Proposed Inert Waste Recycling Facility at Kilmarnock Farm, Crawley

Transport Statement

for PJ Brown (Construction) Limited

motion

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Kilmarnock Farm, Crawley

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Document Control Sheet

Transport Statement

Proposed Inert Waste Recycling Facility, Kilmarnock Farm, Crawley

PJ Brown (Construction) Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
21/12/2018	Draft	JE	PdJ
03/01/2019	v1.0 For issue	JE	PdJ
28/03/2019	v1.1 For issue (amended plans)	JE	PdJ
08/04/2019	v1.2 For issue (amended plans)	JE	PdJ

Motion
84 North Street
Guildford
GU1 4AU
T 01483 531 300
E info@motion.co.uk
W www.motion.co.uk

Contents

Appendices

1.0 Introduction

1.1 This Transport Statement (TS) has been prepared on behalf of PJ Brown (Construction) Limited to accompany a planning application for the erection of an inert waste recycling facility at land currently occupied by Kilmarnock Farm, Ifield, near Crawley (the Application Site).

1.2 The site is located to the north of Charlwood Road, within the administrative boundaries of West Sussex County Council (WSCC) and Horsham District Council (HDC). The application site is approximately 3.3 kilometres north west of Crawley town centre.

1.3 The site is currently occupied by commercial units and stables. Access to the site is via an existing simple priority junction off Charlwood Road, Ifield.

1.4 In summary, this TS demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Suitable and appropriate access to the site can be achieved via an existing vehicle entrance off Charlwood Road;
- The proposals will make appropriate provision for parking having regard to adopted local parking standards;
- Appropriate provision is made for servicing, having regard to relevant design guidance; and
- The recycling facility will not interfere with the operation and free-flow of traffic on the adjoining highway network.

1.5 Following this introduction, this TS is split into 5 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be relevant to the application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
- Section 4 provides an overview of the proposed development and sets out the access, parking and servicing arrangements;
- Section 5 considers the number of vehicular movements associated with the proposed dwelling; and
- Section 6 summarises the key findings of the report.

2.0 Policy

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- National Planning Policy Framework - July 2018;
- West Sussex Waste Local Plan – April 2014; and
- West Sussex Transport Plan 2011-26 (LTP3) – February 2011.

National Planning Policy Framework

2.1 The updated National Planning Policy Framework (NPPF) was published in July 2018. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances. In promoting sustainable transport, the document identifies at paragraph 103 that:

"*The planning system should actively manage patterns of growth….*"

2.2 However, the paragraph further recognises that:

"*… opportunities to maximise sustainable transport solutions will vary between urban and rural areas*."

2.3 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 106 states:

"*Maximum parking standards for residential and non-residential 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*."

2.4 With regard to transport and development, paragraph 108 of the NPPF states that:

"*In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*."

2.5 Paragraph 109 continues to state:

"*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe*."

Local Policy

West Sussex Waste Local Plan – April 2014

2.6 WSCC and the South Downs National Park Authority adopted the Waste Local Plan in April 2014. 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."

2.7 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."

2.8 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.

2.9 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.

2.10 Policy W18 relates to Transport and states that:

"Proposals for waste development will be permitted provided that:

a) where practicable and viable, the proposal makes use of rail or water for the transportation of materials to and from the site;

b) 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

c) where the need for road transport can be demonstrated:

i) materials are capable of being transported using the Lorry Route Network with minimal use of local roads, unless special justification can be shown;

ii) vehicle movements associated with the development will not have an adverse impact on the capacity of the highway network;

iii) 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;

iv) satisfactory provision is made for vehicle turning and parking, manoeuvring, loading, and, where appropriate, wheel cleaning facilities; and

v) vehicle movements are minimised by the optimal use of the vehicle fleet."

West Sussex Transport Plan 2011-26 (LTP3) – February 2011

2.11 The LTP3 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.

2.12 The Council's long-term strategy towards freight movements is set out within section 1.4.9 of the LTP3 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.

2.13 With reference to the Council's Advisory Lorry Routes map contained as **Appendix A**, the A23 and A2011 are identified as local lorry routes, with the M23, A24 and A264 forming part of the strategic lorry network.

Summary

2.14 The NPPF and local policy recognise that opportunities to maximise sustainable transport solutions vary from urban to rural areas, but local policy emphasis the need for waste development sites to be located near to strategic transport routes. The next section of this report provides further information on the site and surrounding area, and information on the proposals subject of this Transport Statement are set out in Section 4.

3.0 Baseline Conditions

Overview

3.1 This section provides information on the site and surrounding area, including a review of the local highway network.

The Site

3.2 The site is located on land to the east of Charlwood Road, Charlwood, RH11 0JY, within the administrative boundaries of WSCC and HDC. The site is situated 3.3 kilometres north west of Crawley town centre. The location of the site in relation to the local area and highway network is shown on **Figure 3.1**.

