



Site at Elbridge Farm
Bognor Regis, PO21 5EF

Transport Statement

For

Recycle Southern Ltd

Document Control Sheet

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Recycle Southern Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been instructed by Recycle Southern Limited to advise to provide transport planning support in respect of full planning application for the expansion of the Elbridge Farm waste transfer facility. The application follows on from a proposal to vary conditions following grant of planning permission in accordance with the Town and Country Planning Act 1990 in March 2022.
- 1.2 The site is located within Elbridge Farm Business Park situated on the eastern side of the A259 Chichester Road carriageway. The waste transfer station and materials recycling centre is located within the local planning authority area of Arun District Council, with West Sussex County Council (WSCC) the determining authority for waste related planning applications. The local site location is shown below as Figure 1.1.

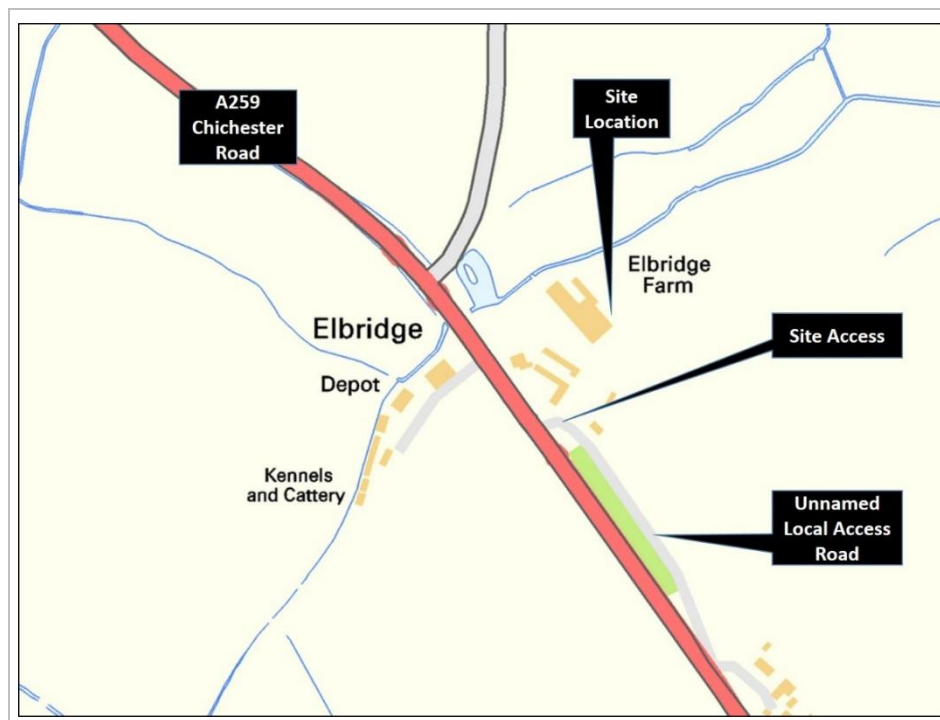


Figure 1.1 – Site location

- 1.3 The proposal seeks to increase the site's maximum throughput from the currently permitted limit of 30,000 tonnes to 75,000 tonnes per annum.
- 1.4 This report assesses traffic conditions in the current/proposed and baseline analysis as well as a road safety review to enhance local highways infrastructure.

2.0 Planning History

- 2.1 The application site has been the subject of a number of planning applications, with consent granted by Arun District Council on 10 August 2010 for the 'change of use of barn from agriculture to B1/B2/B8 use and associated works', including 2 lorry parking bays, for the units that are the subject of this application (Planning reference BE/55/10).
- 2.2 After this permission was granted the site was used for commercial farming operations, storage of building materials, distribution for a local transport company and vehicle and trailer storage. It was therefore considered that the B1/B2/B8 uses were implemented by virtue of the operations within the application site.
- 2.3 The most recent application (application ref. WSCC/036/14/BE), approved on the 4th September 2014, provided permission for a waste transfer and recycling facility for up to 30,000 tonnes of waste per annum at the site. The facility utilises the agricultural building on site which totals 714sqm. Ancillary office space is provided within portakabins, along with parking for HGVs, cars and bicycles. The existing access arrangements were retained.
- 2.4 The scheme has included a revision to the original proposals including more land to the east of the site being made available for the proposed site operations.

Application Proposals

- 2.5 The full planning application proposal seeks permission to increase the permitted tonnages from 30,000 tonnes per annum to 75,000 tonnes per annum. This will regularise the current operation scale occurring at the site presently.

3.0 Transport Planning Policy

3.1 Statutory transport policy and guidance relevant to the proposed development is found within the following documents:

- The National Planning Policy Framework (NPPF) – July 2021;
- West Sussex Waste Local Plan (WSWLP) – April 2014;
- West Sussex Transport Plan 2022-2036 (WSTP) – Adopted April 2022; and
- West Sussex County Council Transport Assessment Methodology - June 2007.

National Policy

National Planning Policy Framework (2021)

3.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

3.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

3.4 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

3.5 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

Local Policy

West Sussex Waste Local Plan (WSWLP) - April 2014

- 3.6 WSCC and the South Downs National Park Authority adopted the WSWLP in April 2014 and this is still current. The plan forms part of the statutory Development Plan for West Sussex, covering the period up to 2031 and is the most recent statement of land use planning policy for waste. The plan provides:
- "the basis for making consistent decisions about planning applications for waste management facilities."*
- 3.7 Strategic Objective 7 of the plan relates to transport and states that the objective is to:
- "Maximise the use of rail and water transport for the movement of waste and to minimise lorry movements and the use of local roads for the movement of waste."*
- 3.8 It is recognised that where rail and water transport is not possible, facilities are located in close proximity to the lorry route network, minimising the impact of road transport in local communities and rural areas.
- 3.9 Policy W3 relates to the location of waste management facilities and reaffirms the need to locate facilities close to the lorry route network where transportation by rail or water is not practical.
- 3.10 Policy W18 relates to Transport and states that "proposals for waste development will be permitted provided that:
- Where practicable and viable, the proposal makes use of rail or water for the transportation of materials to and from the site;
 - Transport links are adequate to serve the development or can be improved to an appropriate standard without an unacceptable impact on amenity, character, or the environments; and
 - Where the need for road transport can be demonstrated;
 - a. Materials are capable of being transported using the Lorry Route Network with minimal use of local roads, unless special justification can be shown;
 - b. Vehicle movements associated with the development will not have an adverse impact on the capacity of the highway network;
 - c. There is safe and adequate means of access to the highway network and vehicle movements associated with the development will not have an adverse impact on the safety of all road users;
 - d. Satisfactory provision is made for vehicle turning and parking, manoeuvring, loading, and, where appropriate, wheel cleaning facilities; and
 - e. Vehicle movements are minimised by the optimal use of the vehicle fleet."

West Sussex Transport Plan 2022-2036 (WSTP) – Adopted April 2022

- 3.11 The WSTP sets out the strategies that guide WSCC's approach to maintaining, managing and investing in transport. It has an overall vision to achieve efficient, safe and less congested transport networks.
- 3.12 The Council's long-term strategy towards freight movements is set out within Section of the WSTP where it is acknowledged that the efficient and safe movement of freight is vital to the success and growth of the West Sussex economy. To help achieve this, the Council will maintain and promote a lorry route network for the main lorry movements in the County.
- 3.13 With reference to the Council's Advisory Lorry Routes map contained as Appendix C (Figure 5), the A259 is identified as a strategic lorry route.

Overview

- 3.14 National and local level transport policy and guidance clearly encourages waste development to be appropriately located, minimising impacts on the surrounding road networks. As the site is currently operating over the planning condition capacity with no perceived impacts this location can be considered robust and safe, therefore complying with the relevant policy documents and guidance.

4.0 Existing Conditions

4.1 The application site is located within Elbridge Farm Business Park which is located to the east of the A259 Chichester Road, approximately 4km to the northwest of the centre of Bognor Regis and 5.5km to the southeast of the centre of Chichester. The strategic site location is shown in Figure 4.1.

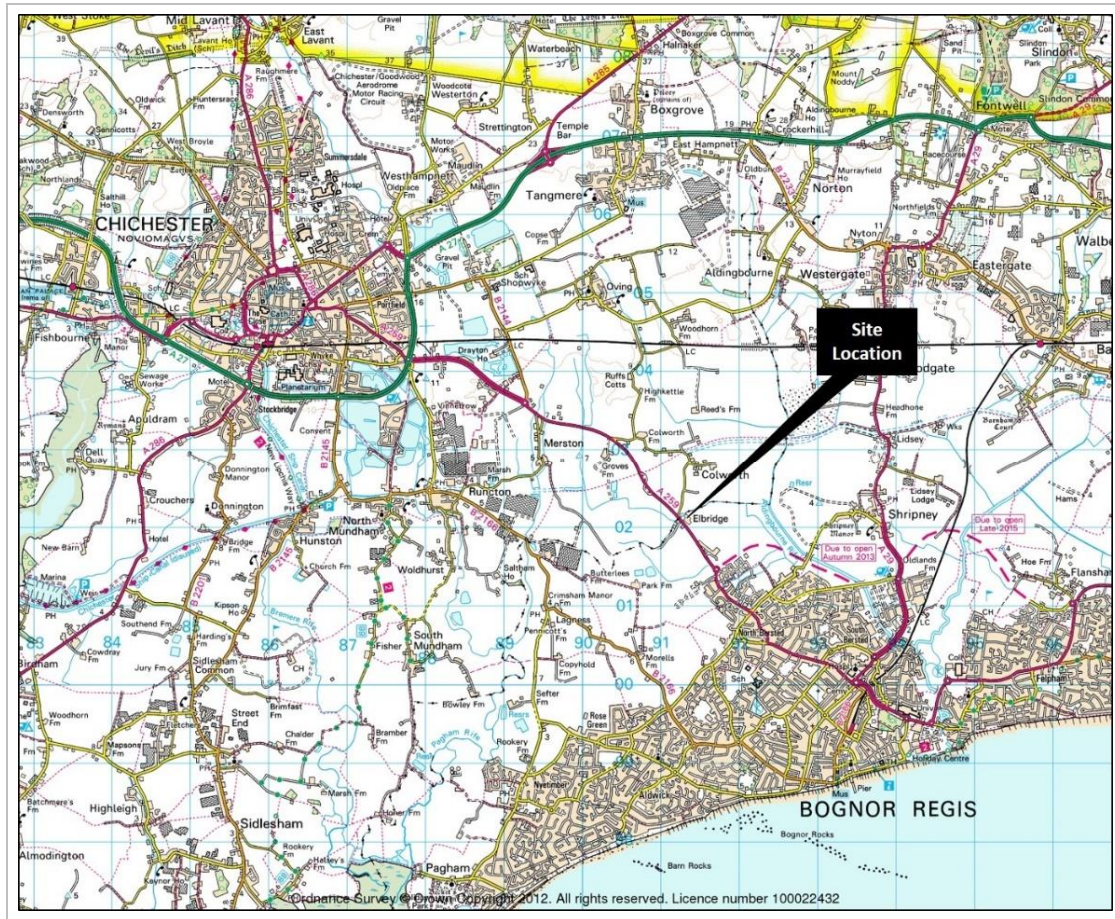


Figure 4.1 – Site location in relation to the wider network

- 4.2 The A259 is a strategic road and identified lorry route which connects Bognor Regis to the southeast and Chichester to the northwest. Within the vicinity of the site, the A259 Chichester Road is a derestricted single carriageway road. A priority junction with ghosted right turn lane to an unnamed local access road provides a connection to the site access.
- 4.3 The alignment of the A259 is straight along the section close to the Elbridge Farm Business Park such that traffic turning right towards the development has excellent forward visibility. Similarly, visibility splays of greater than 200m from the access road along the A259 can be achieved in both directions. Some 200 metres to the southeast of the site, the A259 becomes subject to a 40mph speed restriction as it approaches the northern edge of Bognor Regis.
- 4.4 The site has an established priority junction arrangement with an unnamed local access road which forms a junction with the A259 Chichester Road. The access road provides access to Elbridge Farm Business Park and two semi-detached properties which are located to the southern boundary of the business park site. Towards the southeast, the access road continues as a shared cycleway/footway towards Bognor Regis. The location of the site within its local context is shown in Figure 1.1, and a photo illustrating the site access arrangement is shown in Figure 4.2.

