanging eaves may cause.

Access and Parking

It is noted that the proposal has been reduced from a 4-bed dwelling to a 3-bed dwelling which would require 2 on site parking spaces. These could be achieved as frontage spaces. However, the proposal would also need to provide 2 spaces for the retained dwelling, as well as cycle storage for both. Following our site meeting you shared a potential parking layout showing an offset front boundary between the proposed and existing dwelling with 4 spaces. However, I would not be able to support such a layout. The offset boundary would misalign with the dwelling behind and traditional rhythm of the street scene, resulting in a cramped and contrived layout. Furthermore, I am not convinced the spaces would be readily accessible (vehicle tracking would be needed to demonstrate accessibility). Since one of the features of Beach Road is the frontage walls and hedges, then any future layout needs to include some front boundary treatment – and some replacement planting for the trees. This is not going to be achievable as well as 4 car parking spaces. Therefore, I am of the opinion that the lack of onsite parking to serve the whole development is a potential reason for refusal as being contrary to policies CS16 and DM13. Your attention is however drawn to paragraphs 4.28 to 4.33 of the adopted Parking SPD which does set out that in circumstances where on-street capacity is to be relied upon, then a car parking survey will be required to demonstrate capacity on the highway. Parking SPD I note there are no parking restrictions outside the application site but also the fact that Beach Road does get pressure for parking by the public visiting the sea front, particularly in the summer. Should you wish to pursue a planning application without adequate on-site parking then it will be essential that you undertake a parking survey to demonstrate that Beach Road has adequate capacity to accommodate the shortfall of onsite spaces without resulting in highway safety or amenity issues, or indiscriminate parking elsewhere.

The adopted parking SPD states that 2no. vehicle spaces are required for both the new dwelling and the existing. The new dwelling will have 2no. vehicle spaces off-road on the dedicated driveway. There is an existing driveway in front of the existing dwelling which will require a new dropped curb to provide 1 no. vehicle parking space. The second space required can comfortably be provided by on-street parking as demonstrated by the accompanying car parking survey carried out by Bright Plan Civils (2026-04-07 7019 TN01). This survey demonstrates that the need for 1no. on-street parking space will not cause any safety or amenity issues, or discriminate parking elsewhere.

A small shed is proposed as a cycle store in the rear garden of the new proposed dwelling. It is proposed for the sheds currently used as cycle stores by the existing dwelling to be retained for this use.

I do think it is important to retain an appropriately landscaped frontage across both the existing and proposed dwelling, and as such it is unlikely that 4 spaces could be achieved to serve the development without a continuous hard surfaced frontage, which would be visually inappropriate to the character of the area. I think it would be better to try to demonstrate on street availability enabling provision of some landscaped frontage features.

The existing driveway has hedgerows that already divide the plot frontage. The new dwelling will have a low masonry boundary wall forming a frontage that is in-keeping with the rest of Beach Road, it will also allow us to mimic brick details from the main dwelling to create a holistic design. The existing dwelling will have a low level fence line, and both frontages will have planting and landscaping behind to soften the building's siting within the street scene.

Conclusion

Whilst the detailed design of the dwelling itself has overcome many of the previously highlighted concerns, there remains a fundamental concern over provision of adequate onsite parking. The inability to provide adequate onsite parking tends to confirm the small and cramped plot division. However, given the Borough's housing need and 'tilted balance' of paragraph 11d) of the NPPF, then the modest benefit of the provision of one additional dwelling must be balanced against the harm. Should you be able to demonstrate sufficient on-street parking capacity via a parking survey, then the actual harm of the proposed dwelling would likely be minimal, and potentially insufficient to outweigh the tilted balance.

We feel that, with the support of the accompanying parking survey, the proposal for a well-considered and high quality new build dwelling on this site is now justified and contributes positively to not only the local area and character of beach Road, but the Borough's housing need also.

Helyer Davies Architects