

2A Emsworth Road, Havant, Hampshire, PO9 2SR

1. Application site and surroundings

Comprises a large detached dwelling and gardens located on the south side of Emsworth Road, a main road linking Emsworth and Havant. The dwelling is set back from the road with car parking in front and a garage alongside to the east. Emsworth Road is mixed in character, it is mainly residential with large houses intermingled with small and larger blocks of flats. The application site is the garage and part of the rear garden and driveway.



Figure 1. The frontage of the application site showing existing garage and driveway that would be widened.

2. Application proposal

To extend the garage into the garden to create a small, single bedroom dwelling with a modest size rear garden and parking for two cars adjacent to the front of the dwelling.

3. Planning history

On 7th January 2008 (reference 07/57621/003) outline planning permission was refused to construct a dwelling in the rear garden of 2A Emsworth Road with vehicular access from Emsworth Road. The main reasons for refusal were based on the notion of backland development and the negative impact on the Lymbourn Road Conservation Area and nearby listed building at 2 Emsworth Road.

On 27th July 2009 (reference 09/57621/004) outline planning permission was refused to construct a single storey dwelling in the rear garden of 2A Emsworth Road. The reasons for refusal were similar to the above. An appeal was lodged and dismissed by the Planning Inspectorate on 8th February 2010. The Inspector concurred with the Local Planning Authority's reasons for refusal.

On 3rd June 2013 (APP/13/00333) planning permission was granted for a two-storey rear extension to 2A Emsworth Road and a link to the garage.

4. Amount

The extension proposed to the garage and its conversion would result in a reasonable size (54 square metres) single bedroom dwelling. The bedroom and living room would be well lit by natural light and the aspect from the living room/kitchen over the good size garden would make for a suitable dwelling for a first time buyer in particular.

5. Use

Residential would be entirely compatible with the prevalent use of properties in this part of Emsworth Road. There are a wide variety of residential properties nearby ranging from large houses to purpose built flats of all sizes.

6. Scale

The extension would have a multi-pitched hipped roof that would ensure a compatible scale in relation to the existing garage roof that would be retained. Certainly the overall scale would remain subordinate to the main dwelling that is No. 2A Emsworth Road.

7. Appearance

The design and external appearance would match that of the existing garage and dwelling at No.2A. External brickwork and render would comprise the external elevations. The roof would be pitched and clad in plain tiles to match the roof on the existing garage.

8. Heritage issues

The neighbouring property to the west is the old St Faith's Church Rectory (2 Emsworth Road). It is a Georgian period listed building dating from the eighteenth century and is constructed in red/grey bricks under a clay tile-clad roof. Adjacent to Lymbourn Road is the old coach house that is also listed as is the boundary wall. The Lymbourn Road Conservation Area abuts the southern and western boundaries of 2A Emsworth Road. Apart from larger properties facing Emsworth Road the conservation area is largely made up from late Victorian terraced properties on both sides of Lymbourn Road.



Figure 2. The neighbouring property to the west, No. 2 Emsworth Road is the old rectory and a grade II listed building.

9. Impact on heritage assets

The conservation area and listed building are designated heritage assets as defined in the National Planning Policy Framework (NPPF). The very modest nature of the application proposals and the considerable distance from both the conservation area and listed building would mean that any impact on these assets would be negligible. Certainly no harm would be caused.

10. Access

The application site is located close to a bus route, railway station and the Havant Town Centre. It is therefore an accessible and sustainable location. Car parking is proposed for two cars parked in a tandem arrangement in the existing driveway. There would also be three retained spaces for the main dwelling at 2A Emsworth Road. There is sufficient maneuvering space for all vehicles to leave the application site in a forward gear.

11. Planning policy

The Havant Core Strategy was adopted in 2011. There are a number of policies relevant to the application proposal as follows:-

Policy CS 9 relates to housing and the need for 6,300 new dwellings in the borough by 2026. Paragraph 5 highlights the need for a mix of dwelling types and sizes.

Policy CS14 refers to sustainable construction and the aspiration that all new dwellings should be constructed to meet Level 3 Code for Sustainable Homes.

Policy CS 16 is about high quality design. It stresses the need for new housing to be well connected to town centres, respect the character and appearance of existing development, well-designed and not to have a detrimental impact on residential amenity.

There are Development Management policies that require new development to provide appropriate levels of car parking and secure cycle storage.

Paragraph 14 of the NPPF confirms a presumption in favour of sustainable development. The three dimensions to sustainable development are economic, social and environmental. The economic role should ensure there is sufficient land of the right type and in the right places to support growth and innovation. The social role supports strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations. It should also involve creating a high quality built environment with accessible local services to meet the community's needs. The environmental role should contribute to protecting and enhancing the natural, built and historic environment. Furthermore, natural resources should be used prudently, waste and pollution minimized and climate change given a high priority by moving towards a low carbon economy.

Paragraph 17 sets out the twelve core planning principles. One of these encourages the effective use of land by re-using land that has been previously developed (brownfield), provided it is not of high environmental value. Chapter 6, Paragraphs 47 to 55 refer to the supply of housing. Paragraph 49 states that housing

applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

12. Planning considerations

- i) The application proposal is quite different from the two refused schemes. This is not backland development and there would be no negative impact on the heritage assets that are the Lymbourn Road Conservation Area or the nearby listed building (2 Emsworth Road).
- ii) There would not be any discernible change to the road frontage appearance
- iii) There would be no loss of trees or hedges.
- iv) There would not be any negative impact on neighbours amenity by way of overlooking, loss of light or outlook.
- v) Adequate car parking would be provided for the application proposal and the existing dwelling at No.2 Emsworth Road. Safe access would be achieved
- vi) This is a brownfield site that is close to Havant Town Centre
- vii) There is a mix of house types and sizes of dwellings in Emsworth Road.
- viii) The application proposal would not conflict with local or national planning policy.

13. Conclusion

Having regard to the above it is considered that the application proposal should be supported as it would provide a well-designed single dwelling in a sustainable location without causing any detrimental impact.