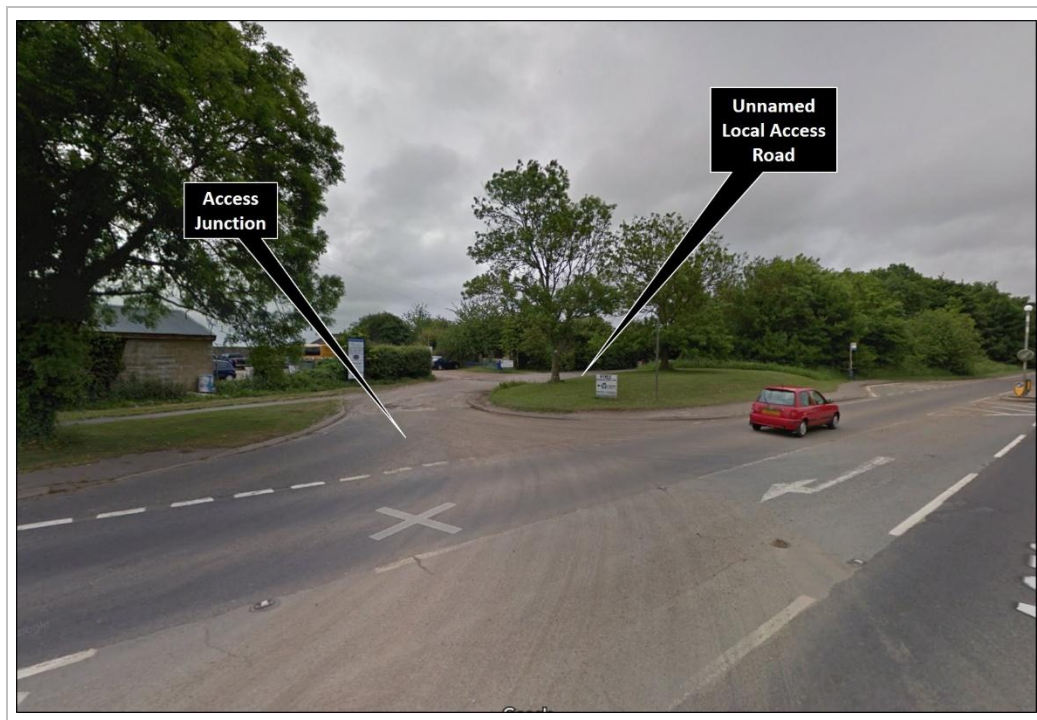


Figure 4.2 – A259 Chichester Road – Google Streetview of site access

- 4.5 Within Elbridge Farm Business Park itself, the access routes via a car park, with the site located to the rear/east of the business park.
- 4.6 To the north of the access road, a shared cycleway/footway runs along the eastern side of the A259. The cycleway/footway continues towards Bognor Regis alongside the access road, routing past the site access and adjacent residential properties, beyond which it continues as a traffic-free route towards Bognor Regis.

Personal Injury Accident Data Review

Accident Review - 2017 to 2023

- 4.7 The Crashmap database has been used to review Personal Injury accidents close to the site access for the period 2017 – 2023 (latest available information). The local accident record plot is presented on Figure 4.3.

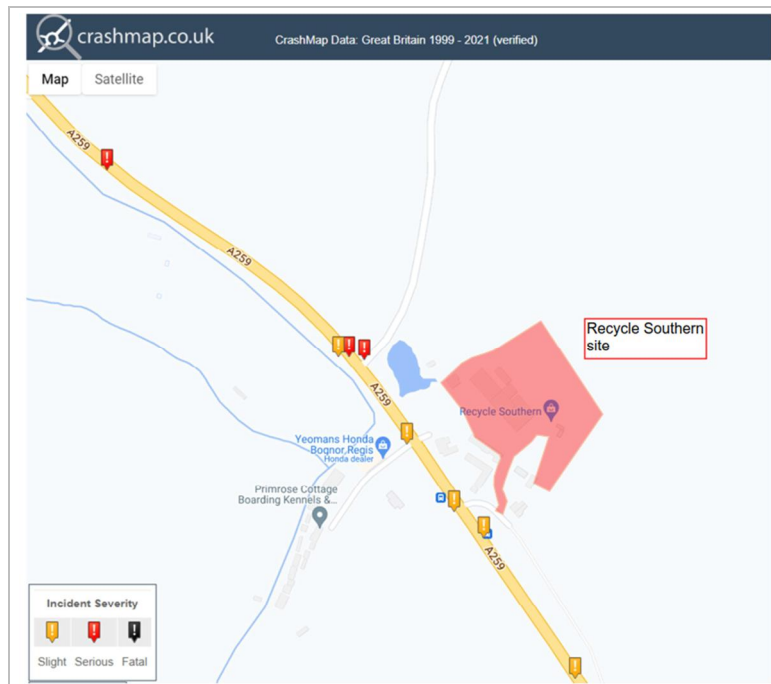


Figure 4.3 – A259 Chichester Road – Recorded accidents 2017 - 2023

4.8 In summary since 2017, there have been seven recorded accidents close to the application site, five accidents classified with 'slight' injury accidents and two as 'serious'. The accidents are summarised in Table 4.3 with the full accident reports provided in Appendix A.

Accident Description	Number of PIAs	% PIA
Failed to look properly/Obey road signs	1	13%
Poor Manoeuvre / Rider fell off	2	29%
Failed to judge other persons path or speed	2	29%
Animal or object in carriageway	2	29%
TOTAL	7	100%

Table 4.2 Summary of Personal Injury Accidents – 3 years 2017 - 2023

4.9 The two serious accidents both occurred at the A259 junction with a minor road linking to Colworth Manor House to the north of the application site access. One involved a van colliding with a cyclist in broad day light in June – approx. 4pm) and another where a car collided with a pedestrian at night-time (March– 7:30pm). Both serious accidents involved vulnerable road users.

4.10 One of the slight accidents occurred at the same junction (A259 / minor road north of the site) which involved a passing car driver colliding with parked car on the road. There was good visibility and the accident occurred during daylight hours.

4.11 The remaining 'slight' accidents occurred close to the site access:

- one on the opposite side of the road at the junction with Elbridge Cottage/Car showroom site on the western side of the road where a shunt accident occurred when a van driver was held up on the road

and one car was driven into the back on another. This accident was due to the driver of the vehicle not looking ahead on the road.

- Another on the A259 involved a pedal cyclist colliding with a bus/coach being driven into the site (left turn). The causation factor in this case was due to the cyclist not looking ahead as the vehicle slowed down;
- A further accident occurred in August 2021 which involved a vehicle colliding with a parked car on Bognor Road with three other vehicles involved; and
- Finally, an accident involving a young motorcycle rider (16-20) appeared to fall off with no other vehicles involved.

4.12 None of the accidents that have occurred close to the site since 2017 have been a result of poor road layout or insufficient driver visibility at the junctions. The accidents have occurred due to a wide range of causation factors and there are no trends in accident types to suggest poor local highway design.

5.0 Development Proposals and Potential Impact

- 5.1 The full planning application proposal seeks permission to increase the site's maximum throughput from 30,000 tonnes to 75,000 tonnes per annum. There are no proposals to increase the number of staff working at the plant or to increase the parking provision from existing.
- 5.2 The site has been operating at a higher level of capacity for some years and therefore, it is easier to access the impact that this is having on the surrounding road network.

Site Operations

- 5.3 Recycle Southern Limited manages Construction and Demolition waste, as well as some Commercial and Industrial waste. A large majority of this is sorted, recovering materials that can be recycled. The proposed site red-line plan and detailed site layout is provided in [Appendix B](#).
- 5.4 The majority of operational vehicles using the site are part of the Recycle Southern fleet with occasional visiting third party commercial vehicles. The operational vehicles typically visiting the site are:
 - Recycle Southern Vehicles;
 - 11m rigid HGV Rolonof Vehicle (Skip compactor);
 - 10m rigid HGV grab lorry for waste and aggregate deliveries; and
 - 7.1m rigid HGV for Skip deliveries.
 - Third-party Light Goods Vans (small builders/landscapers) for the delivery of rubble & waste for recycling or the collection of materials (aggregates etc).

Parking - Existing

- 5.5 The existing HGV parking arrangements has adequate capacity to accommodate 11 HGVs on the site at once - the location of the existing HGV parking for the application site is provided on Figure 5.1.

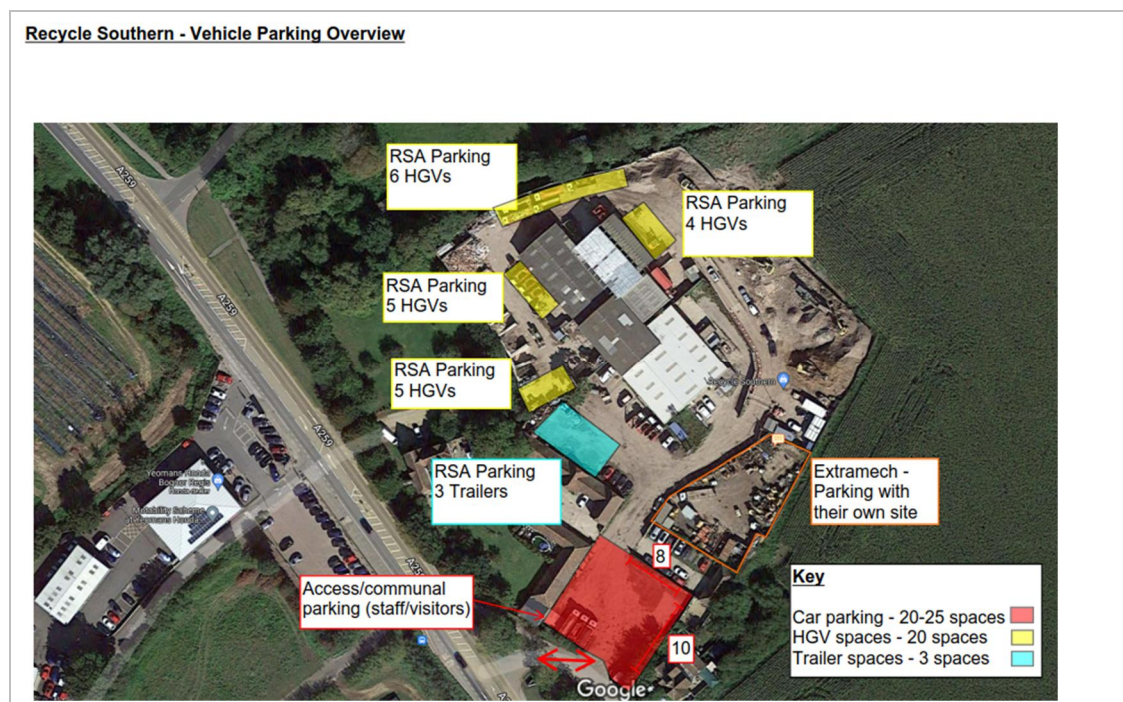


Figure 5.1 – Existing Parking arrangements

- 5.6 The existing site provides a range of parking spaces for the recycling business and other business on the site including 20-25 car parking spaces for staff and visitors and 11 HGV spaces are provided within the existing application site. The site adjacent to the Recycle Southern site (identified as 'Extramech' on Figure 5.1), is not part of the application site – all parking and the business operations are self-contained within the dedicated area.

