

# Emsworth Neighbourhood Plan

Submission Version  
April 2019







This submission version of the plan has been prepared by the Emsworth Neighbourhood Forum, on behalf of those who live and work within Emsworth



The Emsworth Neighbourhood Plan has been prepared by the Emsworth Forum, the qualifying body responsible for plan preparation. Contact for further information:

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# Contents

08	Introduction	24	Community
14	Emsworth Today	38	Living
20	Vision Statement	44	Heritage
22	Neighbourhood Plan Objectives	48	Working
		54	Moving
		60	Waterfront
		66	Design
		82	Plan Projects
		86	What Happens Next?

# Policy Index

## Community Policies

- 27 Policy C1 Community & Public Services Hub
- 28 Policy C2 Retail, High Street & Food / Drink Uses
- 29 Policy C3 Public Realm Design
- 29 Policy C4 Leisure & Recreational Facilities
- 31 Policy C5 Designated Local Green Spaces

## Living Policies

- 39 Policy L1 General Housing Policy
- 40 Policy L2 Housing Mix
- 42 Policy L3 Walking Distances
- 42 Policy L4 Independent Living
- 43 Policy L5 Avoiding Settlement Coalescence

## Heritage Policies

- 45 Policy H1 Design & Heritage
- 45 Policy H2 Heritage Appraisals
- 46 Policy H3 Buildings of Local Historic Interest

## Working Policies

- 49 Policy W1 Employment Premises & Design Quality
- 49 Policy W2 Strong Economy & Youth Training
- 50 Policy W3 Change of Use Applications
- 52 Policy W4 Technology & Tourism
- 53 Policy W5 Home Working
- 53 Policy W6 Creative & Digital Industries

## **Movement Policies**

- 55 Policy M1 Havant Road Civic Square
- 58 Policy M2 Improvements to the Pedestrian Environment
- 58 Policy M3 Cycling Strategies
- 59 Policy M4 Cycle Storage Provision

## **Waterfront Policies**

- 65 Policy WF1 Public Enjoyment of the Waterfront

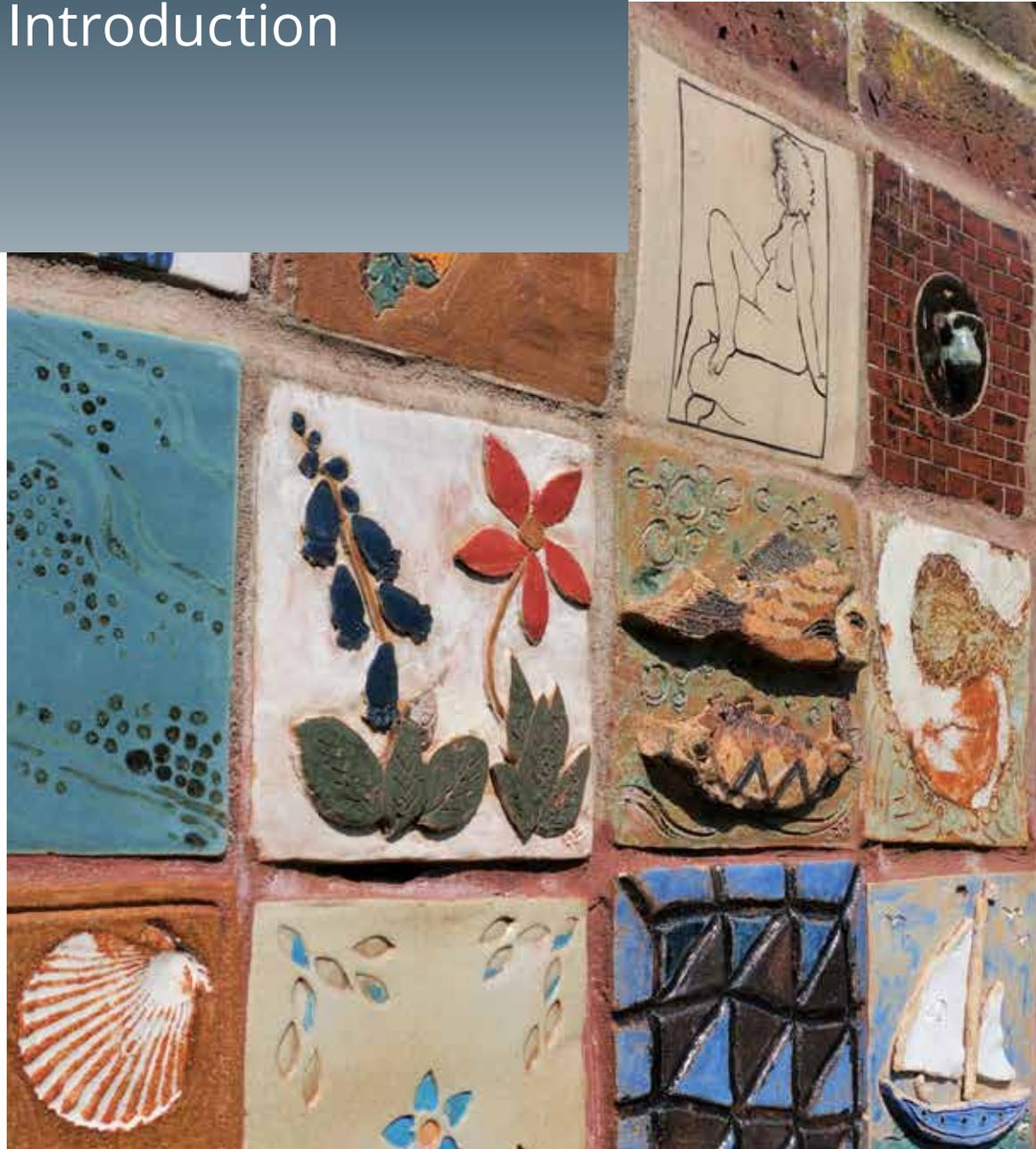
## **Design Policies**

- 67 Policy D1 General Design Policy
- 67 Policy D2 Height, Mass & Materials
- 68 Policy D3 Layout, Form & Density
- 68 Policy D4 Design of Public Spaces & External Areas
- 69 Policy D5 Integration & Strong Connections
- 70 Policy D6 Resource Efficiency
- 71 Policy D7 Mitigate Light Pollution

## **Neighbourhood Plan Projects**

- 83 Neighbourhood Plan Projects Schedule

# Introduction



This submission version of the neighbourhood plan has been prepared by the Emsworth Neighbourhood Forum on behalf of those who live and work within Emsworth. The plan sets out a vision for the area through to 2036 and is supported by a set of planning policies and a series of specific projects.

This neighbourhood plan has been informed by the strategic policies in the adopted Havant Local Plan, made up of the Core Strategy (2011) and the Allocations Plan (2014) against which it needs to be in general conformity. In order to address the high need for new housing in the borough, Havant Borough Council is reviewing the adopted Havant Local Plan. Therefore, this neighbourhood plan has regard for the emerging Havant Borough Council Local Plan 2036.

In accordance with the neighbourhood planning regulations, this plan has been prepared through extensive public consultation.

## About Neighbourhood Planning

The Government introduced the opportunity for local communities to prepare neighbourhood plans through amendments to the Town and Country Planning Act 1990 and the Localism Act 2011, and through the Neighbourhood Planning (General) Regulations 2012, which set out the requirements for neighbourhood plans.

Neighbourhood plans are policy-based land use plans that need to be in general conformity with the local plan. In this case, the local plan is prepared by Havant Borough Council. Neighbourhood plans are produced by neighbourhood forums or parish or town councils.

Neighbourhood plans can influence or allocate new housing; produce design policies for allocated sites or for general design policies; protect or identify new community facilities; and identify green spaces to be protected from any future development proposals and more.

In Emsworth, the preparation of the neighbourhood plan is being led by the Emsworth Neighbourhood Forum. There is also an ongoing dialogue between Emsworth Forum and Havant Borough Council to ensure the policies conform with national and local policy, as required by the neighbourhood plan regulations.

The Emsworth Forum is an approved Neighbourhood Forum under the Localism Act 2011, which brings together local residents and organisations to prepare a neighbourhood plan for the future development of Emsworth. The Forum aims to promote the social, economic and environmental well-being of Emsworth.

## The Designated Neighbourhood Area

This plan has been produced by the Emsworth Neighbourhood Forum, which was set up for the purpose of producing a plan. All residents and those with an interest in Emsworth were invited to join the Forum and the community has been closely involved in developing the policies which have gone into the plan.

The Forum was established and formally designated by Havant Borough Council in 2014. The area to be covered by the plan was debated at some length prior to the application for designation to Havant Borough Council. Whilst in three directions the physical boundaries to the town are reasonably clear, its boundary to the east is less well-defined.

There are considerable social and economic links across the county boundary to the east, with many of the residents of Hermitage and Lumley in Southbourne Parish using Emsworth as their district shopping centre, as well as seeing it as a centre for social interaction.

However, Southbourne, along with other West Sussex parishes, was already in the process of producing its own neighbourhood plan, which clearly would lead to difficulties were an attempt made to include the area in West Sussex as part of this plan. It was therefore decided to seek a designation for the area of the Neighbourhood Forum to include the civil ward of Emsworth itself, which is well-defined.

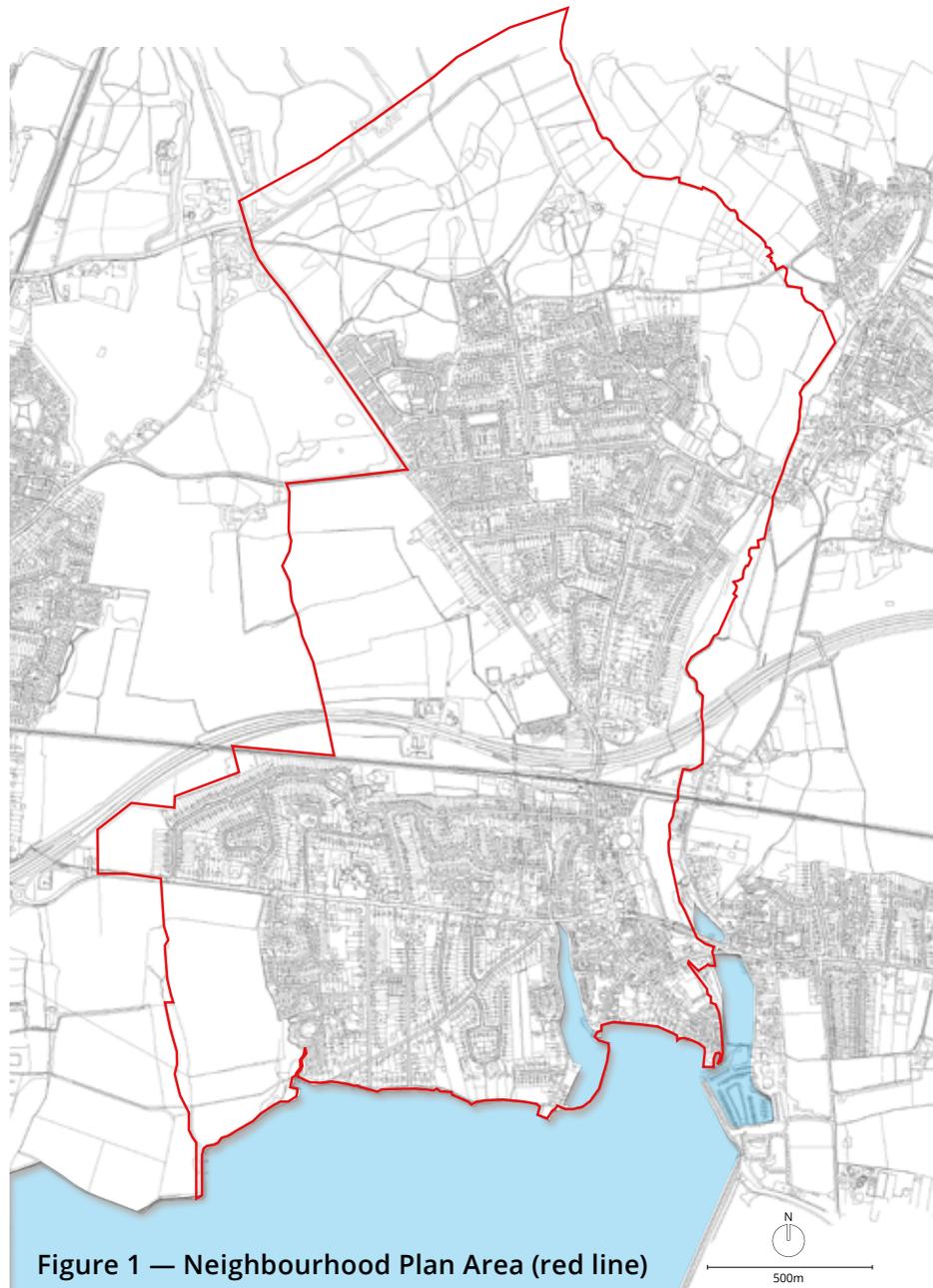


Figure 1 — Neighbourhood Plan Area (red line)

## Planning Policy Framework

### *Havant Borough Council Local Plan 2036*

There is a local plan covering the whole of the Borough of Havant, including Emsworth. This comprises the Core Strategy (2011) and Site Allocations Plan (2014), and sets out the policies which will determine planning decisions across the borough.

In 2014, Havant Borough Council adopted more detailed housing allocations, including sites in Emsworth, which were agreed after public examination. These allocations were part of the response by the Borough to housing needs in the sub-regional PUSH area which covers the coastal areas of South Hampshire, including Southampton and Portsmouth.

A “Local Plan Housing Statement” was formally adopted in December 2016. This statement starts to address the rising housing need through a review of the Havant Local Plan up to 2036. Though the statement does not have the same status as a local plan in decision-making, it provides the foundation for the new Havant Local Plan and creates a framework for decision makers until the new local plan is adopted.

The Borough Council consulted on a draft Local Plan in early 2018. This included sites identified for development across the borough, including Emsworth, as well as general policies guiding future proposals. Notably, the Local Plan Housing Statement proposes a strategic development site between Denvilles and Emsworth – most of which, although not all, is outside the Emsworth Neighbourhood Plan area.

The Neighbourhood Forum and Havant Borough Council have been continuing a dialogue to ensure that the Borough Council is aware of the Community's aspirations for the future of Emsworth, and that the Neighbourhood Plan remains in general conformity with the emerging Local Plan.

#### *Emsworth Design Statement*

Following broad public consultation, an Emsworth Design Statement (EDS) was produced by the Emsworth Residents' Association in 2008, setting out the design parameters for the town. Since that time it has been treated as a document of "material consideration" by Havant Borough Council. The EDS has an appendix which was not adopted, but has been used as an advisory note in planning matters for the town.

This Emsworth Neighbourhood Plan has incorporated the key elements of the EDS in its design policies to give it greater weight in decision making. This is because, once made, the Emsworth Neighbourhood Plan will become a statutory planning document within the legal planning framework and will need to address matters of design. Emsworth Forum would like to thank the Emsworth Residents' Association for its support and co-operation.

## Shared Vision & National Planning Policy

— *"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood" (para. 183 of the National Planning Policy Framework).*

Each stage of the process, the Emsworth Neighbourhood Plan has sought to extend the amount of common ground between local residents, business groups and other stakeholders, narrowing down various options through a transparent and open process.

At all stages, the neighbourhood planning process has allowed room for dissent and minority views, but the overall aim of the process has been to build a broad-based consensus around the policies and projects.

This process has allowed a set of draft objectives for the neighbourhood plan to be developed with a supporting draft six-point vision statement.

## Neighbourhood Plan Policy Structure

The consultation processes have resulted in the draft set of planning policy themes, a vision statement and a set of neighbourhood plan objectives. The planning policy themes, and their policy letter and colour codes, are set out here as follows:

- **Community (C)**
- **Living (L)**
- **Heritage (H)**
- **Working (W)**
- **Moving (M)**
- **Waterfront (WF)**
- **Design (D)**

The individual policies within each theme will be applied to the future decision-making process with regard for the vision statement and the neighbourhood plan objectives. This will ensure that they are complementary and will be effective at delivering the right balance between change and preservation across Emsworth.

## Settlement Patterns

Emsworth lies at the south-eastern edge of the Borough of Havant. Its eastern boundary is marked by the River Ems, which also marks the boundary with neighbouring West Sussex.

Originally a fishing village on the northern shore of Chichester Harbour, it now houses many people who work in Portsmouth, Southampton, Chichester, or further afield. However it is much more than a dormitory settlement since it is an important recreational centre, drawing visitors from across the South East of England, some attracted by its sailing activities. It also has a growing employment base in services and small scale manufacturing, some of which is linked to its maritime location.

## Land Use & Protection

The area of the town centre south of the A259 was designated a Conservation Area in 1970 and was upgraded to “Outstanding” status in 1977. There is a feeling among Emsworth residents that the Conservation Area should be extended into North Street to bring benefits to the area.

The southern boundary of the town is the shoreline of Chichester Harbour, which is well protected by its European and national designations and where any development will be very sensitively managed.

On the east, the River Ems forms its administrative boundary with West Sussex. Whilst there is considerable social and commercial interaction between Emsworth and these neighbouring areas of Southbourne and to the north, Westbourne, this plan covers only that part of the community within Hampshire.

The northern edge of the settlement is marked by woodland known as Hollybank Woods, a part of the ancient Forest of Bere and which creates a natural barrier to significant northward extension and is itself a significant recreational resource.

