

5 Glebelands
Loxwood
Billingshurst
West Sussex
RH14 0SW

29 August 2021

To Whom it may Concern

PLANNING REF WSCC/030/21

Please accept this letter as confirmation of my objection to the above planning application.

I object to the application on the following grounds:

1. There is no shortage of Weald Clay.
2. There is no justification for a waste site if the clay does not need to be excavated for use (due to no demand), as there is sufficient capacity for construction waste in West Sussex in existing locations.
3. The location is totally unsuitable. It is not a brownfield site or a built-up area which is where national policy dictates waste sites should be situated.

4. Loss of Amenity.

If this plan goes ahead there will be a serious loss of useable countryside for walkers, cyclists but most importantly equestrians. Loss of areas where horse-riders can enjoy safe riding should not be tolerated. This plan would constitute a serious loss of "riding habitat". Although the bridleway might still exist on paper, no horse rider will want to take their horse or pony anywhere near a site where Heavy Goods Vehicles are operating on this scale, and where there will be significant noise and disruption from this industrial plant. Not only would it be an obvious danger to horse-riders, it would not be an enjoyable experience. It would mean another valuable area is lost for riders as they are forced to ride on dangerous roads more and more. To use the words of the DEFRAS own guidance to local authorities "Local rights of way are both a significant **part of our heritage** and a **major recreational resource**. They enable people to get away from roads used mainly by motor vehicles and **enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access**. They are becoming **more important** as increases in the volume and speed of traffic are turning many **once-quiet country roads into unpleasant and sometimes dangerous places for walkers, cyclists and equestrians**. By retaining the bridleway in name only does not mean it will be retained as a useful bridleway that can be used and enjoyed.

The local authority should be actively improving the bridleway network, in this area there are many bridleways that do not connect and are fragmented. Government guidance says local authorities should be improving the network by "creation of new routes" and "In areas where rights of way are fragmented, new, short links between existing routes would provide a substantially wider local network than exists at present. In other areas, local highway authorities need to improve the management and

maintenance of the existing network. In all areas, in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems, local highway authorities will need to understand the use and demand for rights of way. They will, thereby, be able to meet the spectrum of needs and expectations of people with all levels of interest and ability."

This plan would be in direct contravention of those guidelines. The bridleway network in this area is very fragmented and needs attention. Indeed I could identify specific areas you could look at. If you take away the use of the bridleway through Pallinghurst Wood you are affecting not just individual riders but the **rural character** of the area. In a domino effect the area will become unsuitable to equestrians as rights of way deteriorate more and more, due to development.

5. Development Plan.

The proposed plan does not conform with either the Loxwood Neighbourhood plan or the Chichester District Local Plan for the development in a rural area. This plan is not sensitive to its setting. It does not enhance, protect or compliment the natural environment or rural character of the area. There is no benefit to the community from this development.

6. Environment.

The proposed development will disrupt this tranquil and remote location and have a major impact on local wildlife habitat and species. Ruining the habitat for many birds and wildlife. Priority species bats have been identified on the site. Newts, badgers and deer thrive here. There is an active badger site near the lay-by where the wheel wash proposed to be sited.

Mature trees on the site that will be felled have been identified as potential bat roosting sites. Bats identified on the site include the Barbastelle Bat, a European Protected Species. Ancient woodland would be damaged by the siting of the wheel wash.

The biggest impact this proposal would have is that upon the mental well-being of the people of Loxwood. During Lockdown these woods served the local community. They were a lifeline. An outlet, a connection with nature, a place to exercise and somewhere for the kids to play and walk and you cannot underestimate how invaluable that was to the local community.

Aside from noise, disturbance, dust and fumes and concerns over safety, the impact on the mental health of the local people must be taken into account. More than ever before we need to preserve these very special places, these small tranquil pockets of countryside where it is still possible to walk or ride away from roads are so important. My family rely on these woods and I for one know that my mental health and the mental health of my family will be negatively impacted if this development goes ahead. There have been countless studies demonstrating that green spaces are beneficial for people, reducing depression, anxiety, fatigue even substance misuse. Green space has been proven to reduce depression in adolescents. A study from Denmark's University of Aarhus found that childhood exposure to green space—parks, forests, rural lands, etc.—reduces the risk for developing an array of psychiatric disorders during adolescence and adulthood. (Engemann, K. *et al.* (2019) [Residential green space in childhood is associated with lower risk of psychiatric disorders from adolescence into adulthood](#). Proceedings of the National Academy of Sciences, 116 (11) 5188.) Councils must take this into consideration when making decisions that change the character of where children live now and in the future.

7. Traffic

Our roads in Loxwood are too narrow for HGVs driving at speed to pass safely. At points on the road an HGV would have to pull over to avoid one approaching in the opposite lane. Government guidelines remind authorities that they should bear in mind their duty to provide adequate grass verges or other margins beside a highway where they consider them necessary or desirable for the safety or accommodation of **ridden horses**. Although provision of such verges is not a substitute for **off-road connections** between paths, it can be useful where no other solution is available – but only where it is safe for horse and rider.

The significant increase in Heavy Goods Vehicles would be a direct danger to horse riders who use Loxwood Road and Station Road in Loxwood and cause further fragmenting of routes and inability of riders to safely access those routes available.

Loss of residential amenity in the village. My children walk around Loxwood and cross the roads and ride their bikes in the village – the significant increase in HGVs would be a danger to them, a routing arrangement needs to be secured and adhered to.

The site access arrangements are not safe and suitable and represent a severe risk to other road users and pedestrians.

There is the potential for damage to listed buildings by the HGV traffic along the proposed route and this again amounts to damage of our heritage.

There will be conflict between the private vehicles and HGVs queuing, entering and leaving the site which will be a further safety risk. Also a huge further safety risk to any vulnerable traffic entering the bridleway (riders).

I hope you will take my comments into consideration.

Yours faithfully

Rebecca Gallagher

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