Baseline Transport Data

- 5.7 The Department for Transport provides traffic count data for annual average daily flow (AADF) figures along the A259 Chichester Road. The count is located approximately 1.3 kilometres to the north of the application site access. The data indicates that in 2014, the average number of vehicles travelling on the A259 was 22,390, of which 676 were HGVs, this equates to 3% of vehicles.

Vehicular Trip Generation – Current and Proposed Waste facility

- 5.8 To transport waste materials to and from the site a larger number of vehicles will be accessing and egressing the site compared to what was estimated in the permission granted previously. The vehicles used at the site comprise of smaller incoming vehicles able to transport up to 5 tonnes, and larger outgoing collection vehicles able to transport up to 20 tonnes.

Current site vehicle – Operational trips

- 5.9 With reference to the previous application's Transport and Access Statement written by Gateway TSP, it predicted that by handling 30,000 tonnes of waste per year, this would result in:
- Incoming deliveries: $30,000 \text{ tonnes} / 5 \text{ tonnes} = 6,000 \text{ movements per annum} / 250 \text{ days} = 24 \text{ loads by skip per day}$;
 - Outgoing Collections: $30,000 \text{ tonnes} / 20 \text{ tonnes} = 1,500 \text{ movements per annum} / 250 \text{ days} = 6 \text{ loads by four-axled tipper per day}$; and
 - Total: $24 + 6 \text{ HGV arrivals and } 24 + 6 \text{ HGV departures} = 30 \text{ arrivals and } 30 \text{ departures} = 60 \text{ HGV movements per day}$.
- 5.10 It may be noted that there have been periods where the existing site has been handling up to 50-55,000 tonnes of waste per year (based on waste returns), which amounts to approximately 55 inbound and 55 outbound HGV movements per day. 88 of these movements are estimated to be the skip loader which is 6.5 metres in length. The remaining 22 are estimated to be four-axled tippers which typically measures 9 metres in length.

Future site vehicle – Operational trips

- 5.11 On the basis that Recycle Southern Limited is seeking to handle up to 75,000 tonnes of waste per year, with an average weight of 5 tonnes per skip load delivered to the site, and 20 tonnes per skip load collected from the site, the future HGV movements for the 75,000 tonnes per year scenario can be predicted as:
- Incoming Deliveries: $75,000 \text{ tonnes} / 5 \text{ tonnes} = 15,000 \text{ movements per annum} / 250 \text{ days} = 60 \text{ incoming loads by skip per day}$.
 - Outgoing Collections: $75,000 \text{ tonnes} / 20 \text{ tonnes} = 3,750 \text{ movements per annum} / 250 \text{ days} = 15 \text{ outgoing loads by four-axled tipper per day}$.
 - Total: $60 + 15 \text{ HGV arrivals and } 60 + 15 \text{ HGV departures} = 150 \text{ HGV movements per day}$.
- 5.12 In terms of HGV movement, it can be predicted that the current facility typically generates approximately 75 inbound and 75 outbound HGV movements per day. 120 of these movements would be by a skip

loader which is 6.5 metres in length. The remaining 30 would be by a four-axled tipper which typically measures 9 metres in length.

5.13 When allowing for staff, the total future trip demand for a 75,000 tonne handling capacity would be 164 movements per day, of which 14 are cars and 150 are HGVs.

5.14 The increase in traffic demands for the 75,000 tonne per year operation will introduce an additional 40 HGVs per day from the maximum recent operation (55,000 tonnes per year).

Parking changes - HGVs

5.15 The change in recycling operations and site layout will allow an increase in HGV parking to accommodate vehicles during the off-peak times. The operation of the recycling facility will only require the vehicles to be parked up overnight, other times the vehicles are either out collecting waste or in the yard loading/unloading waste.



Figure 5.2 – Proposed Site arrangement

5.16 The applicant has another commercial site in Southern England where HGVs can be stored as required.

Parking changes – Staff/ car parking

5.17 The estimated additional 14 car movements per day would be associated with 7 additional staff working at the site. The development proposals will include dedicated car parking areas within the site to accommodate the required demands.

Predicted traffic impact – 75,000 tonnes per year

- 5.18 As mentioned previously the Department for Transport's traffic count data for annual average daily flow data indicated that in 2014, the average number of vehicles travelling on the A259 was 22,390, of which 676 were HGVs, equating to 3% of vehicles. By inputting the 164 trips associated with the increased site throughput, this predicts a total of 22,554 vehicles, including 826 HGVs, representing 3.66% of all vehicles. This illustrates that the current impact of the site is creating a 0.66% increase on the 2014 recorded figures. The DfT traffic flows available are from 2014 but analysis of the historic data from 2000 shows demands on the road are dropping from the peak in 2007 as presented on Figure 5.2.

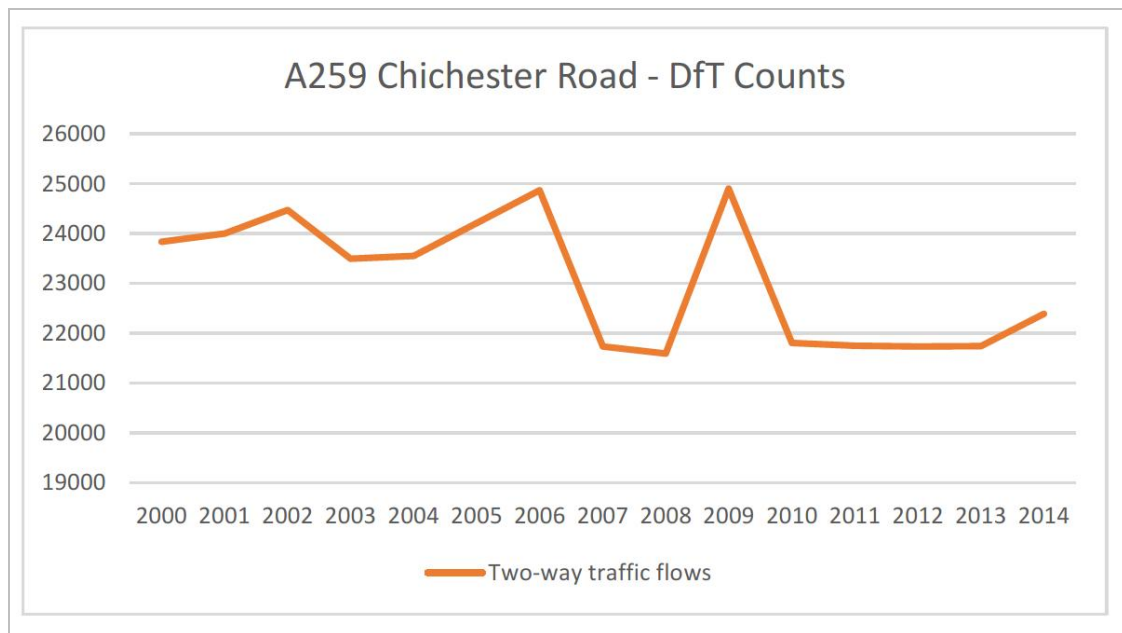


Figure 5.3 – Historic Traffic flows on A259 close to the application site (2000-2014)

- 5.19 It must be noted that consideration has been given to the TRICS database to verify the findings stated above however there are no comparable sites available as most of the sites contained within the database are those that are open to the general public.
- 5.20 On this basis it is likely that the current traffic generation associated with the 75,000 through-put of the site has resulted in a negligible rise in traffic movements along the A259 Chichester Road. The maximum rise could be 90 trips per day which leads to an increase of 0.66% of the recorded HGV proportion on the A259 (2014).

Suitability of the existing access

- 5.21 An increased level of HGV movement as a result of a growth number of vehicles accessing and egressing the site will have an impact on the junction between A259 Chichester Road and the site access road which all vehicles must use to access and egress the site. The total site activity has been calculated as approximately 150 HGV trips per day.
- 5.22 As stated in the previous application (ref. WSCC/036/14/BE) the previous site use was for B1/B2/B8 uses which included two lorry bays. Furthermore, on-site evidence shows that large articulated HGVs have accessed the site previously.
- 5.23 The largest type of vehicle that typically accesses the site associated with Recycle Southern operations is a rigid four-axle, 9.0 metre tipper which generates approximately 30 movements per day (15 trips entering and 15 trips exiting the site). This amounts to no more than three per hour over the typical working day.

- 5.24 Swept path analysis indicates that a large tipper of 10m long (which includes the typical 9.0m long HGV) can safely access and egress the site using the current access junction, and this is presented on Motion Drawing 2003024-TK01 provided in [Appendix C](#).
- 5.25 The site also occasionally accommodates articulated vehicles up to 16.5m long and vehicles are able to enter and exit without operational issue. The swept path for the 16.5m articulated vehicle is presented on Motion Drawing 2003024-TK02 also contained in [Appendix D](#).
- 5.26 The site operator acknowledges that right turning traffic at junctions creates conflicts between passing vehicle movements. In recent years, all HGV drivers travelling out of the site access on to the A259 Chichester Road are instructed to only undertake left turn movements only as presented on the swept paths in Appendix F. Right turn movements into the site from the A259 take place as required. This strategy seeks to provide the safest access arrangement for the application site and this approach will continue.
- 5.27 As mentioned previously in section 4 when describing the Personal Injury Accident data, no accidents occurred close to the existing site access junction. Furthermore, no accidents involving LGVs or HGVs likely to be associated with the site have occurred during the last 5 years.
- 5.28 In summary, the existing access arrangement serving the application site is considered to be suitable to accommodate the operational requirements for Recycle Southern Limited and arrangements are in place to make the access as safe as possible for HGV movements.

Internal Vehicle Operations – Swept Path Analysis

- 5.29 Swept path analysis has been carried out within the development site to show the proposed vehicle movements within the site. The swept path analysis has previously been discussed with WSCC to show vehicles can enter and exit the site in a forward gear. The swept path plots are provided in [Appendix E](#) and include:
- Motion Drawing 2003024-TK03 – 10m rigid lorry (tipper) accessing processing areas;
 - Motion Drawing 2003024-TK04 – 10m rigid lorry (tipper) passing through the operational site; and
 - Motion Drawing 2003024-TK05 – 16m articulated lorry passing through the operational site.

Consultation with WSCC

- 5.30 The previous submission included consultation with WSCC Highways which requested several points which needed clarification. This information is appropriate for the full application since the matters relating to access are carried through. These were as follows:
- Request for a Stage 1 Road Safety Audit;
 - Cycle Route access; and
 - Potential Mud on the road.

The technical responses provided by Motion were as follows:

Stage 1 Road Safety Audit

- 5.31 A Road Safety Audit has been prepared by Gateway TSP to offer an independent review of the predicted increase in trips along local highway routes including the road link to the Elbridge Farm access. The Road Safety Audit report is provided in [Appendix F](#) and the key points raised are as follows:
- Clarification of cycle priority along the service road past the site access.

Motion Response

- 5.32 The local service road passing the site access is part of the old road network and forms a no-through road to cars. Cyclists are directed to a 300m section of the old Bognor Road onto a shared cycleway/footway to run parallel to the A259 for access between Chichester and Bognor Regis. The cycle route shares the footway alongside the A259 on other sections.
- 5.33 There are currently no clear cycle path markings on the cycle route past the Elbridge Farm access, these are either worn out or have never been considered. It may be noted that there are signs within the Elbridge Farm site to warn drivers of vehicles leaving the site that there is potential cycle activity on the Service Road as they approach the public highway.
- 5.34 Proposed enhancements to the cycle markings on the footway/road are presented on the Motion Drawing 2003024-GA01 in [Appendix G](#) to make it clear to drivers approaching from both directions where to stop to give way to cyclists on the cycle path to maximise road safety. It is also proposed to introduce new signage to advice drivers on Service Road/Access Road that cyclist have priority.
- 5.35 A formal Designers Response to the Road Safety Audit (DMRB-GG119 report) was prepared and agreed with WSCC, the document and the correspondence the WSCC Highways officer is provided in [Appendix H](#) to this report.