- 1 Nore Barn Woods
- 2 Horndean Road Recreation Ground
- 3 Brook Meadow
- 4 Southleigh Park
- 5 Hampshire Farm Meadow
- 6 Hollybank Woods
- 7 Emsworth Victoria Cottage Hospital (EVCH) Garden

- Woodland
- Open Space
- Key Services & Facilities
- Neighbourhood Plan Area

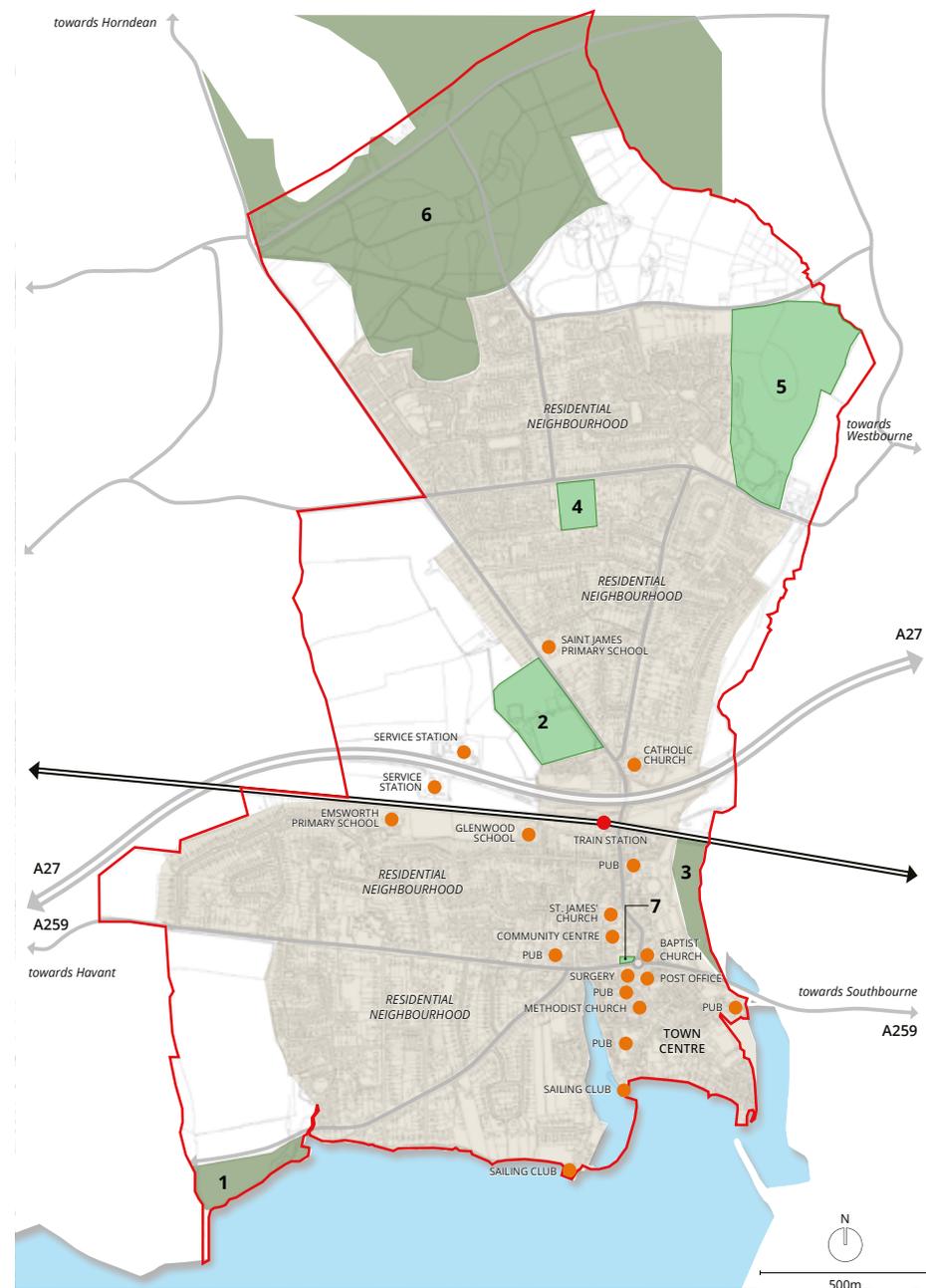


Figure 2 — Main features and services in Emsworth

# Emsworth Today

Understanding the context



## Demographics

The median age of Emsworth residents is 51 years old, which is eleven years older than the UK average (2016 ONS data). Emsworth will feel the effects of an ageing population in the coming years, as is the case nationwide. Although it is unhelpful for the town to be branded as a retirement area, it is important to address the specific needs of elderly people when it comes to local facilities, such as health services and the opportunity to remain active through the use of safe cycling routes.

## Protected Environments

Emsworth is within and immediately adjacent to a number of environmentally and sensitive and valuable areas, which have various levels of protection. Chichester Harbour Area of Outstanding Natural Beauty (AONB) is designated for its attractive landscape under UK law.

The whole harbour itself is a Site of Special Scientific Interest (SSSI) under UK law for its wide range of flora and fauna, and is both a Special Protection Area (SPA) for its birdlife and Special Area for Conservation (SAC) for its habitats under European law. Both these latter two designations are jointly referred to as the Solent Maritime European Site (SEMS). The same area is a Ramsar site, recognised internationally as an important wetland.

The historic woodland of Hollybank Woods (61 hectares), which lies on the northern boundary of Emsworth is important for its flora and fauna, such as bats, orchids and fungi, as well as providing nesting sites

for a variety of birds. In addition, several other areas are of particular significance for nature conservation. The woods are designated nationally as a Site of Importance for Nature Conservation (SINC).

Brook Meadow is an area of natural unimproved grassland which is also a SINC and has been designated as a Local Nature Reserve. It is important for bird and plant life as well as providing habitat for the water vole along the banks of the River Ems which flows through the reserve.

Other small areas are also designated as SINCs, including the Town Mill Pond and the area of the Westbrook north of the railway. To the west of the town, the area known as The Horse Field is part of the AONB, and is also a SINC.

Although not designated, the Slipper Mill Pond on the east of the town centre and Peter's Pond which flows into it, are both important habitats for birdlife as well as other flora and fauna. These environmentally valuable areas provide an important framework for the town as well as offering considerable recreational opportunities.

## Retail & Commercial Uses

The district centre of Emsworth is a vibrant retail centre, situated to the south of the railway, to the north and south of the A259. It is characterised by a high proportion of independent shops, and a range of restaurants and public houses which support a lively night-time economy. However, some of these businesses struggle to keep going.

A higher rate of turnover of shops to the north of the A259 compared to the south underlines the need to implement policies which protect that part of the centre. This difference in economic performance can be partially attributed to the physical and psychological divides that result from the 20th Century road infrastructure.

In a general sense, employment is in relatively small units, involved in small scale manufacturing, distribution and services, located mainly to the east of the frontage of the B2148 (North Street) or to the south of the railway adjacent to the railway station. However, there are also small units to the south of the A259, often in premises converted from other uses. Employment directly linked to the maritime recreational activities of the town has declined at the centre, where historic boat-building and repair businesses have been lost to neighbouring areas.

The service sector is however, an important part of the local economy, including design and marketing companies which are based in the town. There is also a significant number of service businesses run from home, which are dependent almost entirely on good internet connections. These will need to be maintained to ensure that this economic activity can be supported adequately in the future.

## Schools & Education

There are two primary and middle schools in the town: Emsworth Primary and Middle School located in Victoria Road and Emsworth St James Primary and Middle School in Bellevue Lane. Recent new housing developments have put pressure on school places, with some new classrooms being provided through Section 106 contributions from the developers. However, it is understood that both primary schools are at full capacity.

It is envisaged that further new housing will result in additional pressure on school places, which will require further funding through Section 106 contributions and/or Community Infrastructure Levy. In addition to these schools, Glenwood School serves children with special needs, located in Washington Road, off Victoria Road. This school has a much wider catchment area than Emsworth itself. The local 12 — 16 age school is Warblington School, two miles to the west of Emsworth. In addition, some children and young adults go further afield either to schools in the private sector, or to secondary schools and universities in Chichester, Portsmouth and Southampton.

Education beyond the age of 16 is provided by Havant and South Downs College, Highbury College or Chichester College, all of which are easily accessible from Emsworth.

## Health Services

The Emsworth Practice is the only general practice in Emsworth, and it has a satellite surgery in Westbourne. The main surgery is in the centre of Emsworth, but it is old and cramped, and does not have any accommodation for Primary Care Team members other than GPs and practice nurses. Child health clinics are held in the local Community Centre due to lack of space in the Surgery. There are two large and a number of smaller nursing and residential homes in Emsworth.

Community nursing and mental health services for Emsworth are currently provided by Southern Health, but they do not have health premises in the town. Oak Park Community Clinic is located in Havant and provides a comprehensive range of outpatient and community services for both adults and children. There are however, no direct transport links to the clinic from Emsworth, and buses cannot turn round at the clinic, making it difficult for a commercial bus service to serve the site.

## The Town Centre Retail Offer

Emsworth is a thriving district centre providing a wide range of convenience stores, including two small neighbourhood supermarkets provided by national chains (Tesco and Co-Op), a delicatessen, two independent butchers, a greengrocer, a hardware store, two pharmacies and two florists, together with a range of shopping goods outlets, including a clothes and shoes shop, two opticians, a second-hand

bookshop, two carpet stores, a record shop, antique shops and a number of gift shops. Services provided include estate agents, a travel agent and several hairdressers. There are a large number and wide range of restaurants, coffee shops and public houses. It has a high proportion of independent outlets which are greatly valued by the local community, such as a wine merchants and newsagents.

Recent changes, however, have reduced the vitality within the town. All three of the national banks have closed their branches since late 2014, leaving just the post office in the town and three cash machines.

In 2016, a coffee shop and a betting shop, both national chains, were established in one of the vacated bank premises. The increase in the number of charity shops to four in the centre south of the A259 has given rise to some concern amongst the residents and retailers of the town.

## Access & Movement

The town is divided by the major transport routes which run on an east-west axis through the town. Historically, the railway brought about a north-south divide, at a time when northward expansion was very limited. Built in 1974, the so-called inner relief road (now the A259) brought some temporary relief from traffic congestion in the centre of the town, but introduced a new east-west line which effectively created a north-south division of the town centre.

This division was considerably reinforced by the A27 by-pass, constructed in 1989. Situated below the A27, the B2148 is an unpleasant walking route, with noise of the traffic echoing loudly from the bridge. Together these transport routes have created physical and psychological divides between communities that need to be addressed if the area is to protect and enhance its coherent settlement character.

When considering the users of streets and paths in Emsworth, the following hierarchy of needs should be observed so that a balanced and sustainable approach can be developed, safe for all: All new development should provide for access by emergency and service vehicles (waste and recycling), disabled access, child pedestrians, pedestrians, cyclists, users of public transport (inc. buses and taxis), and finally other motor traffic. This hierarchy will help to ensure that the correct priority is given during the formulation, planning, design, and construction phases.

### *Cycling*

A cycle route strategy has been implemented in Emsworth, especially to provide more protected routes to schools. However, there are few stretches of dedicated cycle routes as opposed to advisory cycle lanes marked on existing roads and even where such lanes have been marked they are often perceived to be too narrow, unsafe and not well-maintained.

### *Bus Services*

Emsworth is served by the Portsmouth – Brighton south coast bus service by a national operator, as well as a range of local services, linking the town to Leigh Park, Rowlands Castle, Westbourne and Havant, including a shopper service to local large supermarkets. There are currently two national operators and a local family business offering public transport to and from Emsworth. As previously mentioned, the public transport links to local health services are poor.

### *Rail Services*

Emsworth is well-connected by rail. There are regular services to Chichester, Brighton, London Victoria and Gatwick, Havant, Portsmouth and Southampton (all direct) with a regular well used service to London Waterloo (via Havant). Recent changes to the station infrastructure mean that it now has full access for all passengers and since 2014, a community initiative has supported the establishment of a small refreshment/coffee facility.

### *Impacts of Through Traffic*

The town lies on the A259, providing the main east-west road link since the construction of the A27 by-pass. Although the new road relieved the town of major congestion associated with the principal south coast trunk, the fact that the nearest access to the A27 to the east of Emsworth is nine miles to the east, means that much of the traffic generated by the settlements between Chichester and Emsworth goes through the town, which is now causing renewed concerns, especially as these settlements are expected to expand in the future.

Despite the introduction of new road infrastructure over recent decades as a means of relieving congestion, there remain peak-time congestion, associated air quality and noise issues. Furthermore, some of this road infrastructure has created severance issues, making north-south movement between North Street and High Street particularly difficult for pedestrians and cyclists. This severance issue is directly addressed by policies in this plan, including Policy M1.

### *Car Parking*

There are three off-street car-parks in the town: South Street (105 places), Bridge Road (52 places) and Palmers Road (117 places). Two are regulated with a minimum charge for a one hour stay. Bridge Street is free. There is also on-street which is regulated, the majority with a maximum waiting time of 45 minutes. Parking is a concern to some residents and traders, with many fearing that the cost of parking could be a disincentive to use the shopping centre, especially for minor shopping trips.

## Green Spaces, Recreation & Leisure

Emsworth has two public parks both to the north of the railway. Horndean Road recreation ground has grass pitches available for team games, tennis courts, a children's playground and a skate park. Southleigh Park has pitches for team games and a children's playground. Spencer's Field has a central open space with a children's play area. There is also an area of open space adjacent to the old hospital site, owned by the Friends of Emsworth Community Health, which is open on an occasional basis.

South of the railway, there are no formal open air recreational facilities and no children's playgrounds. There is access to more informal recreational activities on the foreshore and in Nore Barn Woods. There are a number of meeting spaces where recreational and leisure activities take place in Emsworth, either associated in one of the churches in the town, in the community-managed Emsworth Community Centre, or in Hewitts in South Street.

The churches and their social activities are a key part of Emsworth, which together support the Pastoral Centre in St. Peter's Square. This centre provides a comfortable informal environment for people to meet, and is well used throughout the week. The town also has a busy calendar of community events, including Emsworth Arts Trail, Wemsfest, Hampshire Farmers' Market, and British Food Fortnight celebrations, with special events hosted by local restaurants.

# Vision Statement

## Emsworth in the Future

Emsworth will experience change in the future. To ensure this change is well-designed and right for the community, this vision statement has been prepared to describe the aspirations of the Emsworth Community. Furthermore, development proposals will be measured against the vision statement to help inform planning decisions. The following points are not written in any particular order and should be considered collectively.



The distinctiveness of Emsworth as an outward-looking but cohesive community will be maintained as new growth is sympathetically accommodated

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New residential development will be supported by the right level of essential infrastructure such as schools, flood defence, drainage, health, transport, broadband, social services and employment opportunities

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Emsworth's attraction as a recreational centre will be enhanced wherever possible, through a combination of the continued careful conservation of protected areas, including its historic environment, and the sympathetic addition of new facilities

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The needs of the growing number of elderly people will be recognised. Greater accessibility to health and social services for all residents will be encouraged, while both public and private health services across the town will be maintained and enhanced

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There will be a wider range of facilities for the expected increase in the number of young people, to enable them to develop a sense of belonging to the town and its community

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The north/south divide will be bridged by design and planning measures, which will reduce traffic noise and seek to ensure that all residents feel part of a single, well-supported community

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# Neighbourhood Plan Objectives

Defining a series of objectives to guide the future of Emsworth

The public consultation process has revealed a series of issues that are of concern to local residents and businesses. The same process also identified the features and characteristics of the area about which people are proud and wish to see protected or enhanced.

Together, these results have been used to generate these ten plan objectives for Emsworth. These are the guiding principles of the plan and are designed to strike the right balance between protection and enhancement. All ten objectives are of equal importance. The range of planning policies are written in such a way as to help the plan meet these objectives.



1. Maintain and enhance the historic and maritime character of Emsworth, its immediate setting and the wider neighbourhood area.
2. Coordinate all new development so that it contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and essential services for all members of the community.
3. Create a robust yet flexible network of streets and spaces, suitable for all modes of travel and for current and future populations.
4. Use land and resources efficiently so that new developments have a reduced demand for energy and water and move towards carbon neutrality.
5. Protect and enhance the rich natural and historic environment of Emsworth.
6. Ensure the high quality of new development through appropriate use of materials, details and inclusive designs that responds to local context.
7. Ensure that land made available for development will be developed in such a way as to improve people's quality of life, for both new and existing residents.
8. Deliver the social and environmental infrastructure necessary to support a growing community in the 21st Century.
9. Protect and enhance Emsworth's unique linear waterfront experience for use by both current and future generations.
10. Reconnect parts of the community that are currently divided and fragmented through the presence of major road infrastructure and the resultant traffic noise.

# COMMUNITY

Promoting social cohesion through well designed public spaces and services.

## *Policy Objectives*

- Create living and working environments that respond to Emsworth's rich and outstanding heritage and the demands for high-performing standards of sustainable development, whilst supporting community groups and their aspirations.
- Reinforce Emsworth's public destination potential by including opportunities for the arts, culture, youth facilities, tourism, leisure and retail.
- Create a diversity and vibrancy of land uses by providing opportunities for a range of different community uses throughout the neighbourhood area.



## What makes a successful town centre?

The topic of maintaining a vibrant town centre has been highlighted by the relocation of the Emsworth medical practice and the loss of the banks. Set out below are some guiding principles on why different activities should be combined into a close-knit, compact town centre.

### *Physical & Mental Health Benefits*

By positioning goods and services within a walkable distance from one another, people can easily access what they need while enjoying health benefits of active travel and the mental well-being benefits of social interaction. Health services or associated support services may well play a key part of a unified town centre strategy.

### *Increased Footfall & Economic Benefits*

As people use the town centre for a range of services — e.g. retail, health, leisure, employment — the combined footfall benefits the local businesses and local economy. Increased levels of activity helps to create a vibrant and attractive town centre, which attracts more customers, tourists, investment and businesses, further strengthening the economy.

Town centres need a critical mass of activity to make them economically successful. When the centre is vibrant and pleasant to be in, employees of the local businesses and public services, such as shop workers, will begin to do their lunchtime shopping in the centre, rather than driving out of town.

This increased critical mass to a town centre also adds to the viability of railway and bus services. As stated by Centre for Cities, the following insight regarding cities can also apply to lively town centres:

*“... cities are match makers; they match workers with jobs, citizens with health and with education services, and they match people with people”.*

### *Meeting on the Street*

Face-to-face interactions are more likely to occur on the street and these chance encounters help improve individual happiness and wider social cohesion, and the opportunity for exchanging knowledge and sharing ideas on a personal level has been shown to advance business innovation and enterprise.

### *Off-Centre Locations*

By locating traditional town centre uses in an out-of-town location, residents are far less likely to access the service by foot. Here, the experience solely consists of driving from their home to the service and back again, meaning there is reduced opportunity to enjoy the benefits of a town centre and making “linked trips”.

Sitting inside a car reduces the chance encounters and informal conversations people experience on an active high street. This can increase isolation, which can be a particular a problem for the elderly and can further contributes to mental health issues.

### Public Transport

Public transport networks often focus on town centres, helping reduce the need for private cars which add to environmental degradation, air quality problems, congestion and put pressure on land use to address the need for parking.

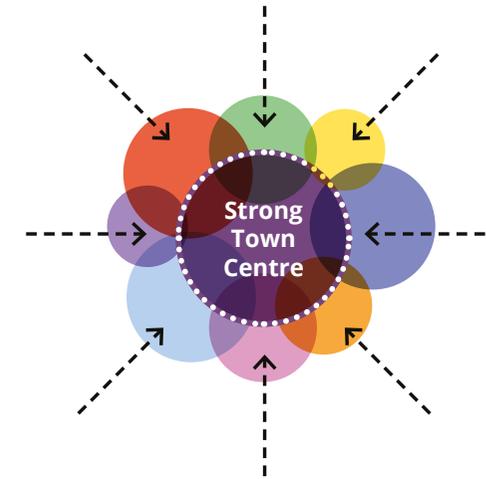
### Increasing the Dwell Time of an Urban Centre

The ability to dwell within public spaces allows people the time to reflect and relax. With many people having increasingly busy day-to-day lives, this is important for health, and significant enhancements can be made with little intervention.

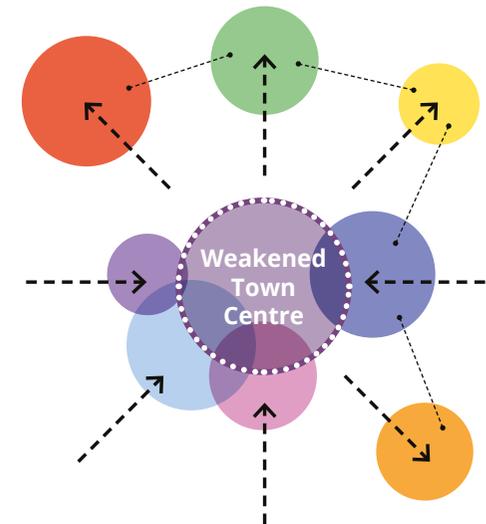
Quality of life improves with the quality of the public realm. People enjoy spending time in places that are pedestrian-friendly, compact, mixed-use, have public transport, and are green and healthy.

Town centres are becoming ever more the focus of leisure and non-retail activity, placing greater emphasis on the need for them to encourage these experiences. It is accepted within the urban planning profession that different categories of public activity can be influenced and affected by the built environment.

