

For questions regarding this agenda please ask for Chris Punnett - email: chris@conservancy.co.uk

18th August 2010

CHICHESTER HARBOUR CONSERVANCY - PLANNING COMMITTEE

A meeting of the Conservancy's Planning Committee will be held at **2.15pm** on **Monday 23rd August 2010** at **County Hall, Chichester**.

JOHN DAVIS

Manager & Harbour Master

AGENDA

1. Apologies

2. Declaration of Interest

Members and officers are invited to make declarations of personal or prejudicial interests that 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 19th July 2010 (page 3).

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 Chairman before the meeting).

5. Development Control Applications

- (a) To consider planning applications upon which the Conservancy has been consulted, which members have been notified of previously, and to make recommendations to the appropriate local planning authority (page 11).
- (b) To consider planning applications upon which the Conservancy has been consulted but which it was not possible to circulate to members for prior consultation, and to make recommendations to the appropriate local planning authority (page 18).

6. Development Control - Delegated Action

To note action taken by the Manager & Harbour Master, 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 27).

7. AONB Design Guidelines for New Dwellings and Extensions

To receive a verbal report on the final draft of the AONB Design Guidelines for New Dwellings and Extensions (copies of which will be circulated at the meeting with a view to its consideration at the September meeting of the Committee).

Date of Next Meeting: The next meeting of the Committee will be held at **2.15pm on Monday the 20th September 2010**, at County Hall, Chichester.

Committee Members

From the Conservancy:

Chichester DC: Mr Adrian Moss and Mr David Myers
Deputy: Mr John Connor
Hampshire CC: Mr Tim Knight (ex officio as Vice-Chairman of the Conservancy),
Mr Frank Pearce and Mr Alan Rice
Deputies: Mrs Ann Buckley and Dr Ray Ellis
Havant BC: Jackie Branson and Mrs Virginia Wilson-Smith
Deputies: Mr Terry Hart and Mr John Smith
West Sussex CC: Mr Bill Acraman, Mrs Louise Goldsmith (ex officio as Chairman of
the Conservancy) and Mr Pieter Montyn
Deputy: Mrs Deborah Urquhart

From the Advisory Committee:

AC Cons' Members: Mr Steven Schrier (Chairman) and Mr Peter Taylor
Deputy: Mr Nick Fox
Local residents: Mr Richard Meynell
Farming/landowning: Mr Simon Sprackling
Environmental: Mr Steve Gilbert
Additional two reps: Mr Mike Glanville and Mr Peter Henshaw (Vice-Chairman)

CHICHESTER HARBOUR CONSERVANCY

PLANNING COMMITTEE

Minutes of a meeting of the Planning Committee held at County Hall, Chichester on 19th July 2010.

Present:

Mr Steven Schrier (Chairman)

Mr Bill Acraman

Mrs Jackie Branson

Mr Nick Fox*

Mr Peter Henshaw

Mr Tim Knight

Mr Richard Meynell

Mr Pieter Montyn

Mr Adrian Moss

Mr David Myers

Mr Frank Pearce

Mrs Virginia Wilson-Smith

*Mr Fox attended as Deputy for Mr Taylor

Officers: Nicky Horter (AONB Officer), Linda Park (Planning Officer) and Chris Punnett (Administrative Officer)

ELECTION OF CHAIRMAN

1. **Resolved** that Steven Schrier be elected Chairman of the Committee for the period to the July 2011 meeting of the Committee.

APOLOGIES

2. Apologies were received from Mr Steve Gilbert, Mr Michael Glanville, Mrs Louise Goldsmith and Mr Peter Taylor.

ELECTION OF VICE-CHAIRMAN

3. **Resolved** that Peter Henshaw be elected Vice-Chairman of the Committee for the period to the July 2011 meeting of the Committee.

DECLARATIONS OF INTEREST

4. Mr Meynell declared a prejudicial interest in planning application BI/02569/DOM.

MINUTES

5. **Resolved** that the minutes of the meeting of the Committee held on 28th June 2010 be approved as a correct record and signed by the Chairman.

DEVELOPMENT CONTROL APPLICATIONS

6. The Committee considered a report detailing the Manager & Harbour Master's 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 utilising a PowerPoint presentation to identify and describe the applications and sites.

SB/10/02587/FUL - The Old Chandlery And Rear Workshop, Emsworth Yacht Harbour, Thorney Road, Southbourne, Emsworth, Hampshire, PO10 8BW - change of use and alteration of ground floor from use class B2 to A3 and A5.

7. The Committee considered the information contained in the Manager & Harbour Master's report, as detailed below:

"The old chandlery' is a 1960s flat roofed two-storey building located within Emsworth Yacht Harbour, adjacent to the main office and workshop buildings, on the east side of the site. The building has been vacant for six months, since the chandler relocated to the main Yacht Harbour buildings. The building is visible from the public footpath which leads from Thorney Road to the Yacht Harbour, and also from the public footpath which runs through the site. The building is only glimpsed from a distance from the Harbour due to its position beyond the main Yacht Harbour building, and the sea defence bank and trees which provide an effective screen of the whole site from most perspectives.

"Permission is sought for the conversion of the ground floor of the building into a restaurant with a takeaway facility. The restaurant would be operated between 5pm and 11.30pm for a maximum of 40 covers, and it is proposed to allocate 10 car parking spaces to the rear of the building. A refuse area would be provided on the east side of the building, and it is proposed to install several sets of french doors (in white UPVC to match existing) to replace existing windows. The supporting statement argues 'as the nearest pubs and restaurants from the Harbour are in the neighbouring village of Emsworth, it will be essential and beneficial to have a restaurant/takeaway on the Harbour for both workers and visiting yachtsmen to access as opposed to walking to the nearest village'.

"Members will recall that permission was recently granted for an extension to the Yacht Harbour offices to provide improved shower and changing facilities and an ancillary café with terrace at first floor level (SB/10/00173/FUL refers). The Conservancy did not object to this application as the existing marine-related use was retained while providing improved facilities for customers, visitors and staff.

"Local Plan policy C7 seeks to safeguard waterside sites for boating related facilities by only allowing uses associated with boat building, fitting out, maintenance and repair of boats and ancillary uses. The Conservancy's planning guideline policy D1 takes a similar approach, and states that where a site has been vacant for a long period of time and it can be demonstrated through marketing for a least a year that a marine facility is no longer viable, a mixed use retaining some marine use and alternative employment uses will be considered, provided these can be accommodated without harming the special qualities of the area and are capable of reversion to marine industrial use at a later stage.

"While it is stated that the building has been vacant for six months, no marketing exercise has been carried out and therefore no attempt to provide an alternative marine-related use for the building has been made. Therefore, the proposed change of use clearly contravenes Local Plan policy C7 and the Conservancy's planning guidelines as it would result in the loss of a waterside building with a previous history of (and future potential for) marine-related uses. The proposal for a restaurant and takeaway independent from the Yacht Harbour seems an inappropriate use for the site which would be better located within Emsworth itself closer to residential areas and public transport to support such a use. Furthermore, the provision of an independent restaurant would be likely to create competition with the proposed Yacht Harbour café, drawing away potential customers from supporting the Yacht Harbour business. Finally, while the building is not visible from the Harbour and is currently lacking in architectural merit, the provision of several sets of UPVC doors is not to be encouraged as this is not a sympathetic material within the AONB.

"Overall, the application lacks any special justification for the loss of a marine-related use and the proposed use would be inappropriate for this location."

8. The Committee considered that the building was ideally suited to marine uses, and that its conversion to a restaurant and takeaway could affect the viability of the proposed café, for which approval had already been given. Members noted that no marketing exercise has been carried out and therefore no attempt to provide an alternative marine-related use for the building, as required under both District Council and Conservancy planning policies. They concurred wholeheartedly with the conclusions of the officers' report, and agreed that the application should be refused.
9. **Resolved** that Chichester District Council be advised that for the reasons set out above the Conservancy recommends that the application be refused.

BI/02569/DOM - Broomfield, Lock Lane, Birdham, Chichester, West Sussex, PO20 7BA - demolition and removal of caravan and construction of replacement tractor and implement store

10. Mr Meynell declared a prejudicial interest in this application because the applicant was a relative, and withdrew from the meeting during its consideration.
11. The Committee considered the information contained in the Manager & Harbour Master's report, as detailed below:

"Broomfield' is a detached two-storey house located at Lock Lane, adjacent to the public footpath leading to the Egremont Bridge over the canal. The house has large grounds, and also manages a two-hectare field directly to the east of its garden, as a wildflower meadow. It has a caravan in its garden which has been in place since the 1980s, and is used for the storage of gardening equipment and tools for managing the domestic garden and adjacent field.

"The site lies within the rural area and public footpaths run along Lock Lane, past the front of the house and along the canal. However, the caravan is not visible from any of these perspectives due to its position tucked into the corner of the rear garden, well screened by hedgerows and surrounding trees.