Cycle Route Access

- 5.36 The WSCC highways officer also requested mitigation measures such as signage for the cycle path that crosses the site frontage

Motion Response

- 5.37 The proposals identified on Motion Drawing 2003024-GA01 in [Appendix G](#) addresses this point with the proposed introduction of improved markings and signage to maximise cyclist safety past the Elbridge Farm entrance.

Mud on the Road

- 5.38 WSCC identified in the response that further to a site visit, there was evidence of mud and debris on the carriageway due to vehicles operating from the Elbridge Farm site.

Motion Reponse

- 5.39 A point raised by WSCC is valid and a review of the Google Streetview images show there is evidence of mud on the road. The images shown in Figure 5.4 show that over time the grass verge has been damaged by vehicles turning right out on the A259. The vehicles running over the road edge may also lead to mud being brought onto the road surface.



Figure 5.4 Service Road – Extracts from Google Streetview – 2016 and 2021

- 5.40 The applicant acknowledges the issue of mud on the local road and there is a regular road sweeping regime carried out by the applicant to minimise mud on the WSCC roads as well as within the Recycle Southern operational area. The road surface cleaning operation is carried out using a heavy-duty HGV sweeper within the site boundary and along the Service Road. The site operation hours are 0700-1800 Monday to Friday and the sweeping takes place during this time.

Wheel-washing Facility

- 5.41 The proposed site layout for the new proposals will accommodate a wheel-washing facility within the site boundary. This is identified on Figure 5.5 and will significantly reduce the potential for site related mud to be transferred onto the local roads.

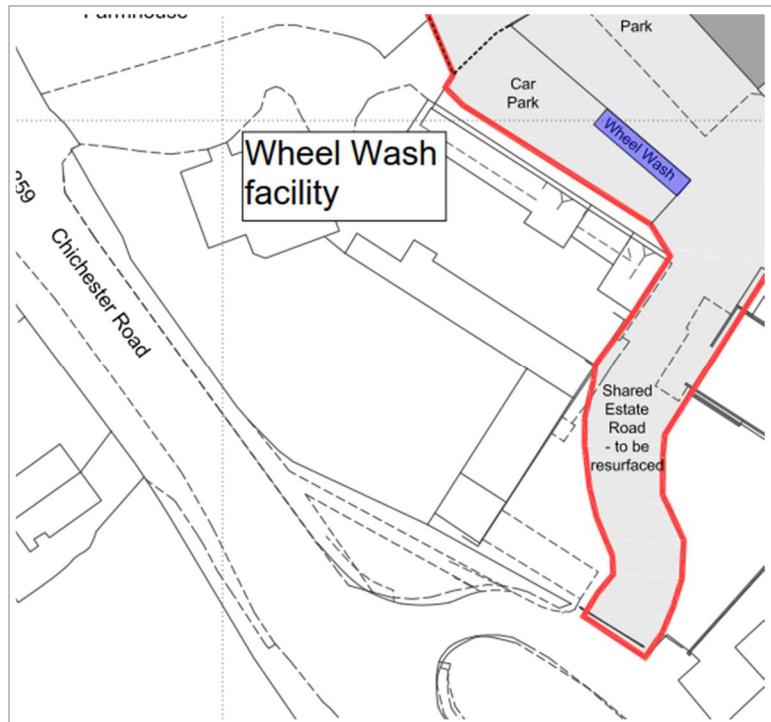


Figure 5.6 – Proposed Wheel wash on site

Local Highway Improvement to reduce mud

- 5.42 The swept path analysis provided in Appendices C and D show that it is possible for drivers to egress onto the A259 without over-running the road edge but evidently drivers are using the edge of the road to manoeuvre. There is the potential for this part of the road to be improved to introduce local widening to reduce mud being deposited onto the road surface. The extent of the service road to be improved is presented on Figure 5.6. The road surface along the Service Road close to the access is part of the WSCC Highway network and is in poor condition.

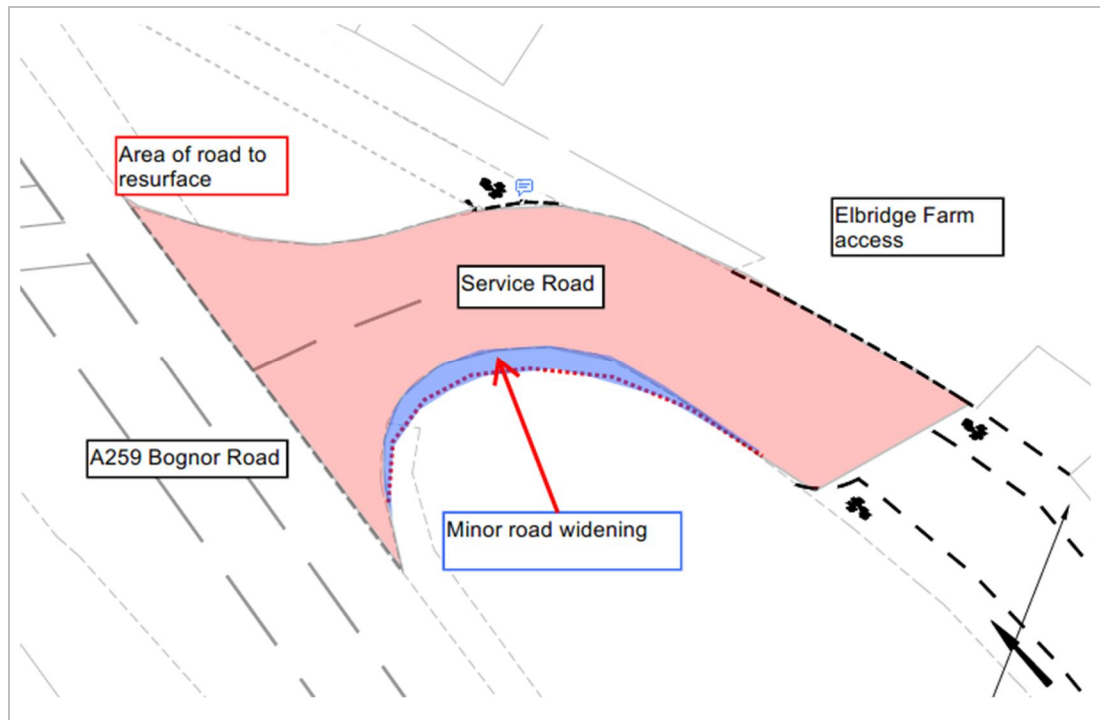


Figure 5.6 – Proposed extent of Service Road to be widened/resurfaced

Summary of improvements

- 5.43 The proposed solution to address the mud issue is as follows:
- Maintain Recycle Southern road-surface sweeping activities within the yard and on the service road; and
 - Provide contribution for minor road widening and road resurfacing on the Service Road to reduce damage to the grass verge and provide less opportunity for mud to be brought onto the local roads.
- 5.44 The proposed resurfacing/road widening would need to be formally agreed with WSCC.

6.0 Summary and Conclusion

- 6.1 Motion has been instructed by Recycle Southern Limited to advise to provide transport planning support in respect of full planning application for the expansion of the Elbridge Farm waste transfer facility. The application follows on from a proposal to vary conditions following grant of planning permission in accordance with the Town and Country Planning Act 1990 in March 2022.
- 6.2 The proposal seeks to increase the site's maximum throughput from the currently permitted limit of 30,000 tonnes to 75,000 tonnes per annum. The development proposals will increase operational traffic but the staff provision for the site will remain unchanged.
- 6.3 The increase in site activity is likely to have resulted in trips increasing from the original 30,000 tonne handling estimate of 60 HGV trips per day, to 150 HGV trips a day, representing an increase of 90 HGV movements daily. However, the site has been operating at levels close to this capacity already with no detrimental impacts on the surrounding impacts on the highway network.
- 6.4 When allowing for staff, the total future trip demand for a 75,000 tonne handling capacity would be 164 movements per day, of which 14 are cars and 150 are HGVs. The estimated additional 14 car movements per day would be associated with 7 additional staff working at the site. The development proposals include dedicated car parking areas which can accommodate the predicted parking demand on the site.
- 6.5 Personal Injury Accident data has been accessed and demonstrates the increased site activity has not resulted in any accidents on the surrounding highway network.
- 6.6 Swept path analysis confirms the site access road can comfortably accommodate the vehicles used at the site and measures are in place to ensure the access operates as safely as possible.
- 6.7 The proposed site layout for the new proposals will accommodate a wheel-washing facility within the site boundary to minimise any mud transfer onto the local roads.
- 6.8 The applicant's team have consulted with WSCC Highways in advance of the planning submission and matters relating to Road Safety at the access, local road improvements and internal vehicle operations have been addressed and details included in this Transport Statement.

Conclusion

- 6.9 It is concluded that the development proposals to increase the capacity of the waste operation should be allowed, since no significant negative impact arises due to the increased traffic demands at the Elbridge Farm site.
- 6.10 The developer will commit to local junction improvements to maximise road safety at the junction with the A259 as well as commit to ensuring the road surface is kept clean.

Appendix A

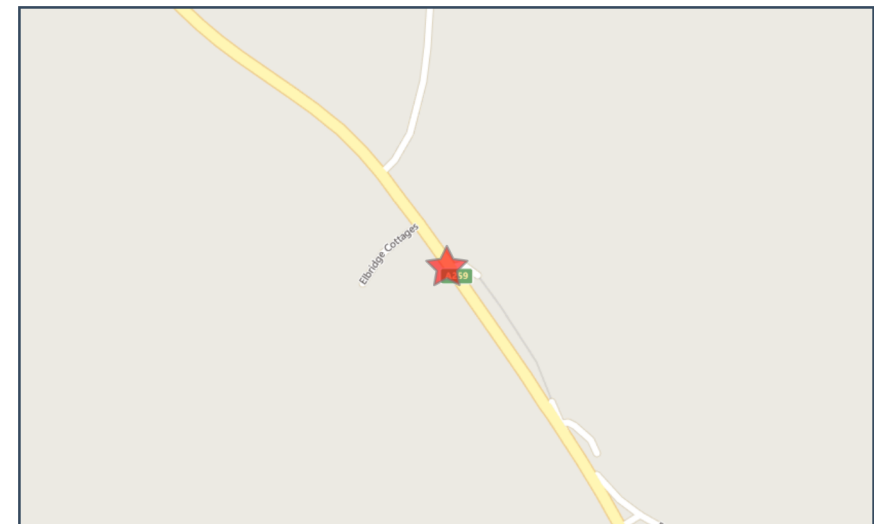
Accident Data outputs



No

Crash Date: Saturday, March 04, 2017 **Time of Crash:** 5:22:00 PM **Crash Reference:** 2017471701271

Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Arun District			OS Grid Reference:	491314 102025
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Bus or coach (17+ passenger seats)	6	Male	46 - 55	Vehicle is in the act of turning left	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

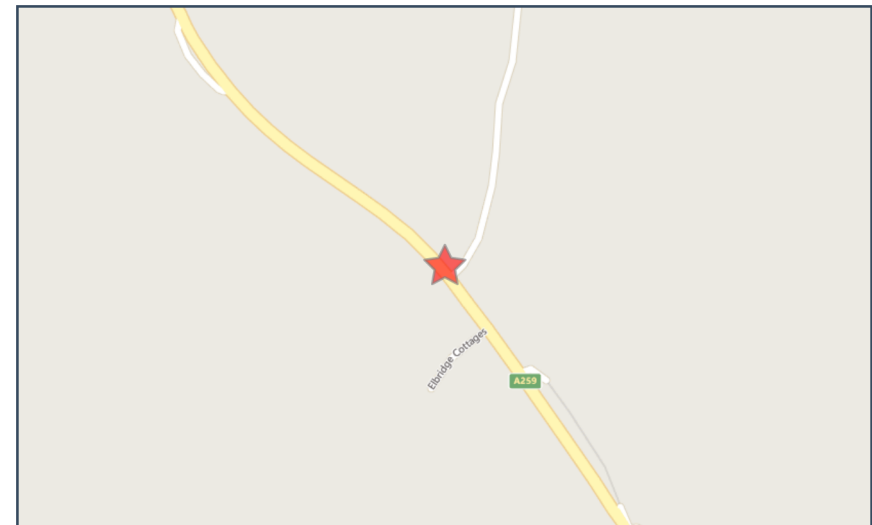
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No