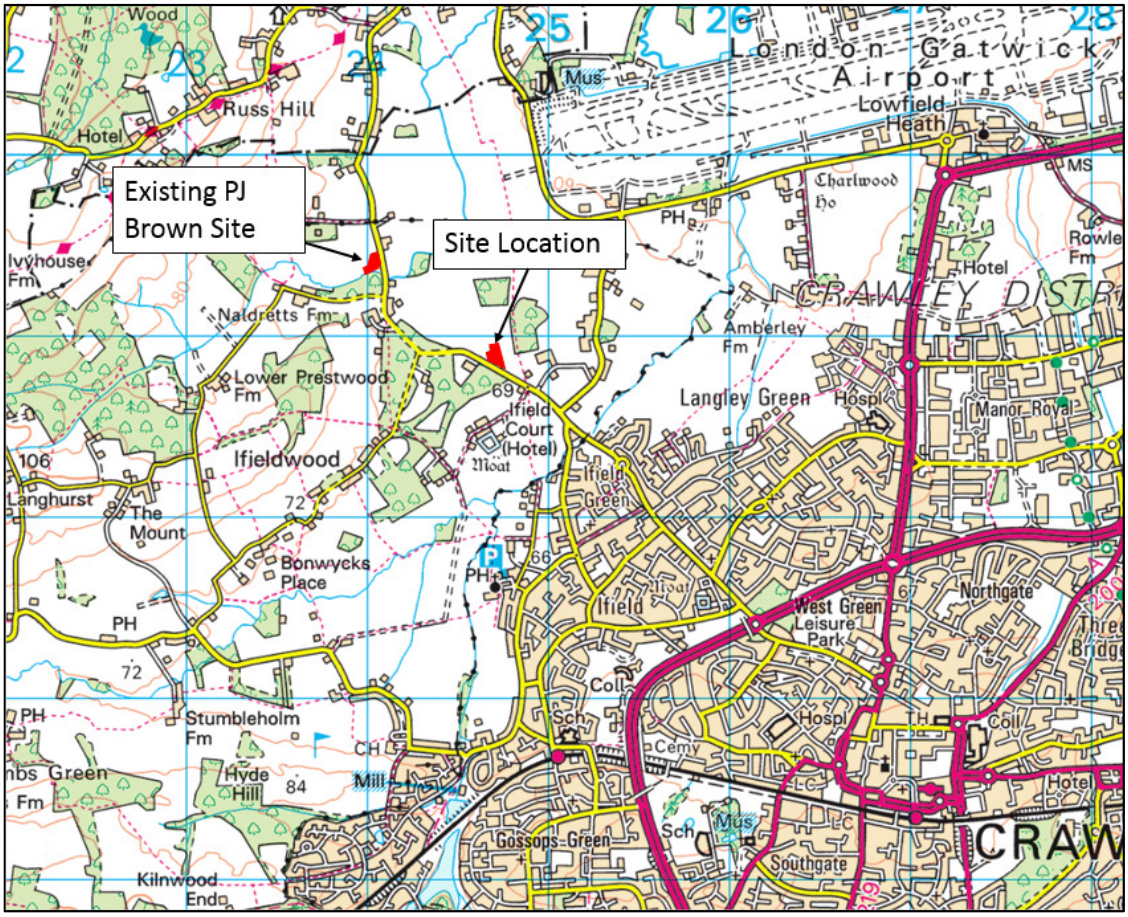


Figure 3.1: Site Location

Highway Network

3.3 As identified above, access to the Kilmarnock Farm site is via an existing point off Charlwood Road. This leads to the main facilities on site. There is another access to the east which currently consists of a crossover arrangement and field gate.

3.4 Charlwood Road is a single carriageway road subject to a 40 miles per hour (mph) speed limit. To the south east, the road leads into Crawley, connecting with the A23/Crawley Road offering access to Gatwick Airport and further afield to Brighton and London. As shown in Figure 3.1, to the north west, Charlwood Road connects to other local roads giving access to nearby villages; however, a Transport Statement (reference Tomalin Highway Planning, 2013) submitted as part of a planning application submission at the existing PJ Brown site (further north along Charlwood Road at Burlands Farm), reference WSCC/006/14/RS, states that no PJ Brown Vehicles will travel to the north of that site.

3.5 Access to local and strategic lorry routes is achieved by heading southwest on Charlwood Road to Crawley, where the A23 and A2011 form part of the local route network. Using these roads, access can be gained to the M23, A264 and A24, all of which make up part of the strategic lorry route network and provide access to the south coast, Surrey, London and further north. The location of lorry routes in relation to the Application Site is illustrated in **Figure 3.2**.

Figure 3.2: Lorry Routes in Relation to the Site

Access Arrangements

3.6 The Motion drawing 1806078-01 in **Appendix B** illustrates that visibility splays of 2.4 metres by 215 metres to the north and 2.4 metres by 88 metres to the south at the existing operational access are achievable within land forming part of the public highway. This shows that visibility at the existing main Kilmarnock Farm access is also easily achievable according to DfT guidance.

3.7 The Motion drawing 1806078-02 in **Appendix B** illustrates that visibility splays of 2.4 metres by 215 metres to the north and 2.4 metres by 83 metres to the south at the existing 'closed' access are achievable within land forming part of the public highway. This shows that visibility at the existing field gate access is easily achievable according to Department for Transport (DfT) guidance for 40 mph roads. "Manual for Streets", and an updating document "Manual for Streets 2" published in September 2010 state that the recommended visibility distance for roads subject to a 40 mph speed restriction is 59 metres, and thus visibility available at the existing access complies with these recommendations. Any vegetation overhanging the public highway within these splays will be trimmed back.

3.8 Good forward visibility is also available along Charlwood Road in the vicinity of the access to the proposed PJ Brown site and along Ifield Road to the south-east of the site.

Personal Injury Accident Data

3.9 Accident record data for the latest available five-year period, up to 31st August 2018, has been obtained from Sussex Safer Roads Partnership. The accident records refer only to road traffic accidents that resulted in personal injury (PIA). The PIA study area covers a section of Charlwood Road.

3.10 During the five-year period, a total of eight accidents were recorded. Six of the accidents resulted in 'slight' injuries and two resulted in 'serious' injuries. During daylight hours, three accidents occurred on a dry road surface and two occurred on a wet/damp road surface, whereas, in dark conditions, two accidents occurred on a wet/damp road surface and one occurred on a road surface with frost/ice. A full summary of the accident descriptions and causation factors is provided at **Appendix C**, whilst an accident causation summary is provided in **Table 3.1** below.

