



RESPONSE TO CONSULTATION BY DAVIES COMMISSION ON OPTIONS TO EXPAND LONDON'S AIRPORT CAPACITY - FEBRUARY 2015

Please find my comments on the Commission's public consultation documents on three options to expand airport capacity around London.

I strongly OBJECT to the proposal to expand Gatwick Airport by adding a second runway (LGW2R) as put forward by Gatwick Airport Ltd because:

1. **There is no support for the scheme in the area surrounding Gatwick.** The GAL consultation in 2014 was mis-leading but even so the response was overwhelmingly opposed. It was so embarrassing that GAL attempted to discount several thousand of objections made by people supporting the reasons for opposition outlined by the Woodlands Trust.
2. **Since then almost every local authority has set out its opposition,** even including WSCC which had bent over backwards to take a positive approach to GAL's scheme. Planning authorities that object to Gatwick include Crawley, Horsham, Mid Sussex, Tandridge, Mole Valley, Wealden, Sevenoaks and Tunbridge Wells as well as Kent and West Sussex. East Grinstead Town Council joins over 40 parish councils in the area opposing the GAL scheme. GAL's claim that there is local support is unjustifiable and is mis-leading to the Commission.
3. **The GAL proposal is ill-thought out and opportunistic and based on incomplete evidence lacking in robustness.**
 - a. As recently as 2012 **GAL's senior executives said** that their shareholders were looking to sell on Gatwick by 2019 and that there was **no sustainable business case for a second runway**. Their change of heart is purely opportunistic - an airport with a Government commitment to expansion will be worth more to shareholders in the forthcoming sale. This last minute conversion also explains the lack of robust evidence to support the scheme.
 - b. **GAL propose to increase capacity by 260%** (from 38m passengers per year to 98m) **but do not propose any significant improvements to road or rail infrastructure** beyond the airport's immediate footprint.
 - c. They say that there will be a huge net boost in local jobs, around 60,000 but there is no local pool of unemployed people to fill the vacancies. Either workers will need to commute in from further away or 46,000 additional houses will have to be built. The local authorities around Gatwick are struggling to find space for the number required without a second runway.
4. **The GAL proposal will have significant hidden costs.**

It would be naive to accept GAL's claim that no new infrastructure improvements will be required to support the scale of expansion. If the Government commits to expanding Gatwick, based on this proposal, it will be left with the choice between an inefficient and underperforming airport or having to fund massive upgrades to the motorway network and new lines into central London at taxpayers expense.

GAL are being disingenuous to claim the economic benefits of a new runway operating at full capacity, while looking at the road and rail impact of one operating at less than half that figure. Extra traffic on local roads will require many traffic engineering schemes, putting substantial extra cost on West Sussex, East Sussex and Surrey County Councils, and ultimately local taxpayers. GAL have not provided any assessment of what might be required



or the likely cost.

5. **The current road and rail network around Gatwick is already struggling to cope with current volumes and without massive investment in roads and rail LGW2R would result in gridlock.**

A second runway would mean at least 100,000 vehicles every day, plus whatever lorry numbers needed to transport the proposed 'million tonnes of freight'. With no new improvements planned to help meet this demand, the M25 and M23 will become 'car parks' and smaller local villages and roads will be pushed beyond their limits by the overspill.

- a. GAL seek to rely on improvements to the M23/M25/A23 already scheduled to cope with currently planned development. These will not be adequate to cope with the additional traffic from LGW2R, but allows GAL to falsely claim that their scheme is cheaper than Heathrow.
- b. GAL's claim that other local roads could cope with more traffic are fanciful. **Roads such as the main route east, the A264, are 'at capacity' now and at East Grinstead, eight miles to the east, the situation is far worse. Here the A22 and A264 share the same route and is already severe according to the recent transport report by JUBB Consultants (January 2015).¹ GAL are offering just £10m towards off-airport improvements.** There would be a severe negative impact on the social, economic and environmental health of the whole area surrounding Gatwick.
- c. Gatwick is served only by a single rail and road connection and is already dangerously vulnerable to disruption. This single rail connection will be forced to accommodate an extra 90,000 daily rail journeys when Gatwick reaches full capacity on both runways, with no new investment planned. Even with no new runway, Network Rail forecast passengers on the Brighton main line will rise by almost a third in the decade to 2020. GAL rely on the improvements already committed to the Brighton Main Line linking Gatwick to London. Improvements already in the pipeline are needed to accommodate existing growth. There is no simple, straightforward, or cost effective solution to adding capacity, as this would require new tunnels through the North Downs and compulsory purchase of land north of Croydon.

6. **GAL has failed to assess the impact on Ashdown Forest which contains a SPA and SAC that are protected under the EU Habitats Directive.**

GAL have only considered the impact of increased flights on Ashdown Forest and have ignored the impact from increased surface traffic and visitor disturbance, not simply from the passenger traffic, but also the additional 60,000 workers for jobs in and around the airport. The Commission identified the Thames Basin SPA as a major problem for the Estuary Airport schemes. **The problem facing Gatwick expansion is far more complicated.** The South East Plan acknowledged that the housing targets it set in 2009 must be assessed for potential adverse effects on Ashdown Forest, and Wealden District Council have done this in drawing up their Local Plan. The Wealden Local Plan has been examined and adopted. It survived a High Court challenge by developers in 2014. This plan sets an upper limit for development in Wealden, that is lower than demanded in the South East Plan, in order to avoid adverse impacts on the Ashdown Forest SPA and SAC sites, and in order to comply with the UK Government's international obligations. The evidence behind the Wealden Local Plan shows that the scale of development required to support an expanded Gatwick risks adverse effects on Ashdown Forest and so, under the precautionary principle, **must be assessed and if mitigation measures are not possible avoided.**

¹ East Grinstead and Surrounds November 2014 Survey and Review Of Traffic Conditions Headline Summary Report Annex 1 attached



In contrast, expansion at either Heathrow or Stansted would NOT put at risk any similar protected sites of international importance, protected by international law.

7. **A mis-conceived plan to add a second runway such as the GAL LGW2R proposal would be disastrous for the surround communities in economic, environmental and social terms:**
 - a. If the second runway creates the sort of jobs that GAL claim, then **60,000** more people will be needed to fill the **mostly low-skilled jobs** created by expansion. Since there is very little unemployment in the area around Gatwick, these new workers would **either need to commute in daily** or there would need to be **46,000 additional homes**. Environmental and infrastructure constraints mean that the local authorities are already unable to deliver the housing numbers set out in the South East Plan. **GAL offers no plan to house these workers**. GAL offers no consideration as to the pressure they will place on local services already struggling to meet demand, including housing, schools, GPs and hospitals. All these uncertainties add to the riskiness of the GAL proposal.
 - b. **GAL pay no heed to the high value environment in Surrey's Green Belt or the High Weald AONB** that would be urbanised by their scheme and very seriously affected by the lack of new infrastructure that their scheme proposes.
 - c. **Three times more people will be subjected to noise**. Up to 30,000 people will be impacted by noise. With two aircraft expected to take off or land every minute, and no plans to provide respite by alternating arrivals and departures on the runways, living under the flight path, house values will fall and people will be trapped in unbearable conditions, unable to move without serious financial loss. The apparently generous promises of financial support much trumpeted by GAL's PR machine would be worth less than the compensation to which homeowners would be legally entitled under the Land Compensation Act.
8. **GAL has tried to downplay the overwhelming opposition to their scheme.**
 - a. In the summer of 2014, GAL conducted a very mis-leading publicity campaign presented as a public consultation on their second runway scheme. The response was an overwhelming rejection of their scheme. GAL however attempted to massage the results by excluding responses from 4,000 supporters of the Woodland Trust, discounting them as repetitive, instead of being rightly viewed as strength of feeling against expansion.
 - b. Despite GAL's protestations of local support, almost all local authorities oppose the second runway largely because the proposal does not even recognise the challenges in terms of infrastructure that would result, let alone set out how these would be resolved - or funded.
 - c. The biggest blow to GAL's scheme must be the recent decision by West Sussex County Councils to oppose their scheme. The Leadership at WSCC have bent over backwards to help the GAL scheme, but Councillors were unconvinced that the scheme was sustainable, desirable or deliverable. Far from enjoying wide-ranging support, the GAL scheme has even lost the support of its own county and in the last few days Crawley Borough Council and Mid Sussex District Council.
9. **GAL wrongly claim that more of the UK population can reach Gatwick in shorter times than Heathrow and more easily.** This is counter-intuitive when most of the UK is the other side of London from Gatwick. The times quoted for journey times north of London are fanciful allowing no time to change trains from tube lines. Quoting times from Cambridge reveals the absurdity of their proposal, since those airport passengers from Cambridge would literally pass by Stansted on their way into London and out on the other side to Gatwick, thus adding to their journey times and increasing the carbon footprint of each journey.



