

Transport Statement

Development at: Evergreen Farm

East Grinstead

West Sussex

RH19 4NE



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Issue	Issue date	Compiled	Checked	Authorised
1	Nov 2020	EM	RW	LS

Executive Summary

The site is located on West Hoathly Road, in East Grinstead, West Sussex.

The proposed development is for "Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system" (reference: WSCC/004/20). The proposals include an improved access onto West Hoathly Road and a turning area on site for HGV vehicles to manoeuvre.

This Transport Statement summarizes the existing situation, the proposed HGV routing and the likely transport impact of the proposed development through a trip forecasting exercise. Specifically, this transport statement addresses the WSCC consultation comments (13/02/2020) requesting further information on:

- Routing agreement, to provide more clarity on which road network HGV's will enter;
- A commitment to a Section 59 Agreement by the applicant; and
- Stage 1 RSA on the access and the proposed vehicle route.

The proposals are in accordance with current policies and guidance provided by West Sussex County Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2019 (NPPF).

It is estimated that there will be 120,000 to 150,000 cubic metres of soil required to construct the proposed landfill cap. HGVs delivering soil to the site can accommodate 10m³ of soil on average each journey. This equates to around 12,000 to 15,000 annual HGV deliveries. Throughout the 80 week operation period, this amounts to 31 HGV deliveries a day, or 3.1 HGV deliveries each hour during the sites weekday operational hours (07:00am – 17:00pm, Monday to Friday). The forecasted HGV trips associated with the proposed development will result in a small increase to traffic flows on the local highway network that represents a negligible impact and could be easily accommodated on the highway network.

To control noise impact from 4 of 17 machinery, part of the site will only operate over 8-weeks per annum. Construction times are dependent on the availability of suitable material and to ensure the area limited to 8-weeks of work per annum. It is estimated that importation of the required soils can be achieved in approximately 80-weeks.

The site can be accessed by sustainable forms of transport such as bus and have a moderate frequency of services during peak hours for the small number of on-site staff.

Vehicles will access the site via an improved access onto West Hoathly Road. This will be in the form of a bell-mouth access connecting to an improved two-way access road into the site.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) report has been prepared for AMV Haulage in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by AMV Haulage to prepare a Transport Statement in connection with the proposed restoration of the former Standen Landfill site at Evergreen Farm, on West Hoathly Road, in East Grinstead.
- 1.3 Specifically, the report has been prepared to address the 13th February 2020 WSCC consultation comments (see **Appendix A**) on planning application WSCC/004/20, requesting further information on:
 - Routing Agreement-providing more clarity on which road network HGV's will enter;
 - A commitment to a Section 59 Agreement by the applicant; and
 - Stage 1 RSA on the access.

Policy Context

- 1.4 This Transport Statement has been written in accordance with the following frameworks:
 - 2019 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - West Sussex County Council Local Transport Plan (2016 – 2031);
 - West Sussex Joint Minerals Local Plan (July 2018);
 - West Sussex Waste Local Plan (April 2014).

2 Existing Site

Site Location

- 2.1 The existing site is agricultural land (used as rough pasture) and has adjacent equestrian and residential usage. The site was previously in use as a landfill before an application was approved on 1981-03-02 (GR/350/80) to reclaim the land for agricultural purposes.
- 2.2 The existing site can be accessed via West Hoathly Road for vehicles.
- 2.3 An aerial view of the existing site can be seen in **Figure 2.1**, indicated by the red boundary line.

Figure 2.1 - Aerial View of the Existing Site



3 Local Highway Network

- 3.1 The site is adjacent to West Hoathly Road which is a rural road subject to a 60mph speed limit. West Hoathly Road connects Sunnyside neighbourhood, approximately 750m to the north in East Grinstead, and to Weir wood Reservoir, approximately 2.3km to the south.
- 3.2 Saint Hill Road is located approximately 550m south of the site access. Saint Hill Road runs from the Saint Hill/West Hoathly Road junction north to the B2110.
- 3.3 The B2110 connects Lower Beeding in West Sussex to Royal Tunbridge Wells in Kent, via East Grinstead, Forest Row and Groombridge.

Accident Data

- 3.4 Local vehicle incident records in a 250m vicinity of the site and along the proposed HGV routing (Imberhorne Lane / Saint Hill Road / West Hoathly Road) were reviewed for the years 2015-2019 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an easy to use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

Incidents in a Close Vicinity of the Proposed Development

- 3.5 There has been 1 incident over the last 5 years (2015-2019) in a 250m radius of the site, along West Hoathly Road, as illustrated by the yellow exclamation mark in **Figure 3.1** below. The details of this incident can be seen in **Table 3.1** below.

Figure 3.1 - Recorded Accident Crash Map



Table 3.1 - Accident Details Within a Close Vicinity to the Site

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
02/05/2017	Slight	West Hoathly Road	1	1

Incidents Along Imberhorne Lane

3.6 There has been 15 incidents over the last 5 years (2015-2019) along Imberhorne Lane, as illustrated by the exclamation marks in **Figure 3.2** and **Figure 3.3** below. The details of this incident can be seen in **Table 3.2** and **Table 3.3** below.

Figure 3.2 – Northerly Section of Imberhorne Lane



Figure 3.3 – Southerly Section of Imberhorne Lane

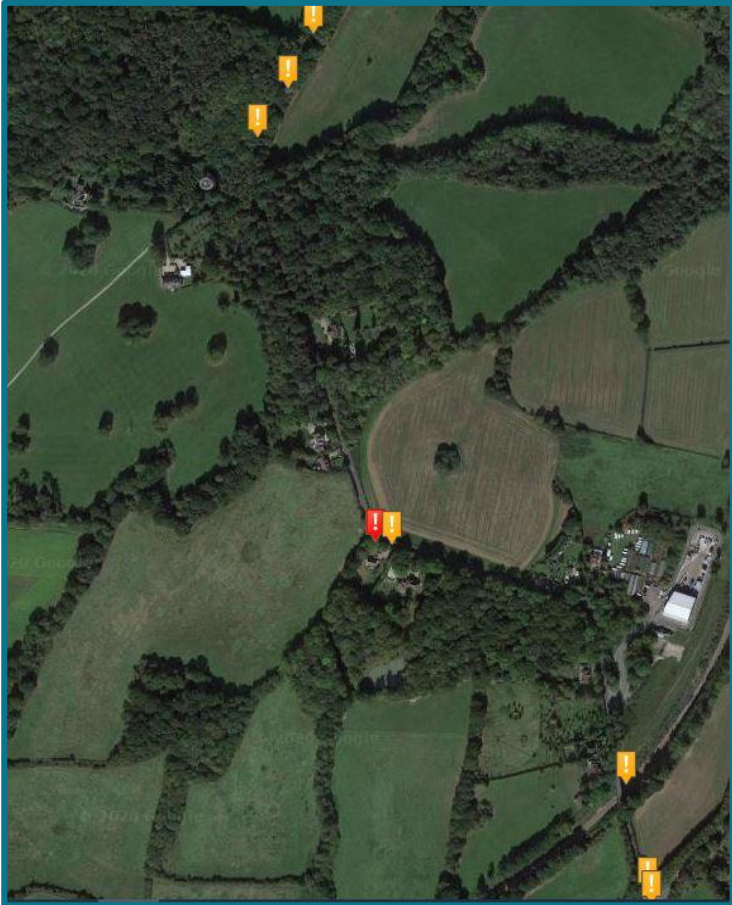


Table 3.2 – Northerly Section of Imberhorne Lane Incidents

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
09/03/2016	Slight	100m south of Imberhorne School	2	1
23/06/2016	Serious	Imberhorne Lane / Heathcote Drive junction	3	1
19/06/2017	Slight	Hills Road / Imberhorne Lane Roundabout	2	1
07/11/2017	Serious	33m south of Imberhorne School	1	1
22/11/2017	Slight	16m north of Imberhorne Lane / Imberhorne Way junction	2	3
20/04/2018	Slight	20m south of Hills Road / Imberhorne Lane Roundabout	2	3
04/10/2019	Slight	Adjacent to Imberhorne School	3	1

Table 3.3 – Southerly Section of Imberhorne Lane

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
22/06/2018	Slight	140m north of Imberhorne Lane / B2110 / Saint Hill Road Junction	1	2
27/07/2018	Slight	Imberhorne Lane 140m north of Tilkhurst Farm Cottages	2	1
29/07/2018	Slight	Imberhorne Lane 100m north of Tilkhurst Farm Cottages	2	1
09/08/2018	Serious	Sharp bend 270m west of Imberhorne Lane Nursery	1	3
05/02/2019	Slight	Imberhorne Lane / B2110 / Saint Hill Road Junction	2	1
20/10/2019	Slight	Imberhorne Lane 170m north of Tilkhurst Farm Cottages	1	1
23/11/2019	Slight	Sharp bend 260m west of Imberhorne Lane Nursery	1	1
30/12/2019	Slight	Imberhorne Lane / B2110 / Saint Hill Road Junction	2	2

Incidents Along Saint Hill Road

3.7 There has been 2 incidents over the last 5 years (2015-2019) along Saint Hill Road, as illustrated by the exclamation marks in **Figure 3.4** below. The details of this incident can be seen in **Table 3.4** below.

Figure 3.4 – Saint Hill Road



Table 3.4 – Saint Hill Road

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
04/05/2016	Slight	Saint Hill Road / West Hoathly Road junction	2	1
29/05/2016	Serious	110m west of Saint Hill Road / West Hoathly Road junction	1	1

3.8 This level of accidents (18 accidents) along the 4.6km vehicle route does not suggest that the proposed development would have an impact to the risk of highway incidents. Moreover, the absence of any significant clusters of incidents around pinch points or junctions does not raise any highway safety concerns. Several of the incidents were reviewed near junctions and on potentially hazardous bends (see **Appendix B**). However, the causes of these incidents are unclear and does not indicate what they were specifically a result of.

4 Modal Choice & Travel Data

Bus Services

- 4.1 The nearest bus stop to the site is Standen National Trust bus stop, located approximately 180m (2-minute walk) south of the site access point on West Hoathly Road. Services during peak hours can be seen below in **Table 4.1**.

Table 4.1 – Weekday Local Bus Services to the Site (Standen National Trust)

Service	Destination	Frequency in	Frequency in	Daily Services
		0800 – 0900 AM peak hour	1700 – 1800 PM peak hour	
84	Crawley – Three Bridges – Turners Hill – West Hoathly – Sharpthorne – Standen – East Grinstead	1	1	6

Rail

- 4.2 The nearest railway station is East Grinstead Railway Station, located approximately 2.7km (35-minute walk or 12-minute cycle) north of the site.
- 4.3 East Grinstead Railway Station facilities and services include:
- 96 cycle parking spaces with storage CCTV;
 - 349 standard car parking spaces (£5.80 per day);
 - disabled car parking spaces;
 - ticket office and ticket machines;
 - toilets;
 - ATM;
 - Wi-Fi;
 - waiting rooms;
 - taxi rank;
 - step free access; and
 - ramp for train disabled access.
- 4.4 Services from this Station are operated by Southern Rail. Details of the typical weekday frequency and destinations of trains from East Grinstead Railway Station are outlined in **Table 4.2** below.

Table 4.2 - Typical Weekday Frequencies in Peak Hours from East Grinstead Railway Station

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Adult Single	Adult Return
London Victoria – via Dormans – Lingfield – Oxted – Woldingham – East Croydon – Clapham Junction	2	3	£14.40	£26.80

4.5 As **Table 4.2** demonstrates, there is a high frequency of rail services to key destinations during peak hours. The reasonable cycling distance between East Grinstead Railway Station and the site means that travel by rail is a sustainable modal choice for future users proposed development.

