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PLANNING STATEMENT

Project Number:

2026-2604

Project:

49 Warblington Road, Emsworth, Hampshire, PO10 7HG

Proposal:

Open Fronted 2 Bay Car Port

Date:

16th April 2026

Contents

1. Introduction 3
2. Site Description 3
3. Planning History and Proposal 4
Planning History 4
Planning Proposal 4
4. National Planning Policy 5
Achieving Sustainable Development 5
Achieving Well-Designed Places 5
Conserving and Enhancing the Historic Environment 5
5. Local Planning Policy Summary 6
Havant Borough Core Strategy (Adopted March 2011) 6
Development Management Policies 6
Emerging Local Plan 7
Supplementary Planning Guidance 7
6. Planning Assessment 8
Principle of Development 8
Design and Character 8
Residential Amenities 8
Highways and Parking 8
Trees and Construction Method 9
Archaeology 9
7. Conclusion 10
8. Use of Artificial Intelligence 10

1. Introduction

1.1. This Planning Statement has been prepared on behalf of the applicant in support of a householder planning application for the erection of a two-bay car port at 49 Warblington Road, Emsworth.

1.2. The proposal comprises a modest, open-fronted ancillary structure within the residential curtilage of an existing dwelling. It is intended to provide covered off-street parking and improve the usability of the existing driveway area.

1.3. The statement describes the site and its planning context, outlines the proposed development, and provides an assessment against relevant national and local planning policies. It demonstrates that the proposal is acceptable in principle and detail and that there are no material considerations which indicate that planning permission should be refused.

2. Site Description

2.1. The application site comprises a detached dwelling situated on the southern side of Warblington Road within an established residential area of Emsworth. The surrounding area is suburban in character, with a mix of detached and semi-detached dwellings set within relatively generous plots.

2.2. Vehicular access is taken directly from Warblington Road via an existing gravel driveway, which runs alongside the dwelling and provides off-street parking within the site. This access arrangement is typical of the surrounding pattern of development and is visually apparent within the street scene.

2.3. The plot contains areas of landscaped garden and established boundary vegetation. An Indian bean tree is located within the western portion of the site, close to the boundary with King's Road, and three mature copper beech trees are situated along the southern boundary with Warblington Road. The site is also enclosed by a mature hedgerow approximately 2 metres in height, comprising predominantly native species, including evergreen species such as holly, which provides year-round screening.

2.4. The site is not located within a Conservation Area and is not affected by any statutory heritage or landscape designations.

3. Planning History and Proposal

Planning History

3.1. The following planning permission is of relevance to the site:

APP/12/00738 – Two-storey side extension incorporating an integral garage

3.2. This permission was subject to conditions relating to external materials, parking provision, archaeology, and boundary landscaping. In particular, the permission required:

- the provision and retention of a minimum number of off-street parking spaces in the interests of highway safety; and
- the implementation of a programme of archaeological work, reflecting the site's location within an area of archaeological interest, where Roman and Iron Age remains had previously been recorded within the garden.

3.3. The development was implemented and is lawful. This planning history has informed the approach taken to the current proposal.

Planning Proposal

3.4. The application seeks planning permission for the erection of a two-bay, open-fronted car port within the existing driveway area of the site.

3.5. As shown on the submitted Oakwrights drawings (Rev C), the car port would:

- measure approximately 6.6 metres by 5.5 metres in plan;
- have an overall ridge height of approximately 4.5 metres, with a 35-degree pitched roof,
- be constructed as an oak-framed structure with timber cladding and roof tiles to match the host dwelling.

3.6. The structure is open fronted and contains no habitable accommodation or services. It is clearly ancillary to the main dwelling and would be read as a lightweight domestic outbuilding.

4. National Planning Policy

4.1. The National Planning Policy Framework (NPPF, December 2024) sets out the Government's planning policies for England and is a material consideration in the determination of planning applications. It is relevant to the assessment of this proposal alongside the adopted Development Plan and other material considerations.

