

Welbeck Land Ltd

Imberhorne Farm, East Grinstead

Transport Appraisal

101470

17/07/2020

Document Information

Prepared for	Welbeck Land Ltd
Project Name	Imberhorne Farm, East Grinstead
File Reference	101470 Imberhorne Farm - Transport Appraisal 170620
Project Number	101470
Publication Date	17/07/2020

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Document Control

Version	Date	Prepared by	Reviewed by	Approved by
D1	17/06/2020	Jack Owen	Paul Cranley	Paul Cranley
Description	Draft for Client / Project Team review and comment			
F1	17/07/2020	Jack Owen	Paul Cranley	Paul Cranley
Description	Final for Submission			

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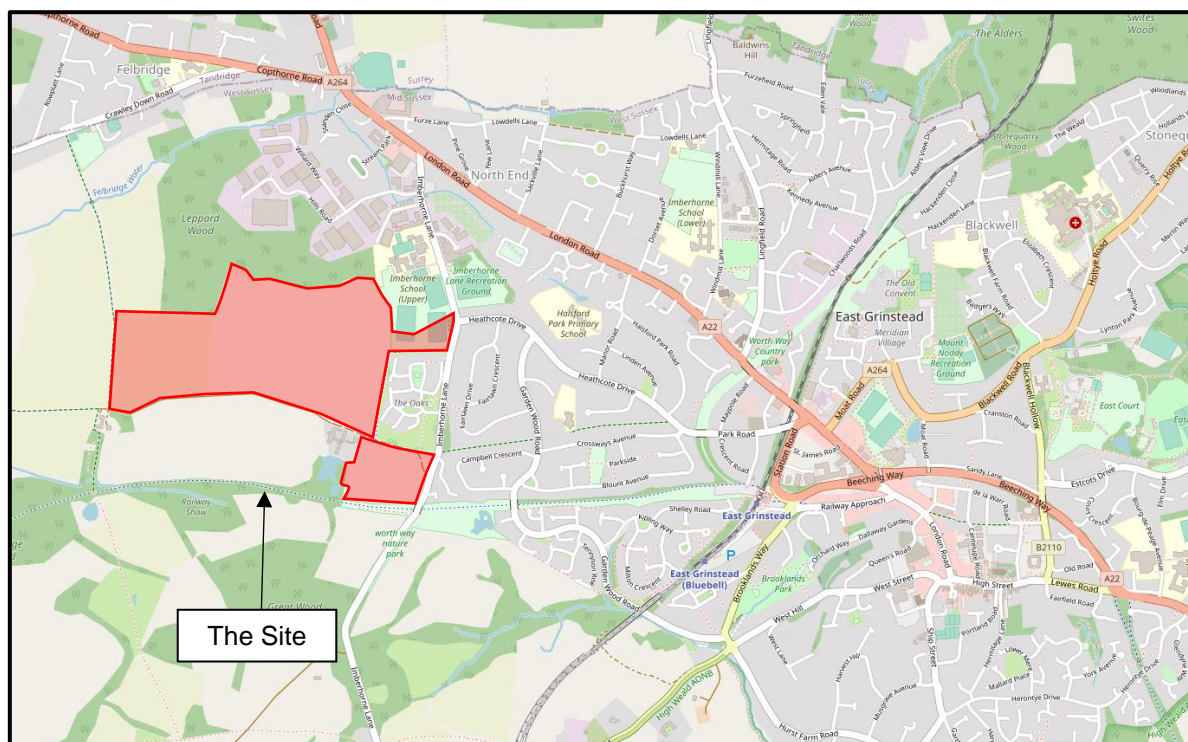
1 Introduction

- 1.1 Pell Frischmann (PF) is commissioned by Welbeck Strategic Land II LLP (the 'Promoter'), to provide transport planning and highways consultancy services, in connection with the proposed redevelopment of land at Imberhorne Farm, East Grinstead (the 'Site'). The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC), and the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 1.2 This Transport Appraisal has been prepared to summarise the findings of the various transport studies undertaken to date to support the development of the site to provide in the region of 550 residential dwellings (use class: C3), a care village and community uses, alongside appropriate access and infrastructure.

Site Location

- 1.3 The Site is located to the west of Imberhorne Lane, to the west of the centre of East Grinstead, a site location plan is provided at **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: OpenStreetMap with Pell Frischmann annotations.

Summary of Current Position

- 1.4 The Site is currently a proposed allocation within the Mid Sussex Site Allocations DPD (March 2020) as “Land South and West of Imberhorne Upper School”, policy reference “SA20”. The overriding objective for the site as set out within the plan is:

“To deliver a high quality and sustainable extension to East Grinstead, which facilitates the expansion of Imberhorne Upper School, and is informed by a landscape led masterplan creating a development which is sensitive to the rural setting of the nearby heritage assets, and includes generous green infrastructure corridors to contain the built form. The development shall establish a strong sense of place and include a neighbourhood centre, whilst providing good permeability across the site with

attractive pedestrian and cycle routes throughout; contributions will be sought towards sustainable transport and highway infrastructure improvements in the vicinity of the site.”

- 1.5 In respect of Highways and access the draft allocation sets out the following objectives for the development of the Site:
- *“Provide a sustainable Transport Strategy which identifies sustainable transport infrastructure improvements and demonstrates how the development will integrate with and enhance the existing sustainable transport network providing appropriate enhancements to the existing public transport networks and safe and convenient routes for walking and cycling to key destinations and links to the existing networks.*
 - *Mitigate development impacts by maximising sustainable transport enhancements; where addition impacts remain, highway mitigation measures will be considered. Working collaboratively with Surrey and West Sussex County Council Highway Authorities and taking account for sustainable transport interventions, contribute towards providing any necessary capacity and safety improvements to junctions impacted upon by the development in the vicinity of the site along the A22/A264 corridor.*
 - *Vehicular access and necessary safety improvements will be provided on Imberhorne Lane; the access shall include footpaths to either side to connect with the existing pedestrian network along Imberhorne Lane.*
 - *Contribute towards improvements to and positively integrate the PRoW which cross the site, including providing an access link into the Worth Way cycle/pedestrian path (Three Bridges – East Grinstead).”*
- 1.6 This report will look to provide an update on the evolution of the proposals to develop the Site in respect of transport and highways and how the site will look to meet and exceed the overarching highways and access objectives of the allocation.

Report Structure

- 1.7 Following this introductory chapter, the remainder of this report is structured as follows:
- Chapter 2: Sustainable Travel Opportunities;
 - Chapter 3: Access Opportunities;
 - Chapter 4: Development Impact;
 - Chapter 5: Summary and Conclusions.

