

July 2008

Supplement

(Not ratified by Havant Borough Council)

To be read in conjunction with the full Emsworth Design Statement



Emsworth Residents Association

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Background to Supplement

Preparation of the Emsworth Design Statement (EDS) took an elapsed time of nearly five years. During this period the planning environment changed. Certain topics that were originally within the scope of a Design Statement and which were ratified by the community could no longer be included if the document were to be formally adopted by Havant Borough Council as material evidence during the assessment of planning applications by the Development Control Team (DCT). The EDS now focuses solely on those areas covered by the DCT. As a result a number of topics and concerns, which were ratified by the community in July/August 2007, are no longer included. The EDS Core Team decided that these excluded items would form part of a separate document. This material can then provide background information when Emsworth makes

submissions relating to planning initiatives including the preparation of the Local Development Framework. This supplementary document has not been agreed with HBC.

This document has the same sections as those in the EDS with an additional section on Transport, access and parking. In the July 2007 version of the EDS "Design Points" (DPs) were re-named "Matters for Consideration" (MFC) and were redrafted to follow the format of another VDS that had been accepted by HBC. In this document the July 07 wording has been retained. In both documents MFC/DPs can be uniquely referenced by section number and item within the section; in the case of the EDS MFCs are numbered and in the Supplement DPs are identified by letter.

This supplementary document should be read in conjunction with the Emsworth Design Statement (EDS). The Supplement has not been adopted by Havant Borough Council and hence does not have the same status as the EDS. Nevertheless, the material contained in has been formally endorsed by the Emsworth community and as such has a valid role to play when views are being expressed on planning and related matters.

See the back cover of this document for suggestions as to how both documents could be used.

Introduction

How this Design Statement was developed

The project was initiated by the Emsworth Residents Association (ERA). It was then established as an independent organisation, within the ERA with its own committee. It's funding, which had to be specifically raised for the project, was provided by local businesses, HCC, Chichester Harbour Conservancy and "Awards for All" Lottery Fund.

At the start there were a number of general meetings and a small exhibition; these set the framework and identified volunteers. Since then the bulk of the work has been undertaken by a core team of about 12-15 people.

The wider community has had a number of formal opportunities to provide input via the initial public meetings, a questionnaire and the

exhibition of an early draft. Regular updates were provided in The EMS, a quarterly newsletter published by the ERA and delivered free to all households. Updates were posted on the website and stands set up at local functions.

Advice was sought from specific individuals and outside bodies, including HBC Planning Staff, Chichester Harbour Conservancy Staff and Planning Aid South.

The approach was to identify what was particularly valued about Emsworth as well as potential opportunities and threats; based on this, topics and Design Points were identified.

Spring 03	The project was initiated with the first Steering Group meeting in June.
Summer 03	A small exhibition held in the town centre and stands manned at the Emsworth Show and Food Festival. The community was asked to register their ideas and skills if they wanted to be involved.
Autumn 03	A series of public meetings and an article in The EMS.
January 04	Sought input via a questionnaire in the EMS. Response was good and provided much useful input (see Appendix 3). Feedback was provided in The EMS.
Jan/Feb 04	Initial core group of 10-14 residents was established. The membership varied during the project as individuals' availability and project focus changed.
March 04	First meeting with HBC.
May-July 04	Feedback on aspects of the questionnaire results via a succession of three shop window displays in the town centre. A further display was set up for the opening of new community centre annex.
Feb 05	Shared proposed contents of EDS via a 2-day exhibition in the town centre and a posting on the web site. The objective was for the community and visitors to provide feedback both on the approach and the Design Points. A summary of the wonderful feedback was publicised in The EMS (see Appendix 4).
July 05	Passed Version 2 of document to HBC for informal comment.
Early 06	Version 4 passed to HBC and Chichester Harbour Conservancy (CHC) for informal review.
Early/mid 06	It was realised that there was too much data; after an extensive review the content was frozen in Aug.
Oct 06	Document passed to HBC and others for formal review.
Jan 07	Revised document passed to HBC
July/Aug 07	Review and ratification by the community
July/Aug 08	Formal approval by HBC

Relationship between Emsworth Design Statement (EDS) and Havant Borough District-Wide Local Plan

Below is a summary of the relationship between sections in the EDS and the Havant Borough District-Wide Local Plan 2001-2011 (adopted September 2005) (HBDWLP).