Crash Date: Wednesday, March 08, 2017 **Time of Crash:** 7:29:00 PM **Crash Reference:** 2017471701318

Highest Injury Severity:	Serious	Road Number:	A259	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Chichester District			OS Grid Reference:	491207 102177
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	In carriageway, not crossing	Walking along in carriageway - back to traffic

For more information about the data please visit: www.crashmap.co.uk/home/Faq

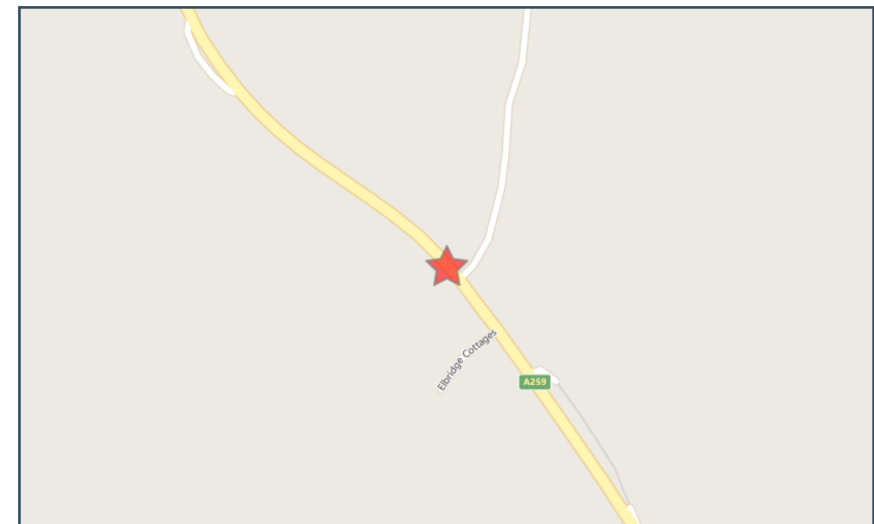
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No

Crash Date: Tuesday, May 08, 2018 **Time of Crash:** 3:20:00 PM **Crash Reference:** 2018471802475

Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	2
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Chichester District			OS Grid Reference:	491196 102177
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object
2	Car (excluding private hire)	3	Unknown	Unknown	Vehicle is parked in the carriageway	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

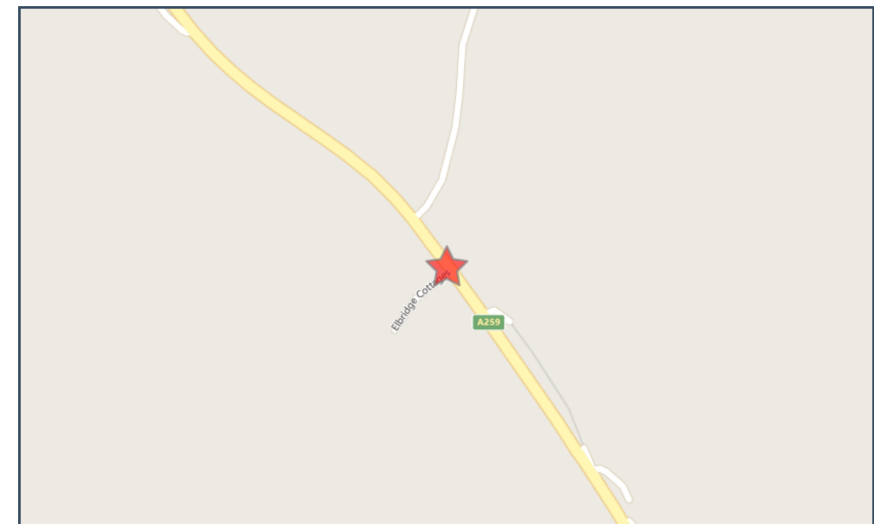
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No

Crash Date: Monday, September 03, 2018 **Time of Crash:** 2:33:00 PM **Crash Reference:** 2018471804888

Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	2
Highway Authority:	West Sussex			Number of Vehicles:	3
Local Authority:	Arun District			OS Grid Reference:	491266 102091
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	7	Male	26 - 35	Vehicle is slowing down or stopping	Back	Other	None	None
3	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	-1	Male	Unknown	Vehicle is waiting to proceed normally but is held up	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

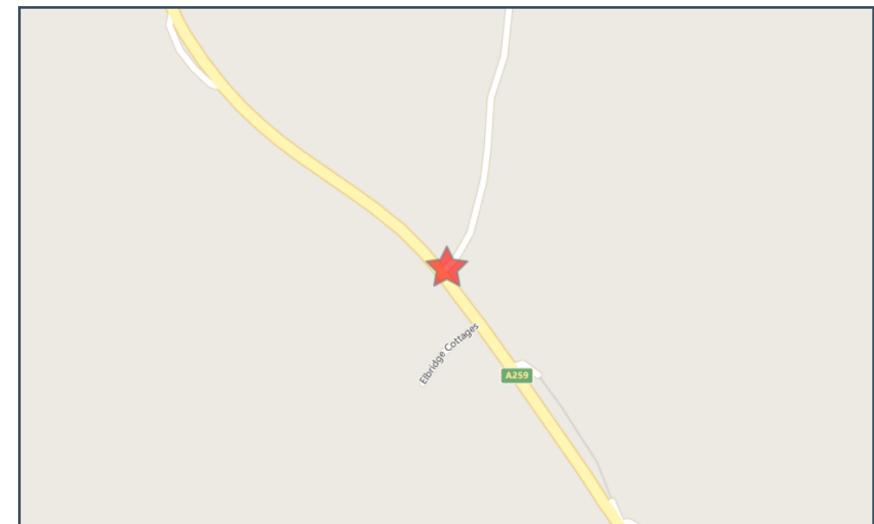
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No

Crash Date: Wednesday, June 26, 2019 **Time of Crash:** 4:16:00 PM **Crash Reference:** 2019470851706

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Chichester District			OS Grid Reference:	491222 102174
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

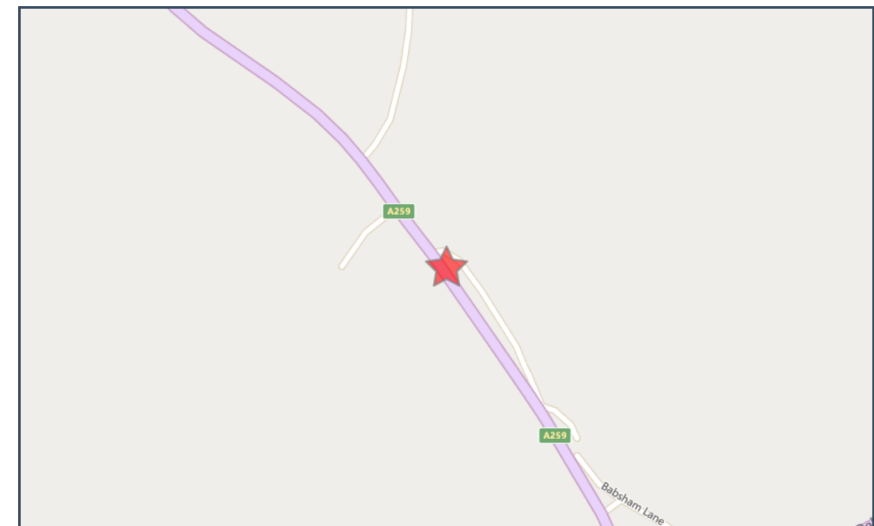
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Validated Data

Crash Date: Monday, August 23, 2021 **Time of Crash:** 6:18:00 PM **Crash Reference:** 2021471080080

Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	5
Local Authority:	Arun District			OS Grid Reference:	491344 102000
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	15	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None
3	Car (excluding private hire)	6	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	Parked vehicle	None
5	Car (excluding private hire)	-1	Male	Unknown	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
4	Car (excluding private hire)	15	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

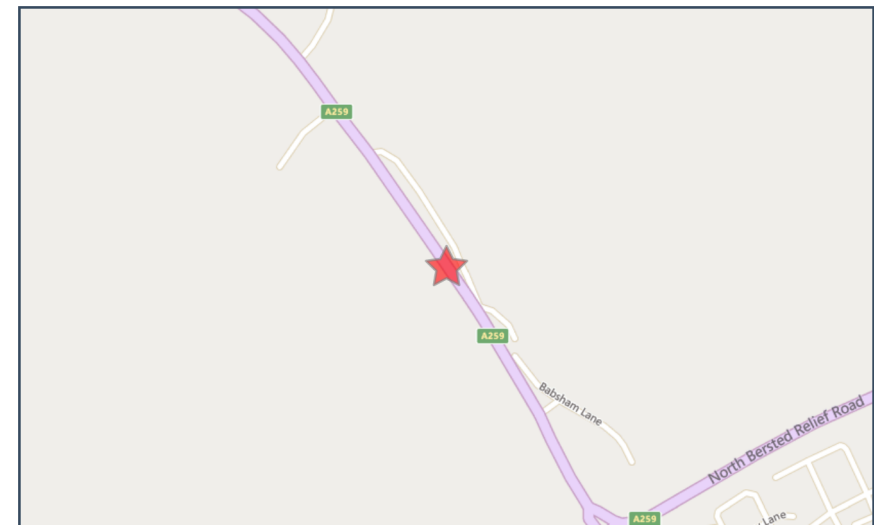
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Validated Data

Crash Date:	Wednesday, November 24, 2021	Time of Crash:	8:40:00 AM	Crash Reference:	2021471113611
Highest Injury Severity:	Slight	Road Number:	A259	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Arun District			OS Grid Reference:	491437 101862
Weather Description:	Raining without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle 50cc and under	2	Male	16 - 20	Vehicle is slowing down or stopping	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix B

