

11789/LNS/v2

Little Reeds Farm, London Road (A23), Hickstead RH17 5LY

PROPOSED IMPROVEMENTS TO SITE ACCESS GG104 SAFETY RISK ASSESSMENT

10th July 2025

1.0 Introduction

- 1.1 The proposal is for a bund to be installed within the site along the boundary of London Road (A23), it is proposed to undertake improvements to the existing access onto London Road. Similar to existing, the improved access will take the form of a Simple priority junction.
- 1.2 This report assesses the safety risks associated with these proposals.
- 1.3 The report has been prepared in accordance with the requirements of GG104 Requirements for Safety Risk Assessments (SRA). The format of the report accords with the framework for an SRA as set out in Appendix A and Appendix B of GG104. Accordingly, following beyond the introduction, the report comprises sections as follows: -
 - SRA Planning
 - Categorisation of Activity Type
 - Identification of Affected Populations
 - SRA Scope
 - Safety Baseline and Safety Objective
 - SRA Process (Hazard Identification & Analysis; Analysis & evaluation of safety risk; safety risk mitigation); and
 - Maintaining SRA (document, updates, validation and monitoring). Existing Little Reeds Farm Access
- 1.4 The existing access is circa 4.1m wide and its junction with London Road currently takes the form of a bellmouth, with 12m radii kerbs on the northern of southern sides respectively.
- 1.5 The visibility splays at the access are currently 2.4m x 30m to the north due to the overhanging branches and shrubs, as indicated on Dwg. No. 11789_2100_P1 shown in Appendix A.

Access Improvement

- 1.6 It is proposed to provide a widen the existing access to allow two tipper trucks to pass one another at the junction with London Road. The proposed access will remain as a simple priority junction but with a width of 7.5m with a bellmouth radii of 15m.
- 1.7 Visibility will be improved to provide a splay of 2.4m x 295m by the cutting back of the tree branches within the public highway. The splay will fully comply with CD123 subject to the cutting back of the branches to be agreed as part of the Section 278 submission post planning. The upgraded access is shown on Dwg. No. 11789_2101_P2 in Appendix B.
- 1.8 Taking account of the above, this SRA relates solely to the site access having a Simple priority junction arrangement.

2.0 Step 1 - Planning

- 2.1 The updated layout drawing is included in Appendix A.
- 2.2 A summary of the Scheme and the preliminary highway design elements (including preliminary design drawing) is provided below. The preliminary design drawing has been reviewed by National Highways (NH) in their role as Overseeing Organisation for compliance with DMRB. The preliminary design has also been subject to a Stage 1 Road Safety Audit in accordance with DMRB GG 119 Road Safety Audit.
- 2.3 The vehicle movements at the proposed site access junction are, in accordance with GG104, defined as the "activity".
- 2.4 The objective of this SRA is to understand the risk presented to the affected populations by the activity. In summary, the specific question that this SRA seeks to answer is: *"Is the operation of the improved site access on London Road acceptable in terms of risk for all populations?"*
- 2.5 Further to dialogue with the highway authority and to support the importation of material to form a noise bund, it is proposed to improve the site access to provide a 7.5m wide access road with 15m radii on the northern and southern exit kerbs, that shall, accord with the requirements of CD 109 in respect of the approaches to the junction on the A23 and with CD 123 (or other relevant standards / guidance) in respect of the junction itself. Swept path analysis of two tipper trucks passing one another has been provided and is included in Appendix A.
- 2.6 London Road is a dual carriageway road with a 70mph speed limit. The equivalent design speed is therefore 120kph.
- 2.7 For a road with a 120kph design speed, the CD 109 fully compliant main road stopping sight distance (SSD), e.g. between an approaching vehicle and another, in front, turning left / left out from the site, is 295m. This is provided with the improved junction, as shown in GTA Dwg 11798_2101_P2.
- 2.8 The 295m visibility splay will be fully comply with CD123 subject to the cutting back of the branches to be agreed as part of the Section 278 submission post planning
- 2.9 In accordance with CD 123, the merge and diverge lanes must be a minimum of 110m based on the 120kph design speed of the road. It is only possible to provide a diverge lane of 57m due to the presence of the existing layby to the north of the site.
- 2.10 Traffic data is available from the DfT count site on the southbound A23. There are counters on the A23 southbound carriageway and on the offslip

to the A2300. This shows that the flows on the A23 southbound main carriageway in 2023 range from 1551 vehicle (0900) an hour to 2491 an hour (1600). The traffic data for the A23 offslip is from 2019 and ranges from 431 vehicles an hour (0900) to 789 vehicles an hour at 1700.