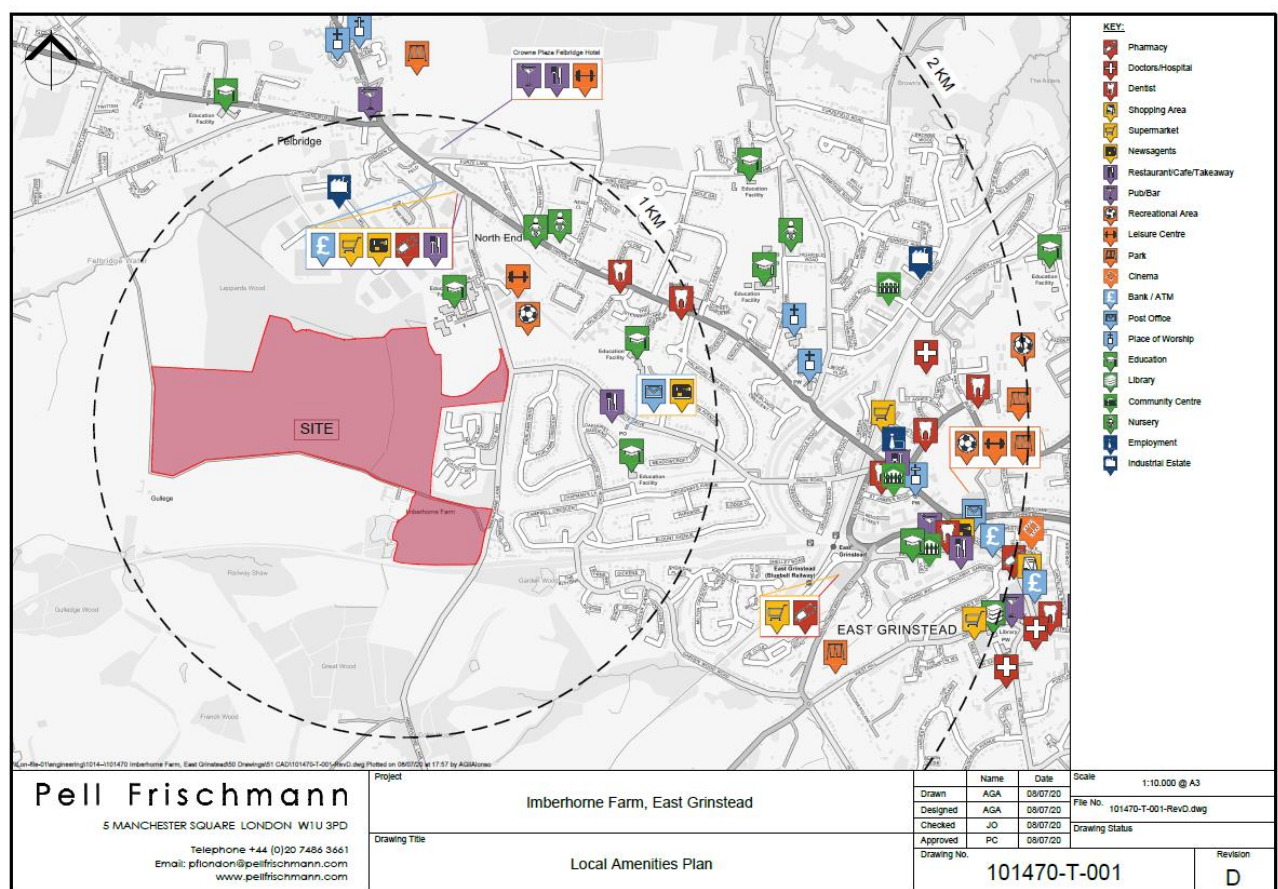
2 Sustainable Travel Opportunities

- 2.1 This chapter sets out the opportunities to connect the site to local facilities and services via sustainable modes of travel including rail, bus, walking and cycling.

Local Amenities

- 2.2 The Site is well located to take advantage of a number of local services including schools, retail, employment and health services in the immediate vicinity of the site and is a less than 1.5km from East Grinstead town centre where further retail, leisure and employment facilities are available. The local amenities are presented on **Figure 2.1** and at **Appendix A**.

Figure 2.1 Local Amenities Plan



Source: Pell Frischmann

- 2.3 The key local services within close proximity of the site are summarised in **Table 2.1**.

Table 2.1 Summary of Local Amenities

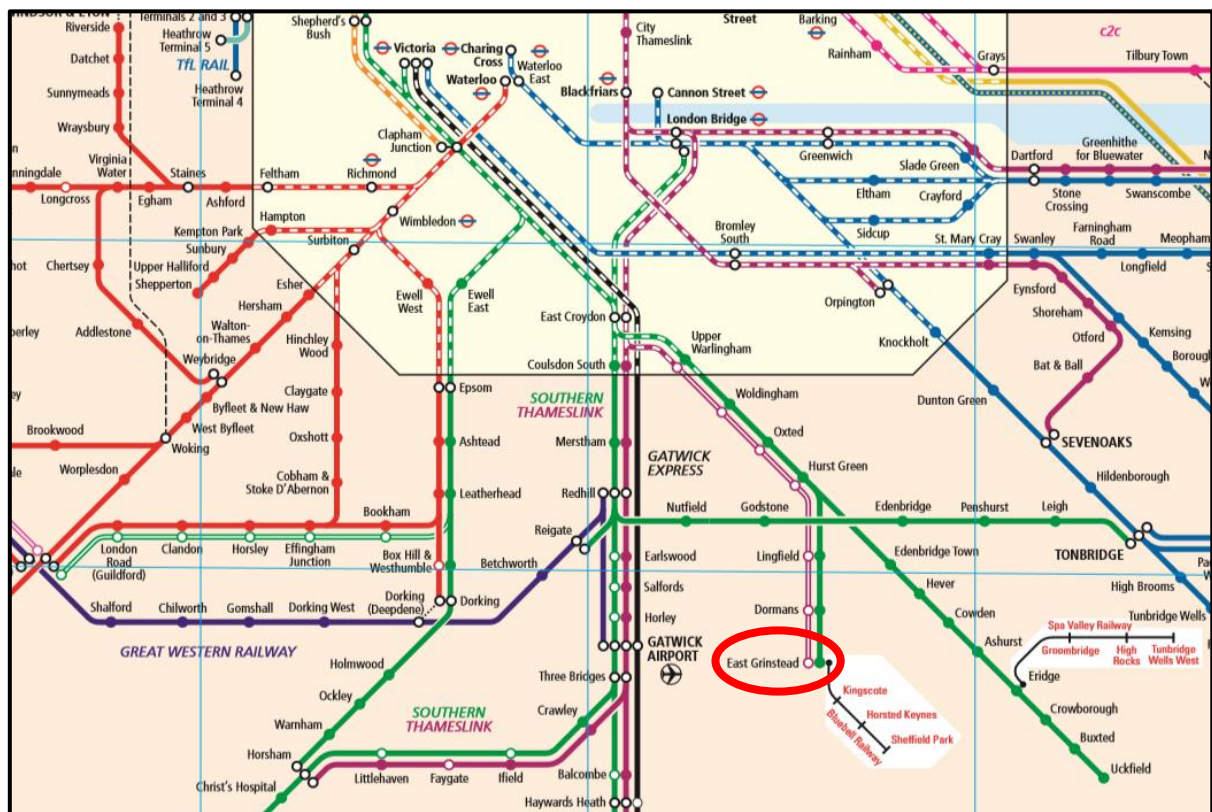
Type of Amenity	Amenity	Location	Distance from the Site
Food retail	Chapman's Newsagents / Post Office	Heathcote Drive	500m
	M & S Simply Food	London Road	750m
	Londis	London Road	750m
	Sainsbury's	Firbank Way	1.4km
	Aldi	Park Road	1.4km
Education	Imberhorne School (Upper)	Imberhorne Lane	0m
	Imberhorne School (Lower)	Windmill Lane	1.4km
	Halsford Park Primary School	Manor Road	800m
	St. Peter Catholic Primary School	Chapman's Lane	700m
	Fledglings Day Nursery & Pre-School	London Road	700m
	Felbridge County Primary School	Crawley Down Road	1.3km
Leisure	Imberhorne Recreation Ground	Imberhorne Lane	80m
	Kings Leisure Centre	Moat Road	1.8km
Healthcare	Bupa Dental Care	London Road	550m
	Moatfield Surgery	St Michael's Road	1.7km
Transport	East Grinstead Railway Station	Station Road	1.3km
	Bus Stops	Imberhorne Lane	300m
	Bus Stops	Heathcote Drive	250m

Public Transport

National Rail Services

- 2.4 The Site is located approximately 1.3km west of East Grinstead Station, which is served by Southern Rail and Thameslink services. East Grinstead Station is highlighted on the London and South East Rail Services Map at **Figure 2.2**. The station is managed by Southern Rail who operate the majority of services to and from the station. The route of the Southern services is shown via the green line routing north via Lingfield, East Croydon and Clapham Junction to London Victoria. The purple coloured line from the station shows the route of Thameslink services from the station north via East Croydon, London Bridge and onto Bedford via St Pancras International and Luton Airport Parkway. As shown in black the Bluebell Heritage Steam railway also operates from the station.

