

# Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="Ritchie Salkeld"/>
Address	<input type="text" value="NORTHWOOD, THE DRIVE, THE DRIVE, BILLINGSHURST, RH14 0TD"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>Most importantly this area is a much loved, beautiful greenfield site; National policy states that waste sites should be sited in built-up areas or brownfield sites which this is not.</p> <p>The actual driving distance from layby site access point to the Lorry Route network (on A281), is 3.25 km. Not only does this exceed the recommended distance, but there is also a further 1.3km to reach the site from the lay-by access on woodland tracks. Thus, the total distance from site to the LRN is 4.55km, primarily along an unsuitable, minor road.</p> <p>The application includes a 15,000 sq ft building amid pristine woodlands. The ancillary building and quarrying operation would have a significant visual impact in the landscape, not to mention, a devastating effect on the wildlife of the area. There are no other buildings within the woodland.</p> <p>The proposed development would result in unacceptable conflicts/impacts with adjacent and established farming activity.</p> <p>There is currently sufficient capacity for Construction and Demolition waste in West Sussex, in already established locations which are far more suitable than this site.</p> <p>This plan is to recycle only 50% of the waste brought onto site. This is well below accepted industry standard.</p> <p>They propose to use the remainder for backfilling rather than improving the recycling rate, in addition if an increased recycling rate was then considered it would result in a further increase in HGV movements.</p> <p>Site access for HGV's will run on, alongside, and across established Public Right of Way routes regularly used by members of the public - giving rise to severe safety and health concerns.</p> <p>The roads in this area are already overused and unsafe at times without adding in the impact of heavy goods vehicles and additional wear and tear on the roads with this increased traffic.</p> <p>The application proposes the closure of footpath 792-1 (Northern Boundary) with a significant diversion, at great inconvenience to users. Whilst cited as "temporary" this closure would be for 33 years - a whole generation - I would doubt that this would ever be reinstated and would then be lost forever.</p> <p>The proposed operation does not conform with either the Loxwood Neighbourhood Plan, or the Chichester District Local Plan for development in a rural area. This application is not sensitive to its setting in terms of size, bulk or location. It does not enhance, protect or compliment the natural environment or rural character of the area.</p> <p>The proposed operation does not bring any demonstrable benefits to the local community - in fact I believe that this will only negatively impact the local community in terms of loss of beautiful rural space, damage and loss of wildlife and increased noise, light and traffic pollution.</p> <p>There will be significant light, noise, and dust pollution from wheel wash and staff car parking. There will be conflict between the private vehicles and HGV's queuing, entering, and leaving the proposed site which will create a further severe road safety risk, in an area where there are families, animals and cyclists who would be at further risk.</p> <p>Despite the proposed wheel washing facilities, there remains a significant potential for mud contamination on the surrounding roads. The applicant has not specified a centrifugal wheel cleaner which required at Rudgwick Brickworks- this type of wheel cleaner would generate further significant noise causing disturbance and noise pollution, as well as scaring birds and local wildlife.</p>

I am extremely concerned that the increased HGV traffic will have a severe impact on the local villages/hamlets of Bucks Green, Tismans Common and Rudgwick. The significant increase (c300%) in HGV traffic volumes will present a severe safety risk for existing road users along Loxwood Road. This has not been fully assessed. I do not believe that the proposed site access arrangements are safe and suitable as claimed and represent a severe risk to other road users and pedestrians. There remains a risk of impact on highway safety and residential amenity through Loxwood village unless a routing agreement is secured, adhered to and properly policed. I am extremely concerned that this is not possible to police and will therefore become dangerous and unmanaged. There will be an acute impact on highway safety along Loxwood Road from high passing speeds on a restricted width carriageway. The road is just 5.1m wide at its narrowest point and 5.5m along most of its length. There is a severe highway safety issue from HGVs entering and exiting the Loxwood Road/A281 junction at Bucks Green. There are a number of beautiful historic buildings and there is the likelihood of damage to Listed Buildings with increased HGV traffic along the proposed route.

This location is remote and tranquil - there is very low background noise. Lighting will be required in the recycling and waste management building as well as the office building, car park. Light pollution will be created in an area where there is currently none. This will change the environment for the local wildlife, as well as be intrusive for the local community. The proposed operation would have a severe impact upon the enjoyment of these walking routes for all users. Diesel generators, creating pollutants and noise will be required for onsite power for an unspecified period of time. Bird song would be replaced by highly intrusive noise from tracked vehicles and excavators, numerous British birds are facing extinction due to insensitive development of their environments - I believe this will contribute to loss of significant numbers of birds as well as other animals that currently live in this area. HGV movements, skip lorries and the wheel wash facility will create significant noise disturbance. This is a highly stressed area for water, and the development would further exacerbate this. Mature trees on the development site have been identified as having potential roost features for bats, some of these will be amongst the first to be felled. I believe that these trees should be retained in order to protect the wildlife. Amongst the bats identified on the site are four threatened (priority species). For example, the Barbastelle Bat is rare in Sussex and is an International European Protected Species. The development will result in an increase in net carbon emissions from the burning of fossil fuels; removal of tree canopy by felling and disturbance of the woodland floor. Greener environments are associated with better mental health and wellbeing outcomes, including reduced levels of depression, anxiety, fatigue, and enhanced quality of life for both children and adults having been proven as such during the pandemic in recent times. The development will have a major impact on local wildlife habitat and species. For example, there is an active sett within close proximity of the lay-by, parking and wheel wash area that was not referenced in the application. The lay-by parking area where the wheel wash is proposed to be sited (Pephurst Wood) is an irreplaceable designated Ancient Woodland which will be lost forever if this proposal was to be accepted. YO

With reference to the latest WSCC Minerals Monitoring Report, there is no demand for additional brickmaking clay. WSCC have more than 25 years of reserves. There are three sites with 25 years supply of clay and one with 24 years, therefore the national and local level clay requirements are met.

Received

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Attachments