

**From:** [REDACTED]  
**To:** [PL Planning Applications](#)  
**Subject:** Objection to WSCC/030/21  
**Date:** 19 August 2021 15:06:17

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Dear [REDACTED]

At a time of heightened awareness of our wider environment and the impact decisions made today have for future generations, I urge the planning committee to consider their own legacy and firmly reject planning application WSCC/030/21.

I strongly object to this application based on:

**1. Suitability of use for the area:**

National policy states that waste sites should be built on brownfield sites, not on greenfield sites as this is. The proposed woodland location currently has no buildings, any form of commercial enterprise, or industry. There are no compelling reasons shared by the applicant to grant an exception to this policy. If the County did require additional waste recycling sites, more suitable ones exist, closer to the Lorry Network. Given the very low potential employment opportunities offered by the scheme and no firm commitment from the applicant to solely employ local people, there is little demonstrable local economic benefit.

WSCC has sufficient reserves of clay (decades worth), to not need to explore an additional site, especially one run by a company with zero expertise in this type of activity.

In addition, the applicant has not demonstrated any current demand for additional brick making clay. The literature from local providers who are still trading, speaks to their own clay reserves and clearly suggests there is no demand for a new source.

The applicant makes a vague claim about creating a brickworks in an unnamed location, should their proposal be approved. As brickworks are traditionally located at the extraction sites, does this mean, if successful in this application, the applicants would then present a new plan to remove more of the woodland they own to site the brickworks, impacting more habitats? Future development of further greenfield sites in the woodland is a concern.

**2. Dust/ odour/ fumes:**

I have significant concerns about the noise, light and odour pollution arising from the proposed industrial activity in an area where there is currently no commercial activity at all. Additionally, as there is no power to the proposed waste location and no firm commitment from the proposal to ensure power within a certain time frame, the waste facility would run on noisy and polluting diesel-powered generator(s). The HGVs would also be diesel powered.

The existing trackway, 1.6km long through the woodland, is home to multiple sites of wild flowers including orchids with a very large group adjacent to the proposed bridgework re-widening. Butterflies were regularly seen across the woodland and trackway prior to the applicant putting up access gates. There would be impacts on all habitats from this diesel pollution throughout the length of the trackway to the waste site, a route which also passes through ancient woodland. This has not been addressed within the proposal.

### 3. **Impact on trees/ hedgerows:**

The proposed development does not enhance, protect, or compliment the natural environment, it would result in unacceptable destruction of habitat and biodiversity. The agents themselves quote a net Biodiversity **LOSS** of 36.59% within their Biodiversity Net Gain Assessment ***“Areas of new habitats will be created as part of Site restoration.....resulting in a net loss of -36.59% in area habitats”*** and

***“Overall, this assessment has shown that the majority of baseline area habits will be lost.....”***

At a time when conservation groups and indeed the Council itself are supporting and promoting the planting of new trees, this plan which removes and could damage a wider area, is entirely counter-intuitive.

### 4. **Layout / appearance / design of buildings:**

A waste recycling building of c15,000 sq. ft and further ancillary building of c1500 sq. ft is proposed. These buildings would have a significant and negative visual impact on the character of the woodland area, where currently there are no buildings of any type in view.

### 5. **Traffic generation / access/ highway safety:**

The proposed HGV route into the woodlands from the Loxwood Road, would cross multiple PROW and a well-used bridleway (there are several livery yards close by who use it daily), putting the public at risk. I walk this route many times a week and would be very concerned about sharing it with HGVs. Surely it can't be safe to mix public use with HGVs and the applicant's suggestion to fence off part of a PROW, must be counter to access policy.

Furthermore, the applicant proposes to close a very well used PROW footpath for 33 years purely to benefit their own activity. The footpaths have always been well used but following the pandemic and the Governments' advice around exercise, so many more people enjoy them. The proposed road route for HGVs every 15 minutes – Loxwood Road - is a rural one which connects two villages. It has no footpath along much of its length, no street lighting, and several pinch points and blind bends. It is also the route taken by school buses and children must walk along stretches to reach home. There is a severe safety risk to all road users from the circa 300% increase in HGV movements. Furthermore, this road is enjoyed daily by cyclists, horse riders and runners. There is obviously a significant risk to their safety from this number of increased HGV movements. Those who live locally have already seen this at Crouchlands Biogas. The proposed route to Barns Green ends in a difficult and busy junction onto the A281 which is hard enough to navigate safely by car. But, how would any route be enforced?

### 6. **Impact on natural environment including animals and habitat:**

The areas of the proposed entrance and exit to the site onto the Loxwood Road, the wheel wash / car park and the waste site into the woodlands, currently has no form of lighting, effectively making it a dark skies area due to the distance from the nearest village and lack of artificial lighting in the area. The introduction of lighting, even downlighting, proposed by the applicant would create a significant impact on the wildlife of the site. This includes an extensive, active badger sett just meters from the proposed wheel wash / car park location.

The planned activity of digging up the subsoil would release carbon at a time when the world is trying to find methods to retain and reduce it.

### 7. **Noise / disturbance:**

As mentioned, diesel generator(s) and HGVs would be present. Currently when you walk in the woodlands you can clearly hear birdsong as there is very little noise pollution. This proposal would change that forever as no amount of roller shutters on doors could mask the noise of a commercial waste operation receiving and dispatching HGV skip lorries. Or skip lorries bouncing along the trackway. Or clay being dug up and moved by machinery.

In summary, this is a very quiet, rural location on the outskirts of a village, in no way suitable for the proposed commercial development.

Yours sincerely

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