- 2.11 The pattern on the A23 seems to involve higher northbound traffic flow in the morning and higher southbound traffic flow in the afternoon. The traffic data is included in Appendix C.

3.0 Step 2 - Categorisation of Activity Type

- 3.1 The level of rigour to be applied during the safety risk assessment shall be determined by the categorisation of the activity type into category A, B or C, in accordance with GG104 Table E/2.7. The categorisation shown in below is applicable to the assessment of this GG104 for the proposed scheme.
- 3.2 Specifically, the activity being categorised is defined as the operation of the improved London Road access to Little Reeds Farm, as shown on scheme drawings at Appendix A.
- 3.3 Table 1 highlights in green the categorisation of the activity for each feature with explanation provided in Table 2.

Table 1 - GG104 Activity Categorisation.

Feature	GG104 Categorisation Selection Criteria	
	Cat	Indicator
Extent of prior experience of activity	A	Activities for which there is significant experience within National Highways. Previous safety studies and data are available, and some activity features are codified in a standard or formal procedure.
	B	Activities for which there is limited experience within National Highways but there is transferable experience elsewhere in the UK or internationally.

		Activities for which there is limited experience in National Highways but there is experience elsewhere in the UK or internationally, including in different industries, which is deemed sufficiently similar to the activity in question to be deemed relevant. Activities for which there is experience within National Highways, but that experience is in a different application of the activity and some adaptation will be required. There might also be local and site-specific issues to take into account that can affect the relevance of the available experience.
	C	Activities for which there is no previous applicable experience from either National Highways or other industries
Statutory and formal processes and procedures	A	The activity is substantially or entirely within the scope of existing standards, guidance, formal processes or procedures and applicable legislation. The activity requires minimal or no safety related departures from standard or safety related changes to formal processes or procedures (including any legislation).
	B	The activity is largely within the scope of existing standards, guidance, formal processes or procedures. There can be some safety related departures from standards needed and/or safety related changes to formal processes or procedures. The activity can need minor changes to existing legislation
	C	Activities that are not within the scope of existing standards, formal processes or procedures and require new ones to be developed. Activities for which significant departures from standards, formal processes or procedures are required. Activities which require significant changes to existing legislation or new legislation to be written.

		Whilst the number of safety departures from standards, formal processes or procedures can affect the categorisation, the most important element in determining this is the nature and type of the departures. For example, a large number of safety departures that can be addressed straightforwardly will have less impact on feature type
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		than a single safety departure that cannot and requires a detailed risk assessment to support it.
Impact on the organisation	A	The activity has no impact on National Highways. The activity has a minor impact on any of these for a finite period of time. Length of time National Highways is affected by decision to undertake the activity is short term.
	B	The activity can lead to permanent minor changes to any of these. These minor changes can introduce new roles and responsibilities, policies, contractual and workforce arrangements. The activity can require a change to organisational arrangements. Length of time National Highways is affected by decision to undertake the activity is medium term.
	C	The activity has significant impact on any of these. The activity can change core safety roles and responsibilities. Length of time National Highways is affected by decision to undertake the activity is long term.
Activity scale	A	The impact of the activity is limited in nature or scale.
	B	The impact of the activity is significant in nature or scale.
	C	The impact of the activity is wide ranging across the network, and/or significantly impacts infrastructure, interventions or workforce.

Technical	A	An activity where any processes, techniques, methodologies and/or technologies involved are currently in widespread use and re-examination is unlikely to be needed.
	B	There can be some experience of the processes, techniques, methodologies and/or technologies. The experience can be from use in either another application, or by another road authority, supplier, industry or perhaps from overseas in which case some additional work can be required to adapt them and/or to demonstrate that safety can be assured for the intended application.
	C	Activities that use new processes, techniques, methodologies and/or technologies for which there is no previous experience in the UK or elsewhere
Stakeholder impact and interest	A	Activities for which the quantity and/or impact of stakeholders, their interest in and resulting ability to influence or impact the activity is low.
	B	Activities that have only a single or a few stakeholders but their impact, in terms of their attitude towards, or ability to influence, and/or interest in the successful achievement of the activities aim can be significant. Alternatively, it will represent an activity that has several stakeholders but the amount, or type, of safety issues involved are limited.
	C	Activities for which there are a large number of stakeholders and their impact in terms of their attitude towards, or ability to influence can be significant.