10. **GAL's economic case doesn't stack up.** Before the ink is dry on their proposals, the cost of LGW2R has leapt by 26% from £7.4bn to £9.3bn, according to published estimates. Moreover, leading ratings agency Moody's considers the scheme to have high financial risks, and it seems that Gatwick's principle shareholder will have sold the airport before work is even started, given their policy of only investing in assets - such as the airport - for a ten year period. And this is before factoring all of the infrastructure costs that GAL have ignored in the case.
11. **The Gatwick option that doesn't answer the question asked by the Commission.**
 - a. Heathrow has been full for a decade. Nevertheless, Gatwick has secured virtually no long haul connections to the new economic powerhouses of Brazil and India, and not a single route to China. It lost the last major US airline in recent years. It is already established that those major carriers unable to secure slots at Heathrow are **not** tempted by Gatwick but move to HUB airports at Paris, Schipol and Frankfurt. The airport's on-going failure to attract airlines for these routes provides conclusive evidence that expansion at Gatwick would be a white elephant and is likely to actively damage Britain's ability to compete in the global economy rather than enhance it. All the social and environmental cost paid locally will not even be offset by economic gain for the UK.
 - b. To pay for a second runway, passenger charges at Gatwick will rise and could more than double. Faced with higher charges of up to £28 more for a return flight on supposedly low cost routes, it is unclear whether passengers and airlines will be able to afford an expanded Gatwick at all. But the fact that Easyjet, the largest short haul operator at Gatwick, have expressed concern that the increased landing costs needed to fund LGW2R would be likely to force it to look at moving somewhere cheaper, such as Stansted gives a pretty clear idea of how damaging the added costs would be to Gatwick's competitiveness.
12. **The GAL scheme is incomplete and lacks robust evidence** because they had to start their work from scratch because of the 30-year moratorium, unlike schemes for Heathrow or Stansted that have been under scrutiny for many decades. The GAL scheme has ignored a whole raft of issues - surface transport, Ashdown Forest and where houses for new workers would go - in order to brush over problems and to try and stack up their claim that LGW2R is the cheapest option and the easiest to deliver. The evidence says it is not.
13. GAL argue that a HUB airport (Heathrow, expanded Stansted or the Thames Estuary) is no longer necessary because that business model is out of date, with the industry switching to point-to-point journeys. If that is true then it would be far more logical to support all airports other than Heathrow including Stansted and Luton and regional airports rather than distorting the market by creating a second leviathan at Gatwick. Stansted already has capacity to 2040, could be expanded easily and is on the right side of London for most of the country. The expansion of Gatwick does not serve the interests of the immediate area or the South East. It would also be worse for the UK economy and increase the overheating south at the expense of other regions.
14. The Commission's own analysis that whilst the environmental, infrastructure and social costs of GAL's Gatwick proposal are at least as high as at Heathrow, the predicted benefits are much, much lower - **the opportunity cost of Gatwick over Heathrow would be at least £100bn.** The only people who would benefit from LGW2R would be GAL shareholders and those firms involved in the airports construction.
15. The costs and difficulties of developing Stansted or Heathrow have been raked over many times and are well known. This is not the case for Gatwick and **this means that the GAL**



scheme is risky both in terms of deliverability but also to the taxpayer who will be left to pick up the bill when GAL sell on Gatwick by 2019 as they have always said they intend to.

I call on the Davies Commission to reject the second runway (LGW2R) scheme at Gatwick Airport. The Commission should also revisit the alternative of expanding Stansted, should the need for greater capacity develop.

I would like to be kept informed at the next stage of the Commission process.

[Redacted]

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Date

2nd February 2015

EAST GRINSTEAD AND SURROUNDS
NOVEMBER 2014 SURVEY AND REVIEW OF TRAFFIC CONDITIONS
HEADLINE SUMMARY REPORT V2

JANUARY 2015



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1.0 INTRODUCTION.

1.1 This report has been produced for Mr D J Peacock, who has participated in the consultation on both the emerging MSDC District Plan and the East Grinstead Neighbourhood Plan [EGNP]. The current Mid Sussex Local Plan 2004 states at paragraph 12.5 that the new highway provision has not keep pace with earlier development and that further large scale development would exacerbate this situation and would be inappropriate. In addition Atkins 3 April 2012 and AMEY December 2012 Stage 1 reports were commissioned to look at particular aspects of traffic conditions in East Grinstead and its surrounding area.

1.2 An independent and comprehensive area wide assessment of the East Grinstead Town Transport Network and key junctions on routes to the M23 has been undertaken.

This assessment was undertaken to ascertain the present traffic flow, and the ability of the highway network to adequately cope with existing and additional committed development related traffic and that potential future development set out within the Atkins 3 Report of 2012. In Tandem the assessment has observed and record the related traffic flows at junctions B2110/B2028 at Turners Hill and A264/B2028 at Dukes Head which were identified in the AMEY Stage 1 December 2012 report as having serious traffic issues. Please see appendix 7.

1.3 This review has involved, it is believed, the most comprehensive survey ever of traffic conditions in and around East Grinstead, surveys were undertaken in November 2014 during the morning peak 0700-1000hrs and between 1500-1900hrs in the evening peak.

In order that a like for like comparison could be made with data in the Atkins 3 study the counts were undertaken in early November, the same time of year that Atkins 3 2011 counts, at the same time the opportunity was taken to survey the two related AMEY junctions.

1.4 Survey methods in November 2014 included journey time surveys, classified turning counts, queue length counts and in car video data collection, this variety of survey methods has enabled an accurate and holistic picture of existing traffic conditions to be collated.

1.5 The key findings of this comprehensive report demonstrates that traffic conditions are severe and demonstrably unacceptable. It is inappropriate to allow any further unplanned major development in East Grinstead until the required and substantial additional highway provision is in place. This has a direct bearing on the future level and particular the timing of, housing provision in East Grinstead which is still under consideration.

2.0 BACKGROUND

- 2.1 The Atkins 3 report of 2012 identified that the 'Do Minimum' scenario (which required improvements costing £900,000) will result in the East Grinstead A22 highway network being able to accommodate 765 committed residential units within the East Grinstead Town Council wards of Ashplats, Baldwins, Herontye, Imberhorne and Town. This 765 dwellings was agreed between Atkins and MSDC as the level of allocated or committed development on 1st April 2011.
- 2.2 The report also set out the level of network performance anticipated in 2021 with this level of committed development in place. The Atkins 3 report also identified that 190 additional dwellings could be accommodated on the highway network if another £2,250,000 excluding third party land and utilities diversions, was spent on highway improvements, they referred to this as the 'Do Something' scenario. It is not considered likely that the Do Something option will be deliverable due to the land ownership issues, indeed the Atkins 3 report acknowledged that there were significant deliverability risks with this scheme.

The AMEY Stage 1 report of December 2012 stated that B2028/B2110 junction at Turners Hill had a RFC* over 118.9% in 2010 and predicted an RFC* of 120.1% in 2021 with delays of 6 to 7 minutes with the Dukes Head junction A264/B2028 having an RFC* of 96.8% in 2010 and 83.8% in 2021. * ratio of flow to capacity.

3.0 KEY FINDINGS

3.1 The Survey shows for the area of the East Grinstead Town Centre Highway Network considered by the Atkins 3 2012 report that:

3.1.1 Along the stretch of A22 Lingfield Road to Moat Road 'Route 1' Table 1 between 2011 and 2014 journey times have increased already by 22.8% above Atkins 3 2011 levels PM Peak, and are 16.3% also above the predicted 2021 'Do Nothing ' levels with AM Peak 7.1% above 2011 levels and 6% above 2021 predicted levels.

3.1.2 Between 2011 and 2014 journey times have increased by 15% along the A22 London Road slip road to Lingfield Road (Route 2, Table 2) in the afternoon peak period but have decreased by 46.5% in AM peak with the predicted 2021 levels in PM providing a ceiling of 32% above 2014 levels with the AM peak 128% above.

3.1.3 Surveys also show that queue lengths predicted by Atkins 3 for 2021 'Do Nothing' at:

- The Felbridge Junction [Table 3.1 and 4.1] have already been exceeded on all three arms measured in the AM peak on average by 39% and in the PM peak by 6.1% with the November 2014 survey levels considerably increased on average over 2011 by 100% in the AM peak with a combined arms Maximum Surveyed Queue (MQ) of 99 pcu's and in the PM peak by 59% with a combined arms MQ of 86.

The most extreme AM peak result is for A22 London Road South which is 36% above the 2021 prediction and 280% above 2011 and at PM the most extreme being the A264 Copthorne Road which is 112% above 2011 and 67% above the 2021 prediction.

- The A22 London Road/Imberhorne Lane Junction [Table 3.2 and 4.2] has already been dramatically exceeded on all three arms measured in the AM by an average of 228% with a total MQ across all 3 arms of 262 and in the PM by 147% with total MQ across all 3 arms of 188, there is also a massive increase in traffic from Atkins 3 2011 readings of 315% in the AM peak and 198% in the PM peak..