Achieving Sustainable Development

4.2. Paragraph 8 of the NPPF sets out the overarching objectives of sustainable development. In particular, it confirms that the planning system should pursue an environmental objective to:

> *"protect and enhance our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change."*

4.3. Paragraph 11 establishes the presumption in favour of sustainable development and confirms that:

> *"development proposals that accord with an up-to-date development plan should be approved without delay."*

4.4. Together, these paragraphs provide the central policy context for the determination of planning applications.

Achieving Well-Designed Places

4.5. Chapter 12 of the NPPF addresses the importance of achieving well-designed places and confirms that good design is a key aspect of sustainable development.

4.6. Paragraph 130 states that planning decisions should ensure that development proposals, amongst other things:

> *"are visually attractive as a result of good architecture, layout and appropriate and effective landscaping,"*
> *and*
> *"are sympathetic to local character and history, including the surrounding built environment and landscape setting."*

4.7. The chapter emphasises that development should contribute positively to local character and create high-quality places appropriate to their context.

Conserving and Enhancing the Historic Environment

4.8. Chapter 16 of the NPPF sets out the Government's approach to conserving and enhancing the historic environment. This chapter is relevant where development proposals have the potential to affect designated or non-designated heritage assets, including archaeological remains.

4.9. Paragraph 205 advises that where a site includes archaeological interest, planning decisions should require developers to:

> *"record and advance understanding of the significance of any heritage assets to be lost (wholly or in part)… in a manner proportionate to their importance and the impact of the proposal."*

4.10. This paragraph establishes the principle of proportionality in determining the level of archaeological consideration required.

5. Local Planning Policy Summary

5.1. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan comprises the Havant Borough Core Strategy (Adopted March 2011), together with relevant Development Management policies. These documents provide the primary local policy framework against which the application should be assessed.

Havant Borough Core Strategy (Adopted March 2011)

Policy CS16 – Design

5.2. Policy CS16 sets out the Council's strategic approach to achieving high quality design. It requires development to be of a high standard and to respect or enhance the character and appearance of the local area, the site and its surroundings. The policy also seeks to ensure that development creates a sense of place and reinforces local distinctiveness.

Policy CS11 – Historic Environment and Archaeology

5.3. Policy CS11 relates to the protection and enhancement of the borough's historic environment, including archaeological assets. It requires development proposals to protect, conserve and enhance heritage assets, and to ensure that any potential impacts are addressed in a manner appropriate to their significance.

Development Management Policies

Policy DM10 – Residential Character and Design

5.4. Policy DM10 seeks to ensure that development within residential areas respects the character and appearance of the surrounding area. It requires proposals to be appropriately sited and designed so that they do not appear incongruous or visually intrusive when viewed in the context of the host property and neighbouring development.

5.5. The policy emphasises the need for development to respond positively to local distinctiveness and to safeguard the overall quality of the residential environment.

Policy DM12 – Residential Amenity

5.6. Policy DM12 relates to the protection of residential amenity. It requires development proposals to avoid giving rise to unacceptable impacts on neighbouring occupiers, including loss of privacy, outlook, daylight or sunlight, or the creation of excessive noise or disturbance.

5.7. The policy seeks to ensure that development maintains a satisfactory living environment for existing and future residents.

Policy DM13 – Parking

5.8. Policy DM13 requires development to provide adequate car and cycle parking to meet the needs of the proposal. The policy seeks to ensure that parking provision is sufficient in the interests of highway safety and does not give rise to on-street parking pressures or other highway impacts.

Policy DM8 – Trees and Natural Features

5.9. Policy DM8 seeks to ensure the conservation, protection and enhancement of existing natural features, including trees. It requires development to retain important natural features wherever possible and to avoid unnecessary loss or damage through appropriate siting and design.

Policy DM21 – Landscaping, Trees and Biodiversity

5.10. Policy DM21 sets out requirements for landscaping and the protection of trees. It expects development to incorporate appropriate landscaping proposals and to demonstrate that existing trees are adequately protected during construction and retained where possible.