		Stakeholders with a strong interest in the potential safety impact of the activity on themselves. Activities where there are conflicting needs arising from different stakeholders or stakeholder groups.
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Table 2 (E/2.8.1 - GG104) Assessment Category Justification

Feature	GG104 Categorisation Justification	
	Cat	Reason for Categorisation Selection
Extent of prior experience of activity	A	Processes, techniques, methodologies and/or technologies involved are currently in regular use on the national road network. The proposed improved site access junction is a common arrangement and there will be available experience of such arrangements.
Statutory and formal processes and procedures	B	The installation or design of a Simple priority junction on the road network is covered by established DMRB design guidance. A departure is required in relation to achieved visibility splays.
Impact on the organisation	B	The provision of the proposed site access junction on London Road is an improvement to the existing site access junction and should therefore only have a minor impact / change on current arrangements.
Activity scale	A	The activity covers the provision of an improved site access junction of London Road, so impact is limited to this location solely.
Technical	A	The principal processes, techniques and methodologies involved are currently in widespread use throughout the national road network.
Stakeholder impact and interest	A	Little opportunity for stakeholders to influence activity.

- 3.4 The application of a Category Type A is deemed suitable for this assessment since 4 of the 6 features are categorised as Type A. GG104 Table E/2.8N states that if there are three or more features categorised as Type A, then the activity is a Category A.
- 3.5 Due to the categorisation assessment resulting in a Category A, the activity type categorisation and the safety risk assessment shall be approved by the person responsible for managing the activity.

4.0 Step 3 – Identification of the Affected Population

- 4.1 GG104, Table 1.3 classifies the 3 types of population that may be affected by the works; Road Workers, Road Users and Other Parties, shown in Table 3 below.

Table 3 - Affected Populations

Population	Classification	Affected
Road Workers	People directly employed by National Highways and who work on the motorway and all-purpose trunk roads either permanently e.g. traffic officers, or periodically e.g. those undertaking site visits; and People in a contractual relationship with National Highways, including our national vehicle recovery contract operatives, all workers engaged in traffic management activities and incident support services, and any other activities where traffic is present, such as persons carrying out survey and inspection work.	No
Road Users	All road users, including the police and emergency services, equestrians, cyclists and pedestrians, as well as those others, who are at work but are not in a contractual relationship with National Highways such as privately contracted vehicle recovery and vehicle repair providers.	Yes
Other Parties	Other parties include any person or persons who could be affected by the National Highways motorway and all-purpose trunk roads, but who are neither using it, nor working on it i.e. living or working adjacent to the motorway and all-purpose trunk roads, using other transport networks that intersect with the motorway and all-purpose trunk roads.	No

How Road Users are Affected

- 4.2 The improved site access junction on London Road will provide access to import material to construction a noise bund. There will be some intensified

use of the access by tipper trucks for a limited period of time. It is proposed that all of the necessary material, will be brought into the site with a 12 month timeframe.

- 4.3 A WCHAR exemption has been prepared and submitted to National Highways. A WCHAR assessment is not required as there will no pedestrians walking along the A23 and it is highly unlikely horse riders would attempt to use the A23.
- 4.4 The existing lawful use of the access is as a residential access involving 5.5 trips a day.
- 4.5 The proposed development will require 33,831m³ of soil to be imported over a 12-month period.
- Based on the calculation of 1 HGV delivery equates to 10m³ of soil, 3,383 HGV deliveries are required (6,766 two-way trips);
 - There are 250 working days in the calendar year and that the site will operate for half a day on Saturdays (08:00am to 13:00pm) (52 half day Saturdays per year). There is a total of 276 working days per year;
 - 3,383 HGV deliveries divided across a 12-month period (276 working days) = 12 HGV deliveries per day (or 24 two-way trips). If required, the period of deliveries could be extended in order to reduce the daily number of trips, although the number of trips is likely to have minimal impact.
 - Deliveries will be scheduled outside of peak hours for the A23 and will be scheduled to arrive between 1000 and 1600.
 - Deliveries will be scheduled so that there are 2 deliveries per hours for 1000-1100, 1100-1200, 1200-1300, 1300-1400 and 1400-1500 with 1 delivery between 1500-1600.
 - Deliveries will be scheduled to ensure that they can enter and egress the site without blocking any part of the access.
- 4.6 Discussions were held with the Spatial Planning Team in 2023 in respect of whether to leave the improved access in place following completion of the works. At the time, the Spatial Planning Team were of the opinion that it would be better to leave the improved access in place. Therefore, the proposal is to leave the improved access in place.
- 4.7 Tipper truck delivery drivers will be informed through the Construction Management Plan (CMP) that they are required to use the junction with the A2300 when re-joining the A23 rather than joining the A23 mainline carriageway directly, particularly when continuing southbound on the A23. The CMP will be a condition of planning consent as suggested by the Spatial Planning Team response dated 02/05/25.