Figure 2.2 London and South East Rail Services Map



Source: National Rail (2020)

- 2.5 As shown in **Figure 2.2** key connections can be made at East Croydon for Gatwick Airport and Brighton to the south, at London Bridge for services to Kent and at Clapham Junction for services to the South West of England. A direct connection to international services can also be made at London St Pancras International. A summary of service frequencies is provided within **Table 2.2**.

2.6

Table 2.2 East Grinstead Rail Services

Destination	Services	Average Journey Time	On Peak Frequency	Off Peak Frequency
East Croydon	Southern & Thameslink	40 minutes	4 per hour	2 per hour
Clapham Junction	Southern	52 minutes	2 per hour	2 per hour
London Victoria	Southern	59 minutes	2 per hour	2 per hour
London Bridge	Thameslink	55 minutes	2 per hour	n/a
St Pancras International	Thameslink	70 minutes	2 per hour	n/a

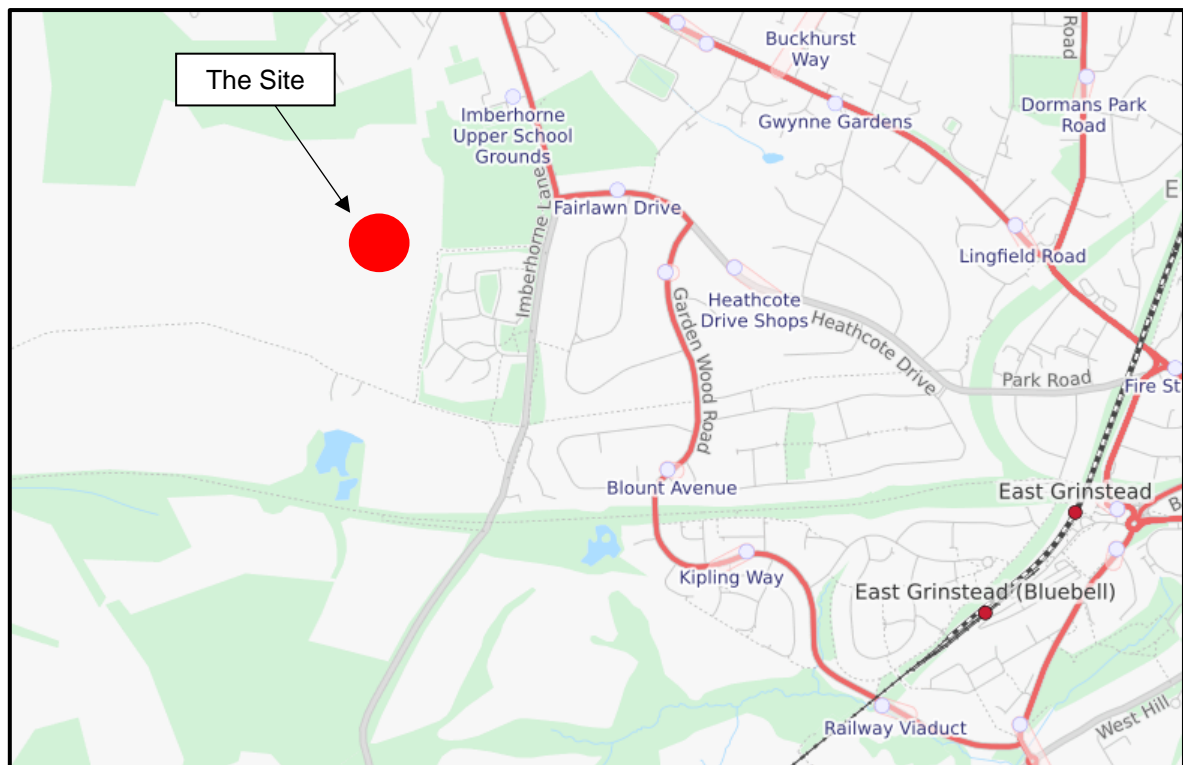
Source: National Rail.

- 2.7 Facilities at East Grinstead Station include approximately 96 secure cycle parking spaces alongside car parking and a taxi rank along with seated waiting areas and coffee kiosk.

Local Bus Services

- 2.8 As noted above there are a number of bus stops located within a short walking distance of the site, including those located on Imberhorne Lane and Heathcote Drive as shown on **Figure 2.3** below. In addition to these local services further regional services can be caught from London Road and East Grinstead Railway Station.

Figure 2.3 Local Bus Stop Locations



Source: Open Street Map (2020)

- 2.9 These bus stops connect the site with East Grinstead Railway Station, town centre and regional destinations including Crawley and Lingfield. A summary of the services available are included in **Table 2.3**.