Site red line plan and proposed site layout

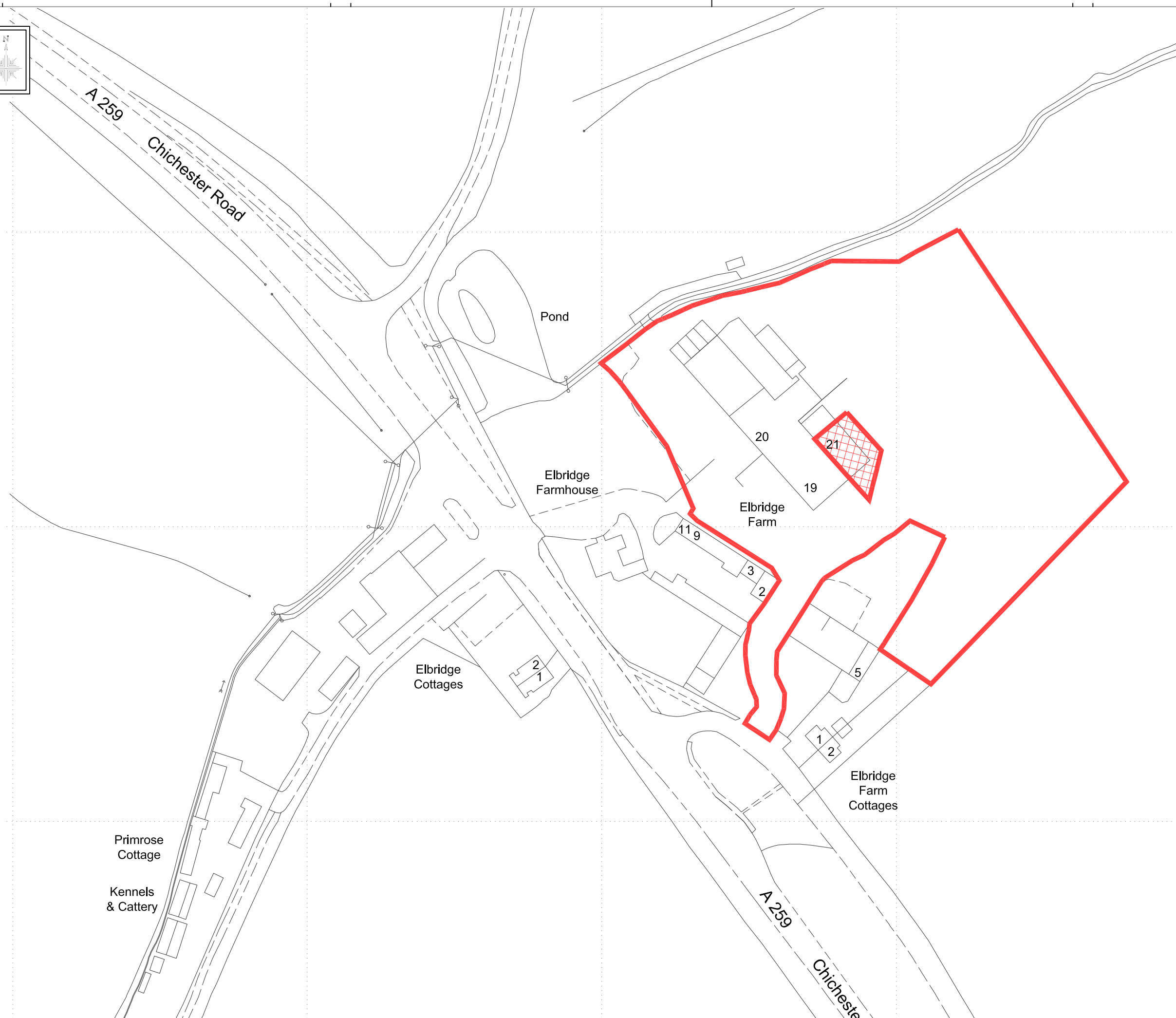


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KEY

-  Planning Application Boundary
Area Measurement: 15051.4 sqm / 1.505140 ha
-  Not within Planning Application Boundary
Area excluded from area measurement

Grid Reference: X 491394 Y 102146 (centre of site)
 Postcode: PO21 5EF



3	Planning application boundary amendment to north.	KD	20/03/23
2	Planning application area amended slightly north east. Hatch area, not within planning application boundary added.	KD	02/09/22

Rev	Description	Initial	Date
-----	-------------	---------	------

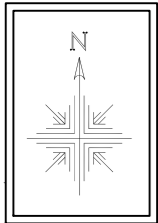
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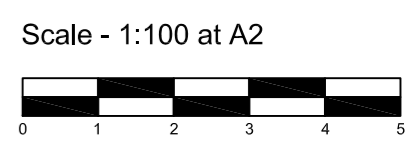
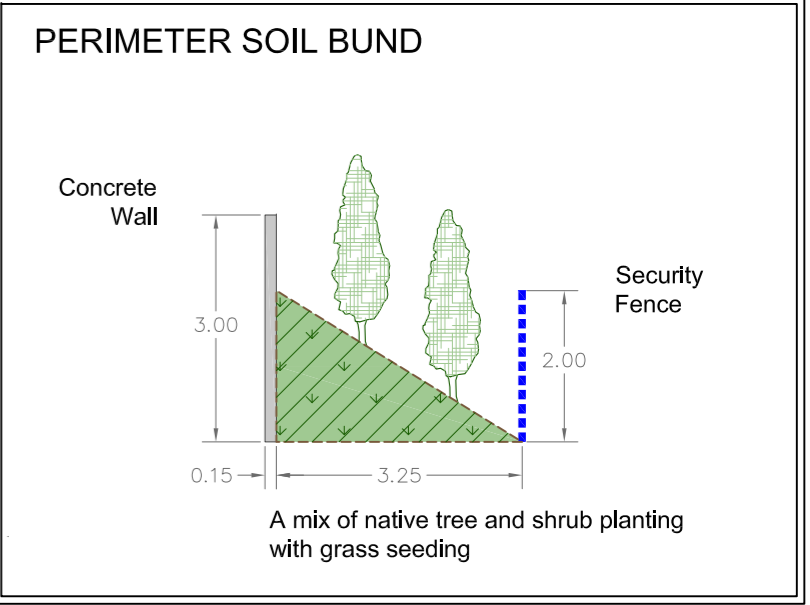
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CLIENT:	RECYCLE SOUTHERN LIMITED		
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DRAWING NO.:	GPP/RS/BR/EXT/22/01	REV NO.:	3
SCALE:	1:1250 at A3	DATE:	02 Sept 2022
SCALE BAR:			

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KEY

- Planning Application Boundary
- Not within Planning Application Boundary
- Permeable Hardstanding
- Existing - Security Fence - 2m high
- Proposed - Security Fence - 2m high
- Acoustic Fence - 3.5m high
- Proposed Swale
- Concrete Wall to protect bund - 3m high
- A mix of native tree and shrub planting with grass seeding
- Lighting



Rev	Description	Initial	Date
15	Wood waste bay added. Aggregate bay dimensions amended.	KD	31/05/23
14	Dust Cannon and water tank added.	KD	30/05/23
13	Resurfacing area extended. Covered aggregate bay reduced to one bay. Bay dimensions checked and updated.	KD	28/04/23
12	Proposed swale, fencing, resurfacing area, lighting, permeable hardstanding and wall height increase to 4m, added.	KD	24/04/23
11	Planning application boundary amendment to north. Canteen area reduced. Example of trees added to perimeter soil bund.	KD	20/03/23
10	Amendment to perimeter soil bund. Concrete wall added.	KD	16/03/23
09	Acoustic fence added.	KD	08/02/23
08	Inner impermeable fence added.	KD	03/02/23
07	Security fence shown on the inside of 8m native tree and shrub planting.	KD	05/12/22
06	Tree / hedgerow planting inside the security fence to the northern boundary removed. Perimeter soil bund stopped at the southern boundary turn, retention of large trees within this area.	KD	01/12/22
05	Details from proposed landscape plan added to site layout plan. Covered grass waste skip added.	KD	23/11/22
04	Perimeter soil bund updated. Refer to proposed landscape plan.	KD	16/11/22
03	Additional aggregate bays added.	KD	17/10/22
02	Perimeter soil bund added.	KD	17/10/22
01	Add wheel wash and relocate screener / stock slightly north east.	KD	14/09/22

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TITLE: Proposed Extension Area at Elbridge Farm, Chichester Road, Bognor Regis Site Layout Plan

CLIENT: RECYCLE SOUTHERN LIMITED

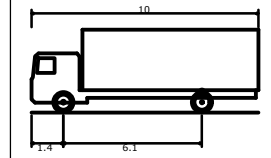
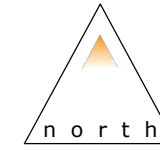
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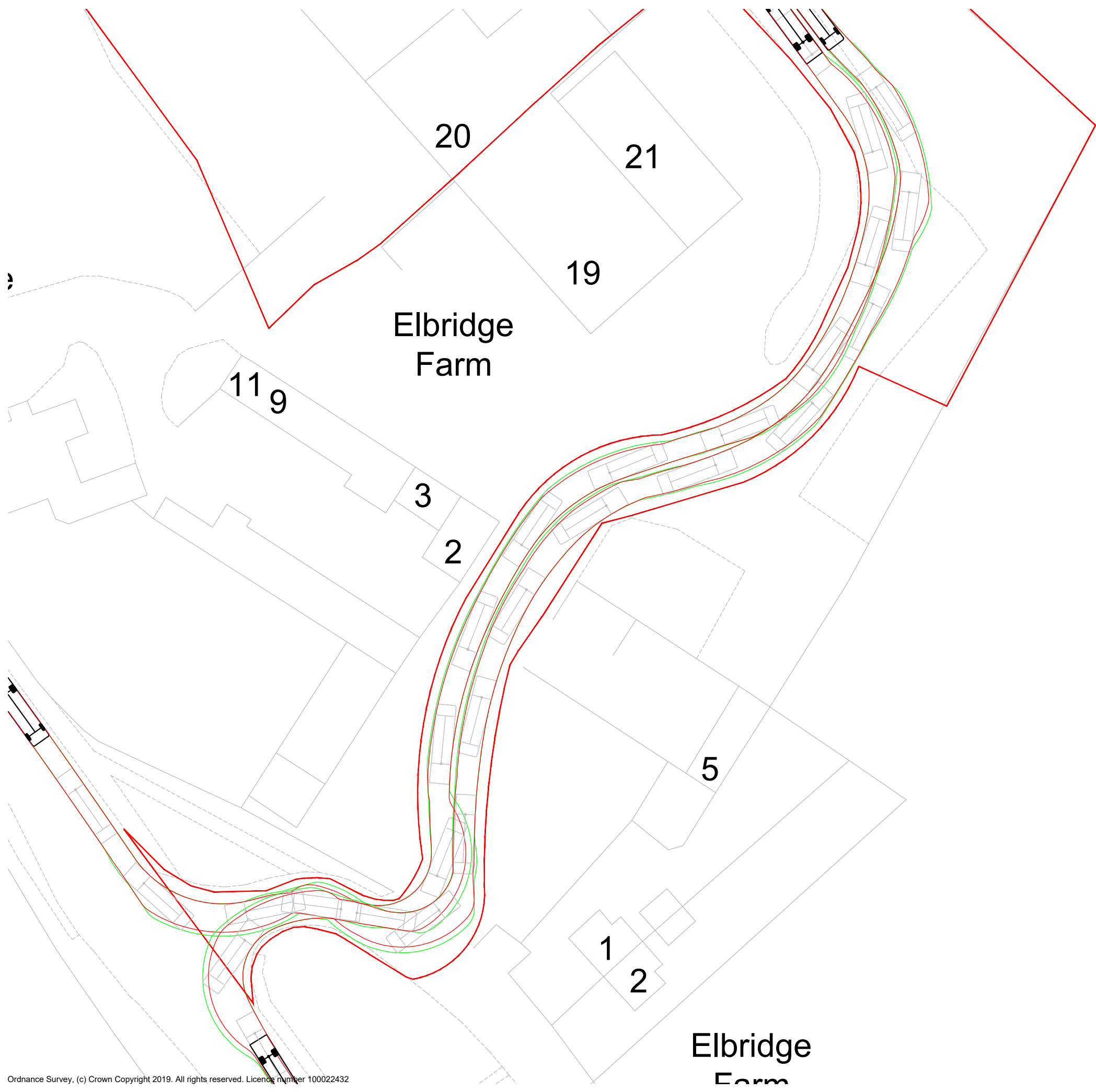
SCALE BAR:

Appendix C

Swept path analysis – 10m rigid vehicle at A259/access



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



N:\Projects\ayelbr 2003024\Drawings\2003024-TK-01.dwg

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GU1 4AU

Cargo Works
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London
SE1 9PG

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www.motion.co.uk

Project:
Site at Elbridge Farm, Bognor Regis

Title:
Swept Path Analysis
FTA 10m (9m) Rigid Vehicle

Scale: 1:500 (@ A3)