5.0 Step 4 – Scope

- 5.1 The objective of this SRA is to understand the risk presented to the identified affected populations (Section 3) by the specified activity (Section 1). The specific question that this SRA answers is: *"Is the operation of the improved site access on London Road acceptable in terms of risk for all populations?"*
- 5.2 This SRA is based on the following assumptions:

- The improved site access is, where possible, designed in accordance with the guidance provided with the DMRB.
- The improved access will be lit in accordance with the requirements of BS 5489 and BS EN 13201 (latest editions).
- Signs and markings will accord with requirements of Traffic Signs Regulations and General Directions (TSRGD) 2016.

6.0 Step 5 – Safety Baseline and Safety Objectives

Safety Data

- 6.1 The existing site access junction on London Road has been assessed against the relevant design standards and is the basis upon which any amendments are to be compared. The existing arrangements do not currently comply with the requirements of the DMRB, principally due to substandard merge and diverge lengths provided.
- 6.2 Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the highway network in the vicinity of the site.
- 6.3 For the five-year period (2017 – 2022), a total of 3 accidents were recorded in the vicinity of the access. Two of the accidents were slight and one was serious (located at the layby to the north of the site). None of the recorded accidents were located at the site access.
- 6.4 We have also looked at 2023 (the most recently available data) and there have been no further accidents in this period.

Base Line

- 6.5 The safety baseline for the activity for Road Users is based upon the available existing PIA data for the existing site access on London Road. It is defined as the latest three-year period from 2020 – end of March 2023 for which data is available. The safety baseline for each population is set out in Table 5 below.

Table 5 - Safety Baseline Parameters

Population	Parameter
Road Users	The number and severity of PIA entries in the vicinity of the site access on London Road, i.e. 3 collisions (2020 – 2023)
Road Workers	None identified. There is no numerical objective or target for road worker safety on schemes and the risk must be managed to reduce risk in accordance with the As Low as Reasonably Practicable (ALARP) principle.
Other Parties	-

Safety Objectives

6.6 The safety objectives for the activity are:

- Road Users – To ensure that road users are not disproportionately adversely affected in terms of safety risk and that the rate of collisions associated with the improved site access on London Road are no more than the baseline.
- Road Workers – To manage the risk during the operational and maintenance regimes so far as is reasonably possible.

6.7 The Road User objective will be measurable in terms of the number and severity of collisions and the associated collision rate for a period of 3 years post scheme opening.

7.0 Step 6 Hazard Risk and Evaluation

7.1 A risk assessment tool is detailed within GG104, outlining an example methodology for risk assessment. This has been utilised as the method for assessing the implications of the operation of the proposed site access on London Road.

7.2 The methodology identifies a 5 x 5 risk matrix for classifying the risk associated with identified hazards, this is shown in Table 6 - Risk Classification (Likelihood x Severity). The definitions for each of the probability and severity parameters are shown in Table 7.

Table 6 - Risk Classification (Likelihood x Severity)

Likelihood (L) x Severity (S) = Risk Value (R)		Severity (S)				
		1	2	3	4	5
Likelihood (L)		Minor harm	Moderate harm	Serious harm	Major harm	Catastrophic harm
1	Extremely unlikely	1	2	3	4	5
2	Unlikely	2	4	6	8	10
3	Likely	3	6	9	12	15
4	Extremely likely	4	8	12	16	20
5	Almost certain	5	10	15	20	25

Table 7 - Classification Definitions (Likelihood and Severity)

Likelihood that harm will occur (L)			Severity of harm (S)		
1	Extremely unlikely	<i>Highly improbable,</i>	1	Minor harm	<i>No injury, only minor damage or loss</i>

		<i>never known to occur</i>			
2	Unlikely	<i>Less than once per 10 years</i>	2	Moderate harm	<i>Public: Slight Injury Workers: Harm of lesser nature i.e. not RIDDOR reportable illness/injury AND/OR moderate damage or loss</i>
3	Likely	<i>Once every 5-10 years</i>	3	Serious harm	<i>Public: Serious Injury Workers: RIDDOR reportable illness/injury AND/OR substantial damage or loss</i>
4	Extremely likely	<i>Once every 1-4 years</i>	4	Major harm	<i>Fatality, major damage or loss</i>
5	Almost certain	<i>Once a year</i>	5	Catastrophic harm	<i>Multiple fatalities, catastrophic damage or loss</i>

7.3 The outcome of the review of each hazard is a risk rating, this is calculated through the multiplication of the probability and severity scores. The associated ratings along with appropriate actions and considerations are shown in Table 8.