Table 2.3 Local Bus Services

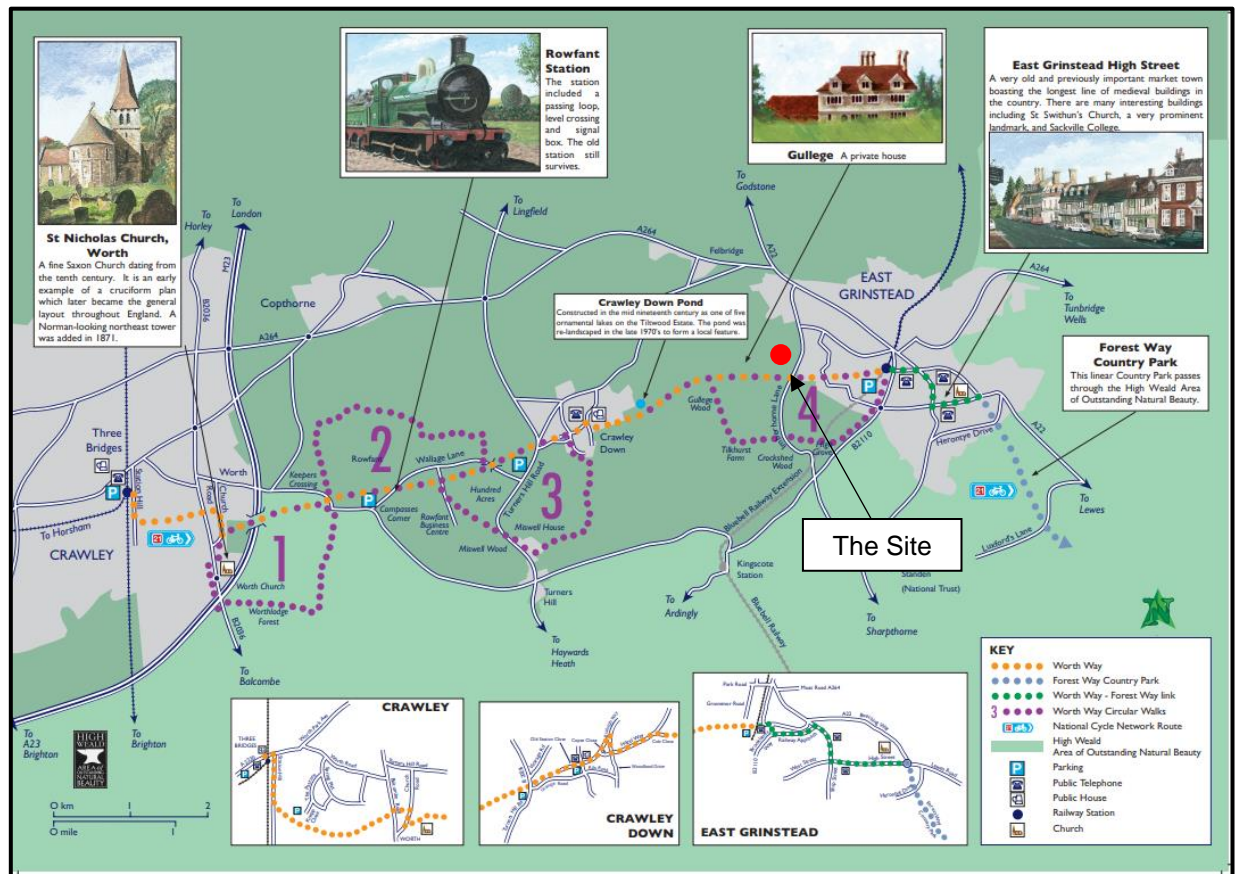
No.	Bus Stop	Route	Weekday Frequency	Weekend Frequency
84	Heathcote Drive	Crawley – East Grinstead	1 per 120 mins	1 per 120 mins
281	Heathcote Drive	Crawley – East Grinstead – Lingfield	1 per 120 mins	1 per 120 mins
291	London Road	Crawley – East Grinstead – Tunbridge Wells	1 per 60 mins	1 per 60 mins
400	London Road	Caterham – Redhill – Gatwick – Crawley – East Grinstead	1 per 60 mins	1 per 60 mins
236	East Grinstead Railway Station	East Grinstead – Lingfield – Edenbridge – Oxted	1 per 120 mins	1 per 120 mins
261	East Grinstead Railway Station	Uckfield – East Grinstead	1 per 120 mins	1 per 120 mins
270	East Grinstead Railway Station	East Grinstead – Haywards Heath – Burgess Hill – Brighton	1 per 60 mins	1 per 60 mins
400	East Grinstead Railway Station	East Grinstead – Crawley – Gatwick – Redhill – Caterham	1 per 60 mins	1 per 60 mins
409	East Grinstead Railway Station	East Grinstead – Godstone – Caterham - Selsdon	1 per 60 mins	1 per 60 mins

Active Travel

Walking

- 2.10 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.11 Along the site frontage there are continuous footways on the eastern side of Imberhorne Lane, which connect the site with London Road to the north. There are also continuous footways on both sides of Heathcote Drive, which are wide and well lit, connecting the Site with the centre of East Grinstead via Park Road and London Road. To the south of the site runs Worth Way which is a shared walking and cyclist leisure route connecting East Grinstead to Crawley Down and Three Bridges to the west. The Worth Way walking route is shown on **Figure 2.4**. In addition, further leisure routes are provided from Felbridge to the north of the site to the Gullege Farmhouse along The Gullege path. To the east the Worth Way continues onto the Forest Way and onto Crowborough.

Figure 2.4 **Worth Way Map**



Source: West Sussex (2020)

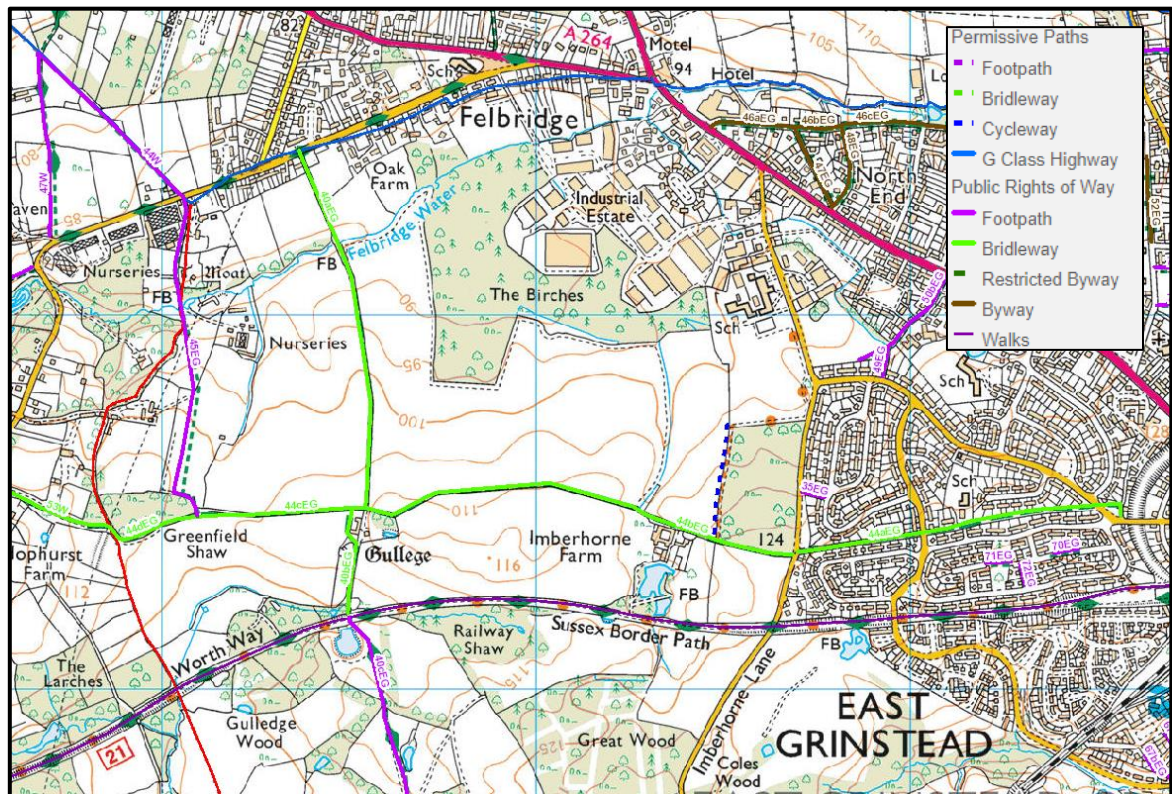
Public Rights of Way

- 2.12 There are a number of Public Rights of Way within the vicinity of the site, as shown on **Figure 2.5** below, an extract from the West Sussex CC IMap shows bridleways traversing and bounding the site to the west. Along with the cycleway at the western edge of the site and several footways are shown locally.
- 2.13 The existing PRoW within and around the site will be enhanced and upgraded where appropriate, with connections to existing routes coordinated with the proposed internal walking and cycle networks to ensure a fully integrated and comprehensive network is provided.

Strategic SANG

- 2.14 As part of the development proposals, a strategic SANG (Suitable Alternative Natural Greenspace) will be provided to the west and south of the site. This will provide a recreational walking area, with a defined walk of approximately 2.3km in length for both future residents of the site and for public use.