Reference to the tables shows acute issues at Imberhorne Lane with an average AM queue of approaching half a km (based upon a queueing car length of 6m) also on the A22 London Road South in both AM and PM peaks queue lengths are approx. 1km,. There have been massive increases since 2011 which substantially already exceed the 2021 predictions i.e. A22 London Road South AM by 412% and PM 433%

- The A22 London Road/Lingfield Junction [Table 3.3 and 4.3] has already been exceeded on the A22 London Road North by 12% AM and 15% PM whilst comparison to Atkins 3 2011

readings shows increases of 65% and 50% respectively against present AM MQ 167 and PM MQ 164 with queue lengths of approx. 1km.

3.1.4 In summary for the 2021 Do Nothing situation predictions have already been exceeded by up to 67% at the Felbridge junction, 433 % at the Imberhorne Lane junction and 15% at the Lingfield Road junction.

3.1.5 This Survey indicates that the Atkins 3 modelling has underestimated the baseline traffic conditions in 2021 and hence its conclusions regarding future residential development capacity are overestimated showing that

- Traffic conditions by 2021 will be much worse than Atkins 3 predicted because:-

- 2014 surveys show that the predicted Atkins 3 2021 Do Minimum journey times and delays at key junctions have already been exceeded
- There are 6 years to go to 2021 and hence an additional 6 years traffic growth on the A22 will make conditions even worse

and recognising from now the following, already approved housing, will generate significant additional traffic on to the East Grinstead highway network equating to the traffic generation of at least an additional 647 houses.

- At 1st September 2014 MSDC identified and listed at http://www.midsussex.gov.uk/media/Commitments_September_2014.pdf 532 units of housing commitments i.e. committed housing schemes that have yet to be completed.
- 500 dwellings have been approved at Copthorne Village West which when built out will add significant levels of traffic to the A22 through East Grinstead. Based upon data within the approved Copthorne Village West Transport Assessment the development will add 69 vehicles in the AM peak to the Felbridge junction and onto the A22, at a trip rate of 0.6 trips per dwelling this equates to 115 dwellings worth of cars passing along the A22 towards East Grinstead.
- Approximately 283 dwellings have been approved at Crawley Down since April 2011 and at 1st April 2014 209 of these dwellings still had to be built which will also add significant traffic flows to the A22.

3.2 The Survey covers the Amey Stage 1 December 2012 Report and its comments regarding the two Related Junctions at Turners Hill [B 2028/B2110] and Dukes Head [A264/B2028].

3.2.1 In addition to consideration of the town centre highway network assessed in the Atkins 3 report some more rural junctions on key routes to the M23 have also been reviewed. These

junctions are the A264/B2028 and B2028/B2110 junctions, these junctions were identified as highway capacity constraints within the Amey Stage 1 MSTs reports. Traffic counts confirm that both of these junctions are operating over capacity with significant queues and delays during both the morning and evening peak periods.

3.2.2 Tables 5 and 6 show a comparison between the existing and predicted 2021 performance of the B2028/B2110 and A264/B2028 junctions as set out within the Amey Stage 1 MSTs Report of December 2012 and the performance of the junctions when assessed using the November 2014 traffic surveys.

- For the A264/B2028 junction in 2021 Amey predicted that the busiest approach to the junction would operate with a 9.4 second delay and with a maximum Ratio of Flow to Capacity of 96.8%. It should be noted that an RFC of 0.85 is generally accepted as the desirable level of performance on any arm and the level above which queuing and delay will rise considerably. An RFC of 1.0 means that the junction is operating at its design capacity.

Based on the November 2014 surveys it is clear that the A264/B2028 junction is operating with a significant level of queueing with queues of over 25 vehicles on 3 of the 4 arms in the AM and PM peaks. Using the November 2014 traffic and queue length data an ARCADY model of the junction was built using industry recognised TRL Junctions 8 modelling software, the model was validated against the surveyed queue length data. The resulting model results are summarised within table 5, these results show that the junction is already operating over 1.0 RFC on two arms with delays of over 3 minutes per vehicle on the Snow Hill arm in the AM peak. This current level of performance is well below and much worse than the level of performance predicted in the Amey Stage 1 Report for the year 2021. It is therefore apparent that the Amey Phase 1 report underestimated the traffic congestion and delay issues at this critical junction on the local highway network.

- At the B2110/B2028 junction Amey Stage 1 predicted that the busiest arm being Church Lane would be operating with a delay of 402.7 seconds and an RFC of 1.20 by 2021. The November 2014 queue length surveys indicate that this arm of the junction suffers from significant queueing for prolonged periods with queues in excess of 25 vehicles being recorded between 0730 and 1000 hrs and 1530 and 1900 hrs.

Using the November 2014 traffic survey and queue length data for this junction a PICADY model was created using industry recognised TRL Junctions 8 software. The model was validated against the surveyed queue length data and the results of the model show that the Church Lane arm of the junction is currently operating with delays of 536 seconds (nearly 10 minutes) and with an RFC of 1.11. This level of delay of 536.1 sec is in excess 33% of that predicted for the junction in 2021 of 402.7, it is therefore clear that this junction is a major node of congestion on the local highway network.

- 3.2.3 Both the A264/B2028 and B2110/B2028 junctions are currently operating over capacity with significant delays, solutions need to be developed for these junctions prior to any additional development traffic being allowed to pass onto this area of the highway network from or returning to East Grinstead, Ardingly and destinations near M23.
- 3.2.4 It should be noted that these current conditions will be materially worsened by approved developments that have yet to be occupied/built in Crawley Down (approximately 209 dwellings) and at Copthorne Village West (500 dwellings) which will result in additional traffic passing through these junctions transmitted to the East Grinstead traffic network.
- 3.2.5 The picture painted by 3.1 and 3.2 above is in a background where
- WSCC has already confirmed at the 19th July 2012 '3 tiers meeting' at Earls Court East Grinstead that the highway conditions in East Grinstead at several junctions are 'severe'. This is reinforced by the November 2014 surveys that have proved that the condition thresholds as set out with Atkins 3 for 2021 have already been substantially breached without taking into account the outstanding approved developments creating an increased traffic load equivalent to approx. 647 East Grinstead houses still to be occupied/built, which makes the East Grinstead traffic situation much worse.
 - Highway conditions in and around East Grinstead are heavily congested, the November 2014 surveys revealed that congestion exists on A22 takes place throughout the day and not just at traditional morning and evening peak times, this may impact upon the ability of the town and its businesses to operate effectively. These conditions have the potential to impact upon the prosperity and attractiveness of the town as people start to avoid travelling to the area.

4.0 RELATED EG HOUSING POSITION AND COMMITMENTS.

- 4.1 The Draft East Grinstead Neighbourhood Plan October 2013 [EGNP] page 106-110 stated 1,400 proposed units taking into account 289 units built April- 2011 to March 2013, 526 units in planning system pipeline i.e. a combined total of 815 plus estimated housing capacity at identified suitable sites within the built up area of 585, a total of 1,400 i.e. 445 above Atkins 3 Do Something limit.

- 4.2 At the 1st September 2014 MSDC listed and identified 532 units within their commitments schedule as set out at http://www.midsussex.gov.uk/media/Commitments_September_2014.pdf

In referencing the draft EGNP above, page 109, 585 units on 17 listed sites were identified as suitable sites, not approved as yet, for development. Including in that figure is Stonequarry Woods 40 units and Land at junction with Windmill Lane/London Lane 35 units, a total of 75 units which are also included in the 532 units MSDC listing at 1st April 2014.

This results in a total of 1,042 houses identified for housing development from 1st April 2014 which when added to the houses already built April 2011-March 2013 of 289 [see Draft EGNP page 106] and the 78 units built between April 2013-March 2014 as set out at http://www.midsussex.gov.uk/media/Completions_2013-14.pdf results, in a total EG housing plan of 1,409 houses substantially above the Atkins 3 plan of 765 'Do Nothing' by 644 units and Atkins Do Something of 765 + 190 i.e. 955 units by 454 units.

The present traffic position has been outlined in section 3 with comparison to the Atkins and Amey figures for their 2021 predictions, the above housing figures provides a substantial increased traffic load onto the East Grinstead traffic network which is already exceeding in many cases the 2021 predicted levels without taking into account the additional traffic load from the approved development of 500 houses at Copthorne Village West.

- 4.3 The 27th May 2004 Mid Sussex Local Plan is still the Adopted Local Plan, Chapter 12 deals with East Grinstead with the policy aims for East Grinstead set out at paragraph 12.7. It identifies highway infrastructure as one of the two major constraints to housing and commercial development in East Grinstead [see para12.5] and states 'new highway provision at East Grinstead has not kept pace with the rate of earlier development and general traffic growth as the existing network is no longer adequate to cope with traffic demands now placed on it'. Since 2004 houses have been granted planning permission and built within East Grinstead with a small and inadequate amount spent on highway infrastructure, this housing growth including that identified in 4.2 above reinforces the conclusion that the East Grinstead traffic position has now become demonstrably unacceptable.