EDS Section	HBDWLP Policy Headings
1 Landscape	Countryside and Coast (C), Flooding and Erosion (F), Landscape (L), Nature Conservation (NC), and Pollution (PC), Recreation (R) and Urban Form (UF).
2 Settlement Pattern	Design (D), Employment (EMP), Housing (H), Recreation (R), Urban Areas (UA)
3 Built Environment	Design (D), Housing (H), Historic Heritage(HE); also touches on some policies within Employment (E), Pollution (PC), Town Centres (TC) and Urban Form (UF)
4 Life in Emsworth	Relates to community policies as covered in Community Service (CS), Design (D), Employment (EMP), Housing (H), Recreation (R), Town Centres (TC), and Urban Form (UF)
5 Getting to and Around	Transport (T)

1 Landscape Setting

Emsworth is set on a flat coastal plain at the head of Emsworth Channel, one of the main arms of Chichester Harbour. The surrounding land and seascape give Emsworth a very clear sense of place combined with scenic quality and local distinctiveness. It is surrounded on the other three sides by woodland in the north, a river valley in the east and farmland in the west. In the Havant Borough District-Wide Local Plan (HBDWLP) these had been designated as 'Strategic Gaps'. The settlement is an attractive feature well integrated into the landscape.

1.1 Characteristic Landscape Features

Design Points

- a) The existence of a glasshouse complex or other agricultural buildings should not be grounds for permitting other development on what are technically Greenfield sites.
- b) Agricultural buildings in open areas should be designed to minimise their impact on the landscape.

1.2 Views

Design Points

- c) People in Emsworth are consulted in accordance with the neighbour notification procedure about any development, whether in Hampshire or West Sussex, which affects the views in or out of Emsworth.

1.3 Protection and conservation of Current Gaps

Note: This section was removed in its entirety.

The countryside in and around Emsworth is within two Gaps (currently defined as strategic) and/or Chichester Harbour Area of Outstanding Natural Beauty (AONB). The Harbour's outstanding quality is due to its unique blend of land and sea, especially the combination of large-scale open water areas and intimate creeks. Low tide exposes bare mud flats and salt-marsh, creating a wide-open remote wilderness. These designations used to give some protection from development. However, such 'protected areas' are still vulnerable to changes in policy and the value of these areas needs to be emphasised. The two "Strategic" Gaps between Emsworth and the neighbouring towns and villages are important to maintain the separate identities of these settlements. This was confirmed by 94.2% of respondents in the 2004 survey of residents (76.5% of respondents considered this to be very important and 17.7 % important).

Havant/Emsworth Gap

A relatively narrow and very flat stretch of high-grade agricultural land utilised for arable and market gardening with rough grazing between the railway and the A27. Extensive planting around the Warblington roundabout, where the Gap is at its narrowest, helps maintain the visual break between the settlements. Further north the large open fields are bounded along the main roads by substantial Hawthorn hedgerows. Land to the south of the A259 is in arable cultivation with some grazing land along the main road. There is a Roman villa within the Emsworth/Havant Gap whose location has been established by limited excavation.

Chichester/Emsworth Gap

Most of this Gap lies outside Emsworth in West Sussex, with settlements along the coastal plain between the sea and the South Downs. This Gap is extremely narrow between Emsworth and Westbourne). Mineral extraction in the north and expansion of settlements further south threaten its integrity. The eastern boundary

of Emsworth lies along the Ems river valley, which is mostly unimproved grassland used for grazing. A network of watercourses, some associated with the old mills, others with irrigation and watercress beds divide the meadows into small lush areas. A public footpath along the eastern urban fringe runs across this grazing land linking Emsworth with Westbourne.