"This application seeks permission for the demolition and removal of the caravan and its replacement with a new wooden structure to provide storage for a tractor and trailer with hay cutting equipment and associated tools for the management of the domestic garden and adjacent field. This would be an open fronted structure measuring 8.5 x 4.1 metres, with vertical timber cladding to the back and side elevations and a mono-pitched roof rising to 2.5 metres high, which would be seeded to allow grass to grow. The building would be sited in the same position as the existing caravan, a metre from the high boundary hedge to the rear of the neighbouring property.

"The proposed building would be more appropriate to the rural character of the area than the existing caravan, the removal of which would be of benefit to the area. Due to its low form and natural materials and its position tucked away and well screened from public viewpoints, it would not have a significant impact on the wider AONB landscape."

12. Members of the Committee concurred with the officers' conclusions, but for the avoidance of doubt suggested that conditions be requested relating to retention of the hedge and removal of the existing caravan.

13. **Resolved** that Chichester District Council be advised that the Conservancy proposes no objection to this application but asks that the following be considered:

- Conditions requiring retention of the hedge, and removal of the existing caravan once the proposed building is complete.

BO/10/02990/NMA - Meadow House Canute Road Bosham Chichester West Sussex - non-material amendment to BO/09/02505/DOM - changes to fenestration, change of cladding from white pvcu to blue/grey timber and additional cladding to east elevation

14. The Committee considered the information contained in the Manager & Harbour Master's report, as detailed below:

"Meadow House' is a large two-storey house located in a generous plot, fronting onto School Rythe in Bosham. The House is visible from the Harbour and public footpath around the inlet and is viewed in a mature treed setting. It lies within the Settlement Policy Area, AONB and Bosham Conservation Area.

"Permission was granted in 2009 (BO/09/02505/DOM refers) for the erection of a boat shed, infilling the 'undercroft', a dormer window and rooflights, and changes to the fenestration. The Conservancy did not receive a consultation for this application and was therefore unable to comment.

"The current application seeks permission for a 'non-material amendment' to the recent permission, to change the white plastic cladding on the house to a grey/blue timber cladding on the east, south (Harbour-fronting) and west elevations. The application is retrospective as the cladding has already been installed.

"The application states that the original plastic cladding was degraded, distorted and discoloured and an alien material for its context; the replacement would comply with insulation requirements and larch timber is a sustainable product which is coloured sympathetically and in harmony with the palette of materials on the waterfront, white plastic being too stark a colour.

"We are concerned that there is a current tendency for the use of grey/blue cladding on prominent waterside buildings around the Harbour, which do not reflect local vernacular and can appear rather stark in the natural landscape setting. While a blue/grey timber cladding is preferable to white UPVC as it does reduce the prominence of this large building in the wider landscape; we are disappointed that the works have commenced and therefore any comments are unlikely to be taken on board. We would have preferred to see a natural finish or a dark brown/black finish to the timber as this would better reflect traditional buildings around the Harbour and would appear less stark and prominent in the landscape. However, given that the cladding has already been installed and the previous material was less sympathetic, on balance, we propose no objection to the proposed amendment."

15. The Planning Officer advised the Committee that since writing the report on this application she had had more time to consider the effect of the proposal, and had come to the view that the proposed cladding, whilst preferable to white uPVC, was nevertheless not appropriate in this harbour-side location. Its use on another site in Bosham demonstrated how visible and intrusive such material was in the street scene, and that it was considered inappropriate and harmful to the appearance of the village.

16. Members of the Committee agreed that the grey/blue 'New England' style cladding being attached to the property was an alien feature, not in keeping with the local environment or other elements of the property such as the brick walls and roof tiles. They noted that permission had been granted in 2009 for Cedar weatherboarding, which was appropriate to the location, and considered that enforcement action should be taken if necessary to ensure that this was installed. However, as a compromise, the Committee agreed that they would find the larch timber cladding acceptable if it was coloured dark brown/black.
17. **Resolved** that Chichester District Council be advised that the Conservancy objects to this application and recommends:
- (i) that the applicant be requested to install Cedar cladding, as permitted under the 2009 planning permission;
 - (ii) that as an alternative to the action detailed in (i) above the applicant be invited to stain or paint the larch cladding in a dark brown/black shade appropriate to harbour-side buildings in Chichester harbour.

APP/10/00022 - Land To East Of 24 Beacon Square, Emsworth, PO10 7HU - erection of 1 no. 4-bed detached house

18. The Committee considered the information contained in the Manager & Harbour Master's report, as detailed below:

"24 Beacon Square is a two-storey detached, Harbour-fronting house adjoining the foreshore footpath and AONB boundary, to the west of Emsworth centre. The house forms one of a distinctive row of five harbour-fronting, modern properties, which are set in mature landscaped gardens and generous plots, and are set back a good distance from the waterside within these gardens. The site lies within the defined built-up area, but is visible for some distance from the AONB and Harbour to the south.

"The application seeks permission for the erection of a four-bedroom detached house within the eastern part of the garden of 24 Beacon Square. The new dwelling would be oriented with its narrowest part facing the Harbour, but with a deep footprint extending some 13 metres further south (towards the Harbour) than the adjacent, existing house. The building would have a hipped roof with a flat top, incorporating a large dormer balcony on the south elevation with four full-height glazed panels/doors, with a further eight glazed panels at ground floor level. The building would be on raised ground (with higher floor levels to address flood risk) and would be approximately 7.2 metres high above ground level (a similar height to 24 Beacon Square), with a raised terrace on the Harbour fronting elevation.

"This is a very sensitive site in terms of the wider AONB as the new dwelling would be clearly visible from the foreshore footpath and for some distance from the Harbour, despite the existing trees within the garden to the south. The positioning of the new dwelling some 13 metres further towards the Harbour than the existing buildings (which is a result of the limited width available within the garden to the east of the application property) would in our view unacceptably breach the building line present in this row of five large detached properties, which form their own distinct group in the landscape. The existing dwellings are spaciouly arranged with large landscaped gardens to both the rear and sides of the dwellings, this characteristic helping to soften their impact as viewed from the wider landscape. The proposal would introduce a new building in a more prominent position than the existing dwellings, increasing the developed frontage of the waterside as seen from public vantage points to the detriment of the landscape, contrary to policy L1 of the Local Plan and policy B2 of the AONB Management Plan planning guidelines.

"Furthermore, there is concern regarding the quality of the design, which incorporates a large flat roof section with an unsympathetic box dormer/balcony incorporating large glazed panels on the proposed south elevation visible from the Harbour. The proposal would therefore contravene policy D1 of the Local Plan and Policy B3 of the AONB Management Plan planning guidelines. Conservancy officers raised these concerns with the applicant's agent in response to the original plans submitted in April, which have not been altered since these comments were made.

"Overall, the proposed dwelling would result in poor design in a very prominent position on the edge of the AONB and exposed to view for some distance from the Harbour and shoreline footpath."

19. Members of the Committee concurred with the officers' conclusions, and agreed that the proposed dwelling would result in a cramped and prominent development out of keeping with the existing landscape, which would have a detrimental impact on the AONB. They accordingly agreed that the application should be refused.
20. **Resolved** that Havant Borough Council be advised that for the reasons set out above the Conservancy recommends that the application be refused.

SUSTAINABLE DEVELOPMENT FUND (SDF) APPLICATIONS

21. The Committee considered a report by the Manager & Harbour Master on two applications for SDF assistance; also circulated at the meeting was a progress report for the current year, showing the grants already made, those now submitted and others likely to come before members in the foreseeable future (copies attached to the signed minutes).
22. The AONB Officer also advised members that due to the current economic situation the Government had cut central funding for many services, and that as a consequence Natural England funding for the Conservancy (including the SDF scheme) may be reduced by 5% this year, subject to confirmation.

Uncovering Warblington's Roman Past

23. The application, submitted by the Chichester & District Archaeological Society, was for funding for a small archaeological excavation at Warblington Villa, and in particular for the purchase of a theodolite to accurately survey the excavation site.
24. The Committee agreed that the application was deserving of support, and would it was hoped add to knowledge of Roman occupation of the harbour and its environs.

Resolved that an SDF grant of £943.13 be awarded to Project SDF/10-04 "Uncovering Warblington's Roman Past" for the purchase of a theodolite.

Tuppenny Barn Sustainable Education Building Phase 1

25. The application, submitted by Tuppenny Barn Organics Ltd, was for funding towards the groundworks required for construction of an education building under Phase 2 of the project.

