

Dear Sir/Madam

**Please find the following response to planning application
DC/25/1901 | Creation of a two-pitch settled gypsy accommodation
site.**

A. LIST OF OBJECTIONS

A1. Strategic Gap & Northern Greenbelt

National guidelines say that gypsy and traveller sites in green belt are “inappropriate” development and planning permission should not be granted. This proposed site sits very near to the London Southern Greenbelt. It is inside the Horsham /Crawley Strategic Gap and geographically is part of Crawley’s Greenbelt albeit within Horsham District boundaries. The proposed site is also very close to the designated Ifieldwood Conservation area.

A2. Inadequate road access

The proposed site is accessed via a single-track lane. The road access is incapable of coping with any increase in traffic particularly if this will be of the commercial type. As there is no bus service through Ifieldwood all residents must use the car van or commercial vehicle to get to shops, doctors etc. Hillybarn lane /Ifieldwood junction, hazardous as it is on a blind bend. Also, it cannot support any real increase in regular traffic volume. Travelling in the other direction up the lane only leads to more narrow lanes. There are regular movements of Agricultural vehicles, associated with working the surrounding land, along Ifieldwood and Hillybarn and these can be hazardous to pedestrians. The development will exit directly onto Hillybarn which is not able to sustain vehicle traffic in both directions at once thus could be potentially dangerous to those using the site, particularly as the hill is quite steep and vehicles have been known to travel down it at speed. In the winter it is unmaintained /ungritted by WSCC highways and often ices up. In addition, this and the surrounding lanes have no streetlighting.

The development would attract additional deliveries as well as vehicle movements to this narrow lane. The proposed development plans to utilise septic tanks. These would require a large tanker to access to pump away solids on a regular basis. This may be hazardous for the reasons stated above.

A3. Access to amenities

The proposed development has no safe walking route to schools, shops, doctors etc. only an unlit and muddy track. It is desirable to site Gypsy and Traveller sites so that children can walk to school. How they will safeguard additional people walking around with no pavements. This development is unsustainable as everyone will have to use cars to access the basics of life.

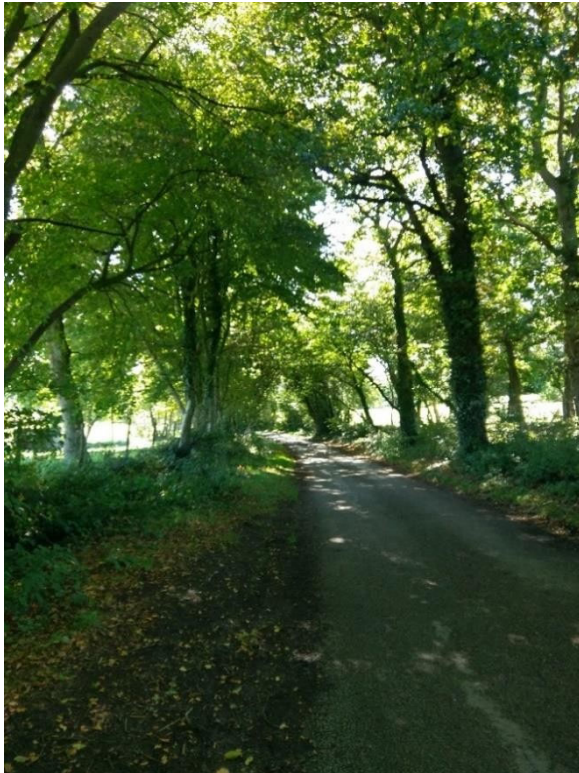
A4. Size

The size of the pitches is likely to grow to accommodate far greater numbers than can be controlled by planning restriction. Services will need to be run to the site putting greater strain on those services already under stress in the Ifieldwood area. There are regular power cuts and electricity can be intermittent.

A5. Impact on the Rural Area

This proposed site was not identified in 'The Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) Preferred Strategy 2017'. The area already has more than a fair share of similar pitches granted in the Rusper Parish locality. For example, Northside Farm, Burnthouse Lane, Rusper where planning permission was granted in June 2015 (see reference DC/14/2385) for a maximum of 3 caravans. The rural character of this site has changed dramatically since 2015. The whole site has degraded the landscape due to poor upkeep and storage of rubbish, the erection of modern looking mobile homes, numerous vehicles, many outbuildings, etc. It does not fit and is not in character with the rustic surroundings in which it is sited.