Although these Gaps are very narrow at the two places mentioned they still provide some degree of separation between Emsworth and the nearby settlements of Havant (in the west), and Westbourne and the Lumley and Hermitage areas of Southbourne (in the east). The narrowness of the Gaps makes them vulnerable to the pressure for house building, as evidenced in the SE Plan. A sense of place and local distinctiveness are essential if Emsworth is to remain a sustainable community and would be threatened by any erosion of the Strategic Gaps.

Design Points

- d) The current designations give the countryside around Emsworth some protection. However, it is still vulnerable to changes in Policy and its value needs to be emphasised.
- e) The visual and physical break between Emsworth and other settlements should be maintained by protecting the Strategic Gaps from incursions. Even "rounding off" could lead to gradual erosion of the Gaps.
- f) Ways of enhancing the two very narrow Gaps, at Warblington and on the Westbourne Road between Emsworth and Westbourne, should be explored. This could include further tree planting in these areas, such as along the Havant Road to replace aging trees and along the southern boundary of Hampshire Farm and identifying groups of trees which merit group TPOs (Note partially covered on page 9 EDS).

1 Landscape Setting - continued

1.4 Nature Conservation Areas and 'wildlife corridors'

There are four Local Nature Reserves within Havant Borough; Brook Meadow has been given LNR status by Natural England (previously English Nature). The role of the local authority and local voluntary conservation groups is of major importance in this process. We should continue to promote Local Nature Reserve status for conservation areas.

There are concerns that there may be attenuation of adjoining wildlife corridors; especially the pastureland along the Ems valley on the eastern fringe of Emsworth where the land is privately owned and is not protected by any nature conservation designation.

Design Points

- g) Sites of Importance for Nature Conservation should be retained and enhanced in their existing locations.
- h) The open spaces which border nature conservation areas and/or form wildlife corridors should be protected along with the areas themselves.
- i) It is important that coastal habitats are maintained and enhanced, and remain unaffected by any local development.
- j) Consideration of planning applications for development *outside* the nature conservation areas should take into account and guard against potential risks to the biodiversity and biomass of the areas themselves.

1.5 Recreation

Design Points

- k) Off-road cycling needs to be managed appropriately, in some cases by improving cycle access (e.g. Nore Barn Woods) and in some cases by restricting it (e.g. around Slipper Mill Pond).
- l) Retention of existing boat launching and retrieval access points
- m) This project supports Chichester Harbour Conservancy's moratorium on additional moorings or marina space.

1.6 A Sustainable Landscape

Landscape and Countryside Management

Government initiatives, such as agri-environment schemes and other land management regimes to manage the landscape for wildlife need to be promoted among landowners.

Public Access

Increased access gives rise not only to wear and tear and disturbance of wildlife but also, sadly, to increased levels of litter and vandalism. Conflicts can arise between improving public access for all and protecting wildlife habitats. The habitats of endangered species, such as Water Voles, are protected under the Countryside and Rights of Way Act 2000 (CROW Act). Note: Since this section was written, both the Water Vole and its habitat are now fully protected by law under a recent review of the Countryside and Rights of Way Act.

Water and Air Pollution

The watercourses, millponds and harbour - important for wildlife and recreation - are very sensitive to pollution. Water quality is at risk from development (with or without Sustainable Drainage Systems (SuDS)) and poor maintenance of previous workings, landfill and sewage systems.

The present Southleigh landfill site, which is just over the border in East Hampshire, is full (tipping ceased in May 2006) and is in the process of being capped (completed by 2009) but will remain a source of pollution (leachate treatment) as well as converting methane into electricity for the next 10-15 years (until at least 2020). There is a threat to extend the site into the adjacent area, which includes an area of ancient woodland.

Climate Change

Increased storm frequency and sea level rise due to global warming will require improvements to coastal defences. It is important that established nature conservation areas, are assessed and duly protected from the effects of climate change.