Accident Description/Cause	Number of PIAs	% PIAs
Careless/reckless/in a hurry	3	37.5
Nervous/uncertain/panic	1	12.5
Poor turn or manoeuvre	1	12.5
Failed to look properly	1	12.5
Sudden braking	1	12.5
Come round bend at speed	1	12.5
TOTAL	**8**	**100**

Table 3.1: Summary of PIA Data

3.11 Table 3.1 highlights how the incidents that occurred surrounding the proposed site were due to driver error.

3.12 One 'serious' incident occurred at the entrance to the Kilmarnock Farm site and involved three cars. It occurred when Car 1 hit the rear of Car 2 whilst it was waiting to turn right into Kilmarnock Farm. This collision forced Car 2 into the path of Car 3 which was travelling in the opposite direction. Car 1 mounted the verge and ended up approximately 20m in front of Car 2. The driver of Car 2 suffered the 'serious' injury, whilst the driver of Car 3 obtained a 'slight' injury. The contributory factors were regarded as the fact that Car 1's driver was careless/reckless/in a hurry and that their tyres were illegal, defective or under inflated. Therefore, it is considered unlikely that the incident occurred as a result of the road network.

3.13 The second 'serious' injury occurred at the junction between Charlwood Road and Bonnetts Lane, approximately 400m south east of the site entrance, and involved a goods vehicle > 3.5t and a cyclist. The goods vehicle collided with the rear of the cyclist as the cyclist went to turn right and threw the rider across the carriageway. The contributory factors were regarded as the fact that the goods vehicle driver was careless/reckless/in a hurry, that their driving was aggressive and that they passed too close to the cyclist. Again, this highlights that it is unlikely that the incident occurred as a result of the road network.

3.14 All six 'slight' accidents occurred over 350m from the site access and are likely to be the result of driver error and not the road network.

3.15 Taking account of the above, it is considered that there are no road safety issues that would be exacerbated by the development proposals.

Summary

3.16 This section identifies that the site is located close to both local and strategic lorry routes and therefore it is expected that the majority of people accessing the site will utilise these routes.

4.0 Development Proposals

Overview

4.1 The planning application seeks permission to construct an inert waste recycling facility at land currently occupied by Kilmarnock Farm. The remainder of this section provides information on the proposed access and parking arrangements. The general site layout and access arrangements are presented on the Architects Plan, see below and **Appendix D**.

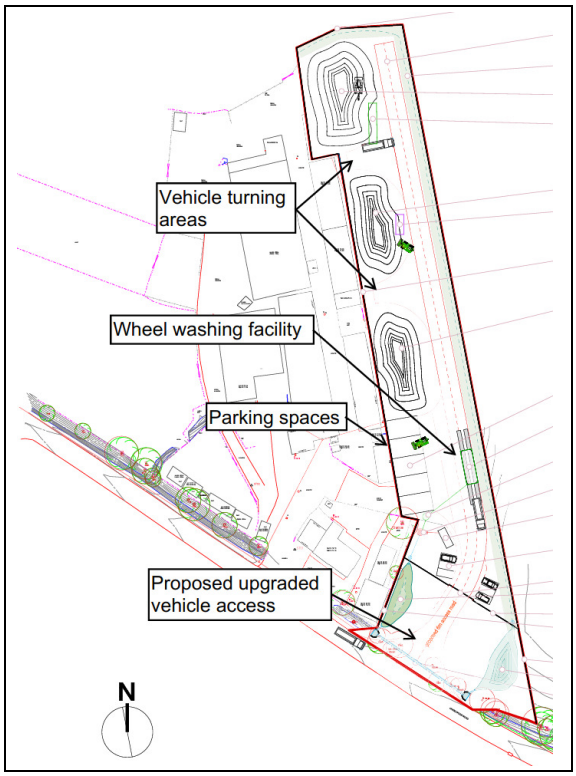


Figure 4.1: Architects Plan Extract

Access Arrangements

4.2 Access to the site is proposed to remain via an existing access off Charlwood Road, which currently is blocked by stables. This access will be widened as part of the proposals to enable an HGV to turn into the site whilst another is waiting to turn out. The access road will be 6m wide and will lead to all facilities on site. The proposed development site access arrangements details, including visibility splays are presented on **Motion drawing 1806078-03A** contained in **Appendix E**.

4.3 As shown in Section 3, it is possible to achieve appropriate visibility splays according to Department for Transport guidance at this access, within land forming part of the public highway.

4.4 The site will attract vehicles as per the existing PJ Brown activities (10m rigid HGVs). The proposed new access and site arrangement will include dedicated turning areas for HGVs and this has been tested with swept path analysis. The vehicle movements are provided on **Motion drawing 1806078-TK01A**, available in **Appendix E** and the plan shows that a vehicle up to 12m rigid HGV can enter and exit the site in a forward gear.

4.5 A wheel washing facility will be provided to clean HGVs wheels on exit to remove any spoil from vehicles leaving the site.

Parking

4.6 Five six-metre long storage/parking bays will be provided on site to accommodate the visiting vehicles.

5.0 Traffic Generation and Impact

Existing Site

5.1 Peak hour movements at the existing Kilmarnock Farm access have been obtained using a video survey undertaken on Tuesday 13th November 2018. The results of the analysis are summarised below in **Table 5.1**.

Time Period	Vehicle Movements at Access		
	Arrivals	Departures	Arrivals
Weekday AM Peak Hour (08:00–09:00)	13	8	21
Weekday PM Peak Hour (17:00–18:00)	10	26	36

Table 5.1: Peak Hour Movements – Existing Kilmarnock Farm Access

5.2 Table 5.1 identifies that the existing Kilmarnock Farm site generates around 57 peak hour movements on a typical weekday, with 21 of these arising in the morning peak hour and 36 in the evening peak hour. Current activities on site will cease upon opening of the new PJ Brown facility, therefore these 57 peak hour vehicular movements will be removed.

