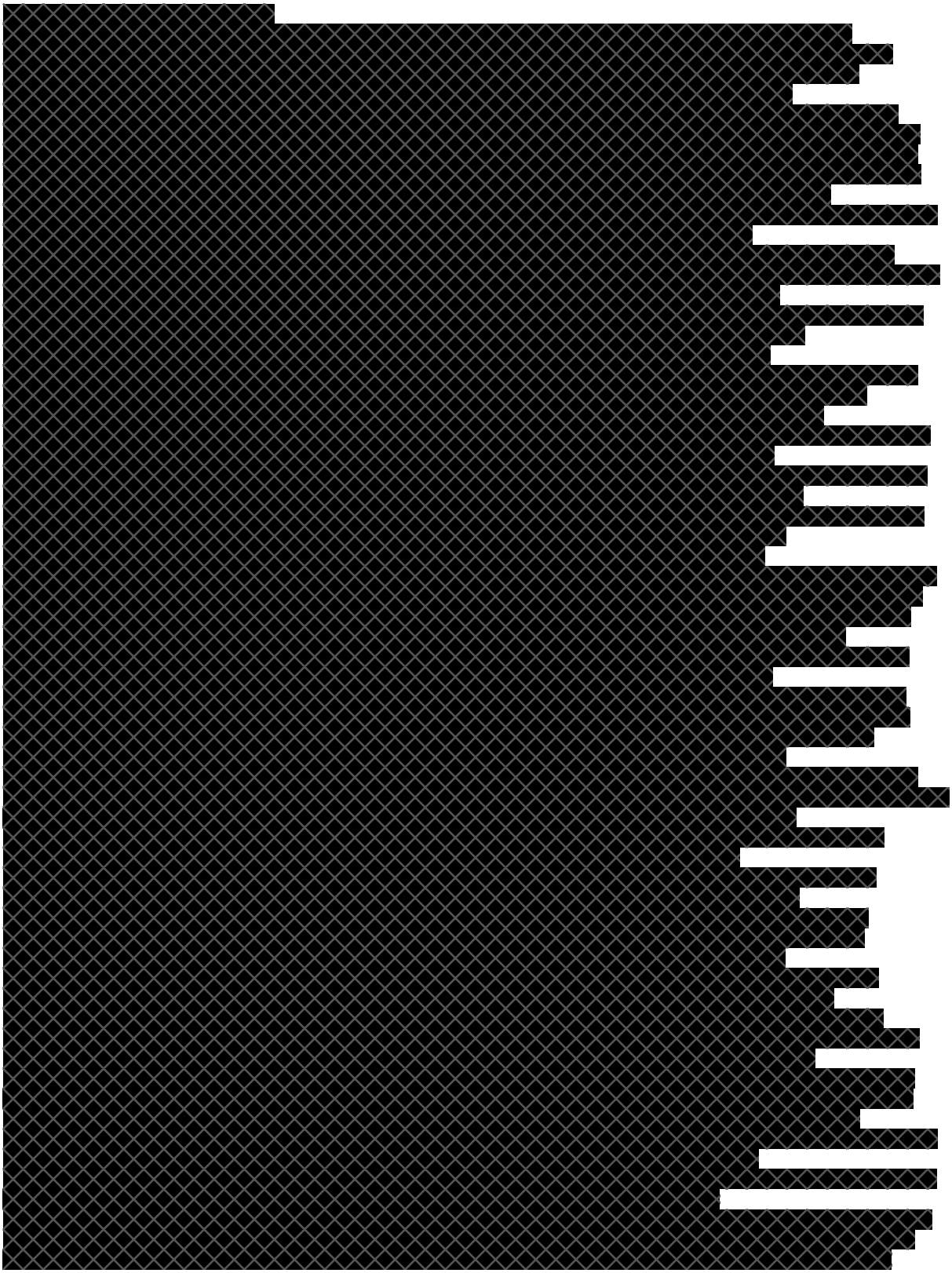
From: **Village Concerns** villageconcerns2016@gmail.com
Subject: Village Concerns Update 3
Date: 14 November 2016 at 14:31
To:
Bcc:

VC



Referring to a recent letter from WDC: ‘amended plan(s)’ actually means that 2 reports have been posted by WDC: arboricultural and bats. The house plans have not changed.

The WDC website facility to make a comment online has been disabled! The only way to comment is to use the email planning@wealden.gov.uk, quoting WD/2016/2268/F. You have until 17th Nov.

The planning application wants to extend the tarmac and widen the lane to give vehicle access to a plot of land for development.

In summary they want to cut down an oak tree, remove a laurel bush and remove a hedgerow and the proposed access to the development site will encroach upon the root protection areas of: 3 oak trees and 1 lime tree.

The disturbance of a tree's root system can result in crown dieback and even death of the tree. Roots are used to support the tree structurally and act as transport for water and nutrients. Direct damage such as root severance can lead to ill health, as can compaction of the soil by construction traffic, heavy plant and storage of materials. Changing the nature of the surface above growing medium, i.e. from porous to non-porous can alter the resources available to the tree, which in turn can lead to its decline.

The hedgerow provides an important habitat for wild life and is part of the landscape of this village amenity used by many ramblers walking the Wealdway and residents of the village, particularly the elderly and parents with young children enjoying a safe walk in this corner of the village.

Please email your comments to planning@wealden.gov.uk quoting **WD/2016/2268/F.**

For example:

I am opposed to the tarmac extension and the destruction of trees and hedgerows for the widening of the lane on the basis that it is an unjustifiable increase of the burden of the easement: whereas someone who has the benefit of a right of way maybe entitled to make repairs they are not entitled to make an upgrade as planning permission in this case would require. The lane is unfit for construction traffic since it is narrow, pot-holed, having poor line of sight and is popular with Walkers on what is a public footpath.

Under the presumption of ad medium filum, a vehicle will often be parked on the dirt section of the lane in front of the last house, causing no obstruction on the footpath. This right has been continually exercised for more than twenty years. Of course this will be a major inconvenience to any construction traffic.