

PLANNING

Planning Roundup

by the ERA planning sub committee

New Brighton Road

The Grange Nursing Home (39 New Brighton Road) has recently closed and permission has been granted for it to be converted into 11 flats.

Immediately to the south, between The Grange and the junction of New Brighton Road and Horndean Road, an application has recently been submitted for an 'imposing' three-storey block of 10 flats. Across the road, number 26 a large house in about 1.5 acres of grounds, has been purchased by Churchill Retirement Homes who intend demolishing it and constructing over 30 retirement flats.

Southbourne

Just outside Emsworth, another development is on the horizon at Gosden Green Nursery, 112 Main Road, Southbourne. The Milford Group Ltd applied last summer for outline permission to build around 64 affordable houses. So far, they have been refused by Chichester District Council but have appealed to the Planning Inspectorate. The site is within Chichester Harbour AONB and the Chichester/Emsworth Strategic Gap but the developers are arguing that it does not materially affect the "objectives of maintaining the separation of the two settlements".

North Street

The slow nibbling away at the business premises continues with an application to convert 52 North Street (former Lillywhites Water Co.) into two houses; this application is still pending approval.

Interbridges East and West

Chris Curry

The two industrial sites which will arise east and west of North Street between the rail and road bridges are going to affect the whole of North Emsworth and the appearance of Emsworth as it is approached by train and on the A27(T).

The development to the east is relatively small as at present envisaged and will include a car park for users of Emsworth Station. The expected traffic lights will be a nuisance, although we have been advised that they will be operated only when traffic needs to leave the industrial site. We will have to see how often this happens and whether this and the associated pedestrian crossing produce difficulties for road users in this area.

The much larger development on the western side of the interbridges site approved by HM Inspector is currently being considered by the Council and the developers. When they have their ideas off the drawing board we expect to work with the Emsworth Councillors to make our contribution to the proposals. We understand that consideration is being given to a hotel and conference centre for part of the site. The whole area between the railway and the A27(T) is divided into two separate areas. One part was designated from the time that the road was built for a service station and motel to match the similar facility on the east bound carriageway. The other area has been designated as an industrial area for employment following the Public Inquiry into the District Wide Plan. We are not clear at this stage what is planned in detail.

Our concerns will include the quantity of traffic which will access the site through the North Street junction; the hazard to those walking on the footpath between Washington Road and the Horndean Road Recreation

The New Planning System and Infilling

Richard Jannaway

Planning Rules are Changing

The way in which planning is conducted is changing all over Britain and those of us who watch what is going on are having to alter the way we do things.

The existing system comprises a local development plan, in our case the Havant Borough District Wide Local Plan, (HBDWLP) and a two-stage system of planning approvals, outline and detailed.

The new system will comprise Local Development Frameworks, a more flexible replacement for the HBDWLP and pre-planning consultations followed by an application for detailed planning permission. This system is 'plan led' which means that if a site is in a built-up area, 'brownfield' site, permission to develop is assumed and only the details are left to be decided.

Changing Face of Emsworth

Many people want to live in Emsworth and there is a big need for affordable homes in the whole area. Most residents greatly value the surrounding countryside, and would greatly oppose it being built on. The only alternative is 'infilling', building houses in the gardens between or behind other houses. Whilst infilling is generally to be preferred, how this is done and the overall density needs to be carefully monitored.

Many areas of Emsworth have big Victorian villas with large gardens which, in a developer's eyes, are 'ripe' for re-development. They are worth far more hard cash sold to a developer than retained as a single house and one cannot blame the owners. One or two going in this way makes little difference but if they all go, the atmosphere and street scene of Emsworth will be totally changed.

There are three examples of 'garden grab' infilling in New Brighton Road. No 26, see planning round-up, and number 96 now demolished (see January 06 issue of The EMS). The house was a fine example of a Victorian villa and it was sad to see it go.



96 New Brighton Road - a sad loss of an irreplaceable villa

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Ground; the drainage of the site and the necessary holding pond prior to drainage into the Westbrook; as well as the disposition and nature of the buildings on the site and their surroundings, in relation to their appearance. This last point is important for some of the residents in Selangor Avenue who will look at the site from their gardens across the railway line and also for those coming to Emsworth by train or viewing it from the motorway who could well feel that they are visiting a centre of industry rather than a small town.

Anyone with opinions about the general points we should discuss with the Borough Council and the developers should write to me, Denys Riley or Howard Harding.



Interbridges East and West industrial sites

1. North Street, 2. Allotments, 3. Emsworth Primary School, 4. Railway Station, 5. New Brighton Road-Horndean Road junction.

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