

Comment for planning application WSCC/004/20

Application number

WSCC/004/20

Name

Nigel Tasker

Address

ST. HILL GREEN, 4, ST. HILL GREEN, EAST GRINSTEAD, RH19 4NG

Type of Comment

Objection

Comments

The West Hoathly road between the Standen turnoff and Saint Hill Rd has a section which is too narrow for a bus and a car to pass each other. On occasion on meeting a bus I have had to back up to a wider section of the road. Narrow road With 35 HGV's a day this means, over a 9 hour day, one every 15 minutes. The chance of needing to stop and reverse is significantly increased. Also if several cars are following each other it could get a bit jammed. If the bus were to meet an HGV, one or other would need to reverse which is not very simple on that road as it has a tight bend on a hill. Turning onto Saint Hill Rd a) Coming from Standen there is a short road at Saint Hill Green which can be used to turn on to Saint Hill Rd. However on turning onto this road the visibility is 20-30 metres as there is a downhill bend which is only just sufficient for a car to turn onto. For slower and larger HGV's doing it multiple times a day this would not be practical. b) 30 metres further on Saint Hill Rd joins West Hoathly Rd at an acute angle. An HGV is not able to make this turn without driving over the kerbstones and onto the Green. This, in my experience, is almost never done as HGV's almost never take this route due to the narrow West Hothly Rd. From there down to Dunnings Mill, at least, is not really suitable for an HGV, let alone 35 a day. Quality of Life As a person living on the green an HGV every 15 minutes during the day for 2-21/2 years will degrade the peace in that area. It's not the reason I moved there. Highway traffic I notice in the deposition that the highways can take this traffic but there were no specifics. Presumably the highway would be the A22. However to get from there to West Hoathly Rd will entail going through residential areas. I suggest that this route is specified in advance so it is clear where else is impacted. Summary The local roads and environment are inadequate for this amount of HGV traffic.

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Attachments