

# Comment for planning application WSCC/030/21

Application number	WSCC/030/21
Name	Mr Garth Omara
Address	THE COURT, LOXWOOD HALL, BILLINGSHURST, RH14 0QP
Type of Comment	Objection
Comments	<p>I am strongly objecting to this application for multiple reasons.</p> <p>As background information our family moved to Loxwood in March of 2009 and we have continually used this woodland area for family walks, dog walks, physical exercise, and mental health reasons over the past 12 years+ as all our children have grown up. We use the routes across this woodland at a minimum of 3-4 times per week between us.</p> <p>Objections that I request you to consider are:</p> <ol style="list-style-type: none"><li>1. The current required stock levels for reserves of making of clay locally and nationally are already met. There is no requirement for additional clay extraction activities. This is clearly outlined in the West Sussex Joint Minerals Local Plan (last updated March 2021). Specifically:<ol style="list-style-type: none"><li>a. Section 6.5.5 states "National policy requires Minerals Planning Authorities to provide for a 25-year stock of permitted reserves" and "Three active brickworks have in excess of 25 years of clay reserves, one has 24"</li><li>b. Section 6.5.6 states that "The strategy for clay is "allow extensions, or new sites, if existing supplies are exhausted or if a particular source of clay is required to enable appropriate blends to be made"</li></ol></li></ol> <p>Policy M5 states that any new application will be permitted "if they are extensions of time and and/or physical extensions to existing clay pits or, where this is not possible, they should be sited as close as possible to the site where the clay will be used."</p> <p>This new clay extraction application which is not an extension to an existing facility is not close to any brick making facilities. Section 6.5.8 states that "Sites should also be well-related to the Lorry Route Network which means that they are located as close as possible to the LRN so that the use of local roads is minimised."</p> <p>The distance from extraction at this site to the local LRN point on the A281 is 4.55km. The route that is completely unsuitable for the volume of movements and size of vehicle proposed.</p> <p>This planning application does not comply with any of the conditions as outlined in the report.</p> <ol style="list-style-type: none"><li>2. The proposed route from the A281 to the extraction point at the site is primarily through the existing Loxwood Road. There are many reasons that this is unsuitable, undesirable and dangerous to the local community.<ol style="list-style-type: none"><li>a. The junction at the point of the A281 is busy and often unsighted. a normal family car it can take some time to safely pull out onto the A281. The proposed volume of 42 HGVs per day will increase these issues and create a considerable risk of motoring accidents.</li><li>b. Loxwood Road is a small rural road. On multiple bends on the proposed route, you are badly sighted, and HGVs often have to veer across the central white lines in order navigate the corners. I believe that there are multiple points on the route where two HGVs simply do not have the capability to pass each other.</li><li>c. At the location between the Mucky Duck pub and the junction of the A281 there are cottages. Cars are parked on the road outside of these cottages constantly. This results in the road becoming single lane use in these positions where you must stop to allow oncoming vehicles to pass you. An addition of 42 HGVs per day passing through these locations will create additional hazards.</li><li>d. Horses and Cyclists are commonplace on these roads. It is not suitable or safe to have the proposed volume of HGV movements using the same routes.</li><li>e. Multiple footpaths and bridleways terminate at various points on the proposed route. To navigate between them you must either cross the road or in some cases walk along the road that has no pavement to continue your route. The additional volume of HGVs will increase the risks.</li><li>f. The route is used as a school bus route with multiple pick-up points for children. It is unsafe for these lorry movements to be using the same route.</li></ol></li></ol>

- g. The junction from Loxwood Road into the woodland is on a tight corner. Stationary HGV lorries turning into the woodland at the existing layby will add to the risk.
- h. The layby that is proposed as the entry point is the main parking areas used by users of the woodland for parking.
- i. I see no provisions in the application for alternative routes should Loxwood Road ever be blocked unavailable - which will occur over a 33-year period. As an alternative would be impossible to access the A281 without taking the HGV lorries through Loxwood itself. This would be unsustainable as Loxwood does not have the infrastructure to support this volume of lorry movements.

3. These beautiful woodlands have been utilised by myself and my family constantly over the 12-years that we have lived in Loxwood. This proposal:

- a. Will site an industrial building and activities in the heart of a greenfield area that will be a net increase in carbon emissions.
- b. Increase noise levels in an area that currently is very tranquil.
- c. Cause light pollution in an area that currently has none.
- d. Will have a devastating impact to the bio-diversity and natural wildlife that inhabits these woods - we often see deer, there is evidence of badger sets, bats also reside in the area etc.
- e. Will reduce the enjoyment of the environment for all users today and in the future.

4. There are no direct benefits to the residents of the local villages in this proposal. In fact, there are only negative aspects with the dangerous increase in the local traffic load, loss of green space and ruin of natural woodland that flies in the face of any environmental concerns.

In summary these woods and the surrounding rural area contributes to health, well-being, and enjoyment of living in the area today. This proposed commercial activity in the area contributes nothing to local community and will only add pressure to local infrastructure, endanger local road users and result in extinction for the wildlife and inhabitants of the woodland. This is for a proposed requirement of clay extraction that simply does not exist. It is a totally unsuitable proposal and should be rejected accordingly.

Received

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Attachments