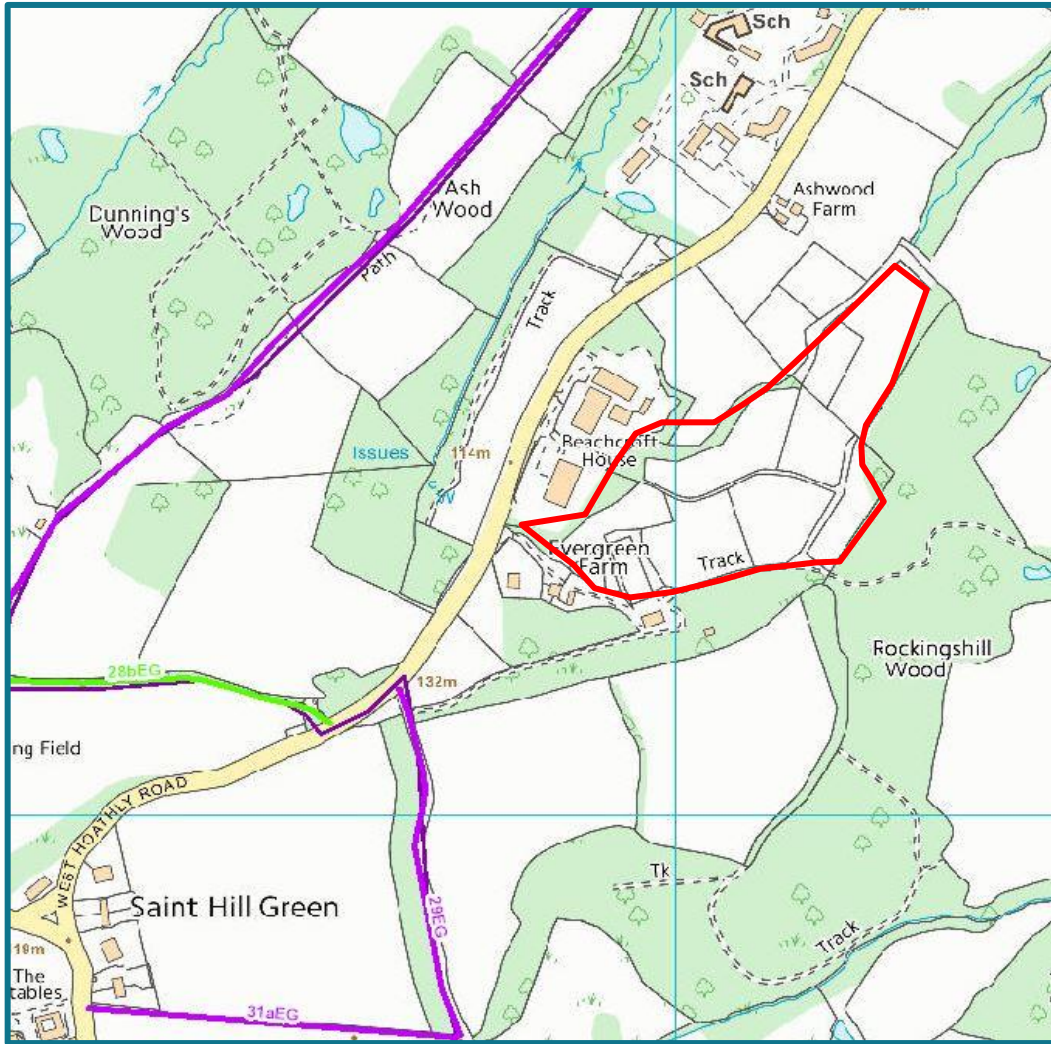
Walking and Cycling

4.6 NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.

4.7 There are no footways in the immediate vicinity of the site, however, the short cycling distance of 2km between East Grinstead town centre and Evergreen Farm (9-minute cycle) means that cycle journeys are a viable modal of transport for local staff working at the proposed development site.

4.8 There are two public right of way (PRoW) located within a close proximity (300meters) to the site. **Figure 4.1** below illustrates the locations of PRoW 29EG and PRoW 28bEG. Although these PRoW are within a close proximity to the site, they do not cross the proposed development site, or the site access. Both PRoW do however cross West Hoathly Road, approximately 155m south of the proposed development site access. HGV drivers accessing the site will be made aware of potential pedestrian movements within a close proximity of the site.

Figure 4.1 – Public Right of Way 3096 (WSCC PRoW)



5 Proposed Development

- 5.1 The proposed development is for the “Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system” at Evergreen Farm, on West Hoathly Road, in East Grinstead. The proposed development site is approximately 4.4ha (44,000m²) (including access roads). It is estimated that there will be 120,000 to 150,000 cubic metres of soil required to construct the proposed landfill cap. This allows sufficient material for the clay cap, restoration layer and a new topsoil level. The approved land levels will control the maximum level of imported soil. Three full time staff members will operate 1-2 x bulldozers and 1 x 360 digger (Bulldozer Komatsu D61 px * 360 digger Komatsu pc210 lc).
- 5.2 The proposed restoration of the former Standen Landfill site will also provide:
- An upgraded bell-mouth junction onto West Hoathly Road;
 - An upgraded access road with passing places for HGVs;
 - A turning area for HGVs;
 - 5 car parking spaces;
 - 2 visitor car parking spaces;
 - 3 cycle parking spaces;
- 5.3 The proposed development layout plan can be seen in **Appendix C**.

Proposed Access and Routing

- 5.4 Vehicles will access the site via the improved vehicular access onto West Hoathly Road. This will be in the form of a bell-mouth with 15m radii, providing access to an improved access road with passing places HGV traffic.
- 5.5 **Appendix D** demonstrates that a HGV can safely access and egress the improved junction between the proposed development site and West Hoathly Road.
- 5.6 HGVs accessing & egressing the proposed site will be via the following route:
- The A22, travelling south onto Imberhorne Lane;
 - Travel south along Imberhorne Lane and across the B2110 cross road, onto Saint Hill Road;
 - Travel south along Saint Hill Road and turn left on the West Hoathly junction; and
 - Travel north along West Hoathly Road to turn right into the site

Appropriate temporary signage will be agreed with WSCC and erected along the route. The lorry route plan is included in **Appendix E**.

- 5.7 This above route does not conflict with any weight or height restrictions. The town of East Grinstead has been avoided for HGV routes due to the narrow roads and pinch points and the potential impact that HGVs would have upon traffic flows in the town centre. HGVs will travel the same route back to the A22 when leaving the site.
- 5.8 The proposed HGV routing between the A22 and the proposed development site has been analysed to ensure that HGVs can safely manoeuvre the narrower rural roads. A swept path analysis of the Imberhorne Lane / B2110 / Saint Hill Road crossroad junction, the Saint Hill Road / West Hoathly Road junction and the two sharp bends on Imberhorne Lane (between Greenacres house and Imberhorne Lane Nurseries) has been carried out (see **Appendix F**). As **Appendix F** demonstrates, there are no highways safety issues with the proposed HGV route between the A22 and the proposed development site.

Stage 1 Road Safety Audit/Design Review

- 5.9 EC Road Safety Limited was commissioned by GTA Civils Ltd to undertake a Stage 1 Road Safety Audit on the proposed site access on West Hoathly Road and on the proposed construction route between the A22 (London Road) and the site, via Imberhorne Lane, Saint Hill Road and West Hoathly Road.
- 5.10 There were four issues raised through the RSA1 process which have now been addressed. Therefore, the RSA1 has not raised any fundamental problems that cannot be resolved.
- 5.11 The Designers Response to the Stage 1 RSA and the full details of the Stage 1 RSA can be viewed in **Appendix G**.

Proposed Parking

- 5.12 Although WSCC do not provide specific parking standards for the proposed development site, they do also state that developments should be assessed on a case-by-case basis (page 8, section 6.3 of West Sussex County Council Guidance on Parking at New Developments 2020) through the assessment of:
- the development's land-use;
 - trip rate associated with the development (including base and forecast mode share); and
 - the user group of staff/visitors of the site (including shift patterns).
- 5.13 The proposed development will not generate a high parking demand, since the majority of vehicle movements to the site will be HGVs delivering to the site and leaving shortly after. Accordingly, car parking spaces required will be for staff working onsite, with some additional visitors car parking spaces. Since the proposed development will employ 3 full time staff, with 2 specialists visiting

occasionally, it is considered that 5 staff car parking spaces are required, with 2 additional visitors car parking spaces.

- 5.14 In accordance with the above WSCC guidance on car parking, cycle parking will be provided on an ad hoc basis. Since the proposed development will employ 3 full time staff, it is considered that 3 staff cycle parking spaces are provided.

Servicing & Emergency Access

- 5.15 In accordance with Manual for Streets, a fire appliance will be able to access the site in case of emergencies.

6 Trip Generation

Existing Trip Generation

- 6.1 The existing site is agricultural land used as rough pasture. Vehicle movements associated with the existing site are infrequent and low. Accordingly, to conduct a robust assessment, no vehicle movements are associated with the existing use of the site and all vehicle movements associated with the proposed development are considered as new.

Proposed Trip Generation

- 6.2 The proposed development will require an estimated 120,000m² to 150,000m² of soil to construct the proposed landfill cap. Each 32 tonne HGV can carry around 16 tonnes per load, which amounts to 10m³ of material on average per HGV. This equates to approximately 12,000 to 15,000 annual HGV deliveries, resulting in 24,000 to 30,000 annual trips.

- 6.3 Based on the circumstance that there are 253 working days in the 2021 calendar year and that the site will operate for half a day on Saturdays (08:00am to 13:00pm) (52 Saturdays per year), the site will be operational for a total of 279 days a year. The following calculation is for the daily distribution for HGV deliveries associated with the site:

- 12,000 annual deliveries divided by 279 = 43 daily deliveries;
- 15,000 annual deliveries divided by 279 = 53.7 daily deliveries;
- The mean of the two potential annual delivers = 48 daily deliveries;
- Distributed over an 80 week period instead of a 52 week period results in a 35% daily delivery reduction;

Total daily deliveries over an 80 week period = 31 daily deliveries

- 6.4 This annual forecast amounts to approximately 31 daily HGV deliveries, or 62 two-way daily HGV trips throughout the 80 week operation period. Throughout the daily operational hours of 07:00am to 17:00pm on weekdays, 31 daily HGV deliveries equates to 3.1 deliveries every hour, or one delivery every 19 minutes.
- 6.5 Fluid Planning's 2019 Planning & Transport Statement demonstrated the following traffic flows in **Table 6.1** and **Table 6.2** along Saints Hill Road and West Hoathly Road through an ATC survey.

Table 6.1 – Saints Hill Road Traffic Flows

	HGV	Articulated / Buses	Total HGV, articulated and buses	Total flows of all traffic
Northbound	96	152	248	10,292
Southbound	124	146	270	10,334

0043 Evergreen Farm Planning and Transport Statement (Rev B) – Fluid Planning

Table 6.2 – West Hoathly Road Traffic Flows

	HGV	Articulated / Buses	Total HGV, articulated and buses	Total flows of all traffic
Northbound	66	77	143	7,263
Southbound	31	46	77	6,827

0043 Evergreen Farm Planning and Transport Statement (Rev B) – Fluid Planning

6.6 Based on the data above, the proposed development will have the following impact upon HGV and traffic flows on Saints Hill Road and West Hoathly Road.

Table 6.3 – Saints Hill Traffic Flows with Development

Direction	HGV	Articulated / Buses	Total HGV, Articulated and Buses	Total Flows of All Traffic
Northbound	127 (+25%)	152 (+0%)	279 (+11%)	10,323 (+0.3%)
Southbound	155 (+20%)	146 (+0%)	301 (+10%)	10,365 (+0.3%)

Table 6.3 – West Hoathly Road Traffic Flows with Development

Direction	HGV	Articulated / Buses	Total HGV, Articulated and Buses	Total Flows of All Traffic
Northbound	97 (+32%)	77 (+0%)	174 (+18%)	7,294 (+0.4%)
Southbound	62 (+50%)	46 (+0%)	108 (+29%)	6,858 (+0.5%)

6.7 As **Table 6.3** and **Table 6.4** above demonstrate, the forecasted HGV trips associated with the development will result in a small increase to traffic flows on the local highway network that represents a negligible impact and could be easily accommodated on the highway network.

7 Conclusion

- 7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 7.2 Key transport-relevant elements of the development, including HGV routing, access arrangements, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 7.3 The proposed restoration of the former Standen Landfill site will also provide:
- An upgraded bell-mouth junction onto West Hoathly Road;
 - An upgraded access road with passing places for HGVs;
 - A turning area for HGVs;
 - 5 car parking spaces;
 - 2 visitor car parking spaces; and
 - 3 cycle parking spaces;
- 7.4 Using the basis of first principles, the proposed restoration of the former Standen Landfill site with a woodland and pasture landfill cap system will result in 12,000 to 15,000 annual HGV deliveries, resulting in 24,000 to 30,000 annual trips. This annual forecast amounts to approximately 31 daily HGV deliveries, or 62 two-way daily HGV trips throughout the 80 week operation period. This forecast amounts to approximately 3.1 HGV trips per hour throughout the sites weekday operational hours. Accordingly, the forecasted HGV trips associated with the development will result in a small increase to traffic flows on the local highway network that represents a negligible impact and could be easily accommodated on the highway network.
- 7.5 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

WSCC Consultation Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO:James Neave
FROM:	WSCC - Highways Authority
DATE:	13th February 2020
LOCATION:	Evergreen Farm West Hoathly Road East Grinstead RH19 4NE
SUBJECT:	WSCC/004/20 Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	N/A

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on matters relating to highway safety and capacity at the above site.