Table 8 - Risk rating and required actions

Risk Value (R)	Required Action	Control measures should be considered using these categories:	
1 – 9 = Low	Ensure control measures are maintained and reviewed as necessary	• Infrastructure • Enforcement • Operating Procedures	• Training / Education / Induction Briefing • Permits

10 – 19 = Medium	Control measures needed to reduce risk rating to a level which is as low as is "reasonably practicable"	• Specific monitoring (with owners and timescales)	• Method Statements
20 – 25 = High	Activity not permitted – hazard to be avoided or risk to be considerably reduced so it is tolerable		

- 7.4 The safety risk assessment for the proposed scheme is presented in Table 9 - Safety Risk Assessment (SRA). It outlines key risk items associated with the operation of the improved site access on London Road, assesses the safety implications without mitigation, and then assesses them again following the application of mitigation or control measures.
- 7.5 It should be noted that this assessment does not look to directly compare the existing scenario with that following the construction of the improved site, but assesses the risks which will occur within the highway corridor once the improved site access comes into use.
- 7.6 Table 10 identifies a Risk Assessment for a compliant scheme which would include merge and diverge lanes in accordance with CD123. Factors such as Illumination, maintenance and construction are common to both a non-compliant and compliant scheme and are included within both Risk Assessments with the same scoring.

Table 9 - Safety Risk Assessment (SRA) – Proposed Scheme

Ref	Hazard Type	Affected Party	Impact of Scheme	Proposed Hazard Scoring (without mitigation/control measures)				Proposed Hazard Scoring (with mitigation / control measures)			
				L	S	R	Justification / Control Measure	L	S	R	Details / Assumptions / Monitoring
1	Rear Shunt type accidents on main line due to unexpected vehicle in front braking or stopping to turn into site access.	Road User	Full CD 109 forward visibility is provided and left turn movements into the site will be restricted to a maximum of 2 an hour.	3	2	6	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	1	2	2	Review accident statistics post implementation
2	Side on &/or rear shunt accidents between vehicles turning left out of the access and rejoining the main flow of traffic within the slip road.	Road User	Full CD 109 forward visibility is provided for main line vehicles. Reduced merge and diverge lanes provided as existing, which will require vehicles to allow down in a shorter length. Access improved to allow two tipper trucks to pass one another.	3	2	6	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	1	2	2	Review accident statistics post implementation

3	Side-on collision Between vehicles turning left out of access and those travelling southbound on main carriageway slip road.	Road User	Full CD 109 forward visibility is provided for main line vehicles. Reduced merge and diverge lanes provided as existing, which will require vehicles to allow down in a shorter length. Access improved to allow two tipper trucks to pass one another.	3	3	9	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	2	2	4	Review accident statistics post implementation
4	Collision with main carriageway slip road traffic when turning out of access and attempting to join main A23 southbound carriageway.	Road User	Drivers will be instructed through the CMP to remain on the slip road and use the A2300 interchange for all onward journeys (north and south).	2	3	6	Drivers will be instructed through the CMP to remain on the slip road and use the A2300 interchange for all onward journeys (north and south). Installation of internal signs and signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	1	2	4	Review accident statistics post implementation

5	Junction Illumination	All Users		3	3	16	Ensure that lighting is provided to illuminate the junction to an acceptable standard to highlight the junction and ensure that all users are aware of each other.	1	2	2	Review accident statistics post implementation
6	Construction	Road Workers		4	4	16	Ensure that appropriate Traffic Management and controls are in place to allow safe construction of the junction.	1	2	2	Review Traffic Management proposals, Contractor credentials and monitor during construction
7	Maintenance	Road Workers		4	4	16	Ensure that appropriate Traffic Management and controls are in place to allow safe maintenance of the junction.	1	2	2	Ensure that adequate and regular preparation of Risk Assessments and 'permit to work' processes are in place with suitably qualified organisations