Coastal Defence Strategy

The coastal defence strategy for Pagham to East Head is under "Initial Consultation" (January 2007). We support the concerns that sufficient regard is not being paid to the potential impact on Chichester Harbour itself.

Design Points

- n) Potential contamination from the Southleigh landfill site, particularly of streams from the site and the stream border between Hollybank Woods and Long Copse, should be monitored.
- o) In view of the sensitive nature of the watercourses, extreme care needs to be taken to ensure that all developments are properly designed to eliminate the risk of pollution, especially the design and construction of all drainage outlets into watercourses.
- p) When Sustainable Drainage Systems (SuDS) or equivalent drainage systems are utilised, adequate arrangements for long-term monitoring and maintenance need to be made. It is essential that there is sufficient capacity for both the initial development and subsequent phases. (C.f. the Hermitage development on the Sussex boundary).

2 Settlement Pattern

The July 06 version of EDS recorded a number of concerns about development pressures on the settlement pattern. In particular:

- It is feared that the “village character” could be lost if Emsworth loses the surrounding countryside.
- The increasing size and density of the settlement pose a risk to the “village character”. Density is not only about the proportion of built land but also building height. (See Built Environment & Life in Emsworth).
- Urban redevelopment and infilling contribute to housing densities which can be inappropriate and can threaten the character of existing areas.
- Private gardens are being lost to infill and parking; this reduces the proportion of green space within the settlement pattern.
- Although residents are concerned at the prospect of further infill, they also feel strongly that Emsworth will lose its character unless pressures to expand into the Strategic Gaps are resisted. (See Landscape Setting)
- Some parts of Emsworth itself are under threat from a rise in sea level and extensive works will almost certainly be required.

Design Points

(Included in full as changes in emphasis/detail)

If Emsworth is to absorb further development without losing its village character it will be important to:

- a) Manage infill so that it is at a density and a scale appropriate for the particular area.
- b) Use effective design to achieve required densities whilst remaining in harmony with the surrounding area and thus minimise the impact on Emsworth’s overall character.
- c) Focus on brown field development where possible. However, gardens in residential areas should not necessarily be considered eligible for such use.
- d) Protect existing areas of urban open space, converting to an alternative type of communal open space if no longer required for current use (e.g. allotments). Any enhancements should preserve the rural or informal character.
- e) Recognise the contribution made by private gardens, both front and back, to the characteristics of space and greenness and encourage their retention.
- f) Recognise that car parks provide a valuable space for large community events.
- g) Minimise the visual impact of any works required to protect the settlement from the sea.
- h) Retain the healthy mixture of residential, commercial and small-scale industrial use.

3 Built Environment

The bulk of this section was retained within EDS with much of the same emphasis.

3.1 Whole of Emsworth

The July 07 EDS recorded the following concerns:

There is no doubt that Emsworth will continue to change and develop. But the wrong kind of developments could damage the built environment and undermine its important contribution to the life of the town. Certain sites, such as those around the millponds, along the foreshore and lining the main roads into Emsworth, have a visibility beyond their immediate neighbourhood. Unsympathetic changes in such locations could have a particularly detrimental effect on the visual character of Emsworth.

A key threat to the variety and quality of the built environment is larger-scale, high density, monotonous developments that would detract from the character of the area and the skyline and are sometimes characterised by poor quality design and materials. It is particularly damaging when such developments take place at the expense of individual older buildings of character and quality, which are found throughout the town, not just in the central Conservation Area. An additional threat is the loss of gardens, particularly when used to provide the previously mentioned high density, mostly infill, development.

