

Comment for planning application WSCC/004/20

Application number	WSCC/004/20
Name	Helen Butler
Address	FARADAY AVENUE, 7, FARADAY AVENUE, EAST GRINSTEAD, RH19 4AY
Type of Comment	Objection
Comments	<p>Helen Butler - Objection to restoration of Standen landfill site. 3 / 5 / 2021 My understanding is that HGV lorries involved in the restoration of this site are to travel up Imberhorne Lane , cross the Turners Hill Rd onto Saint Hill road then manoeuvre the left turn onto West Hoathly Rd to approach the Standen landfill site. The Dunnings Road approach from the other direction is no longer being considered thank goodness with cars parked down the road so it is impossible to have a flow of 2 way traffic, a shop , school children and no proper crossing available, church , pub traffic, play park with parking on the road only , playgroup, Forest School , Arts Centre and no pavements to walk on after Coombe Hill Rd.....a dangerous enough road without many HGVs trying to negotiate it as well. I have lived in this area for over 40 years and regularly use the road route under discussion to drive out of EG. To ensure my facts are correct I drove that route out of EG this morning and returned the same way. Please note my comments and objections 1. The site entrance is at the end of a narrow road originally cut through Standen rocks. Cars proceed with caution as a 2 way flow in this section is very tight. Polite drivers wait at the top of the hill to allow cars to drive up. If the bus is coming up or down the hill it is IMPOSSIBLE to pass it in this section. Common sense indicates that this applies to HGVs as well. I have witnessed occasions when cars have had to reverse to allow a bus or lorry to pass . 2. Most importantly more pedestrians walk this route now to reach Standen and the Woods / reservoir. There are no pavements and it is unbelievably dangerous. Maps do not show you that this route has no pavement so visitors don't realise until they're there. 3. At the top of this hill is the increasingly busy NT Standen with cars turning in and out all day, every day of the year. The bus stops are either side of the road with no pavements to wait on with traffic passing by . Is additional HGV traffic passing by daily a safe option for public transport users. 4. After the narrow West Hoathly Rd continues to bend and twist down the hill there is a totally blind bend at the bottom. This is dangerous and cars are braking at this point in case the bus or lorries are coming the other way. 5. Saint Hill Green is a triangular junction notorious with locals for knowing how to approach it to avoid the dangerous unsighted exits and to be aware of buses and lorries that have to overshoot the turns out of the junctions to get onto the roads. Witnessing delivery lorries following satnavs having to reverse their vehicles to be able to make the turn onto the roads is frightening when all the traffic is backing up behind you on blind bends. 6. The route along Saint Hill Road passes the EG rugby club, Sports Club and Saint Hill Manor, Scientology Church. Again there are no pavements on this route. There are frequent daily walkers and cyclists to the Manor and the Sports venues from the train station and surrounding area who have to cower against fences and bushes as traffic passes them by. 7. The junction of Turners Hill Rd / Imberhorne Lane and Saint Hill Rd is busy . Many suggestions have been put to local councillors over the years to put a roundabout in here to control and slow the traffic but the reasons given are that it would negatively impact the flow of traffic on a major road out of EG. 8. On Imberhorne Lane is the dump which now serves a wider area. Consequently more frequent traffic queues are experienced on busy days as vehicles approaching from both directions wait to filter into the queues and pull out afterwards. 9. Imberhorne Lane experiences so much more traffic now due to the dump and a cut through to and from the Felbridge aiming to avoid the heavy traffic congestion on the A22. The road surface especially at the edges is deteriorating badly in sections with more pot holes. This will only worsen with increasing numbers of HGVs. Will Evergreen Farm be contributing to the cost of repairing these roads out of their financial profits ? I have outlined the many reasons why I object to this application. The consequences of many HGVs driving through narrow and unpaved roads on a regular basis raise many safety concerns as listed above to pedestrians, car users and cyclists on a route that is already unsafe and unable to cope with 2 - way traffic flow in sections. Thank you for the opportunity to voice this objection. Helen Butler</p>
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Attachments	