

Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="John Crisp"/>
Address	<input type="text" value="CRABTREE COTTAGE, DRUNGEWICK LANE, DRUNGEWICK LANE, BILLINGSHURST, RH14 0RP"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I wish to object to this ridiculous application for the following reasons:</p>

1) I live at Crabtree Cottage which is a period cottage (14th-15th century) on the corner of Drungewick Lane and the Loxwood road (RH140RP). It is a grade 2 listed property and is 3 metres from the planned route of the HGV's. The speed limit past my house for HGV's is 50mph. The noise, pollution and physical vibrations of 42 HGV movements a day (one every 14 minutes from Monday to Saturday for the next 33 years) will result in untold damage to the building from both noise and vibration and affect my own well being and health. I am aware that there are at least 5 other period cottages that will also be affected on the route.

Heritage assets are afforded protection by the Government under the NPPF and as such I believe the proposals will contravene the intent of those policies by putting my house and others at serious risk. The applicant has made no attempt to assess this issue or offer assurance to the owners of these listed buildings as to any mitigation measures, therefore they have fundamentally failed to meet the Government's policy requirements. In addition to the issues caused by the noise, vibration and pollution for my property, my wife and I are concerned that the HGV movements will affect our own well being and health. Loxwood road is narrow and as I have said, our property is only 3 metres from the road, with only hedges between us and it, thus respecting the rural nature of the area. At present very few HGV's pass down the road due to its geometry, therefore the significant increase in such traffic that the proposal will bring (if approved) will detrimentally change the air quality and living environment for the worse for us as occupants of an adjacent house.

2) The proposed route of the HGV's is completely unsuitable for what is laid out in the application. The road has been measured at 5.1m at it's narrowest point and there are at least two sharp corners and blind spots between the lay by and the A281 at Bucks Green. The road is constantly used by horses and recreational cyclists and walkers. I understand an updated High Way Code comes into force in October which will give priority to cyclists and walkers. Vehicles will be required to allow at least 1.5m gap when overtaking. This would force the HGV's onto the kerb of the other side of the road and raise huge safety issues when they inevitably meet other lorries or vehicles coming the other way, particularly where the road speed limit is 50mph for HGV's and 60mph for cars. It could also be argued that by allowing 42 HGV movements a day to a clay quarry/ landfill site changes the definition of the section of the Loxwood road to industrial which would require it to have a minimum width of 7.3 metres along with sweeping curves which is most certainly not the case here.

3) The lay-by is in constant use by horses and walkers as it connects directly to a bridle way 3240. The HGV's will not only enter the lay by but also cross the bridle way 3240 and footpath 792 further up and share footpath 725. This will result in constant danger to the animals and humans. The Lorries will have to drive onto the other side of the road when turning onto the Loxwood road causing serious issues for vehicles coming from Bucks Green as they would have insufficient breaking distance to stop, according to the Highways Authority report submitted in response to this application.. HGV's turning into the lay by will inevitable have to queue which will also make the road very dangerous for traffic. There will be a conflict between private cars that park there for recreational reasons and HGV's trying to move through. A proposal to redesign the lay by will result a loss of public parking and amenity which is neither fair nor reasonable as the lay by has be used for this purpose for many years to allow the public to access the bridle path and other public's rights of way in the area.

4) The woods and surrounding area have for many decades been a place of tranquillity and peace which has encouraged people and horses to walk and enjoy nature. This will be completely ruined by the clay pit/landfill site. I understand there will also be a large building and a wheel washing facility. This is simply outrageous and utterly out of keeping with the area and how it has been used over the last 100 years. This is especially the case when the world and our government are driving towards greener and more environmentally friendly policies. In addition, the woods and surrounding area are home to many rare and diverse species of wildlife and fauna and these will come under constant threat from this industrial complex over the next 33 years.

5) As I understand it, there is no demand for extra clay in West Sussex. According to the information I have seen, WSCC have more than 25 years reserves in place and if there is no

requirement for clay, then there is no justification in building a waste site. Especially one that is to be located in a greenfield area in the middle of ancient woodland filled with wildlife and fauna and exceeding the recommended driving distance to the nearest lorry route (A281).

6) The location of the clay pit/landfill site will require HGV's to run on, alongside and across public rights of way. This will give rise to safety issues, particularly with regard to horses. It will, also ruin the pleasure of walking and riding and increase the chances of accidents

I am in disbelief that in this age of conservation and environmentally focused policies, a proposal is being considered to erect an industrial sized building (15,000 sq ft), dig a vast quarry with heavy plant and machinery in the middle of an ancient wood used by walkers and horse riders and surrounded by wildlife and fauna (some rare), and fill it with discarded waste for the next 33 years, involving 13,150 HGV movements per annum.

Received

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Attachments