Bringing land uses together strengthens the viability and vitality of a town centre



The dispersal of services can leave a town centre weakened and can place pressure on the wider road network



**Figure 3 — Diagrams showing the benefits of a multi-use town centre**

## POLICY C1

### Community & Public Services Hub

- a) Support will be given for planning applications for the development of health or social care facilities on the former site of Victoria Cottage Hospital.
- b) If applications for such uses do not come forward on this site, a mix of community and public services will be supported with particular emphasis on ground floors.
- c) Applications for a public library, nursery or other social or cultural service that enhances social integration in the proposed public service hub will be supported.

#### *Policy Background*

The former site of Victoria Cottage Hospital was paid for by the people of Emsworth for health services and people wish to see it used for similar purposes if possible. The community of Emsworth requires that its healthcare needs are met, not in isolation, but as part of a wider strategy

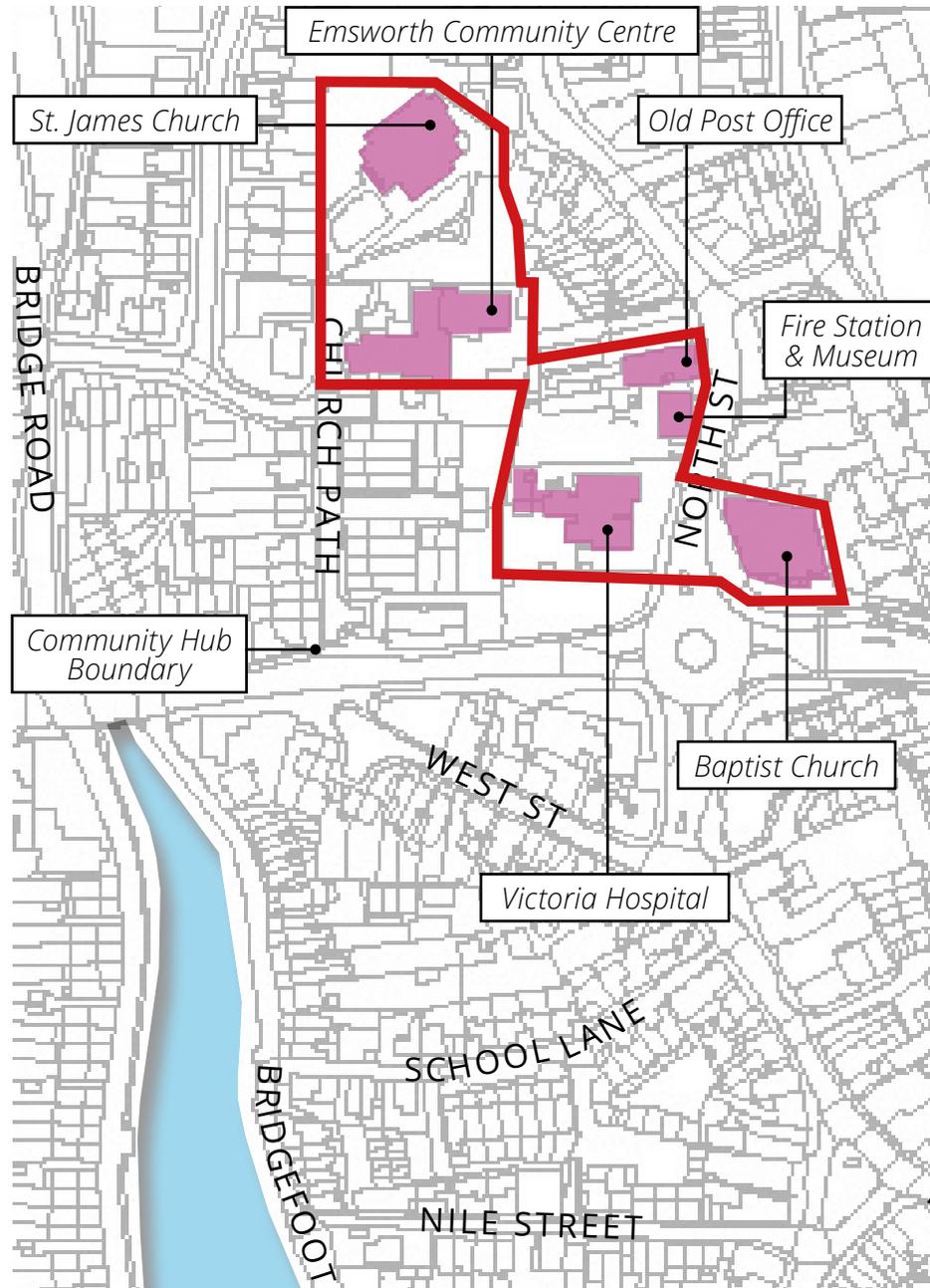
that encourages a healthy town and healthy lifestyles. Concentrating health services in a central location would create a local hub, allowing people to access different forms of healthcare easily. If health services are not placed here, the site should be used to accommodate a mix of uses, with ground floors safeguarded for community, social and/or commercial activity.

The wider “public service hub” is defined as the land that contains the former Victoria Cottage Hospital site, the Emsworth Community Centre, the Old Post Office, the Fire Station and The Hole in the Wall Pottery (see map on following page).

Emsworth’s lively churches and active charity sector exemplify the community spirit that is achieved when people come together. Interaction between residents through leisure, recreation and daily essentials increases social cohesion and fosters a vibrant atmosphere.

By positioning services within a walkable distance of other services and facilities, people can easily access what they need while enjoying the experience of leisurely exercise and social interaction. Face-to-face interaction improves individual happiness and wider social cohesion, and decreases isolation, which is a particular challenge for the elderly.

Incorporating a library service, nursery or other social or cultural activity that enhances social integration within the proposed public service hub will be supported. The provision of an accessible, inclusive spaces for people of all incomes and backgrounds, that promote wider social cohesion — such as libraries or nurseries — is key to a successful local community.



## POLICY C2

### Retail, High Street & Food / Drink Uses

Land use classes A1 (shops and retail outlets), A2 (professional services), A3 (food and drink) & A4 (drinking establishments) will be supported where it can be demonstrated that they add to a safe, vibrant and attractive street scene. Appropriate locations are as follows:

- High Street & St Peter's Square
- North Street & South Street

#### *Policy Background*

A healthy mix of economic and social uses within the town centre will be required to maintain and enhance the attractiveness of Emsworth. For this reason, retail and food and drink uses will be supported in town centre locations where it can be demonstrated that they enhance public and community uses and add to a safe, vibrant and attractive street scene.

**Figure 4, Map for Policy C1 — Community & Public Services Hub with key buildings highlighted in pink**

## POLICY C3

### Public Realm Design

Development proposals that improve the public realm across the neighbourhood plan area will be supported, especially where they improve pedestrian connectivity, encourage cycling and connections with public transport and make streets and spaces feel safer.

#### *Policy Background*

The public realm — the streets, squares and spaces between the buildings — is an essential asset of community life in Emsworth. These spaces are where social connections are made and individual well-being is improved. Enhancement of the public realm will be supported and is often the means by which to measure the liveability of the town. Strong pedestrian, cycle and public transport connections are vital factors to ensure successful public realm design.

The inclusion of high quality landscape designs within the public realm, such as trees, hardy planting and flowering species, is also encouraged. Making the conditions of the streets and public spaces convenient and safe for users of mobility scooters is also encouraged by this policy.

## POLICY C4

### Leisure & Recreational Facilities

Except in special circumstances, e.g. essential utility infrastructure, where the benefit outweighs any harm or loss and it can be demonstrated that there are no reasonable alternative sites elsewhere, the following existing community spaces will be protected:

- 1) Horndean Road Recreation Ground, including the pavilion, sports pitches, skate park, bowling club and children's play area
- 2) Southleigh Park Recreation Ground, including the pavilion, sports pitches and children's play area
- 3) Hampshire Farm Meadow, containing 30 allotments, a playground area, a community orchard, a woodland, open space and the balancing pond to alleviate flood risk further south. Its function as a

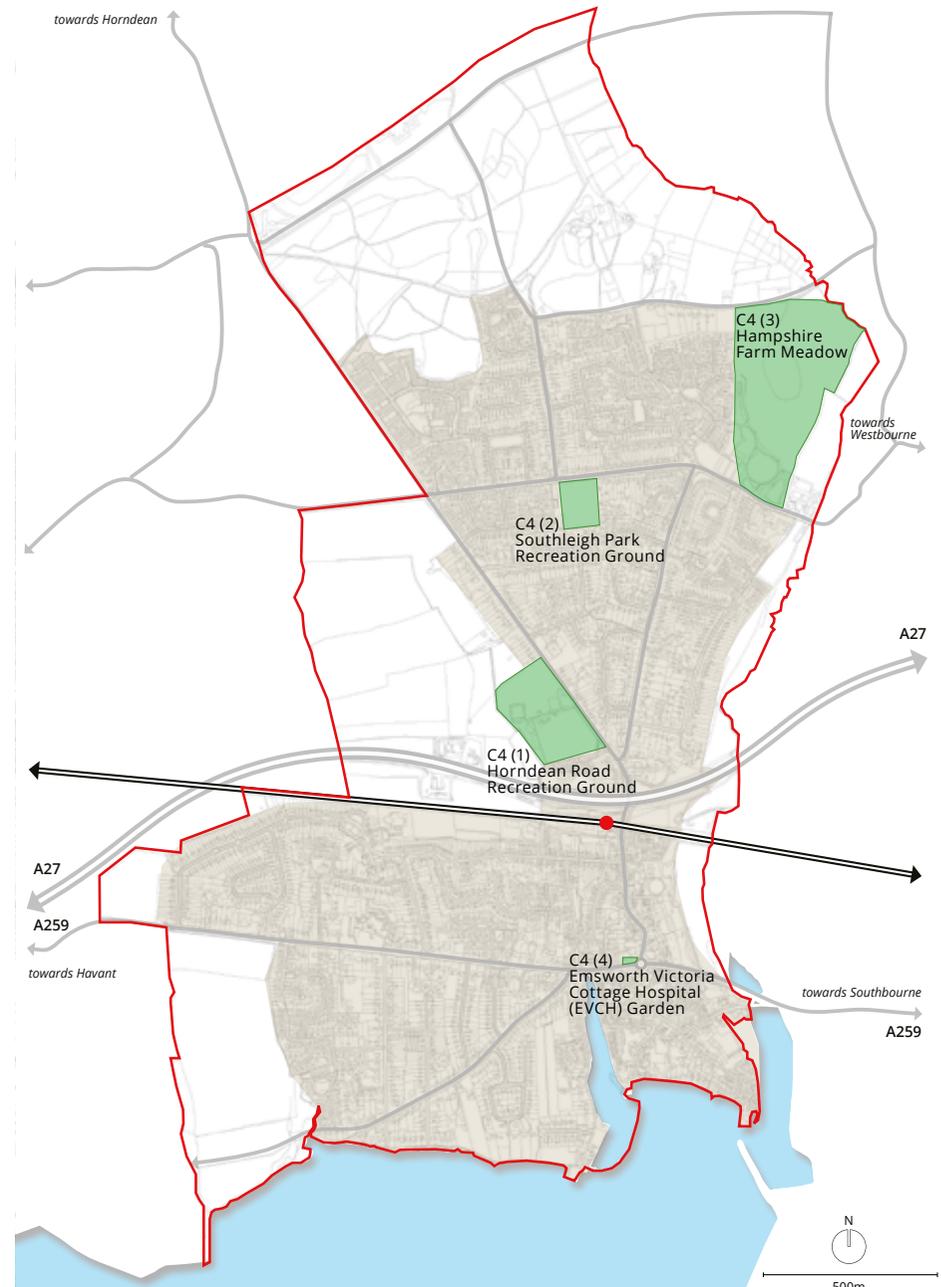
buffer zone between the recent Redlands Grange residential development and Westbourne should also be maintained.

#### 4) Emsworth Victoria Cottage Hospital (EVCH) Garden

##### *Policy Background*

This policy is designed to protect recreational spaces and encourage investment in their long term use and maintenance. This is separate to and, in some cases, in addition to the Local Green Space designation as described Policy C5. Development of leisure and recreational facilities will be further encouraged, especially north of the railway in North Emsworth. This general location is best placed to provide such activities, considering the existing grounds at Horndean Road and Southleigh Road. Enhancement of the town’s leisure and recreation facilities will promote happiness and well-being on both an individual and societal level. Social interaction and exercise improve health for mind and body. Beyond the town centre, there are important community facilities such as recreational spaces and sporting facilities. These are vital for residents’ social connections, health and leisure time and will be protected by the neighbourhood plan.

**Figure 5, Map for Policy C4 — Leisure and recreation facilities to be protected**



## **POLICY C5**

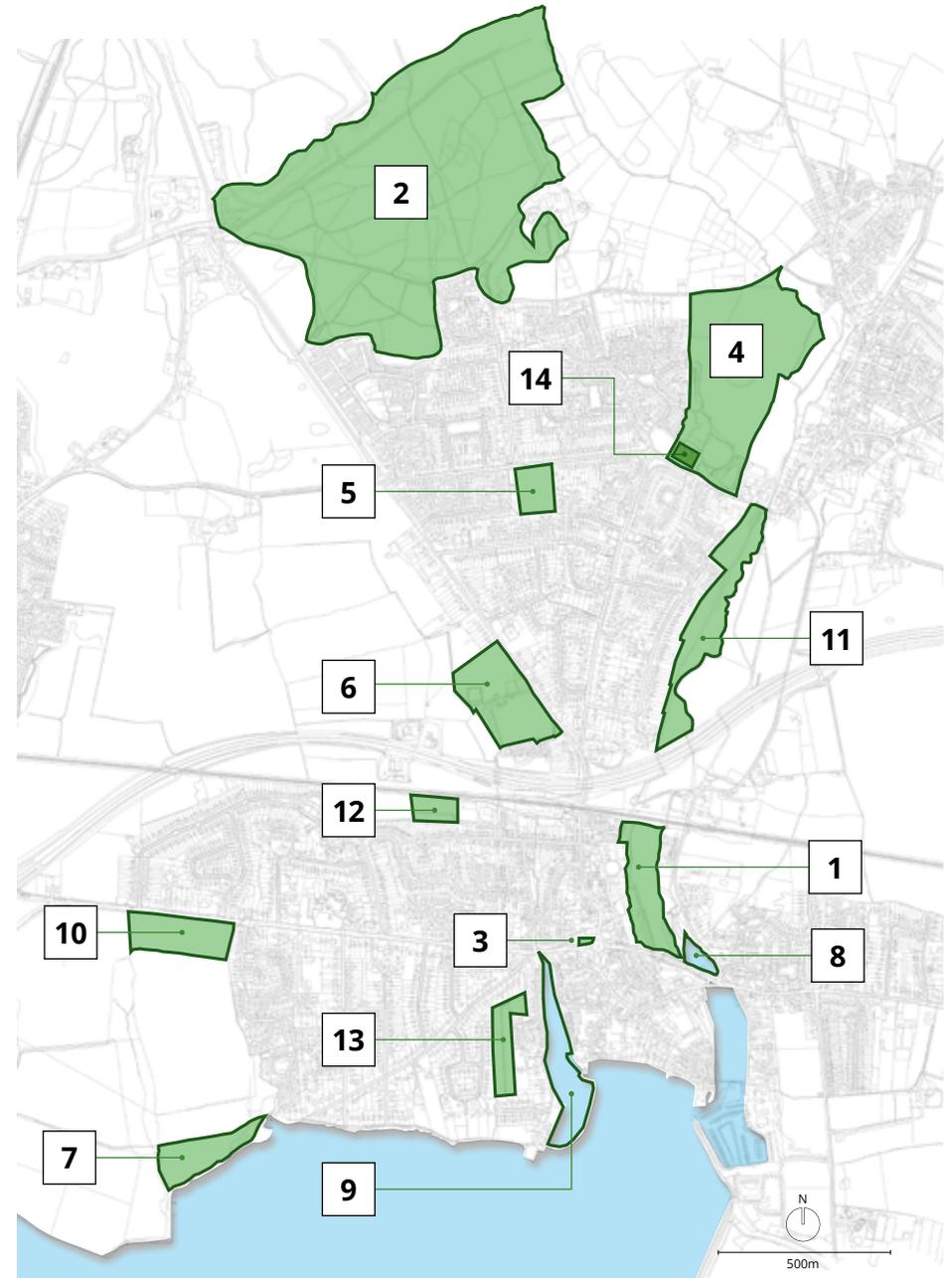
### **Designated Local Green Spaces**

- a) Except in special circumstances, e.g. essential utility infrastructure, where the benefit outweighs any harm or loss and it can be demonstrated that there are no reasonable alternative sites elsewhere, planning applications for development that would likely cause significant harm to the designated green spaces will be refused
- b) New development proposals that detract from the visual, historic, recreational, landscape or ecological value of designated green spaces will not be supported.
- c) The following sites are designated as Local Green Spaces:
  - 1) Brook Meadow Nature Reserve
  - 2) Hollybank Woods
  - 3) Emsworth Community Hospital Garden
  - 4) Hampshire Farm Meadow
  - 5) Southleigh Park Recreation Ground
  - 6) Horndean Road Recreation Ground
  - 7) Nore Barn Woods
  - 8) Peter's Pond (part of)
  - 9) Emsworth Town Millpond
  - 10) Horse Field (part of Chichester Harbour AONB)
  - 11) Emsworth Valley Corridor
  - 12) Washington Road Allotment
  - 13) Warblington Road Allotment
  - 14) Redlands Grange Allotment

### Policy Background

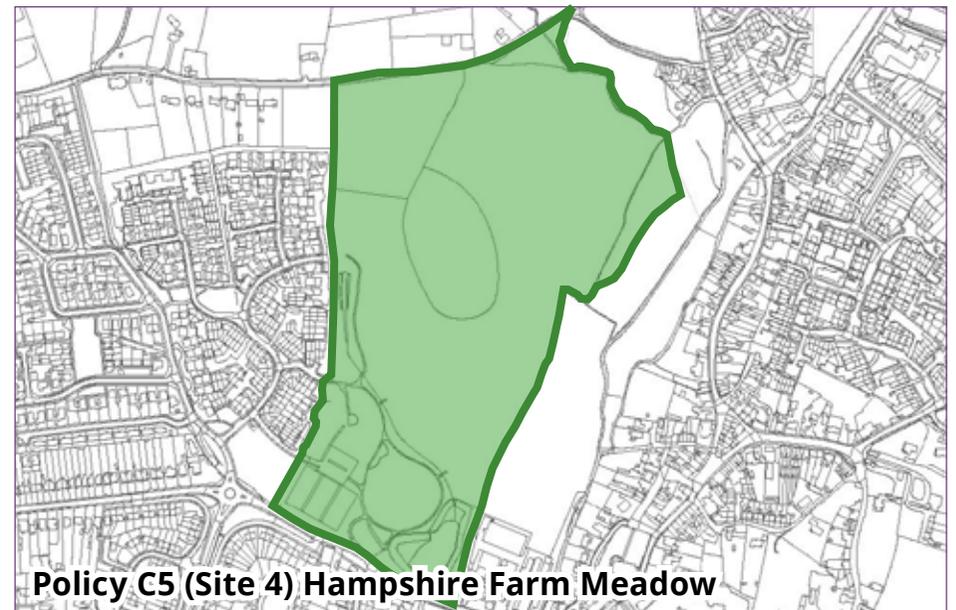
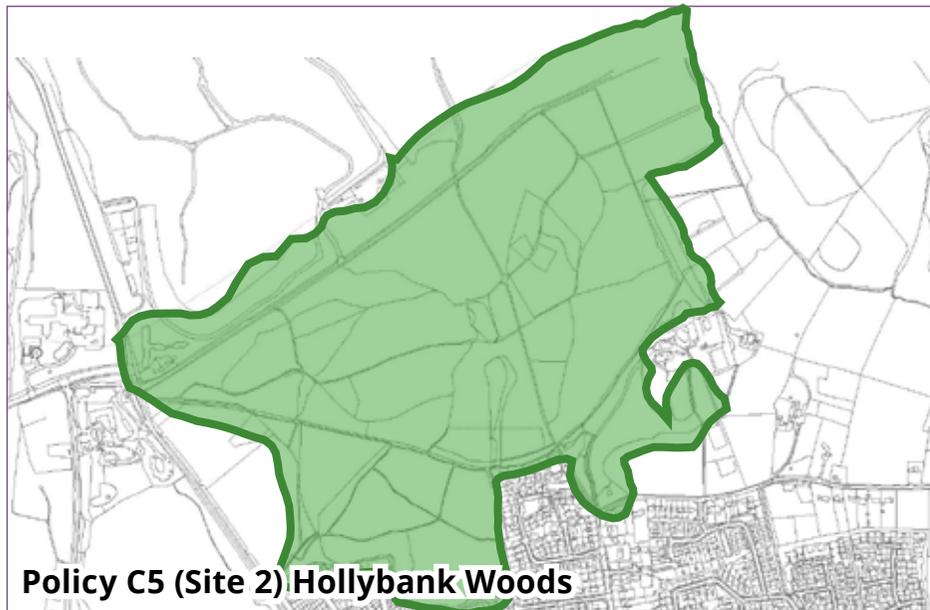
The Emsworth Neighbourhood Plan has identified this network of green infrastructure and open spaces through the town, linked to the surrounding countryside, that the community use for enjoyment and have a wildlife benefit and value. They are afforded Local Green Space designation here to protect them into the future. See Figure 6 for their locations. These have been considered worthy for inclusion due to their value to Emsworth based on the following five criteria:

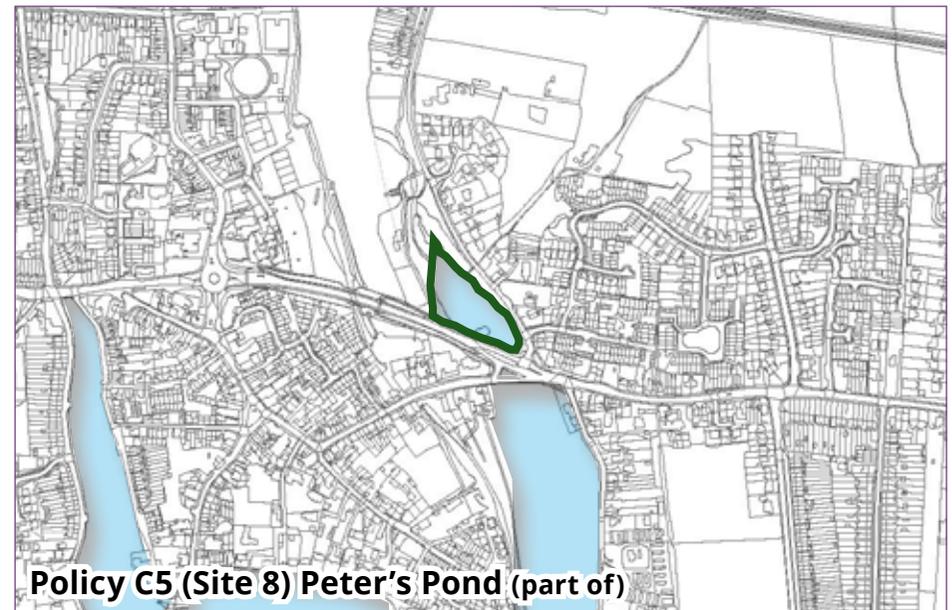
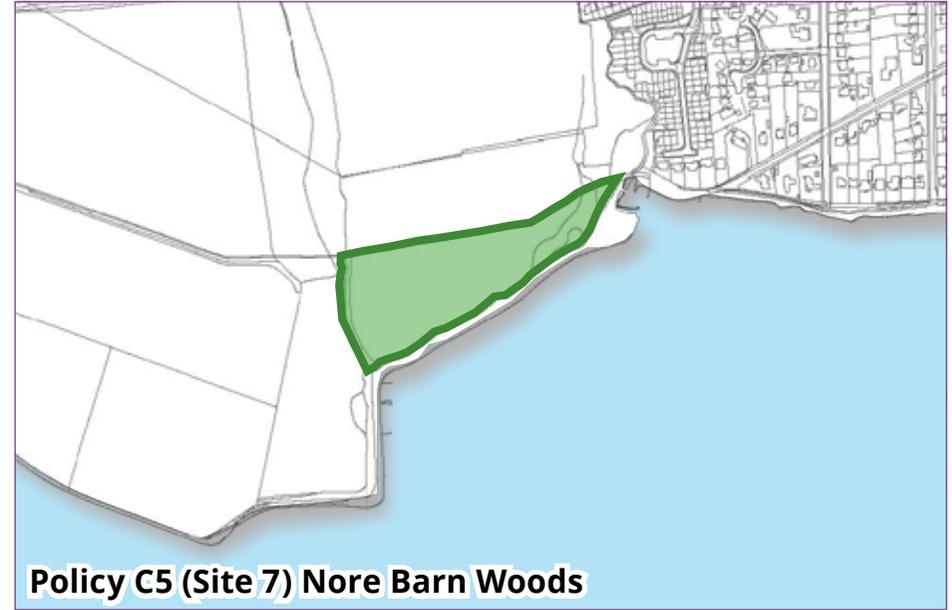
- *Beauty* — A place of aesthetic beauty that adds to the visual qualities of the town.
- *History* — A place with significant historical importance for the town.
- *Recreation* — A place which offers formal or informal recreation and sporting opportunities for residents and visitors.
- *Tranquillity* — A place that offers an escape from everyday urban noise and activity.
- *Wildlife* — A place that provides a haven for wildlife, both animals and plants.



**Figure 6, Map for Policy C5 — Designated Local Green Spaces**

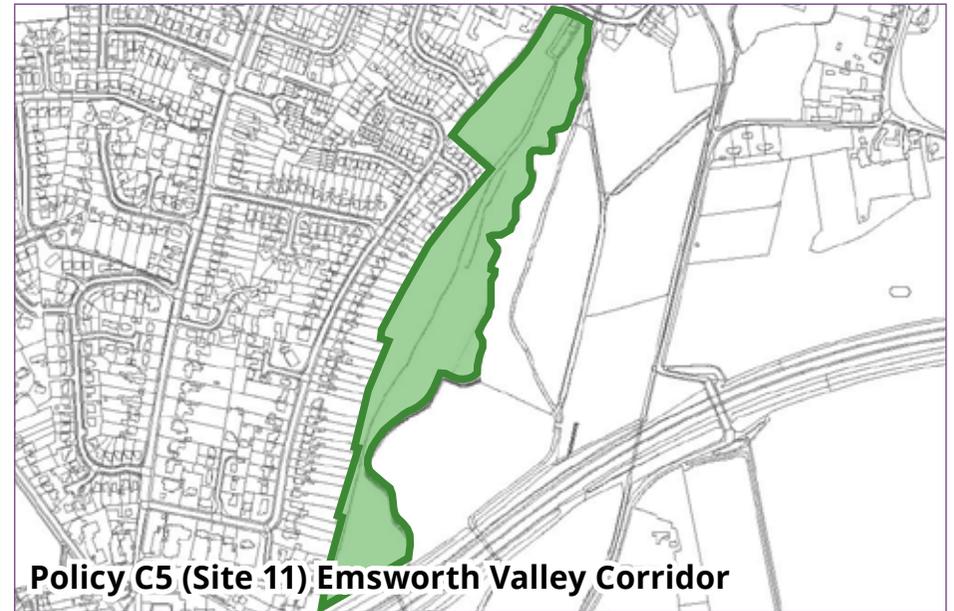
Site Reference & Name		Local Green Space Criteria				
		Beauty	History	Recreation	Tranquility	Wildlife
1	Brook Meadow Nature Reserve					
2	Hollybank Woods					
3	Emsworth Victoria Cottage Hospital (EVCH) Garden					
4	Hampshire Farm Meadow					
5	Southleigh Park Recreation Ground					
6	Horndean Road Recreation Ground					
7	Nore Barn Woods					
8	Peter's Pond (part of)					
9	Emsworth Town Millpond					
10	Horse Field (part of Chichester AONB)					
11	Emsworth Valley Corridor					
12	Washington Road Allotment					
13	Warblington Road Allotment					
14	Redlands Grange Allotment					



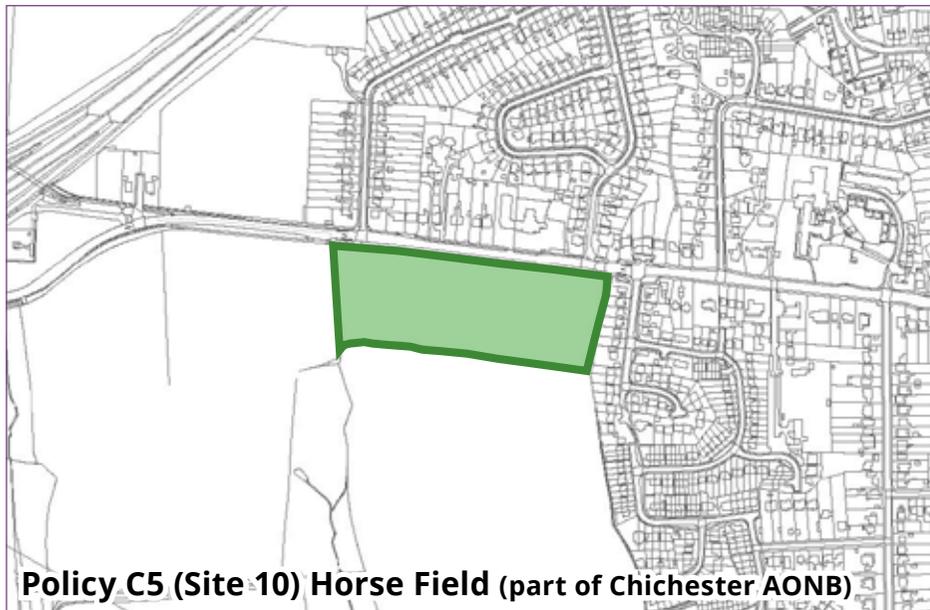




**Policy C5 (Site 9) Emsworth Town Mill Pond**



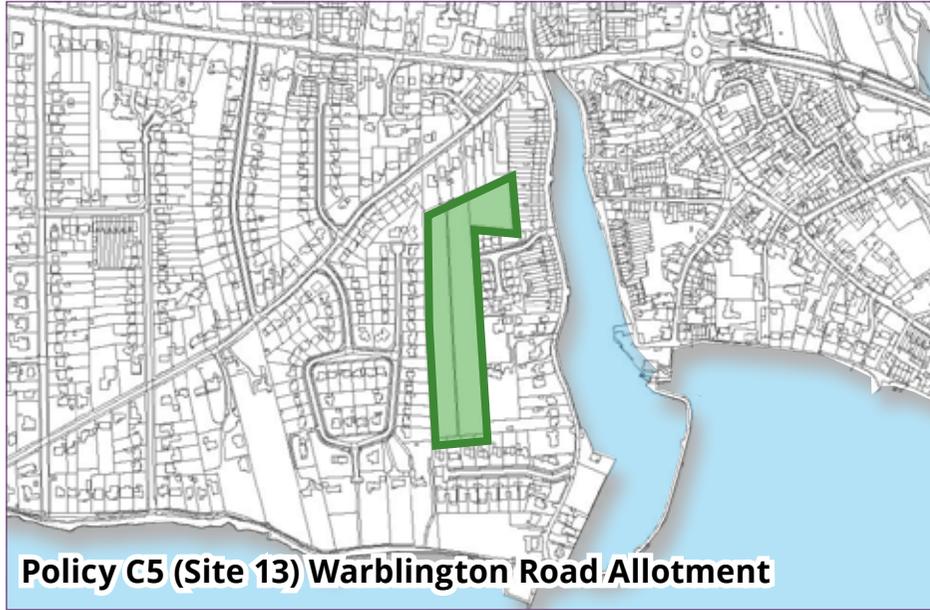
**Policy C5 (Site 11) Emsworth Valley Corridor**



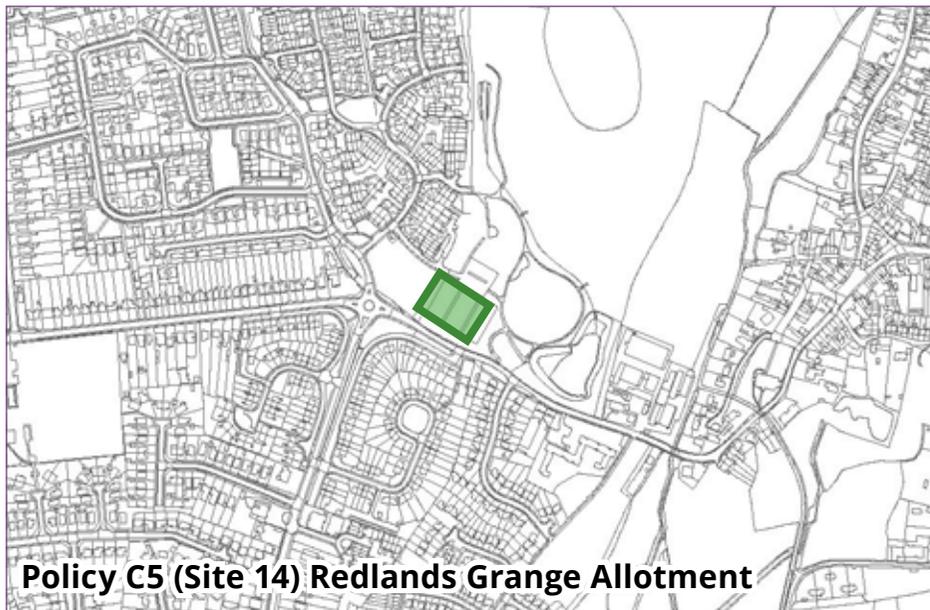
**Policy C5 (Site 10) Horse Field (part of Chichester AONB)**



**C5 (12) Washington Road Allotment**



**Policy C5 (Site 13) Warblington Road Allotment**



**Policy C5 (Site 14) Redlands Grange Allotment**

# LIVING

Accommodating a mix of housing types designed to benefit the whole community.



## *Policy Objectives*

— Provide a range of housing types and tenures as part of mixed use environments, to support delivery of area-wide objectives and to redevelop sites no longer suitable for other uses.

## POLICY L1

### General Housing Policy

- a) New housing will be permitted as specified in individual site policies as contained within the Havant Local Plan, subject to other area-wide policies contained within this neighbourhood plan.
- b) In developments of more than 10 units, 40%\* of these units will be affordable housing for rent.
- c) All new housing in the plan area must respect Emsworth heritage assets, especially in the town centre and on the waterfront. New housing shall not be permitted to interrupt views or roofscapes identified in the Emsworth Conservation Area Character Appraisal (March 2010).

- d) There must not be any loss of public access to the waterfront resulting from new housing development.

#### *Policy Background*

It has been agreed between the Emsworth Neighbourhood Forum and Havant Borough Council that the Havant Local Plan 2036 will lead on housing policy and site allocations within the neighbourhood area. This is due to the strategic nature the housing delivery in the area which cannot be dealt with by a neighbourhood plan.

That said, the Emsworth Neighbourhood Plan will continue to have an influencing role on housing across the neighbourhood area through a range of policies, including this general housing policy, more specific housing policies and policies on design and related matters.

\* See paragraph 106 of Housing Needs Assessment, Emsworth Neighbourhood Forum, Havant, Hampshire, April 2016, Final Report, as follows: “As such, Emsworth’s affordable housing need is likely to be towards the higher end of the spectrum. Across the borough as a whole, the existing Havant target is for 30-40% of all new housing, on average, to be affordable, so there appears to be evidence that the Borough Council should aim for an affordable percentage towards the 40% rather than the 30% end of this spectrum, at least for Emsworth”

## POLICY L2

### Housing Mix

New housing developments of ten or more houses should demonstrate how the proposed mix of house types and tenures respond to the needs of Emsworth.

#### *Policy Background*

It is important that Emsworth can provide for both its existing community and newcomers to the town, for the long term. Currently there is a high demand for smaller and more affordable housing, leaving the elderly without many options to downsize and the young with little opportunity to start on the property ladder.

A mix of housing types will ensure that all members of the community can settle down and be assured that the town will remain available to them throughout their lifetime. The following housing advice has been taken from the Housing Needs Assessment, Emsworth Neighbourhood Forum, Havant, Hampshire, April 2016, Final Report and should inform all new housing developments.

#### *Meeting the needs of younger people*

Homes designed for younger purchasers are needed to help young adults join the housing market. These people are likely to need smaller units, including flats. This could help ensure fewer young people leave Emsworth; even if they still need to commute to work elsewhere, at least they can start on the local housing ladder.

#### *Provide smaller dwellings*

Provide within range of new dwelling sizes a proportion of smaller dwellings (e.g. 1-2 bedrooms), for which there is evidenced demand. Providing these smaller units will also be an effective response to the increase in private renting seen locally, younger people moving away and would offer the opportunity for the older population to downsize locally. For smaller units aimed at older people downsizing, bungalows or flats could be suitable.

#### *A range of housing types & sizes*

To provide a wider range of dwellings and a more balanced community, the neighbourhood plan area may wish to encourage the provision of more flats and terraced housing which would complement the large number of existing larger detached houses. This is supported by our conclusions on the need for smaller dwellings above; they would meet a need arising from both the older and younger populations.

In order to provide a greater balance/mix of dwellings, and to cater for the increase in families with children evidenced by the census data within the range of new dwelling size, there is likely to be a need for a proportion of larger, family sized dwellings.

Although family housing will continue to be in demand, a proportion of it should be three bedroom units, i.e. smaller than the standard 4-5 bedroom offer. If smaller housing is to be provided, then older person households can downsize into it, thus freeing up existing 4-5 bedroom units for family occupation and reducing the number of larger new units that need to be built.

*Need for specialist housing for the disabled and/or elderly*

The growing number of people over 60 living in Emsworth suggests a requirement for specialist housing for the elderly and/or disabled. Specialist housing for the elderly, including smaller units suitable for independent living as well as more specialised housing types such as sheltered accommodation, need to be provided in appropriate locations within walking distance of services, facilities and public transport, recognising the accessibility requirements of the older population and the fact that care homes are also places of employment. New homes should also use designs that can successfully accommodate electric mobility scooters, such as adequate storage areas and level access between external and internal areas.



Policy L2 — These photos show a small selection of Emsworth's rich mix of house types and this policy seeks to continue this tradition.

## POLICY L3

### Walking Distances

Housing proposals that are within a convenient walking distance of a local shop will be supported.

#### *Policy Background*

Newcomers to Emsworth should find it easy to access daily supplies using sustainable travel. Maintaining a walking distance from their home to a local shop will encourage the option of walking and cycling, rather than a greater distance leading people to drive and contribute further to congestion and environmental issues. New development needs to integrate the use of sustainable modes of travel between the site and the heart of the existing built areas. People choosing to walk or cycle will also increase the number of chance social interactions on the street, fostering a greater sense of community.

For the purposes of this policy, walking distance in this instance is up to a maximum of 800m from origin to destination. This distance has been informed by the Institution of Highways & Transportation “Guidelines For Providing For Journeys On Foot” advice note, 2000. It should be noted that the hilly topography in certain areas can make even short walks challenging for some so these guidelines need interpretation on the ground regarding any site-specific proposals.

