

From: [Norman Jones](#)
To: [PL Planning Applications](#)
Subject: Planning Application WSCC/030/21
Date: 17 August 2021 17:56:36

Attachment available until 16 Sep 2021

Please find attached objection to Planning Application WSCC/030/21

My name is Norman Jones, address: 31 Summerfold, Rudgwick, West Sussex RH12 3BY
and my e-mail address is: [REDACTED]

Thank you for your consideration.

Norman Jones

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Loxwood Claypits Ltd objection. WSCC:030:2 .pdf
22.1 MB

Objection to Planning Application Number WSCC/030/21

If the development is permitted, Loxwood Claypits Ltd have declared an intention to route all their heavy lorry traffic from their Pallinghurst Wood site through Tismans Common to join the A281 at Bucks Green. I object to this on several grounds.

1. The lay-by at Pephurst, previously the public road, is a very much used parking place for people wishing to enjoy the 3 very popular footpaths which converge near it. It is used throughout the day and throughout the week. The photo below is a very normal amount of usage.



Pephurst Layby taken at 15.23 on 26.11.20

If part of it is used as a through route for heavy lorries this valuable amenity will be lost and many users will be disappointed.

2. A few hundred yard to the east of Pephurst the road dips and crosses a culvert before a bend which restricts the view of oncoming traffic. This dip is close to the site of a fatal road traffic accident involving a pedestrian in August 2020. The road here is

prone to flooding traffic passing through the water raises high waves and spray as shown below.



OS Explorer map sheet 134. Grid ref 066 320

Any vehicles approaching from the east and trying to hold the middle of the road because of the flood would be at risk of collision.

3. A little further to the east there is an entrance to a nursery. Large lorries going there regularly stop and wait on this section of road. Other wide vehicles would have great difficulty passing such a lorry

without damaging the adjacent road sign and hedges. Any car emerging from the nursery would be at risk from such a passing lorry because of restricted visibility as shown below.



4. Adjacent to the Mucky Duck public house the turn to Hornshill Lane is on a blind corner. When approaching from the east the turn here is already a difficult manoeuvre and more heavy traffic would increase the possibility of an accident.





5. Even on straight unimpeded road heavy lorries have difficulty passing each other and staying on the carriageway.

6. Entry to the A281 is reasonably easy for traffic continuing to head east but to turn to the west a short slip road must be used. This road has a bus stop where 2 buses every hour stop and often linger if they are ahead of their schedule. Any vehicle attempting to turn into the slip road from the A281 would be unable to see if a lorry was attempting to pass a waiting bus. Such turning vehicles would be in a difficult situation, possibly obstructing on coming traffic on the A281 or, if able to complete the turn, making it difficult for both bus and lorry drivers to extricate themselves.



Bus meets van on slip road

and



exits onto A281

We are promised 44 heavy lorry movements a day for 22 years if the application of Loxwood Claypits Ltd. is allowed. I wonder if there will be any policing of this number or might it be increased at will depending on the ability of the company to profit from the increase.

There is already a considerable amount of lorry traffic on this narrow country road the surface and verges of which are showing great wear and damage, further increase particularly of the very heavy vehicles proposed can only make this worse. I remember the damage caused to Foxbridge Lane, Ifold when overused by HGVs.

Finally, thank you for considering my objections.

Norman Jones