The proposed site sits in an important part of the local area as it forms a green band around Crawley and is much used by wildlife such as deer,



Foxes, Pheasant, Partridge and even Buzzards, Deer, all of which feed off this land and the abundant wildlife that it supports. The area sits just outside the designated and important Ifieldwood Preservation area and is integral to this as it provides a flanked continuation of a fast-disappearing countryside. Hillybarn Road and the area immediately surrounding this proposed site support numerous wonderful English Oak Trees which in turn support and abundance of local wildlife including 3 types of owl, and at least 2 type of Bat. Allowing this development will adversely affect these creatures all of whom need protecting. The lane requires protecting as it supports many creatures, trees, and plants. It is a fertile area reasonably well drained and able to support the grazing of horses and other livestock just as it always has.

Above. Hillybarn Road looking down on the proposed site entrance on the left.

Below. Picture of Hillybarn Road looking up from proposed site entrance



Hillybarn Road is a beautiful narrow Sussex lane providing the ideal surroundings for not only wildlife but it is regularly used by walkers, Cyclists, Horse riders, Horse Drawn vehicles, Traction Engines (one is located less than 1 mile away) and local residents, all of whom would be affected by the intrusion that this type of ad-hoc development would bring to this beautiful, rare and fast disappearing example of Sussex countryside. Lined with Bluebells and Primroses in the Spring and a tunnel of leaf lined trees in the summer. In the past it has even been used as a sledge run when the snow falls as it is steep enough to provide a good downhill run for kids as it is never gritted and often icy throughout the Winter months!

A6. Traveller preferences

The site has nothing in common with the type of site preferred by travellers as shown in assessment carried out throughout rural areas of England such as the West of England Gypsy and Traveller Accommodation Assessment. Travellers prefer proximity to amenities and sites that are easily accessible. In addition, the site sits under the Gatwick Flightpath and just below Hillybarn Farmhouse where the owner has numerous dogs and thus much regular barking.

A7. Cost to Taxpayers

This will be a private site, although the initial application is for only 2 pitches there will always be the possibility of further planning applications to expand and unauthorised expansion. If this were to happen the cost of opposing this would be passed onto the taxpayer. Also, if the application were allowed there would be costs associated with ensuring any children are provided with travel to schools, etc.

A8. History

Throughout the county there is a long history of planning application refusals. Inappropriate development in and adjacent to Green areas around our towns and villages has been cited as reason for refusal. We must sustain these wild fringes to our towns and cities rather than fragment them with these ad-hoc locally disruptive, intrusive, and out of character settlements which do nothing to enhance or maintain the land for future generations.

A9. Access to schools and shops

There is no safe walking route along the roads to Ifield or Rusper villages/schools. The public footpaths are poorly maintained, pass through difficult terrain such as flood plain and are muddy or uneven all year round. There is no public transport within safe walking distance. The nearest local shop is over 2 miles away and the nearest Doctor's surgery is around 3 miles away.

RESPONSE TO APPLICATION SUMMARY AND CONCLUSIONS. DC25/1901. 19/11/2025

In terms of the need for an overall planning balance, particularly given the multitude of applicable considerations in this instance, it is respectfully and forcefully made out that the proposed development suitably meets and creates positive outcomes against the requirements of each of the policies. **Strongly disagree. This is a matter of opinion and not proven on fact**

The proposed development has been carefully considered so as to relate sympathetically to its natural and built surroundings. **Strongly disagree. Has completely changed the rural and agricultural setting by introducing ad hoc shelters, Caravans, Rubbish, numerous vehicles, topsoil bulldozed into the existing hedgerows and embankments blocking a previously natural view of the fields and countryside.**

The level of development proposed is predominantly related to the needs of the applicant. The proposed development will be set well away from the highway boundary. The associated uses of land surrounding the proposed development would not materially harm the character and amenities of the area and will not conflict with the openness of the site, the countryside and the purposes of including land within it. **Strongly disagree. See previous paragraph above.**

The proposed use and the form, bulk and general design of the proposed development are in keeping with their surroundings. **Strongly disagree see paragraph 2** The application suitably takes into account Local and National planning policies and guidance. There is a need to look at the applicable planning policies sensibly with respect to the site. The Council has no sites to meet the unmet demand that are deliverable now; the proposed site is deliverable now. The proposal involves a small-scale site, it is considered that the site is capable of peaceful and integrated co-existence with the local community. **Adjacent to Rusper, on the capel road there have been numerous new sizeable gypsy site created. Although in Mole Valley area and not in Horsham District, they sit on the boundary. Geographically there are now more gypsy plots on sites in the area around Rusper than there have ever been.**

