

The Loxwood Parish Council Planning Committee would like to register a strong objection to this proposal.

The Planning Committee has concerns regarding safety to the walkers, cyclists and especially horse riders who regularly use the lane to access the many PROWs leading off Drungewick Lane.

Rerouting of the entrance for Zone 1 to the B2133 should be considered if the scheme were to go ahead)

The proposal is in conflict with WSCC Active Travel Policy due to the danger to walkers cyclists and horse riders of additional HGV movements actively discouraging active travel along this lane. In particular:

WSCC Active Travel Strategy 2024-2036

2.3.11. Actual or perceived road safety issues can be a deterrent to using active travel modes. Motor traffic is the main deterrent to cycling for many people, with 62% of UK adults feeling that roads are too unsafe for them to cycle on. Furthermore, Sustrans national 'Bike Life' survey - with over 17,000 respondents - has found that safety is the biggest barrier to cycling, and that cycle routes separated from pedestrians and motor vehicles are significantly more likely to encourage people to cycle than other forms of cycle infrastructure.

The land near Drungewick Lane is high grade agricultural land which should not be used for development. The whole scheme can be considered development in the countryside and is contrary to the CDC Local Plan Policy NE11.

The siting near sensitive habitats in ancient woodlands will cause harm to the landscape.

The proposal is in conflict with the Loxwood Neighbourhood Plan in particular Policy 12 Rural Area Policy

New agricultural or business development on land already in agricultural or commercial use outside the Settlement Boundary will be supported subject to the following criteria:-

1. (i) The scale and nature of any proposal would enhance the overall site setting and its design will be such as to minimize the overall impact of the proposed development on the surrounding rural landscape and be sensitive to its setting by means of size, bulk and location.
2. (ii) The proposals would not have an unacceptable impact on the local road network
3. (iii) The proposals would not cause unacceptable conflicts with agriculture and other land-based activities
4. (iv) The proposals would not have any significant harmful impact on the amenities of neighbouring residents and other users.

The PC hope that WSCC will(have) satisfy themselves via a site survey of the actual width available in the vicinity of the Drungewick Lane passing bays that what is proposed is safe for all concerned".