

# Comment for planning application WSCC/004/20

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| Application number | <input type="text" value="WSCC/004/20"/>   |
| Name               | <input type="text" value="Leo Beirne"/>  |
| Address            | <input type="text" value="ROSEHILL, DUNNINGS ROAD, DUNNINGS ROAD, EAST GRINSTEAD, RH19 4AD"/>  |
| Type of Comment    | <input type="text" value="Objection"/>   |
| Comments           | <p>We have seen a variety of driver behaviour during our Community Speedwatch (CSW) monitoring sessions driving a wide range of vehicles - some, including busses, are not small and prove a challenge for drivers passing parked vehicles - e.g., Dunning's Road, where some drivers speed-up to pass just missing oncoming traffic - unfortunately, some crash. Road safety has been a regular topic at Town LAT meetings which included Dunning's Road where we have tried to get a Crossing Warden for the school children crossing at the Convenience Shop (where cars automatically park daily on Double Yellow Lines (DYLs) restricting 'lines of sight' without fear of enforcement) to the Meads school these past years, and to now compound the risk with an additional 35 daily HGVs carrying 31.5 tons, is difficult to condone in addition to: the increase in the repeated residential/local noise from the vehicle exacerbated when travelling over uneven road surfaces - i.e., speed reducing road humps: ground vibration risks to building foundations; there are no noise measurements/limits for residents at any location on the proposed traffic routes - some of which are close to residential dwellings; the repeated impact of the HGVs gearing down - and if when, the stop for smaller local traffic creating a back-up increasing vehicle density; in reality, there is the potential for some HGV drivers to 'bully' oncoming drivers of smaller non-industrial vehicles to meet deadlines and avoid gear-changes to slow/stop downhill and then and accelerating uphill from the Dunning's Pub to site; roads that require regular repair now being repeatedly subjected to significant wheel torque - the risk of increased road damage that will need s59 recovery under the Highways Act 1980; there is an attempt to incorrectly compare HGV traffic to that of local single deck busses whose fully laden mass is circa. 12.5 tons less than the 16 tonnes being transported in the HGV; normally, busses travelling in Dunning's Road at peak times are approx. 75% full and travel at less than 30mph at all times; recently, there have been some 35 Tonne HGVs travelling in Dunning's Road whose speeds appear to be exceed 30 mph (we can check during our next Speedwatch); it is absolutely amazing that the proposed access route includes routing these 35 HGVs through the Town where their delivery schedules will be impeded by the A22 tailback from Lingfield Road roundabout, pedestrians, parked delivery vehicles, disabled parkers, school traffic, etc., adding to the previous point raised re. back-ups; some drivers will be incentivised to find alternative routes avoiding these 'back-ups' thus inviting the search for alternate routs and possibly, indiscriminate Sat-Nav use locally making the applicant a gift when WSCC attempting s59 recovery in terms of identifyinig which reads they have damaged; Therefore, who will establish a 'datum' condition for roads prior to use AND how will any damage be assessed and costed - AND if vehicles are not restricted to agreed routes (as per their application) how will damage be attributed to other roads?</p> |
| Received           | <input type="text" value="27/02/2020 10:26:06"/>   |
| Attachments        |  |