26. The Committee noted that this was a 'not for profit' enterprise, and that funding for stage 2 of the project had not yet been secured. Members expressed surprise that no other organisation was shown to be offering financial support, and they were concerned that if phase 2 did not proceed due to lack of funding, the financial support being requested for Phase 1 could be wasted.
27. Members agreed that the application was deserving of support, but suggested that a grant of £3,000 be made in the first instance, to cover set-up costs, and that the applicant be invited to submit a further report on progress in securing funding from elsewhere. It was further suggested by members that the applicant should approach Chichester District and Havant Borough Councils and any other organizations which the officers could suggest in an effort to secure additional funding. The Committee was not happy to be essentially the sole source of funding for this project.
28. **Resolved** that an SDF grant of £5,000 be awarded to Project SDF/10-05 for Phase 1 of the Tuppenny Barn Sustainable Education Building; an initial grant of £3,000 to be made for project development funds/set up costs, with release of the remaining £2,000 to be subject to the applicant submitting a further report on progress and additional funding sources.

DEVELOPMENT CONTROL - DELEGATED ACTION

29. The Committee considered a report on action taken by the Manager & Harbour Master, with the agreement of the Chairman, in making recommendations on behalf of the Conservancy on planning applications to Chichester District Council, a copy of which is attached to the signed minutes.
30. **Resolved** that the action taken under delegated powers be noted.

The meeting started at 2.15pm and ended at 3.17pm.

Chairman

Next Meeting: The next meeting of the Committee will commence at **2.15pm** on Monday the 23rd August 2010 at County Hall, Chichester.

CHICHESTER HARBOUR CONSERVANCY**PLANNING COMMITTEE****23rd AUGUST 2010****REPORT BY THE MANAGER & HARBOUR MASTER****DEVELOPMENT CONTROL APPLICATIONS****APP/10/00350 - 68 KING STREET, EMSWORTH, PO10 7AZ - REFURBISHMENT AND EXTENSION OF EXISTING DWELLING****PLANNING POLICY FRAMEWORK**

PPS 7 paragraph 21; L1, L6, D1, C3: Havant Local Plan 2005. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policies B2, B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

68 King Street is a 1960s dwelling located on its own projecting quay on the eastern end of the Emsworth Harbour frontage, just north of Emsworth Yacht Harbour, and west of the Slipper Mill Pond. It lies within the AONB and the Emsworth Conservation Area. The site is unusual in that all four sides of the building are clearly visible from public viewpoints including from the wider landscape - there are clear views of the west and south elevations from the head of the Emsworth channel, 'the promenade' public footpath to the west, and the footpaths at Emsworth Yacht Harbour; and clear views of the east and north elevations from the footpaths around the Slipper Mill Pond to the east. The existing building is somewhat incongruous due to its use of yellow brickwork and its modern design proportions in comparison with the majority of buildings along the main Emsworth Harbour frontage, which are of more traditional design in red brick with tiled roofs. It comprises a two-storey pitched roof element with a projecting flat roofed sunroom, and a single-storey matching pitched roof element, as well as a flat roofed double garage in the northeast corner of the plot.

Two applications have been submitted; one of which proposes to refurbish and extend the existing dwelling; and the other proposes its demolition and wholesale replacement, with a new 5-bedroom house. Both applications would lead to the same resulting building. Conservancy officers were contacted in May and presented conceptual plans of a proposed new building. This showed a similar pitched roof to existing on the main two-storey element, but with an extended section incorporating a balcony element with large glazed areas extending up to eaves level. It also incorporated two mono-sloping roofed single-storey elements on the eastern side, and the enlargement of the existing flat roofed garage. Conservancy officers commented that any increase in bulk would need to be carefully assessed and invited plans showing a comparative outline of existing and proposed elevations, so that the increase in size could be properly assessed. We also made comments encouraging the use of techniques to minimise the impact of glazing, such as deep eaves overhang, louvres, vertical subdivision of windows and the use of muted or dark coloured frames where large areas of windows are proposed. Finally, we discouraged the proposed use of light blue weatherboarding and commented that any material and finish should reflect or compliment the surrounding traditional brick buildings.

The submitted plans show a substantial change to the design from the pre-application drawings shown to Conservancy officers. The proposals now show a contemporary dual mono-pitched roof design for the main two-storey part of the dwelling, with a wrap-around glazed balcony element, attached to a large single-storey element with a multi-pitched roof incorporating a living room, bedroom with ensuite, sauna, 12.5m long swimming pool, a gym, garage and store. This element would extend fully to the north boundary of the site (where the existing flat roofed garage would be demolished), and would include a row of high level glass panels on a vertical wall facing west. Materials would comprise 'subdued natural stone render' on a dark brick plinth, grey powder-coated aluminium window frames, and a copper roof (which is advertised as being 'initially mill shiny but will quickly dull to a dark bronze, eventually after several decades a pale blue green'). The applicant has calculated that there would be an increase in footprint of approximately 40% over the existing building (taking into account the existing garage).

An effort has been made to keep the height of the new dwelling to a minimum (no higher than the existing) and also to incorporate some design features encouraged in Conservancy Officers' pre-application advice, such as a canopy above the windows on the western balcony to reduce reflection from the glass, and dark coloured window frames to reduce the intrusiveness of the areas with large amounts of glazing.

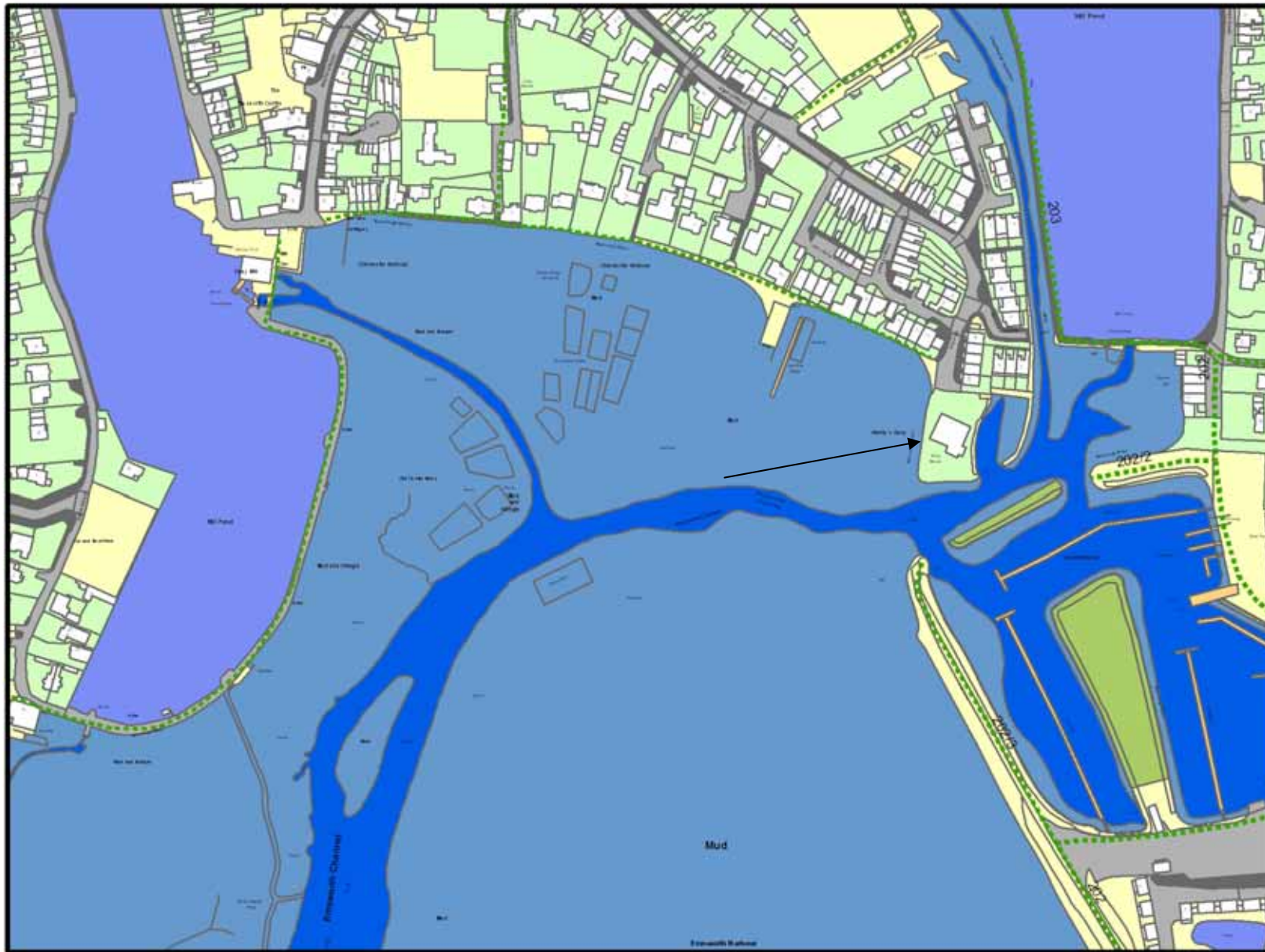
However, we have serious concerns about the overall design and bulk of the proposed dwelling, which has dramatically changed since the pre-application scheme in May. While the height has been kept to a minimum, comparative elevations have still not been shown and therefore it is hard to accurately judge the difference between existing and proposed. However, the existing house and garage already cover a large proportion of the plot, and it is clear that there would be a substantial increase in bulk as well as footprint with the proposed new building. Of particular concern is the proposed single-storey 'wrap around' element and its excessive length (north-to-south) and plot coverage, in combination with its high vertical wall on the west elevation. Of further concern is the amount of glazing on both the west elevation (in particular the proposed balcony feature and high level glazing above the proposed vertical wall above the swimming pool), as well as the large row of glazed panels on the east elevation, and also the square proportions of the glazing in general.