Design Points

All new developments or alterations to existing buildings (including commercial and industrial), as well as reflecting the principles in the Havant Borough Council Public Realm Design Framework, should:

- a) Be to scale within the context of the surrounding buildings. Groups of similar buildings would be acceptable in a context where they will not overwhelm their surroundings.
- b) Avoid large (i.e. in the context of their surroundings) industrial units where they would be inappropriate in the context of Emsworth

3.2 Gateways

Design Points

- c) Retain existing building and garden frontage lines and the present balance of hedges, fences, mature trees and verges.
- d) Give protection to all roads with special character and explore the designation of more roads with special character or interest (Ref. HE15). Specifically, the distinct visual character of the remainder of New Brighton Road may warrant such designation.
- e) Consider the use of trees and hedges to screen new developments so as to avoid impairing the views from the Emsworth Gateways, the railway and the A27(T).

3.3 Conservation Area

The July 07 EDS expressed concerns that: The quality of the Conservation Area is not uniformly high and there is a danger that it could deteriorate further under pressure for development. It has been undermined by some re-development of a suburban nature, alien to the overall pattern.

Design Points

All the design points set out for the whole of Emsworth apply but in addition to further preserve and enhance its quality it is important that:

- f) The integrity of the existing Conservation Area is maintained through strict development controls. Where extensions are proposed a detailed analysis should be undertaken to ascertain whether these could be incorporated within the structure without altering its character.
- g) Renovations and repairs to buildings of merit should be encouraged in preference to demolition. The material, texture and colour should be comparable to the quality of the original.
- h) Further consideration be given to making a directive under the Planning (Listed Buildings and Conservation Areas) Act 1990 in order that alteration or extensions to unlisted buildings can be more tightly controlled e.g. the use of UPVC.

3.4 North Street Area

The July 07 EDS expressed concerns that: Despite problems in recent years, the North Street shopping/retail area is now reviving and attracting more public support. It has considerable potential but faces a number of threats and difficulties. Some of these, such as the separation from the rest of the Town Centre by the A259 and the threat which national multiple shops pose to small traders are dealt with in Section 4 "Life in Emsworth". One problem has been a lack of cohesion in the standard of building design, exemplified by the large Tesco shop front, which is out of scale and character with the rest of the area. Some of the historically and architecturally valuable buildings (such as the old Town Hall) could be in danger of being lost to insensitive re-building or development proposals.

Design Points

All the design points set out for the whole of Emsworth apply but in addition:

- i) To safeguard and enhance the specific character of the North Street area it should be designated a Conservation Area and an Article 4 Direction¹ be made.
- j) Any proposals for major industrial developments to the North of the railway should minimise or avoid the need for vehicle access via North Street, Horndean Road and new Brighton Road. Existing footpaths and cycleways should have priority over any access road that crosses them. Existing screening should be retained and supplemented.

¹ Article 4 Direction is issued in circumstances where specific control over development is required, particularly where the character of an area of acknowledged importance is threatened. They are therefore more commonly applied to Conservation Areas.

continued overleaf

3 Built Environment - continued

3.5 Residential Areas

The design points set out for the whole of Emsworth apply.

3.6 Street Furniture and Street Lighting

Design Points

Street furniture is more likely to enhance, rather than detract from, the visual character of the built environment if:

- k) All street furniture, signs and advertisements are kept to a minimum, where possible integrated/rationalised, and are of a high standard and well maintained.
- l) Utilities are routed underground and providers are made responsible for proper reinstatement of surfaces. If the opportunity arises, existing wiring should be re-routed underground.
- m) All radio frequency/phone masts are sensitively located and meet concerns over visibility and safety.
- n) Street lighting is designed so as to actively contribute to energy saving methods without compromising safety.
- o) Security lighting should be focused and as unobtrusive as possible.

3.7 Trees and Landscaping

The Royal Horticultural Society booklet " Garden Matters – Front Gardens" (Urban series) is very informative and contains suggestions on how this matter might be sensitively handled with minimum harm to the environment.

Whilst any green area is, in general, welcome some narrow grass verges could possibly be removed making room for additional parking bays. Larger areas, including certain grass verges, could benefit from more imaginative treatment. In some cases a well placed shrub or tree would enhance the street scene while still allowing extra parking.

