

Evergreen Farm

West Sussex - Planning Register –WSCC/004/20

The East Grinstead Town Council feel this is a highly sensitive and specialised application with implications for the Town and surrounding area while the work is being carried out on highways and infrastructure as well as quality of living due to the significant time scale that is outlined. The Council understand the case for why this work needs to be carried out and while we are not determining to support nor object to the application we have set out arguments to keep the impact to the town to a minimum and have summarised the key points and some possible solutions for further consideration by WSCC.

The Committee are concerned of the cumulative negative impact of these works with other development in the town and the overall position as to affect the roads and the quality of life must be factored in to these works.

The information available does suggest that there is some contamination leeching from the field. Although we stress that the environmental study was a desktop study. We feel that in significant applications such as this the officers should be site visiting for all studies.

The developer has looked at different options for routing the vehicles so that they don't go through the town and down Dunnings Road as was first suggested.

The current suggestion is to route the vehicles off the A22 and up Imberhorne Lane, returning back the same way.

When the original site was used for landfill 40 years ago there were a lot less vehicles and the town was not the same size. The development will cause major disruption to the town but it is work that needs to be done.

Summary:

Public comments over 240 objections

80 weeks

3 deliveries per hour

0700-1700 – Monday – Friday / 0900-13000 Saturdays

Estimated between 120000 – 150000 cubic metres of soil required.

24-30k trips annually

Operational 279 days per year

Over an 80 week period its an average of 31 deliveries per day (62 journeys). This will be more on weekdays as many as 53 per day.

Main Concerns: .

- There will be 32 tonne lorries making 62 journeys per day, including potentially 40 journeys on Saturdays. This will have a significant effect on the road system the vehicles use.
- The impact on the roads used on the route and the community on the route will be severe. There are already a significant number of lorry journeys made using Imberhorne Lane and using the junction at Imberhorne Lane and Saint Hill road. A conservative estimate would be a 100% increase in heavy vehicle movements. This is without the increase in heavy vehicle journeys due to the start of the Hill Farm Place development.
- Imberhorne Lane is already busy as it's used as a cut through for drivers avoiding the A22 through town.
- The roads are narrow from the bridge over Worth Way right through to the site entrance. There is very little room for one lorry in some parts of the route.
- The two bridges on the route, one goes over Worth Way past the Gulledge turn off and the second (very narrow and already has bad road erosion) is just past the amenity tip, will be subject to a large increase in weight load for 80 weeks, it's also a pinch pint in traffic flow.
- The route takes the lorries past Imberhorne School. There is no provision or mention of the vehicles going past the school particularly when the school population are arriving and leaving school.
- There are always cars parked in the road by the recreation area and will cause a pinch point until at least 3.30.

- On Saturdays the recreation green is used by children's football clubs and is very busy from 0800 until 1200.
- Other pinch points are Saint Hill road just before the Cricket Club.
- The triangle turning point at the junction of West Hoathly road.
- The narrowing of the road by the stone at the entrance of Standen.
- This is also a crossing point for walkers using the bridlepath from the rugby club and into Standen.
- The whole area around Standen, Saint Hill Road and the West Hoathly road are all used by walkers and cyclists with no footpaths for walkers. I can only see problems without correct supervision.
- The route up Dunnings Road to West Hoathly is also a bus route. This will need to be considered with two way routes for the lorries.
- On the inbound journey, vision of the oncoming vehicles coming down the hill from Saint Hill is extremely restricted and will be difficult for lorry drivers to truly see any vehicles.
- Mid Sussex Environmental Officers in February 2020 stressed the need for mitigation for the impact of noise light and specifically dust. Has this been considered and are the Mid Sussex officers satisfied with the mitigation?

Potential solutions and what we would ask WSCC to consider for the application:

- Committee would seek assurances from Highways that all alternative routes have been considered with a view to avoid East Grinstead, and if none can be activated that consideration as to the work being carried out in phases (such as 6 months and then a break of three), which will elongate the project but at least not subject the town to 18 plus months of traffic grid lock.
- Look to have permanent members of staff at these junctions to guide inbound and outbound vehicles. This will need to be put in writing and checked regularly.
- Signage on the road in the main areas to warn oncoming vehicles, walkers and cyclists.
- Change the route occasionally to offer some respite to affected residents along Imberhorne Lane.
- Change of times (eg 10-2 only) which will elongate the project could reduce the impact on School busy times
- Change the vehicle route to one way (which of course affecting more residents, reduces the significant impact on Imberhorne lane)
- Visibility solutions at all major pinch and turning points.
- Traffic calming on the Turner Hill Road leading up to the Imberhorne Lane junction (both ways).
- We would like to see from WSCC the amount of money that will come back to the town in reparations for the inevitable road infrastructure damage. I would like this committee to receive a full breakdown of compensation prior to the start.
- Without proper consideration, communication with an emphasis on safety for all users of the route that is being considered, there could very well be fatalities.
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- East Grinstead Town Council would welcome inclusion in talks to help to find solutions to reduce impact on the town during his major undertaking.