

Keith Higgins Chair

Stewkley Parish Council

Red Brick Farm application CM/0005/18

Parish councils are advised to consider planning applications on planning grounds and to provide evidence to support their comments. The documents we have submitted are on the planning portal and they make sobering reading.

Since May last year, Stewkley PC and the many affected residents of Stewkley and surrounding villages have been providing Bucks CC with evidence to support the very good grounds why this application should be refused.

And it is intensely disappointing that these do not appear to have been taken fairly into account in the officer's report which contains factual errors, huge omissions and one-sided judgements.

The Location is on **farmland** and was still in 2012, when AVDC did their fifth investigation of illegal activity and the applicant denied that it was anything other than for **on-site use**. No **change of use** has since been applied for.

Access is by narrow rural roads of less than 2 trucks' width through 5 historic villages, which is patently **not suitable** for the volume or weight of traffic which the applicant proposes. There are dozens of photos demonstrating this, such as the one you have.

Residential Amenity is by definition a subjective matter, and it **has always been the core issue**, not on-site noise or loss of agricultural land, important though they are. The impact of the size of the trucks, the relentless frequency, the noise, the pollution from diesel and unsheeted loads is difficult to show without living it, and the **testimony** of so many people cannot be ignored.

Noise & Vibration is a major indicator of environmental impact and it **must be measured impartially and independently**. This report accepted data from the applicant's own agent whose so-called professional engineer parked his car

beside the device on Dunton Road forcing all vehicles to slow and thereby **falsify the outcome**. This report was so delayed and of such poor quality that the EHO couldn't evaluate the impact and despairingly conditions any permission with another report within 3 months.

The proposed traffic volumes even at 60 per day represent a **200% increase** in HGVs through our villages. The valid comparison is with the situation where there is no site, not with the current unacceptable situation. The **cumulative impact** of this increase is a planning matter.

Operating hours: last year, we had trucks from 5.15am. August Bank Holiday Sunday & Monday an endless stream of thundering trucks. Will it be any different if permission is granted?

The recently adopted **Bucks Freight Strategy** states in Policy 12 Freight generators are (to be) located on or near to our appropriate HGV routes. That is **Not Dunton Road**.

What Mitigation ?: the planners conveniently recommend exactly the conditions which the applicant initially proposed in terms of movements and operating hours. I quote another Planning Enforcement officer who wrote that: "**he would not in general seek to control the numbers of vehicles accessing the site due to problems in enforcing such a condition**".

This application drives the proverbial coach and horses through Bucks own Freight and Mineral & Waste Local Plan and contradicts every "sustainability principle" in ignoring the national guideline to recycle construction waste as close to the source as possible. **It does nothing for Bucks own waste capacity as all the waste is imported into Bucks from outside the county**. It does **nothing to reduce waste to Bucks landfill**, because it is not Buckinghamshire's waste.

Approval of this application would set a terrible precedent which could come to haunt all of us who believe in respect for the law and for planning rules to be fairly and equitably applied.

