

Mr and Mrs Pratt
4 Sedgebrook Cottage
Pitsford Road
Chapel Brampton
NN6 8BB

Planning Officer
West Sussex County Council
County Hall
Chichester
West Sussex

19th August 2021

Dear Sir,

Re: Application WSCC/030/21 – Land at Pallinghurst Woods, RH14 0RW

We have been visiting Pallinghurst Woods as a family for 10 years, and Mrs Pratt has enjoyed it's beautiful setting since her childhood. We would like to object to the above application as follows:

- 1) The applicant has not made clear what their strategy is in respect of HGV movements to and from the site. Access in either direction would cause difficulty to local road users and residents. From the East the road narrows to 5.1m in multiple locations, this combined with the bends would cause problems with the line of sight for on-coming traffic. From the West the HGVs would have to go through Loxwood village which has a significant number of parked cars throughout, due to the lack of parking restrictions. Any large vehicle passing through would cause congestion. The applicant themselves have provided movement statistics that indicate this could happen every 12 minutes!
- 2) Loxwood Road is used frequently by cyclists, horse riders and pedestrians enjoying the countryside. The presence of near constant HGVs sharing a narrow road will increase the risk of accidents. As Mrs Pratt has lived on this road throughout her childhood and as frequent visitors to the woods and surrounding local area, we are aware of incidents between horse riders and vehicles which are already an issue. They are not reported as luckily no one has yet been killed, but that does not mean that a planning application whose proposals would increase such risks should be approved.
- 3) Loxwood Road is also home to Listed Buildings along its length, notably "Crabtree Cottage" at the corner of Drungewick Lane which is only 3m from the road. This building is Grade 2 listed and under the NPPF should be afforded protection from the effects of the development. At present HGV's generally avoid using the road due to its narrowness and geometry. The scheme does not comply with Policy W15 which states that Heritage Assets should be preserved or enhanced.

- 4) We are deeply concerned by the Pro-Treat state at para 4.4 that says there will be a compound 100m north of the entrance housing a wheel washing facility and car parking. This facility will cut into historic woodland containing very old trees and a vast habitat for local wildlife. For example it will be sited circa 30-50m south of an existing Badger Set. Furthermore this woodland provides a brilliant opportunity to expose local children to wildlife, such as the above, that they might not otherwise see elsewhere. The proposed development would most certainly limit if not completely eradicate the ability of local families to visit the areas of these woods that provide the opportunity to observe wildlife in the undisturbed way that is currently possible.
- 5) Currently many walkers including ourselves and our family use the full length of what would be the proposed access way to the clay pit, and we understand an application has been submitted to make it a PROW. Notwithstanding the proposed erection of "traffic control barriers" (Planning Statement at para 4.4) at the junction with the existing Bridleway (B3240), there will be conflict with pedestrians, horse riders, and cyclists at numerous points along the access. This is compounded by the risk of conflict with cattle and farm working at the point where the access crosses the adjacent landowner's section of the access.
- 6) We are concerned by the information in the Arboriculturalist report, provided by the applicant. The report states that the access will be re-surfaced using a "no-dig" solution such as "Cell-Web", however many old trees overlap the access road and it's very like their roots will pass under the roadway. Therefore, the use by 32 tonne trucks, daily, will affect the root area notwithstanding the addition of a surfacing material. The addition of such material calls into question the permeability of the roadway and its effect on the tree root system.
- 7) Finally, these woods represent an invaluable resource for local people. My family, along with many other local people use them as a crucial resource to
 - a. Maintain our physical and mental wellbeing. The woods represent a unique opportunity to combine exercise with exposure to a serene and tranquil setting that is perfect for meditation and reflection.
 - b. Observe and enjoy local wildlife,
 - c. Meet socially with others. Government restrictions permitting, the woods have been a life line in these very difficult times as they have provided an open space for friends and family to meet during the current pandemic.
 - d. Provide teachable moments for young people.

In conclusion we would like to object to the proposed development on the following grounds:

- The HGV traffic to and from the site will cause.
 - a significant negative impact on local road users and residents, from congestion and line of site restrictions.
 - an undeniable increase in danger to road users such as horse riders, cyclists and pedestrians
 - potential damage to local heritage sites which should be protected under Policy W15.
- The proposed compound housing a wheel washing facility and car parking will cause damage to historic woodland and the habitats of all the wildlife that reside within.

- The proposed access way will cause;
 - conflict with pedestrians, horse riders, and cyclists at numerous points this is compounded by the risk of conflict with cattle and farm workings
 - damage to the old trees that overlap it
- It would be a catastrophe if this local resource was removed. Doing so would most certainly have a significant negative impact on the mental and physical wellbeing of residents and would considerably diminish their ability to educate young people about the natural world around them.

We trust you will find the foregoing of assistance in your assessment of the scheme and trust that like us you will conclude that it should not be approved.

Yours Sincerely

Mr O.C.E Pratt and Mr E.J Pratt