The overall impression from the many public viewpoints from which the proposed building would be clearly visible, would be of a large, contemporary building incorporating large areas of glazing, its scale, bulk and design contributing to its impression of being beyond domestic in appearance. Further concerns include the use of copper for the roof; which would not reflect traditional materials employed within the area (we would need to be satisfied from a sample that this would not create an unacceptably shiny finish which would draw attention to the building). We are disappointed that the plans have progressed into an entirely new design without further consultation with the Conservancy; which, apart from limited efforts to incorporate particular design features, moves further away from what is considered potentially appropriate for this extremely exposed, sensitive setting within the AONB and Conservation Area. We would invite the applicant to reconsider the design to address the concerns raised with regard to bulk, glazing and materials and to re-consult the Conservancy prior to submitting any further application.

MANAGER AND HARBOUR MASTERS RECOMMENDATIONS

Propose recommend refuse.

68 King Street, Emsworth



WW/10/03356/FUL - LAND WEST OF 10 TO 16 SUMMERFIELD ROAD, WEST WITTERING, WEST SUSSEX - ERECTION OF NO. 15 AFFORDABLE NEW HOUSES.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE1, RE4, RE7, BE11, H9: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1, BD2, BD3: Appendix 3: Policies B1, B3.

MANAGER AND HARBOUR MASTERS COMMENTS

The site relates to a grassed paddock to the north of Summerfield Road, West Wittering. The site forms the eastern part of a field adjoining the east side of Ellanore Lane, which is a public footpath. The southern boundary and part of the eastern boundary of the site meets the back gardens of houses in Summerfield Road; with the remaining boundaries meeting open countryside. A bramble hedge marks the north boundary of the site with the adjoining field.

The site lies within the AONB and outside the Settlement Policy Area. Views into the site are possible from Ellanore Lane from several points; where low brambles mark the eastern boundary of the road/footpath, and also where gaps between the trees allow views through. The site contains a wooden stable building, but the majority is open and is viewed against trees or the existing houses in Summerfield Road from these perspectives. Views from Summerfield Road itself are more limited due to the continuous rows of houses.

In December 2007, the District Council and HydeMartlet (the applicant) entered into a 'Rural Partnership' to deliver 125 new affordable homes in rural areas where there is an identified high housing need. It is stated that the District Council has been working with West Wittering Parish Council to find a site that would meet its needs, that could be developed through the partnership for households with a local connection. Consultation has been held by the applicants with various bodies including the District Council, Parish Council and local community; however, disappointingly, no consultation has been held with the Conservancy.

The proposed development is 15 affordable houses for rented accommodation, owned and managed by HydeMartlet. This will comprise a mix of 1, 2, 3 and 4-bedroom houses, arranged in 8 blocks of either terraces or semis and including two detached properties, arranged around a courtyard. The designs are traditional Sussex barn-hipped roofs of slate or plain tiles, with brick to ground floors and 'chestnut' weatherboarding to first floors, with dark brown window frames, doors and eaves.

Local Plan Policy H9 makes provision for small-scale affordable housing developments in the rural area as an exception to normal countryside policies, provided development is not detrimental to the landscape or nature conservation, it would meet the needs of people with a local connection who are not easily able to compete in the housing market, the proposal is modest in scale, and it immediately adjoins a settlement without damage to its character or setting. The Council's Rural Housing Enabler has confirmed his support for the development, which would provide 'much needed affordable housing on an exception site' and that there are currently 117 households listed on the Council's housing register that have a local connection to West Wittering. Therefore, on the basis that the proposals are for 15 affordable homes, the Council is 'satisfied that there is

sufficient local need to justify this development.' On this basis, and while new housing would not normally be acceptable outside the Settlement Policy Area, in accordance with the Conservancy's planning guideline policy B1, the proposal is supportable in principle, given that a local need has been demonstrated, since the proposal constitutes a rural exception site for affordable housing.

In terms of visual impact, we do have some concern regarding the open views of the site and its relationship with the existing settlement; given its projection further north than the houses to the east in Summerfield Road. There would be clear views of the new houses from Ellanore Lane, and while trees and hedgrows on the north and east boundary of the site would be mostly retained and/or reinforced, the western boundary closest to Ellanore Lane would be marked with a fence only for the majority of its length. This exposure of the development, in combination with its projection further north and its visibility from Ellanore Lane raise serious doubt over whether the proposal would conserve or enhance the natural beauty of the AONB, notwithstanding whether the design and materials of the dwellings themselves are appropriate. We would wish to see the developable area restricted to no further north than the line of existing houses to the east in Summerfield Road, and suitable hedge and tree planting provided on the western boundary to soften the impact of the development from the main public viewpoints in Ellanore Lane. Suitable soft landscaping would be extremely important in terms of minimising any visual intrusion from new development in this location.

With regard to the issue of the additional loading of sewage from the new development; we understand that the proposed houses would connect to public sewers which lead to the Sidlesham Waste Water Treatment Works, for which we are unaware of there being any significant issues of capacity, and therefore there would be no objection on these particular grounds.

However, the major issue which in the Conservancy's view would prevent the site being suitable for a development of the scale relates to the impacts of increased recreational disturbance to the nearby European designated sites from occupiers of the new development. Emerging evidence from the Solent Disturbance and Mitigation Project shows that people will frequently walk (including with dogs) within 1 kilometre of their home for recreation. The application site lies within approximately 580 metres of the SPA, SSSI and Ramsar protected sites to the south, some 635 metres from these sites (also including the SAC) to the west, and some 700 metres from these sites to the north, including a sensitive roosting and breeding area at Ellanore. A network of public footpaths connect these areas, providing attractive circular walks, leading eventually around East Head to the west. It is therefore inevitable that residents of the proposed development would use these footpaths for regular walking and activities, including dog walking, which is shown in the emerging evidence to have a significant impact in terms of disturbance and disruption to the birds for which these sites have been designated. This is a significant issue in Chichester Harbour and the application fails to address it; only focussing on the ecological value of the site itself. The Conservancy is of the view that if an Appropriate Assessment was carried out, the Council would be unable to conclude that there would be no adverse effect on the integrity of the designated sites due to a lack of information currently available. We consider that it would not be appropriate to accept a mitigation package in lieu of a full Appropriate Assessment and in the absence of evidence to test its effectiveness, particularly prior to the conclusions and recommendations of the Solent Disturbance and Mitigation Project.

While we are supportive of the principle of small-scale, appropriately located rural exception sites to provide much needed affordable housing for local people; in this

instance we have no option but to object given the proximity of the site to the designated sites and the lack of information available to demonstrate no adverse impacts. We also have concerns, as raised above, about the visual impact of the development in the AONB landscape, given its projection north of the existing settlement and the lack of planting proposed on the most exposed site boundary in public views.

MANAGER AND HARBOUR MASTERS RECOMMENDATIONS

Propose recommend refuse.

Land west of 10 to 16 Summerfield Road



CC/10/03490/FUL - ROUSSILION BARRACKS, BROYLE ROAD, CHICHESTER, WEST SUSSEX, PO19 6BL - REDEVELOPMENT OF PART OF THE ROUSSILION BARRACKS SITE TO FORM A NEW COMMUNITY FOR 252 DWELLINGS.

PLANNING POLICY FRAMEWORK

PPS3, PPS9; BE11, BE12, H1, H4, H5, H6, RE7: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1, BD2: Appendix 3: Policy B1, B7.

MANAGER AND HARBOUR MASTERS COMMENTS

The site relates to the Roussilion Barracks site which contains various military Barracks buildings, hardstanding areas, and a parade ground/green. The site is located in the north part of Chichester and lies approximately 3.4km to the north east of the Chichester Harbour European designated sites for nature conservation (SAC / SPA / Ramsar). It also lies in close proximity to the Graylingwell Hospital development. The application seeks full permission for the redevelopment of the site with 252 dwellings.