This application (WSCC/004/20) follows the withdrawal of similar application from 2019 (WSCC/061/19). The revised application is, in part, an attempt to address matters raised by consultees and third parties during the original application, in particular those of the LHA which are outlined in more detail in the report below.

The proposals relate to the the former landfill operation. Contamination has the potential for a high risk to human health from landfill gas and groundwater leachate emissions to controlled waters. This application requests permission for "Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system". The site will operate 07.00 to 17.00 Monday to Friday and occasionally Saturdays 08.00 to 13.00.

The proposals are supported by way of a revised Transport Statement (TS). There are no changes to the access arraignments as part of these proposals. The site has two accesses both onto West Hoathly Road one to the north and one to the south. West Hoathly Road is a 'C' class road subject to a 60 mph speed limit.

Comments

In our previous comments the LHA requested further information on the following points:

- Routing Agreement-providing more clarity on which road network HGV's will enter
- A commitment to a Section 59 Agreement by the applicant
- Stage 1 RSA on the access

Comments on each of the 3 points raised is provided below.

Routing Agreement- The LHA would suggest that the Routing Agreement is discussed at further length with the LHA in a formal meeting between ourselves and the County Planning Officer.

Section 59 (S59) Agreement-The applicant has confirmed they are agreeable to controlling vehicle deliveries to outside of peak hours (9.30 - 15.30) and will commit to a S59 agreement to ensure the highway is maintained and damage repaired along the routeing.

Stage 1 RSA-As requested a Stage 1 RSA has been undertaken in accordance with GG/119 parameters. The RSA makes two recommendations. The RSA does not however have a formal Designers Response or confirm whether the northern access into the site has been assessed as part of the RSA. As part of the latest GG/119 parameters the LHA would request that the 2 problems raised are produced formally in a Designers Response.

Within the applicants supporting information reference is made to the points raised in the RSA. Paragraph 2.16 of the planning statement deals with these issues. Recommendation 3.1.1 requests vehicle tracking on the right hand turn from the egress onto West Hoathly Road. Following this a left hand turn is proposed and vehicle tracking has been updated on drawing fp0043.10. Recommendation 3.5.1 suggests signage to warn other users of the highway. This could be provided via a condition once the signage has been agreed with the LHA.

Conclusion

The information relating to the Stage 1 RSA should addressed as outlined above, in addition we advise a meeting to discuss the routing agreement further with the applicant.

Jamie Brown
West Sussex County Council – Planning Services

Appendix B

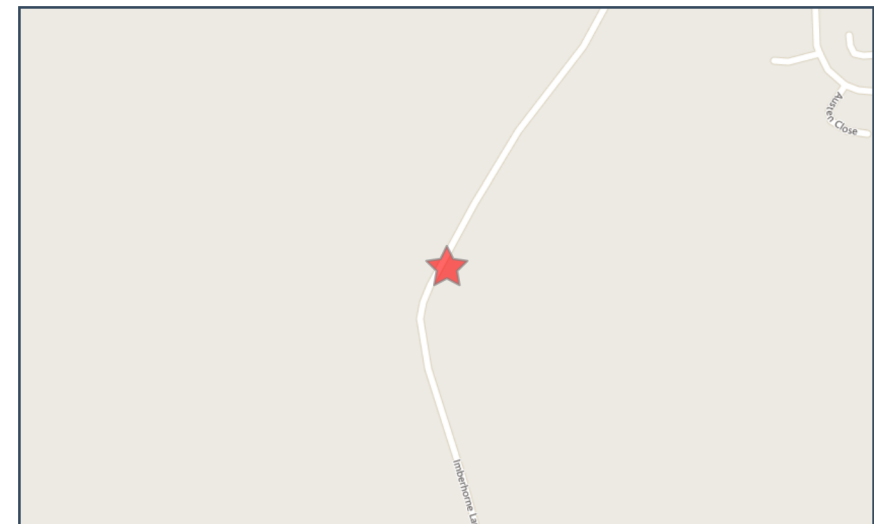
Crashmap Reports



No

Crash Date: Friday, July 27, 2018 **Time of Crash:** 6:30:00 PM **Crash Reference:** 2018471804148

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Mid Sussex District			OS Grid Reference:	537422 137812
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
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
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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	Car (excluding private hire)	8	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Offside	Other	None	None
2	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	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	Male	36 - 45	Unknown or other	Unknown or other

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

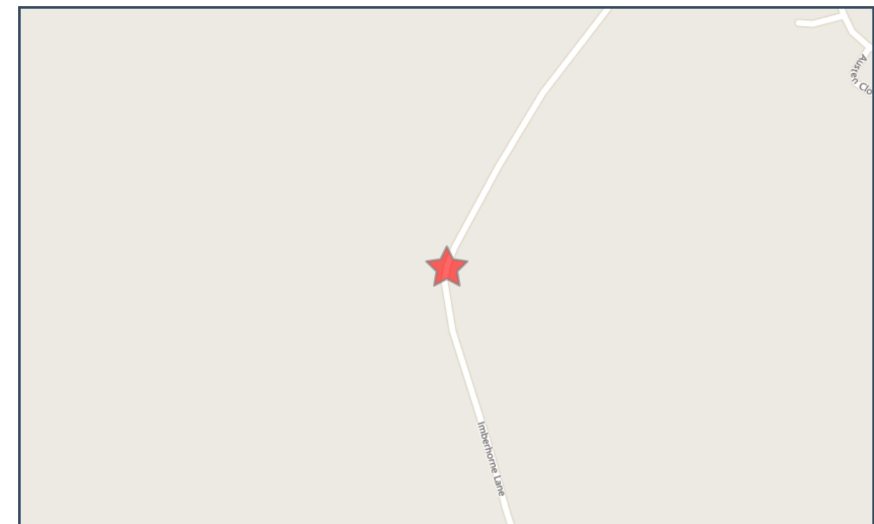
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Sunday, July 29, 2018 **Time of Crash:** 4:00:00 PM **Crash Reference:** 2018471804198

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Mid Sussex District			OS Grid Reference:	537388 137751
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
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
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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	Car (excluding private hire)	16	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	Kerb	None
2	Car (excluding private hire)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other

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

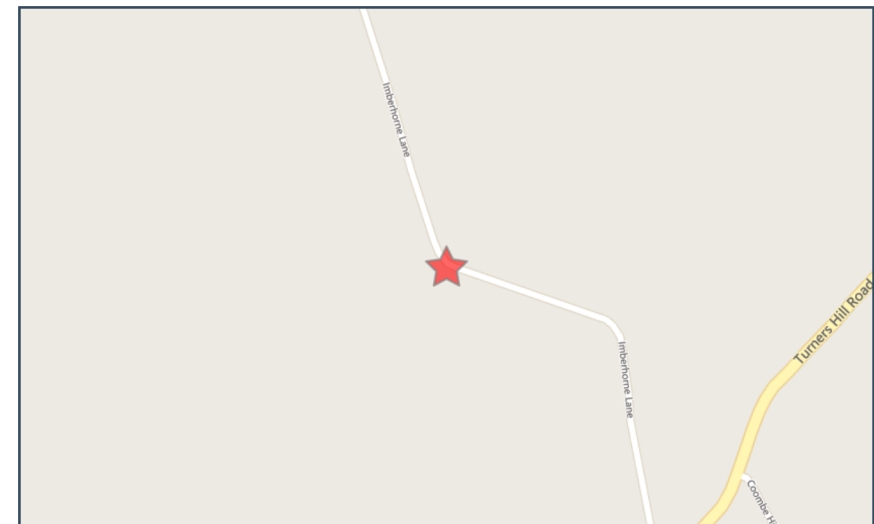
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Thursday, August 09, 2018 **Time of Crash:** 4:07:00 PM **Crash Reference:** 2018471804441

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	3
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Mid Sussex District			OS Grid Reference:	537541 137257
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
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
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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)	4	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

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

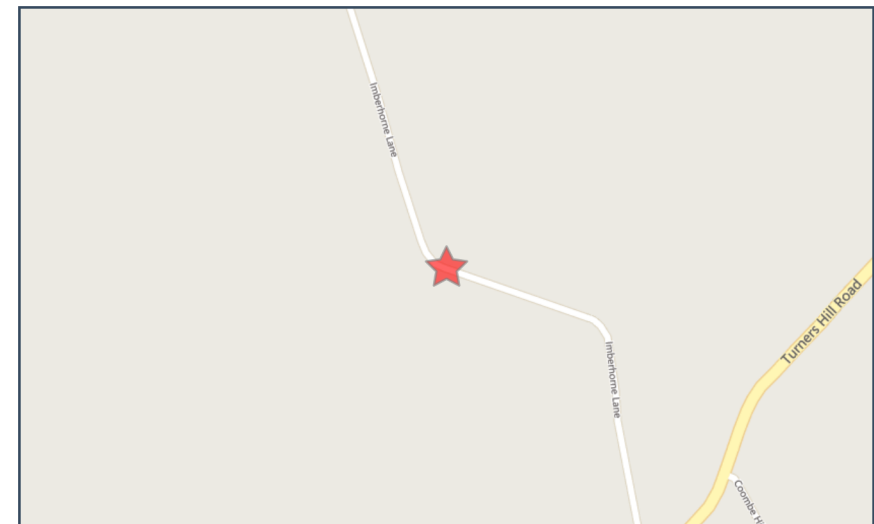
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Saturday, November 23, 2019 **Time of Crash:** 1:08:00 PM **Crash Reference:** 2019470901653

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	1
Local Authority:	Mid Sussex District			OS Grid Reference:	537560 137254
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
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
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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)	11	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Tree

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

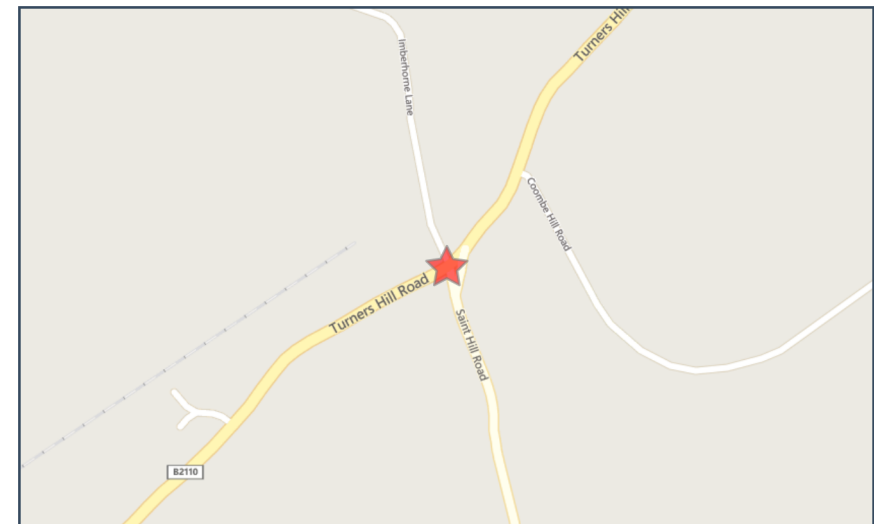
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Monday, December 30, 2019 **Time of Crash:** 8:00:00 AM **Crash Reference:** 2019470914032

Highest Injury Severity:	Slight	Road Number:	B2110	Number of Casualties:	2
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Mid Sussex District			OS Grid Reference:	537879 136821
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Male	56 - 65	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
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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

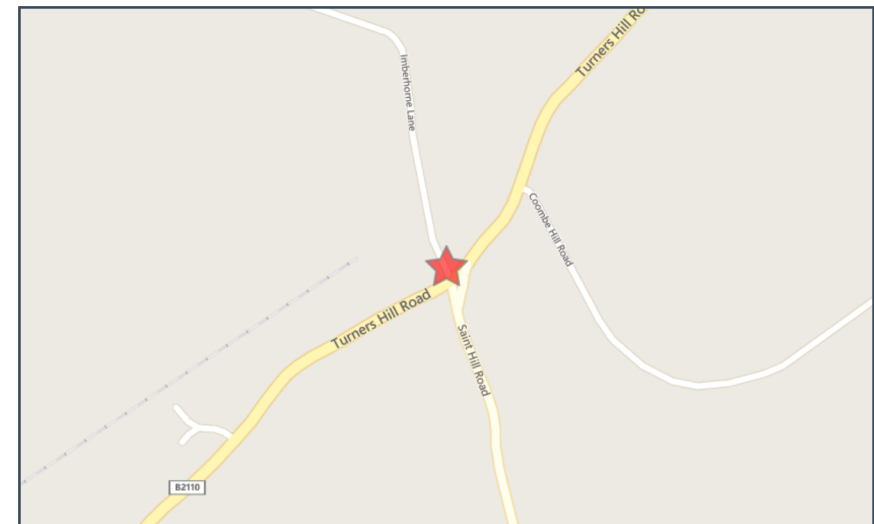
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Tuesday, February 05, 2019 **Time of Crash:** 1:30:00 PM **Crash Reference:** 2019471900694