Proposed Recycling facility

5.3 The proposed facility is an extension to the existing PJ Brown site further north along Charlwood Road. The Transport Statement for this site (reference Tomalin Transport Planning, 2013) used a PJ Brown estimate of 30 inbound and 30 outbound flows per day. These numbers are believed to be the same for the proposed recycling facility.

5.4 As the proposed facility is likely to generate 60 two-way movements across an average day and the current site usage generates 57 in just the peak hours (08:00-09:00 and 17:00-18:00) it is likely that the proposed PJ Brown recycling facility will result in a decrease in overall vehicle movements at the site.

Summary

5.5 This section demonstrates that the proposals are unlikely to interfere with the operation or free-flow of traffic on Charlwood Road as it is likely that there will be a reduction in two-way vehicle movements on-site.

6.0 Summary and Conclusions

6.1 This Transport Statement has been prepared on behalf of PJ Brown (Construction) Limited to accompany a planning application for constructing an inert waste recycling facility at the existing Kilmarnock Farm site.

6.2 It is proposed that vehicular access to the site will be via an existing crossover at gateway off Charlwood Road to be expected to accommodate HGVs.

6.3 In summary, this report demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- The site is located in proximity to both local and strategic lorry routes thus supporting efficient freight movement;
- Suitable and appropriate access to the site can be achieved via the existing crossover off Charlwood Road; and
- The proposed recycling facility will not lead to a material increase in vehicle movements on Charlwood Road and as such it is considered the proposals will not interfere with the operation and free-flow of traffic on the adjoining highway network.

6.4 On the basis of the above, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

West Sussex County Council Advisory Lorry Routes Map

Notes for Guidance to Operators & Drivers of Lorries:

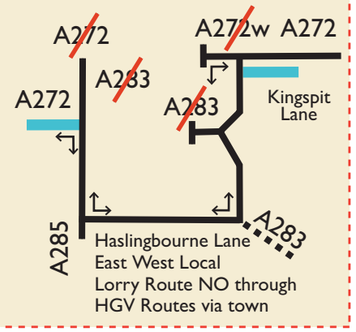
1. Strategic Lorry Routes (coloured red)
   All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.

2. Local Lorry Routes (coloured blue)
   Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.

3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.

4. The procedure for the routing of abnormal loads remains unchanged.

Petworth Insert (Detail)



Hampshire

Surrey

Kent

East Sussex

LONDON

Guildford

GUILDFORD

Dorking

Redhill

LONDON M23 (M25)

GATWICK AIRPORT
DORKING

GODSTONE A22 (A25, M25)

East Grinstead

A22

A23

A24

A264

A2011

M23

Crawley

A281

A286 Not suitable further North due to low bridge 13'0" (3.96m)

Haslemere

A3

A286

Billingshurst

Horsham

A2220

S P Pease Pottage Services

A23

A264

A24

Cuckfield

Haywards Heath

A272

Use A272 Haywards Heath Relief Road when completed

Petersfield

Midhurst

A272

P

The Grange Car/Lorry Park

N.B.
Drivers should note a signed lorry diversion route is in operation, for A272 and journies via A285 and A283.

Petworth

Pulborough

A29

A286

Storrington

A24

Hickstead Services

S

A2300

Henfield

Hurstpierpoint

Hassocks

Burgess Hill

Keymer

A272

A283

Steyning

A23

A27

A3 (M)

Havant

Cathedral Way Coach/Lorry Park

A27 Crossbush Services

A280

Arundel

A27

Chichester

PORTSMOUTH

Emsworth

A259

A29

A259

Sompting

A27

EASTBOURNE
HASTINGS
NEWHAVEN
Brighton & Hove

Lancing

Shoreham

Southwick

Ferring

A259

Worthing

Littlehampton

Albion Street Lorry Park

St Martins Lorry Park

West Wittering

Middleton-on-Sea

Bognor Regis

Portsmouth

East Wittering

London Road Lorry Park

Selsey

Scale 0 5 10 Kilometers

ADVISORY LORRY ROUTES

Strategic Lorry Routes — Dual Carriageway / Single Carriageway

Local Lorry Routes — Dual Carriageway / Single Carriageway

Railway Lines

County Boundary

Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.

