

Comment for planning application WSCC/030/21

Application number	WSCC/030/21
Name	Susan Gates
Address	1 BROOK COTTAGES, LOXWOOD ROAD, LOXWOOD ROAD, HORSHAM, RH12 3BP
Type of Comment	Objection
Comments	<p>As a resident of Loxwood Road for the last 38 years I most strongly object to this proposed development. There is no demand for additional brick making clay. West Sussex CC have more than 25 years supply, the applicant's argument for clay demand is further superseded by the closure of West Hoathly Brickworks. It would therefore appear that the real purpose of this site is the waste recycling facility.</p> <p>National policy states that waste sites should be sited in built up areas or brownfield sites, this site is neither, it is remote and tranquil where the background noise is birdsong , nightingales and cuckoos (n Spring), amongst them.</p> <p>This would be replaced by highly intrusive noise from tracked vehicles and excavators, diesel generators creating pollutants and noise and will be required for an unspecified number of years. The 15,000 sq ft building would have a significant effect upon the woodland landscape where at present there are no buildings in the woodland.</p> <p>The environmental impact would be devastating, at present the site is rich with biodiversity. Primroses, an ancient woodland indicator, can be found growing throughout the site. The inevitable loss of habitat would have a major impact on wildlife. The woodland is home to many species including the protected Barbastelle bats. There is an active badgers sett within a few metres of the proposed wheel wash area which was not referred to in the application.</p> <p>Net carbon emissions will be increased as a result of burning fossil fuels, removal of tree canopy by felling and disturbance of the woodland floor. This at a time when it is crucial to reduce carbon emissions for the good of the planet.</p> <p>Ancient woodland is irreplaceable as are the veteran trees which will suffer from the access track. At present my family and I, and many others, use the many footpaths and tracks without restriction for exercise and mental wellbeing. It has been proved that walking in woodland reduces levels of depression anxiety stress and fatigue therefore enhancing the quality of life for both children and adults.</p> <p>HGV's will run on, alongside and across established Public Rights of Way routes which gives rise to severe safety and health concerns. 'Free range' children animals and HGV's are a tragic accident waiting to happen.</p> <p>The application proposes the 'temporary' closure of footpath 792-1 with a significant diversion for 33 years, this would cause great inconvenience to users particularly as it forms part of an easily walkable circular route.</p> <p>The proposed redesign of the layby and HGV movements will result in disruption and loss of public parking. The site access arrangements are not 'safe and suitable' as claimed and represent a severe risk to other road users and pedestrians. Horse riders will be especially vulnerable. The bridleway runs parallel and, in close proximity, to the proposed lorry route and wheelwash facility. Horses are 'flight' animals and if startled i.e by sudden noise such as a wheel wash from an unseen area, can react dangerously.</p> <p>The lorry route then crosses over the bridleway, this Is positively dangerous, riders are positively encouraged to use the bridleway network in order to avoid traffic!</p> <p>At this point the lorry route joins with the public right of way in the same space for about 90 metres posing a severe safety risk. The Public Right of Way was in existence prior to the granting of a right of way to the applicant. Established adjoining agricultural use would be disrupted at this point, and closer to the site.</p> <p>Safety and the general public on the Loxwood Road is also a major point of concern. 42 lorry movements a day, likely to be many more when ancillary vehicles servicing the site are taken into account, will pose a real danger to life on the Loxwood Road. It is a winding country lane which is at most only 5.5 metres wide, but has several pinch points where it is narrower i.e outside our property, which is situated in a dip and on a bend it measures 5.046 to 5.15 metres. The road is used extensively by pedestrians, cyclists and horse riders 7 days a week.</p> <p>It forms part of Route 2 of Horsham District Councils cycle routes suitable for families and beginners, how can a Council permit such a route to have such an increased volume of HGV traffic?</p> <p>There are 3 bridleways and several Public Footpaths accessed from the Loxwood Road which forms a vital link to the local bridleway and footpath network (Please note that horses should be given 2 metres space whilst passing at 15 mph (Highway code and British Horse Society))</p> <p>The school bus travels along and has stops on the Loxwood Road where there are no pavements or lighting, with HGV's thundering by, especially in the derestricted area the danger does not bear thinking about.</p>

It has been stated by the applicant in his webinars that it is quite safe for 2 HGV's to pass safely at speed on the Loxwood Road, I know this to be untrue both from personal experience of driving a 7.5 tonne lorry along this road and with talking with other lorry drivers.

There will be total mayhem at the junction with the A281 at Bucks Green. The applicant has stated that all Horsham bound lorries will exit the Loxwood Road to the right of the garage, it is impossible when driving a lorry to see safely to the left from that position unless they have a passenger to look for them, therefore all exiting lorries are likely to be turning into the narrow slip road to the left of the garage, also all incoming lorries from the Guildford direction will be turning into this slip road owing to the acute angle where the Loxwood Road meets with the A281. There is a bus stop situated in this slip road with hardly any pavement and no lighting how is this remotely safe?

This application does not bring any demonstrable benefits to the local communities, rather an increased danger to the general public as they go about their daily lives. The freeholders of the land do not live locally and therefore will not experience any negative impact at all

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Attachments