

Comment for planning application WSCC/004/20

Application number	<input type="text" value="WSCC/004/20"/>
Name	<input type="text" value="roger ohlson"/>
Address	<input type="text" value="MOUNT PLEASANT ROAD, 4, MOUNT PLEASANT ROAD, LINGFIELD, RH7 6BH"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>I volunteer at Standen and travel there by car 2 - 3 times a week, I understand that if there is a health problem with the existing land then it requires to be sorted but I am very concerned about the route and quantity of lorries that will be required to satisfy the requirement. I have worked in construction all my life and was involved in earthworks for a lot of it, and I disagree with the average figure of 10m3 per lorry load we monitored many contracts and found that on average we only managed 8m3 of compacted fill per load so this would mean an increase of 20% more lorries that has been stated. I am also concerned about the route of the lorries the route from East Grinstead is not a wide road and I have frequently had to wait for cars and vans to pass and also the condition of the road is not brilliant and with this amount of lorries it will deteriorate fairly quickly especially the sections without kerbs, this will make it unsafe for other road users especially cyclists. After the lorries have tipped their load they will have to cross/use the drive to Standen this can get very busy with visitors and the drive is not very wide and the lorries will pull out from the tip and take a wide turn to turn left onto the main road, the tracking plot does not take into consideration the human driver in my experience. Once onto the road travelling down to Saint Hill Green the road is narrow and has some blind bends, I have nearly been hit several times it will be a lot more dangerous with eight wheel tippers using it on average every 15 minutes but more likely they wont be spaced out nicely. The turn right up towards Imberhorne lane will also be difficult as if they use the first turning right then turning on to Saint Hill Rd is blind for traffic coming down the hill and if they use the second turn the turn is very tight and I would suspect the lorries will damage the road and verges, that junction is not designed for heavy lorries. The junction of Saint Hill Rd and the B2110 is also a bad junction with the potential for accidents as the lorries cross as cars on the B2110 travel fast. Imberhorne land also has safety issues especially the narrow bridge, lack of footpath and the school. If this application is to be approved then there will need to be some tight restrictions placed on the contractor and more importantly the haulage contractor /sub contractors as in my experience it can be very difficult to control the lorries and the company need to be totally responsible for the repairs to the highway during the works and for the full reinstatement of it afterward for the whole route in and out of the works as apart from getting their land reinstated they will also be making a fair bit of money by providing a "tip" for inert material</p>
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Attachments	