

Comment for planning application WSCC/030/21

Application number	WSCC/030/21
Name	Samantha Wells
Address	2 BROOK COTTAGES, LOXWOOD ROAD, LOXWOOD ROAD, HORSHAM, RH12 3BP
Type of Comment	Objection
Comments	

I am writing to strongly object to this application (WSCC/030/21) as it only has one benefit- profit for the applicant who does not live locally, but a whole lot of significant and harmful reasons as to why it should not be approved.

Road Traffic - Loxwood Road is a minor C category narrow country road with a lot of blind bends. It is extensively used by cyclists, walkers and horse riders to access the bridleway network at 3 points between the proposed access site and the A281. Having spent my whole life living in Tismans Common I have used the Loxwood Road on a daily basis to access the bridleway network on my horses or to access the footpaths and woods in question with the dogs and more recently walking on foot with my young children on horseback and with tricycles. The road has been getting progressively busier and busier as it has become a cut through for the increased local housing to the A281. It is dangerous enough currently as there is no footpath or lighting for the majority of its length, and people are driving far too fast for its width and narrow winding bends. To add in 42 HGV lorry movements and the increased ancillary traffic to the site is an accident waiting to happen.

Despite the applicants claiming the road is 5.5 m wide with one pinch point of 5.1m and suitable for 2 lorries to pass at speed I must disagree. Having personally driven this road in a 7.5 tonne lorry I can confidently say how this statement is untrue. Regardless as to whether the road is 5.5m wide there are many places where a lorry has to be stationary to allow another lorry to slowly creep past, one such place is right outside my house in 1 of the dips in Loxwood Road where the road only measures 5.1 m

The junction of Loxwood Road to the A281 is already a very difficult junction with cars from the garage parked there and the bus stop. It will not be appropriate for 42 HGV's to access and egress the Lorry Network (A281) at this point. Again from personal experience of driving a lorry I know how it is very dangerous to turn out of Loxwood Road towards Horsham from the right hand side of the garage- the proposed route - owing to restricted visibility from the cab due to the acute angle of the junction. It was only safe to do so if I had a passenger to check for traffic from the Guildford direction.

The distance from the site to the lorry network travelling actually along the road itself is further from the network than recommended although measured parallel to the A281 it is just within. Lorries however do not fly as crows and therefore the distance and nature of the circuitous route should be taken into account.

The number of cyclists has significantly increased recently as people are actively being encouraged to get out in the fresh air for their physical and mental health. The road forms part of Route 2 on the Horsham Councils website and is listed as being appropriate for beginners of all ages using quiet country lanes. This would not be the case with 42 lorry movements a day. The road is also a school bus route with children having to wait for the bus where there is no pavement. I fear it will only be a matter of time before a child is killed or sustains a life threatening injury.

In a time when we are being encouraged to use our cars less the opposite will happen if this application were granted. The road will become even more dangerous to walk or cycle down and therefore impossible to access the public transport network at Bucks Green

The layby access to the proposed site is also a major concern. The layby is used by lots of people parking their cars to access the woods or the Wey and Arun canal walk via the footpath opposite and is often full, not just at weekends but during school holidays and also since Covid during the week. The movement of HGV's and redesign of the area will result in disruption and loss of public parking as well as a serious safety risk. Horse riders will be especially affected as the bridleway runs parallel and in close proximity to the Lorry access and wheel wash before crossing the bridleway, making it extremely dangerous and will mean that local horses will be unable to access the bridleway network at this point.

However well trained the rider and a horse are, the horse is an animal of flight and a sudden unexplained noise or disturbance can cause a horse to behave dangerously, thus putting the rider and any walkers at risk. There are a lot of young riders using these networks.

Suitability of location. This location is a remote and tranquil greenfields site with very low background noise and light pollution. The proposed operation will have a severe impact upon the enjoyment of the walking routes for all users by the generation of light and noise pollution (you cannot prevent the incessant beeping of beepers when the machinery is reversing) as well as pollutants from diesel generators. The use will have a major impact on local wildlife habitat and species not only in the immediate area of the site but in the applicants adjoining woodland where there is an active badger sett situated very close to the proposed wheel wash area which is not referred to in the application, and further badger setts and deer.

I used the woodlands for nature study and science projects when growing up, as I am sure others did, and will be unable to take my children to the woods to get samples and study the wildlife and nature as I did, yet another lost opportunity for our children's generation.

According to the latest WSCC Minerals monitoring report there is no demand for additional brickmaking clays. There are 4 sites with more than 24 years supply meeting the national and local level requirements, so much so that there has been a recent closure of West Hoathly brickworks near Crawley.

Without the mineral site there is no justification for a waste site at this location, which we know is the main objective of the application, as the clay extraction would not be financially viable without the waste disposal.

National policy states that waste sites should be located in built up areas or brownfield sites of which this is neither.

Received

30/08/2021 11:16:30

Attachments