Design Points

To ensure that Emsworth's character is not further undermined by the continued loss of trees and hedges it is important to support and encourage:

- p) Establishing protection on significant trees, groups or avenues of trees, and hedges, particularly along roads with special character.
- q) Appropriate soft landscaping and replacement hedging, which would be conditional on approval for development.
- r) The amenity and environmental value of the trees should be taken fully into account when assessing requests for felling that do not arise from natural causes.

In addition, the following should be considered:

- s) Explore, together with the residents concerned, ways to make better use of some grass verges.
- t) Suitable slow growing hedging could be planted rather than erecting bland panel fencing.

4 Life in Emsworth

A number of issues were identified in the July 07 EDS, which it is considered could have an adverse impact on Emsworth as a sustainable community

- Pressure to convert to housing in the centre could lead to the loss of shops, commercial premises or community facilities, which are essential for a thriving community.
- Shops and services would lose business if shoppers and visitors cannot readily find short-term parking in the town centre.
- The wide range of community activities would be severely curtailed by any reduction in available facilities and meeting rooms.
- Unbalanced growth in the leisure industry, e.g. too many restaurants and gift shops aimed mainly at tourists, could adversely affect the living/working dynamic.
- Changes in the balance of housing type (e.g. more flats and fewer family houses) along with a lack of affordable homes, would threaten the diversity of the community.

During the final stages of preparation of EDS the following statement evolved as a possible replacement for the DPs in both "Life" and "Getting Around. It was not considered appropriate for the EDS but is included here as it seemed to sum up a range of points across both sections.

A spin-off of this project has been a clear understanding of how highly the community values being a community and that this is due to more than just the landscape setting and the bricks and mortar. For it to flourish a number of areas need on-going management.

- If it is to thrive the community needs to be diverse. For this a range of housing types are required and these need to be distributed throughout the community. The present balance of use between residential, shops, commerce, small industrial needs to be maintained. Pressure to convert to housing could lead to the loss of shops, commercial premises or community facilities.
- Tourism brings many benefits but unbalanced growth in the leisure industry (e.g. too many restaurants and gift shops aimed mainly at tourists) could adversely affect the core shops and commercial business.
- Tourists and locals need short and long term parking if the local economy is to flourish. Parking is already a limiting factor.
- Increased congestion on the main through routes, particularly the north-south link could make Emsworth centre less attractive and impact its commercial viability.
- Access by cycle or on foot should be encouraged. In particular, there needs to be improvements in the north-south links.
- Good bus and train links are essential not only for the community but also the visitors.
- The wide range of community activities is would be severely curtailed by any reduction in available facilities and meeting rooms.

Design Points

A majority of the Design Points were out of scope of EDS so all have been included:

- a) Integrate affordable housing, sheltered housing and residential homes in small units throughout the community keeping the types of accommodation in balance
- b) Ensure that change of use of premises does not upset the balance between residential, community, commercial and industrial use, which underpins Emsworth's vibrancy and strong community identity.
- c) Integrate, wherever possible the provision of affordable premises for smaller businesses and modern and traditional 'cottage industry' to maintain a mixed economy in the town rather than develop industrial estates.
- d) Interpret local planning policies to control modifications to shop premises in ways which foster independent business and discourage large-scale shops and 'Clone Town' multiples.
- e) Sustainability Assessments should take account of Emsworth's role as a centre for surrounding villages, the special nature of the Emsworth community and its strong sense of identity.
- f) Re-designate Emsworth centre as a 'Town Centre' when drafting the forthcoming Local Development Framework to give it a status appropriate to its importance.
- g) Ensure that all parts of the town, including the urban spaces and any new developments, are designed to be welcoming and safe to encourage maximum pedestrian circulation at all hours as a discouragement to vandalism and anti-social behaviour.
- h) Discourage gated developments, which do not foster an open, inclusive community.
- i) Look for opportunities to establish a drop-in centre for young people to encourage their feeling of involvement and having a stake in the community.
- j) Increase the provision of playing fields and recreation grounds to meet government guidelines, particularly in view of the growing population.
- k) Ensure the continuing adequate provision of community facilities, including meeting rooms.
- l) Protect existing allotment sites and provide new sites linked to housing development as 'planning gain'.