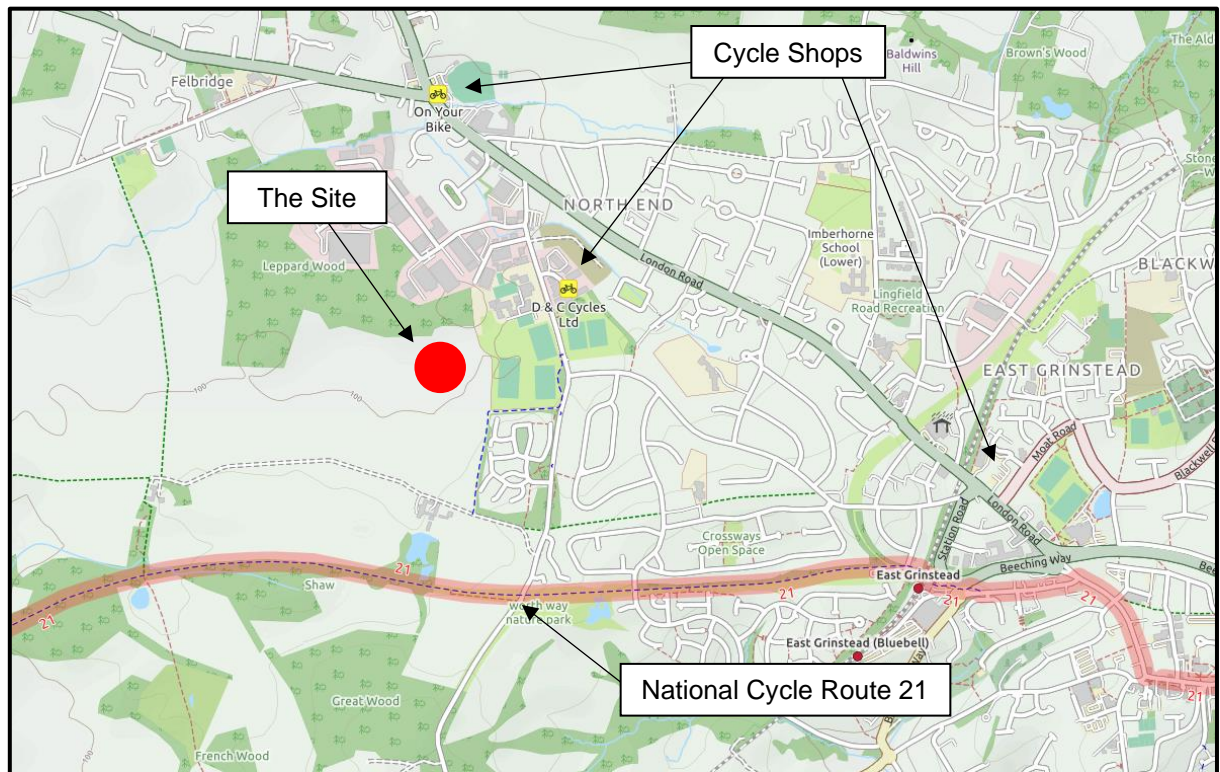
Figure 2.5 West Sussex PRoW Map



Cycling

- 2.15 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport. This offers the opportunity for cycling to be used as the primary mode of travel for both commuting and leisure trips to a wide range of destinations.
- 2.16 National Cycle Network (NCN) Route 21 runs in an east-west direction to the south of the site along the Worth Way, and provides a long-distance cycle route, comprising both on and off-road sections, between London and Eastbourne. Locally, it connects East Grinstead with Forest Row, Groombridge and Crawley. There are also three cycle shops close the site which are identified on **Figure 2.5** below. There is a dedicated cycleway on London Road and West Sussex CC have recently applied for funding (as part of post covid-19 measures) to extend this cycle way from Englee to the Lingfield roundabout.
- 2.17 As noted above there are approximately 96 secure and covered cycle parking spaces available at East Grinstead Railway Station.

Figure 2.6 Cycle Facilities



Source: Open Street Map (2020)

Sustainable Development Opportunities

- 2.18 A number of sustainable transport opportunities have been identified at the site, including providing a link from the site to the Worth Way to facilitate off road walking and cycling trips to East Grinstead Station and Crawley Down and Three Bridges to the west along with leisure use.
- 2.19 Furthermore, the development will see the expansion of the adjacent Imberhorne Upper School adjacent to the site and the creation of a two-form entry primary school. This therefore is considered likely to reduce the need for education-based trips by residents to be taken by private car.
- 2.20 A detailed sustainable transport strategy will form an integral part of the Transport Assessment which will be produced at the planning application stage to support the development. This will include details of improvements and enhancements to on and off-site sustainable transport infrastructure and how sustainable travel will be promoted from the outset of the scheme through the introduction of a detailed and robust Travel Plan.

