

# Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="Paul Salt"/>
Address	<input type="text" value="ROSE COTTAGE, GUILDFORD ROAD, GUILDFORD ROAD, BILLINGSHURST, RH14 0SB"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<div data-bbox="180 488 1586 2210"></div>

I wish to object most strongly and in absolute terms against the Loxwood Claypits application. It is morally bizarre that anyone would conceive that it is logical and beneficial to purchase an area of beautiful ancient wood with the intention of removing the trees, plant life, animal life and the soil and clay, and then to transform the area into a dumping ground for waste for years to come. Admittedly, there is likely to be significant financial remuneration for those parties who have invested in the purchase but this is scant recompense for the residents and visitors of the Loxwood area sitting within a unique part of Southern England nestling comfortably in the short corridor between the outstanding Surrey Hills and the beautiful South Downs National Park.

The following details are presented to justify why this application must not be approved:

1) The initial premise for the application has been based on the alleged requirement for brickmaking clay in West Sussex. This supposition is disproved by the most recent WSCC Minerals Monitoring Report which has confirmed that there is no demand for additional brickmaking clay. This is further corroborated by the fact that current reserves exist in an excess of 25 years.

2) The claim suggesting there is a need for brickmaking clay is just a convenient conduit to introduce the lucrative justification of turning the site of the proposed 'clay pit' into a dump for construction waste. The industrial scale introduction of such tipping of waste will devastate the area for years to come. This is a case of one section of the country solving their problem of dealing with such waste by depositing it with someone else.

Open source research reveals an apparent claypits directorial connection to the historic supply of skips. While this may show links to the waste industry of sorts, there appears to be no evidence of environmental expertise and recycling, or consideration for the local community.

3) This is a greenfield site. Approving this application would therefore go against national policy. Approval of this woodland site would set a precedent for the creation of further disposal sites in the surrounding area.

4) The River Lox and adjacent canal and woodland area around Loxwood has witnessed significant community commitment and wider charitable contribution over recent decades. This has led to an enhanced array of wildlife in the area such as kingfishers, swans, and herons to name but a few examples. Turning the proposed claypit site into a disposal tip will cause an environmental disaster. I doubt the claims that any 'checking station' would be able to accurately and efficiently identify damaging and polluting material, and stop it entering the immediate and wider environment in this case. The integrity and necessary scrutiny to assess the content every load of waste is not viable in both practical and financial aspects.

5) It is reasonable to ascertain that this location has not been selected for waste disposal on the basis that it is environmentally sensible. It does not benefit the local community. It does not benefit the visitors who use the area for recreation. Particularly, as a result of the covid pandemic and new culture of working from home, the area surrounding Loxwood has become an even more popular location for walking/cycling and related forms of recreation.

6) The industrial scale introduction of Heavy Goods Vehicles will lead to serious accidents. The local roads are not designed or equipped for such passage. The Loxwood-Rudgwick road is composed of numerous blind bends and narrow sections. If you drive this road currently, increased care and caution is required to avoid collisions with lorries that have to straddle the centre of the road due to the limited width of the road. There has already been a traffic fatality in this area in recent times so the added volume of HGVs add a disturbing inevitability of future traffic fatalities. The applicant's consultant report refers to the possibility of tragedies in a flippant tone as if they are an inconvenient statistic for the local area. While the application has suggested that there will be a limit of 42 HGV movements per day via the A281 at Rudgwick for the extraction of clay there will undoubtedly be entry to the site via Loxwood. This will see HGVs pass access roads to the medical centre and Loxwood Primary School. Both entry points to the road between Rudgwick and Loxwood will inevitably lead to accidents. The secondary stage of increased HGV volume for the delivery of waste and then exit will further exacerbate the volume of traffic danger, pollution and road degradation. Local and national Policing services do not have the resources to monitor this proposed activity.

7) The presently proposed area for the site will in time expand to accommodate more disposal capacity. This will obviously lead to more traffic, pollution from vehicles and waste and a destructive

impact upon the surrounding environment be this on the local nature or impact on the local community.

8) The development of a claypit and waste disposal centre is not essential nor even vaguely for this area of Sussex and the local community. It is based on the disgraceful opportunism to devastate a part of the countryside with the short sighted objective of financial self gain to the significant detriment of others.

Received

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Attachments