The proposals comply with the wider considerations of sustainability, and represent sustainable forms of gypsy site development. As such it is considered that the application is in compliance with the relevant policies in the Development Plan and is consistent with the NPPF and CLG guidance on Traveller sites. **Strongly disagree. Quite clearly the occupants of the site have little regard for living sustainably due to their contact refuse burning (See picture at end of document)**

The site provides for a local need and on the basis of our assessment the proposed permanent Gypsy and Traveller site: **Your assessment is biased and floored as you clearly only represent the client.**

- would not detract significantly from the appearance and openness of the countryside; would not cause unacceptable levels of noise, effluent discharge or damage to designated sites; **Strongly disagree. There are oak trees adjacent to the numerous shacks that have been constructed, groundworks carried out, oil storage tank added and a septic tank installed ...all without surveys or proper consideration for these trees and their root systems.**
- promotes peaceful and integrated co-existence between the site and the local community; **Disagree. Has caused anxiety amongst the locals that use the lane and does not promote integrated co-existence, especially where the burning of carcinogenic materials day and night is concerned.**

- promotes access to appropriate health services for the family; Strongly disagree. The location is miles from these services and requires road travel on all counts. Surely living closer to the town or villages would be more beneficial.
- ensures that children can attend school on a regular basis; Miles from the school car travel required walking untenable on these lanes as no walkways/sidewalks
- provides a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment. The occupants are locals and they have never travelled and so there would be no requirement for this.
- provides for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development. Strongly disagree. The burning of mixed waste on this site has negative effects on air quality. In addition, with Gatwick Airports expansion this site will suffer from even more air pollution
- avoids placing undue pressure on local infrastructure and services. Disagree. These services currently cope and have expanded to meet the demands.
- is not located at a site at risk of flooding 30. Disagree. As someone who has lived locally and often used this lane, I can assure you that there is a large flow of water down Hillybarn most times after heavy rainfall. There are no drains installed and the ditches are poorly maintained so there is a risk of flooding to this site, particularly the entrance and roadway, where the drainage ditch has been overfilled for the gateway/entrance.
- avoids prominent locations and blends into the landscape; Strongly disagree. The illegal development sits halfway up Hillybarn Road and it has noticeably changed the landscape for the worse.
- would not generate volumes of traffic that would prejudice highway safety or cause significant harm to the environmental character of country roads. Disagree. This lane is narrow and there are usually as many as 4 vehicles coming in and out of the site as well as visitors and delivery vehicles. Where the lane meets Ifieldwood, this is a dangerous blind junction and there have been numerous accidents here over the years.
- is well-related in terms of its location, size and colour to existing buildings. Strongly disagree the proposed development consists of mobile type homes which have absolutely nothing in common with the materials utilised on local buildings, ie. Clay tiles, Weatherboarding, Brickwork, etc. The area has a rich heritage with many attractive and well-placed dwellings such as that a little further up the Hill where the applicant resides and those at the bottom of the hill and along the lane at Bonwycks Place. The whole area is mentioned in the doomsday book.
- would not adversely affect the amenities of any nearby residential properties. Disagree; The lane and surrounding footpaths are a popular walking and cycling destination for many locals and those from further afield. Many horses are exercised around this area also and adding this development would certainly cause disruption via traffic movements and to the beautiful scenery that encases either side of Hillybarn lane. The lane has Primroses and Bluebells abundant in the Spring and scenic beauty that is gradually being lost throughout the County and Horsham District in particular.

Both the general need for gypsy sites for whom there is currently no suitable available alternative accommodation, carry significant weight. Personal circumstances of intended occupiers would no doubt provide further weight in support of the proposals. Taken together, the general and personal need for accommodation provide the compelling circumstances required to justify development. Any marginal harm arising from the proposals is clearly outweighed by other material considerations. A personal condition restricting occupancy is unnecessary. **Please note that the occupant was living nearby in adequate housing until deciding to establish a smallholding on agricultural land without requiring planning permission by adopting Gypsy and travellers' rights.**

RESPONSE TO APPLICATION SUMMARY AND CONCLUSIONS Previous Application DC25/1901.

