

From: [REDACTED]
To: [PL Planning Applications](#)
Subject: Regarding application reference WSCC/030/21
Date: 30 August 2021 20:42:54

Dear Sirs

I write with reference to the above numbered planning application.

The following objection has also been submitted via you planning portal, though it appears from a message on the portal that the deadline for such submissions may have already passed, contrary to what I had understood was the deadline of 30 August. Please therefore accept my apologies if this has created any duplication.

The exact text of my submission via the portal follows:

Having lived on the A281 in Bucks Green for the last 11 years we have noticed a substantial increase in the flow of traffic, particularly heavy vehicles, during this time. Despite this section of the road having a 30 mile per hour speed limit, this is not enforced, and vehicles routinely travel above this speed limit. This produces very substantial road noise and safety concerns. Even with the pedestrian crossing in front of our house, little is done to slow traffic and there has been a number of road traffic accidents around the road's junction with The Haven during the time we have lived here resulting to injury and damage to properties. Vehicles turning into and emerging from the playing fields can also hold up the traffic with no means to warn oncoming vehicles of the risks this creates.

The pedestrian crossing is used by a broad cross section of the community, particularly children from Rudgwick village walking or cycling to the playing fields, older people and dog walkers. Pedestrians in these groups are particularly vulnerable when crossing the road. The recently approved neighbourhood plan highlighted the higher average age of local residents and the need to plan developments that would increase provision for this demographic.

This section of the road also suffers from regular temporary flooding. When there is heavy rainfall (a phenomenon that is expected to increase in coming years as a result of climate change), water from the higher ground to the north of the road runs over the road, creating deep puddles that can sit right across the road span. The storm drains do not have sufficient capacity to deal with the volume of water, meaning that it can take some time for the standing water to dissipate. Traffic often has to queue or weave around the standing water, which creates further potential for accidents. I believe the current drainage system, the siting and design of which is less effective than it needs to be, is likely to have been affected by the increased volume and weight of traffic deforming the road surface, which in turn creates further problems with erosion. Again, deliberately adding to the volume and weight of traffic by approving this development makes little sense.

Although the A281 through Bucks Green is designated an "A" road, it is an ancient road and was not designed for the volume and type of traffic that uses it already. It is a built-up, residential area with a high concentration of old (and in some cases very old) properties sited very close to the road. Our house is a grade II listed timber-framed property, with parts believed to date back to the 1300s. It is no exaggeration to say that the house shakes and glass in the leaded windows

vibrates when particularly large vehicles speed past. While I accept that as a rural area some heavy farming traffic is necessary, I am concerned that the amount of additional heavy traffic that will result from this development will damage our home and many others in the vicinity.

The volume of traffic, particularly cars, is expected to rise significantly already over the next few years as a result of the substantial number of residential developments. Many thousands of new houses are being, or have already been, built in the developments along the route of the A281 in Broadbridge Heath to the east and Dunsfold to the west. Rudgwick itself is also expecting the existing housing stock to increase by c.10% according to the neighbourhood plan. This is likely to increase congestion, particularly at certain times of the day.

In summary, this objection relates specifically to several concerns over traffic (though I would consider many other reasons relating to, for example, the conservation of the local habitat, equally valid). These are:

1. It will add substantially to the number of large vehicles that use the road, which will damage the road surface and surrounding buildings, many of which are of significant cultural value as demonstrated by their listed status.
2. it will add considerably to the pollution, including noise pollution, created by heavier traffic and larger vehicles, as well as from the site itself.
3. it will exacerbate the safety issues created by fast moving, heavy traffic on a stretch of road that is not able to accommodate the current volume of traffic, let alone the anticipated increase this will produce.

I hope the points raised in my objection will be considered. Should you need me to explain further any of the above please let me know. Thank you.