5.11. The policy supports the use of appropriate construction methods and mitigation measures to safeguard tree health and long-term viability.

Emerging Local Plan

5.12. The Draft *Building a Better Future Plan (2025)* is currently at Regulation 18 consultation stage. In accordance with paragraph 48 of the NPPF, the emerging policies attract very limited weight at this early stage in the plan-making process.

5.13. Nevertheless, it is noted that the draft plan continues to emphasise high quality design, the protection of trees and green infrastructure, and proportionate approaches to heritage and archaeology. The application should, however, be determined primarily against the adopted Development Plan and national policy.

Supplementary Planning Guidance

5.14. In addition to the adopted Development Plan, due regard has been had to relevant Supplementary Planning Documents (SPDs), which are material considerations in the determination of planning applications.

Borough Design Guide Supplementary Planning Document (December 2011)

5.15. The Borough Design Guide SPD provides detailed guidance to support Core Strategy Policy CS16. It applies to all forms of development, including small-scale residential proposals, and seeks to raise the quality of design across the borough by protecting local character and reinforcing local distinctiveness.

Havant Borough Council Parking Supplementary Planning Document (Adopted July 2016, Updated September 2019)

5.16. The Parking SPD sets out the Council's off-street parking standards and design expectations. It supplements Policy DM13 and provides guidance on parking provision and design, including dimensional standards for garages and car ports.

6. Planning Assessment

Principle of Development

6.1. The principle of erecting a modest ancillary structure within the residential curtilage of a dwelling is well established and generally acceptable in planning terms. The proposed car port is clearly incidental to the enjoyment of the dwellinghouse and does not introduce an independent or intensified use.

6.2. The proposal therefore accords with the lawful residential use of the site.

Design and Character

6.3. The car port has been designed to remain clearly subordinate to the host dwelling. Its open-fronted form significantly reduces visual mass, while the use of oak framing, timber cladding and a pitched tiled roof ensures a sympathetic appearance. The roof pitch has been set at 35 degrees, which is the minimum achievable pitch necessary to accommodate tiles that match the host dwelling, ensuring material consistency without introducing unnecessary additional height.

6.4. It is acknowledged that the proposed car port would be sited partially forward of the principal front elevation of the dwelling. However, Warblington Road does not display a consistent or uniform building line, with properties positioned at varying distances from the highway and a mixed arrangement of garages, car ports and ancillary structures visible within the street scene. In this context, the siting of the car port would not appear incongruous or visually intrusive, nor would it undermine the established character of the area. The open-fronted nature of the structure further reduces its perceived built form, ensuring that no adverse impact upon the character or appearance of the street or surrounding residential environment would arise.

6.5. The structure will sit comfortably within the existing driveway area and, notwithstanding its siting, will not appear visually intrusive within the street scene. As such, the proposal respects the character and appearance of both the host property and the surrounding area, in accordance with Policy DM10 and the NPPF.

Residential Amenities

6.6. The proposal will not give rise to overlooking, loss of privacy, or unacceptable overshadowing. Given its open nature and ancillary use, the car port will not generate activity beyond that already associated with a single dwellinghouse.

6.7. The development therefore preserves the amenities of neighbouring occupiers, in accordance with Policy DM12.

Highways and Parking

6.8. The 2012 planning permission required the provision and retention of on-site parking spaces in the interests of highway safety.

6.9. The current proposal supports this objective by providing covered off-street parking within the site. The existing access from Warblington Road remains unchanged, and no alteration to visibility or turning arrangements is proposed.

6.10. The car port improves the functionality of the driveway area and ensures continued compliance with parking policy objectives, without placing pressure on on-street parking.

Trees and Construction Method

6.11. An Indian bean tree is located within the western part of the site, close to the boundary with King's Road. Three mature copper beech trees are also located along the southern boundary with Warblington Road. A small flowering cherry is present within the western boundary hedgerow. No tree removal or pruning is proposed.

