

Subject: FW: 21/00294/LAPRE - Land North West of Blackdown House - New Premises

From: [REDACTED]

Sent: 19 April 2021 19:03

To: 'hgiudici@chichester.gov.uk' <hgiudici@chichester.gov.uk>

Cc: Anthony Crandon [REDACTED]

Subject: 21/00294/LAPRE - Land North West of Blackdown House - New Premises

Good evening,

I want to register my objection to this proposal. At various times during the day I have attempted to do so but have been thwarted by site failures etc. I have registered previously.

I should be most grateful if the following objection could be formally registered by a member of the public (me!).

Apologies if you are not the correct person to do this – maybe you could forward as necessary.

I'd be really grateful if you would be so kind as to confirm that this has been done and that my objection is properly set out

Anthony Crandon
3 Blackdown
Haslemere
GU27 3BS
[REDACTED]

I object to this application. The proposed use of these agricultural premises in this location should be rejected for the following reasons:

ACCESS: access to this agricultural building is via a very steep unmade track on a bend off Fernden Lane. I am aware that there have been mishaps and accidents on this track.

There are a number of routes to this track. None of them suitable for frequent use by large wagons and articulated lorries. All routes are in a sorry state of repair with blocked culverts, overflowing ditches and severe damage to the wearing course.

From the A286 (Haslemere to Midhurst road) it is approximately three miles along Fernden Lane to the track entrance. Signs on Fernden Lane indicate a narrow road 6'6" wide, "Single track with passing places" and warn of horse riders for the next 4 miles. Fernden Lane is a narrow, single track lane with

rough, muddy and churned passing places. Along long stretches of the lane there are high embankments on both sides. When vehicles meet in these locations one or other must reverse, a difficult and dangerous procedure especially for large, articulated vehicles.

Alternative access is from Jobson's Lane, and an oblique turning into Quell Lane, also single track. Quell Lane is one of the steepest roads in the area with a sharp turn at the top of the incline into Fernden Lane. Surface water runs continuously down Quell Lane eroding the wearing course and freezing to sheet ice during the winter making the road impassable.

Access could be made via the road/track through Blackdown Park (linking Jobson's Lane and Fernden Lane). This route has unmade stretches, is narrow, has chicanes and restricted width entrance gates. I suspect the legality of using this route is questionable, but Satnavs may not be aware of this.

All the above routes are also used by walkers and ramblers, cyclists and riders. Add yet more commercial vehicles and private cars slavishly following their Satnavs to GU27 3DR and disaster will follow. The post code appears to cover a vast area and unless Weyborne Ltd are proposing an array of direction signs most new visitors (especially at night) will get lost.

NOISE AND LIGHT BREAKOUT: The application is for year round use seven days a week and twelve hours a day from 11.00 to 23.00. Permission is sought for both commercial vehicles and private vehicles (off sales from the premises). Even during the day ambient noise levels in this area of the SDNP are low and at night, apart from animal and bird noise, it is completely silent. Commercial and private traffic will destroy this silence.

At night the barn is bound to be illuminated and will infringe the Dark Skies policy.

I have lived on Blackdown for over twenty years and at night there is virtually no light breakout and Blackdown lives up to its name. It would be good for this to be preserved.

WEYBORNE LTD: Weyborne Ltd (and Salkeld Ltd) appear to be wholly owned companies and Nicholas Anthony Clarke appears to be the single director.

In an email circulated to many local residents on the 20th August 2020 Mr Clarke complained forcefully that he had been "faced with a high speed car head on" (in Fernden Lane) that was allegedly driving at "around 60-70 MPH and we got within centimetres of a full head on crash with nowhere to divert". Sadly, most

residents of Fernden Lane and Quell Lane have been involved in similar situations.

In this email Mr Clarke also says “.....and this lane is not for purpose”.

I agree with Mr Clarke that the lane is not fit for purpose and suggest the potentially dangerous situation will be made worse by an increase in commercial and private traffic, from morning to nearly midnight 365 days a year.

This application should be rejected.

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