Comment for planning application WSCC/004/20

Application number	WSCC/004/20
Name	Barry Hamblin
Address	DUNNINGS ROAD, 79, DUNNINGS ROAD, EAST GRINSTEAD, RH19 4AQ
Type of Comment	Objection
Comments	Having read the proposal and supporting documents I am objecting to the application because of the significant increase in HGV deliveries - 35 a day for a year and a half; which is approximately one lorry every 15 - 20 minutes, 5 days a week plus Saturday mornings. The deliveries will be arriving on site via roads in East Grinstead not designed to carry this type and volume of vehicle, and also, roads that are already very much in need of traffic calming measures. The primary proposed inbound route from East Grinstead town centre, specifically Ship Street. It is also downhill the entire length and suffers from regular excess speeding from all vehicle types. I reside on Dunnings Road and witness first hand the current risks to pedestrians and other road users, as well as high noise levels and vibration damage to properties from current regular HGV traffic at all times of the day (and sometimes at night), and which will become considerably worse under this application. HGV drivers do not have the best reputation for being careful, considerate and patient when it comes to other road users and the roads they travel on. We already suffer from the overly aggressive driving style and excess speeding of many of the drivers of one local well known skip company, this would realistically get worse with the significantly increased volume. Furthermore, these roads are currently in a poor state of disrepair, which will become even worse with 3 to 4 fully laden HGVs an hour passing over them. There is no mention whether the developers will be contributing to the cost of road repairs when they have finished. I note there has been a traffic impact assessment carried out but, by the admission of the report writers, this is limited to the entrance to the site. In my view, it significantly under estimates the risks of collision with other road users, not least because of the narrowing of the road the closer one gets to the site entrance, but also because of the increased volume and type of vehicles. Ultimately, and in summary, I d
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Attachments	