The two issues potentially affecting Chichester Harbour as a result of the development relate to recreational disturbance and water quality. The 'Solent recreation and disturbance project: Winter bird survey, first year report' (August 2009) and subsequent emerging evidence shows clear evidence that the heads of the Harbour channels already suffer from recreational disturbance impacts from walkers and dog walkers. This is a significant issue particularly in the light of recent assessments which show that 11 of the 21 bird species for which Chichester Harbour is designated are in decline. This may be due to a wide variety of factors but human activity is likely to be a major influence. Indeed, results from the emerging research indicate potentially significant levels of disturbance caused by recreational users. Walkers and particularly walkers with dogs have been highlighted as by far the most common source of disturbance to SPA/Ramsar interest features. The SDMP aims to assess the impact of human recreational pressure on birds and to help inform appropriate mitigation measures; however, this work is not expected to conclude until 2012. The District Council is therefore currently trying to produce an interim position statement to establish a suitable approach to development proposals that may have an impact on the designated sites from increased recreation, whilst the results of the SDMP are awaited.

The Ecological Technical Report produced by Ecological Solutions on behalf of the developer acknowledges that "since people clearly travel to the coast for recreational purposes because it is the coast and not necessarily for reasons of proximity (i.e. it is the closest open space) it would not in fact be possible to mitigate fully the effects of increased visitor numbers through additional green space provision alone"; and therefore proposes additional mitigation measures. The report concludes that any significant adverse impacts from increased recreational disturbance, either from the site itself or in combination with other developments, can be effectively mitigated against, and at worst are considered to be 'de minimis'. It is stated that such mitigation would be provided through the 1.25ha of on-site green space; a commuted sum towards the wardening of the SPA (£17,500 per year for a five year period); and agreement with the District Council regarding a proposed tariff to ensure funding for off-site interpretation and education measures. However, these conclusions have been entirely based upon data and the resulting Section 106 mitigation package for the Graylingwell Hospital development.

The Graylingwell development mitigation package has not been implemented, nor has its effectiveness been tested. In addition, the Roussillon development proposes 1.25ha of on-site open space, whereas a development of this size should provide 4.5ha (based on a recommended 8ha per 1000 population, with the proposed development producing a predicted additional population of 568 people). It is stated that new residents at the Roussillon Barracks site could also use the nearby open space provided by the Graylingwell development, as this would be integrated with the proposed new open space. In our view, the open space provided for the Roussillon development should be large enough for the number of proposed dwellings and not rely on using the Graylingwell site, as the latter will only be of sufficient size for that development in terms of mitigating impacts on the SPA.

In light of the reliance on the Graylingwell Hospital mitigation package which has yet to be implemented and tested for its effectiveness, plus the inadequate size of on-site provision of green space for a development of this kind, it is considered that the conclusion that this site would not have an adverse impact on the SPA cannot be supported. A detailed Appropriate Assessment of the site's impact upon the SPA should be required, and assess any in combination effects. However, in the absence of relevant information from the Solent Disturbance and Mitigation Project and the assessment of the effectiveness of the Graylingwell Hospital mitigation package, such an Assessment will not be possible. We believe that at present, prior to the findings and recommendations of the Solent Disturbance and Mitigation Project, the precautionary principle should be applied, as stated in the Government publication 'Planning for the Protection of European Sites: Appropriate Assessment: Guidance for Regional Spatial Strategies and Local Development Documents' (2006): "The precautionary principle must be used when assessing whether effects are significant. In cases where information is not available or where there is doubt and further research is needed as a rule rather than attempting to create a case of 'no significant effects' which could lead to quite a big piece of work, the LPA should proceed with the AA process." Furthermore, paragraph 5 of regulation 48 of the Habitats Regulations states that: "In the light of the conclusions of the assessment, and subject to regulation 49, the authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site." We do not believe that the District Council will be able to conclude at the present time with any certainty that the proposal will not adversely affect the integrity of the European site.

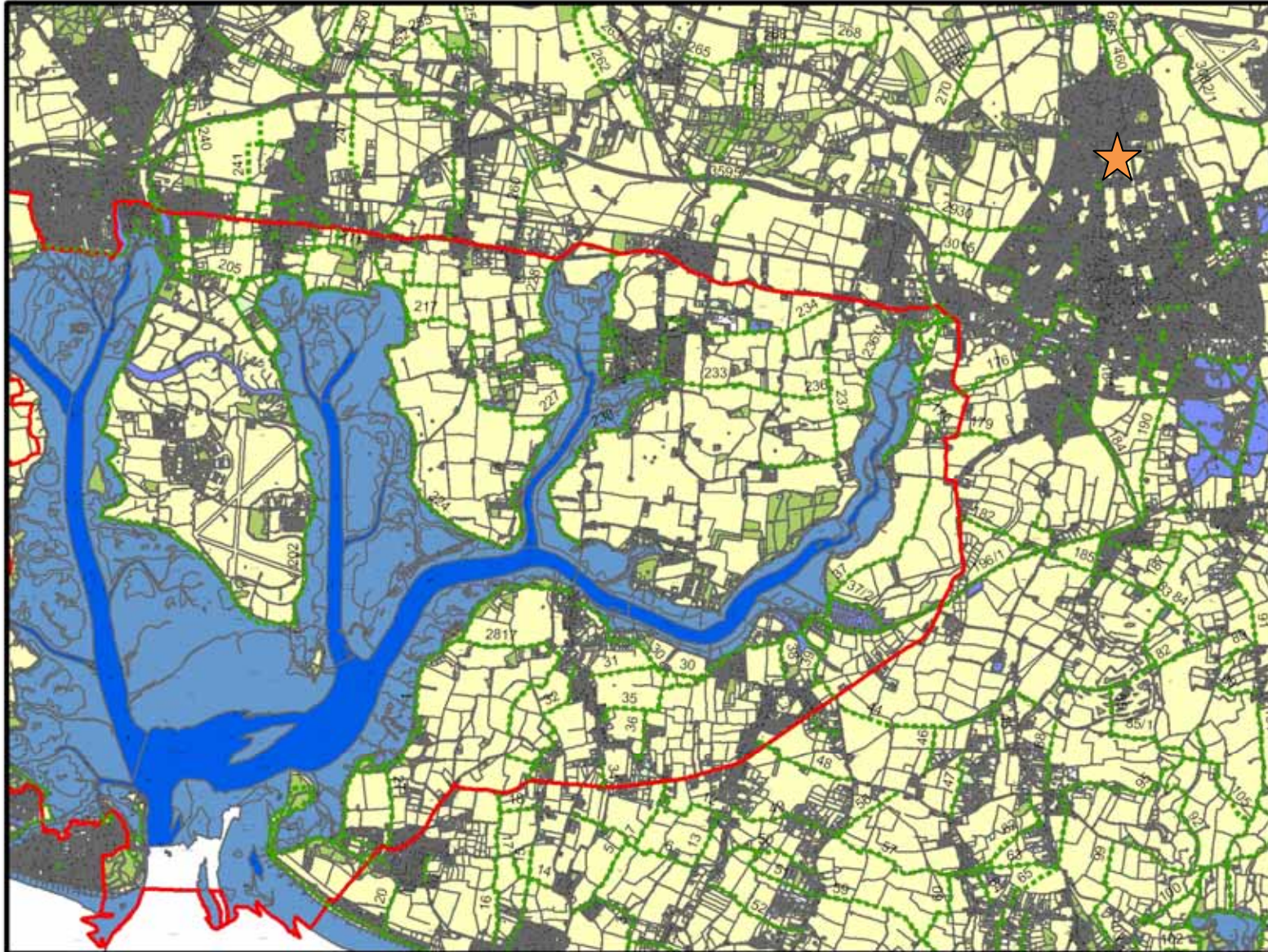
With regard to waste water treatment capacity, the proposed new dwellings would connect to Apuldram Waste Water Treatment Works (WWTW). The foul flow from the proposed 252 houses will inevitably put greater pressure on the sewage works than at present, especially during times of high rainfall which lead to frequent storm discharge events. The Conservancy has been consistently raising this issue in relation to proposed new development around the Harbour and we understand that the Environment Agency is likely to object to larger developments until this issue is resolved. It should be noted that, for example, since November 2009 water quality results to the north of Dell Quay have been consistently poor – which directly correlates with the untreated discharges amounting to a total of 107 days between 26th November 2009 and 31st March 2010. The WWTW discharged continuously from 5th January until 31st March 2010. Given that the assessment of 'sufficient capacity' is based on dry weather flows, the Conservancy considers that this does not adequately reflect the lack of capacity during wet weather flows. The implications for water quality and the integrity of the European sites are great.

Therefore, in relation to both the recreational disturbance and water quality impacts of the proposed development, the Conservancy has no option but to object; unless and until sufficient evidence is available to demonstrate no adverse impacts.

MANAGER AND HARBOUR MASTERS RECOMMENDATIONS

Propose recommend refuse; unless and until sufficient evidence is available to demonstrate no adverse impacts.

Roussilion Barracks



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CC/10/03510/EXT - BARTHOLOMEWS, BOGNOR ROAD, CHICHESTER, WEST SUSSEX, PO19 7TT - EXTENSION OF TIME FOR PLANNING PERMISSION CC/07/04583/OUT: RESIDENTIAL DEVELOPMENT OF 51 NO. DWELLINGS.