5.0 IMPACT OF INCREASED TRAFFIC FLOW DUE TO APPROVED BUT STILL TO BE BUILT/OCCUPIED HOUSING DEVELOPMENTS [1st Sept 2014 - 532 HOUSES AT EG AND THE COPTHORNE VILLAGE WEST DEVELOPMENT]

- 5.1 Each of the 22 sites making up the 532 EG housing commitments as set out within the MSDC Commitment Schedule as at 1st September 2014 [included at Appendix 10] were examined and analysed to determine the increased traffic flows associated with that site. The methodology for assessing the trip generation and trip assignment of this traffic was the same as was used within the Atkins 3 report.

These sites were then grouped into the EG Wards of Town [North and South], Ashplats, Baldwins, Imberhorne and Herontye and totalled to produce the increased passenger car units [pcu] volumes and also % increase in pcus, for both AM and PM Peaks.

- 5.2 The resultant figures are shown on the diagrams in appendices 8A and 8B for the AM peak and 9A and 9B for the PM peak with the principle figures summarised below in Table 1.

Table 1 Increased Peak Hour Total Traffic Inflow by Junction - Total Volume and % Increase above 2014 levels

Junction	AM Peak Traffic (pcu*)				PM Peak Traffic (pcu*)			
	Total Vol.	**EG Dev	***CVW	% Inc.	Total Vol.	**EG Dev	***CVW	% Inc.
The A22/A264 East (Moat Road)	162	132	31	8	181	172	9	8
The A22 / Lingfield Road	193	152	41	9	183	166	17	8
The A22 / Imberhorne Lane	249	180	69	10	221	196	25	9
The A22/ A264 Felbridge Junction	235	166	69	10	205	180	25	8

*pcu – passenger car unit

**EG Dev – 532 approved housing development

*** Copthorne Village West Development

- 5.3 From Table 1 it can be seen the EG 532 Housing Approved Developments together with the traffic inflow from Copthorne Village West will in the near future, when built/occupied, have a material additional impact on the key junctions of the EG traffic network.

This is illustrated in Table 1 by the total traffic peak hour inflows across all the key

Junctions AM and PM increasing by 162 pcus at A22/A264 East and by 249 pcus at A22/Imberhorne Lane an 8% and 10% increase respectively over 2014 traffic levels.

5.4 The Atkins 3 'Do Something' Junction Infrastructure improvements are considered largely undeliverable. However if land and funding is available, the 'Do Something'

- 1 £720k Felbridge junction infrastructure investment only compensates overall AM and PM Peaks by reducing the much higher MQ November 2014 levels of 99/86 see tables 3.1, 4.1, back to those recorded by The Atkins 3 Survey in November 2011

Then the added traffic burden from the approved developments detailed in 5.2, 5.3 above coming on stream progressively increases the traffic inflow to the junction by up to 10%, an additional 235 pcus during the AM peak hour making the junction performance materially worse than November 2011.

- 2 The £347k invested in the Imberhorne Lane/A22 junction as a result of the Bridge Park non-food retail development has already taken place before the Jubb November 2014 survey and therefore provides no relief to this severely congested junction. This is clearly illustrated in tables 3.2, 4.2 with total arms MQ AM 262 [1km queues], PM MQ 188 [870m queues].

With the additional traffic load from the committed developments detailed in 5.2, 5.3 above coming on stream in the near future increasing total traffic inflow to the junction by up to 10%, an additional 249 pcus during the AM peak hour at the A22/Imberhorne Lane junction, performance will deteriorate further.

- 3 The £1.25m planned spend including a new footbridge, for improvements at the A22 London Road/Lingfield Road junction faces a major task to reduce significantly the current 1 km queues at the A22 London South arm noting the present traffic position and the 9% increase in total traffic junction inflow from the approved developments still to come on stream.

5.5 The combination of the results of the November 2014 Traffic Survey combined with the anticipated impact of the additional traffic load from the approved developments shows a much greater traffic demand in East Grinstead than Atkins 3 anticipated. The Atkins 3 Do Something Planned Infrastructure Junction £2.25m investment programme detailed in 5.4 above, was designed to enable a further 190 houses to be built above the April 2011 committed 765 units and illustrates, it is very inadequate against and will not solve the needs of even the EG present housing commitments and November 2014 traffic flows.

- 5.6 At the 5th January 2015 meeting of the East Grinstead Town Council Option 4* was adopted as the framework for the development of the East Grinstead Neighbourhood Plan [EGNP] i.e. Produce a plan that excludes strategic growth site allocations [no strategic growth and pass back the responsibility to MSDC] and rejecting:

Option 1* - Plan for the full 'objectivity assessed' housing need of East Grinstead [growth of approx. 1,600 units above present approved commitments]

Option 2* - Plan for a reduced housing need based on Environmental constraints [growth of approx. 500 units above present approved commitments]

Option 3* - Plan for housing need in accordance with infrastructure capabilities [growth of approx. 190 units above present approved commitments]

* Kember Loudon Williams [KLW] was appointed in September 2014 to advise the East Grinstead Neighbourhood Plan [EGNP] Working Group on the production of the EGNP. Following initial investigations by KLW four options were identified available to TC. KLW recommended to the TC that option 4 be pursued

Sections 3 and 4 of this report and points 5.2 to 5.5 above illustrate EG's severe traffic infrastructure problems and constraints. The adoption of Option 4 above provides the opportunity and allows time for MSDC and EGTC to conduct an in depth investigation and consideration, of 'to what extent the EG traffic infrastructure limitations' detailed in this report can be overcome and how? Whereas Options 1 and 2 above will impact materially on the EG highway network much further at a time when EG traffic conditions are already severe and demonstrably unacceptable.

6.0 CONCLUSIONS AND RECOMMENDATIONS

- 6.1 The analysis within Atkins 3 significantly underestimates the serious nature of traffic congestion and delay in and around East Grinstead supported by the survey of Amey Stage 1 junctions at Turners Hill [B2028/B2110] and Dukes Head [A264/B2028]. The conclusions of the Atkins 3 study should be seriously reconsidered.
- 6.2 The Do Something measures set out within Atkins 3 are considered to be largely undeliverable. However if land and funding is available and the 'Do Something' plan is implemented it would make no material improvement at the key Imberhorne Lane/A22 junction and after the approved developments come on stream, conditions would be materially worse at both the Felbridge and Imberhorne junctions than the Atkins 3 report recorded in November 2011 and the queue lengths predicted for 2021 by Atkins 3 for after the 'Do Something' investment had been made.
- 6.3 The town network is operating ineffectively at peak times and key junctions to M23 are also significant congestion hot spots.

The 2021 Do Nothing situation have already been exceeded by up to 67% at the Felbridge junction, 433 % at the Imberhorne Lane junction and 15% at the Lingfield Road junction.

No improvements other than the Do Nothing improvements at the Imberhorne Lane junction have been implemented, this improvement was implemented by the Bridge Park non-food retail development.

To date there has been no further improvements implemented from the Atkins 3 Do Minimum and Do Something scenarios which were to cost £900k and £2.25m respectively excluding third party land and utility diversions etc. Also the West Sussex County Council Local Transport Plan 3 2011-2026 does not identify any funding for improvements at the junctions and A22 network considered within this report.

In Tandem the related AMEY junctions of B2110/B2028 at Turners Hill will have an RFC of 120 and A264/B2028 at Dukes Head has currently significant levels of queuing of over 25 vehicles on 3 of its 4 arms at AM and PM peaks.

- 6.4 Predicted conditions for the year 2021 have already been breached, however approximately 647 residential units (532 MSDC identified commitments and 115 dwellings worth of traffic from Copthorne Village West) have yet to hit the East Grinstead highway network. When the

traffic associated with these committed schemes comes forward traffic conditions in East Grinstead will deteriorate still further.

The analysis of the impact on the East Grinstead Traffic Network of these approved developments when built and occupied shows a further significant increase in the total traffic peak hour inflows across all the key junctions considered of between 8% or 162 pcus to 10% or 249 pcus above 2014 levels.

As stated in 6.2 above the Atkins 3 'Do Something' proposed infrastructure junction improvements would make no material improvement at the key Imberhorne junction and after the approved housing developments come on stream traffic conditions will be materially worse at both the Felbridge and Imberhorne junctions than the Atkins 3 study recorded in November 2011 and the queue lengths predicted by Atkins 3 when the 'Do Something' investment has been made.

Additionally the already over capacity A264/B2028 with its present significant delays is impacted during the peak hours by the housing commitments by up to an additional 95 pcus. The performance of these linked junctions materially impairs access to the key routes of M23 and M25.