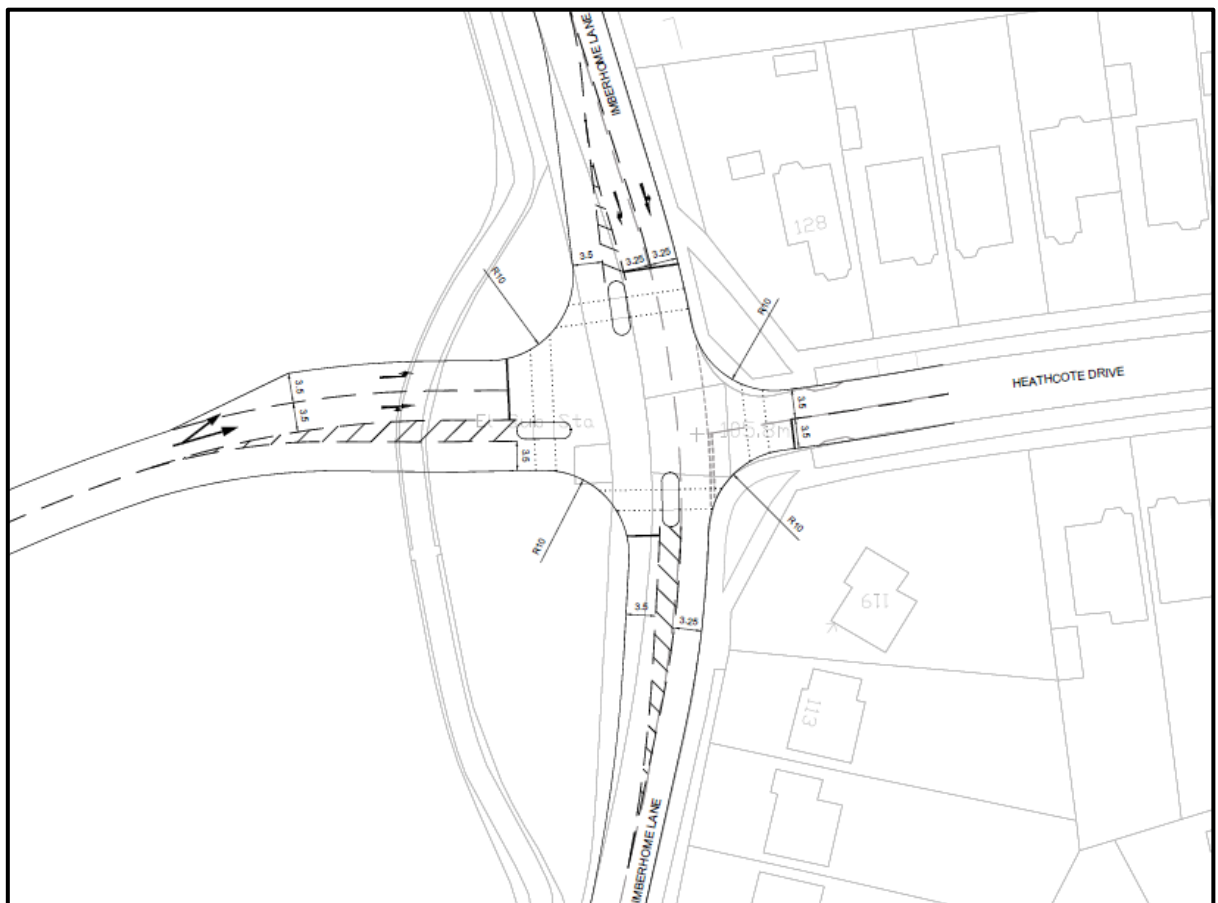
3 Access Strategy

- 3.1 The proposed access strategy has been developed following a detailed review of the local highway network, land and highways ownership boundaries and the function and scale of access required to serve the proposed development. These are agreed in principle with the Highways Authority.
- 3.2 It is considered that the optimal location for connecting the site to the local highway network is to reconfigure and create a 4th arm from the existing Imberhorne Lane and Heathcote Drive Junction. Two junction types have been designed in this location to ensure that flexibility regarding the access strategy is retained, and that the preferred option can be refined as the development proposal proceeds towards the planning application stage. The key principles of each option are outlined below.

Option 1 – Signal Controlled Junction

- 3.3 The primary option considered is to provide access to the site via a four-arm signal-controlled junction formed between the site access, Imberhorne Lane to the north and south and Heathcote Drive to the east. Two lanes of entry would be provided at the site access and for southbound traffic on Imberhorne Lane with a single-entry lane for the southern and eastern arms. **Figure 3.1** shows the proposed layout of the junction and the technical drawing is included at **Appendix B**.

Figure 3.1 Option 1 – Signal Controlled Junction



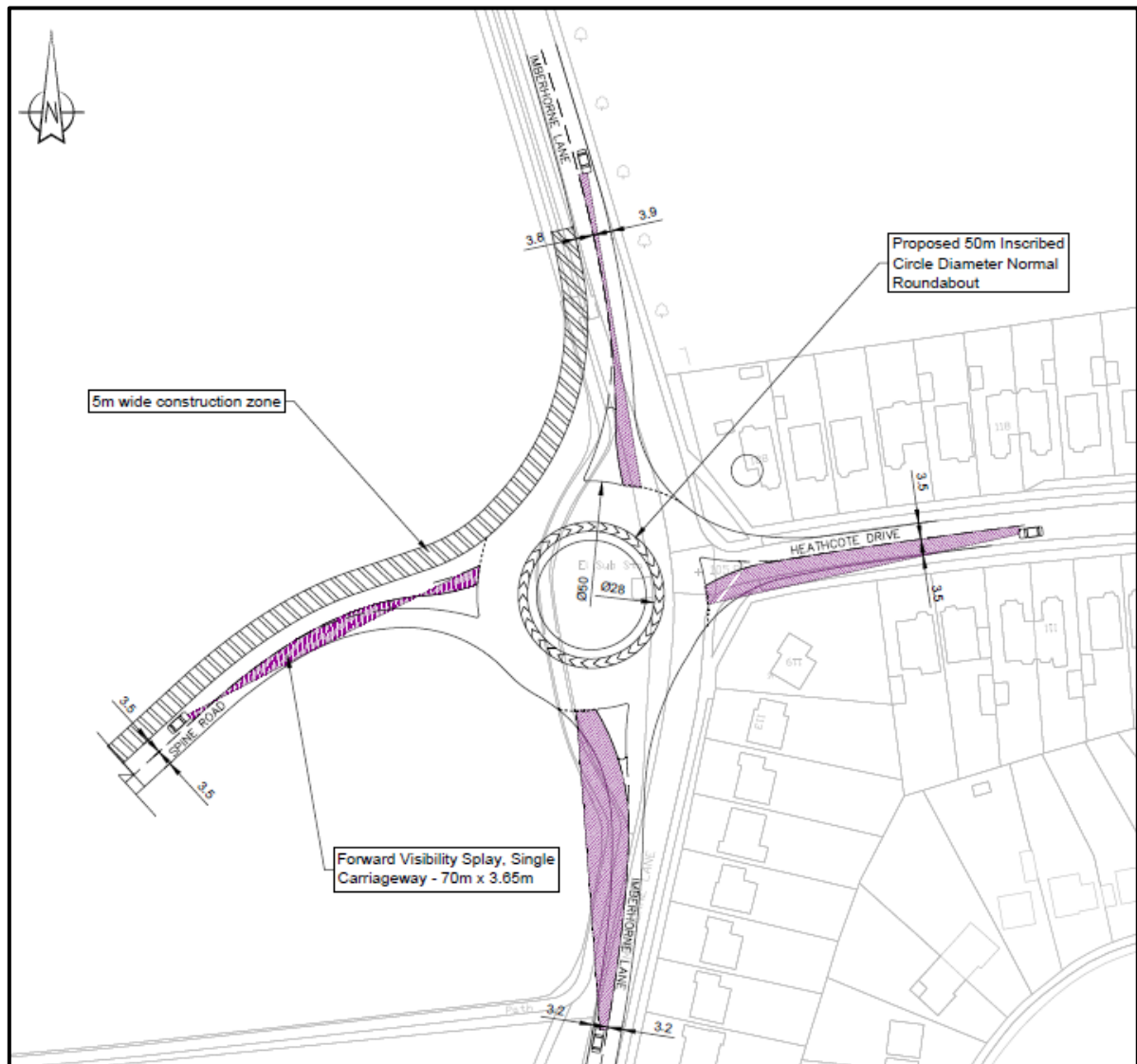
Source: Pell Frischmann 2020

- 3.4 Pedestrian crossings would be provided across all arms of the junctions to ensure the safe movement of pedestrians to and from the development, particularly given the proximity to Imberhorne Secondary School.

Option 2 – Roundabout Junction

- 3.5 A second option considered is to provide a four arm, 50m ICD roundabout. The roundabout has been designed with 7m carriageways on the western and eastern arm, a 6.4m carriageway width on the southern arm (Imberhorne Lane) tying into the existing carriageway width and widening to 7.7m to the north. The junction layout is shown within **Figure 3.2** and the technical drawing is included at **Appendix B**.

Figure 3.2 Option 2 – Roundabout Junction



Pedestrian, Cycle and Secondary Access

- 3.6 A second vehicular access will be located on the southern section of site frontage located immediately to the north of the Worth Way in the form of a standard priority junction. This will provide access to the Care Village element of the scheme as well as providing an emergency access for the wider development.
- 3.7 Pedestrian and cycle connections will be located across the site to ensure permeability is maximised between the development site and the surrounding area.

4 Development Impact

Introduction

- 4.1 In accordance with the details of the draft policy pertaining to the proposed development it is also necessary to consider the impact of the proposal on the operation of the existing highway network to identify where additional impacts remain. As such it is necessary to undertake a series of traffic modelling assessments to identify such impact and consider where contributions could be directed towards providing any necessary improvements.
- 4.2 The Mid Sussex Transport Study (MSTS) has considered the impact of all proposed developments identified within the Site Allocations DPD on a district wide basis. In addition to this it is necessary to consider the impact of the proposed development at Imberhorne Farm at a more local level and as such this also requires traffic modelling to be undertaken at the key junctions in the vicinity of the site, and the operation of the A222/A264 corridor.