5 Getting to and Around Emsworth

None of this section was in scope for EDS as many of the topics come under other authorities (eg Highways). It has been included here in full.

Emsworth is a lively and busy place, accessible by all forms of transport and its streets reflect this activity.

Public Transport

Public transport links are better than in many comparable places. The railway provides good local links (London, Portsmouth, Chichester, Brighton and Gatwick), and via Havant there is a full national service. Bus routes to Chichester, Brighton, Havant and Portsmouth also link to some local villages and there are dedicated services to some supermarkets. So there is the opportunity for those who need to travel elsewhere to do so without adding to traffic congestion. Transport operators and Passenger Transport Authorities should be encouraged to maintain this current level of public transport and to ensure effective links to essential services, particularly hospitals and other medical facilities.

Busy Streets

A number of road routes pass through Emsworth; these are all well used and some are becoming congested. Out of the town centre, residential streets are generally quiet with a mix of on and off-street parking in different areas.

The contribution made to Emsworth's visual character by the major road gateways into the town is considered in the section on Built Environment. But visual character is not just a function of tarmac, trees, bricks and mortar. The mix of people, bicycles, invalid buggies, prams, buses and lorries using the streets also make a major contribution to character and is a particularly important feature of Emsworth.

Getting Around Emsworth on Foot

One of Emsworth's most valued characteristics is that many residents can meet a wide range of daily needs without using a car. Visitors like Emsworth for similar reasons; a morning's shopping in Emsworth is a better option than many of the alternatives because it offers a wide range of convenient facilities along with attractive surroundings and walks. In addition to the immediate local paths the longer distance footpaths such as the Solent Way, Wayfarers Walk and Sussex Border Path are highly valued and much used.

Issues and Potential Threats

The present visual character of Emsworth as a thriving and busy centre, welcoming to pedestrians and cyclists as well as car drivers, will not be sustainable unless the issues and potential threats are recognised and tackled effectively. Local consultation suggests that these include:

- The growing volume of traffic, which if unchecked will make Emsworth less attractive both for visitors and for residents, especially those who enjoy walking or cycling into the centre. This particularly applies to the northern approach along North Street
- Speed of traffic on some main routes is intimidating to pedestrians, particularly those with disabilities, and to cyclists
- Lack of controlled pedestrian crossings and confusion concerning the preferred crossing points
- Parking difficulties for residents and visitors
- The A259 cuts the centre in half and creates a barrier for pedestrians
- The passage under the rail bridge is difficult for pedestrians with baby buggies, or mobility problems and intimidating for invalid buggies and cyclists. This, and not just the distance involved, discourages people from north of the railway line from walking or cycling into the town centre.
- The eastbound railway platform is inaccessible for wheelchair users and access is difficult with baby buggies or prams.
- Provision for cyclists is improving, but is still limited and lacks continuity.
- Pathways and open spaces used by pedestrians are sometimes poorly maintained and unwelcoming.

Note: As at January 2007 Hampshire County Council were implementing a Town Access project which incorporated many small improvements for cyclists and pedestrians.

Design Points

Road traffic and parking - To ensure that growing traffic volumes and ensuing problems of parking and road safety do not overwhelm Emsworth, it will be important to:

- a) Consider carefully the likely traffic and parking impact of future developments, especially where proposed changes might increase traffic through North Street.
- b) Explore the scope for traffic calming to reduce overall traffic speed on Emsworth's main routes.
- c) Develop an ongoing process for the regular review of parking measures for central Emsworth. The overall objective being to ensure that short-term visitors can find convenient and inexpensive parking spaces in the centre and those needing longer-term parking are persuaded to park further out. Schemes for residents' parking are important too and should be carefully monitored.

continued

5 Getting to and Around Emsworth- continued

Making Emsworth pedestrian and cycle-friendly.