ROADSIDE FACILITIES

S Services

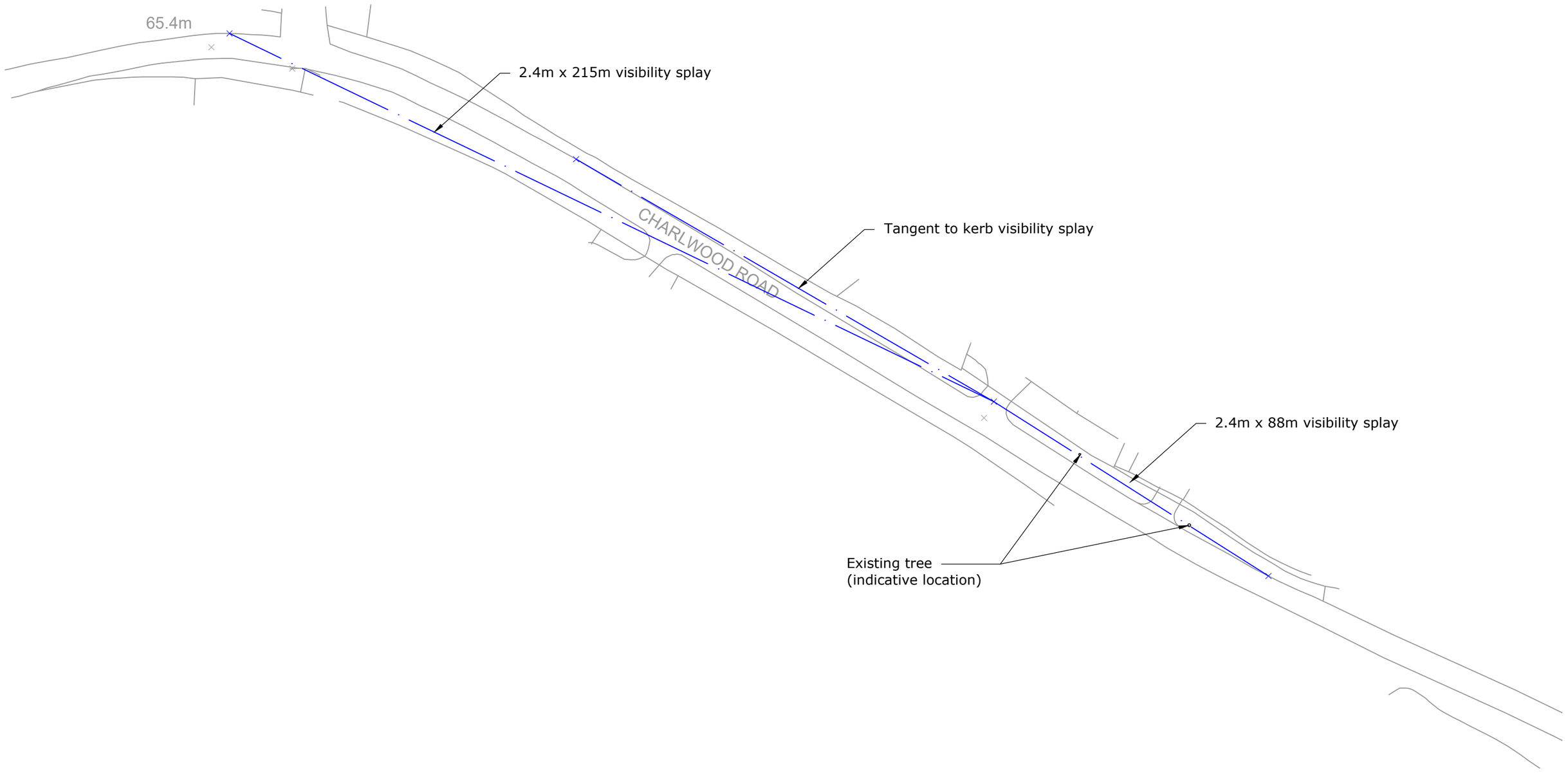
P Overnight Lorry Parking

1 Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements

2 Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements

Appendix B

Existing Access – Visibility Splays



motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Unit 4.05 Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Kilmarnock Farm, Charlwood Road, Charlwood

Title:
Visibility at Existing Operating Access

Scale: 1:1000 (@ A3)

Notes:

Drawing:
1806078-01

Revision:
-

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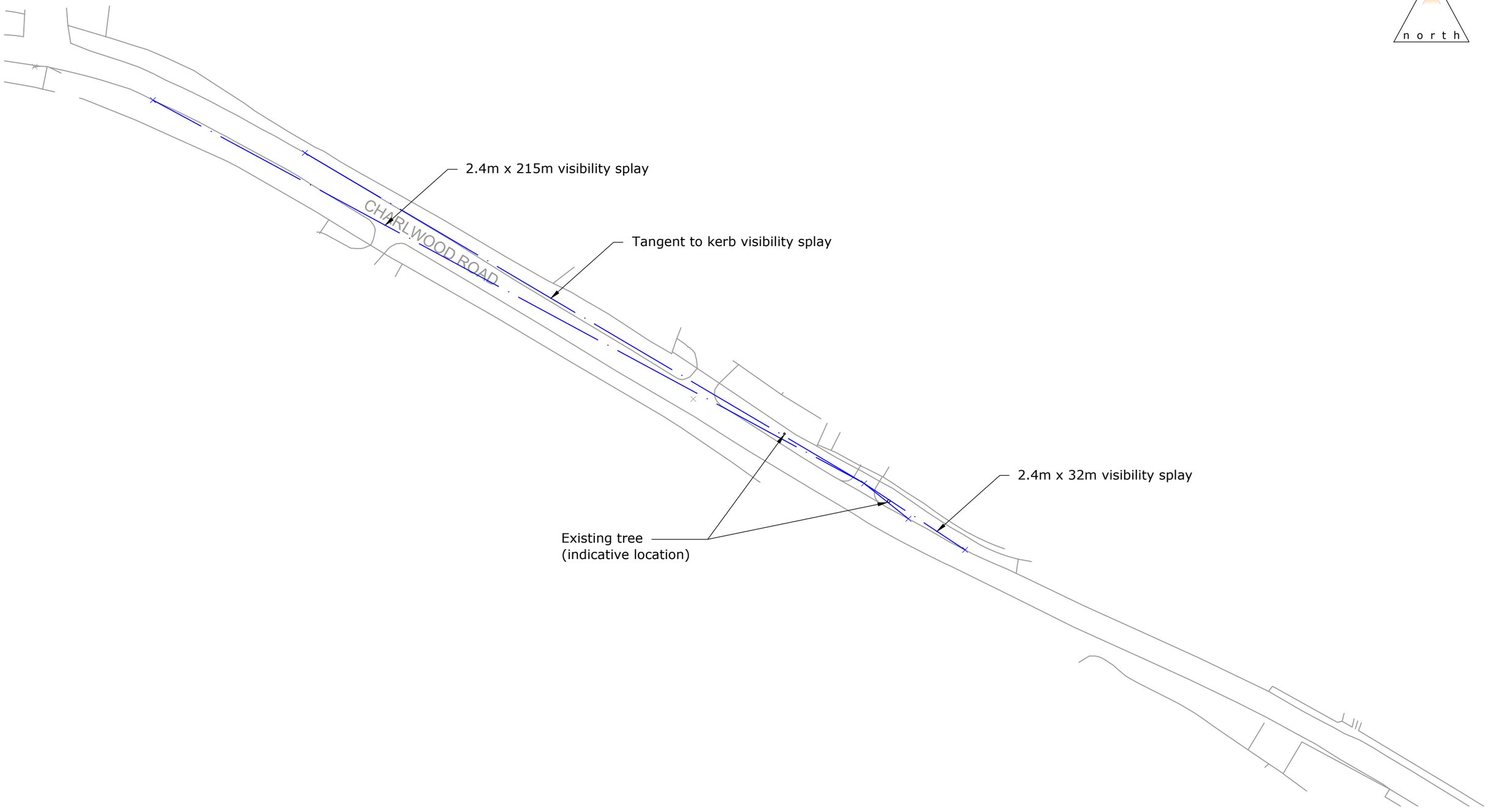

