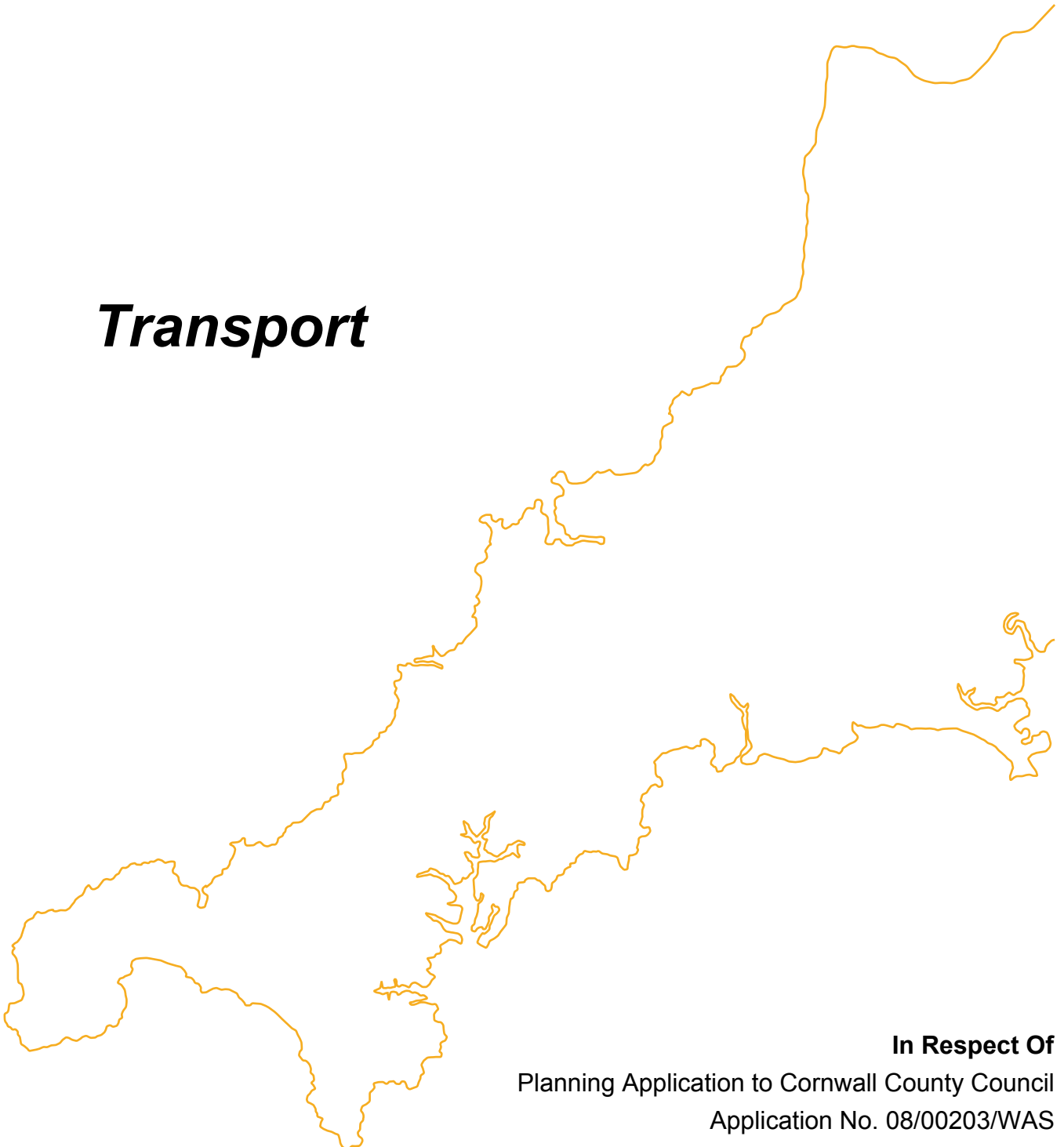




Consultee Response to SITA Additional Information

Consultee
St.Dennis Anti Incinerator Group (S.T.I.G.)

Transport



In Respect Of
Planning Application to Cornwall County Council
Application No. 08/00203/WAS

Transport

1. Transport, Tregongeeves W.T.S.

Waste transfer station at Tregongeeves. Vehicles leaving this site loaded with waste will have to negotiate a very dangerous road junction to get onto the A390, a very fast and busy road. Once getting onto the A390 these HGVs will slowly ascend the steep gradient towards St.Austell. With its slow moving vehicle lane and fast overtaking lane this road is accident prone including fatalities.

This presents a situation, which is considerably worse in the holiday traffic season. These waste HGVs will do nothing but increase the accident potential. This presents an unacceptable situation.

These HGVs will then enter the St.Austell Town road complex with its busy roundabouts and traffic lights. All of which are features, which involve hold-ups and queues, which are considerably increased in the holiday traffic season. Local knowledge and experiences are of regular gridlock situations in summer holiday season. Slow moving HGVs on the A3058, Hospital Hill will certainly create problems.

The resulting situation of chaos and holdups will increase the probability of drivers becoming angry and impatient therefore bringing about an increased accident potential. This situation is not acceptable.

This routing will also bring increased traffic volume and chaos to the villages of Trewoon and St.Stephen, especially to St.Stephen where the roads and properties are not built to accommodate HGV traffic.

