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Planning Roundup

26 New Brighton Road: Development to begin - Demolition of 26 New Brighton Road has started, and stopped again. Tree protection fences were erected and the tiles were stripped from the roof. Then work was halted after complaints that work had begun only two weeks after notices had been sent to neighbours. A six-week notification period should have been adhered to. Also there are health & safety problems as New Brighton Road and its footpath was blocked because a truck couldn't get in the gateway - it got stuck between the pillars - such issues have to be resolved before demolition can continue.

The development - demolition of the house and construction of the flats - is scheduled to take around 10 months weather permitting. So New Brighton Road is unlikely to be a quiet place for most of the coming year!

64 Havant Road - A new application to develop 64 Havant Road has been passed by the Council. Passed as a single 'family' house with nine bedrooms! Apart from the designation of the rooms, the floor plans and elevations of both the existing house and the proposed extension are almost identical to those rejected last autumn for extension and conversion to provide 10 one-bedroom flats. We confidently expect there to be a follow-up application for conversion into something very similar to last year's rejected proposal. The EMS is reliably informed that residents of the surrounding area will be opposing this energetically.

46 Main Road Southbourne - a dispute over a hedge - A hedge at the rear of 46 Main Road in Southbourne where five new houses are being constructed has been summarily removed by the developer. The developer, Adrian Grindley told me the hedge had to be removed because it was contaminated with refuse and rubble including asbestos and showed me a pile of rubble he had removed.

The line of the hedge continues to the west of the property, bordering the Sussex Brewery car park. This consists of mainly Bramble, a lot of which is dead, and some scrappy Hawthorn. It is about six feet high and has a gap in it where the field is accessed from the car park. Viewing the site on Google Maps, taken a few years ago, shows an apparently healthy Hawthorn hedge on the southern boundary of the garden of No 46.

Transport Roundup

Cycling - Cycling has become a viable transport option as financial, environmental and logistical pressures increase. As the demand for car parking increases and the likelihood of greater congestion in North Street and the town centre grows, alternative modes of transport need to replace reliance on the car.

However, with cycling there are adherent safety issues. Cyclists must especially ensure, in accordance with the Highway Code, that they wear appropriate clothing, use correct lighting at night and give clear signals to other road users. Drivers can make cyclists safer by only passing cyclists when it is safe to do so, giving them plenty of room, and slowing down when coming up behind them.

A website worth a look is <http://www3.hants.gov.uk/cycling>.

Emsworth Station - At present there are no firm plans for any improvements due to the imminent franchise decision. It will be September before the future of the station will be discussed. This will be the time to campaign for improved access to the eastbound platform, refurbishment of the rail bridge and perhaps soft landscaping to improve its appearance.



Call and Go - Call & Go is a flexible bus service which can take you where you need to go. It is for anyone whose travel needs are not met by public bus services (could it be useful for that Hospital visit?). To find out more phone the Call & Go travel centre on 0845 6024135.

Useful travel information for older and disabled people can be found in the very good HCC publication "Getting About Guide" which has been available at Emsworth Surgery, or visit www.hants.gov.uk/passengertransport

Bus Shelters - What do you think of existing Bus Stop facilities in and around Emsworth at a time when we are being encouraged to use public transport? For example, in Havant Road between Emsworth roundabout and Warblington roundabout there are 10 Bus Stops; three Bus Shelters with sides (two new ones), four Bus Shelters with no sides, and three without a shelter. Even if you do not use the bus now, one day it may be you waiting in the wind and rain!

Are you satisfied with the bus shelters in Emsworth?

1. Not at all,
2. Only slightly,
3. To some extent,
4. To a large extent,
5. Definitely.

Please email chrisandval_suter@hotmail.com with your answer and comments.

Chris Suter

The planning permission for the development conditions state that: "The hedges on the east, west and south boundaries of the site shown on the approved plan shall be retained at no less than three metres in height." Mr Grindley described the post and rail fence to be erected on the southern boundary but made no reference to restoring the three metre high hedge.

Practicalities and aspects of the permissions

The northern edge of the original hedge was originally only about five metres from the south facing main room windows of the new houses and took up around a fifth of what would be the back gardens. Living in the houses with a three metre high hedge that close to the windows would be claustrophobic and it is doubtful if the residents would tolerate it for long. And yet without the hedge, the view from the footpath to the west will be clearly of the houses. Such hedges also provide substantial wildlife habitat, which needs to be preserved.



Southbourne development from footpath, inset: site of hedge

So there are interests on both sides and it is worrying that permission should have been granted for the development in a way which was unlikely to be sustainable. A greater distance from the houses to the boundary should have been required initially. It is unlikely that the developer was unaware of the issue with the hedge when he drew up the plans.

In my view, the developer was out of order when he removed the hedge without permission and he should be required to re-plant it,

but perhaps it need not be allowed to grow as high as specified in the permission. This case shows how vigilant planning authorities need to be when assessing planning applications.

Richard Jannaway

But Where is Number 49?

Whilst some are creditably clear and bold, many are well camouflaged or missing altogether and the business premises, it seems, are the worst culprits in this respect.

Typically, Emsworth can provide a few idiosyncrasies - Number 2 King Street is also Number 1 Queen Street and, close-by is a shop displaying two apparently unrelated building numbers.

In an emergency, rapid building identification can be vital. I know a small town in Canada where the local authority installed standardised bold number boards at the boundary of each property. That may not be appropriate here but perhaps members of the enterprising Emsworth Business Association could be encouraged to set us all a good example.

James Colbourne



Survey of traffic using Washington Road underpass

The survey of traffic using the Washington Road underpass took place, on behalf of the Emsworth Community Board, on Thursday 19th March 2009. The weather was fine and sunny, a very pleasant spring day, and remained so throughout the nine-hour period of the survey. The survey covered the period from 8 am to 5 pm to include the busy times when children travelled from north to south Emsworth and from south to north Emsworth.

The objective of the survey was to record the number and type of traffic using the underpass on a mid week day during term time. We counted adults, children, bicycles, pushchairs/buggies and dogs. The following figures give an indication of the extent to which this underpass is used.

	Thursday numbers	Weekday totals (x5)
Adults	236	1180
Children	128	640
Bicycles	117	585
Buggies/pushchairs	21	105
Dogs	38	190

We have not included weekends in this analysis. No doubt this would give a different picture, but for the purpose of this survey we have remained with weekdays only. These figures show that the underpass is heavily used during a 5 day week. This is not intended to be a statistically accurate survey - it is merely a 'snap shot' picture of what happens on an ordinary day.

Many thanks to all the volunteers who helped with the survey which would not have been possible without their help.

The full report can be found on the ERA website. Rosemary Osborne

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