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	West Sussex			Number of Vehicles:	2
Local Authority:	Mid Sussex District			OS Grid Reference:	537875 136838
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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	Car (excluding private hire)	16	Male	16 - 20	Vehicle is slowing down or stopping	Front	Other	None	None
2	Car (excluding private hire)	2	Female	21 - 25	Vehicle is waiting to turn left	Back	Other	None	None

Casualties

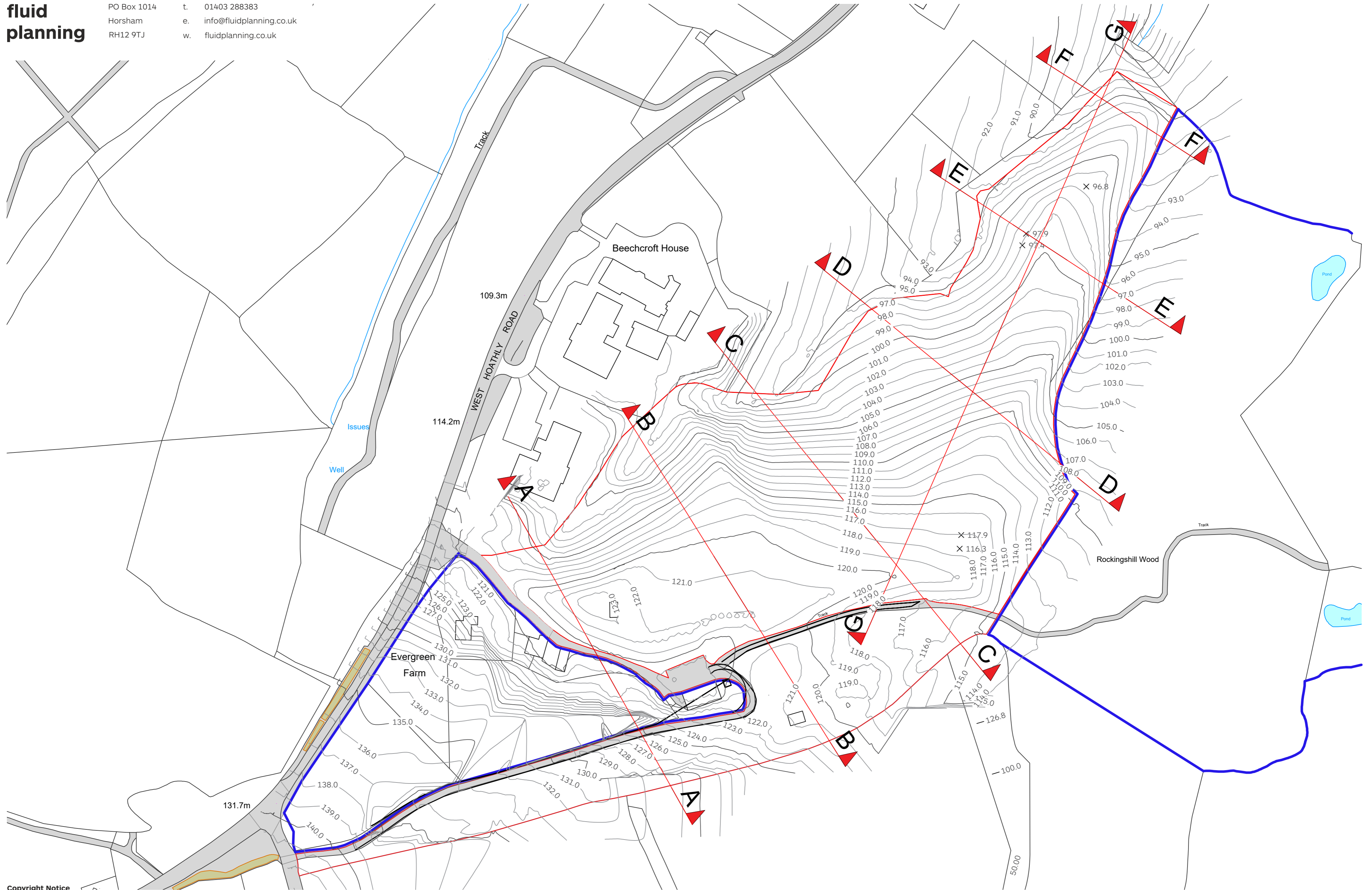
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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


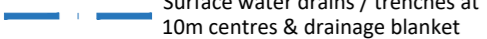
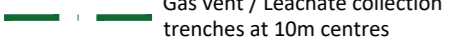


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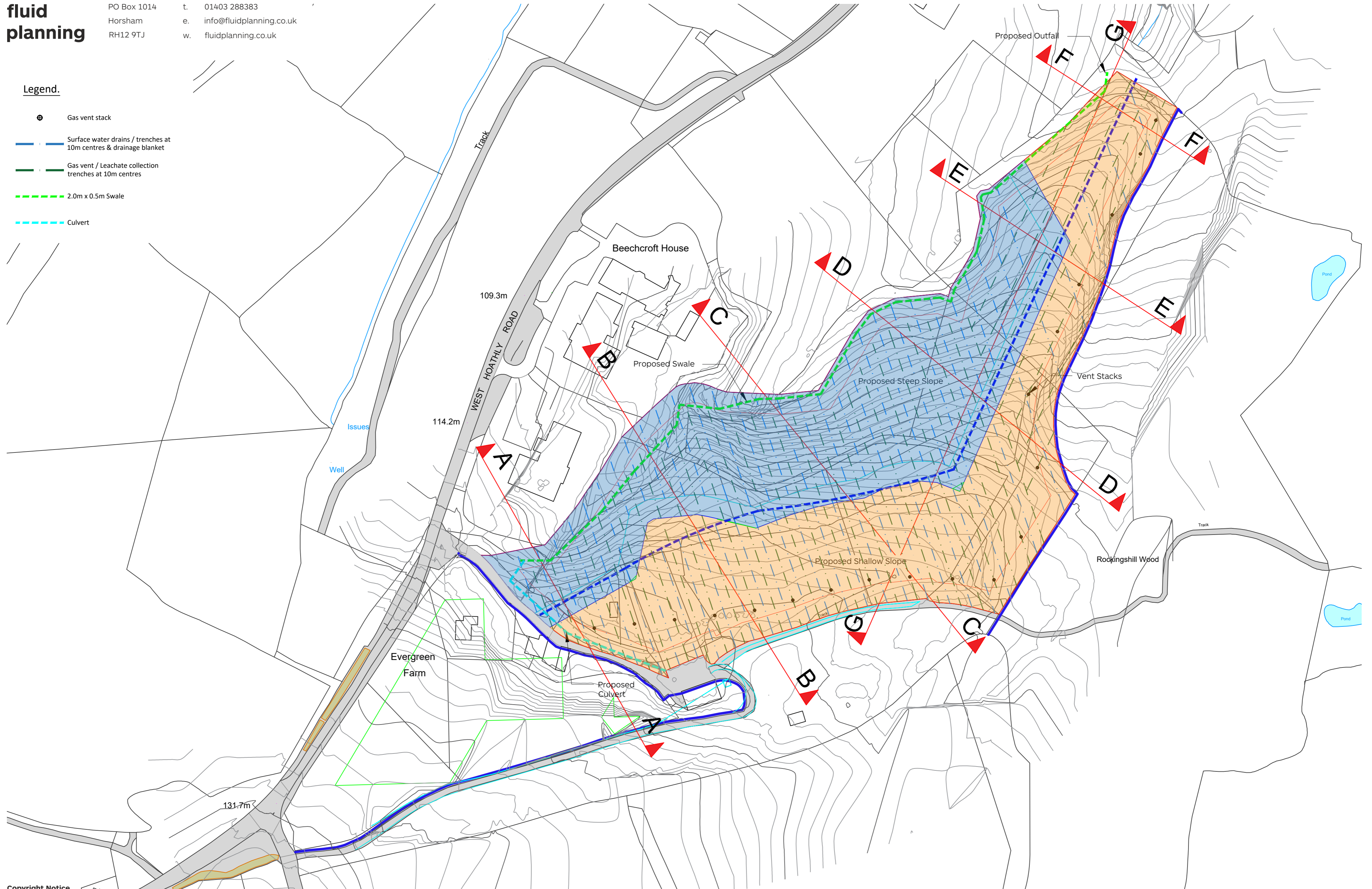
Appendix C

Proposed Development Layout Plan



Legend.

-  Gas vent stack
-  Surface water drains / trenches at 10m centres & drainage blanket
-  Gas vent / Leachate collection trenches at 10m centres
-  2.0m x 0.5m Swale
-  Culvert