Also this route is the main holiday road to Newquay, a fact sadly not considered.

This routing of waste HGVs is ill conceived and unacceptable.

2. Penhale, Roundabout And Slip Road

HGVs travelling from the South after negotiating the roundabout at Brighton Cross will have to negotiate the much smaller roundabout, with very tight turns, at Penhale on the B3275. They will then have to negotiate the large volume of all types of vehicles using the Kingsley Village complex before joining the very busy A30 road via the very small and, it could be argued, dangerous slip road which has been subjected to many RTAs because of its badly designed construction.

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HGVs will then, after entering the A30, join the slow moving inside lane ascending the Highgate Hill. Here again it is well-known and of local knowledge that the summer holiday period regularly brings about delays and gridlock.

All this has the potential to delay entry to and add confusion on the Highgate Interchange and traffic movement around it. This will also add delays to normal traffic and summer holiday visitor traffic arriving from the North coast, including Newquay, negotiating the junction and access to the A30.

This will also prove to be a barrier for all vehicles attempting, on leaving the A30 after travelling westward, to enter the roundabout.

This will bring about the angry and impatient driver situation, which is normally considered to trigger RTAs.

This whole situation presents an element of danger, which should not be tolerated in these safety conscious times. This plan also highlights a very ill conceived and unacceptable situation with a complete disregard for safety.

3. Highgate Interchange

The increase in HGVs (waste) travelling from the East will certainly create a situation of increased traffic flow to the roundabout. Therefore it will bring its own problems. It will definitely increase the queuing situation to get onto the round about. When the HGVs eventually get onto the roundabout they will hinder the normal flow of traffic which will include service and local vehicles. It will cause waste carrying HGVs to back up which will in turn cause problems such as grouping on the C184 road, especially at the entry point of the Stamps Hill haul road junction which will then cause delays and hazards to the users of the C184.

It must be remembered that there is only room enough for one waste HGV to park off the C184, therefore any grouping will mean the additional HGVs will park on the public road, a position which can only be described as dangerous as it is after a bend on what is normally a reasonably fast road.

All this will be involved along with the empty and some loaded HGVs travelling out from the haul road. This would create a nightmare for local road users.

This situation is additional to the dangers which will be created by the fact that all HGVs travelling to the Incinerator will have to turn right across both carriageways to enter the haul road and by doing so will completely block the C184 to all other traffic.

Transport

This situation is far from acceptable and only highlights the dangers this proposal will create. It is ill conceived, lacks in common sense and is unacceptable.

4. Haul Road

There is no indication in the further information documents that would alleviate the problems recorded in previous responses.

The two haul road junctions will create a road blocking situation 324 times a day caused by slow moving HGVs starting from a standing start crossing both carriageways of the C184. This situation would present potential RTAs.

The fact that controlled barriers will create a stopping and waiting sequence only adds to the potential of queuing by waiting HGVs.

Contractor's parking arrangements, particularly during the construction of the haul road have not been addressed. Will any such arrangements, for the haul road construction and the incinerator build, be within the red line boundary?

There is a distinct lack of construction detail in relation to the proposed haul road.

There are no detailed submissions in respect of the proposed new bridge construction at Trerice. The proposed haul road bridge is only single carriageway, therefore here is another queuing and waiting HGV situation, which will result in disruption to proposed sequences and add confusion to the operation.

There is still no accident or spillage procedure for an incident involving an HGV carrying the very dangerous fly ash occurring on the haul road. This type of incident would surely be a very dangerous occurrence, which would involve a contamination clean up exercise and closure of the haul road. This is a very serious omission.

The haul road accounts for 2km of the 4.7km from Highgate interchange to the incinerator site. It does not overcome the congestion, hold-ups, and potential accidents situation, which the increased traffic will bring to the C184 road.

Vast amounts of CO₂ emissions will be created by HGVs working in low gears climbing the steep gradients, such as the haul road where parts will be as steep as 1 in 7. These CO₂ emissions, plus oil and chemicals will be discharged into an area, which will be heavily polluted by the incinerator and China Clay drying emissions.

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Surveys by Evolve have been carried out and they recommend that “A” grade trees must be retained and no impingement made on their root protection areas. How can the proposed haul road be constructed in the Trerice Bridge area where there are many mature A grade trees and root protection areas.

They also say that not many trees have been cut down already. However there is photographic evidence to prove this is not completely accurate, as a substantial number of mature trees have been already cut down.

This situation begs the question will the survey carried out by Evolve be adhered to or will it be ignored?

This situation is somewhat confusing and certainly unacceptable.

5. Footpaths

The incinerator site access road from the C184 public road is planned to cut across footpaths, which at present are connected, the 416/2/1 and 422/31/1. This plan will in fact separate these two footpaths.

However the plan also indicates that the public will be allowed to cross this access road. There is no mention of how or a set procedure for crossing the access road, bearing in mind that this access road will be used by 350 or more waste vehicles daily plus construction traffic which at this moment in time is unknown. This footpath is used by the public for access to and from Treviscoe, for leisure walks such as dog walking and mothers and children enjoying the countryside, and they should not be expected to run the gauntlet to cross this road. There is no mention of a controlled pedestrian crossing or an over bridge.

This very dangerous situation should not be tolerated; in fact it is completely unacceptable.

This is a very serious omission from the plan and shows a complete lack of respect for modern safety measures and people, in fact it is irresponsible.