

Comment for planning application WSCC/036/20

Application number	WSCC/036/20
Name	David Martyn Miranda
Address	THE HAMLETS, 20, THE HAMLETS, LITTLEHAMPTON, BN17 5RY
Type of Comment	Objection
Comments	<p>I am most strongly opposed to the proposals. It is disingenuous to talk of saving resources by transferring from one plant to another when material has been trucked in from so far afield, polluting the environment on route. The earlier scheme was estimated to produce a total of 240 vehicle movements each day (120 in + 120 out). This could increase to 400 lorry movements 200 out and 200 in, but could be considerably more. It will bring additional pollution to the local our community. Here it is relevant to mention heavy lorry noise, tyre wear, brake materials and the wear on Clymping's re-patched aging local roads. Energy will be exported direct to the National Grid, which is of no is no benefit for existing homes in the locality. The area is a relatively flat floodplain routinely subject to high winds. This means toxic potentially carcinogenic emissions will be carried and distributed over far greater distances than normal modelling allows. The applicant stated they are 'committed to minimising the impact our proposals have on our neighbours and the local environment" minimising is not the same as eliminating the impact . Nevertheless it is undisputable they will be adding to pollution in the area. HMP Ford that has a prison population of over 500 men and staff. This is very close to the ERF meaning inmates, staff and visitors will also be at risk. There are active Congregations at St Mary's church, residents along Horsemere Green Lane, and a large number of workers employed at the Rudford Industrial Estate. All would be exposed to emissions. There are also several planning applications for significant residential developments surrounding the proposed incinerator. Significantly there are 1,500 new residential homes planned for development on Ford Airfield immediately adjacent to this massive industrial structure. How does one access the risk to young families, infants and children living in the shadow of the chimney. The surrounding areas of Ford, Climping, Yapton etc are without any high-rise buildings. Thus this development would be out of keeping with our locality. The main building would be 170.6 feet high some 15 storeys. Whilst chimney itself would be 278.87 feet tall. as high as a 26 storey building. Nothing can hide such a monolith and chimney. I am at a loss to understand how one hides such a significantly tall chimney. Most would say the building will become a negative local landmark. It will be a visual monstrosity and no amount of attempting to make the chimney look like a casual passing long thin vertical cloud is going to change that. The area is routinely overflown in daytime by private light aircraft from Goodwood. Some of which are at just 30 -40 feet above rooftop height. There would be a genuine risk of an air accident, over local housing if such a chimney was added to the mix. The area is what is mainly flat farm land and single-story buildings. The proposal is wholly inappropriate for the locality and unsuited to what is essentially a rural landscape. The applicant has been granted permission for a similar facility near Horsham. Surely there is now no pressing business case for a send facility here. The strategic planning on the roads system has not been resolved, or implemented and so cannot currently sustain increased domestic and commercial building. Church Lane is an unclassified road entirely unsuited high levels of heavy commercial traffic for many reasons: The junction of Church Lane with Horsemere Green Lane with its poor visibility is already widely known as a danger spot. The junction with the A259 gets heavily congested in peak hours as does the A259 itself, so Church Lane is always very congested in the evening peak with long queues forming. The pavement to the east of Church lane is inadequate, as evidenced when walking or cycling along it when a large vehicles surge by. There is no footway on the east side or a pedestrian crossing. The use of these roads by residential traffic will naturally increase enormously when the proposed new developments of up to 3000 new homes are completed. Yet there are no known highway proposals to deal with the extra traffic. Horsemere Green Lane will potentially be chaotic if traffic along it is backed up waiting to turn onto Church Lane which itself will be carrying significantly more heavy vehicles. particularly during the building phase. As well as all these drawbacks the structure of the road is in need of frequent repair due to its use by vehicles in general and heavy vehicles in particular. I urge the Planning Committee to refuse the application</p>
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Attachments	