Table 10 - Safety Risk Assessment (SRA) – Compliant Scheme

Ref	Hazard Type	Affected Party	Impact of Scheme	Proposed Hazard Scoring (without mitigation/control measures)				Proposed Hazard Scoring (with mitigation / control measures)			
				L	S	R	Justification / Control Measure	L	S	R	Details / Assumptions / Monitoring
1	Rear Shunt type accidents on main line due to unexpected vehicle in front braking or	Road User	Full CD 109 forward visibility is provided and left turn movements into the site will be restricted to a maximum of 2 an hour.	3	2	6	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to	1	2	2	Review accident statistics post implementation

	stopping to turn into site access.						avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening				
2	Side on &/or rear shunt accidents between vehicles turning left out of the access and rejoining the main flow of traffic within the slip road.	Road User	Full CD 109 forward visibility is provided for main line vehicles. Access improved to allow two tipper trucks to pass one another.	3	2	6	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	1	2	2	Review accident statistics post implementation
3	Side-on collision Between vehicles turning left out of access and those travelling southbound on main carriageway slip road.	Road User	Full CD 109 forward visibility is provided for main line vehicles. Access improved to allow two tipper trucks to pass one another.	3	3	9	Installation of signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	2	2	4	Review accident statistics post implementation

4	Collision with main carriageway slip road traffic when turning out of access and attempting to join main A23 southbound carriageway.	Road User	Drivers will be instructed through the CMP to remain on the slip road and use the A2300 interchange for all onward journeys (north and south).	2	3	6	Drivers will be instructed through the CMP to remain on the slip road and use the A2300 interchange for all onward journeys (north and south). Installation of internal signs and signs to Diagram 506.1 of TSRGD and the use of a high friction surfacing, or anti-skid surface treatment to avoid the potential for skidding on main line approaches. Erection of 'New Road Layout Ahead' signs for a period of 6 months post opening	1	2	4	Review accident statistics post implementation
5	Junction Illumination	All Users		3	3	16	Ensure that lighting is provided to illuminate the junction to an acceptable standard to highlight the junction and ensure that all users are aware of each other.	1	2	2	Review accident statistics post implementation
6	Construction	Road Workers		4	4	16	Ensure that appropriate Traffic Management and controls are in place to allow safe construction of the junction.	1	2	2	Review Traffic Management proposals, Contractor credentials and monitor during construction

7	Maintenance	Road Workers		4	4	16	Ensure that appropriate Traffic Management and controls are in place to allow safe maintenance of the junction.	1	2	2	Ensure that adequate and regular preparation of Risk Assessments and 'permit to work' processes are in place with suitably qualified organisations
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8.1 Summary

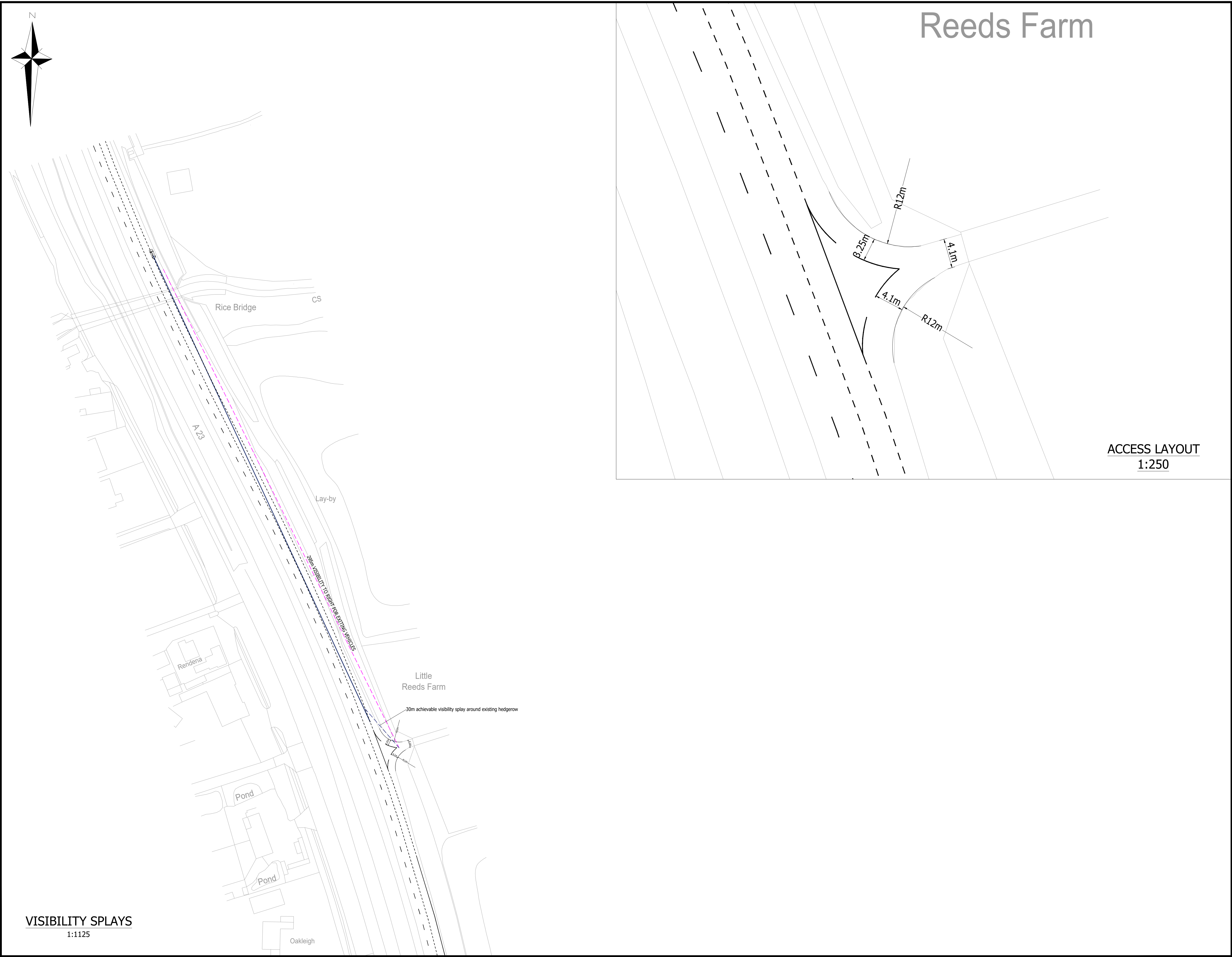
8.1 This SRA has identified the risks indicated in Table 10 as being introduced due to the activity being considered i.e. the operation of an improved site access on London Road.