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1:1250 @ A2

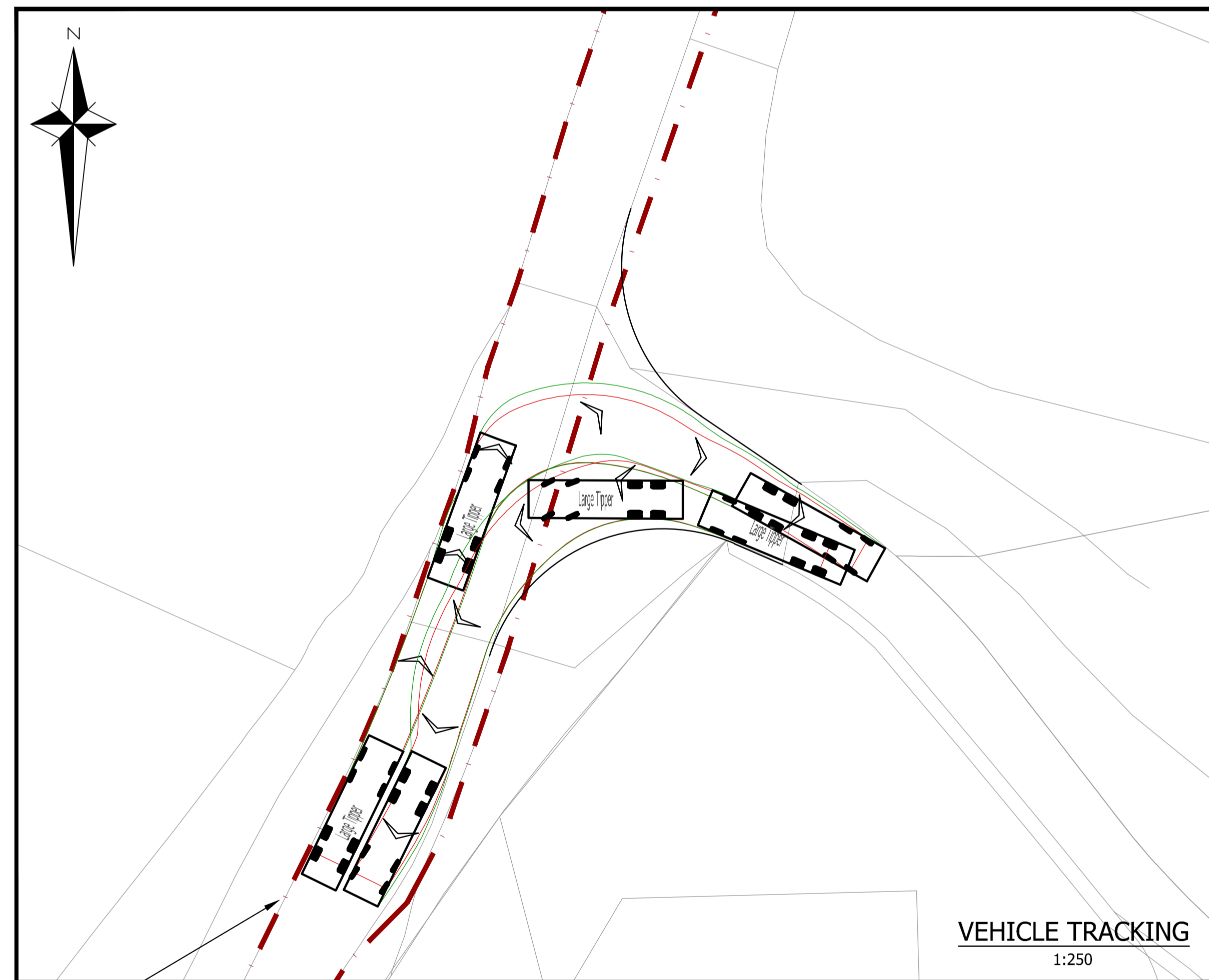
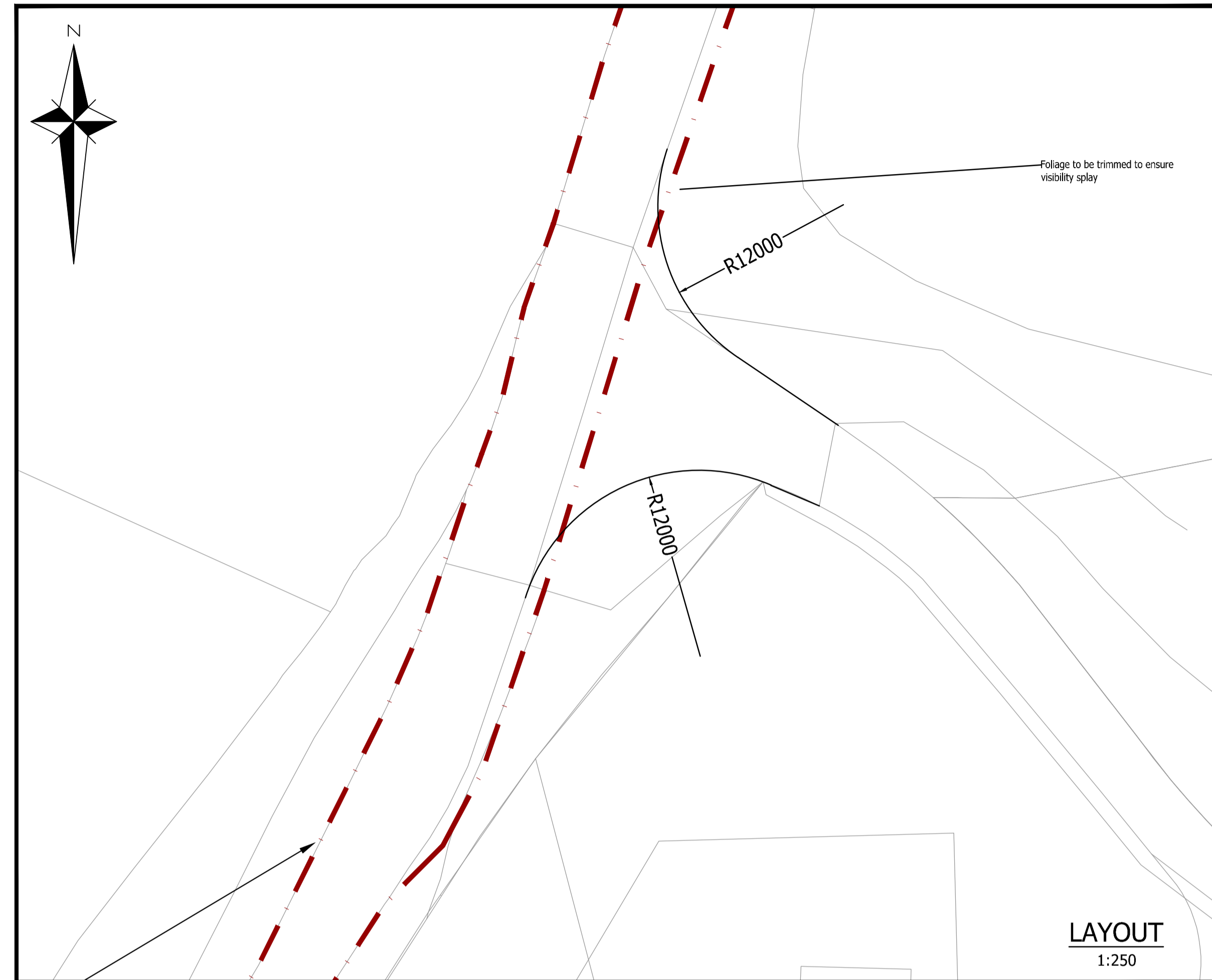
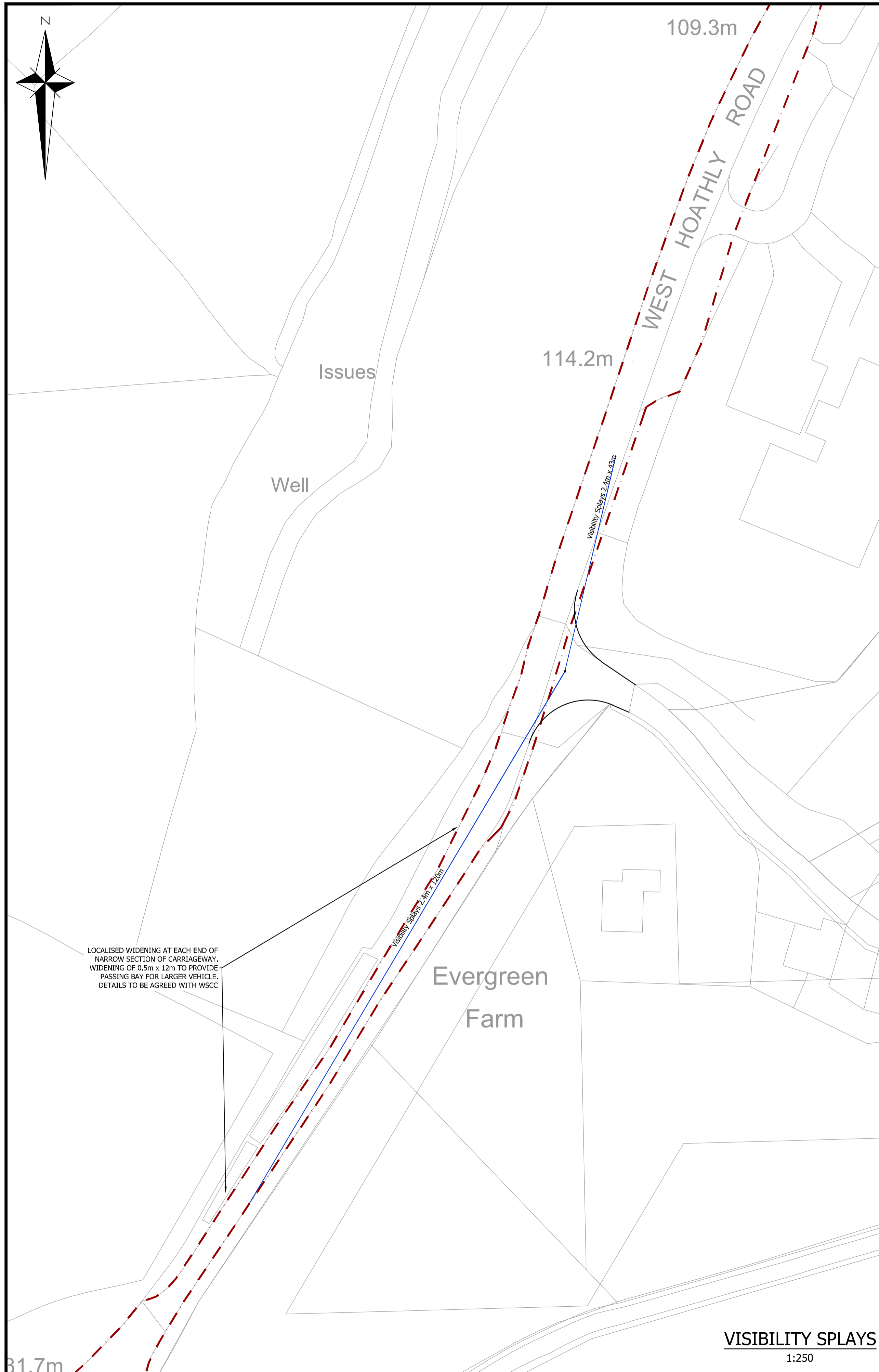
August 2019

Evergreen Farm, RH19 4NE

fp0043.5 Proposed levels with below ground infrastructure

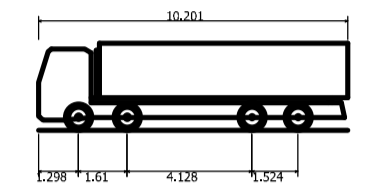
Appendix D

Access Drawing / Swept Path Analysis

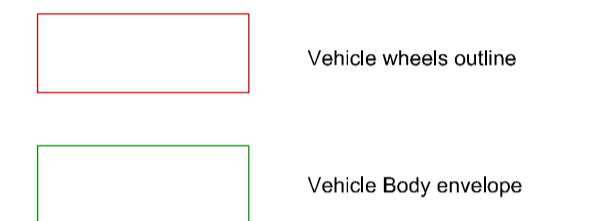


GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the file. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.895m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m



Rev	Amendments	Date	Dsn	Chk
P6	Note revised	06.04.2021	JMW	LS
P5	Note added	09.02.2021	ART	LS
P4	Updated access location	07.01.2021	ART	LS
P3	Updated access location	10.11.2020	JMW	LS
P2	Updated to include Highway Boundary	29.10.2020	JMW	LS
P1	INITIAL ISSUE	29.09.2020	JMW	LS

Status	FOR PLANNING
Client	FLUID PLANNING LTD
Architect	
Project	EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD
Title	ACCESS PLAN
Date	SEPT 2020
Scale	A1 as shown
Clients Ref	Project Ref. 10908

gta Civils & Transport
 Gloucester House, 66a Church Walk,
 Burgess Hill, West Sussex, RH15 9AS
 Tel: 01444 871444 Web: www.gtacivils.co.uk

Drawing Number	10908/101	Rev.	P6
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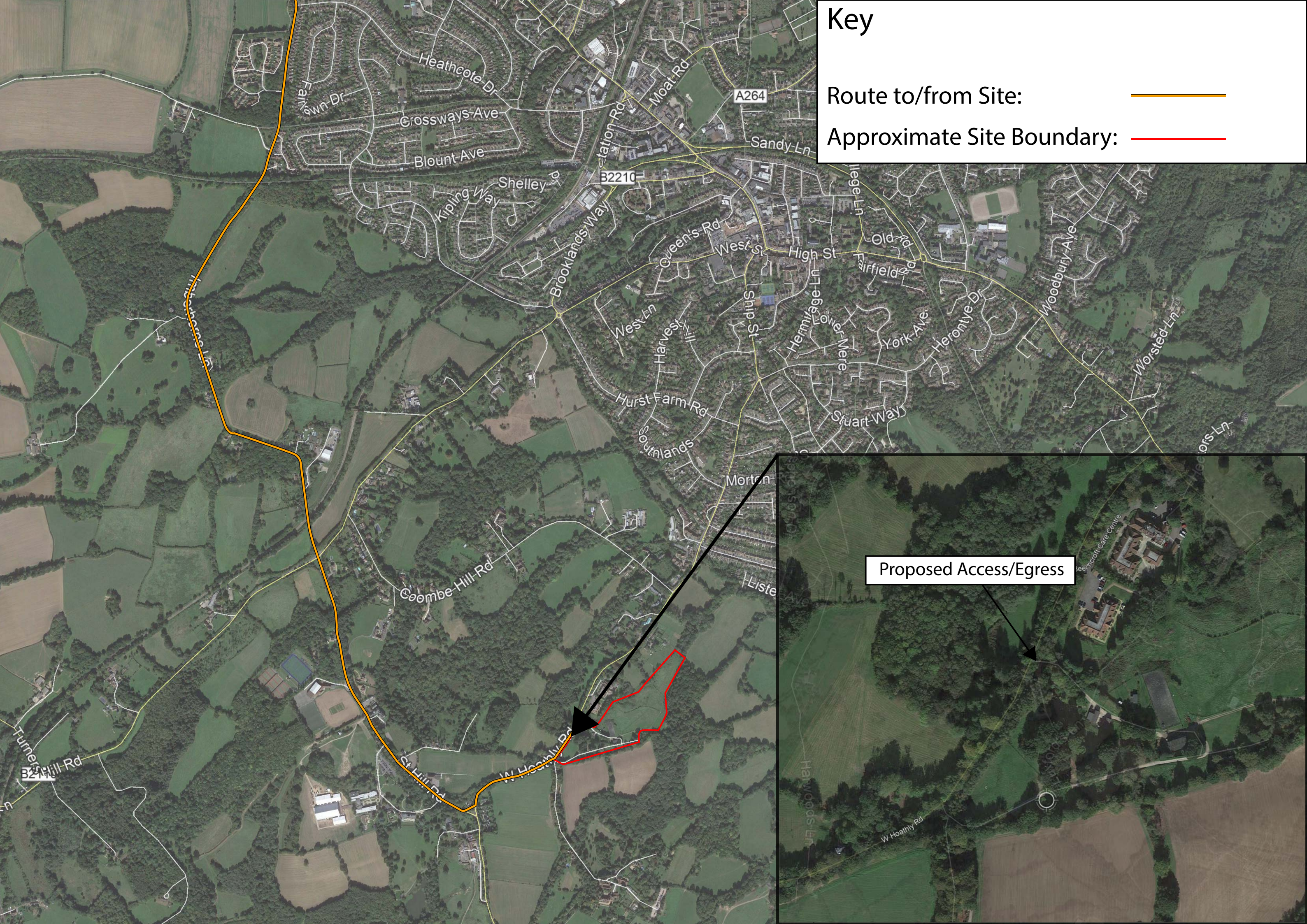
Appendix E