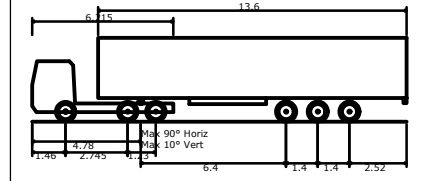
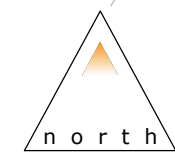
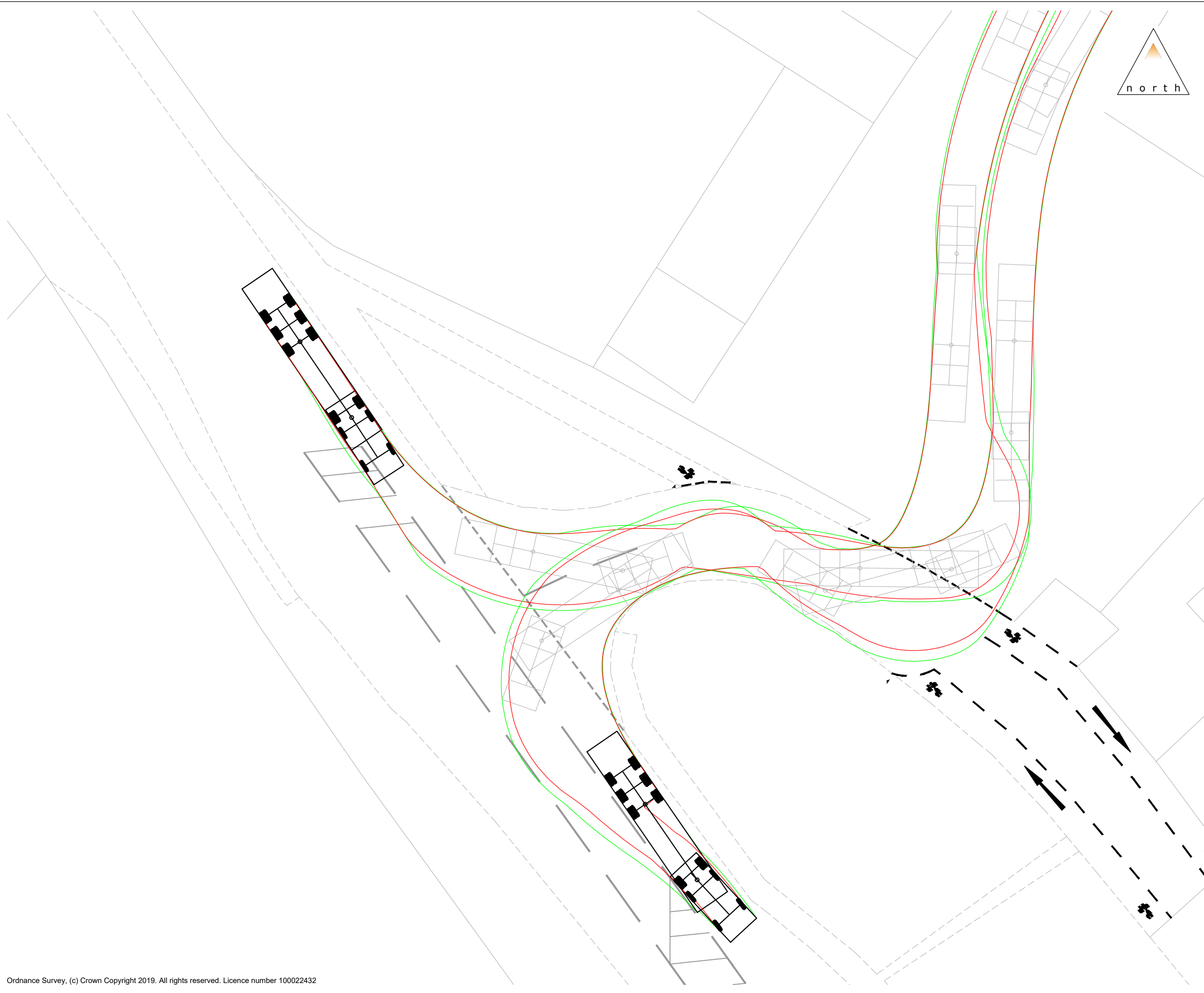
Drawing:
2003024-TK-01

Revision:
-

Appendix D

Swept path analysis – 16.5m articulated vehicle at A259/access

C:\Users\joeearp\Motion\StaffSite - Ayselr 2003024\Drawings\2003024-TK-02B & GA-01.dwg



Articulated Vehicle with Twin Steered Tractor
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.691m
 Min Body Ground Clearance 0.426m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.987m



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Project:
 Site at Elbridge Farm, Bognor Regis

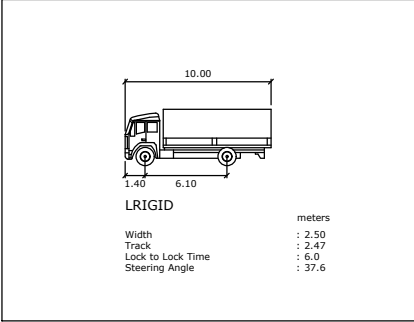
Title:
 Swept Path Analysis
 16.5m Articulated Vehicle

Scale: 1:250 (@ A3)

Drawing: 2003024-TK-02
 Revision: B

Appendix E

Swept path analysis – Internal site



motion

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GU1 4AU

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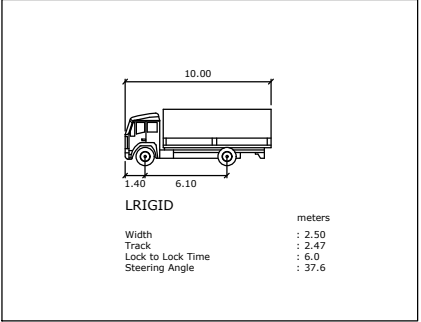
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Project: Site at Elbridge Farm, Bognor Regis	
Title: Swept Path Analysis 10m Rigid Tipper	
Scale: 1:1000 (@ A3)	
Notes:	
Drawing: 2003024-TK03	Revision: -



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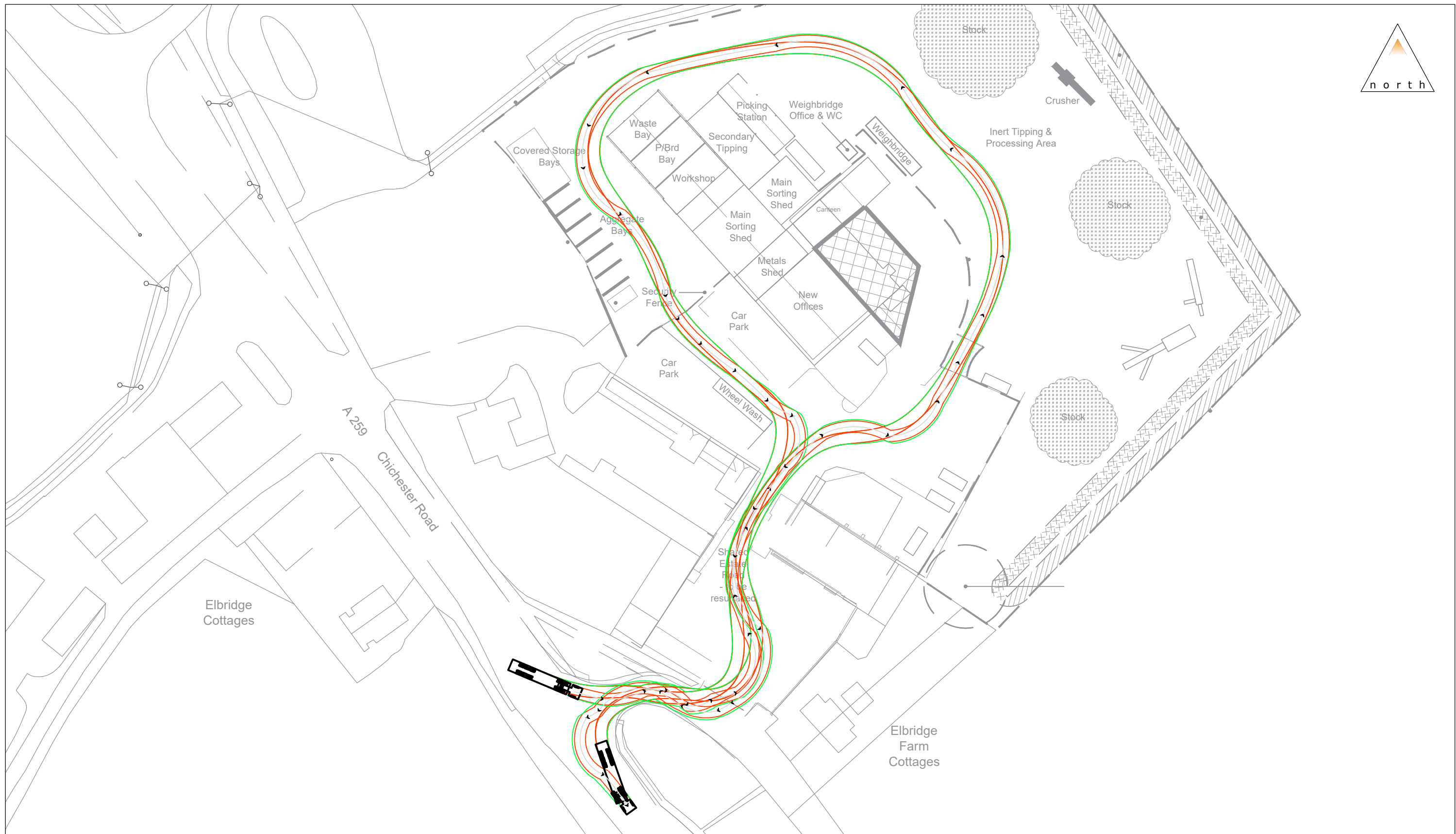


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T: 020 8065 5208

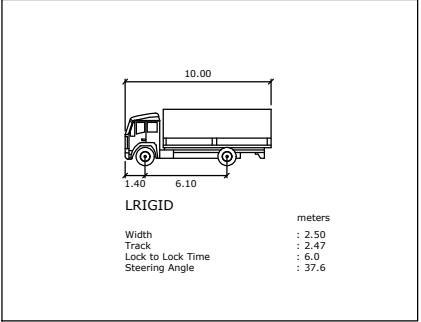
www.motion.co.uk

Project: Site at Elbridge Farm, Bognor Regis	
Title: Swept Path Analysis 10m Rigid Tipper	
Scale: 1:800 (@ A3)	
Notes:	
Drawing: 2003024-TK04	Revision: -



C:\Users\hollymoore\Motion\StaffSite - Ayeibr 2003024\Drawings\2003024-TK-03.dwg

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Project: Site at Elbridge Farm, Bognor Regis	
Title: Swept Path Analysis 16.5m Articulated Lorry	
Scale: 1:800 (@ A3)	
Notes:	
Drawing: 2003024-TK05	Revision: -

Appendix F

Road Safety Audit report

ELBRIDGE FARM, BOGNOR REGIS

Proposed Access Arrangement

Stage 1 Road Safety Audit
Requested by Motion

May 2022



Road Safety Engineering

Project: Elbridge Farm, Bognor Regis
Proposed Access Arrangement

Client: Motion

Project Sponsor: West Sussex County Council

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/JS/2003024 RSA1 v1.0

Issue date: 18th May 2022

Status: Final v1.0

Authorised by: WP

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Appendices

Appendix A: Location Plan

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works for an existing waste transfer station on Elbridge Farm Business Park, on A259 Chichester Road, near Bognor Regis in West Sussex.
- 1.2 The proposals relate to an increase in the sites maximum throughput from 30,000 to 75,000 tonnes per annum, and the associated increase in vehicle movements. It is noted that the proposed operation introduces an additional 40 HGV's per day over the maximum recent operation.
- 1.3 A259 Chichester Road is a two-way single carriageway with a 60mph speed limit. The road is unlit; there are bus stops on each side of the access, and a shared pedestrian/cycle route to and from Bognor Regis runs along the north-eastern side past the site access and unnamed service road. An existing right turn pocket facilitates vehicle movements into the site.
- 1.4 This Road Safety Audit was carried out by Wendy Palmer and Julian Smith and consisted of a desktop study and a site visit, which was carried out on Thursday 12th May 2022, between the hours of 14.00 and 15.00hrs, when the weather was sunny and the road surface dry. Traffic flows were moderate for the time of day and a number of cyclists were noted using the shared route. It is noted in the Transport Statement (para 5.26) that right turning HGVs are instructed to turn left from the access and this was observed to be complied with.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

- Transport Statement - (Motion, dated 18/03/22)

3 COLLISION DATA

- 3.1 Personal Injury Collision (PIC) data was obtained from the online Crashmap database (www.crashmap.co.uk) which found that no PICs have occurred in the vicinity of the proposals during the latest available three-year period.