1. The site provides for a **local need?** and **on the basis of our assessment** the proposed permanent Gypsy and Traveller site: **Strongly disagree; The proposed site sits away from the main communities of Ifield, Crawley and Rusper where it would be better suited in order to provide good access to schools, doctors and shops and other amenities and where it would allow for better integration into the local community.**
2. Would not detract significantly from the appearance and openness of the countryside; **Strongly disagree, It is important that this area is maintained as countryside now and in the future when the land north of Ifield is developed and wildlife habitats destroyed. Animals will be forced further out into this green belt of land that runs along from the designated Ifieldwood preservation area all the way up to Rusper. There is much natural activity around this proposed site (note: earlier comments A5) and this would be severely affected should it go ahead.**
3. Would not cause unacceptable levels of noise, effluent discharge or damage to designated sites; **Strongly disagree, the site sits within view, close to and is elevated above the seven properties at Bonwycks Place, whereby sound would be able to travel easily and may cause unacceptable levels of noise at any time of the day or night, for instance if music were to be played or via vehicle movements. There is also probability that log burners will be installed and fires lit, the smoke would further degrade the local air quality.**
4. Promotes peaceful and integrated co-existence between the site and the local community; **Strongly disagree, this development has the potential to cause much conflict with the existing and settled local community which enjoy the peaceful and open countryside and abundance of wildlife in this area. An area which is currently not littered with ad-hoc developments such as this proposed development which consists of poorly designed temporary buildings not ideally suited to modern living standards and which are not in balance with the environment.**

5. Promotes access to appropriate health services for the family; The nearest doctor's surgery is located several miles away in Ifield Green. It is already remarkably busy and approaching capacity. The footpaths cross often flooded land which for most of the year is impassable with small children, pushchairs, infirm and elderly. The lanes are not maintained, ie gritted, through winter months by WSCC highways and because of the excess water and ice they can be treacherous to both vehicles and pedestrians. If in an emergency, the site would be difficult to reach with an Ambulance in these conditions.
6. Ensures that children can attend school on a regular basis; Not as easily as if they were located closer to these schools and could walk or cycle on safer established routes around these schools. Most journeys would predicably involve vehicles and increase traffic movements along these already congested lanes (at peak times) in the area thus causing more pollution. It will put pressure on local authority to pay for transport to and from school.
7. Provides a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment. Siting of such should be in close proximity to services such as schools, shops, doctors etc. NOT on a farmers field on a Greenbelt. This proposed development **will** cause environmental damage and any unauthorised encampment **will** be need to be dealt with through the legal system.
8. Provides for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development. The proposed site sits almost under and very close to the main flightpaths in and out of Gatwick Airport. Air quality can be very poor through summer months and hot weather when there are many aircraft movements overhead. Suggest that this along with the Tree Pollen and Diesel fumes created at Rush Hour periods by traffic using the lane as a cut through do not contribute to a healthy environment for those using the site. There is also concern owners will likely have dogs and these may chase livestock in the surrounding fields. The current illegal site has regularly been burning mixed waste including plastics and other air pollutants. (Please see pictures at foot of this document)
9. Avoids placing undue pressure on local infrastructure and services 30 Prepared by Phil Rowe, BA HONS, BTP PROwe Planning Solutions - 07946 641835 / phil@proweplanning.co.uk. Disagree as this application is likely to increase future pressure on the local services and infrastructure such as additional costs to ensure children travel to and from school.
10. Is not located at a site at risk of flooding. The site sits on ground that is often involved with the regular flooding of the road at the bottom of Hillybarn. During and following heavy downpours water runs off from the Mount land and finds its way to the bottom through various channels and down Hillybarn itself. Not having suitable drainage or adequate ditching the routes water takes can vary. By adding permanent pitches and concreting/tarmacking this proposed site, further pressure will be added to this already serious problem. HDC and WSCC Highways are well documented on this problem and to date have been unable to stop it. They cite water runoff

from the Mount as the main cause. This water often freezes in the winter and as the road is rarely gritted there have been numerous accidents caused by the water freezing.