HGV Routing

Key

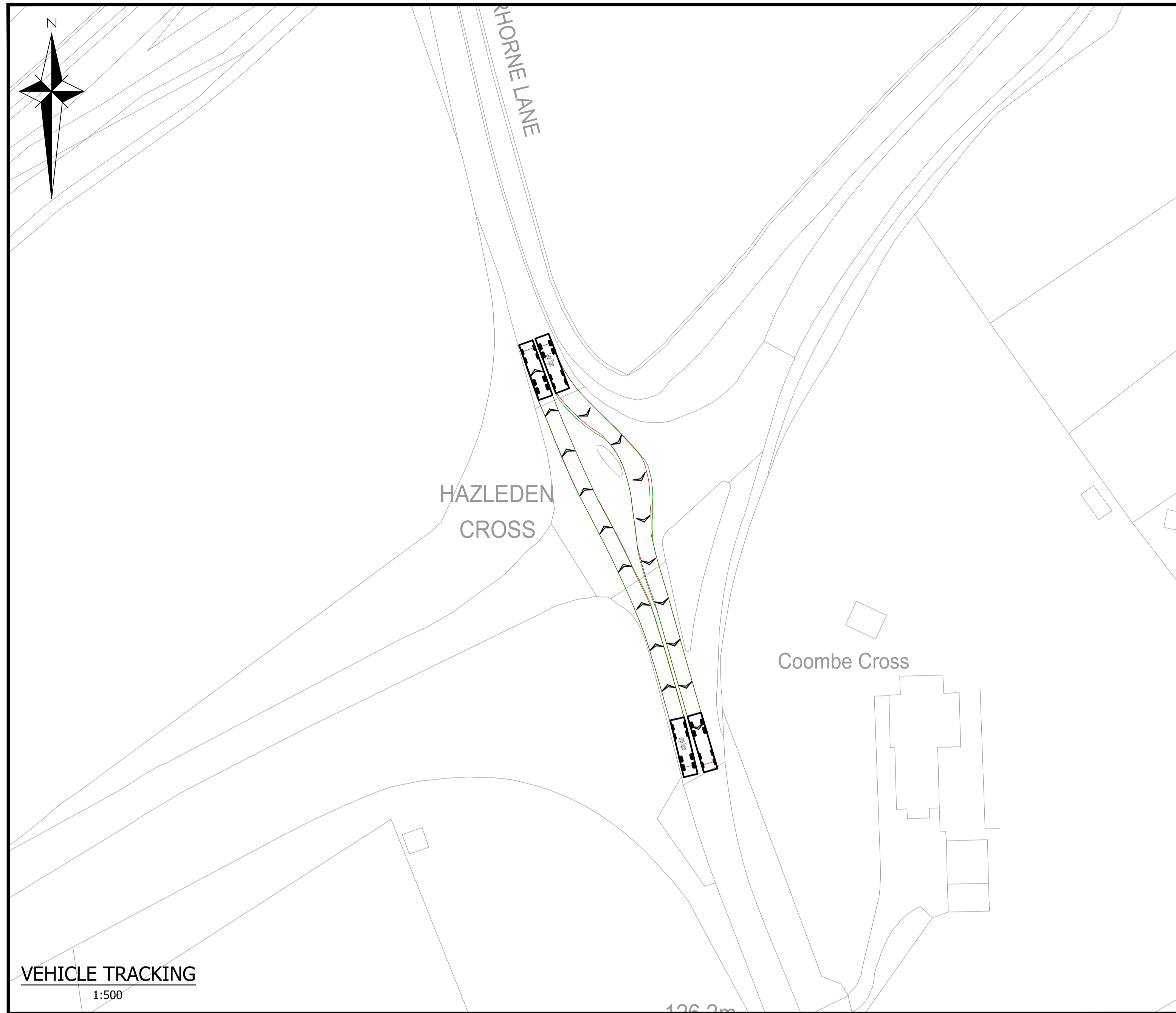
Route to/from Site: 

Approximate Site Boundary: 



Appendix F

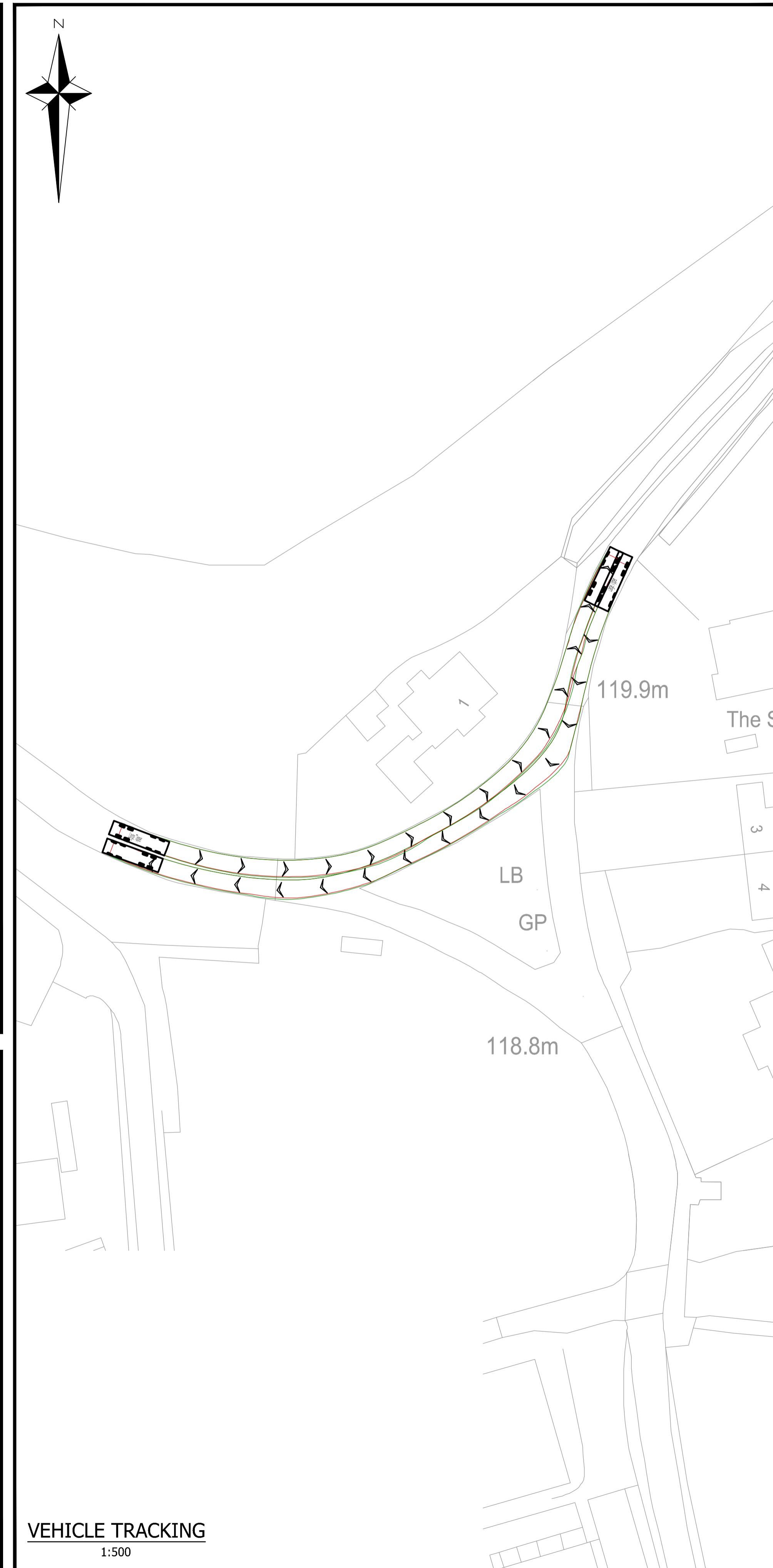
HGV Routing Swept Path Analysis



VEHICLE TRACKING
1:500



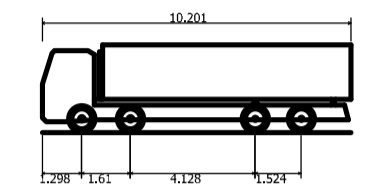
VEHICLE TRACKING
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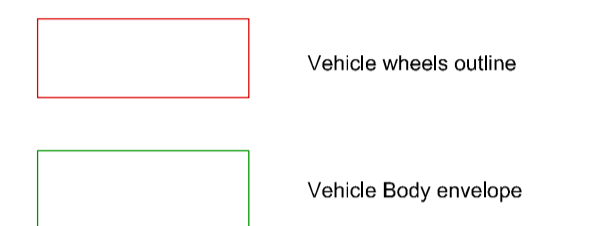
VEHICLE TRACKING
1:500

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Large Tipper
Overall Length 10.201m
Overall Width 2.500m
Overall Body Height 2.893m
Min Body Ground Clearance 0.343m
Max Track Width 2.500m
Lock to lock time 6.06s
Kerb to Kerb Turning Radius 11.550m



PI	INITIAL ISSUE	28.10.2020	JMW	LS
Rev	Amendments	Date	Dsn	Chk
Status FOR PLANNING				
Client FLUID PLANNING LTD				
Architect				
Project EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD				
Title IMBERHORNE ROAD VEHICLE TRACKING				
Date	OCT 2020	Scale @ A1	as shown	
Clients Ref.	Project Ref. 10908			
 Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel: 01444 871444 Web: www.gtacivils.co.uk				
Drawing Number	10908/201			Rev. P2

Appendix G

Designers Response and Stage 1 RSA

Road Safety Audit Response Report

Proposed Development: Evergreen Farm

East Grinstead

RH19 4NE



Index

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2	Designer Organisation response to the RSA1	3
3	Conclusion	5

Schedule of Appendices

- A Road Safety Audit Stage 1
- B Saint Hill Road Pinch Point

Issue	Issue date	Compiled	Checked	Authorised
1 st	December 2020	EM	RW	LNS
2 nd	February 2021	EM	RW	LNS
3 rd	April 2021	EM	RW	LNS

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by the design organisation GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed site access on West Hoathly Road and on the proposed construction route between the A22 (London Road) and the site, via Imberhome Lane, Saint Hill Road and West Hoathly Road.
- 1.2 The proposed development is for the "Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system" at Evergreen Farm, on West Hoathly Road, in East Grinstead. The proposed development site is approximately 4.4ha (44,000m²) (including access roads). It is estimated that there will be 120,000 to 150,000 cubic metres of soil required to construct the proposed landfill cap. This allows sufficient material for the clay cap, restoration layer and a new topsoil level. The approved land levels will control the maximum level of imported soil. Three full time staff members will operate 1-2 x bulldozers and 1 x 360 digger (Bulldozer Komatsu D61 px * 360 digger Komatsu pc210 lc).
- 1.3 The proposed development will have one access onto West Hoathly Road. This will be in the form of a bell-mouth junction with a 15m radii that adjoins onto a 7m wide access road.
- 1.4 The Stage 1 Road Safety Audit was undertaken by EC Road Safety Limited on the 9th of December 2020.

2 Designer Organisation response to the RSA1

2.1 Three points were raised through the RSA1 process. This is listed in **Table 2.1** below, together with the recommendation and Design Organisation Response.

2.2 The full Stage 1 Road Safety Audit can be viewed in **Appendix A**.

Table 2.1 - RSA1 Problems, Recommendations & Response

Problem	Location	Description	Recommendation	Design Organisation Response	Auditor's Response
3.1.1	West Hoathly Road	Narrow carriageway width could result in side swipe type collisions.	Carriageway widening should be introduced. Alternatively, a reduction in the speed limit should be introduced along with a priority working arrangement that would allow safe vehicle passage for all road users at this location.	Agreed. Localised widening at each end of narrow section of carriageway. Widening of 0.5m x 12m to provide passing bay for larger vehicle (see Appendix B). Details to be agreed with WSCC. Temporary reduction in the speed limit along West Hoathly Road will also be considered as agreed with WSCC.	Noted that changes will be agreed with the LHA.
3.1.2	Proposed site access / egress	Restricted visibility and sightlines could result in failure to give way type collisions.	Existing vegetation and foliage should be cut and regularly maintained to ensure that adequate visibility and sightlines are maintained.	Agreed. Vegetation will be cut back to ensure visibility. combined with 3.1.1 above, the temp reduction in speed limit should be extended to include the 100m of the north.	Agreed.
3.1.3	Saint Hill Road	Proposed route could result in side swipe and failure to give way type collisions.	The proposed route should be revised ensuring that vehicles travelling from the development site turn right onto Saint Hill Road at the southernmost arm of the splitter island at the location. This will remove the conflict	Agreed. Construction vehicles should use different arms of the junction for arrival and departure routing.	Noted and agreed.

			between passing two larger vehicles whilst ensuring that slow right turning vehicles have the best possible sightlines of oncoming traffic at the location.		
3.1.4	Saint Hill Road	Narrow carriageway widths could result in side swipe and / or rear end shunt type collisions.	The proposed route should be inspected to ensure key pinch points are addressed to reduce the risk of collision and injury.	Agreed. Saint Hill Road has been analysed for pinch points. The road is generally of sufficient width for lorries to pass but there is one pinch point. A swept path analysis has been undertaken to show lorries can pass at a lower speed (see Appendix C) at this pinch point. In addition, before the site commences operations, the whole route will be analysed on site with WSCC and warning signs installed as agreed.	Identification of pinch point noted along the route that is to be addressed. Additional signs will be beneficial to road users.