Mid Sussex Transport Study

- 4.3 The potential impact of proposed development identified within the Site Allocations DPD is considered within the Mid Sussex Transport Study (MSTS) which has been produced by Systra on behalf of MSDC. This assessed the impact of development using a district-wide strategic traffic model and comprised the following assessments:
- 2017 Base Year Highway Model Production and Validation
 - 2031 Reference Case Scenario;
 - 2031 Development Scenarios including MSDC local plan developments;
 - 2031 Preferred Development Scenarios including potential mitigation schemes
- 4.4 The 2017 Base Year Highway Model was validated in line with DfT's WebTag criteria and is therefore considered fit for purpose to assess the impact of developments identified within the Local Plan.
- 4.5 The modelling considered a range of different assessment scenarios, and the full details of the scenarios and results are included within the MSDC Site Allocations DPD evidence library, however it is understood that the proposed development is included within each of the 8 assessment scenarios considered.
- 4.6 In considering the impact of the proposed development, and indeed the impact of all development identified within the Site Allocations DPD, it is pertinent to reference the content of the Transport Assessment: Non-Technical Summary included within the MSDC Site Allocations DPD evidence library. This document summarises the impact of the developments considered within Scenarios 7 and 8 against the 2031 reference case.

Scenarios 7 and 8

- 4.7 The modelling shows that in the Scenarios 7 and 8 without Mitigation, an impact which could be classed as 'severe' is forecast at eight junctions, with a further junction in Scenario 7 only. The list of junctions is detailed in para. 1.3.6 of the Non-Technical Summary document. From this list of junctions, it is noted that none of these are located within East Grinstead and as such are not likely to be impacted by a significant number of trips generated by the proposed development at Imberhorne Lane.
- 4.8 The MSTS also includes modelling for Scenarios 7 and 8 with Mitigation and therefore it is important to consider the impact on development in the district in this context. The list of junctions where highway mitigation is proposed is detailed within para. 1.4.3 and again does not include any junctions in East Grinstead.

- 4.9 The results of the modelling assessment for Scenarios 7 and 8 with Mitigation shows two 'severely' impacted junctions, which are located on the A23 and A272 north-east of Burgess Hill, and are therefore unlikely to be materially affected by the proposed development at Imberhorne Lane.

A264/A22

- 4.10 The only detailed reference to the proposed development at Imberhorne Lane and indeed potential impact around East Grinstead within the Non-Technical Summary document is outlined within paras. 1.6.7 to 1.6.11.
- 4.11 The report acknowledges that the A264 / A22 junction is forecast to operate over capacity in the 2031 Reference Case and that the level of traffic passing through the junction in Scenarios 7 and 8 is shown to slightly increase. The model also shows that as a result of the queueing at the junction, there is some level of traffic re-routing to avoid using this junction and more specifically a proportion of this traffic would be made up of trips to the development on Imberhorne Lane from the west.
- 4.12 The report considers that the alternative routes within the network (namely the B2010 and B2028) are viable, and as such the impact of the development, and indeed wider development identified within the Local Plan is not considered to be severe.

Additional traffic modelling

- 4.13 In addition to the modelling contained within the MSTs, a series of traffic modelling assessments have been undertaken by Pell Frischmann, of key junctions and links within the vicinity of the site, to understand both the existing local traffic situation and enable the evaluation of the impact of the proposed development on the operation of the surrounding highway network.
- 4.14 These assessments comprised both stand-alone junction assessments to consider the impact on key junctions, and a microsimulation assessment (using VISSIM) to consider the impact of the proposed development on the overall performance of the network.
- 4.15 There has been continued engagement with WSCC throughout this process to ensure that the parameters of the assessment in terms of future scenarios, committed development, traffic growth and technical details of the model were agreed in advance of the assessments being undertaken.
- 4.16 The traffic modelling adopted a two-stage approach with the first stage using LINSIG to consider the impact of the proposed development on the operation of key junctions in isolation and enable potential improvement schemes to be developed.
- 4.17 The second stage of modelling was undertaken which sought to evaluate the impact of the improvement schemes on the operation of the wider network as a whole using VISSIM. This measured in terms of journey times across the network and most significantly on the A22 corridor, with the implementation of the potential improvement schemes.
- 4.18 The potential improvement schemes would provide a strategic benefit to the highway network (and in particular the operation of the A22), and not simply to mitigate the impact of the proposed development at Imberhorne Farm. This approach has been discussed and agreed with WSCC and is considered to be the most appropriate solution to accommodate expected traffic growth and facilitate the wider growth of East Grinstead.

Results

- 4.19 The results of this modelling clearly demonstrate that with the introduction of strategic improvement schemes a significant betterment in terms of journey times across the network in the future proposed scenario in both the AM and PM peak hours, when compared to the future base scenario. On this basis the potential improvement schemes would not only mitigate the impact of the proposed development at Imberhorne Farm but would also provide strategic benefit to the overall operation of the A22 corridor.

- 4.20 It is acknowledged that the potential strategic improvement schemes at the key junctions on the A22 corridor will need to be refined following ongoing discussions with WSCC, however it is accepted that the potential to provide such schemes exists, and that in accordance with the draft policy the proposed development at Imberhorne Farm could contribute towards their delivery.
- 4.21 In summary, the results of our modelling supports the findings of the MSTs.