11. Avoids prominent locations and blends into the landscape; Disagree, the proposed site sits halfway up the lane to the Mount in an elevated position screened only by seasonal Deciduous trees and natural hedging and vegetation which lose their leaves and thus cover annually. This in turn exposes the proposed site to all passing along Ifieldwood and all inhabitants of the Bonwycks Place development from Autumn to Spring. Any screening would likely introduce Evergreen species which are not natural to the area and would look out of place with the landscape particularly with many mature Oaks surrounding.
12. Would not generate volumes of traffic that would prejudice highway safety or cause significant harm to the environmental character of country roads. Although the initial scope of this proposed site is small there may be many visitations as well as regular site traffic movements, increasing the chance of accidents and further polluting the environment. Note: earlier comments (A2)
13. is well-related in terms of its location, size and colour to existing buildings Disagree; the proposed development consists of mobile type homes which have absolutely nothing in common with the materials utilised on local buildings, ie. Clay tiles, Weatherboarding, Brickwork, etc. The area has a rich heritage with many attractive and well placed dwellings such as that a little further up the Hill where the applicant resides and those at the bottom of the hill and along the lane at Bonwycks Place. The whole area is mentioned in the doomsday book.
14. Would not adversely affect the amenities of any nearby residential properties. Disagree; The lane and surrounding footpaths are a popular walking and cycling destination for many locals and those from further afield. Many horses are exercised around this area also and adding this development would certainly cause disruption via traffic movements and to the beautiful scenery that encases either side of Hillybarn lane. The lane has Primroses and Bluebells abundant in the Spring and scenic beauty that is gradually being lost throughout the County and Horsham District in particular.

With all the above considered we wish to strongly object to this proposed development which is ill conceived and in the wrong location. I am sure that the sites already identified in HDC 'The Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) Preferred Strategy 2017 and the identification of new sites closer to amenities and more suited to community integration would be better than this proposed site for residents and also the local environment.

The National Planning Policy Framework (NPPF) cites Sustainable development at the forefront of its guidance.

Horsham District Councils Spatial Strategy for the district 2015 to 2031 cites the following;

- To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place, or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations. **NOT SO with this proposal**
- To Identify and preserve the unique landscape character and the contribution that this makes to the setting of rural villages and towns and ensure that new development minimises the impact on the countryside. **NOT SO with this proposal**
- To Ensure that new development minimises carbon emissions, adapts to the likely changes in the future climate and promotes the supply of renewable, low carbon and decentralised energy. **NOT SO with this proposal**
- Ensure that future development in the district is based on sustainable development principles that strike the correct balance between economic, social and environmental priorities and delivers living, working and balanced communities which contribute to community cohesion. **NOT SO with this proposal**

3.22 This strategy seeks to retain the existing settlement pattern and ensure that development takes place in the **most sustainable locations as possible, including through the re-use of previously developed land (brownfield land)**. The policies seek to give priority to locating new homes, jobs, facilities and services within Horsham town, but also ensure that the investment which has and is taking place in smaller towns and villages, such as Storrington or at Southwater can continue, allowing these settlements to evolve to meet their needs .

4.7 Within built-up area boundaries development is accepted in principle, **whereas land outside these boundaries is considered to be in the countryside and development will be more strictly controlled**. The designation of built-up area boundaries is based on an assessment on the role of a settlement and how it functions. It incorporates a range of factors including access to employment, the presence of services and facilities including schools, shops and health care, accessibility (including public transport) and community cohesiveness, including local clubs and organisations. **4.8** **The priority will be to locate appropriate development, including infilling, redevelopment, and conversion within built-up area boundaries, with a focus on brownfield land. Proposals will need to ensure that development is of a scale that can retain the character and role of the settlement in terms of the range of services and facilities and community cohesion, as set out in the Settlement Sustainability Review background document.**

4.9 In addition to built-up areas, it is recognised that in order for some communities to continue to be able to grow and develop it will be necessary for them to be able to expand beyond their current built form. By allocating sites in the Local Plan or in Neighbourhood Plans, it will be possible to meet the identified local needs of these settlements and provide an appropriate level of market and affordable housing, as 23 Chapter 4: Policies for Growth and Change well as maintaining the viability of the smaller villages and towns, for example supporting local schools, or local shops. **This policy will also ensure that the settlement function and pattern of the district is retained, retaining the rural character of the district beyond these settlements.**

Policy 23 Strategic Policy: Gypsy and Traveller Accommodation

1. The following criteria will be taken into consideration when determining the allocation of land for Gypsies, Travellers and Travelling Showpeople and any planning applications for non-allocated sites:

- a. There must be no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where conventional housing would not be suitable.
- b. **The site is served by a safe and convenient vehicular and pedestrian access. The proposal should not result in significant hazard to other road users;**
- c. The site can be properly serviced and is supplied with essential services, such as water, power, **sewerage and drainage**, and waste disposal. **The site must also be large enough to provide adequate vehicle parking, including circulation space, along with residential amenity and play areas.**
- d. **The site is located in or near to existing settlements, or is part of an allocated strategic location, within reasonable distance of a range of local services and community facilities, in particular schools and essential health services.**
- e. **The development will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties and is sensitively designed to mitigate any impact on its surroundings.**

The above, highlighted in red, are conditions that are not fully satisfied with this proposal and therefore the development application should be dismissed.