PLANNING POLICY FRAMEWORK

PPS3, PPS9; BE11, BE12, H1, H4, H5, H6, RE7: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1, BD2: Appendix 3: Policy B1, B7.

MANAGER AND HARBOUR MASTERS COMMENTS

This application seeks renewal of a 2007 outline permission (CC/10/03510/EXT) for a residential development of 51 dwellings within the southeast part of Chichester, close to the junction with the A27 and A259 (Bognor Road). The site lies approximately 3.5km from the European designated nature conservation sites within Chichester Harbour (SPA, SAC, Ramsar). Outline permission was granted in 2007 subject to conditions, including the provision of 0.04 hectares of open space and details of the means of disposal of foul sewage to be approved by the District Council.

The two issues potentially affecting Chichester Harbour as a result of the development relate to recreational disturbance and water quality. The 'Solent Disturbance and Mitigation Project (SDMP): Winter bird survey, first year report' (August 2009) and subsequent emerging evidence shows clear evidence that in particular, the heads of the Harbour channels already suffer from recreational disturbance impacts from walkers and dog walkers. This is a significant issue particularly in the light of recent assessments which show that 11 of the 21 bird species for which Chichester Harbour is designated are in decline. This may be due to a wide variety of factors but human activity is likely to be a major influence. Indeed, results from the emerging research indicate potentially significant levels of disturbance caused by recreational users. Walkers and particularly walkers with dogs have been highlighted as by far the most common source of disturbance to SPA/Ramsar interest features. The SDMP aims to assess the impact of human recreational pressure on birds and to help inform appropriate mitigation measures; however, this work is not expected to conclude until 2012. The District Council is therefore currently trying to produce an interim position statement to establish a suitable approach to development proposals that may have an impact on the designated sites from increased recreation, whilst the results of the SDMP are awaited.

With regard to waste water treatment capacity, the proposed new dwellings would be likely to connect to Apuldram Waste Water Treatment Works (WWTW). The foul flow from the proposed 51 houses will inevitably put greater pressure on the sewage works than at present, especially during times of high rainfall which lead to frequent storm discharge events. The Conservancy has been consistently raising this issue in relation to proposed new development around the Harbour and we understand that the Environment Agency is likely to object to larger developments until this issue is resolved. It should be noted that, for example, since November 2009 water quality results to the north of Dell Quay have been consistently poor – which directly correlates with the untreated discharges amounting to a total of 107 days between 26th November 2009 and 31st March 2010. The WWTW discharged continuously from 5th January until 31st March 2010. Given that the assessment of 'sufficient capacity' is based on dry weather flows, the Conservancy considers that this does not adequately reflect the lack of capacity during wet weather flows. The implications for water quality and the integrity of the European sites are great.

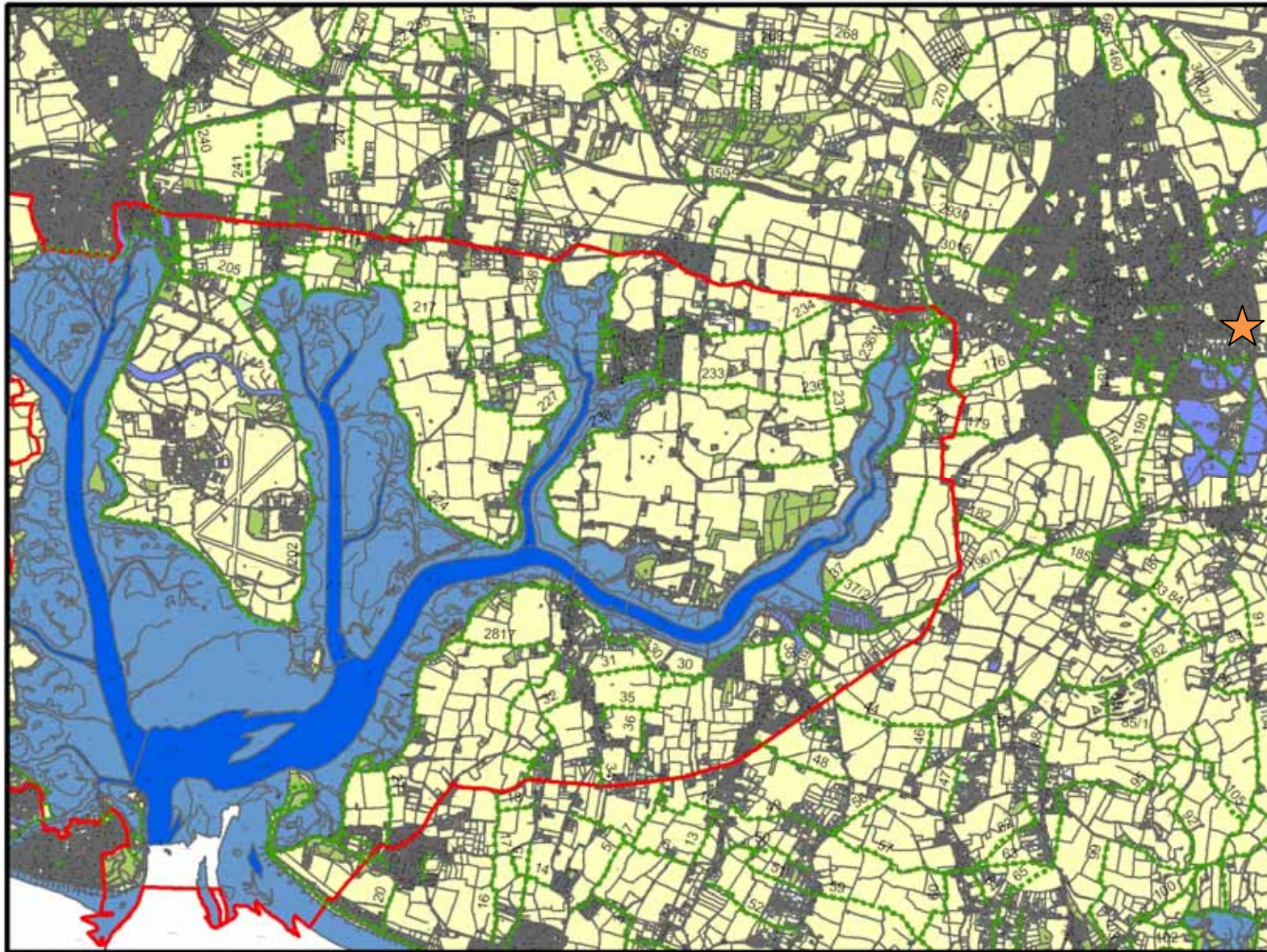
No additional supporting statements or information to address either of these issues has been submitted with the current application and therefore it appears that the issues of recreational disturbance and waste water disposal have not been considered; and instead the 2007 outline permission is being relied upon. However, since 2007, evidence has emerged which demonstrates the serious nature of both issues. We believe that prior to the findings and recommendations of the Solent Disturbance and Mitigation Project, the precautionary principle should be applied to development proposals, as stated in the Government publication 'Planning for the Protection of European Sites: Appropriate Assessment: Guidance for Regional Spatial Strategies and Local Development Documents' (2006): "The precautionary principle must be used when assessing whether effects are significant. In cases where information is not available or where there is doubt and further research is needed as a rule rather than attempting to create a case of 'no significant effects' which could lead to quite a big piece of work, the LPA should proceed with the AA process." Furthermore, paragraph 5 of regulation 48 of the Habitats Regulations states that: "In the light of the conclusions of the assessment, and subject to regulation 49, the authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site." We do not believe that the District Council will be able to conclude at the present time with any certainty that the proposal will not adversely affect the integrity of the European site.

Therefore, in relation to both the recreational disturbance and water quality impacts of the proposed development, the Conservancy has no option but to object; unless and until sufficient evidence is available to demonstrate no adverse impacts.

MANAGER AND HARBOUR MASTERS RECOMMENDATIONS

Propose recommend refuse; unless and until sufficient evidence is available to demonstrate no adverse impacts.

Bartholomews, Bognor Road, Chichester



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ESISY/10/03546/FUL - LAND EAST OF SUSSEX BEACH HOLIDAY VILLAGE, WEST OF BUNN LEISURE SITE AND SOUTH OF EASTON LANE, EARNLEY, WEST SUSSEX - MEDMERRY MANAGED REALIGNMENT SCHEME - CONSTRUCTION OF 6.7KM OF INLAND FLOOD EMBANKMENTS, 8 NO. NEW DRAINAGE OUTFALL STRUCTURES, DIVERSION CHANNEL, ACCESS TRACKS, INCLUDING NEW COASTAL PATH, ACTIVE BREACH OF EXISTING COASTAL SHINGLE RIDGE, REMOVAL OF EXISTING OUTFALL AND CREATION OF INTER-TIDAL HABITAT.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE4, BE11, BE12: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policy B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

Medmerry is located between East Head and Selsey Bill, on the Selsey peninsula. It lies approximately 2km from the AONB at the closet point (to the north), and some 3.8km from the AONB boundary to the west (West Wittering). This application seeks full permission for the Medmerry Managed Realignment Scheme which forms part of the Pagham to East Head Coastal Defence Strategy 2008. Managing flood risk along the coastal frontage is crucial to the future of the town of Selsey and the peninsula's low lying villages and holiday parks - and the proposals will provide an improved standard of protection against coastal flooding over the next 100 years for properties in Selsey, Bracklesham, Ham and Earnley, and the Sidelsham waste water treatment works/B2145.