8.2 Each reasonably foreseeable hazard has been assessed prior to and following mitigation. All hazards are shown to have low risk value following mitigation. The appropriate action in accordance with GG104 (Table D.1) is to ensure assumed control measures are maintained and reviewed as necessary.

8.3 Following the mitigation described, the evaluation of the reasonably foreseeable risks has shown that the operation of a improved site access on London Road will meet the objective of being acceptable in terms of safety risk for all populations. Specifically:

- Road Users – would not be disproportionately adversely affected in terms of safety risk and that the rate of collisions associated with the proposed junction arrangements should be no more than the baseline.
- Road Workers – risk during the operational and maintenance regimes would be managed so far as is reasonably possible.
- Other Parties – No other affected parties identified within the SRA.

Appendix A



GENERAL NOTES

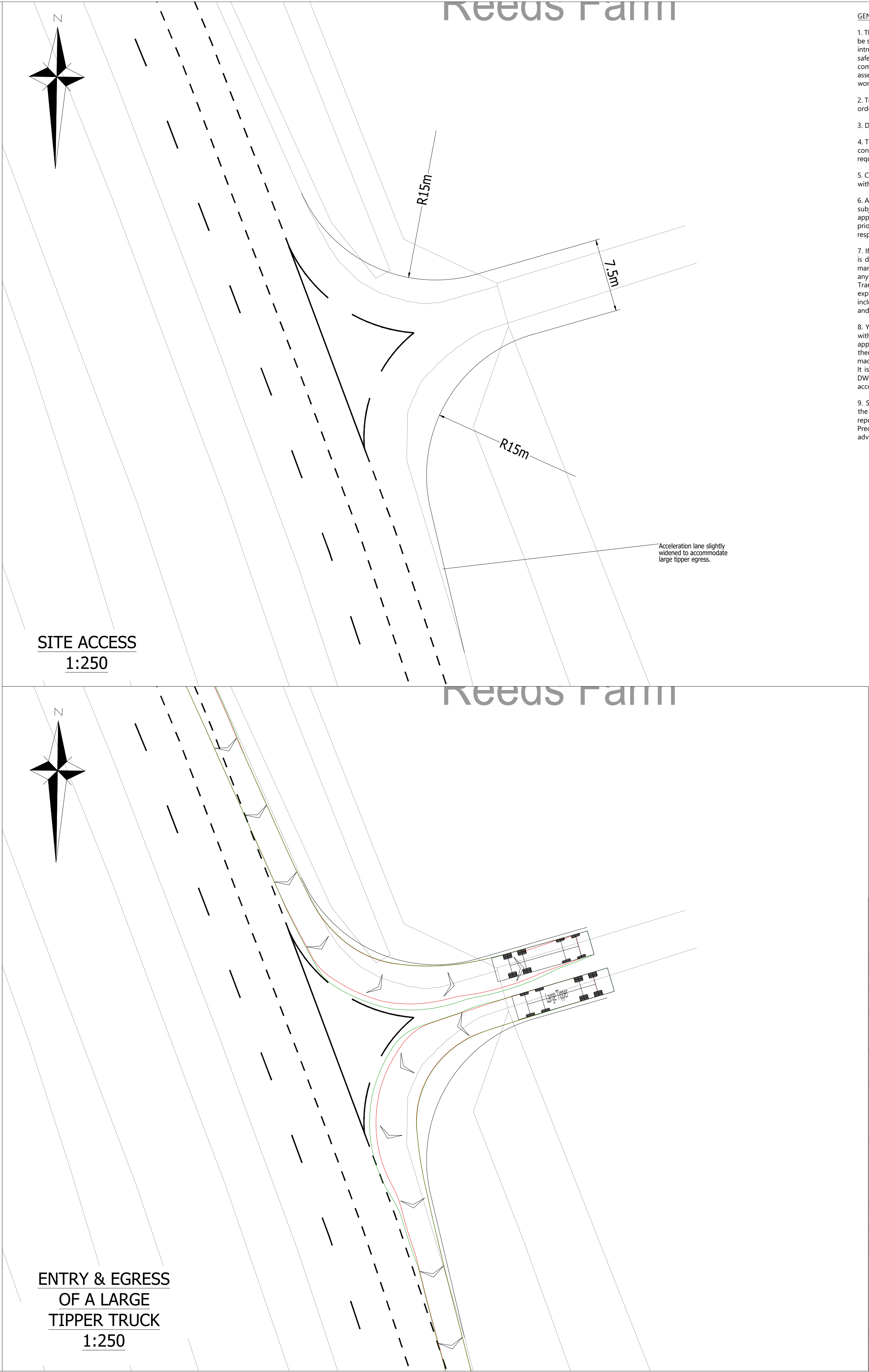
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P1	INITIAL ISSUE		26.10.2022	ART	LNS
Rev	Amendments		Date	Dsn	Ch
Status					
PRELIMINARY					
Client					
MRL GRAB & TIP LTD					
Architect					
Project					
LITTLE REEDS FARM HICKSTEAD, WEST SUSSEX					
Title					
EXITING ACCESS LAYOUT AND VISIBILITY SPLAYS					
Date		MAY 2025		Scale @ A1	
				AS SPECIFIED	
Clients Ref.		Project Ref.		11789	
 Civils & Transport Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel.01444 871444 Web: www.gtacivils.co.uk					
