

Comment for planning application WSCC/004/20

Application number

Name

Address

Type of Comment

Comments I would like to strenuously object to the application on a number of points. Dunnings Road is very close to The Meads primary school. At school times the road is very busy with parents dropping off their children at school, but, more importantly, walking to the school. A constant stream of HGVs using the road will pose increasing dangers to both parents & children. Dunnings Road & West Hoathley Road are particularly unsuitable for HGV vehicles. After passing Dunnings Mill pub the road narrows progressively until at one point towards Standen the road is effectively single carriageway. Cars coming DOWN the hill towards East Grinstead are often forced to stop to allow traffic coming up. Further, the junction of Coombe Hill Road is used a lot by parents using the nursery school there & the Michael Hall School. The road at the junction is also prone to roadworks repairing potholes & partial collapses due to works on utilities. Further up West Hoathley Road is the Outdoor School. Again, dangers to children & parents who use the school car park opposite the school & have to cross the road. I note there is already an objection lodged on these grounds with more detail. The junction at Saint Hill Green is particularly unsuitable for turning of large vehicles. The junction itself is narrow, there is limited visibility when coming down the hill towards the junction which increases the danger of collision if lorries are waiting to turn right & traffic is coming down the hill. Saint Hill Road itself is unsuitable for large vehicles, particularly at the Saint Hill end & at the other end towards the cross roads with Turners Hill Road. The road has also been subject to recent repair due to a proliferation of potholes. Increased heavy vehicle traffic is likely to increase the incidence of potholes & a deterioration of the road surface. The road is not designed to take such traffic. The East Grinstead Sports Club has its main entrance on Saint Hill Road which again, increases the level of traffic along the road & turning on & off the road. Parts of Imberhorne Lane are also unsuitable for HGV traffic, with two very narrow bridges over the disused railway line which would potentially have to be strengthened to take HGVs, & one of which is already subject to single file traffic. That particular bridge is already dangerous in that the single file traffic restrictions are often ignored by motorists. Once the traffic progresses down Imberhorne Lane towards the school, further dangers would be evident in relation to school traffic & school children & also in relation to the recreation ground opposite the school. On the site itself, the potential to later convert the site office to a "holiday let" strikes me as a precursor to an attempt to progress, at later dates, towards subsequent attempts to convert the site to a residential area with further increases in traffic & the destruction of greenfield sites. As a more general point the increased traffic will of course result more noise, traffic fumes & deterioration of the already bad road surfaces. These are residential roads & are simply not designed to take the proposed level of heavy vehicle traffic.

Received

Attachments