



30 Long Copse Lane
Emsworth
Hampshire
PO10 7UP

11th April 2016

Chief Planning Officer
Havant Borough Council
Civic Offices
Havant PO9 2AX

Dear Sir,

APP/16/00021 Change of use from private equestrian yard to a mixed use comprising private equestrian yard and two pitch, private gypsy and traveller site (including amenity block and two touring caravan pitches).

Land - Stables adjacent to Hollybank Cottage, Long Copse Lane, Emsworth

I refer to this application and should be grateful if you would accept this as an objection on the following grounds. I also acknowledge this is a direct copy of that submitted by A and K Turner of Longcopse Cottage, PO7 7TU as I agree with everything they say, but lack their knowledge of such situations and how to respond appropriately. ***Please accept that although they are not my words they do express my feelings regarding this application.*** Thank you.

- Need – in the currently adopted local plan there is no need identified for Gypsy and Traveller sites in Havant in the period up to 2027. In the Design and Access Statement ('DAS') that accompanies the application although reference is made to Mr Madgwick being an ethnic Romany there is no attempt to illustrate why this is relevant to this site. There is no suggestion that Mr Madgwick or members of his immediate family have a housing need that would be satisfied by this site or the accommodation on it and no statement that Mr Madgwick would actually live on site. The site is within a general neighbourhood that also includes the village of Westbourne (although that village is in West Sussex and the District of Chichester the County and district boundaries being approximately 200m to the east of the site). Westbourne has 32 designated Traveller pitches. The addition of four more pitches (x2 static and x2 touring) is unnecessary and not supported by any evidence.
- Policy CS10 – this policy relates to the allocation of sites (where there is a need) and has been addressed in the DAS. We respond to the five criteria as follows:
1 the siting of four homes will have a severely detrimental effect on the immediate neighbours. There will be additional traffic, noise, light and general disturbance. Presently the site has a guard dog that barks to the point where sleep is difficult for the residents of Hollybank Cottage. The DAS refers to conditions. There is now an unauthorised mobile home on the site as well as an unauthorised touring van. Contrary to condition 1 of consent 10/74070/000 the hedging fronting Longcopse Lane has not been properly replaced. Contrary to condition 11 of that consent a horsebox is kept on the land (and we have seen no evidence of prior approval of this by the LPA).

It is submitted that the imposition of conditions will not prevent the adverse effect on amenities in the way suggested.

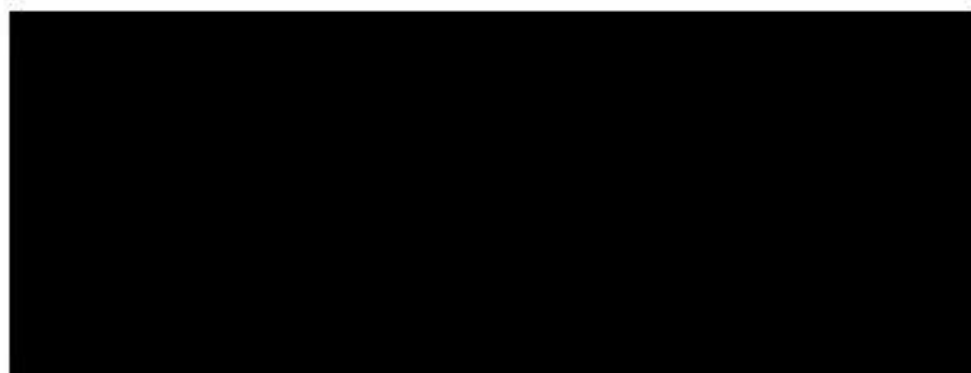
- 2 the DAS states that there will be 16 car parking spaces (x4 for each pitch as referred to in para. 11). This seems grossly excessive for a site of this size.

3 It is unrealistic to suggest that the access is satisfactory for traffic movements from sixteen vehicles (or indeed less than that). The bringing onto the site of the touring caravans will cause additional hazards in a lane that is already well used by children, horse riders, pedestrians and cyclists. It is in this context difficult to understand the comments of Hampshire County Council in relation to the application. There is no evidence of any work by the County Council in relation to traffic movements along the Lane. There is to be a new development of 16 houses at the eastern end of the Lane and this will increase traffic movements and has not been taken into account either in the DAS or by the County Council in its response.

- 4 The site will have mains water and electricity. There is no mains drainage and there is conflicting information in the application as to how the drainage is to be installed. The plans seem to suggest connecting foul drainage to a surface water sewer. The ground conditions mean that soakaways are impossible. It will be a matter for the LPA to determine whether other services are as suggested within a "reasonable distance". It should be noted that only those in Westbourne would be available on that basis – Emsworth facilities being at least two miles away.
- 5 The site would damage the local environment. It is at a high point and would be visible for some distance. It is an inappropriate intrusion into the Emsworth/Westbourne Gap which is recognised in both the Havant and Chichester Development Plans. It would specifically be contrary to policy CS11. Longcopse Lane is recognised for its "rural" character and the provision of housing in this environment would be contrary to the fundamental basis of policy CS17 which dictates that new housing should be in identified urban areas. Views along the lane and to the north are already spoilt by the unauthorised location of the static van on the site which is prominent and should be the subject of enforcement action.
- **Previously Developed Land** – the DAS emphasises this aspect of the site and specifically refers to the 2014 appeal decision. The location of the part of the present structure on the site permitted by that consent is not in accordance with the approved plans. It should be approximately 15 metres to the east. It seems to us impossible for the applicant to argue from the basis of a 2014 decision that has not been correctly implemented. Additionally we do not consider that the location of the static vans and their respective amenity blocks is within the curtilage of the "developed land". It is specifically not, that location being presently securely fenced off from the stable block. If the LPA did determine that it was then we would contend that the words in brackets are of crucial importance "although it should not be assumed that the whole of the curtilage should be developed". That assumption should certainly not be made in this case.

DAS – this is at best sketchy on detail and whilst it is recognised that many matters could, if the LPA considered it appropriate, be controlled by condition no attempt has been made to properly consider site management, drainage or the relationship between the horses on site (which will have much reduced grazing) and the human habitation, which with four units could easily involve 20+ individuals.

Conclusion – we recognise that Mr Madgwick has kept the site in a tidy condition so far as the stables and horses are concerned. It is a shame he has ignored planning law and already located a static van on the land. Moreover he has not in our view complied with all the conditions of the previous consents and there are fundamental questions as to the lawfulness of what is there now having regard to the siting of the structures in locations which seem not to be consistent with those approved. Mr Madgwick and his consultant undertook no consultation with local residents on this proposal and offer no explanation of the basis of need. The application is highly intrusive and not suitable for this rural part of Emsworth.



Adam Joyner