4 PREVIOUS ROAD SAFETY AUDIT

4.1 The audit team is unaware of any previous road safety audits on these proposals.

5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 5.1 The Audit Team raises no concerns at this Stage 1 RSA in respect of general matters.

Local Alignment

- 5.2 The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment.

Junctions

- 5.3 The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions.

Walking, Cycling and Horse Riding

5.4 Problem

Unclear priority may lead to cyclists being struck

Location: existing access and cycle facility

The shared pedestrian/ cycle facility running parallel to the A259 crosses the site access. During the site visit a number of cyclists were observed using the facility, most travelling straight across without slowing, some having to slow or stop to allow vehicles to manoeuvre at the access. There are no signs or carriageway markings to advise users of the priorities here and the audit team is concerned that a cyclist may be struck by a manoeuvring vehicle.

Recommendation

Priorities along the service road/ shared cycle track should be clarified.

Traffic Signs, Carriageway Markings and Lighting

- 5.5 The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting.

6 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Road Safety Engineer

Signed:



Date: 17th May 2022

Audit Team Member(s)

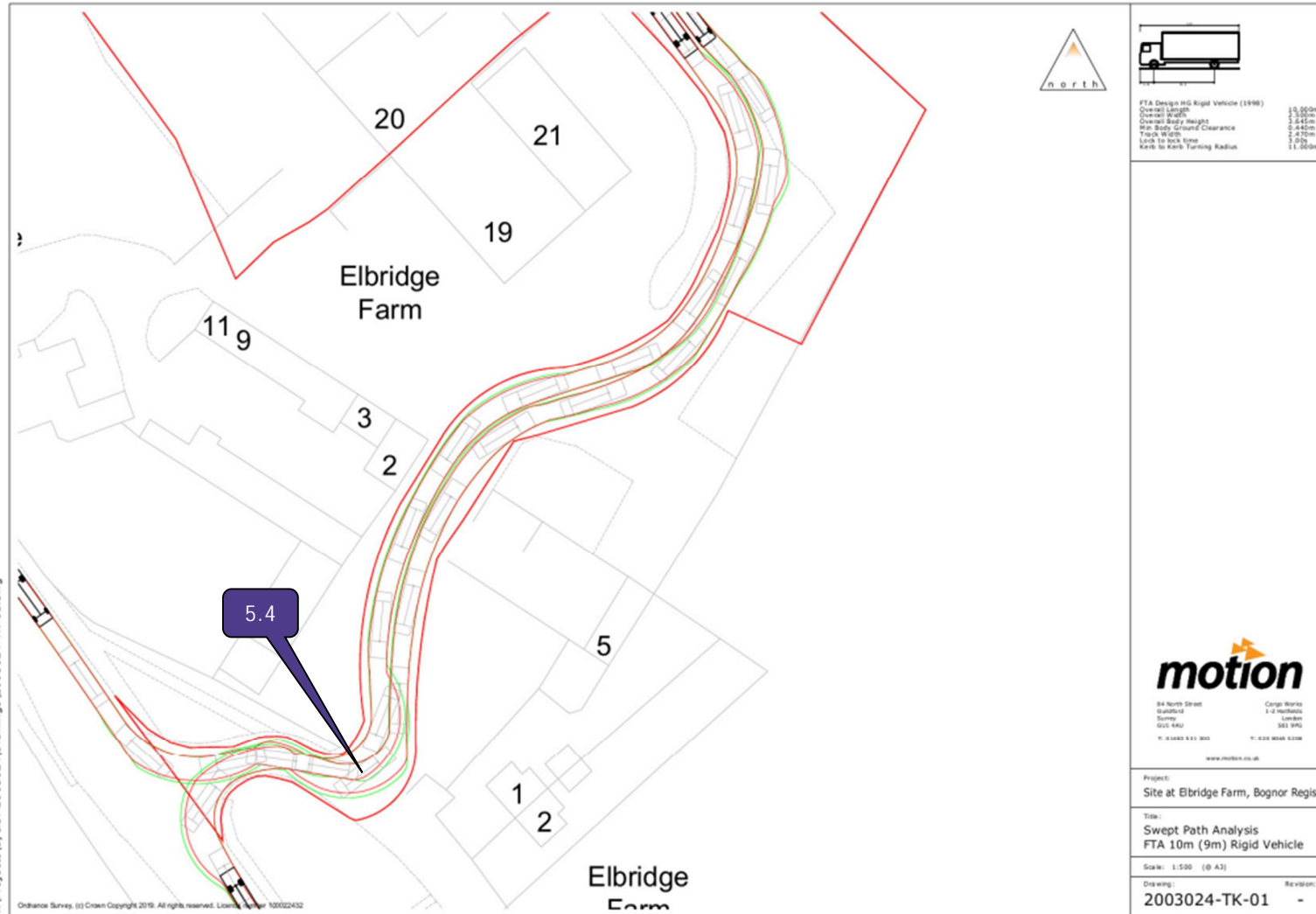
Julian Smith
BEng MCIHT MSoRSA
Road Safety Engineer

Signed:



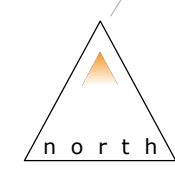
Date: 17th May 2022

APPENDIX A Location Plan



Appendix G

Detailed site access arrangement with improvements



Cyclists have priority



HGVs Crossing Cycle Lane

Give way markings

Give way markings



Cyclists have priority

Minor carriageway widening

3 metre wide cycleway



HGVs Crossing Cycle Lane



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Project:
Site at Elbridge Farm, Bognor Regis

Title:
General Arrangement

Scale: 1:250 (@ A3)

Drawing: 2003024-GA-01
Revision: B

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Appendix H

DMRB-GG119 - RSA Designer's Response Report and WSCC Highway
correspondence


DMRB GG119 - ROAD SAFETY AUDIT RESPONSE REPORT

PROJECT DETAILS

Report Title Elbridge Farm, Bognor Regis, PO21 5EF, Stage 1 Road Safety Audit
Date 18/05/2022
Document ref and rev Gateway TSP ref WP/JS/2003024 RSA1 v1.0
Prepared by Motion
On behalf of West Sussex County Council

AUTHORISATION SHEET

Project Elbridge Farm, Chichester Road, Bognor Regis, PO21 5EF
Report Title Designer's Response to Stage 1 RSA
Prepared by;
Name: Phil de Jongh
Position: Technical Director
Signed:



Organisation: Motion
Date: 17th October 2022

Approved by;
Name:
Position:
Signed:

J Brown

Organisation: West Sussex County Council
Date: 21/10/2022

INTRODUCTION

A Stage 1 RSA was carried out by Gateway TSP in May 2022.

The development proposals seek to increase the operational capacity of an existing waste processing facility from the existing maximum throughput of 30,000 tonnes to 75,000 tonnes per annum. The predicted increase will be in the order of 40 HGVs per day.

The existing Service Road off the A259 Chichester Road will provide access to/from the site as the existing arrangement. The Recycle Southern waste processing facility lies within the Elbridge Farm business area which also accommodates other commercial operations, all using the same access road.

The Stage 1 RSA was requested by WSCC as part of the review of the planning submission documents.

This response report was prepared by Phil de Jongh, Technical Director, Motion.

KEY PERSONNEL

Overseeing Organisation	Jamie Brown – Senior Planner, West Sussex County Highways
RSA Team	Wendy Palmer MCIHT, MSoRSA. FIHE, HE Cert Comp Julian Smith - BEng MCHIT MSoRSA Road Safety Engineer
Design Organisation	Motion Consultants Limited

ROAD SAFETY AUDIT DECISION LOG

Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action (design organisation and overseeing organisations agreed action to the problem)
5.4	Priorities along the service road/shared cycle track should be clarified.	Introduce clear signage and carriageway markings to identify cycle route past the Elbridge Farm access. Target to create a clear route for cyclists and to clarify cyclist priority over vehicles in and out of the site. Designed in accordance with Cycle Infrastructure Design Local Transport Note 1/20 (July 2020). Proposed improvement presented on Motion Drawing 2003024-GA-01 Rev B		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Design Organisation Statement

On behalf of the design organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:

Position:

Signed:

Organisation:

Date:

Overseeing Organisation Statement

On behalf of the overseeing organisation I certify that:

1. The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation.
2. The agreed RSA actions will be progressed.

Name:

Position:

Signed:

Organisation:

Date:

Phil de Jongh

From: Jamie Brown <jamie.brown@westsussex.gov.uk>
Sent: 21 October 2022 11:39
To: Phil de Jongh
Cc: Christian Smith; James Neave
Subject: RE: Elbridge Farm, Bognor Road supporting highways information [Filed 23 Dec 2022 12:19]
Attachments: R02-ayelb Designer's Response d1.1 22-10-17 LHA Signed .docx
Categories: Filed by Mail Manager

Hi Phil,

Thank you for sight of both of these latest modifications my comments would be as follows:

- Please find attached signed copy of GG119 document
- The plan showing the extent of S278 works I am satisfied with and will be an improvement over the current access strategy
- It is considered that the cycle land and access re-surfacing offers an improvement over the existing situation. I note the Auditor has passed comment on this and is satisfied subject to regular maintenance. My only other comment would be is it would be worth showing a waiting HGV at the stop line going into the site? I would advise working on the largest vehicle that Recycle Southern use. This will then demonstrate that a waiting vehicle can wait off the highway whilst a cyclist passes.
- Comment noted about the internal arrangement-this we can pass comment on in due course.

I have copied James in so he is aware of our latest conversations.

I think this covers everything.

Kind regards,

Jamie

[Jamie Brown](#) MCIHT | Senior Planner, County Highways, Planning Services, Economy, Planning, and Place Directorate
[West Sussex County Council](#) | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1QT
Internal: 25719 External: 033022 25719
E-mail: jamie.brown@westsussex.gov.uk

From: Phil de Jongh <pdejongh@motion.co.uk>
Sent: 18 October 2022 13:02
To: Jamie Brown <jamie.brown@westsussex.gov.uk>
Cc: Christian Smith <chris@gpplanning.co.uk>
Subject: Elbridge Farm, Bognor Road supporting highways information

****EXTERNAL****

Good afternoon Jamie, I trust all is well.

Further to our Teams meeting in September where the general highways matters for Elbridge Farm were discussed, we have some further information WSCC. An updated access layout with the cycle lane was drafted and circulated to the Road Safety Team at Gateway RSE – the comments are attached. As a result the layout was amended to include additional signage for cyclists.

The attached details include:

- Gateway RSE comments on the initial layout;
- Updated general arrangement of the cycle lane and site access – on Motion drawing 2003024-GA-01B;
- The word document of the Designer’s Response (G119 document); and
- A plan showing the extent of the proposed S278 works on the approach road up to the site access.

We have yet to carry out a review of the internal arrangement, this is work in progress.

Please let me know if you have any questions or if you need any further information.

Regards - Phil

Phil de Jongh | Technical Director

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