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Unit 4.05 Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Kilmarnock Farm, Charlwood Road, Charlwood

Title:
Visibility at Existing Closed Access

Scale: 1:1000 (@ A3)

Notes:

Drawing:
1806078-02

Revision:
-

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Appendix C

Personal Injury Accident Data

Charlwood Road – Ifield – Motion

Collision report 01/09/2013 – 31/08/2018

Date produced
25 October 2018

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

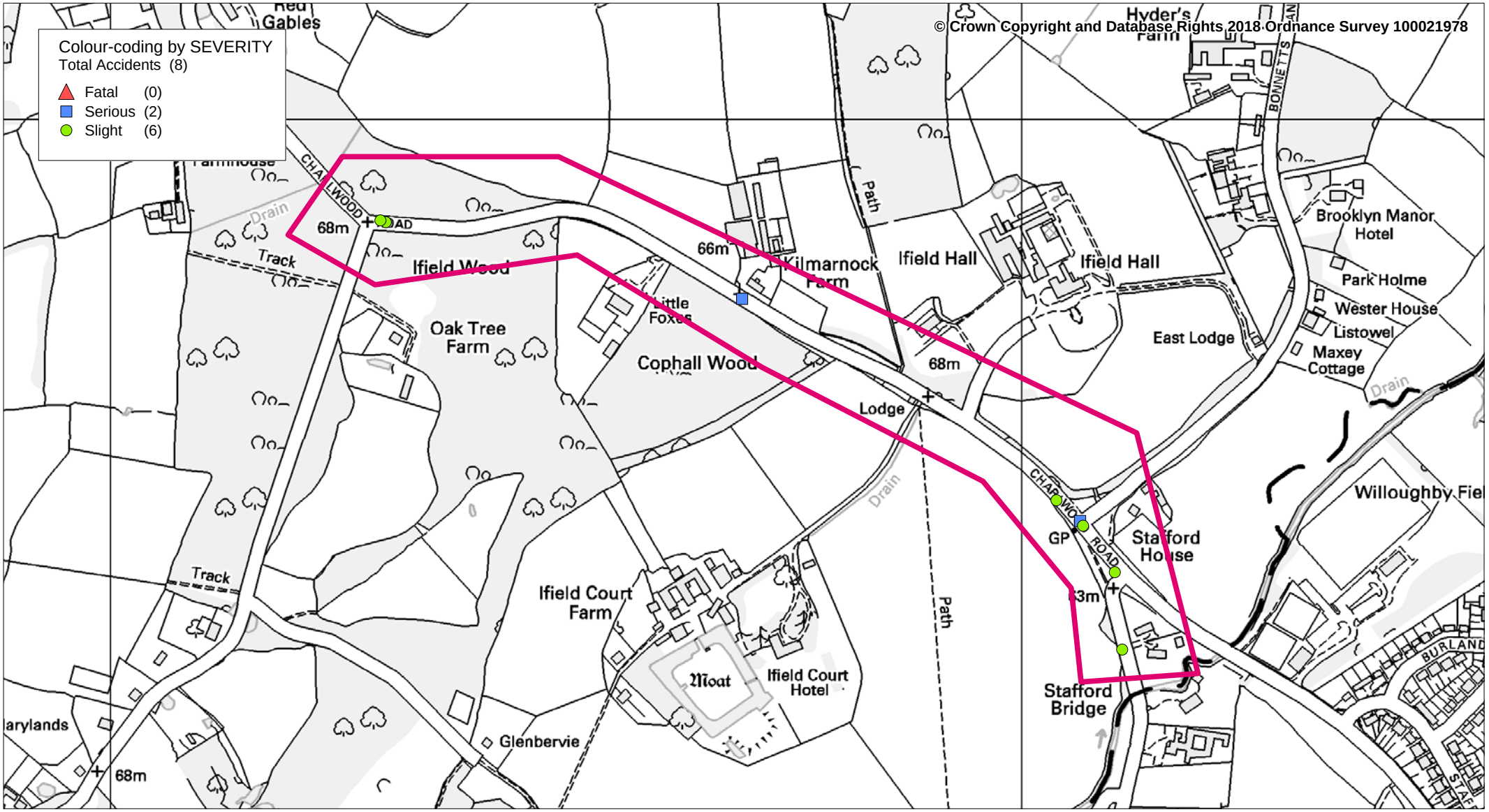
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



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Sussex Safer Roads PARTNERSHIP

Charlwood Road, Ifield
Collision Dates 01/09/2013 - 31/08/2018
Motion

SCALE	1 : 5800
DATE	25/10/2018
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/09/2013** **to** **31/08/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1402533 Friday 09/05/2014 0750hrs — U IFIELD GREEN HORSHAM AT JUNCTION OF U CHARLWOOD ROAD

Veh 1	Car	Going ahead	SE	to	N		
Veh 2	Car	Wait go ahead held	S	to	W	Dri	F 39 Slight

R1: U
R2: U Daylight:street lights present
E 525,102 Wet/Damp
N 138,503 Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	

VEH 2 WAS STATIONARY AT THE JUNCTION PREPARING TO TURN LEFT. VEH 1 HAS BEEN CLOSE BEHIND FOR THE LENGTH OF IFELD GREEN AND HAS THEN HIT TO THE REAR WHEN VEH 2 HAS STOPPED.