2. In assessing sites for Travelling Showpeople or where mixed-uses are proposed, the site and its surrounding context must be suitable for mixed residential and business uses, including storage required and/or land required for exercising animals, and would not result in an unacceptable loss of amenity and adverse impact on the safety and amenity of the site's occupants and neighbouring properties.

Chapter 9: Conserving and Enhancing the Natural and Built Environment

The following issues have been identified that will be addressed through the HDC planning framework policies;

The district has a predominantly rural character containing a network of villages and towns, each with their own character. Development proposals will need to consider how this character can be maintained and where possible enhanced. **There is a continued need to protect and enhance nationally and locally designated landscapes, habitats, species and ancient woodland**; In addition to protecting designated sites, other habitats and species should be protected and enhanced to maintain a functional ecological network within and beyond the District's boundaries. The population should be given the opportunity to access a high-quality natural environment without damaging it. In order to ensure that the high quality of life in the district is maintained for existing and future residents, development will need to be designed to ensure that it is of a high quality. The district's rich and diverse cultural heritage and archaeology contributes to the sense of place and character. These are not always protected by national designations however in combination they have a high local value. **Any proposals for development should consider the impact on the historic evolution of the district. The district has a number of significant heritage assets which need to be conserved in order for future generations to enjoy them.**

Policy 26 Strategic Policy: Countryside Protection Outside built-up area boundaries The rural character and undeveloped nature of the countryside **will be protected against inappropriate development. Any proposal must be essential to its countryside location, and in addition meet one of the following criteria:**

1. Support the needs of agriculture or forestry.
2. Enable the extraction of minerals or the disposal of waste.
3. Provide for quiet informal recreational use; or
4. Enable the sustainable development of rural areas.

In addition, **proposals must be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located, including;**

1. The development pattern of the area, its historical and ecological qualities, tranquillity and sensitivity to change;
2. The pattern of woodlands, fields, hedgerows, trees, waterbodies, and other features; and
3. The landform of the area.

The above, highlighted in red, are conditions that are not fully satisfied with this proposal and therefore the development application should be dismissed.

Biodiversity 9.30 Forming part of the Green Infrastructure network of the district;

Horsham district contains a rich network of biodiversity (variety of life). The nature of the habitats and species found across the District is very varied, but key characteristics include the network of woodland habitats, which is particularly dense in the north of the district. Much of this woodland has been present since at least 1600. Designated as ancient woodland, these areas are of particular importance to wildlife and are irreplaceable. As identified by the Local Economic Partnership, woodland has the potential to play a key economic role in the district in the future, providing a low carbon fuel source together with biodiversity benefits. **Another key habitat in the District is the dense network of hedgerows, which support a range of wildlife, and act as corridors, linking wildlife habitats across the district.** The floodplains of the Arun and Adur are also distinctive habitats within the district, and the Arun Valley is of both national and international importance for nature conservation. **Farmland is another key habitat across the district**, and the South Western part of the district provides an important feeding ground for the internationally important Barbastelle bats. *Note: This Northern part of the district has an abundance of Ancient Woodland and breeding ground for numerous species, such as that which sits all around this proposed development.*

Again, with all the above policies considered noting the parts as highlighted, we wish to strongly object to this proposed development which is ill conceived and in the wrong location. I am sure that the sites already identified in HDC 'The Gypsy, Traveller and Travelling Showpeople Draft Site Allocations Development Plan Document (DPD) Preferred Strategy 2017 and the identification of new sites closer to amenities and more suited to community integration would be better than this proposed site.

The following are photos taken at random periods this year 2025, clearly demonstrating how environmentally damaging the actions of the applicants have been whilst illegally occupying this site. Damaging the air quality locally, and the environment generally.



Monday 15th December 2025. Mixed rubbish being incinerated yet again. Acrid smell of burning plastic.



Friday 7th November 2025 – Burning mixed waste including plastics at site.



Wednesday 30th July 2025 – Type of rubbish being incinerated at site



Friday 14th February 2025 Acrid smell coming from bins - burning mixed waste



Friday 7th February 2025 – Mixed rubbish has been burning all night and day.