## POLICY L4

### Independent Living

- a) Proposals to deliver specialist housing to promote independent living for older residents will be supported, especially in the centre of the town with good access to public transport, shops, and services.
- b) Redevelopment of existing residential properties should include design measures to support independent living.

#### *Policy Background*

The older generation should be able to act independently and go about their lives with ease. Central housing provision, rather than out-of-town complexes, will enable elderly people to continue interacting with the community and be close to all essential services. The simple act of walking to the shop brings a variety of health benefits such as exercise and social interaction, with a decrease in isolation, which is often a significant challenge for elderly people who have lost their partner.

## **POLICY L5**

### **Avoiding Settlement Coalescence**

Housing development proposals on land not allocated within the Local Development Plan will only be permitted if they do not impinge on gaps between Emsworth and its neighbouring settlements.

#### *Policy Background*

The local characters of Emsworth, Westbourne, Southbourne and Denvilles should remain distinct and allow each community to have their own identity. Protecting green gaps between settlements will retain the landscape quality with benefits for wildlife, leisure, recreation, and mental well-being. That said, this neighbourhood plan acknowledges the Southleigh strategic site allocation (between Denvilles and Emsworth) in both the adopted Havant Housing Statement and the emerging Havant Local Plan.

It is acknowledged that the development proposals will inevitably lead to an increase in built-up areas between settlements but with careful landscape and design work, these settlements should remain distinct and allow each community to have their own identity. Similarly, the waterfront area provides the community with a unique local attraction.

# HERITAGE

Protecting historic Emsworth for future generations.

## *Policy Objectives*

- Create living and working environments that respond to Emsworth's rich and outstanding heritage; the need for sustainable development, whilst supporting existing businesses and their aspirations.
- Maintain and enhance the surrounding townscape setting of the town centre and waterfront, its roofscape and higher ground, waterways, landmark buildings, and urban marshland edges.



## **POLICY H1**

### **Design & Heritage**

Any new development or alteration to an existing structure that affects, or has the potential to affect a heritage asset, will be required in its design, scale and materials to conserve or enhance the setting of heritage assets, whether designated or undesignated, and the historic character of Emsworth, and to have regard to the design guidance within this neighbourhood plan.

## **POLICY H2**

### **Heritage Appraisals**

- a) Any application for new development or alteration to an existing structure that affects, or has the potential to affect, a heritage asset must include an appraisal of the site and its surroundings, with drawings showing its relationship to heritage assets, whether designated or undesignated, including roofscapes and views.
- b) Any application for new development or alteration to an existing structure must include an appraisal of the impact of construction work and traffic on heritage assets, whether designated or undesignated.
- c) The application must clearly explain how the development proposals have taken account of the findings of such an appraisal.

## **POLICY H3**

### **Buildings of Local Historic Interest**

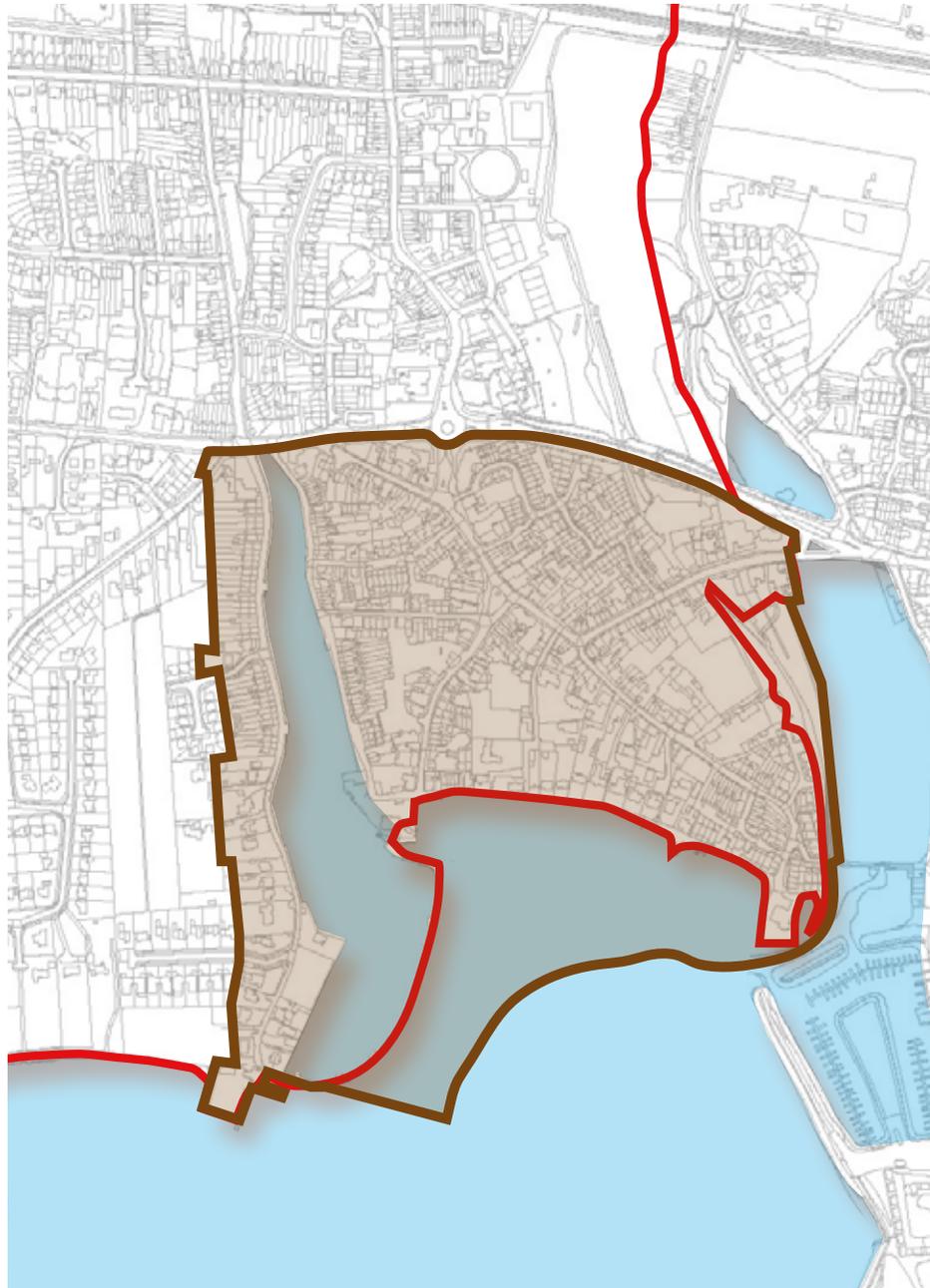
a) The following buildings should be retained because of their historic character, architectural merit and strong local interest:

- Emsworth Community Centre
- 10 North Street (Fire Station, Old Town Hall & Museum Building)
- The Old Post Office
- The Slipper Sailing Club mill building and the adjacent malthouse
- St James Church

b) These buildings should continue to be used primarily for public and community purposes (D1) unless it can be demonstrated that this use is not viable. New uses may be supported where this would enhance the vitality and amenities in the plan area.

#### *Policy Background*

It is important that these buildings do not become derelict and beyond repair. Any community activity that requires a meeting space should first be referred to these buildings for suitability, therefore maintaining important historic heritage. These historic landmarks contribute to the local character of the town and represent a glimpse of many different eras. Maintaining these buildings is vital for both the current and future generations to understand and appreciate the history of the town.



- Neighbourhood Plan Boundary
- Conservation Area

**Figure 7, Reference map for the H policies — the Emsworth Conservation Area**

# WORKING

Providing long-lasting jobs for a sustainable economy.

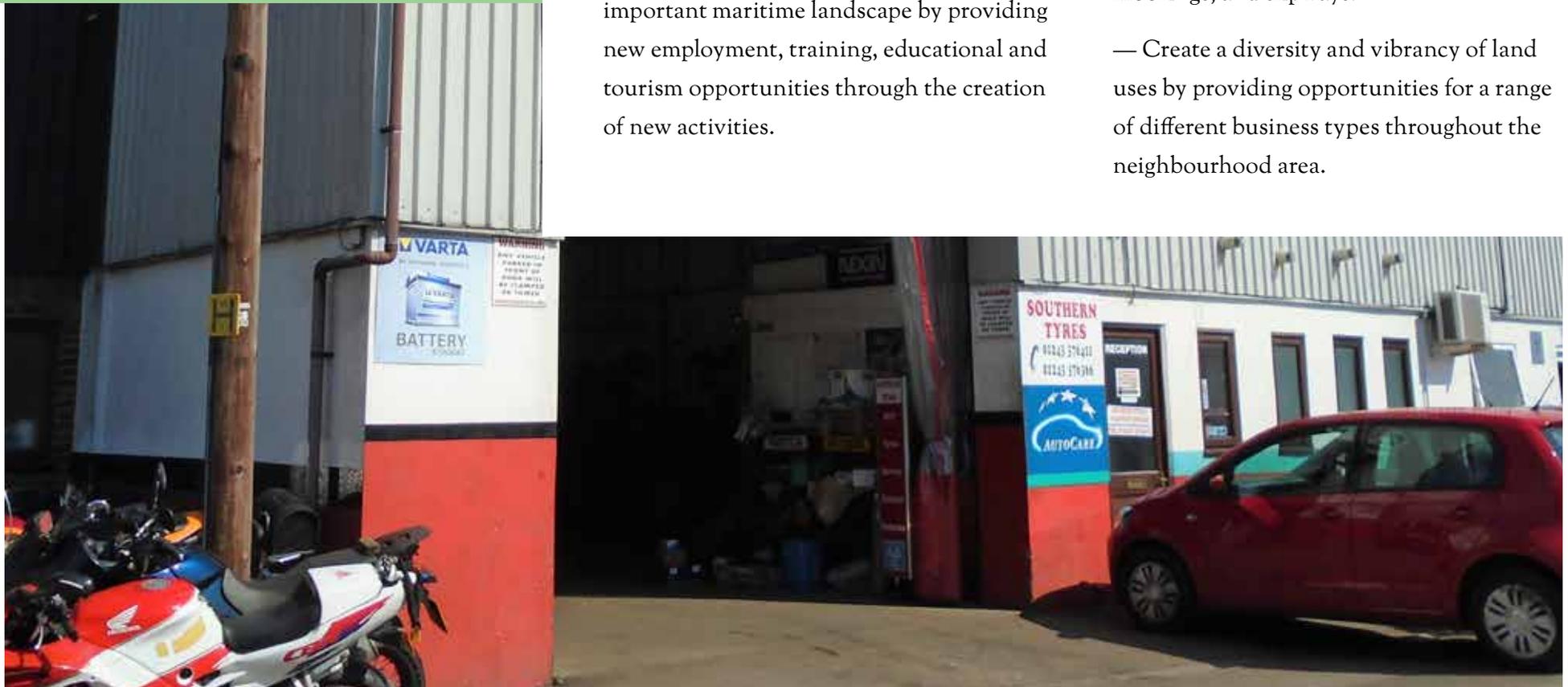
## *Policy Objectives*

- Create living and working environments that respond to Emsworth’s rich and outstanding maritime heritage, the demands for high-performing standards of sustainable development, whilst supporting existing businesses and their aspirations.
- Safeguard and enhance the area’s important maritime landscape by providing new employment, training, educational and tourism opportunities through the creation of new activities.

— Safeguard and enhance the area’s services sector and creative industries, both of which are very important in the Emsworth economy.

— Reinforce Emsworth’s public destination potential by including, within development, opportunities for the arts and culture, youth facilities, tourism, leisure, retail, moorings, and slipways.

— Create a diversity and vibrancy of land uses by providing opportunities for a range of different business types throughout the neighbourhood area.



## **POLICY W1**

### **Employment Premises & Design Quality**

- a) Any new employment development outside existing industrial and employment areas will be required through its design, scale, and materials to enhance the neighbourhood area as a visitor attraction and as an attractive location for new businesses.
- b) All employment and industrial proposals need to demonstrate through a Design & Access Statement how they will relate to the wider Emsworth context, with specific reference to clear and convenient connections with the town centre, the creation of public access to the waterfront and with surrounding adjacent areas.

## **POLICY W2**

### **Strong Economy & Youth Training**

- a) Any new business activities in the plan area that contribute to the strength and diversity of Emsworth's wider tourism and employment, and do not undermine the town centre economy, will be supported.
- b) Applications for developments that specifically provide job opportunities for those leaving education and seeking further training will be supported.

#### *Policy Background*

It is important that Emsworth can offer jobs for its residents and strengthen its local economy. By maintaining employment opportunities, the town will be home to a mix of ages and cultivate a more thriving setting. Young people will be less likely to have to move elsewhere for work, therefore providing them with a certain stability when needed.

## **POLICY W3**

### **Change of Use Applications**

- a) Any application to change the use of land from industrial to other uses will only be granted in exceptional circumstances and where it can be demonstrated that continuing provision cannot be made for land use class B2 General Industrial, or B1 Business (offices and light industry) on a proportion of the site without harm to residential amenity.
- b) Applications to combine two or more retail units into a single, larger will be refused unless it can be demonstrated there will be no harm to the amenity of the area.
- c) Land use class A3 (e.g. cafés and restaurants) will be supported in the town centre where it can be demonstrated that they add to a safe, vibrant and attractive street scene.
- d) Land use class A4 and A5 (e.g. pubs, drinking establishments and takeaways) will be resisted in key areas of the town centre retail frontage. In this instance, key retail frontage comprises the following streets:
  - High Street & St Peter's Square
  - North Street & South Street

*Policy Background*

Industrial sites should remain as such and not be taken over by residential, or any other form of development. It is important to maintain employment prospects alongside the arrival of large numbers of houses, to provide a town that works for everyone. Working age people should not be forced to move elsewhere for jobs, or commute daily, which will further contribute to environmental and congestion problems.

Emsworth strives to provide a diverse retail offer. Limiting certain retail uses within the town centre should encourage a varied and interesting mix of shops for the local community and tourists. A town that provides a range of services is more likely to experience higher visitation and be an attractive option that can compete with neighbouring locations.

*Banks, building societies and credit unions*

The Use Class Order does not distinguish between different types of financial and professional services. The policy seeks to restrict the proliferation of estate agents, so applications for further A2 uses (i.e. financial and professional services) will be resisted. However, it should be noted that banks, building societies, credit unions and similar socially-aware financial innovators will be encouraged to locate in the town centre. This explanatory text should be taken into account when assessing planning applications of this type.

*Vibrant & vital town centre*

While the primary focus of the town centre in the future will continue to be retail, it is also acknowledged that a mix of associated social uses, such as restaurants and cafés, will help ensure a vibrant mix of uses that will maintain Emsworth status as a destination of locals and visitors alike. For this reason, A3 uses will be supported in the town centre where it can be demonstrated that they add to a safe, vibrant and attractive street scene while A4 and A5 uses will be resisted. For reference, these restrictions apply to the following land uses:

- *A3 Restaurants & Cafés — For the sale of food and drink for consumption on the premises*
- *A4 Drinking Establishments — Including public houses and wine bars*
- *A5 Hot Food Takeaways — For the sale of hot food for consumption off the premises*

## POLICY W4

### Technology & Tourism

- a) Development of employment opportunities in identified growth sectors will be encouraged, especially in the creative, leisure, marine and technology sectors.
- b) Developments which are focussed on further growth of the tourism industry will be encouraged, subject to compliance with the other policies in this plan.

#### *Policy Background*

These industries bring many positive benefits to Emsworth and have further potential to be successful. Emsworth is well equipped for a thriving marine industry, with the accompanying benefits in tourism and leisure. Concentrating growth in these areas will attract experts in these fields and encourage investment across the whole town.

Visitors to Emsworth bring a large contribution to the local economy, as well as enhancing the vibrancy of the town. Emsworth offers a unique waterfront coupled with a town centre in a distinct local character; it is valuable to recognise these strengths and enhance them, as well as addressing the weaker areas in which the town can improve.

Development which promotes the visitor economy could lead to a significant effect on the European designated nature conservation sites near Emsworth. As a result, a package of avoidance and mitigation measures could be necessary. However whether there would be a significant effect and what could be done to remove that effect are completely dependent on the specifics of any proposal, its nature and scale. Nonetheless, avoidance and mitigation measures could include sympathetic design or a contribution to the Solent Recreation Mitigation Strategy. Any proposals should engage early through Havant Borough Council's pre-application service in order to determine whether avoidance and mitigation measures could be required and what these are likely to be.

## POLICY W5

### Home Working

Any application to create a home-based workspace will be permitted provided that the proposed activity does not pose any potential for disturbance to neighbouring properties.

#### *Policy Background*

Working from home is of great benefit to both the town and the worker. The town's economy can benefit from its local contributors, while the worker will no longer need to spend time and money commuting. Reducing commuting will also free up more leisure time in which people can enjoy community activities, thus improving the town's social life. However, disruption to other residential properties in the form of noise or traffic generation must be avoided. A high-speed broadband connection allows flexibility for workers who may be able to split time between the office and home, as well as full operational ability for home workshops.

## POLICY W6

### Creative & Digital Industries

The continued growth of Emsworth's diverse cultural facilities and creative and digital industries is supported, in particular:

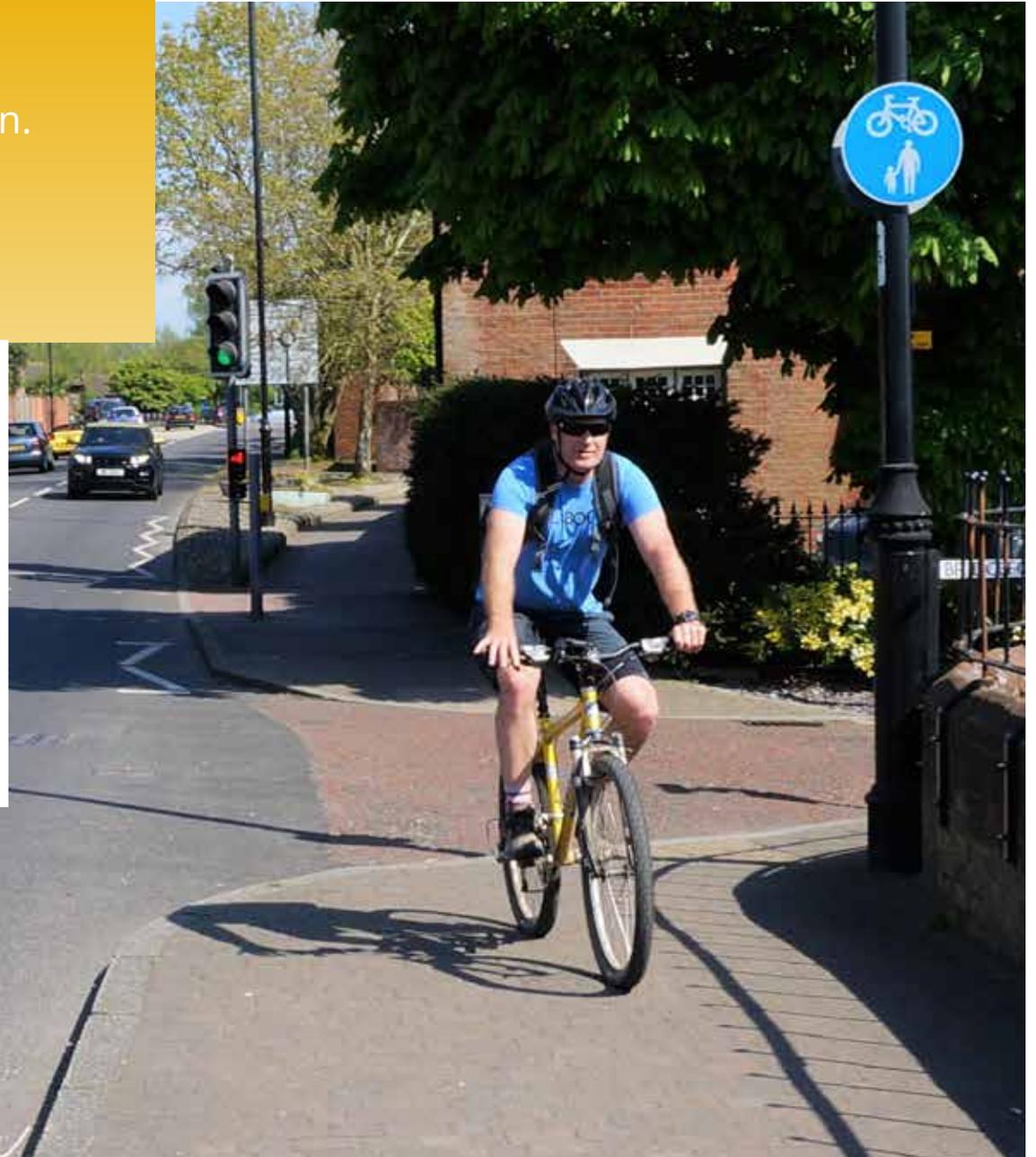
- a) Existing cultural venues, facilities and land uses linked to the creative and digital sector will be protected and support will be given for the development of new cultural and creative venues in the town centre and in places with good public transport connectivity
- b) The use of vacant properties and land for pop-ups or temporary uses for cultural and creative activities during the day and at night-time will be supported to stimulate vibrancy and viability and promote diversity in the town centre

# MOVING

Strengthening links throughout the town.