- 6.5 This comprehensive report demonstrates that EG traffic conditions are severe and demonstrably unacceptable and it would be inappropriate to allow any additional unplanned major development until a very comprehensive, up to date and accurate study of the whole town transport network and key routes to M23 and M25 has been completed and a clear strategy for improving conditions has been developed.
- Existing traffic models have been created on a piece meal basis and do not accurately model the interaction between junctions in the town, particularly along A22.

It is considered that a town wide traffic model that extends out onto some key related routes to the M23 and M25 should be developed, this model must be validated accurately and take account of the large level of committed development in the MSDC area. This model can then be used to accurately assess potential improvements that are realistic and which recognise the constraints that exist.

- 6.6 An objective EG plan is a fundamental step, balancing housing requirement and its location against the capability of a whole town transport network plan to absorb it, which recognises the present traffic conditions, facts and serious constraints. Noting at the same time the much higher levels of housing approvals already granted well above the Atkins 3 levels.

It should be noted that the National Planning Policy Framework states at Paragraph 7 that there are three elements to sustainable development and that these are economic, social and environmental sustainability. The NPPF goes on to say that these three elements are mutually

dependent and that they should be sought jointly and simultaneously through the planning system.

The approval of additional piece meal standalone unplanned development like the proposed Hill Place Farm scheme will create even further delay and congestion to the stated WSCC 'severe conditions that already exist'. Contrary to the NPPF such development will further compromise the economic, social and environmental viability of the town as more people avoid the area due to traffic conditions.

Any further major development in the town or around its boundaries could not therefore be considered sustainable especially in transport planning terms.

Appendix 1

Route 1 Journey Time - Lingfield Rd to Moat Rd

Table 1 – Route 1 Journey Time Comparison

Route 1 Journey Time (sec) Lingfield Rd to Moat Rd		Traffic Survey			Atkins Stage 3 Study		Percentage Increase	
		04/11/2014	05/11/2014	Ave	Year 2011	Year 2021 + Committed + Do Nothing	Year 2011	Year 2021 + Committed + Do Nothing
AM Peak	Average Journey Time	98	97	97.5	91	92	7%	6%
08:15-09:45	Maximum Journey Time	100	108	104	-	-	-	-
PM Peak	Average Journey Time	106	115	110.5	90	95	23%	16%
(16:45-18:15)	Maximum Journey Time	137	146	141.5	-	-	-	-

Appendix 2
Route 2 Journey Time - London Road to Lingfield Road

Table 2 – Route 2 Journey Time Comparison

Route 2 Journey Time (sec) London Rd Slip to Lingfield Rd		Traffic Survey			Atkins Stage 3 Study		Percentage Increase	
		04/11/2014	05/11/2014	Ave	Year 2011	Year 2021 + Committed + Do Nothing	Year 2011	Year 2021 + Committed + Do Nothing
AM Peak	Average Journey Time	97	117	107	200	244	-46.5%	-56%
08:15-09:45	Maximum Journey Time	109	132	120.5	-	-	-	-
PM Peak	Average Journey Time	144	184	164	143	215	15%	-24%
(16:45-18:15)	Maximum Journey Time	208	299	253.5	-	-	-	-

Appendix 3
A22 Junctions AM Peak Comparison

Table 3.1 – A22 Felbridge Junction AM Peak Comparison

AM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
A264 Copthorne Road	30	33	50	39	45	48%	35%
A22 Eastbourne Rd (N)	9	10	13	19	16	78%	60%
A22 London Road (S)	10	28	35	41	38	280%	36%
Total of All Arms	49	71	98	99	99	100%	39%

Table 3.2 – A22 London Road/Imberhorne Lane Junction AM Peak Comparison

AM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
Imberhorne Lane	15	19	65	81	73	387%	284%
A22 London Rd (N)	25	27	16	15	16	-38%	-43%
A22 London Rd (S)	23	34	167 (appr.1000m)	180 (appr.1100m)	174 (appr.1050m)	657%	412%
Total of All Arms	63	80	248	276	262	315%	228%

Table 3.3 – A22 London Road/Lingfield Road Junction AM Peak Comparison

AM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
Lingfield Road	57	67	-	-	-	-	-
A22 London Road (N)	101	149	167 (appr.1000m)	167 (appr.1000m)	167 (appr.1000m)	65%	12%
A22 London Road (S)	141	168	-	-	-	-	-

Appendix 4
A22 Junctions PM Peak Comparison

Table 4.1 – A22 Felbridge Junction PM Peak Comparison

PM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
A264 Copthorne Road	26	33	60	50	55	112%	67%
A22 Eastbourne Rd (N)	16	23	13	11	12	-25%	-48%
A22 London Road (S)	12	25	18	20	19	58%	-24%
Total of All Arms	54	81	91	81	86	59%	6%

Table 4.2 – A22 London Road/Imberhorne Lane Junction PM Peak Comparison

PM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
Imberhorne Lane	16	18	36	16	26	63%	44%
A22 London Rd (N)	27	31	22	13	18	-35%	-44%
A22 London Rd (S)	20	27	145 (appr. 870m)	143 (appr. 860m)	144 (appr.865m)	620%	433%
Total of All Arms	63	76	203	172	188	198%	147%

Table 4.3 – A22 London Road/Lingfield Road Junction PM Peak Comparison

PM Peak (MQ)	Atkins Stage 3		In Car Video Survey			Percentage Increase	
	Year 2011	Year 2021 Do Nothing	04/11/2014	05/11/2014	Ave	Year 2011	Year 2021
Lingfield Road	48	52	-	-	-	-	-
A22 London Road (N)	109	142	200 (appr. 1200m)	127 (appr. 760m)	164 (appr.760m)	50%	15%
A22 London Road (S)	215	232	-	-	-	-	-

Appendix 5
A264/B2028 Junction Performance Comparison

Table 5 – A264/B2028 Junction Performance Comparison

The A264 /B2028 Junction	Queue Surveys (vehicles)				Amey Stage 1 Mid Sussex Transport Study - 2012				Jubb Junction Assessment 2014	
	4th Nov 2014		5th Nov 2014		With Only Committed Dev AM Peak Year 2021		Base Model –Year 2010		Based on November 2014 AM Peak Traffic Flows	
	AM Peak	PM Peak	AM Peak	PM Peak	Delay	RFC	Delay	RFC	Delay	RFC
Copthorne Common Road	6	7	9	9	9.4 sec	96.80%	9.0 sec	83.8%	8.66	0.76
Turners Hill North	25+	25+	22	9					92.2	0.97
Snow Hill	25+	25+	25+	25+					174.98	1.02
Turners Hill South	25+	25+	22	23					128.81	1.00

Note – Comparison with AM Peak only possible as PM peak data not available from Amey Stage 1 Report

Appendix 6
B2028/B2110 Junction Performance Comparison

Table 6 – B2028/B2110 – Junction Performance Comparison

The A264 /B2028 Junction	Queue Surveys (vehicles)				Amey Stage 1 Mid Sussex Transport Study - 2012				Jubb Junction Assessment 2014	
	4th Nov 2014		5th Nov 2014		With Only Committed Dev AM Peak Year 2021		Base Model –Year 2010		Based on November 2014 AM Peak Traffic Flows	
	AM Peak	PM Peak	AM Peak	PM Peak	Delay Church Ln	RFC Church Lane	Delay Church Ln	RFC Church Lane	Ave Delay Church Ln	Ave RFC Church Ln
B2110 Church Lane	25+	25+	25+	25+	402.7 sec	120.10%	380.2 sec	118.9%	536.1 sec	111%
B2110 East Street	5	6	7	5						

Note – Comparison with AM Peak only possible as PM peak data not available from Amey Stage 1 Report