3 Conclusion

- 3.1 There were four problems raised through the RSA1 process which have now been addressed. Therefore, the RSA1 has not raised any fundamental problems that cannot be resolved.

- End of Report -

Appendix A

Road Safety Audit Stage 1

**Evergreen Farm
West Hoathly Road
East Grinstead
East Sussex
RH19 4ND**

PROPOSED DEVELOPMENT SITE ACCESS / ROUTE

STAGE 1 ROAD SAFETY AUDIT

Report No. EC/2020/12/GTA1

December 2020



Prepared by:

EC ROAD SAFETY LIMITED

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Email: audits@ecroadsafety.co.uk

Web: www.ecroadsafety.co.uk

AUTHORISATION SHEET

Client: GTA Civils Limited

Project: Propsoed Developmnet Site Access / Route

Address: West Hoathly Road
East Grinstead
East Sussex
RH19 4ND

PREPARED BY

Name: Vinny Rey
Position: Traffic Engineer / Road Safety Auditor
Date: 04 December 2020

AGREED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 08 December 2020

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 08 December 2020

DISTRIBUTION

Issue No.	Issued To	Date Issued
1.	Lawrence Stringer – GTA Civils Limited	09/12/2020
2.	Office Copy	09/12/2020

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1.2 Purpose of Scheme	5
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3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT	7 - 14
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B. Location of problems identified during this Stage 1 Road Safety Audit	17

1. INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils Limited to undertake a Stage 1 Road Safety Audit on the access arrangements associated with the redevelopment of land at the existing Evergreen Farm site, West Hoathly Road, East Grinstead. Restoration of the former Standen Landfill Site with a woodland and pasture landfill cap system is currently proposed and being considered by the Local Authority, however, as the proposals will result in a significant increase in the number of HGV movements within the site and onto the public highway, the Local Authority have requested a Stage 1 Road Safety Audit of the proposed site access arrangements to assess the suitability and safety of such a proposal.

1.1.2 A Stage 1 Road Safety Audit was carried out on a proposal for this site in October 2019 (Report No. EC/2019/10/FP1) which examined the proposal for a separate entry and exit to the development site, however, it is understood that this proposal was deemed unacceptable and as such has not been taken forward. The current proposal being considered as part of this Stage 1 Road Safety Audit consists of a single access / egress at the northernmost access to the Evergreen Farm site. The Audit Team have also been asked to assess the safety of the proposed route to and from the site to a point where it joins the A22 London Road although no alterations are so far proposed along this route.

1.1.3 The scope of the audit relates to the proposed access arrangements for the Evergreen Farm Site and the proposed HGV route considering the increased HGV movements expected because of the site redevelopment.

1.1.4 Evergreen Farm is situated on West Hoathly Road, East Grinstead. West Hoathly Road is a single carriageway road which narrows in places particularly, within the vicinity of the Evergreen Farm site. It links to Saint Hill to the south and Sunnyside to the north. The road is subject to the national speed limit of 60mph for a single carriageway road and is rural in the main. There are no footways present and the road consists of banks and verges either side lined with trees and woodland. There is currently no street lighting present. The road is a bus route with bus stops located south of the proposed site access at the National Trust Standen House and Gardens site access situated off West Hoathly Road.

1.1.5 The Road Safety Audit Team (approved by Lawrence Stringer - GTA Civils Limited) consisted of:

Vinny Rey BEng (Hons) MCIHT, MSoRSA RSA, Cert. Comp	Traffic Engineer Road Safety Audit Team Leader
Paul Nevard MSc, BA (Hons) CMILT, MCIHT, MSoRSA RSA, Cert. Comp	Director – EC Road Safety Ltd Principal Traffic Engineer Road Safety Audit Team Member

1.1.6 The Road Safety Audit Brief issued by Lawrence Stringer (GTA Civils Ltd) to the Audit Team and subsequently accepted and consisted of the following:

- 10908_101_P3_Access Plan.pdf
- 10908_201_Imberhorne Lane Tracking.pdf
- 10908_202_Imberhorne Lane Visibility.pdf
- Site Access and Egress Routes Rev A.pdf

1.1.7 The Audit Team examined the Audit Brief and plans at on Monday 30th November 2020 and the site was subsequently examined by Paul Nevard and Vinny Rey together on Wednesday 2nd December between 13.00 and 13.30 hours. The weather during the daytime site visit was dry but overcast. Traffic flows were low and vehicle speeds were observed as being moderate.

1.1.8 No details of drainage, lighting, personal injury collisions, strategic signage or levels have been provided. These issues are not, therefore, considered further in this report.

1.1.9 The Road Safety Audit also comprised of an examination of the documents forming the Audit Brief supplied to the Road Safety Audit Team and are referenced in Appendix A of this report. The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.

1.1.10 The terms of reference of the Road Safety Audit are as described in the Highways England General Principles and Scheme Governance General information GG 119 Road Safety Audit. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.2 Purpose of Scheme

The purpose of the scheme is redevelopment of the existing Evergreen Farm site.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

A Stage 1 Road Safety Audit was carried out on a proposal for this site in October 2019 (Report No. EC/2019/10/FP1) which examined the proposal for a separate entry and exit to the development site.

However, the proposal and route has be reassessed considering the revised scheme.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 PROBLEM

Location: West Hoathly Road

Summary: Narrow carriageway width could result in side swipe type collisions.

Detail: The section of carriageway between the proposed site access and the National Trust Standen House access narrows significantly such that two larger vehicles would have difficulty in passing each other without resulting in a side swipe type collision. Although at present this issue would currently exist for larger vehicles, the proposed scheme will significantly increase the likelihood of this type of conflict and thus increase the risk of collisions occurring.

RECOMMENDATION

Carriageway widening should be introduced. Alternatively, a reduction in the speed limit should be introduced along with a priority working arrangement that would allow safe vehicle passage for all road users at this location.

3.1.2 PROBLEM

Location: Proposed site access / egress

Summary: Restricted visibility and sightlines could result in failure to give way type collisions.

Detail: Although the plans indicate that sightlines of 43.0 metres would be achieved when exiting the development site, these are not adequate for the speed limit of the road and, in any case, did not appear to be achievable due to the existing foliage and vegetation at the location. Existing vegetation and foliage at the location could interfere with driver visibility and sightlines when exiting the site leading to failure to give way type collisions.



RECOMMENDATION

Existing vegetation and foliage should be cut and regularly maintained to ensure that adequate visibility and sightlines are maintained.

3.1.3 PROBLEM

Location: Saint Hill Road

Summary: Proposed route could result in side swipe and failure to give way type collisions.

Detail: Due to the narrow carriageway width of Saint Hill Road just prior to its junction with West Hoathly Road, larger vehicles are likely to have difficulty passing each other which could result in side swipe type collisions. In addition, for larger slow turning vehicles turning right to continue along Saint Hill Road, visibility of oncoming traffic which could be travelling at speed is restricted. This could result in failure to give way type collisions. Although both issues currently exist, the proposed scheme would exacerbate these problems and increase the risk of collisions.



RECOMMENDATION

The proposed route should be revised ensuring that vehicles travelling from the development site turn right onto Saint Hill Road at the southernmost arm of the splitter island at the location. This will remove the conflict between passing two larger vehicles whilst ensuring that slow right turning vehicles have the best possible sightlines of oncoming traffic at the location.

3.1.4 PROBLEM

Location: Saint Hill Road

Summary: Narrow carriageway widths could result in side swipe and / or rear end shunt type collisions.

Detail: When observing larger vehicles travelling along Saint Hill Road, it was noted that these and opposing smaller vehicles often had to slow significantly in order to pass each other and, even when doing so the movements appeared to be quite tight. The frequency and volume of traffic movements associated with the proposed site redevelopment is such that there will likely be numerous occasions where two larger vehicles are forced to pass each other along Saint Hill Road. With constricted carriageway widths this could result in side swipe type collisions and / or rear end shunt type collisions as a rear of unexpected harsh braking of these vehicles. It was noted that there were some minor pinch points, where the carriageway

RECOMMENDATION

The proposed route should be inspected to ensure key pinch points are addressed to reduce the risk of collision and injury.

3.2 Local Alignment

No problems identified in this category at this stage.

3.3

Junctions

No problems identified in this category at this stage.

3.4 Non-Motorised User Provision

No problems identified in this category at this stage.

3.5 Road Signs, Carriageway Markings & Street Lighting

No Problems identified in this category at this Stage.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

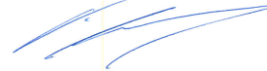
4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG119.

AUDIT TEAM LEADER

Vinny Rey

Signed:



Date: 04/12/2020

AUDIT TEAM MEMBER

Paul Nevard

Signed:



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1 Draven Close
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United Kingdom

Date: 08/12/2020

Tel: 07508 76 76 96

Email: audits@ecroadsafety.co.uk

APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit:

- 10908_101_P3_Access Plan.pdf
- 10908_201_Imberhorne Lane Tracking.pdf
- 10908_202_Imberhorne Lane Visibility.pdf
- Site Access and Egress Routes Rev A.pdf