The scheme will build new defences inland from the coast, undertaking a deliberate breach of the shingle bank and allow a new intertidal area to form between the shingle bank and these defences. The new defences will take the form of a new embankment formed largely from existing material excavated from within the site.

The breach of the shingle bank at Medmerry has the potential to affect existing longshore drift patterns and alter sediment movement, which could result in a change in sediment supply to East Head. The Medmerry site may act as a new, large sediment 'sink', thereby reducing the amount and type of sediment reaching East Head, leading to a net loss of material.

A detailed modelling exercise has been undertaken by ABP Marine Environmental Research to assess the impact of the Medmerry managed realignment site on the adjacent coastline, including East Head. Results indicate that there will be negligible effects upon sediment movement patterns towards East Head arising from the proposals at Medmerry.

MANAGER AND HARBOUR MASTERS RECOMMENDATIONS

Propose no objection.

Medmerry managed realignment scheme location



CHICHESTER HARBOUR CONSERVANCY**PLANNING COMMITTEE****23rd AUGUST 2010****REPORT BY THE MANAGER & HARBOUR MASTER****DEVELOPMENT CONTROL APPLICATIONS DETERMINED UNDER MEMBERS DELEGATED POWERS**

WI/10/02904/FUL - LAND TO THE WEST OF CHURCH FARM COTTAGE, ITCHENOR ROAD, WEST ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7DL - NEW SINGLE THREE-BEDROOM BUNGALOW.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE1, RE4, BE11: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policy B1, B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

This application relates to land in between 'The Black Bungalow' and 'St Nicholas Church' in Itchenor. This land is laid to grass and is bounded by hedgerows or trees, with a row of mature trees marking the boundary with Itchenor Road. The site is situated on a sloping part of the road which is approached just past a sharp bend before leading southeast to the Church.

Full permission is sought for the erection of a three-bedroom bungalow on the land. The applicant states that the land is currently unused except for a number of trailers and cars which are periodically parked there. The driveway leading to 'The Black Bungalow' runs across the front of the site, which shares its vehicular access from Itchenor Road with 'Church Farm Cottage' to the southeast. The proposed bungalow would be a low rise building with brick elevations and a shallow pitched clay tiled roof with hipped sides. It would be of an unremarkable design and would measure approximately 14.5m x 15.5m (maximum dimensions) rising to just under 5 metres high to the roof ridge.

The applicant argues that as it is intended to retain the established vegetation to the southern boundary with the road, the property would not be visible from Itchenor Road and therefore the street scene would be unaffected particularly in relation to St Nicholas Church.

The site lies within the rural area as defined in the Chichester Local Plan, from where the policy relating to 'infilling' has been deleted and therefore no longer applies. In principle, therefore, an additional dwelling outside any defined built-up area is unlikely to be acceptable. In this instance, the site in question lies within an 'important rural gap' as defined in the West Itchenor Village Design Statement. It is described as a 'tree lined bend leading to field and graveyard providing an open setting for the Church'. The Village Design Statement stresses the importance of maintaining these gaps in order to preserve the rural character of West Itchenor. The setting of the Church is also highlighted as being important within the draft Character Appraisal of the West Itchenor Conservation Area, and it is proposed to include the application site within the extended Conservation Area.

Overall, the proposed new dwelling would infill an important rural gap within the village which would set a dangerous precedent for similar proposals, the cumulative effect of which would be highly damaging to the rural character of the area. Despite its screening from Itchenor Road, the proposal would also affect the open and rural setting of the Church. In any case, the poor quality of the design would not reflect local building styles

and would therefore fail to preserve or enhance the proposed Conservation Area or AONB.

DATE CONSIDERED: 30/07/10

CONSIDERED BY: Manager and Harbour Master under delegated powers –
21 days fell before the committee

DECISION: The Local Planning Authority is advised that the Conservancy recommends refusal of this application.

SB/10/02843/FUL - THORNHAM MARINA, THORNHAM LANE, SOUTHBOURNE, EMSWORTH, HAMPSHIRE, PO10 8DD - REPLACEMENT MARINE-RELATED OFFICE. REPLACEMENT SHOWER/TOILET ACCOMMODATION.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE1, RE4, BE11, C7: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policies B3, D1.

MANAGER AND HARBOUR MASTERS COMMENTS

Thornham Marina is located at the northwest part of the head of the Thorney Channel of Chichester Harbour. The Marina lies within the heart of the AONB and in the rural area as defined in the Chichester District Local Plan, and provides land-based storage and pontoons for leisure boats. The Marina also manages 26 intertidal swinging moorings, and provides further services to the marine community including the launching and retrieval of vessels, a clubhouse, restaurant and bar, and provision of services to customers through local companies that operate from the buildings at the Marina.

There are a group of marine-related buildings within the northwest part of the site, including two large metal workshops, and various small portacabins. The shoreline public footpath passes through the Marina, and there are views of the site in an arc to the north and northeast (viewed beyond the pontoon berths), as well as from the south and from the water itself. The vehicular entrance into the site is situated off Thornham Lane, from where there are some limited views of the buildings on the site beyond a hedgrow and raised landscaped lawn.

Members will recall that a recent application was made for replacement pontoons and a new launching ramp as part of improvements to the site to allow for it to cater for larger vessels. The Conservancy did not object to this application but commented that further information would be required to allow impacts on the designated sites (the mudland) to be fully considered. This application is still under consideration by the District Council while this information is gathered.

The current application seeks permission to replace two of the temporary portacabins on the site with permanent buildings. This relates to the existing shower/toilet block, and also the marine-related office for use by 'Multihull World', which will both be replaced by single-storey buildings with simple pitched roofs, constructed from pre-finished fibre-cement weatherboarding to the walls and natural slate for the roofs. The proposed shower/toilet block would measure approximately 5.4m x 6.6m, rising to 3.5m high to the ridge. The proposed office block would measure approximately 8.2m x 6.7m, rising to just over 4 metres high to the ridge.

The Conservancy supports the principle of improvements to the functioning of the Marina as an important source of employment and a vital part of the marine infrastructure of the Harbour. We previously supported the principle of temporary buildings on the basis that the Marina intended to replace these with higher quality permanent buildings which would be more beneficial to the appearance of the site.

The proposed buildings would be of a modest scale and would not be prominent or intrusive features in the wider landscape, given their size, simple design and their positions within the site with only glimpsed views from Thornham Lane or the foreshore footpath, viewed in the context of the existing, larger workshops, surrounding boats and paraphernalia. We would ask, however, that the pre-coloured weatherboarding, windows and doors are of a suitably dark colour to enable the buildings to blend into the wider landscape; for example, a dark brown to match the larger existing workshop building would be suitable. We would therefore ask for a suitable condition to require a schedule or samples of materials to be agreed, including this finished colour. We would also ask for suitable conditions to restrict the buildings to marine-related use, in accordance with Local Plan and AONB Management Plan policies. Finally, we note that a new packaged sewage treatment plant is proposed for the shower/toilet block which will discharge into the Harbour. We would question why the building cannot discharge into the nearby Thornham Waste Water Treatment Works. If it is demonstrated that it can't, then we would ask that details of this treatment plant be agreed by condition to ensure that they meet the current waste regulations and do not cause unacceptable pollution of the Harbour or damage to the SAC/SPA.

DATE CONSIDERED: 30/07/10

CONSIDERED BY: Manager and Harbour Master under delegated powers –
21 days fell before the committee

DECISION

The Local Planning Authority is advised that the Conservancy has no objection to this application, but asks that the following matters be negotiated if possible:-

- Schedule/samples of materials to be submitted and agreed (to include the colour finish of the proposed weatherboarding, windows and doors);
- Buildings be restricted to marine-related use;
- Connection of the shower block to the Thornham Waste Water Treatment Works be investigated and if this is not possible then details of proposed sewage treatment plant for the shower/toilet block to be agreed prior to installation.