Appendix 7

East Grinstead and Surrounds Study Area Location Map

Appendix 8A

**Increase in Traffic Flow AM Resulting from Approved EG
Housing Not Built/Occupied Sept 2014 - Volume Increase.**

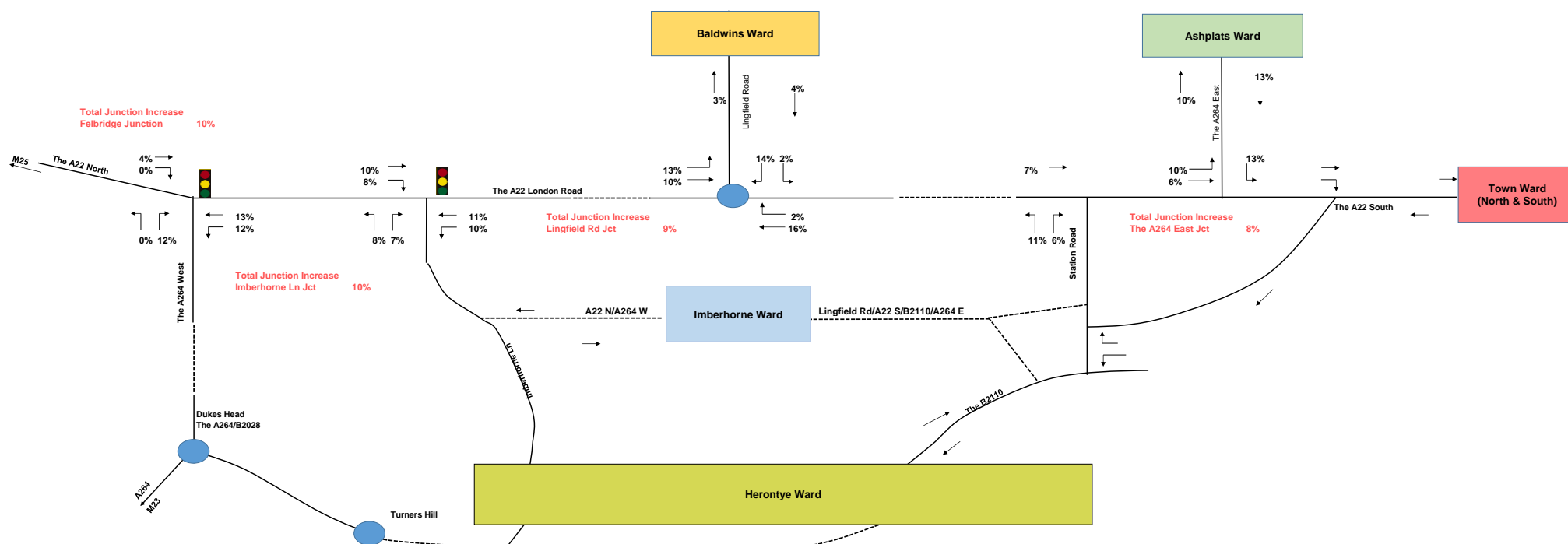
- Volume Increase in PCUs



- 1 Committed Schemes consist of 532 units identified in MSDC Commitment Schedule 1/9/2014
2 Establishment of development traffic is in consistent with Atkins Stage 3 Study Methodology
3 Including Copthorne Village West Traffic
4 Does not include the impact of proposed Hill Place Farm Development
5 Numbers show pcu's increase over 2014 (growthed) flow level

Appendix 8B
Increase in Traffic Flow AM Resulting from Approved EG
Housing Not Built/Occupied Sept 2014 - Percentage
Increase.

Increase in AM Peak (08:00 - 09:00) Traffic Flow from Approved EG Housing Not Built/Occupied September 2014
- Percentage Increase in PCUs

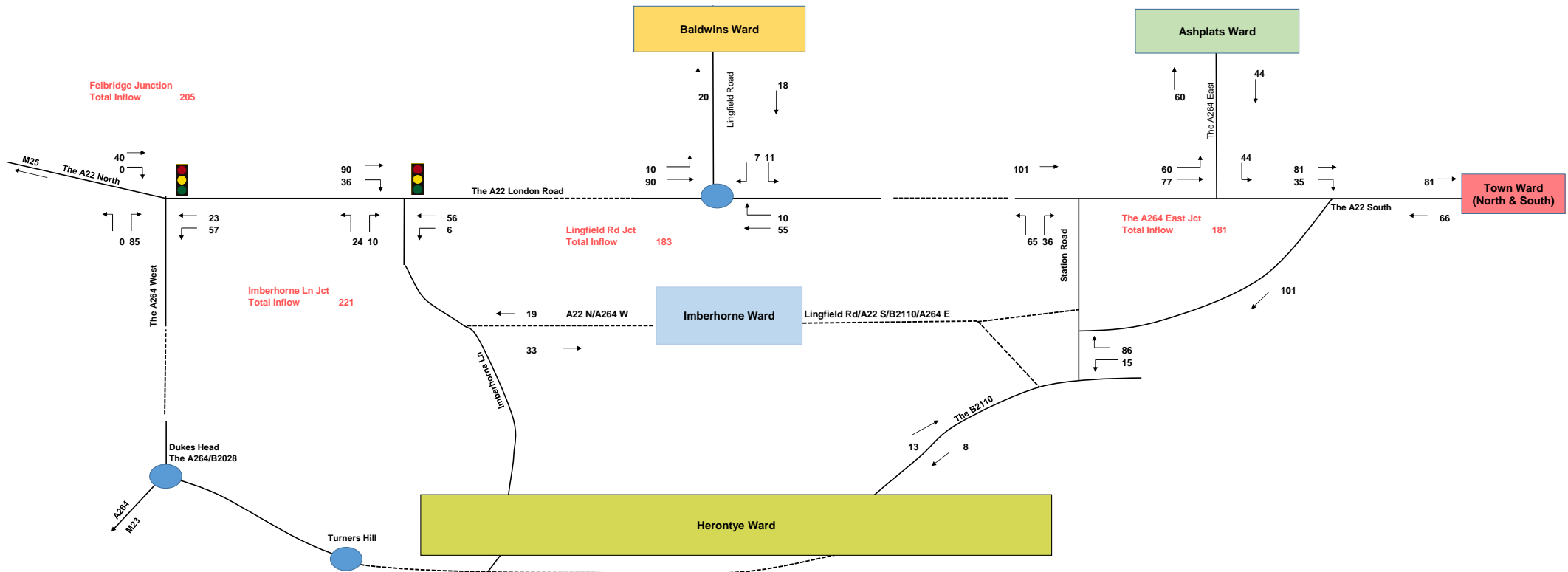


- Note:**
- 1 Committed Schemes consist of 532 units identified in MSDC Commitment Schedule 1/9/2014
 - 2 Establishment of development traffic is in consistent with Atkins Stage 3 Study Methodology
 - 3 Including Copthorne Village West Traffic
 - 4 Does not include the impact of proposed Hill Place Farm Development
 - 5 Numbers show % increase in pcus over 2014 (growthed) flow level

Appendix 9A

**Increase in Traffic Flow PM Resulting from Approved EG
Housing Not Built/Occupied Sept 2014 - Volume Increase.**

**Increase in PM Peak (17:00 - 18:00) Traffic Flow from Approved EG Housing Not Built/Occupied September 2014
- Volume Increase in PCUs**

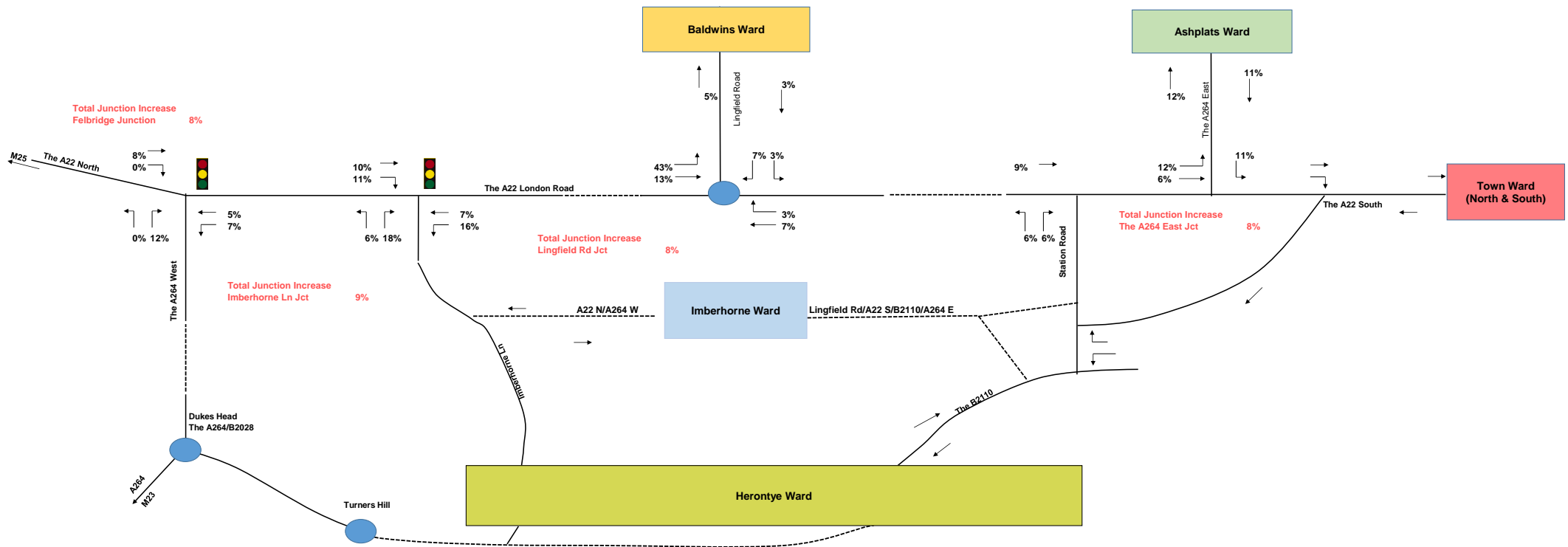


Note:

- 1 Committed Schemes consist of 532 units identified in MSDC Commitment Schedule 1/9/2014
- 2 Establishment of development traffic is in consistent with Atkins Stage 3 Study Methodology
- 3 Including Copthorne Village West Traffic
- 4 Does not include the impact of proposed Hill Place Farm Development
- 5 Numbers show pcu's increase over 2014 (growthed) flow level

Appendix 9B
Increase in Traffic Flow PM Resulting from Approved EG
Housing Not Built/Occupied Sept 2014 - Percentage
Increase.