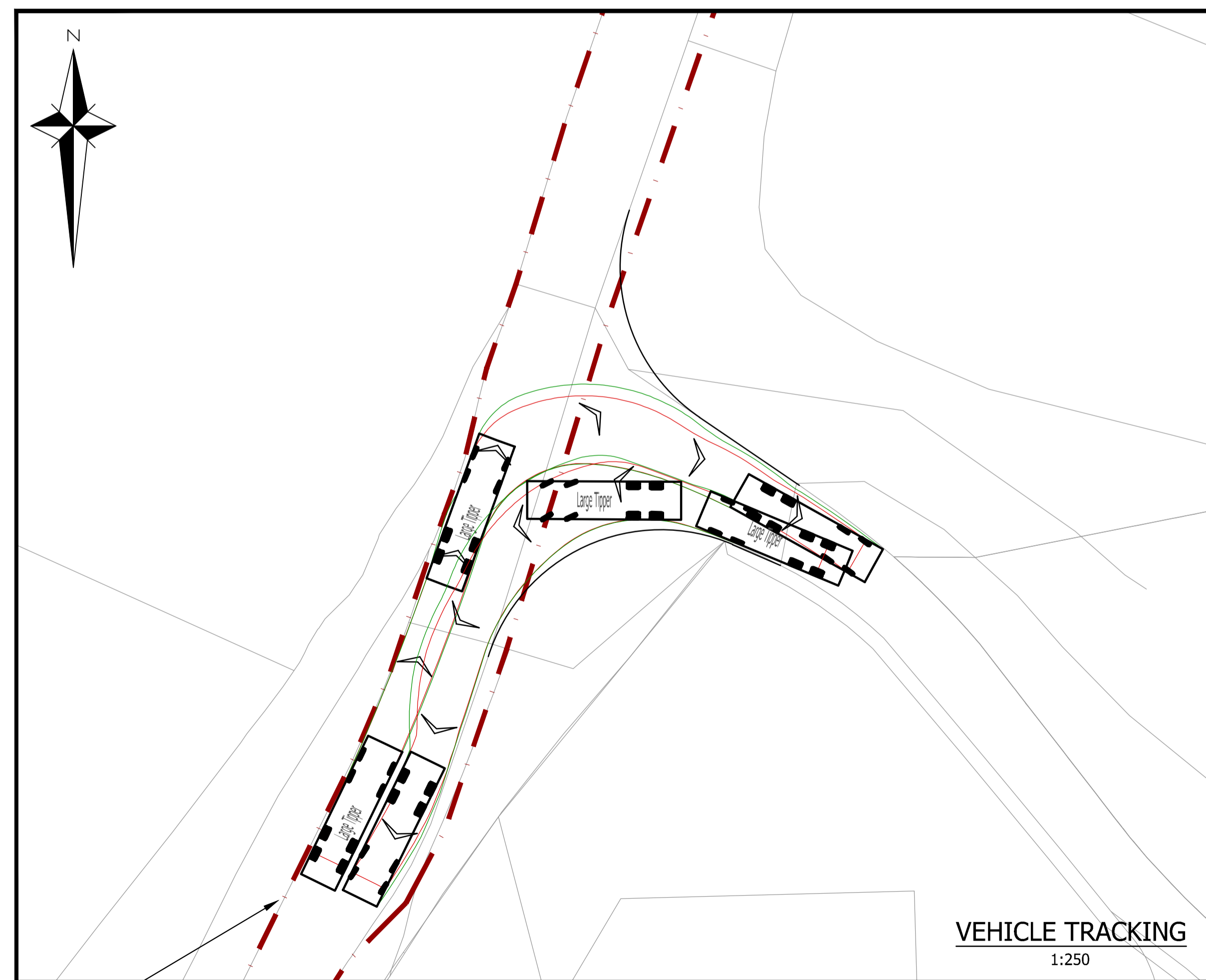
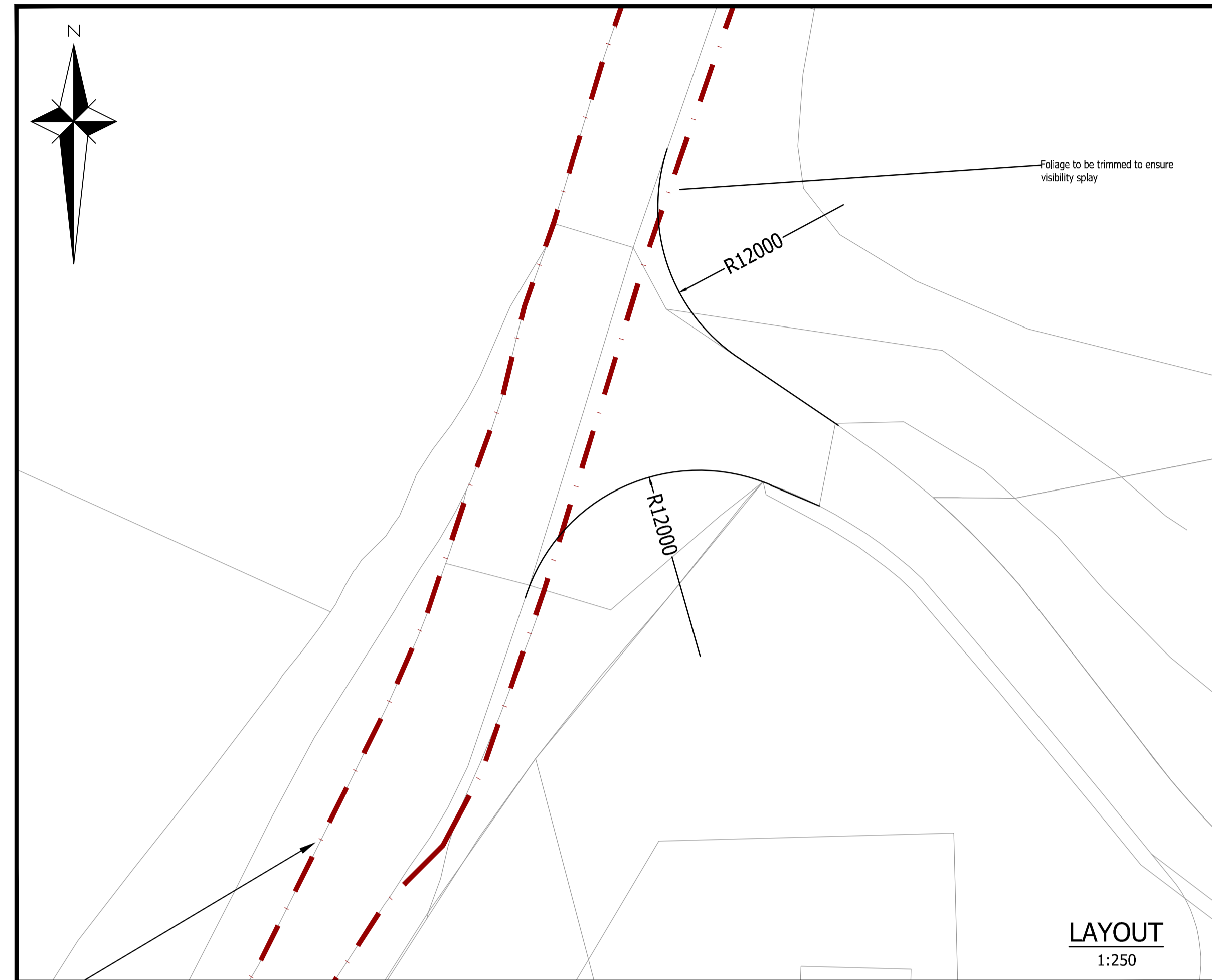
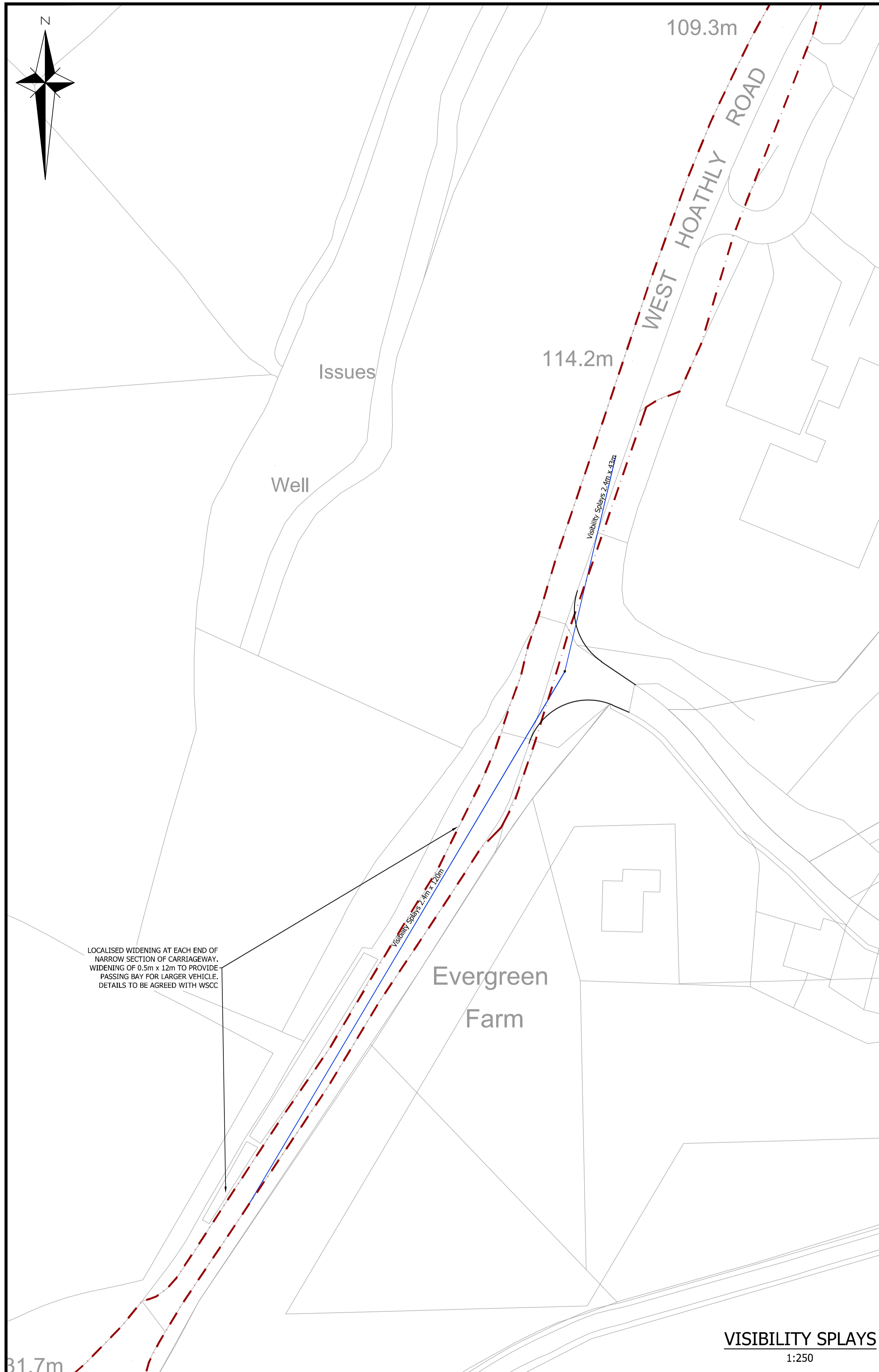
APPENDIX B

Location of problems identified during this Stage 1 Road Safety Audit:



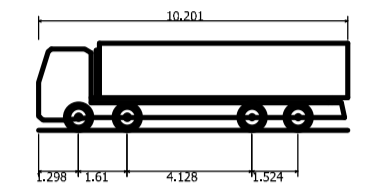
Appendix B

Access Drawing

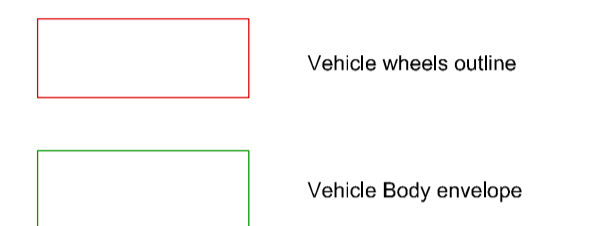


GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the file. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
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3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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Large Tipper	10.201m
Overall Length	2.500m
Overall Width	2.893m
Overall Body Height	0.343m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	



Rev	Amendments	Date	Dsn	Chk
P6	Note revised	06.04.2021	JMW	LS
P5	Note added	09.02.2021	ART	LS
P4	Updated access location	07.01.2021	ART	LS
P3	Updated access location	10.11.2020	JMW	LS
P2	Updated to include Highway Boundary	29.10.2020	JMW	LS
P1	INITIAL ISSUE	29.09.2020	JMW	LS

Status	FOR PLANNING
Client	FLUID PLANNING LTD
Architect	
Project	EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD
Title	ACCESS PLAN
Date	SEPT 2020
Scale	A1 as shown
Clients Ref	Project Ref. 10908

gta Civils & Transport
 Gloucester House, 66a Church Walk,
 Burgess Hill, West Sussex, RH15 9AS
 Tel: 01444 871444 Web: www.gtacivils.co.uk

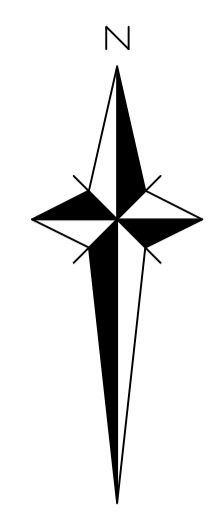
Drawing Number	10908/101	Rev.	P6
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Appendix C

Saint Hill Road Pinch Point



Coombe Cross



126.2m

136700m

number 100022432

136700m

136600m

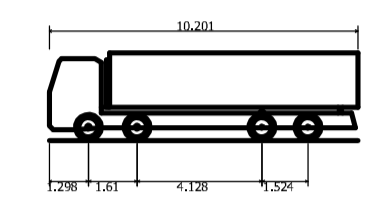
136600m

SAINT HILL ROAD

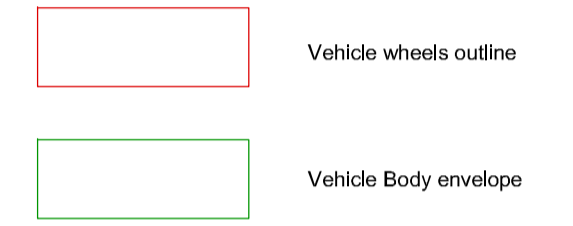
VEHICLE TRACKING
1:500

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Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.243m
Max Track Width	2.500m
Lock to lock time	6.08s
Kerb to Kerb Turning Radius	11.550m



PI	INITIAL ISSUE	23.12.2020	SDL	TM
Rev	Amendments	Date	Dis	Chk
Status	FOR PLANNING			
Client	FLUID PLANNING LTD			
Architect				
Project	EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD			
Title	SAINT HILL ROAD VEHICLE TRACKING			
Date	DEC 2020	Scale @ A1	1:500	
Clients Ref	Project Ref. 10908			
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk				
Drawing Number	10908/203			Rev. P1



Civil Engineering - Transport Planning - Flood Risk

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