5 Summary and Conclusions

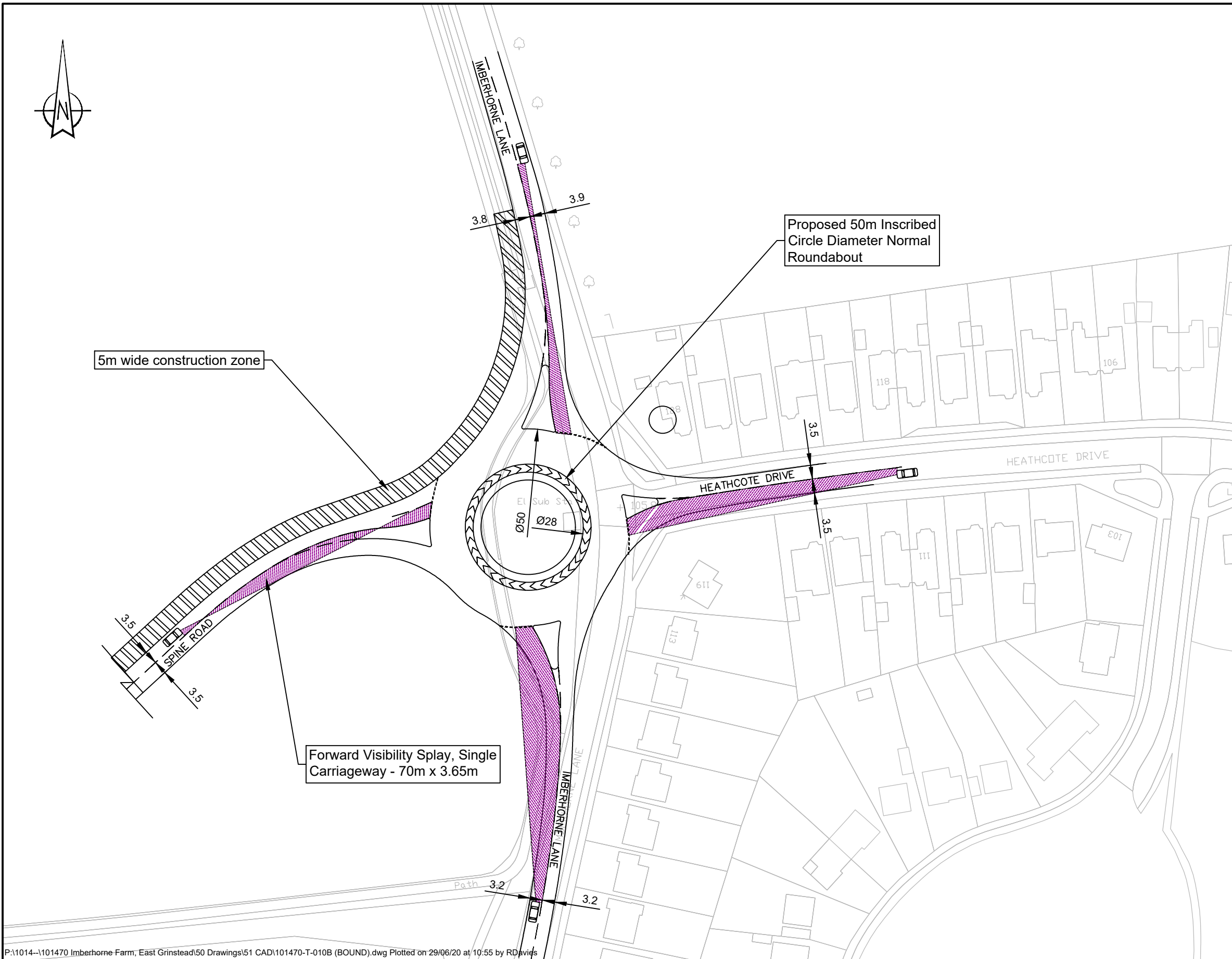
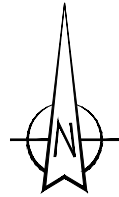
- 5.1 Pell Frischmann (PF) is commissioned by Welbeck Strategic Land II LLP (the 'Applicant'), to provide transport planning and highways consultancy services, in connection with the proposed redevelopment of land at Imberhorne Farm, East Grinstead (the 'site'). The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC), and the Local Highways Authority (LHA) is West Sussex County Council (WSCC).
- 5.2 This Transport Appraisal has been prepared to summarise the findings of the transport studies undertaken to date support the development of the site to provide in the region of 550 residential dwellings (use class: C3) alongside appropriate access and infrastructure.
- 5.3 The Site is currently allocated within the Mid Sussex Draft Site Allocations DPD (March 2020) as "*Land South and West of Imberhorne Upper School*", policy reference "SA20". The transport objectives of the draft allocation set out a requirement to provide a sustainable Transport Strategy, mitigate development impacts by maximising sustainable transport enhancements, contribute towards capacity and safety improvements to junctions along the A22/A264 corridor, provide vehicular access on Imberhorne Lane and positively integrate the PRow which cross the site, including providing an access link into the Worth Way cycle/pedestrian path. The Site is well located to take advantage of a number of local services including schools, retail, employment and health services in the immediate vicinity of the site and is a less than 1.5km from East Grinstead town centre where further retail, leisure and employment facilities are available. There are also bus stops in the immediate vicinity of the site and East Grinstead Railway Station is located approximately 1.3km east of the site. The site is also well connected to the surrounding area by a network of walking and cycling routes.
- 5.4 A detailed sustainable transport strategy will form an integral part of the Transport Assessment which will be produced at the planning application stage to support the development. This will include details of improvements and enhancements to sustainable transport infrastructure and how sustainable travel will be promoted from the outset of the scheme through the introduction of a detailed and robust Travel Plan.
- 5.5 Access will be provided from Imberhorne Lane at the location of the existing Heathcote Drive junction and will be in the form of either a traffic signal-controlled junction or roundabout.
- 5.6 The Mid Sussex Transport Study undertaken to inform the Mid Sussex Site Allocations DPD process, concluded that the impact of developments included within the document (which includes the proposed development) would not result in a severe impact on the highway network within and around East Grinstead. Additional traffic model of the local network in the vicinity of the site which has been done with full consultation with WSCC, has demonstrated that the implementation of strategic improvements schemes at the key junctions on the A22 / A264 corridor would result in a betterment to the performance of the overall network even with the traffic associated with the development at Imberhorne Farm.

Appendix A

LOCAL AMENITIES PLAN

Appendix B

INDICATIVE ACCESS DRAWINGS



NOTES:

GENERAL

1. Do not scale from drawing.
2. All dimensions are in meters, unless stated otherwise.
3. This drawing to be read & printed in colour.
4. This drawing to be read in conjunction with other contract drawings.
5. Where the contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the contractor will take full responsibility and liability for all design aspects, including a design risk assessment. the contractor shall inform Pell Frischmann of any proposed variances to the design.
6. This drawing shall be read in conjunction with all other electrical, mechanical, public health & architectural drawings & the specification.

DESIGN CRITERIA:

Design Speed: 30mph (50kph)

Stop Sight Distance - Table 3 TD 9/93

- Desirable Minimum - 70m

Horizontal Curvature - Table 3 TD 9/93

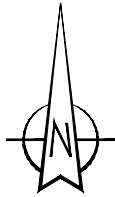
- Minimum 520m radius without elimination of adverse camber and transitions
- Minimum 360m radius with superelevation of 2.5%
- Minimum 255m radius with superelevation of 3.5%
- Minimum 180m radius with superelevation of 5%
- Minimum 127m One Step below with superelevation of 7%
- Minimum 90m Two Steps below with superelevation of 7%

Roundabout Geometry - TD 16/07

- Forward Visibility Splay, Single Carriageway - 70m x 3.65m

P:\1014--\101470 Imberhorne Farm, East Grinstead\50 Drawings\51 CAD\101470-T-010B (BOUND).dwg Plotted on 29/06/20 at 10:55 by RD\evs

<div><div>Pell Frischmann</div><div>5 MANCHESTER SQUARE LONDON W1U 3PD</div><div>Telephone +44 (0)20 7486 3661</div><div>Email: pflondon@pellfrischmann.com</div><div>www.pellfrischmann.com</div></div>	Project		Imberhorne Farm, East Grinstead			Name	Date	Scale	
	Drawing Title		Heathcote Drive - Roundabout Option With Construction Zone		Drawn	KM	09/05/18	1:1000 @ A3	
					Designed	KM	09/05/18	File No. 101470-T-010B (BOUND).dwg	
					Checked	PC	09/05/18	Drawing Status	
					Approved	PC	09/05/18	DRAFT	
			Drawing No.					Revision	
		101470-T-010					B		



P:\1014--\101470 Imberhome Farm, East Grinstead\50 Drawings\51 CAD\101470-T-008B (BOUND).dwg Plotted on 29/06/20 at 10:43 by RDavies

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Project	Imberhorne Farm, East Grinstead		Name	Date	Scale 1:500 @ A3	
		Drawn	AGA	08/05/19	File No. 101470-T-008B (BOUND).dwg	
		Designed	AGA	08/05/19		
		Checked	PC	08/05/19	Drawing Status DRAFT	
		Approved	PC	08/05/19		
Drawing Title	Heathcote Drive - Signalised Junction Option	Drawing No.				Revision
		101470-T-008				B