1405220 Thursday 11/09/2014 0704hrs — U CHARLWOOD ROAD CRAWLEY AT JUNCTION OF U BONNETTS LANE

Veh 1	Goods < 3.5t	Going ahead	SE	to	NW		
Veh 2	Pedal cycle	Turning right	SE	to	NE	Dri	F 18 Serious

R1: U
R2: U Daylight:street lights present
E 525,064 Dry
N 138,559 Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to signal/Misleading signal	Vehicle 2	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	

VEH1 TRAVELLING WESTBOUND, PASSING THRU JNC TO ITS O/S. VEH2 ALSO WESTBOUND BUT TURNING RIGHT INTO JNC. VEH1 FAILED TO REGISTER VEH2 TURNING AHEAD & COLLIDED WITH REAR END, THROWING RIDER ACROSS C/WAY.

1406304 Monday 27/10/2014 1445hrs — U CHARLWOOD ROAD RUSPER AT JUNCTION OF U ENTRANCE PRIVATE ROAD OUTSIDE

Veh 1	Car	Going ahead	SE	to	NW		
Veh 2	Car	Wait to turn right	SE	to	NE	Dri	M 38 Serious
Veh 3	Car	Going ahead	NW	to	SE	Dri	F 60 Slight

R1: U
R2: U Daylight:street lights present
E 524,693 Dry
N 138,803 Fine without high winds
60 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely

V1 TRAVELING NW ON CHARLWOOD ROAD APPROACHING ENTRANCE TO KILMARNOCK FARM ON O/S. V1 HIT REAR END OF V2 AS IT WAITED TO TURN RIGHT INTO KILMARNCOK FARM ENTRANCE FORCING IT INTO PATH OF V3 WHICH WAS TRAVLLING SE ALONG SAME ROAD IN OPPOSITE DIRECTION. V
1 THEN MOUNTED NEARSIDE VERGE COMING TO REST INFRONT OF V2 APPROX 2OM AWAY.

Details of Personal Injury Accidents for Period - **01/09/2013** **to** **31/08/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1507226 Monday 07/12/2015 0830hrs — U IFIELD GREEN CRAWLEY 100M SOUTH OF U CHARLWOOD ROAD OUTSIDE DA VINCI MANOR HOTEL

Veh 1	Taxi	Going ahead	S	to	N	Dri	F	19	Slight
Veh 2	Goods < 3.5t	Going ahead	N	to	S				

R1: U
Daylight:street lights present
E 525,110
Wet/Damp
N 138,418
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Nervous/Uncertain/Panic	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	

VEHICLE 1 TRAVELLING NORTHBOUND SWERVES TO AVOID UNKNOWN VEHICLE 2, VEHICLE 1 THEN LOSES CONTROL ON WET ROAD SURFACE AND COLLIDES WITH BARRIER

1604551 Wednesday 27/07/2016 1700hrs — U CHARLWOOD AVENUE CHARLWOOD 50M SOUTH OF U IFIELD WOOD

Veh 1	Goods > 7.5t	Going ahead	S	to	N				
Veh 2	Car	Going ahead	N	to	S	Dri	M	87	Slight

R1: U
Daylight:street lights present
E 524,302
Dry
N 138,887
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	

VEHICLE 2 IS TRAVELLING SOUTH ALONG CHARLWOOD AVENUE WHEN HE HAS BEEN SIDE SWIPED BY VEHICLE 1 A LORRY TRAVELLING NORTH BOUND

1800123 Tuesday 09/01/2018 1749hrs — U CHARLOOD ROAD CRAWLEY AT JUNCTION OF U IFIELD WOOD

Veh 1	Car	Going ahead LH bend	NW	to	E				
Veh 2	Car	Turning left	E	to	S	Dri	F	29	Slight

R1: U
R2: U
Darkness: no street lighting
E 524,296
Wet/Damp
N 138,889
Other
60 mph

ONE VEHICLE HAS COME ROUND A LEFT HAND BEND AT SPEED STRADDLED THE CENTRE WHITE LINES AND STRUCK AN ONCOMING VEHICLE THAT WAS TURNING LEFT INTO IFIELD WOOD

Details of Personal Injury Accidents for Period - **01/09/2013** **to** **31/08/2018** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1800516 Monday 29/01/2018 1850hrs — U CHARLWOOD ROAD HORSHAM AT JUNCTION OF U BONNETS LANE

Veh 1	Car	Turning right	SE to NE	Dri	F	21	Slight
Veh 2	Car	Going ahead	NW to SE	Dri	M	37	Slight

R1: U
R2: U
E 525,067
N 138,554

Darkness: street lights present a
Wet/Damp
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

V1 CAR DRIVING AT NIGHT MAKES RIGHT HAND TURN INTO JUNCTION ON THE RIGHT INTO THE PATH OF V2 CAR COMING OPPOSITE DIRECTION CAUSING COLLISION SLIGHT INJURY TO DRIVERS OF BOTH VEHICLES

1800686 Tuesday 06/02/2018 1830hrs — U CHARLWOOD ROAD IFIELD 28M WEST OF U BONNETTS LANE OUTSIDE LAMP POST 83 - 68I

Veh 1	Car	Going ahead	NW to SE	Dri	M	42	Slight

R1: U
E 525,038
N 138,582

Darkness: no street lighting
Frost/Ice
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 1	Very Likely

V001 TRAVELLING EAST ON CHARLWOOD ROAD. DRIVER STATED THAT VEHICLE IN FRONT SLAMMED ON BREAKS. DRIVER OF V001 SWERVED TO THE RIGHT TO AVOID HITTING OTHER VEHICLE. V001 DROVE ONTO OFFSIDE OF THE ROAD AND COLLIDED WITH 40MPH SPEED SIGN AND VEHICLE FLIPPED
3 TIMES. SINGLE OCCUPANT OF V001 GOT OUT WITH SMALL CUT ON HIS HAND.