## *Policy Objectives*

- To provide a range of movement choices that are convenient, sustainable, safe and enable well-being and healthy lifestyles.
- To support changes to streets, spaces and the public realm that can deliver lasting benefits for the local economy, the local environment and local communities.



## POLICY M1

### Havant Road Civic Square

Improvements to the A259 Havant Road will be sought to ease traffic flow, improve conditions for pedestrians and cyclists, and enhance the character of the High Street and wider town centre.

#### *Policy Background*

There is a wish to improve Havant Road from the perspective of all users. Applications to redesign the Havant Road roundabout to improve the pedestrian and cyclist experience will be supported, provided these are accompanied by the appropriate feasibility studies and sufficient funding. Currently, the roundabout is a divisive block between the north and south of Emsworth, both physically and psychologically.

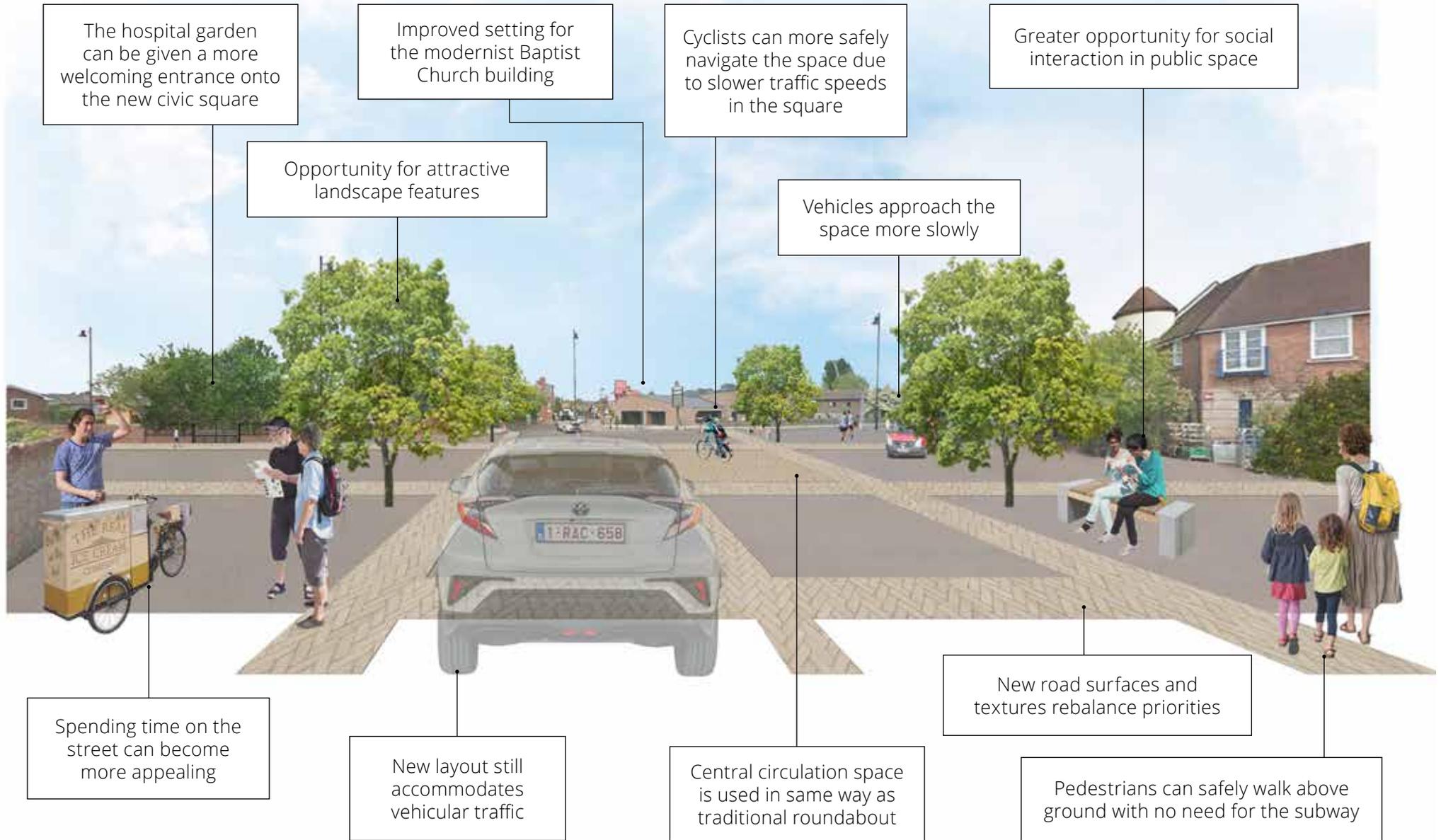
This division leads to areas of distinctly different qualities and characteristics, with North Street and the land towards the railway station not experiencing the footfall, and therefore the economic and social benefits of the High Street and land to the south. The large roundabout, and its pedestrian subway, presents a blockage to effective and convenient pedestrian movement.

Part of the vision statement for the Emsworth Neighbourhood Plan states that this north/south divide will be bridged by design and planning measures, which will reduce traffic noise and seek to ensure that all residents feel part of a single, well-supported community. The visualisation on the following page shows how this could be achieved.

Meanwhile, one of the objectives of the Emsworth Neighbourhood Plan is to reconnect parts of the community that are currently divided and fragmented through the presence of major road infrastructure and the resultant traffic noise. Policy M1 is a direct response to this objective and will assist greatly with this reconnection.



**Policy M1, Havant Road Roundabout — Current Situation**



**Figure 8, in support of Policy M1 — Havant Road Civic Square, scheme visualisation showing potential for change from the current roundabout**

The redesign of the Havant Road roundabout is a significant project which will require creative thinking and substantial funding. It is difficult to visualise such a dramatic transformation when studying the existing condition, and to understand how it will be successful. Therefore, the previous page contains an artist's impression of the possible changes which could be made to the Havant Road roundabout.

The methodology behind such shared space schemes appears counter-intuitive, yet results in ease of traffic flow for vehicles and improved conditions for pedestrians and cyclists. By removing formal traffic junctions, railings and stepped kerbs, drivers instinctively slow down as they look to understand the layout and watch for other users of the road. This steady, slow speed allows more vehicles to pass through the space at a given time, without queues of backed up traffic. This also reduces the air and noise pollution caused by vehicles repeatedly stopping and starting.

Emsworth could learn a great deal from the Poynton case study, with similar challenges caused by the divisive roundabout on the A259. A new central space remodelled on these lines could reconnect north and south and provide an attractive new civic space for residents and visitors alike. Similar examples of such civic spaces can also be found throughout Europe. See also: Emsworth North Street, Urban Design Considerations, AECOM, 2015.



## Case Study — Poynton, Cheshire

Poynton town centre suffered from a divisive and congested traffic at its centre. The space was unpleasant for pedestrians and caused frustration for drivers, with detrimental impact upon the wider public realm. To solve these issues, a “double roundel” system was introduced, allowing a steady flow of traffic at low speeds. The space was de-cluttered and new paving laid. Since the implementation of the scheme, residents can now walk across the space more easily and the number of collisions has fallen sharply. The improvements have also boosted local businesses via increased footfall. The design has encouraged drivers to be more aware of their surroundings and the slower, constantly moving traffic has resulted in reduced noise pollution and the project has won national awards.

## POLICY M2

### Improve the Pedestrian Environment

- a) Improvements to the network of footpaths and footways throughout the town to ensure they are safe, convenient and comfortable will be supported.
- b) Footpath widening and resurfacing where necessary will be encouraged.

#### *Policy Background*

The network of the existing footpaths and footways throughout Emsworth does not always allow for safe and convenient access. In many places, they are too narrow to be used comfortably. There is also a need to address the perceived threat to pedestrian safety that results from narrow pavements, the passage of HGVs and the associated issue of air pollution.

To encourage more people to walk, existing and future footpaths around need to be generous, well-surfaced, safe and well-connected. In the centre of the town, particularly around junctions, many existing footpaths could be widened to make walking more comfortable.

## POLICY M3

### Cycling Strategies

- a) The creation of a series of on-street and off-street routes that are safe, convenient and comfortable for cycling will be supported.
- b) The creation of a shared network suitable for safe cycling will be encouraged between the main areas of commercial and social activity in Emsworth and residential areas.

#### *Policy Background*

The creation of streets that are safe for cycling will encourage healthy active lifestyles for all ages. In certain areas, segregated or dedicated cycling infrastructure may be required, for example, at key junctions. These measures should help raise the level of utility cycling (e.g. riding to work, the shops or to school). Good quality cycle infrastructure will give cyclists the space they need to ride safely on the roads and keep pavement space for pedestrians.

Facilities intended to be shared between pedestrians and cyclists must be built to high standards and draw upon best practice.

## POLICY M4

### Cycle Storage Provision

- a) All proposed new residential development applications must include cycle storage facilities based on one per one or two-bedroom dwelling or two per three-bedroom dwellings.
- b) All new non-residential development applications must include covered and secure storage space in accordance with the latest guidance issued by Havant Borough Council.

#### *Policy Background*

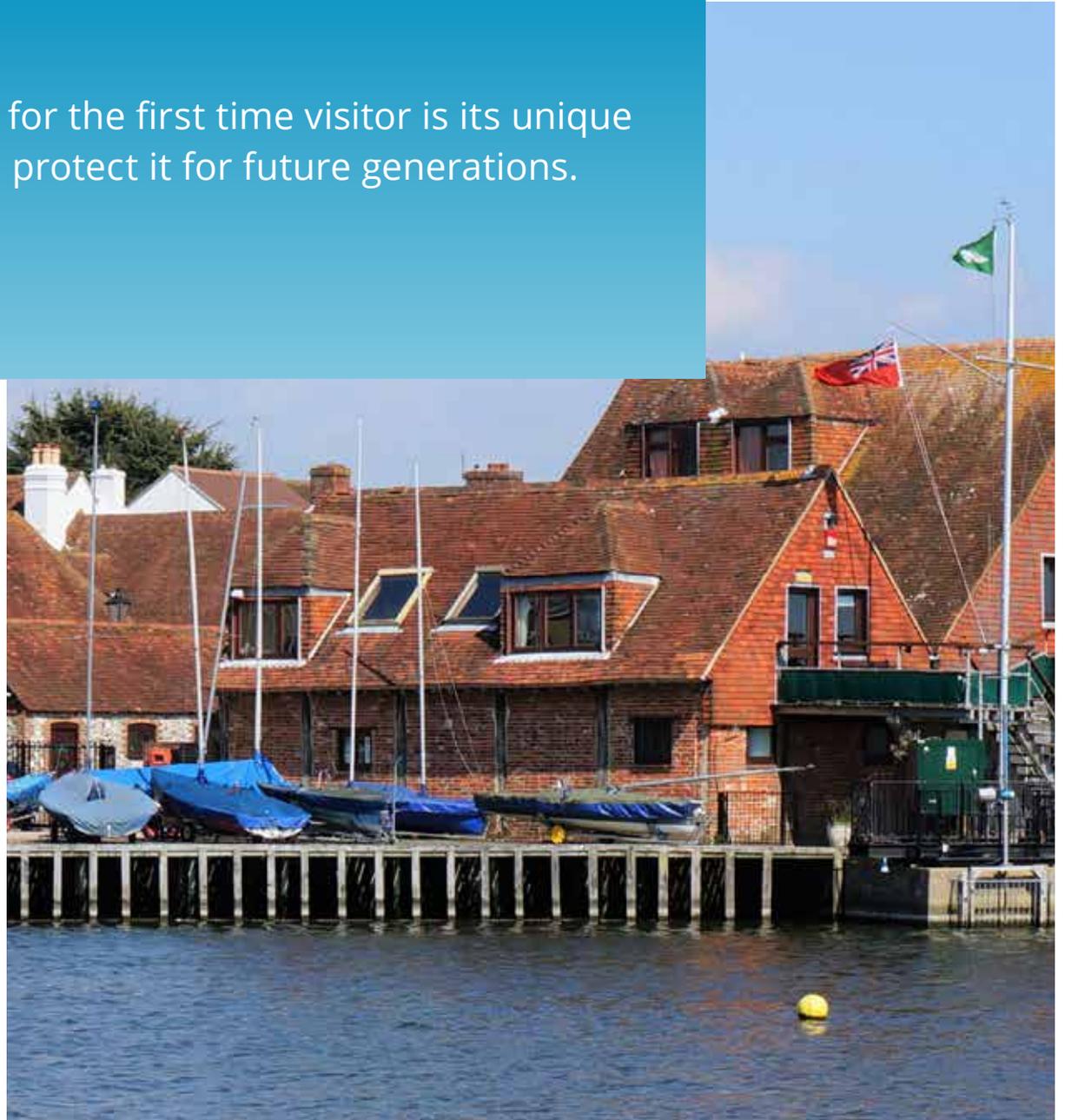
Including sufficient cycle storage within homes and places of work will increase the likelihood of people choosing to cycle rather than drive. Designing out as many hindrances to cycling as possible will provide residents and workers with an easy and attractive option. This will result in health, social and environmental benefits to the whole town and its community. New homes should also utilise internal layouts that can successfully accommodate electric mobility scooters, such as adequate storage areas and level access between external and internal areas.

# WATERFRONT

The memorable image of Emsworth for the first time visitor is its unique waterfront. These policies set out to protect it for future generations.

## *Policy Objectives*

- To avoid harm to areas designated for their ecological importance, whilst ensuring that a network of habitats is maintained.
- To open pedestrian, cycle and visual connections to adjacent marshland landscapes by providing and maintaining a waterfront edge route.
- Manage the threat of flood by safeguarding flood plain functions and ensuring that such measures necessary to protect the area are undertaken.
- Enable development potential to be realised by addressing capacity issues on the local sewerage and surface water network.



## Waterfront Context

Emsworth comprises residential neighbourhoods, open spaces, nature reserves, employment space, farming fields and a popular town centre, edged by the waterside. Unlike many towns which developed around the railway line, this arrived later than the shipping trade, and Emsworth therefore has a much closer relationship with its waterfront than other similar coastal settlements.

Emsworth is vulnerable to flooding and the Havant Borough Council Local Plan addresses this in its policies. It is essential for the town that such policies are strictly adhered to, especially in a time of rapid global climate change.



**Figure 9 — Waterfront Context**

# Coastal Path

The highlighted coastal path stretches for around 4km. This route makes for an interesting walk, with different types of environment encountered along the way. Residents can gain health and leisure benefits from the coastal path, with its accessibility allowing more chance for regular exercise, benefiting both body and mind. The route provides the space for social interaction, with chance encounters with friends being more likely as pedestrians pass each other.

The unique promenade experience allows people to walk “across the water” with dramatic views in a variety of directions. This is an attractive route for tourists, which brings economic benefit to the town and surroundings.



**Figure 10 — Coastal Path**

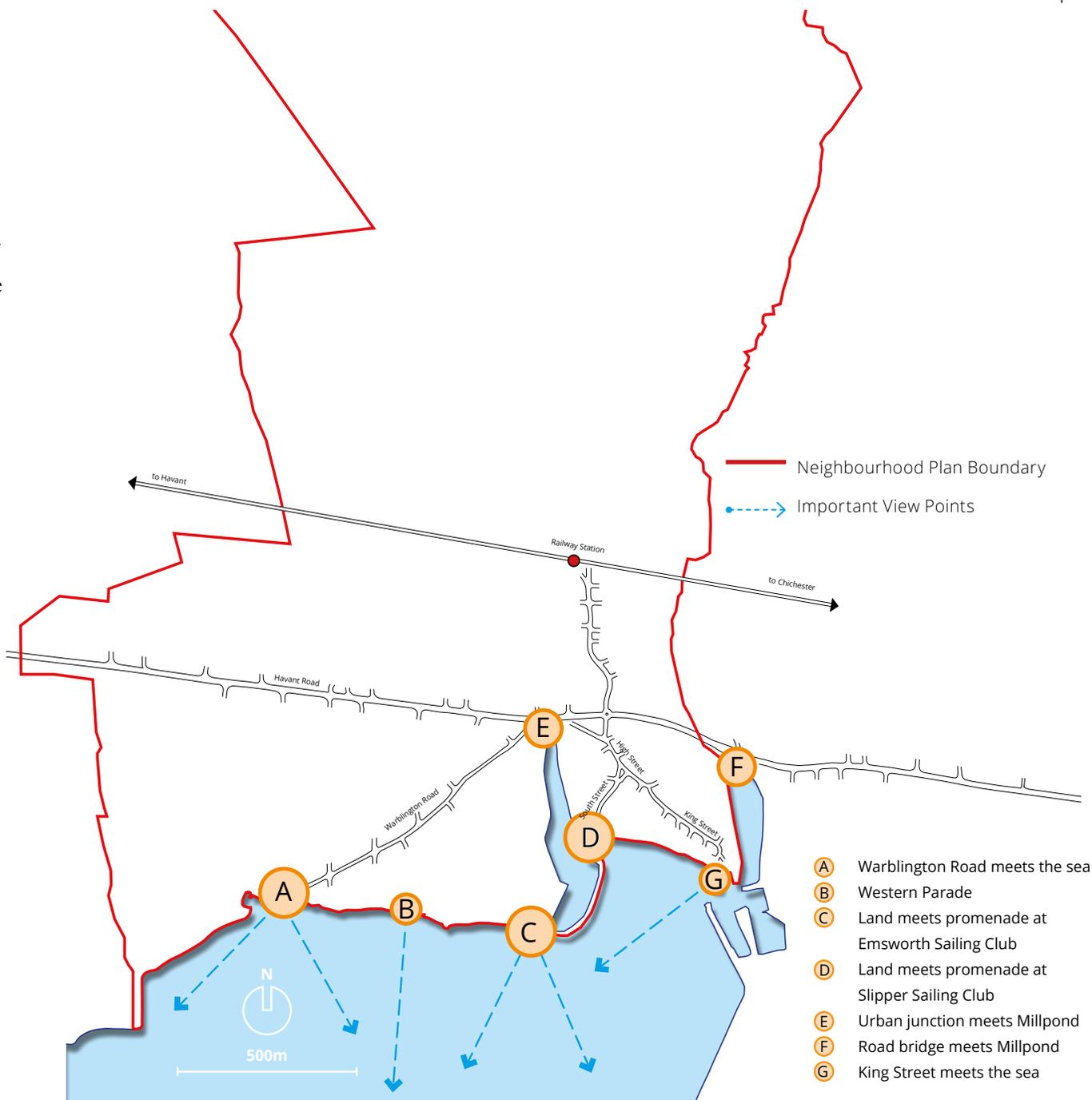
# Focal Points

Points of interest along the coastal path make for a pleasant and more engaging walk. The distance between “stopping points” averages at around 350m along the 4km route, which allows those less mobile to undertake the route, or parts of the route, without it seeming too daunting.

