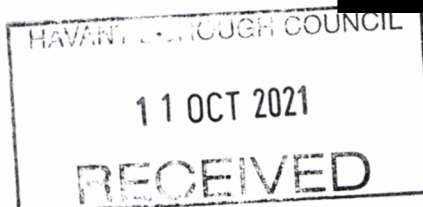


Att: Mr. Adrian Ellis
Planning & Development
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant PO9 2AX



5th October, 2021

Dear Sirs,

**OBJECTIONS to development at Long Copse Lane, PO10 7UN
App/21/00893**

We have 2 principle objections to the proposed housing development in Long Copse Lane:

1. WIDENING OF LONG COPSE LANE

We believe that the effect of the intended work between Hollybank Lane and Redlands Lane will have a far greater impact than as stated in the Application documents. This is part of a National trail.

“Sensitive widening of Long Copse Lane in places” (Land & Partners)

“Seeking to retain the character of the lane” (L & P)

“Most of the width is already available now” (Pegasus Group)

“The character of the Lane will not be harmed” (PG)

“A monteray pine, 2 category C trees and 4 groups of smaller category C trees to be removed but no mature or veteran trees are to be removed” (PG)

The road is to be widened on the north side by between 2 & 3 metres with the need for additional working room of say 1 metre. The existing ditch is to be filled-in and a new highway drain installed, (WSP report 8.2.6 and 7) and a new 105 metre long sewer to be installed and diversionary works to utilities in Long Copse Lane, (WSP utility statement 2.2.5) means that these significant works contradict the claims quoted above and in the Barrell Tree Report regarding root protection areas. Somewhere in the documents it also mentions a culvert.

Extensive areas of hedgerow and smaller trees will be removed along the lane for road widening and visitibly splays which will turn the Lane into a suburban road.

Disturbingly there are great discrepancies between the Tree Protection Plan (18083-8) and the transport assessment report. Just 2 examples are as follows :

The schedule in the right hand side of the Barrell Plan lists the trees and shrubs showing “all retained trees and hedges” with reference numbers:

T2 is the monteray pine (to be retained) as a high quality Category A Tree, but shown to be removed for the road widening at the top of Hollybank Lane and described as having “limited life and likely to drop branches” (PG)

Adjacent shrubs G54 (oak, sycamore and holm oak) shown to be retained but removed on the road widening plan.

A number of trees are shown as low quality C and are all likely to be removed: (G9, T7, T10, T12, T13, T16, G19, T21, T25, G43, T45 and T46). These are mostly spindly trees typical in woodland settings competing for space and light and worthy of retention to preserve the character of the Lane.

Further, there are a number of large trees which have large root protection areas, (Barrell) some with overhanging branches or leaning trunks immediately adjacent to the new road and drainage pipeworks etc., which are also likely to be lost. (T2, T5, T8, T11, T13, T14, T15, T20, T22, T23, T24, T29, T42). All of these are on the retained column of the Barrell drawing.

2. TRANSPORT ASSESSMENT REPORT

Item 6.33 states “walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes walk (up to about 800 metres)”.

All the data used in the tables for assessing journeys on foot and by car are based on the distance from the entrance to the development in Long Copse Lane. From that entrance point to the housing on the far side of the site is an additional 450 -500 metres producing a distance of 1200 metres (1.2 kilometres). The conclusion therefore is that all the projections in the report are incorrect; particularly for car usage. There will be far more cars leaving the site in rush hour than the 50% shown in the transport diagrams.

Item 6.3.12 “A good range of facilities are in close proximity to the site”, is very questionable – e.g. the nearest bus stop is 750 metres plus the additional 450 is 1200 metres away and it only runs every 2 hours! The surgery in Westbourne is only a satellite of Emsworth where you would need to go to see a doctor, and a round trip to the Southleigh Road Co-op would be 2.4 kilometres (1.5 miles).

People move to Emsworth for the coastal walks and to shop at the good variety of local shops in the Town centre, journeys which will almost all be by car.

Other contentious issues are as follows:

Table 7.2 “trip destinations to the east of the site by way of Long Copse Lane to Westbourne are estimated at 14.7% of the traffic generated”. We believe this will be far higher particularly as it is much quicker to use this route using the B2146 via Funtington rather than encounter the very long queues at the Fishbourne roundabout and Chichester By-pass in rush hour on the southerly route via the A259. This has not been considered by iTransport.

7.7.3 “Skylark Avenue (Hampshire Farm) displays a higher trip rate than agreed with HCC” This Estate is 7 x larger than the 2 sites it is compared with and a lot further from Emsworth Town centre.

7.10.4 the inter-visibility assessment, for the east part of Long Copse Lane, (drawing ITB 13525-GA-019) shows cars in the most favourable positions for seeing directly ahead. At the eastern end, from the corner onward there are no passing places: cars park on the north side opposite the houses near North Street and if you meet another vehicle in this section it is necessary to back-up blindly into North Street or back-up to the corner; which we have had to do several times with just the current traffic flow.

We also object to the potential blocking of Wraysbury Park Drive and the removal of trees and pavement in Redlands Lane for a cycle lane.

“Formalising” the parking layby in front of Long Copse Court shows the numbers of cars reduced from 7 to 4 spaces when a reduction by 1 would be adequate preventing the cars parking elsewhere on surrounding roads.

Yours faithfully

