

Comment for planning application WSCC/004/20

Application number	<input type="text" value="WSCC/004/20"/>
Name	<input type="text" value="Philip Prydderch"/>
Address	<input type="text" value="HOLTYE AVENUE, 11, HOLTYE AVENUE, EAST GRINSTEAD, RH19 3EG"/>
Type of Comment	<input type="text" value="Objection"/>
Comments	<p>As a project to remediate the former landfill, I agree that the work is required and will result in improvements to the risk of the former landfill, and help to protect the local environment from the hazards and risk of not carrying out this work. My objection is on the grounds of traffic hazard resulting from the significant increase in HGVs travelling through narrow country lanes close to the site. I note these risks have been identified - I believe it is referenced on page 61 of PDF 10908 Evergreen Farm Transport statement, Section 3 Problems Identified at this stage 1 safety audit - Location West Hoathly Road. It mentions the narrowing of the carriageway between the site access and the National Trust Property. I would note that the risk continues beyond the NT site entrance, and the risk is actually worse, between the NT entrance and the junction with Saint Hill Road. The road narrows even further just prior to the Saint Hill Road junction, with sharp bends and sections only just narrow enough for two cars to pass (and therefore definitely not two lorries, or a lorry and a car). I have witnessed several times, collisions between cars here, where cars have had their wing mirrors knocked off when failing to pass each other safely. I believe there is a very high risk of collisions between HGVs and cars on this section of road (Saint Hill Road-West Hoathly road junction to NT property entrance), during the period of the project. Page 61 (as noted above), recommends widening of the carriageway in the site entrance-NT property entrance section (or imposing a speed limit). Widening may just about be possible in the section mentioned, and also, a speed limit may be successful in managing the risk here, as visibility is acceptable in both directions. However, in the section beyond the NT entrance, and between there and the Saint Hill Road junction, the road is narrower, and visibility poorer, with sharp bends restricting view of oncoming traffic. Widening would not be possible here due to the steep road verges, and although a speed limit could be imposed, it would not mitigate the visibility issue, which would still present a risk of lorries and cars colliding in this section I also see a risk in the triangle junction of Saint Hill Road, where the Site egress and access route Rev a document notes the HGVs travelling in both directions on the upper arm of the triangle. This would risk collisions between HGVs due to road width, and more importantly I believe, that visibility is poor when leaving the upper triangle section onto the main Saint Hill Road section - it is very hard to see to the right. However on this last note - I notice this has been noted on Page 63 (section 3.1.3), where it recommends HGVs leaving the site and turning into Saint Hill Road from West Hoathly Road, should use the lower limb of the triangular junction, to mitigate this risk. I would note that the Rev A document mentioned above doesn't seem to reflect this as yet. I attach an annotated Rev A document with an arrow pointing to the triangular junction, and a blue circle showing the other area of concern.</p>
Received	<input type="text" value="15/04/2021 15:56:11"/>
Attachments	The following files have been uploaded: Site access and egress routes Rev A copy.pdf