To encourage more people to walk or cycle into Emsworth, rather than use cars, it is important to:

- d) Extend cycleways, off-road wherever possible, to include new developments and provide attractive routes into the centre.
- e) Make improvements to foot and cycleways which are in keeping with their surroundings, and which are generally informal and semi-rural in character, avoiding black-top "urban promenades".
- f) Provide safe road crossing points on main school access routes and use effective design to minimise the intrusive visual impact of crossing signage.
- g) Encourage further development of a "safe routes to school" network.
- h) Provide more cycle racks where needed
- i) Consider the scope for dual-use pedestrian/cycle ways where appropriate
- j) Ensure that footpaths, footways, cycleways and communal spaces are clean, welcoming and well maintained, e.g. by providing dog litter bins which are fire/vandal proof, do not smell unpleasant and are regularly emptied.

Access for all - To ensure that as many people as possible, including people with disabilities, can reach the centre without using cars it is important to:

- k) Study all aspects of footpaths and pavements for those with special needs, to provide access and appropriate surfaces where possible.
- l) Develop clearer guidelines to ensure that the use of invalid buggies is safe for everyone
- m) Provide access for wheelchairs and pushchairs to the eastbound platform of Emsworth station in the spirit of Policy T4 of the Local Plan.

Living Streets; some project ideas for Emsworth

The Design Points described above could all help sustain and enhance Emsworth's current character. However, the major problems posed by the A259, by the unpleasant and intimidating passage under the railway bridge and by the vehicle/pedestrian confusion in St Peter's Square require more far-reaching and imaginative solutions. Vibrant streets help to connect people and revitalise communities.

The following more ambitious projects could help:

- 1 Designating St Peter's Square, the High Street and South Street as a "Pedestrian Priority Area" with a 10 or 15 mph speed limit. This would make the centre pedestrian friendly and clarify the confusion of the 'preferred crossing points'.
- 2 Supplementing the underpass under the busy A259 with safe ground-level crossings at the junction between North Street and the A259. One outcome would be an easier route between the central area and the under utilised car parks north of the A259.
- 3 Using access through the Station tunnel to provide a safer, pleasanter alternative to the existing footpath under the railway bridge. The objective would be to improve access through the station to a high standard, removing steps and other barriers to the disabled so this becomes the main North/South footway under the railway.

Suggestions concerning the use of the EDS and the Supplement

The objective of these two documents is to assist in the preparation of submissions relating to planning and associated matters. For those with limited time it could provide a framework of possible points to streamline the process. It can also be used to support more detailed submissions.

General points

- 1 Though this Supplement has not been formally approved by Havant Borough Council it is nevertheless an equally valid record of community views.
- 2 Both documents have had to make general points, which can be applied to a number of areas in Emsworth. It was envisaged that it would be necessary to look at the particular situation and develop the points accordingly. Therefore, where possible, submissions should identify specific issues or details as well as linking back to the more general points within the documents.
- 3 When linking to the documents, the section number followed by a number or letter would uniquely identify a "Matter for Consideration" or "Design Point". Page numbers can be used to reference text. It is important to be clear as to which document is being referenced.

Suggested Approach

- 1 Make initial note of aspects where comment might be made.
- 2 Review the EDS and the Supplement to identify items which relate to initial ideas and identify any additional points.
- 3 When preparing a submission those points that relate to the EDS and/or its Supplement should be explicitly referenced.
- 4 If time is short then list comments as per the EDS and/or the Supplement. It would be preferable, however, to be more specific about an issue. For example, if there is a proposal to construct a building significantly larger than those on neighbouring properties specify their size (height, footprint etc.) and compare with the proposal.
- 5 Where the topic is counter to the EDS, and/or is only based on the Supplement, take extra care to justify the points being made. Don't 'hold back'. There may be many causes worth fighting for.