Appendix D

Architect's Proposed Site Plan

Notes

Proposed Site Layout

Date	No.	Revisions

Kilmarnock Farm

Charlwood Road
Ifield, Crawley
West Sussex
RH11 0JY

Client

P J Brown Construction (Ltd)

Project Title

Proposed Soil Recycling & Concrete Crushing Facility

Drawing Title

Proposed PJ Brown Site Plan over Topo Survey

Scale

at A1 paper size **1 : 500**

Date

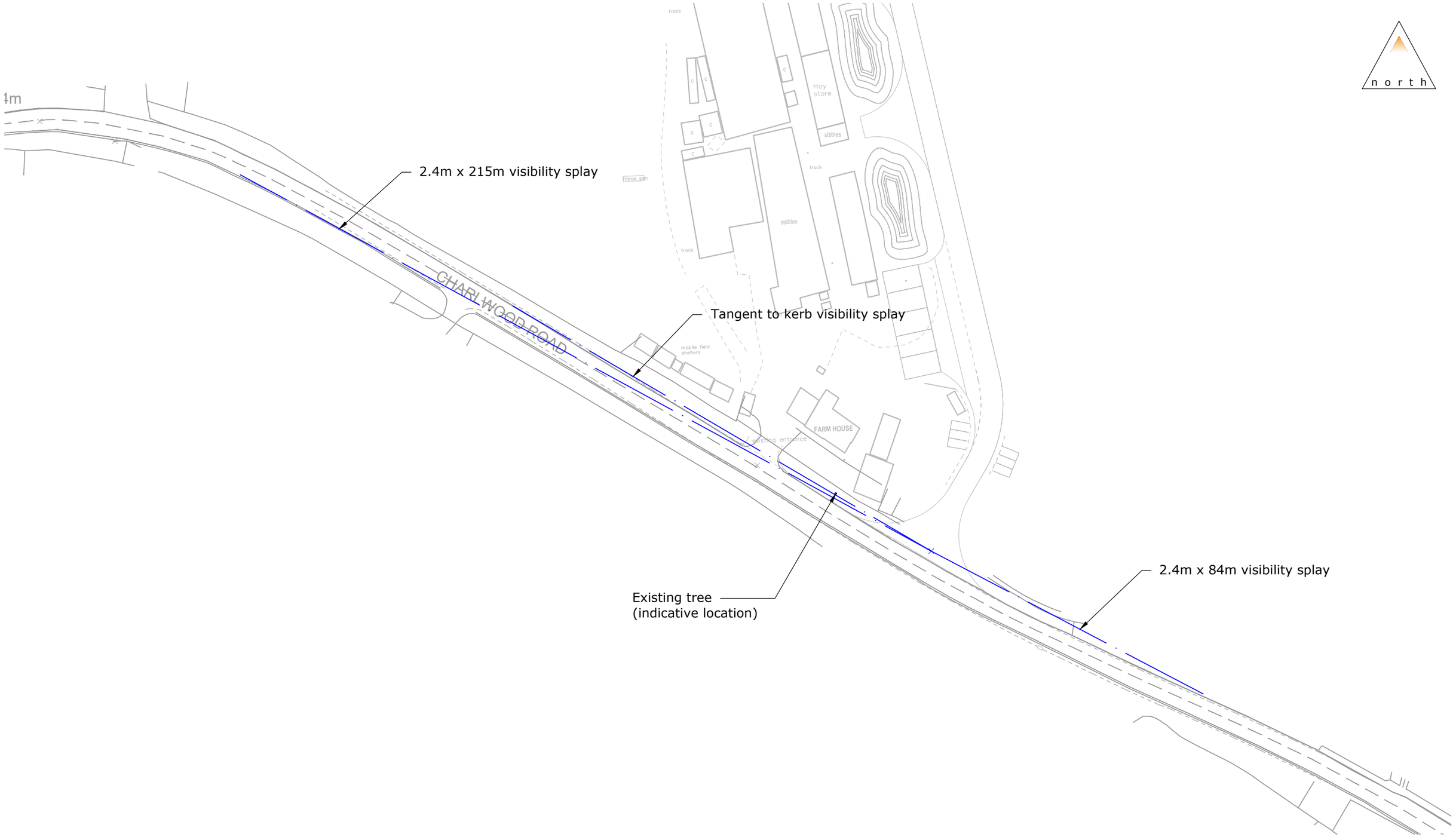
april 2019

Drawing No.

K 015 -P

Appendix E

Proposed Access and Swept Path Analysis



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motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Unit 4.05 Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Kilmarnock Farm, Charlwood Road, Charlwood

Title:
Visibility at Proposed Access

Scale: 1:1000 (@ A3)

Notes:

Drawing:
1806078-03

Revision:
A

north

C

Hay store

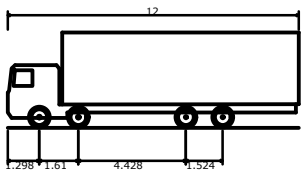
stables

track

stables

FARM HOUSE

existing entrance



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	11.900m

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Unit 4.05 Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Kilmarnock Farm, Charlwood Road, Charlwood

Title:
Swept Path Analysis
Rigid Truck

Scale: 1:500 (@ A3)

Notes:

Drawing:
1806078-TK01

Revision:
A

N:\Projects\pjchar 1806078\Drawings\1806078-TK01 [Rigid Truck].dwg