
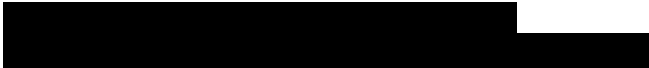


# Comment for planning application WSCC/004/20

Application number	WSCC/004/20
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Type of Comment	Objection
Comments	Please see attached pdf document. I have tried to submit this once already but it didn't seem to work.
Received	24/02/2020 09:23:03
	

Please see attached PDF on next page

## **Objection to Planning Application WSCC/004/20– Evergreen Farm Landfill Restoration**

I would like to object to this planning application on the following grounds:

1. There is no conclusive evidence presented that the site as it is presents a real risk to human health or the environment. A full independent report, not commissioned by the owner of the site, should be done to show whether the site needs to be capped, have the waste removed or can be left as it is.
2. The transport analysis is inaccurate and inadequate and the transport plan as it stands presents grave risks of accidents.
3. The noise and increased HGV traffic will damage people's enjoyment of an important amenity area for East Grinstead.
4. The impact on neighbours and the environment has been down played and will be substantial.

### **Inadequate evidence a capping system is needed**

- The desk top study talks about animals being made ill and injured. This is just hearsay and not evidence. I know people who kept their animals on the land for many years and they were perfectly fine. In addition I note on that this maiming is the only item listed as a red immediate risk. All the other risks aren't listed as red. Wouldn't it be more sensible to wait and see if these other risks actually develop into real problems.
- The fact that the owner currently rents camping spaces on the site to the general public implies that the site can't be that much of a health risk.
- The ground impact report seems completely biased towards concluding a capping system is needed. However they seem to have not found much evidence that harmful pollutants have been found. Where pollutants have been found they do not quantify the risks of the pollutants they did find. For instance they say the stream on the site doesn't meet the standards for a clean stream but do not say how this compares to other streams in the area or nationally.
- The report mentions that it has not concluded all its testing and that further tests will be done at a later date. Shouldn't all the testing be completed before they draw a conclusion?

### **Planning and Transport Statment**

- This is an inadequate document:
  - No professional transport impact study has been performed just one survey of current traffic use on West Hoathly Road and a report on the exit from the site. There is no assessment of the safety of the plan for the vast majority of its route to and from the A22.
  - It doesn't mention that the HGVs will be leaving the site onto a public footpath (part of the High Weald Landscape Trail) before they go back onto West Hoathly Road.

- It doesn't refer to the East Grinstead Town Plan and how the planning proposal fits in with the aim of the Town Plan to reduce traffic congestion in East Grinstead (it will in fact increase congestion).
- I have the following comments on what effects the transport plan will have:
  - West Hoathly Road is narrow and dangerous as it is with no pedestrian footpath. The increase in HGV traffic will considerably increase the risk of accidents. Pedestrian and cyclists frequently use the road and pedestrians especially often walk on blind bends. There is much increased potential for a life changing accident.
  - All HGVs are supposed to be going through East Grinstead town before accessing the site presumably down the shopping street of London Road and then Ship Street. Congestion with dangerous vehicles will increase. I believe it will increase the danger to shoppers in the town centre and
  - The route then goes down Dunnings Road. No assessment of the impact on Dunnings Road is made. This is a busy road with parked cars, shops, amenities and lots of pedestrians. At school opening and closing the pavements are filled with children going to and from schools and nurseries. The applicant says he may try to get deliveries only between 9.30 and 3.30. This cannot be guaranteed and will be dependent on traffic and drivers. This will not mitigate the risk to school children sufficiently.
  - HGVs exiting the site onto a public footpath provides a great risk and reduced enjoyment to walkers on the High Weald Landscape Trail. In addition walkers must cross West Hoathly Road to continue the Landscape Trail just where some of the HGVs would be turning left. This seems to me potentially very dangerous.
  - The route then goes down to St Hill Green and turn right onto St Hill Road. This is a very dangerous blind turning as it is and an accident hot spot (as are other parts of West Hoathly Road). It is evidently very dangerous to have HGVs turning at St Hill Green.
  - St Hill Road has no footpath and is frequently used by pedestrians going to St Hill Manor. The transport plan is going to significantly increase the risk to these people.
  - The crossing from St Hill Road to Imberhorne Lane is a difficult crossing.
  - The HGV at the end of Imberhorne Lane will then go past the School. Again this is going to increase the danger.

### **Impact on enjoyment of area**

- Many people use the area surrounding Evergreen farm for dog walking/visiting Standen House/enjoying the woods and countryside.
- The increased noise (downplayed in the plans) and HGV traffic will severely damage people's enjoyment of this amenity area for East Grinstead.
- Rockinghill Wood, a well used walking area, borders the site, its peace and beauty will be negatively affected.
- This level of activity is not commensurate with the area being designated an AONB.

## **Impact on Neighbours**

- The impact on neighbours has not been adequately addressed.
- The increased traffic will have an impact on people living in the Standen area accessing their properties.
- The increased traffic pollution and noise will affect people living nearby.
- There is a care home next to the site. Residents are bound to be negatively affected no matter what the application says even if they are only working directly next to the care home for 8 weeks a year.. There is also a children's outdoor type school next to the site.
- No assessment has been made on how the application will affect the activities at Standen House and the experience of visitors.

## **Impact on the Environment**

- The plans will lead to increased air pollution in the AONB through the HGVs and also machinery on the site.
- This air pollution is going to be so close to the Ashdown Forest that its habitats may be affected.
- Activity on the site may also lead to increased ground pollution.
- The wildlife and plants in the area are going to be affected negatively. The area is rich in wildlife and important plant species as so much of the land around Evergreen farm is managed organically or with environmental priorities. This whole area needs treating very carefully to maintain its richness.
- The site is currently pasture and woodland so restoring it to pasture and woodland is not really improving the value to the AONB as stated in the application. There is no reason why the biodiversity of the pasture could not be increased as it is now without capping the site.
- The badger set on the site is bound to be adversely affected.

## **Other Comments**

- The Council must make an assessment of whether the costs of capping this site outweigh the risk of not capping it. The costs in terms of risk to the public from the transport plan, noise pollution and environmental damage clearly outweigh the overplayed risk presented by the site itself.
- Putting more supposedly inert waste to solve a supposed problem caused by previous waste seems a very poor solution. Will the new waste in ten years' time be deemed not acceptable and a new cap required? In addition the site was already supposedly capped in the late 80s and early 90s. How many times will this site need capping? Also the last capping overran by a number of years. The likelihood of this capping overrunning is equally high.
- The people around Standen and the people in East Grinstead (especially Dunnings Road) are going to suffer so this site can be capped while the land owner is going to make a lot

of money. I urge the Council to consider extremely carefully before allowing this to go ahead. I really believe there is the potential for a serious accident to be caused due to the increase in HGV traffic.