

Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="Keith Frier Woods"/>
Address	<input type="text" value="11 Nursery Green Loxwood RH14 0EQ"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I very strongly object to this proposal.</p> <p>The proposal is unacceptable for a number of reasons, each of which should be sufficient for the application to be refused and taken together make an unanswerable case for refusal.</p> <p>1. Need for Clay</p> <p>The latest Minerals Monitoring Report indicates that WSCC already has more than 25 years supply of brickmaking clay so that there is no requirement for clay from this site.</p> <p>It would be environmentally unsound to extract clay at a that is not near any brick making site resulting in an unacceptable need to transport clay over a distance.</p> <p>2. Waste Site</p> <p>As note above there is no need for mineral extraction at this site and hence no need to create a waste disposal site.</p> <p>There is sufficient existing waste disposal and re-cycling capacity in WSCC.</p> <p>If there was to be recycling on the site an unacceptable further significant increase in HGV movements would be required.</p> <p>3. Site Location</p> <p>National policy requires waste sites to be in built up areas or brownfield sites - this is a greenfield site with abundant local amenity value and totally unsuitable.</p> <p>The site is too far from the National Lorry Network on the A281 on narrow country roads. In addition, access to the site from the road is on woodland tracks.</p> <p>Construction of a 15,000 sq ft building in untouched mature woodland would have an unacceptable permanent impact on the natural environment and conflict with established farming activity.</p> <p>4. Loss of Amenity</p> <p>HGV access to the site will severely degrade access to footpaths and bridlepaths. These rights of way have been an important natural asset enjoyed by generations of local people and are widely used by the local community. Unhindered access and enjoyment of these paths has been particularly important during the recent COVID pandemic.</p> <p>It is inevitable that there would be significant impact in terms of dust, noise and pollutants over a wide area.</p> <p>This is a tranquil location remote from industrial noise. Light and noise pollution would be introduced where there is currently none with a seriously detrimental impact on wildlife over a wide area adjacent both to the site and the proposed access route</p> <p>Generators for on-site power would further contribute to pollution and noise.</p> <p>5. Local Development Plan</p> <p>The proposed development does not conform with the Loxwood Neighbourhood Plan or the Chichester District Plan for rural development. It does not in anyway enhance, protect or compliment the natural environment or local rural character.</p> <p>There is no demonstrable benefit to the local community.</p> <p>6. Environmental Impact</p> <p>There are already serious concerns with regard to water in this area - housing and general commercial development is currently on hold pending assessment of how developments can be made 'water neutral'. Further to this there must be very real potential for pollution entering the water courses within and adjacent to the site.</p> <p>Destruction of 300 acres of mature woodland would severely threaten the wildlife both within the site itself and due to the noise, light pollution and general disruption a substantial surrounding area. There are four priority species of bats identified on the site that merit particular protection as well as numerous other wildlife species.</p> <p>Pephurst Wood where a wheel wash facility is proposed is an irreplaceable designated Ancient woodland that would be severely degraded by light, noise and chemical pollution.</p> <p>Inevitably there would be an increase in net carbon emissions from the burning of fossil fuels, removal of trees and the disturbance of the woodland floor.</p> <p>In the context of the current global climate emergency, we need to protect nature and it would be highly irresponsible to permit this development on a green field that has such high value to the natural environment.</p> <p>7. Traffic / Road Safety</p> <p>The proposed access route would lead to very much increased HGV traffic in the local settlements of Bucks Green, Tismans Common and Rudgewick. In addition, it does not appear certain that HGV</p>

traffic would not also use the road on to Loxwood and Alfold.

These increases in HGV traffic would create a severe road safety hazard for existing road users. It needs to be recognised that since there are no foot paths adjacent to the roads, these road users not only include motorists, cyclists and horse riders but also pedestrians and parents with buggies etc. Loxwood Road is narrow at 5.5m maximum and falling to 5.1m in places. Currently HGV movements are relatively uncommon on this road but already present a significant road safety risk that would be greatly increased under this plan.

Where HGVs pass each other on Loxwood Road they are forced to mount the verges with consequent damage. This and other roads in the area are very poorly maintained at present and seem likely to remain so.

Initial access to the site from Loxwood Road is at the Lay-By which will cause disruption and a loss of public parking - many walkers use this parking to access the woods. Conflict between the HGVs and private vehicles would result in a further severe road safety risk.

8. Conclusion

I submit that each of the objections raised under the seven headings above is sufficient to reject this proposal and that considered together they constitute an overwhelming case for refusal.

Received

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Attachments