BO/10/02652/FUL - SHIPYARD CABIN WINDMILL FIELD BOSHAM CHICHESTER WEST SUSSEX PO18 8LH - AMEND THE FLINT CLADDING FROM COURSED COBBLED FLINT TO COURSED FIELD FLINT (VARIATIONS TO CONDITIONS 3 AND 5 ON BO/08/01750/FUL). AMEND THE WINDOW FRAMES FROM BLACK PAINTED TO RAL NUMBER 7044.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE1, RE4, BE11, BE14, H12, C1: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policies B2 B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

'Shipyard Cabin' is a site fronting the Harbour adjacent to Burnes Shipyard in Bosham, outside the settlement policy area, on which a new dwelling was approved in 2008 (reference BO/08/01759/FUL) on the basis of a previous dwelling in this position, which was burnt down some years ago. A public footpath runs past the north side of the site and onto the foreshore where it runs past the western edge of the site. It is therefore a highly visible site from not only the public footpath, but also from the Harbour itself and from the Chidham peninsula for some distance to the west. The approved dwelling is of a traditional design with a pitched, tiled roof over flint and brick elevations with elements of black stained timber boarding. It is however in a very prominent position and the Conservancy objected to the 2008 application for the new dwelling on the grounds of its height and design features resulting in an intrusive building in this extremely exposed

position and semi-rural setting within the AONB and Bosham Conservation Area.

The approved plans include a flint and brick boundary wall 1.25 metres high marking all boundaries of the site, including the boundary with the shoreline footpath (although at this point the wall is approximately 1.6 metres high due to the drop in land levels). Construction work has started, but only the boundary walls have been partially constructed so far and works have stopped while various matters are being agreed or altered from the approved scheme. A separate application has been submitted to raise the height of part of the north and the whole of the eastern boundary walls by 500mm, to which the Conservancy has not objected, on the proviso that native planting is established and maintained along the whole length of the walls of increased height, in order to soften the impact of the walls and the development as a whole.

This application seeks permission to alter the wording of condition 3 on the permission relating to the type of flint used in the boundary walls and the dwelling walls, from 'cobbled flint' (smooth stones found in coastal locations which have been weathered by the sea) to 'field flint' (rough stones found naturally occurring in fields). It also seeks permission for the variation of condition 5 which requires the barge-boarding and window frames to be timber stained matt black, to allow the window frames to be painted light grey ('RAL number 7044').

The applicant approached Conservancy officers prior to submitting this application, and displayed samples of the two different types of flint. Conservancy officers agreed that the field flint would be more appropriate as this type of flint displays more variation in texture and colour, and would therefore be more sympathetic to the semi-rural surroundings by giving a softer, more rustic appearance as a result of the naturally occurring variation within the stones (the cobbled flints, having been weathered by the sea, display a more uniform grey colour).

The applicant also mentioned the proposal to change from black to grey window frames, and Conservancy officers advised that light grey was unlikely to be acceptable. The Conservancy remains concerned about this second proposed change to the approved scheme, particularly given the amount of glazing on the proposed west (Harbour-facing) elevation (there would be more window than wall). Although no example of this colour has been submitted by the applicant, 'RAL number 7044' appears to be a light grey which we feel would increase the intrusiveness of what is already going to be an intrusive building, in comparison with the approved black frames, given the amount of light-coloured framework that would be highly visible for some distance. The extremely exposed location of the site makes it important that the colouring is sympathetic and does not draw further attention to the building. We would therefore prefer to see either a dark grey (e.g. RAL number 7046), or ideally a natural wood colour or dark brown stain, or the frames returned to the original approved matt black finish.

Therefore, while we have no objection to the proposed change in the flint type; we have serious concerns over the use of light grey for the window frames given the amount of glazing on the west elevation, the prominence of the building and extreme sensitivity of its setting.

DATE CONSIDERED: 30/07/10

CONSIDERED BY: Manager and Harbour Master under delegated powers –
21 days fell before the committee

DECISION

The Local Planning Authority is advised that the Conservancy recommends refusal of this application.

NB: Objection subsequently withdrawn by e-mail dated 02/08/10 on basis that applicant has now agreed to the use of dark grey (RAL number 7046) as suggested in the Conservancy's report.

WI/10/03267/DOM - ROSE COTTAGE, ITCHENOR ROAD, WEST ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7DA - TWO-STOREY SIDE AND SINGLE-STOREY REAR EXTENSIONS AND THE FORMATION AND LAYING OF AN ACCESS DRIVE.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE1, RE4, BE11, H12: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policy B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

'Rose Cottage' is a semi-detached house on the east side of Itchenor Road, within a group of three sets of 'Stearns style' semi-detached dwellings with feature hipped/catslide roofs and eyebrow dormers. One of these sets has recently been extended with a sensitive joint scheme, allowing the symmetry of the original building to remain intact, while also reflecting the original form and design of the dwellings.

This application seeks permission for a two-storey side and single-storey rear extension. The two-storey side extension would be 'flush' with the front wall of the existing dwelling and would be full-height; extending the existing roof ridge by some 5.2 metres (approximately tripling the length of the existing ridge). The side extension would incorporate windows and materials to match the existing building. The proposed single-storey rear extension would run across the full width of the property, with a sloping slate tiled roof with a central projecting conservatory-style element. This part of the proposals would not be clearly visible from Itchenor Road and is unlikely to be visible across the fields from the public footpath to the east.

However, we are concerned that the proposed two-storey side extension would dominate the existing dwelling given its position, height and bulk, in particular, the increase in size to the existing roof. This would undermine the integrity and symmetry of the original pair of semis. We feel that any side extension should be subservient to the original building by being set a good distance back from the front wall, reduced in width, and given a lower roof ridge and eaves. Retaining the integrity of the original is particularly important in this instance, where this distinct group of 'Stearns style' dwellings are characteristic of Itchenor and contribute to the character of the village.

DATE CONSIDERED: 18/08/10

CONSIDERED BY: Manager and Harbour Master under delegated powers

DECISION

The Local Planning Authority is advised that the Conservancy recommends refusal of this application.

BO/10/03049/FUL - BOSHAM QUAY, QUAY MEADOW, BOSHAM, CHICHESTER, WEST SUSSEX - REPLACEMENT OF TIMBER (DOLPHIN) PILES AND TIMBER REVETMENT WALLING.

PLANNING POLICY FRAMEWORK

PPS 7 paragraph 21; RE4, BE11, BE12: Adopted Chichester District Local Plan 1999. Chichester Harbour AONB Management Plan 2004-2009: BD1: Appendix 3: Policy B3. Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions.

MANAGER AND HARBOUR MASTERS COMMENTS

This application seeks permission to replace the existing timber piles and revetment walling which marks the channel adjacent to Bosham Quay. The piles and walling are designed to prevent the channel from silting up, so that it remains navigable. The supporting statement explains that the existing timber piles and revetments have come to the end of their serviceable life, as many have rotted and are in an incipient state of collapse. The piles in particular have become something of a landmark of Bosham, and are often painted or photographed as part of the local landscape scene. They are visible at all states of the tide, and at low tide the entire structure is exposed, including the revetment walling which is composed of vertical timber slats with horizontal bars. These have weathered into the landscape and are covered in seaweed; while the piles have an uneven, irregular form (varying heights and shapes), which adds to their character. The structure is visible from the wider landscape and Harbour to the south, east and west, and from Bosham Quay itself.

The new structure would be approximately the same length as the existing structure. It would be 'sustainably sourced marine-grade timber' with stainless steel fixings providing a new revetment wall of horizontal slats, and would overlap the existing 'footprint', replicating the zig-zag layout and construction. The proposed piles, however, would be of a uniform height and alignment.

The Conservancy is supportive of the need to replace this structure in order to continue to provide a navigable channel adjacent to the Quay. Given that the proposed structure would be in a similar position and of approximately the same size and length as the existing one; there should be no greater disturbance or coverage of the mudland habitat than at present (the comments of Natural England will be important in this regard). We would, however, wish to see a detailed method statement prepared and agreed to ensure that the necessary precautionary measures are taken during construction. We would also ask for a suitable condition to ensure that the timber is untreated so that it does not cause pollutants to enter the Harbour.

The issue of the replacement of a historic landmark or 'emblem' and the impact of this in terms of aesthetics is a more difficult one. The new, more uniform character of the proposed structure will inevitably have a different appearance to the existing, 'rustic', irregular structure (in particular, the piles, which are visible at all states of the tide). The process of weathering over time will help to some extent; however, we wonder whether there might be a relatively straight-forward way of addressing this by slightly altering the design of the new piles (while ensuring they are still practical for their purpose). We await with interest the comments of the Parish Council and the District Council's archaeologist/historic environment expert in this regard, and would recommend that consideration be given to a simple design solution to address the 'uniformity' of the piles (for example, varying the height of the piles).

DATE CONSIDERED: 18/08/10

CONSIDERED BY:

Manager and Harbour Master under delegated powers - *sent out on e-mail committee dispatch but not red-carded by Members for discussion*

DECISION

The Local Planning Authority is advised that the Conservancy has no objection to this application, but asks that the following matters be negotiated if possible: -

- A method statement for the construction phase be agreed in writing;
 - Timber to be untreated to avoid pollutants entering the Harbour;
 - Design solution to address the 'uniformity' of the proposed structure be given consideration in the light of consultee comments.
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