

Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="Colum O'Hare"/>
Address	<input type="text" value="Hallam, Loxwood Road, Rudgwick. RH123DW"/>
Type of Comment	<input type="text" value="Objection"/>

I strongly object to this application on several counts. The siting of a development of a Waste Recycling facility on a green field site is inappropriate, when there are several other such providers locally, with much easier access to Lorry Routes. The need for a new supply of clay locally does not appear to be proven. There would appear to be NO net benefit to the local economy, since it can not be certain that all or any of the proposed 12 employees would be recruited from the immediate communities. Nor have the company indicated that they would be purchasing their fuel locally. On the contrary, it is likely that there would be significant burden on ratepayers and taxpayers due to the inevitable increased maintenance costs of repairs to Loxwood Road in particular, and to a lesser degree on other roads in the county.

Those who have lived and worked in this locality for many years will be acutely aware of the disruption caused by regular repairs to potholes and crumbling road edges, largely caused by such HGV traffic on local roads, including Lynwick Street, Knowledge Lane, Wildwood Lane and indeed on the A281 between Alfold and Bucks Green. Many, like myself, will have suffered expensive damage to their private vehicles, such as ripped tyres and suspension damage, when hitting hidden deep potholes during wet weather. In theory, one can get compensation for the local authority for such damages, but few claims are successful. With the projected possibility of a 300% increase in HGV traffic on Loxwood Road over the next 30 years, the amount of road repairs required is likely to increase substantially.

The additional cost of these repairs will hopefully have been estimated and costed already, AND the costs of widening of the Loxwood Road at 'pinch points' which is implied to be necessary, then this should surely be a factor in the decision of the Planning Officer. The ratepayers are entitled to be forewarned of the likely increase in rates which will inevitably ensue. There is no indication that LCP have either offered, or would be required to contribute to these costs; so the full burden would presumably fall on the ratepayer, not only locally, but in the wider council area.

Loxwood Road, as nationally, over the past decade there has been an increase in the number of commercial vehicles, largely due to the switch to on-line shopping. Partly for health reasons, there has also been an increase in the number of pedestrians using the narrow footpaths particularly along the eastern section of Loxwood Road. These pedestrians include elderly residents, and parents with pushchairs and small children; and they already feel at risk due to the road width causing passing wider vehicles having to pass very near to the the footpath. It has been projected that the proposed development will add up to 42 HGV vehicles per day, (one every 10-15 minutes), IN ADDITION TO the current regular flow of HGV's, commercial vehicles, and farm machinery, and this must represent a significant increased hazard to pedestrians.

The Loxwood Road is also popular with cyclists, and due to the number of blind bends and the limited ability of of fully laden 32 tonne lorry to accelerate, and the law requiring 'at least 1.5 metres ' space when passing a cyclist, the traffic speed will be reduced to the speed of the slowest cyclist along most of the road.

Furthermore, there must be a real risk to the motorists, and more so to the motorcyclist, at the 'C' bend in the highway at the lay-by where it is proposed that HGV traffic will enter and exit. It is assumed that these HGV's will be arriving and departing from both east and west. (in the application, it states that preferred route will be " predominantly" eastwards towards Bucks Green. This implies that drivers may opt to route via Loxwood village. Either way, there would appear to be a safety issue at the lay-by, since it would seem that the site line (if existing trees and tall hedgerows at this bend remain), for a vehicle travelling west in particular towards Loxwood would fall significantly short for the design speed for this road. This risk is exaggerated by the safe assumption that a HGV entering the site could be almost stationary at times. Likewise, a fully laden HGV exiting towards Loxwood would take some time to get up to the road's 'design speed'. This risk would be further increased during frosty or wet weather.

It is recognised that steps will be taken by LCP to ameliorate the pollution caused by dust from the recycling process; the unavoidable diesel fumes created by both the Lorries, and by machinery and generators on the site, and other environmental effects of the activities associated with clay extraction. There must be a health risk to residents in the immediate neighbourhood of the site (including the site access road), the children and older people in particular in the villages of Tismans Common, Alfold Bars, and Alfold. If dust from sandstorms on the North African deserts can reach South of England in certain weather conditions, then those responsible for the Health & Safety of the

300 schoolchildren who reside at Rikkyo School, must have grave concerns about the potential for dust pollution in particular.

Finally, those thousands of local people who have enjoyed almost unhindered for many years over the many public rights of way across the Pallinghurst Wood, will be restricted, not only from the access road and industrial site, but those with respiratory problems will be forced to give the entire site a wide berth.

In summary, it is difficult to think of anyone, with the exception of the developers, and the leaseholders, who can possibly benefit from this proposal, so the Application MUST BE REFUSED.

Received

09/08/2021 20:41:23

Attachments