6.12. All existing trees within the site are shown on the submitted block plans and are proposed to be retained. The tree locations and indicative canopy extents illustrated on the plans are informed by the BlueSky National Tree Dataset and provide an appropriate representation of existing tree cover for the purposes of assessing the proposal.

6.13. The proposed car port has been sited to ensure adequate separation from the mature copper beech trees and the Indian bean tree, with no encroachment into the canopy extents of these retained trees. To further minimise potential impacts below ground, the applicant is considering use screw pile foundations rather than traditional trench-fill or pad foundations.

6.14. Screw pile foundations significantly reduce excavation and associated root disturbance and represent an appropriate construction method where development is proposed in proximity to retained trees. Ground disturbance will be limited to discrete pile locations, together with minor works associated with a small slab or surface detailing within an area already used for parking.

6.15. The car port would be sited backing onto the boundary hedgerow along King's Road, which defines the western boundary of the site. A small flowering cherry tree is present within this hedgerow and is shown on the submitted block plans. Whilst the structure would extend within the canopy spread and notional root protection area of this tree, it is a modest specimen of limited arboricultural and landscape value and does not make a significant contribution to the wider character of the area. Its retention is therefore not considered critical in planning terms.

6.16. Notwithstanding this, the boundary hedgerow itself, approximately 2 metres in height and comprising predominantly native species including evergreen species such as holly, will be fully retained and is not adversely affected by the proposed development. The use of a lightweight, open-fronted structure with low-impact foundations ensures that any effects on boundary vegetation are appropriately limited. The hedgerow continues to make a positive contribution to the enclosed and verdant character of the site and provides year-round screening.

6.17. On this basis, the proposal represents a proportionate and low-impact form of development in arboricultural terms and accords with Policy DM21. The health, longevity and wider contribution of retained trees and boundary vegetation would not be adversely affected.

Archaeology

6.18. The site lies within an area identified as being of archaeological interest, following the discovery of Roman and Iron Age remains within the garden during previous investigations. This was reflected in the archaeological condition attached to the 2012 planning permission.

6.19. The current proposal is, however, materially different in scale and impact. It comprises a small, open-fronted car port involving limited groundworks and no habitable accommodation.

6.20. The use of screw pile foundations substantially reduces the level of excavation required and significantly lowers the likelihood of disturbing below-ground archaeological deposits. As such, the proposal represents a low-impact form of development in archaeological terms.

6.21. Having regard to Paragraph 205 of the NPPF, it is considered that a requirement for a full archaeological watching brief applied to all groundworks would be disproportionate to the scale and nature of the development. Should the Local Planning Authority consider it necessary, any archaeological interest could instead be addressed through a suitably worded condition limited to unexpected discoveries during construction.

7. Conclusion

7.1. Planning permission is sought for the erection of a two-bay car port at 49 Warblington Road, Emsworth.

7.2. The proposal represents a modest, well-designed and proportionate form of domestic development that is clearly ancillary to the host dwelling. It has been carefully sited in relation to existing access arrangements, retained trees and the site's planning history. The use of screw pile foundations ensures a low-impact approach to construction.

7.3. The development accords with the National Planning Policy Framework, the Havant Borough Local Plan and all other relevant material considerations. No adverse impacts have been identified in terms of character, residential amenity, highways, trees or archaeology.

7.4. Accordingly, there are no grounds upon which planning permission should be withheld, and the application should be granted.

8. Use of Artificial Intelligence

8.1. This Planning Statement has been prepared having regard to the Planning Inspectorate's guidance on the transparent use of artificial intelligence in planning submissions and the Royal Town Planning Institute's professional advice on the responsible use of AI.

8.2. Artificial intelligence tools were used solely to assist with formatting and the clarity of written expression. All planning assessment, policy interpretation, professional judgement and conclusions have been undertaken by an experienced planning professional. The author has reviewed the document in full and accepts responsibility for the accuracy, content and professional opinions expressed.