Drawing Number				Rev.	
11789_2100				P1	

Appendix B



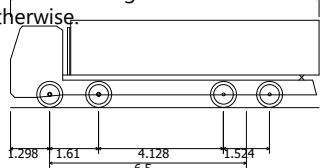
VISIBILITY SPLAYS
1:1000



SITE ACCESS
1:250

ENTRY & EGRESS
OF A LARGE
TIPPER TRUCK
1:250

- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
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 9. Should any apparent discrepancies between the data contained within the DWG file and the current contract drawings become evident, it must be reported back to GTA Civils & Transport as soon as reasonably practicable. Precedence should be given to the current contract drawings (PDF) unless advised otherwise.



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Overall Body Height	0.341m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	

	Vehicle wheels outline
	Vehicle Body envelope

P2	REVISED TO NH COMMENTS	19.05.2025	ART	LNS
P1	INITIAL ISSUE	24.07.2023	ART	LNS
Rev	Amendments	Date	Dsn	Chk

Status	FOR PLANNING		
Client	MAL GRAB & TIP LTD.		
Architect			
Project	LITTLE REEDS FARM HICKSTEAD, WEST SUSSEX		
Title	SITE ACCESS DESIGN, VISIBILITY SPLAYS, & SWEEP PATH OF LARGE TIPPER TRUCK		
Date	MAY 2025	Scale @ A1	AS SPECIFIED
Clients Ref.		Project Ref.	11789



Drawing Number	11789_2101	Rev.	P2
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Appendix C

A23 Offslip (2019)		A23 Southbound (2023)	
9	431	9	1551
10	383	10	1532
11	414	11	1509
12	469	12	1399
13	373	13	1515
14	398	14	1586
15	604	15	1816
16	765	16	2491
17	789	17	2462
18	605	18	1970