**Increase in PM Peak (17:00-18:00) Traffic Flow from Approved EG Housing Not Built/Occupied September 2014
- Percentage Increase in PCUs**



Note:

- 1 Committed Schemes consist of 532 units identified in MSDC Commitment Schedule 1/9/2014
- 2 Establishment of development traffic is in consistent with Atkins Stage 3 Study Methodology
- 3 Including Copthorne Village West Traffic
- 4 Does not include the impact of proposed Hill Place Farm Development
- 5 Numbers show % increase in pcus over 2014 (growthed) flow level

Appendix 10
MSDC Housing Commitment Schedule as at 1 September
2014.

Mid Sussex District Council: Commitment Schedule as at 1st September 2014 - large sites (6+ units) over Plan Period

Town / Parish	Ward	Site Address (sites of 6+ units)	Overall Total (Gross)	Overall Losses (Gross)	Overall Cmpltns (Net)	Total Remaining (Net)	PP Ref #	PP Lapse Date	SHLAA ID#
Ansty & Staplefield	Cuckfield	North of Rookery Farm Rocky Lane Haywards Heath	45	0	0	45	Allocated		94
Ansty & Staplefield	Cuckfield	Land South of Rocky Lane, Haywards Heath (Phase 1)	96	0	0	96	12/00535/OUT	30/08/2015	239
Ansty & Staplefield	Cuckfield	Land Souh of Rocky Lane, Haywards Heath (Phase 2)	101			101	13/00656/OUT	Pending S106	485
Ansty & Staplefield		Sunnybrae, Valebridge Road, Burgess Hill (Lewes DC)	1	1		0			N/A
Ansty & Staplefield	Ansty	Ansty Cross Inn, Cuckfield Road, Ansty	6	0	0	6	14/01166/FUL	21/05/2014	640
Ashurst Wood	Ashurst Wood	Adj. Ashurstwood Abbey, Hammerwood Road, Ashurst Wood	12	0	1	11	11/02918/FUL	16/12/2014	607
Ardingly		Land between Lodgeland and Standgrove Place, College Lane, A	37	0	0	37	11/03417/OUT	22/05/2017	187
Bolney	Bolney	G&W Motors London Road Bolney	0	0	0	0	Allocated	Unlikely	82
Bolney	Bolney	Land west of London Road, Bolney	10	0	0	10	13/03506/FUL	13/03/2017	707
Burgess Hill	Chanctonbury Ward	Station yard/car park Burgess Hill	100	0	0	100	Allocated		83
Burgess Hill	Dunstall Ward	Covers Timber Yard 107 Fairfield Road Burgess Hill	15	0	0	15	12/0152/FUL	23/07/2015	73
Burgess Hill	Franklands Ward	The Oaks Centre Junction Road Burgess Hill	12	0	0	12	Allocated		84
Burgess Hill	Franklands Ward	86 Junction Road Burgess Hill	13	0	0	13	12/02873/FUL	Commenced	85
Burgess Hill	Franklands Ward	88 Junction Road, Burgess Hill	13	0	0	13	11/01821/FUL 13/0330	Commenced	610
Burgess Hill	Leylands Ward	North of Faulkners Way Burgess Hill	50	0	0	50	Allocated		88
Burgess Hill	Leylands Ward	Gas holder station Leylands Road Burgess Hill	58	0	0	58	Allocated		34
Burgess Hill	Leylands Ward	Former Sewage Treatment Works, Burgess Hill	325	0	0	325	08/1644/OUT	24/06/2017	45
Burgess Hill	Leylands Ward	Kings Head, 102 London Road, Burgess Hill, West Sussex, RH1	13	0	0	13	12/04048/FUL	21/02/2016	41
Burgess Hill	Meeds Ward	10 Mill Road, Burgess Hill, West Sussex, RH15 8DR	10	0	0	10	12/02959/FUL	25/03/2016	168
Burgess Hill	Meeds Ward	1st/ 2nd Floor 24 Church Road, Burgess Hill	6	0	0	6	13/03408/PDOFF	30/05/2016	161
Burgess Hill	St Andrews Ward	Adj Manor Road Burgess Hill	122	0	94	28	10/01898/FUL	Commenced	90
Burgess Hill	St Andrews Ward	Keymer Tile Works Nye Road Burgess Hill	475	0	0	475	09/03697/OUT	30/04/2017	91
Burgess Hill	St Andrews Ward	Land East of Kingsway Burgess Hill	480	0	0	480	12/01532/OUT	10/05/2016	233
Burgess Hill	St Andrews Ward	The Garage, 1 Janes Lane, Burgess Hill, West Sussex, RH15 0C	9	0	0	9	12/01690/FUL	12/11/2015	646
Burgess Hill	Town Ward	Open air market Burgess Hill	0	0	0	0	Allocated	Unlikely	92
Burgess Hill	Town Ward	Osborne House Station Road Burgess Hill	21	0	0	21	14/01811/FUL	18/08/2017	419
Burgess Hill	Victoria Ward	71 Victoria Road, Burgess Hill	14	0	0	14	13/02759/FUL	30/12/2106	693
Burgess Hill	Victoria Ward	76 Victoria Road, Burgess Hill	11	0	0	11	13/03617/FUL	27/01/2017	692
Burgess Hill	Victoria Ward	Marlborough Court, Royal George Road, Burgess Hill	6	20	0	-14	13/01183/FUL	01/07/2013	654
Burgess Hill	West Ward	Land north of Maltings Park (Phase 1 and 2) Burgess Hill (Wood	94	0	25	69	09/00602/FUL	Commenced	93
Cuckfield	Cuckfield	Land at Bylanes Close Cuckfield	42	0	2	40	12/01497/REM	Commenced	64
Cuckfield	Cuckfield	Land Parcel East of Ardingly Road, Cuckfield, West Sussex, ,	14	0	0	14	12/03750/OUT	04/02/2016	539
Cuckfield	Cuckfield	Yew Tree Court, London Lane, Cuckfield	10	15	0	-5	13/03501/FUL	22/01/2017	695
East Grinstead	Imberhome Ward	West of Imberhome Lane, East Grinstead	100	0	23	77	10/02071/OUT	Commenced	235
East Grinstead	Imberhome Ward	Car Park, Felbridge Hotel, London Road, East Grinstead	12	0	0	12	11/03649/FUL	commenced	475
East Grinstead	Imberhome Ward	218 London Road, East Grinstead	14	0	0	14	12/04326/FUL	10/10/2016	259
East Grinstead	Imberhome Ward	17 Copthorne Road, Felbridge, East Grinstead	26	1	0	25	12/01796/FUL	20/12/2016	548
East Grinstead	Imberhome Ward	Garland Court, Garland Road, East Grinstead	24	0	0	24	13/04309/PDOFF	30/05/2016	697
East Grinstead	North Ward	Stonequarry Woods East Grinstead	40	0	0	40	Allocated		96
East Grinstead	North Ward	South of The Old Convent & St Margarets Convent, Adj to Moatfi	74	0	0	74	14/00294/FUL	25/06/2015	97+98
East Grinstead	North Ward	Rear of 240-258 and adj Ashplats House, Holtye Rd, East Grinst	141	1	51	89	12/00716/REM	Commenced	52
East Grinstead	South Ward	Tennis & Squash Club Ship Street East Grinstead	0	0	0	0	Allocated	Unlikely	101
East Grinstead	South Ward	Dunnings Mill Snooker Club Dunnings Road East Grinstead	7	0	2	5	11/03093/FUL	commenced	316
East Grinstead	Town Ward	33 - 35 Cantelupe Road, East Grinstead, West Sussex, RH19 3E	14	0	0	14	11/02527/FUL	08/12/2014	608
East Grinstead	Town Ward	65 London Road, East Grinstead	7	0	0	7	13/02120/FUL	commenced	638
East Grinstead	Town Ward	1 - 25 Bell Hammer, East Grinstead	28	25	0	3	13/01343/FUL	15/10/2016	696
East Grinstead	Town Ward	Sussex House, London Road, East Grinstead	8	0	0	8	13/04040/FUL	27/01/2017	409
East Grinstead	Town Ward	St James House, 150 London Road, East Grinstead	27	0	0	27	13/00636/PDOFF	30/05/2017	577
East Grinstead	Town Ward	3rd Floor, St James House, 150 London Road, East Grinstead	6	0	0	6	14/01370/FUL	10/06/2017	577
East Grinstead	Town Ward	Greenstede House, Wood Street, East Grinstead	13	0	0	13	13/03298/PDOFF	30/05/2016	123