As one moves along the path, the series of views give changing perspectives on the waterfront. The different types of location include the urban landscape, the meeting of roads and water, boats moored and moving, and where views of the land and sea can be glimpsed from different angles.

Along Western parade, there is a wide view over the sea and out to the horizon. Other points along the route give views across to the land opposite, and the slip ways make useful and interesting features where the urban centre meets the sea. Two sailing clubs illustrate the continuing close link with the larger harbour.

**Figure 11 — Focal Points**



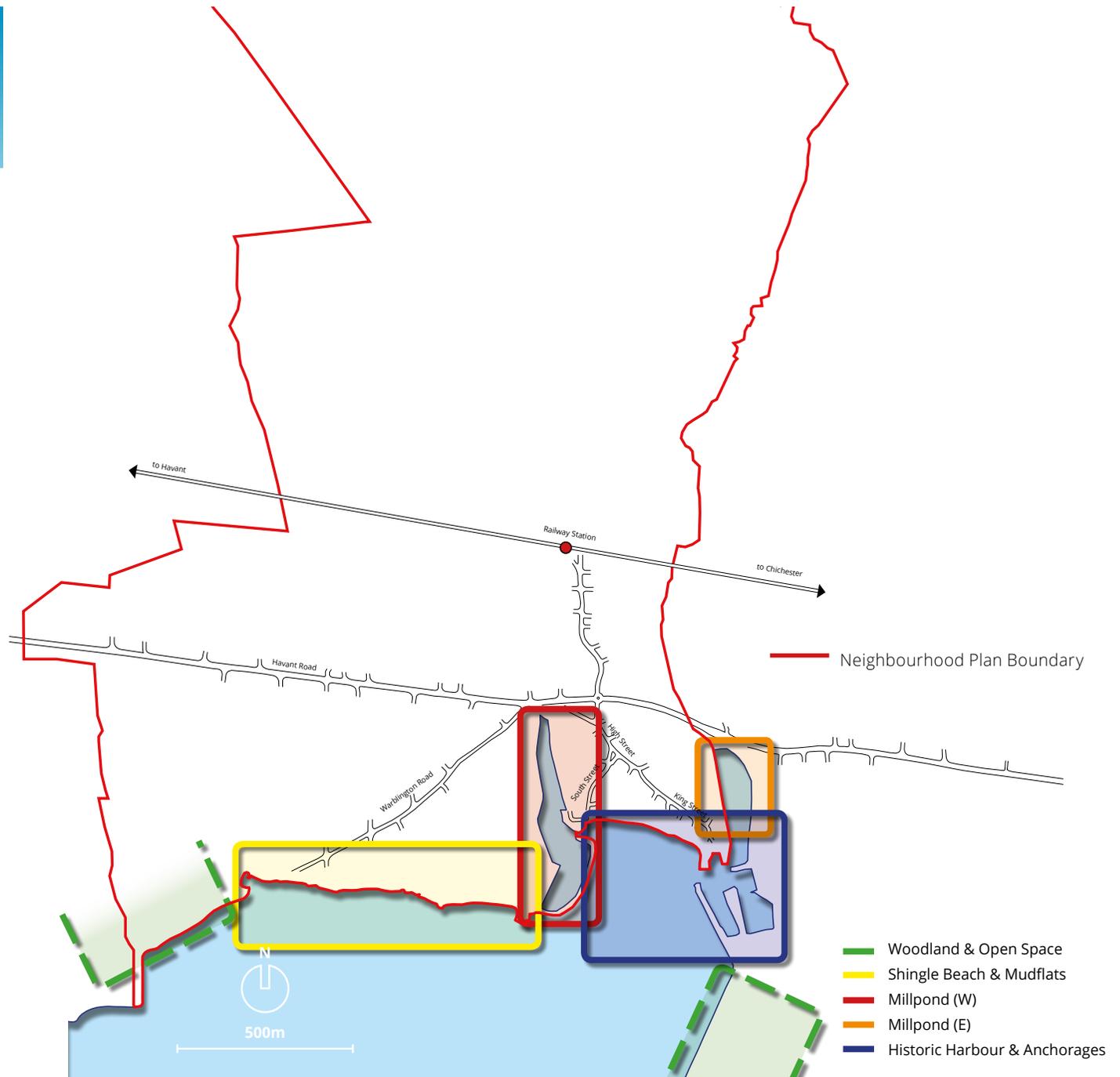
# Waterfront Character

Emsworth's unique waterfront is made up of five distinctive character areas. The green areas depict fields, paddocks, wetlands, and where the countryside edges flank the main waterfront.

The yellow highlights the shingle beach, one of two sailing clubs, a dinghy park, and mudflats. Millponds, west and east, are outlined in red and orange respectively.

Bath Road and Bridgefoot Path border the western millpond, overlooked by homes on either side. This area is an attractive location for tourists and locals, where families can feed the ducks and enjoy the waterfront while staying close to the town centre.

Lastly, the blue area depicts the harbour, which remains a hub of activity.



**Figure 12 — Waterfront Character**

## **POLICY WF1**

### **Public Enjoyment of the Waterfront**

- a) Except in exceptional circumstances, any new development on any waterfront site shall provide public right of access to the waterfront.
- b) Any developments or proposals that increase public access to the waterfront must not have a significant effect on protected species and/or habitats in the harbour.
- c) Applications for new development on waterfront sites should include an appraisal of options for the provision of public spaces and leisure amenities, including slipways and moorings, and must explain clearly how the proposals have taken account of this appraisal.
- d) Applications that support the delivery and enhancement of Natural England's England Coastal Path project\* when relevant to land within the Emsworth neighbourhood area, will be supported.
- e) Community involvement and consultation should be carried out as part of the planning application process for any proposal that affects public enjoyment of the waterfront.
- f) Any new development should ensure the safeguarding of coastal defences.
- g) Proposals that seek to repair the promenade will be supported.

\* *England Coast Path: improving public access to the coast, Natural England*

# DESIGN POLICIES

To ensure high quality future development

## *Policy Objectives*

— Create living and working environments that respond to Emsworth rich heritage and the demands for high-performing standards of sustainable development.

— Maintain and enhance the surrounding townscape setting of Emsworth, its roofscape and higher ground, waterways, landmark buildings and urban marshland edges.

— To ensure that the layout, form and density of all new development reflects the historic urban grain of the area and the specific urban characteristics of each part of the neighbourhood area, as described in this neighbourhood plan

— To ensure that applicants demonstrate through the planning application process how their proposals relate to the wider Emsworth context, with specific reference to clear and convenient connections with the town centre and with surrounding adjacent areas.



## **POLICY D1**

### **General Design Policy**

- a) All new developments and redevelopment proposals across the neighbourhood area are expected to be of high quality, in accordance with the other policies and the other provisions contained within this neighbourhood plan.
- b) The impact of any development, along with any required landscape mitigation measures, should be specified in a Design & Access Statement. The scope and length of the statement should be appropriate to the proposal concerned and be submitted with the application.
- c) Development proposals should have regard to the Design Checklist in this plan. Applicants should use their Design & Access Statement to demonstrate how the checklist has influenced the proposal.

## **POLICY D2**

### **Height, Mass & Materials**

- a) All new buildings shall be required to enhance the character of the area and be appropriate in height, mass and materials. In most cases, this will mean buildings constructed or clad in materials typical for the area with any pitched roofs being of slate or tile.
- b) Except in exceptional circumstances, buildings should be no more than three storeys in height, including the use of the roof to provide for up to four floors of useable space.
- c) Application for residential development above commercial ground floors will be supported provided they are to a high design standard and respect the scale of neighbouring buildings.

## **POLICY D3**

### **Layout, Form & Density**

- a) The layout, form and density of new developments should reflect the historic urban grain of the historic parts of the neighbourhood area and its specific characteristics, unless site specific conditions suggest otherwise.
- b) Development proposals should make the most efficient use of land and be developed at the optimum density. The optimum density should result from a design-led approach to determine the capacity of the site, with particular consideration given to:
  - the site context
  - its connectivity and accessibility to surrounding areas by walking, cycling and public transport.

- c) Proposed residential development that does not demonstrably optimise the density of the site should be refused.

## **POLICY D4**

### **Design of Public Spaces & External Areas**

- a) Emsworth public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.
- b) Development should make the public realm comprehensible at a human scale, using gateways, focal points, and landmarks as appropriate to help people find their way, particularly towards the waterfront and other key features such as public footpaths, walking trails, green spaces and recreational spaces.

- c) Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces, and should contribute to the easy movement of people through the space.
- d) Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. The heritage values of the place should inform treatment of the public realm, where appropriate.

## **POLICY D5**

### **Integration & Strong Connections**

- a) All redevelopment proposals need to demonstrate how they will relate to the wider Emsworth context, with specific reference to clear and convenient connections with the town centre, the creation of public access leading to the waterfront and with surrounding adjacent areas.
- b) Developments should create welcoming and inclusive neighbourhoods, promote active travel, enable the successful integration of the built form within its surrounding area, and deliver wider benefits to residents, such as access to shared amenity space and high-quality public realm.

## **POLICY D6**

### **Resource Efficiency**

- a) To help achieve both the sustainability goals of the neighbourhood plan and the wider objectives of local, national, and international planning policy (such as the Climate Act 2008) all developments in Emsworth should minimise the carbon footprint of the neighbourhood area through the promotion of good design.
- b) Applicants should give consideration to the following issues during the preparation of development proposals:
- High levels of energy conservation in the construction and use of new buildings
  - Integration of rainwater capture and grey water recycling technologies in new buildings

- The use of local building materials
- The minimisation of the amount of impermeable ground cover to reduce water run-off speeds
- The use of sustainable on-site energy sources, where applicable, including solar, wind, ground-source heat pumps, biomass
- The use of local forms of power to minimise power loss through the national grid
- The promotion of low CO<sub>2</sub> transport options through the provision of electric car charging points
- The inclusion of solar panels on roofs that can maximise the capture of solar energy will be supported, subject to the appropriate level of heritage and conservation assessment.

## **POLICY D7**

### **Mitigate Light Pollution**

- a) In any new development, light pollution shall be minimised by use of the lowest light levels compatible with safety, fittings that emit no upward light, low reflectance ground surfaces and use of spillover lighting where possible.
- b) This policy will be particularly important on sites on or near the Emsworth waterfront and in areas adjacent to open countryside.
- c) Lamp columns and other street furniture related to lighting shall be designed to respond in an appropriate manner to the heritage and conservation context of Emsworth.
- d) The use of movement responsive lighting will be encouraged to minimise any unnecessary light pollution.

## DESIGN CHECK-LIST

Much of this section of the Neighbourhood Plan is based on the Emsworth Design Statement that was published in 2008. This has strengthened the Plan, and will help to ensure the continued use and relevance of the Emsworth Design Statement.

The EDS records the distinctive character of Emsworth and its relationship with the surrounding environment. It defines design principles or guidelines which have the objective of maintaining or enhancing this distinctive character.

The process of preparing the EDS was initiated, managed, and undertaken by members of the community through the Emsworth Residents' Association (ERA). The purpose of the EDS is to contribute to the protection and wherever possible the enhancement of the human, economic, structural, and environmental qualities of Emsworth so that the town continues to be a thriving community in an attractive setting. The Emsworth Forum is grateful to the ERA for its support and cooperation in integrating key elements of the EDS into this plan.

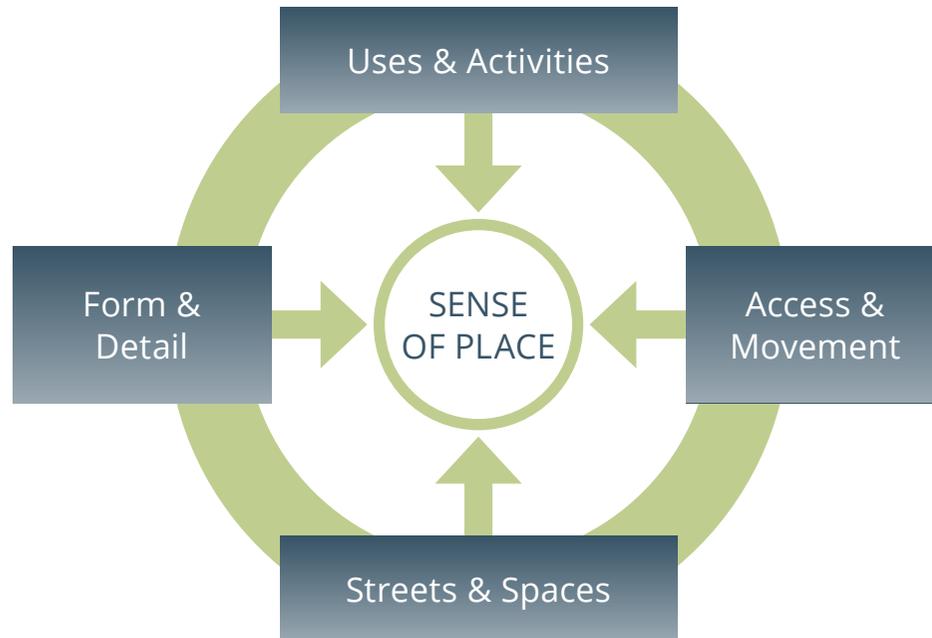
Given the wealth of character that can be found throughout Emsworth, it is considered essential to consider more than the historic core. In many cases the EDS was able to specify individual Design Considerations in such a way that they should be applicable throughout Emsworth.

It is not possible within a neighbourhood plan to focus in detail on individual features, properties, or streets in the same way a design brief or planning application can. However, this section of the neighbourhood plan provides a good introduction to Emsworth's character and will provide valuable design guidance to landowners, developers, architects, designers, and householders across the neighbourhood area. It will also provide an information source for members of the community when they wish to comment on design and development proposals.

## Design guidance topics

For clarity and ease of access, the following design topics have been structured around four cornerstone themes as follows: Uses & Activities; Access & Movement; Streets & Spaces; and Form & Detail. These broadly coincide with the four principle built environment professions of town planning, highway engineering, landscape architecture and architecture. As a general rule, the scale becomes more detailed as the check-list progresses, from strategic issues that affect the whole neighbourhood to building and street level details.

The following design topics should be addressed through a Design & Access Statement (DAS) when applicants are seeking planning permission for development or redevelopment. See Policy Dr.



**Figure 13, Sense of Place** — How to create a positive sense of place through the successful combination of different components of design. Ensuring that all four components are working in harmony will be critical to future design quality across Emsworth.

## Uses & Activities

### Evolution and character

- o1/ Emsworth should evolve gradually and should not to experience rapid large-scale development. All development proposals are required to demonstrate how they will contribute to this positive evolution.
- o2/ Good design should support and enhance Emsworth’s role as an attractive settlement within the wider south Hampshire landscape.
- o3/ Small scale “village atmosphere” with healthy mixture of residential, commercial and industrial use is an important element of the character of Emsworth. This too should be supported through sensitive and appropriate design.
- o4/ The strengths and distinctive characteristics of Emsworth’s settlement pattern includes a variety of buildings and styles, the sky being brought right down into the town by open spaces and water and relatively low building heights.
- o5/ The varied and distinctive character of each of the five distinct residential areas beyond the town centre should be maintained and enhanced — for further details, see plan and text on pages 82 and 83.

## Layout and integration

- o6/ New buildings should be well-integrated into the site and become part of a unified and interrelated composition, both with other buildings on site and with existing buildings adjacent to the site. This is particularly important in mixed-use developments that combine living and working.
- o7/ The layout of new developments should incorporate access routes and footpaths within the layout that reflect the historic character of Emsworth.

## Access & Movement

### Walking and car parking

- o8/ Designing for maximum pedestrian use in all parts of the town, including the urban spaces, will help create welcoming and safe environments is supported.
- o9/ Access for people with disabilities and parking for wheelchairs and mobility scooters, whilst respecting the nature of the building and its surroundings, will be encouraged.

- 10/ Car parking is to be discreet, with a proper provision of off-road parking as appropriate. On-road parking needs to be accommodated carefully to ensure that footways and cycle paths are not blocked or narrowed.
- 11/ Courtyard entrances which permit access by emergency and other large vehicular traffic for purposes of off-road loading and unloading while still ensuring that the buildings remain in keeping with the street scene are encouraged.

### Rural access and wildlife

- 12/ The informal and semi-rural character of the footpaths and cycleways are in-keeping with their surroundings. Future interventions to grow the pedestrian and cycle network need to maintain this approach, through the use of surfacing materials which complement this character.
- 13/ Sensitive management of public access to open spaces is required in ways which help to maintain and enhance their rural qualities.
- 14/ There is a need to minimise the visual impact of new buildings and the physical impact of increased access. Therefore, the use of permeable surfaces such as bound gravel and porous rolled surfaces is encouraged where appropriate.
- 15/ Developments and initiatives that will help link wildlife and nature conservation habitats and avoid of the fragmentation of landscapes will be supported.

# Streets & Spaces

## Strategic landscapes

- 16/ The characteristic landscape features of Emsworth, including wooded shoreline, open coastal plain, broadleaved woodland and small hedgerow-bound fields are to be preserved and enhanced.
- 17/ The quality and character of Emsworth's landscape setting and associated views from within Emsworth and the Harbour are a further important characteristic and should be preserved and enhanced through new development proposals.
- 18/ Sites of Importance for Nature Conservation and associated wildlife corridors in and around Emsworth are to be protected.
- 19/ Development proposals should not adversely affect the coastal habitats within the AONB or the amenity of the informal and rural nature of open spaces in and around Emsworth.

## Green spaces within urban areas

- 20/ In order to retain Emsworth's identity and avoid urban coalescence, the maintenance and enhancement of boundaries between urban areas and nature conservation areas is encouraged.
- 21/ Green spaces of appropriate scale and quality within new developments will be encouraged.
- 22/ All new houses should have private amenity space and/or gardens, at the front, back or side of the property, as appropriate.

## Street scenes

- 23/ Street scene illustrations of a new development project help establish its overall impact on the surroundings, particularly the Emsworth skyline, and are to be encouraged with all planning applications.
- 24/ The character of the street scene and nature of the surrounding area (e.g. plot size and design of adjacent buildings) is important determinant of character. This is of particular importance when the location is widely visible. Designers and architects must show an appreciation for such compositions and the effects their interventions will have upon them.

## Woodland and trees

- 25/ Trees and hedgerows bordering open spaces, which can protect the rural nature of these areas and screen new development, are to be preserved and enhanced.
- 26/ Woodlands on the edges of the urban area, which provide a buffer to the urban environment, are an important characteristic of Emsworth, and should be preserved and enhanced.
- 27/ The small field hedgerow character that is found to the east of New Brighton Road around the Ems Valley north of A27 should be preserved and enhanced.
- 28/ The contribution made by gardens and the variety of green open spaces to the character of Emsworth needs to be acknowledged and appreciated by all development proposals.
- 29/ Use of trees and hedges for screening and softening the impact of new developments, both residential and commercial, is encouraged.
- 30/ Trees, groups or avenues of trees, and hedges, particularly along roads, make a special contribution to the character of the area through their large mature status and therefore should be protected.
- 31/ New tree and hedge planting needs to be maintained and should augment the historic planting, both along the approach roads to Emsworth and within the built environment, using an appropriate mix of species.

