

Comment for planning application WSCC/030/21

Application number	<input type="text" value="WSCC/030/21"/>
Name	<input type="text" value="Keith Frier Woods"/>
Address	<input type="text" value="11 Nursery Green Loxwood"/>
Type of Comment	<input type="text" value="Objection"/>

Having reviewed the additional information provided by LCP, I wish to re-state my very strong objections to this proposal. The new submission fails to address the issues that I raised before. The proposal remains unacceptable for a number of reasons, each of which should be sufficient for the application to be refused and taken together make an unanswerable case for refusal.

- 1. Need for Clay**

The need for clay extraction at this site is not established. It is environmentally unsound to extract clay at a site that is not near any brick making site resulting in an unacceptable need to transport clay over a distance.
- 2. Waste Site**

There is sufficient existing waste disposal and re-cycling capacity in WSCC. If there was to be recycling on the site an unacceptable further significant increase in HGV movements would be required.
- 3. Site Location**

The previously stated objections remain applicable. National policy requires waste sites to be in built-up areas or brownfield sites - this is a greenfield site with abundant local amenity value and totally unsuitable. The site is too far from the National Lorry Network on the A281 on narrow country roads. In addition, access to the site from the road is on woodland tracks. Construction of a 15,000 sq ft building in untouched mature woodland would have an unacceptable permanent impact on the natural environment and conflict with established farming activity.
- 4. Loss of Amenity**

The degrading of access to footpaths and bridlepaths is not addressed. These rights of way have been an important natural asset enjoyed by generations of local people and are widely used by the local community. Unhindered access and enjoyment of these paths was particularly important during the recent COVID pandemic. The impact in terms of dust, noise and pollutants over a wide area remains a serious problem.
- 5. Local Development Plan**

The proposed development still does not conform with the Loxwood Neighbourhood Plan or the Chichester District Plan for rural development. It does not in anyway enhance, protect or compliment the natural environment or local rural character. There is no demonstrable benefit to the local community.
- 6. Environmental Impact**

The requirement for new commercial developments to be water neutral is not adequately addressed - there is no provision for off-setting water usage. There is very real potential for pollution entering the water courses within and adjacent to the site. Destruction of 300 acres of mature woodland will severely threaten the wildlife both within the site itself and due to the noise, light pollution and general disruption a substantial surrounding area. The impact on the four priority species of bats identified on the site is not properly addressed in LCP's new submission. Pephurst Wood, where a wheel wash facility is proposed, is an irreplaceable designated Ancient woodland that would be severely degraded by light, noise and chemical pollution. Inevitably there would be an increase in net carbon emissions from the burning of fossil fuels, removal of trees and the disturbance of the woodland floor. In the context of the current global climate emergency, we need to protect nature and it would be highly irresponsible to permit this development on a green field that has such high value to the natural environment.
- 7. Traffic / Road Safety**

There is no serious attempt to address the traffic issues raised previously. The proposed access route would lead to very much increased HGV traffic in the local settlements of Bucks Green, Tismans Common and Rudgewick. In addition, it does not appear certain that HGV traffic would not also use the road on to Loxwood and Alfold. These increases in HGV traffic would create a severe road safety hazard for existing road users. It needs to be recognised that since there are no foot paths adjacent to the roads, these road users not only include motorists, cyclists and horse riders but also pedestrians and parents with buggies etc. Loxwood Road is narrow at 5.5m maximum and falling to 5.1m in places. Currently HGV movements are relatively uncommon on this road but already present a significant road safety risk that would be

greatly increased under this plan.

Where HGVs pass each other on Loxwood Road they are forced to mount the verges with consequent damage. This and other roads in the area are very poorly maintained at present and seem likely to remain so.

Initial access to the site from Loxwood Road is at the Lay-By which will cause disruption and a loss of public parking - many walkers use this parking to access the woods. Conflict between the HGVs and private vehicles would result in a further severe road safety risk.

8. Conclusion

I submit that each of the objections raised under the seven headings

Received

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Attachments