East Grinstead	Town Ward	Phoenix House, 23-25 Cantelupe Road, East Grinstead	24	0	0	24	13/04062/PDOFF	30-02/2016	259
East Grinstead	West Ward	Junction of Windmill Lane/London Road East Grinstead	40	5	0	35	Allocated		102
East Grinstead	Ashplats	St Lukes House Vicarage, Holtye Road, East Grinstead	14	0	0	14	12/00439/FUL	08/07/2016	439
East Grinstead		The Vinesong Trust, Warrenside, College Lane, East Grinstead, West S	14	0	0	14	12/01877/OUT	14/05/2017	444
East Grinstead		67-69 London Road, East Grinstead	7	0	0	7	14/00572/FUL	10/07/2014	705
Hassocks	Hassocks	Sandbrook, Parklands, Hassocks	8	12	0	-4	13/02809/FUL	19/11/2016	699
Hassocks	Hassocks Keymer North	Stafford House 91 Keymer Road Hassocks	14	0	0	14	12/03748/FUL	18/11/2013	472
Hassocks	Hassocks Stonepound	Station Goods Yard Hassocks	70	0	0	70	Allocated		106
Hassocks	Hassocks Stonepound	Land rear of Stafford House, Ockley Lane, Hassocks	17	0	0	17	12/00637/FUL	01/01/2015	161
Haywards Heath	Ashenground Ward	Ex Horace Hilton Gower Road Haywards Heath	14	0	0	14	11/03486/FUL	Commenced	126
Haywards Heath	Ashenground Ward	Vicotria Gate, 119 -127 South Road, Haywards Heath	10	0	0	10	13/2794/PDOFF	30/05/2016	417
Haywards Heath	Franklands Ward	Anscombe Wood (parcel X)Fox Hill Haywards Heath	90	0	86	4	07/01088/REM	Commenced	108
Haywards Heath	Franklands Ward	Former St. Francis Hospital, Colwell Road, Haywards Heath	85	0	61	24	05/02335/OUT	Commenced	334
Haywards Heath	Franklands Ward	North of 99 Reed Pond Walk Franklands Village Haywards Hea	18	0	0	18	13/01776/FUL	13/08/2016	531
Haywards Heath	Franklands Ward	East of hospital playing field (Parcel Y), Haywards Heath	132	0	0	132	08/02692/REM	Commenced	109
Haywards Heath		The Mayflower Pub, America Lane, Haywards Hath	7	0	0	7	13/01164/FUL	06/06/2016	652
Haywards Heath	Franklands Ward	Oldfield, 55 Lewes Road, Haywards Heath	10	0	0	10	13/02431/FUL	12/11/2013	700
Haywards Heath	Heath Ward	Corner Paddockhall Road/Milton Road Haywards Heath	14	0	0	14	13/00904/EOT	12/06/2016	131
Haywards Heath	Heath Ward	The Oaks, 36 Paddockhall Road, Haywards Heath, West Sussex, RH16	14	5	0	9	14/01335/FUL	22/08/2017	454
Haywards Heath	Heath Ward	17-21 Boltro Road Haywards Heath	13	0	0	13	14/00398/FUL	07/05/2017	307
Haywards Heath	Heath Ward	Land parcel south of 9 Mill Hill Close, Haywards Hath	14	0	0	14	12/01298/FUL	Commenced	539
Haywards Heath	Heath Ward	1 -3 Church Road, Haywards Heath	42	0	0	42	13/03814/FUL	05/02/2017	330
Haywards Heath	Heath Ward	Burns House, Harlands Road, Haywards Heath	8	0	0	8	13/04355/PDOFF	30/05/2016	708
Haywards Heath	Heath Ward	6 Heath Square, Boltro Road, Haywards Heath	9	0	0	9	13/03522/PDOFF		702
Haywards Heath	Lucastes Ward	Bolnore Village Phases 4b & 5, south west of Haywards Heath	200	0	0	200	04/02676/OUT	Allocation	110
Haywards Heath	Lucastes Ward	Bolnore Village Phase 4a	192	0	84	108	10/03704/REM	Commenced	110
Haywards Heath	Lucastes Ward	Bolnore Village Phase 4c	9	0	0	9	12/02517/FUL	28/08/2015	110
Haywards Heath	Lucastes Ward	Land north of Butlers Green Road, Haywards Heath	40	0	0	40	12/02822/REM	commenced	201
Haywards Heath	Lucastes Ward	Ashton House Residential And Nursing Home, Bolnore Road, Ha	18	0	0	18	14/00561/FUL	21/05/2017	620
Haywards Heath	Lucastes Ward	Grosvenor Hall, Bolnore Road, Haywards Heath	8	0	0	8	14/00067/PDOFF	30/05/2016	289
Haywards Heath	Lucastes Ward	Land to the West of Beech Road, Butlers Green Road, Haywards	131	0	0	131	13/01088/REM	27/06/2016	448
Hurstpierpoint and Saye	Hurst & Downs	Land north of Chalkers Lane, Hurstpierpoint, West Sussex, ,	38	0	0	38	12/02838/FUL	19/12/2015	35
Hurstpierpoint and Saye	Hurst & Downs	Land south of Chalkers lane, Hurstpierpoint, West Sussex	57	0	0	57	13/03305/OUT	15/08/2017	284
Hurstpierpoint and Saye	Hurst & Downs	Sussex House 23 Cuckfield Road, Hurstpeirpoint	6	0	0	6	13/04055/PDOFF	30/05/2016	377
Hurstpierpoint and Saye	Hurst & Downs	Land rear of 105 - 109 Cuckfield Road, Hurstpierpoint	6	0	0	6	12/03395/FUL	08/08/2016	380
Lindfield Rural	Lindfield	Gravelye Lane/Lyoth Lane Lindfield	65	0	58	7	10/02911/REM	Commenced	112
Lindfield Rural	Lindfield	Land to the east of Gravelye Lane and south of Scamps Hill, Lind	230	0	0	230	12/04316/FUL	31/10/2016	494
Lindfield Rural	Scaynes Hill	Land between Firlands and the Willows, Church Road, Scaynes	6	0	0	6	14/00373/FUL	21/03/2017	706
Lindfield Rural	Lindfield	Buxshalls, Ardingly Road, Lindfield, West Sussex, ,	40	21	0	19	14/01120/FUL	23/06/2017	586
Lindfield	Lindfield	Former Blackthorns Nursing Home, Blackthorns Close, Lindfield,	13	0	0	13	12/03227/FUL	commenced	428
Lindfield	Lindfield	Dukes Barn Court, Newton Road,Lindfield	11	14	0	-3	13/02660/FUL	13/11/2016	703
Slaugham	Ardingly & Balcombe	Land North of Black Swan Close, Pease Pottage	51	1	0	50	12/02128/FUL	commenced	152
Slaugham	Ardingly & Balcombe	Land at Caburn and St Georges House, Brighton Road, Handcro	7	0	0	7	13/03768/FUL	04/02/2017	704
Slaugham		Seaspace House, Brighton Road, Handcross	7	0	0	7	14/02534/FUL	res to grant	321
Turners Hill	Crawley Down & Turners	Clock Field, North Street, Turners Hill	47	0	0	47	11/01332/OUT	12/06/2015	116
Worth	Crawley Down & Turners	Felbridge Nursery, Crawley Down Road, Felbridge	10	0	0	10	12/00368/FUL	commenced	195
Worth	Crawley Down & Turners	South of Grange Road Crawley Down	80	0	66	14	11/00649/FUL	Commenced	135
Worth	Crawley Down & Turners	Land opposite Rufwood, Turners Hill Road, Crawley Down	26	0	0	26	13/01146/FUL	commenced	274
Worth	Crawley Down & Turners	Pasture Wood, Hophurst Lane, Crawley Down	9	0	0	9	14/01352/FUL	24/06/2017	7
Worth	Crawley Down & Turners	Land east of Woodlands Close, Crawley Down (phase 1)	46	1	0	45	12/00672/OUT	01/06/2016	518
Worth		Land off Woodlands Close, Crawley down (Phase 2)	51	0	0	51	13/03312/OUT	18/08/2017	672
Worth		Land west of Copthorne	500	0	0	500	13/04127/outes	Pending S106	38
Worth	Crawley Down & Turners	Palmers Autocentre Turners Hill Road Crawley Down	8	0	0	8	11/03991/OUT	09/02/2015	488

Total (from large sites)	5362	122	553	4687
Total (from small sites)				189
Total Commitments (all sites)				4876

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