## Building lines and street design

- 32/ The existing building and garden frontage lines and the balance of hedges, fences, mature trees and verges are to be respected.
- 33/ Long stretches of blank frontages including large double-doors in residential and shopping areas which detract from the street scene are to be avoided.
- 34/ Sensitive and judicious use of street furniture, signs and advertisements helps to keep clutter to a minimum and enhances the character of the street and spaces. The use of bollards should be kept to a minimum.
- 35/ Where the opportunity arises, the re-routing of services underground is encouraged.

## Form & Detail

### Construction, materials and build quality

- 36/ The build quality of new developments, and the materials selected as part of the construction process, should ensure a high standard of appearance over time.
- 37/ Construction techniques and materials should prevent a rapid deterioration that can lead to buildings with an unsightly or neglected appearance. Building maintenance should be cost-effective and easy to administer.
- 38/ Use of good quality materials, preferably local, which respect the neighbouring properties, mellow with age and can be easily maintained will be encouraged.

### Rooflines and skylines

- 39/ The local character of Emsworth is typically defined by architecture of three storeys or less. New buildings should generally keep to this height while also being designed to respond to the surrounding context, thus visually creating a more integrated and seamless addition to the town.

- 40/ Rooms in the roof are encouraged where appropriate, particularly in the town centre, subject to the other provisions in this plan. Living above a commercial premise in the town centre is an efficient use of land and brings benefits such as vibrancy, mix of people, social interaction, and security to the town centre through passive surveillance.
- 41/ Silhouettes, including the roof line/skyline, which integrate well with the surrounding buildings and the existing skyline will be supported.
- 42/ Flat roofs can create maintenance issues and are considered to be out of character in Emsworth and should be avoided.

### Density and scale

- 43/ The density of new development should be in character with the local surrounding area, and outside of the town centre should be designed to give an impression of spaciousness with opportunity for green landscape between buildings.
- 44/ New buildings should be in scale within the context of the surrounding buildings and located where they will not overwhelm their surroundings.
- 45/ House extensions are to be sympathetic with the style of the host house and use similar materials and fenestration. Modern style extensions to traditional houses will be acceptable provided they are of high quality design.

## Resource efficiency

- 46/ Measures to help conserve water and energy in new buildings will be encouraged.
- 47/ New development should seek ecological enhancement to the immediate area, such as provision for birds and bats to be safely incorporated into new buildings.
- 48/ The reuse and recycling of building materials will be encouraged, as will the use of recycled materials from old buildings where it will help maintain or enhance integrity.
- 49/ New buildings are to use local construction materials, and reflect local building traditions, with materials obtained from local sustainable sources.

## Lighting and safety

- 50/ Consideration should be given to the need for lighting, and where it is deemed essential, efforts should be made to seek to minimise its impact in the landscape through choice of light source and control of light spillage. Lighting should only be installed in areas of need, such as alongside pedestrian routes in and around the built areas. Areas adjacent to open spaces and undeveloped areas should be left unlit to avoid light pollution.

- 51/ All developments and improvements in Emsworth should be designed to ensure that safety and security are built in. Designs should ensure people feel safe during hours of darkness through unobtrusive path lighting and active frontages (i.e. doors and windows facing onto the street) and safe, permeable routes where appropriate.

## Heritage and innovation

- 52/ Preservation of buildings of historical or visual value will be encouraged. Their use may need to change to reflect changing social, cultural and economic requirements.
- 53/ The contribution made by the historically and architecturally valuable buildings, as described by neighbourhood plan Policy H3, should be recognised in all redevelopment proposals that affect the historic core of Emsworth.
- 54/ Styles and materials that relate to those found within the Conservation Area will be encouraged.
- 55/ In other areas, imaginative, innovative, and quality designs, incorporating styles of the present age where appropriate, so they can take their place as part of the evolving history of Emsworth, will be encouraged.
- 56/ The use of contemporary design, materials and construction in new buildings to conserve energy and promote sustainability without harming the townscape and character of the area will be supported.

## Elevation and decoration

- 57/ Window and door openings should be in proportion to the buildings themselves, as well as reflecting the overall setting. The size, proportions, materials and detailing of replacements should reflect the original in the more historic parts of Emsworth.
- 58/ The removal of features such as chimneys or detailing where their removal could detract from the appearance of the original structure will be resisted. This will apply across the neighbourhood plan area, not just in the Conservation Area.
- 59/ Variety for variety's sake, unrelated ornamental detailing, mock/faux styles which serve no purpose other than to attempt to camouflage inappropriate design or materials must be avoided.
- 60/ Focal points and elements of surprise which enhance character and identity will be supported.
- 61/ Shop fascias and hanging signs whose size, proportion and materials including lettering and illumination do not relate to the building and its surrounds are strongly discouraged, especially within the Conservation Area.
- 62/ The attractive and distinctive character of the approaches by road to Emsworth from the west, the east and the north should be preserved and enhanced.
- 63/ For larger properties, which play a significant role in the character of an area, conversion (rather than demolition and rebuild) will help to retain the character of the wider area and allow for a more sustainable use of materials.

## Residential Character Areas

Beyond the town centre it is possible to identify five distinct residential areas. Each has its own character but they all display a variety of age and design; it is essential that this variety is maintained. Many of the features characteristic to Emsworth appear in more than one area. For example, there are several larger houses, often Edwardian or Victorian. In some cases, these are on large plots. Increasingly there are developments where the house (or houses) is (are) replaced by a block of flats or many smaller properties. This brings a significant change (and challenge) to the character of the neighbourhood.

### **1. North of Southleigh Road**

Quiet suburbia, which seems very remote from the rest of Emsworth. There are older and larger properties on Hollybank and Long Copse Lanes, but many properties are post 1960s, mainly small detached and terraced houses and bungalows. A large area of social housing was built in the early 1980's.

### **2. East of New Brighton Road**

Quiet suburban semi-open area of mixed housing. Many of the older properties at the southern end are of good character. This area borders onto open fields in the Chichester/Emsworth gap with a footpath linking Westbourne with Emsworth centre.

### **3. Triangle formed by Horndean Road, New Brighton Road and Southleigh Road**

Many of more recent origin with intimate areas and generally of a similar style, including bungalows, semi-detached and detached houses.

### **4. West of North St. and north of Havant Road**

This area best illustrates the phases in the expansion of Emsworth from east to west. It includes late 19th and early 20th century terraced and semi-detached houses and a few detached properties, 1930-1960 social housing including a few blocks of 3-storey flats, Victorian and Edwardian villas with modern infilling, bungalow estates, small 1960's estates in cul-de-sacs, and Emsworth Primary School.

### **5. South of Havant Road**

A variety of mainly individually designed 19th and 20th century houses with some infilling. Extending westwards there are more recent estates of buildings of more uniform design. There are several "colonial" villas set back in large plots of land, particularly on the western side of Beach Road at the southern end. These are of architectural interest and contribute to the character of the area.

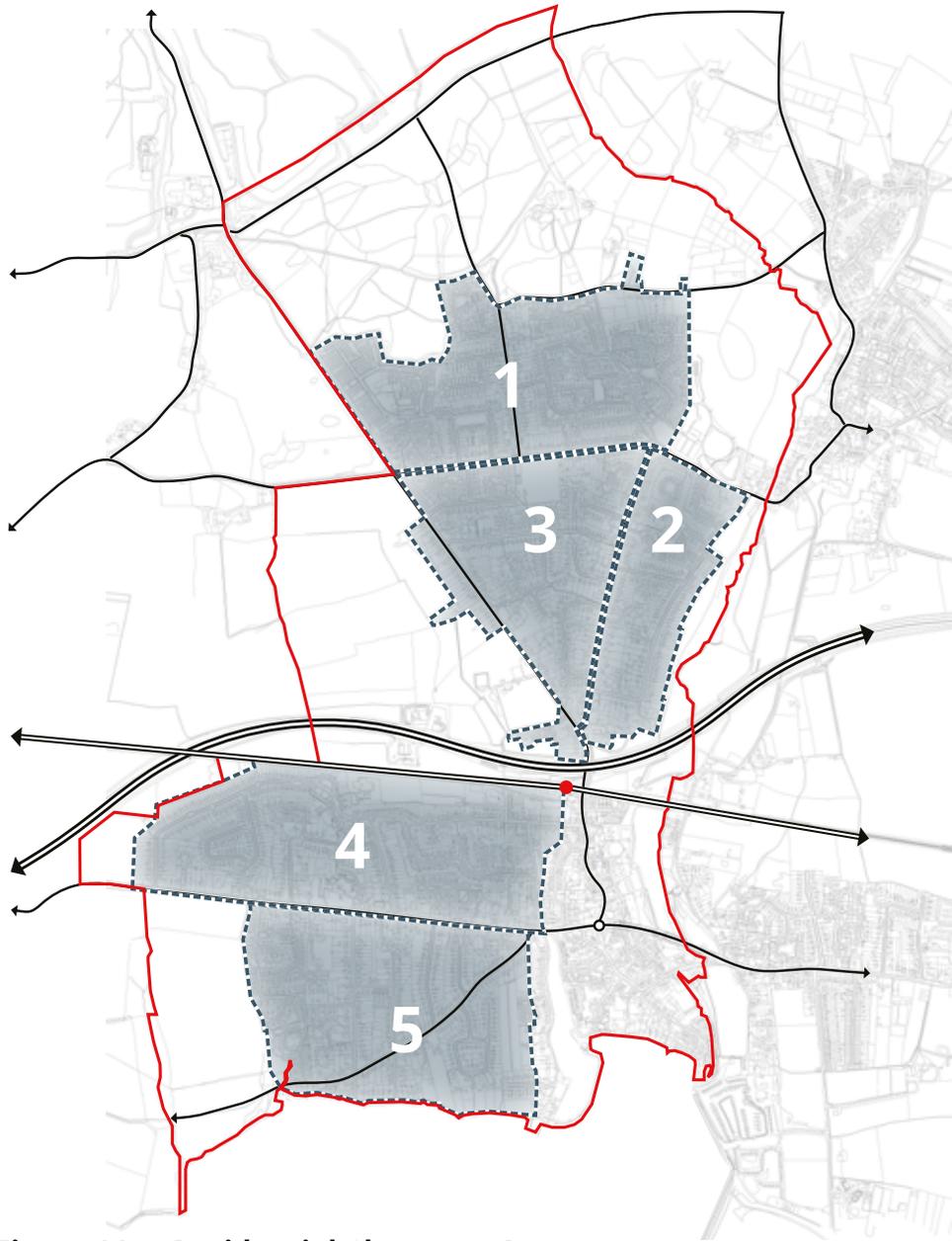


Figure 14 — Residential Character Areas

# Neighbourhood Plan Projects

Actions to help implement the policies and meet the aims and objectives of the neighbourhood plan

Emsworth will inevitably experience growth over the next decade or more. This growth will only be successful if the right level of investment is made to improve the community and social infrastructure at the right time. Delivery of infrastructure need not all be “upfront” but current and forecasted infrastructure shortfalls must be independently evaluated and a full mitigation plan must be supplied by the developer before large-scale housing applications can be approved.

A schedule of specific projects has been identified through the neighbourhood plan process. This schedule will act starting point for these projects to be developed further. The projects will require further feasibility work outside the scope of the neighbourhood plan, to establish how they can be funded and delivered.



Since the publication of the Pre-Submission Emsworth Neighbourhood Plan, the Forum has established a Community Land Trust to progress some of the projects mentioned on the following pages.



## Neighbourhood Plan Projects Schedule

Proposals for new and improved community and social infrastructure in the plan area, including the projects listed below, will be supported subject to those proposals meeting the objectives of this plan and being compatible with other planning policies in the plan.

## Community

- Retailers and businesses to consider improving accessibility for mobility challenged customers and wheelchair users.
- Encourage more leisure and community facilities to the north of Emsworth.
- Encourage more leisure facilities across the whole town, in particular for young people.
- Investigate opportunities for amenities for local people, including safe cycle routes.
- Investigate the provision of public conveniences and update modernise the existing building in South Street.

## Living

- Establish a community-led initiative to provide affordable housing responding to the needs of those living and working in Emsworth.
- Develop more renewable energy projects and investigate the opportunity for a solar farm on land to the west of the town.
- Create development briefs for the Victoria Hospital site, Sultan Road industrial area, and the station industrial site.
- Install acoustic fencing along the A27 and Main Road.
- Review and encourage education in schools to optimize safer cycling.

## Heritage

- Create a list of assets of community value.
- Investigate the creation of an undesignated heritage list, comprising buildings that are currently not eligible to be listed and/or scheduled.

## Working

- Town Centre businesses and trades people should be encouraged to become “dementia aware” in the way they promote and manage their operations.
- Promote the use of vacant retail sites to be used as “pop-up” shops and other temporary or meanwhile uses.
- Maintain and encourage support for banks and innovative financial services.
- Appoint a Town Centre Manager to coordinate related initiatives.
- Create a visitor centre and/or tourist information centre.
- Develop a detailed economic strategy for the town centre.
- Install additional cash machines in the town centre to help boost trade and visitors.
- Nominate Emsworth to become a pilot project for next generation broadband and/or mobile connectivity.

## Moving

- Develop the Civic Square Project by conduct feasibility studies to consider ways to improve traffic flow, conditions for pedestrians and cyclists and enhance the character of the Havant Road Roundabout, High Street and wider town centre.
- Develop a new bus service to Oak Park Community Health Centre.
- Investigate the provision of “on — off” hopper bus serving all of Emsworth.
- Increase the number of secure cycle racks in appropriate locations across the neighbourhood area.
- Install charging points for electric vehicles in appropriate locations across the neighbourhood area.
- Investigate the installation of new pedestrian crossings throughout major roads, including the High Street, Horndean Road, Havant Road and Southleigh Road.
- Review the existing cycle lane infrastructure and propose specific improvements.
- Explore the opportunity for a mandatory 20mph vehicle speed limit in the areas of the town where there is no dedicated pedestrian footway, and where significant speeding has been identified on local roads, e.g. Beach Road and Bath Road.

## Waterfront

- Promote Emsworth’s maritime and oyster heritage.
- Investigate opportunities for a seafront board-walk.
- Repair the promenade.

*NOTE — Due to the environmentally sensitive nature of the waterfront in Emsworth, and the protections it is already afforded, the three waterfront projects as listed above will be subject to advice and/or approval from the necessary environmental, maritime and regulatory agencies.*

## Design

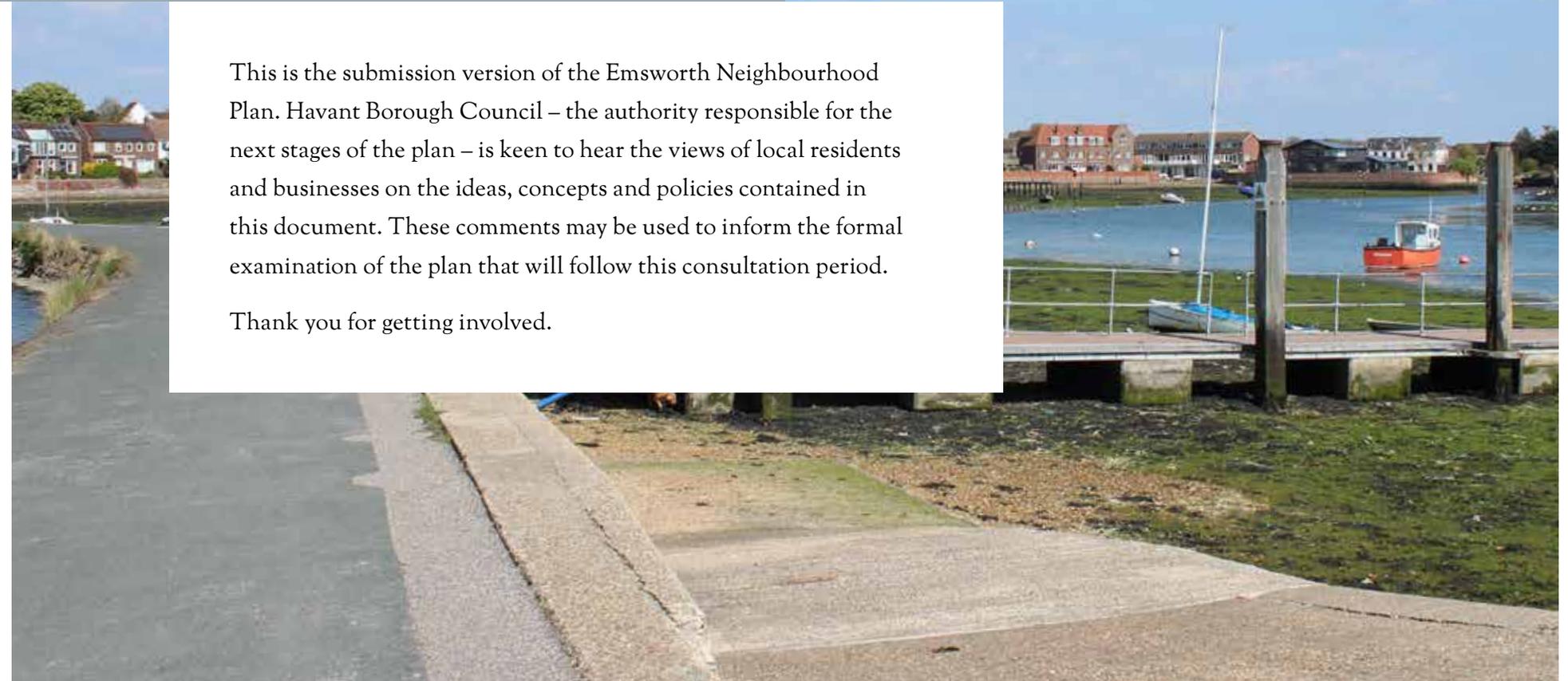
- Encourage more tree planting. Investigate how more Tree Preservation Orders (TPOs) can be applied in specific areas.
- Undertake a street furniture and signage audit with the aim of de-cluttering the public realm, and introduce more dog waste bins, subject to the results of the audit.

# What Happens Next?

Further involvement from the Emsworth community is needed

This is the submission version of the Emsworth Neighbourhood Plan. Havant Borough Council – the authority responsible for the next stages of the plan – is keen to hear the views of local residents and businesses on the ideas, concepts and policies contained in this document. These comments may be used to inform the formal examination of the plan that will follow this consultation period.

Thank you for getting involved.



## Submission Consultation

This is the submission version of the neighbourhood plan and Havant Borough Council want to know the views of the people who live, work or do business in the town. Please send your views and opinions to Havant Borough Council before the end of the six-week consultation period.

## Independent Examination

Following the six-week consultation period, an independent planning examiner will be appointed to examine the plan. Subject to the positive recommendation of the independent planning examiner, the plan will go forward to be the subject of a local referendum, to be voted upon by the residents of the town.

## Further Information

Contacts at the Emsworth Forum for further information:

- Chair: Stephanie Elsy | [stephanie@stephelsy.net](mailto:stephanie@stephelsy.net)
  - Secretary: Mike Bateman | [mikebateman20@gmail.com](mailto:mikebateman20@gmail.com)
  - The Emsworth Forum, c/o The Community Centre, North Street, Emsworth, PO10 7DD.
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