

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



LAND AT BATCHELORS FARM, KEYMER
ROAD, BURGESS HILL

STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT

DOCUMENT CONTROL

Project Title:	Land at Batchelors Farm, Keymer Road, Burgess Hill		
Client:	SDP		
Project Manager:	Michael Kitching		
Project Number:	SK21799		
Document Reference:	SK21799_2026RSARR02		
Document Type:	Road Safety Audit Response Report		
Primary Author:	Michael Kitching		
Approval Signature: Michael Kitching			
Directory & File Name:	P:\2017\PROJECT FOLDERS\SK21799\Technical\Reports\SK21799_RSARR02		
Issue	Date	Distribution	Comments
01	14/01/26	Project Team	Final Report
02	14/04/26	Project Team	Updated Report following WSCC Comments

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1.0 INTRODUCTION

- 1.1 This Road Safety Audit Response Report (RSARR) has been prepared in response to the Stage 1 Road Safety Audit (RSA) Document prepared by Waterman Aspen on the 14th January 2025. This "V2" version of the document has been prepared following comments from WSCC Highways after their review in March 2026.
- 1.2 A copy of the final RSA is provided in **appendix a**. The RSA drawings are provided in **appendix b**.
- 1.3 As stated in the document this Stage 1 RSA was undertaken in line with the requirements of Design Manual for Roads and Bridges GG119 Road Safety Audit (formerly HD 19/15). As requested by WSCC, a GG119 Table F4 Decision Log has been incorporated into this revised RSARR, and is appended to this document.
- 1.4 Returning to the RSA, the weather during the RSA site visit on Monday 12th January 2026 was cold and overcast, with a wet carriageway surface from previous heavy rainfall. In line with standard audit parameters the RSA team examined and reported only the road safety issues of the scheme as presented and did not examine or verify the compliance of the design to any other criteria.
- 1.5 This RSARR confirms that the Stage 1 RSA has been undertaken on the Keymer Road corridor, adjacent to the proposed development site known as "Batchelors Farm".
- 1.6 The drawings that were presented for audit cover the proposed access strategy to the development site, taking the form of two simple priority junctions onto Keymer Road, new sections of footway and uncontrolled pedestrian crossing facilities, to access a new residential development on the western side of Keymer Road.
- 1.7 It is important to note that the vehicular access arrangements are positioned in the same location as previously consented for residential scheme in 2015. The development proposals and access strategy are also similar to those previously audited by Waterman Aspen. Reference to previous RSA's is provided in the 2026 RSA, confirming previous audits were undertaken in 2018, 2020 and 2024.
- 1.8 This RSARR has been prepared to comment on the findings and recommendations set out in the January 2026 Waterman Aspen RSA. As detailed later in this report there are no technical matters that cannot be accommodated at detailed design stage, or would preclude the development and access arrangements coming forward.

- 1.9 This RSARR considers the four identified technical problems in the RSA and provides a response as to how these identified matters will be addressed. The review can be found in **section 2** of this report.

2.0 STAGE 1 ROAD SAFETY AUDIT REVIEW

- 2.1 This section of the report reviews the four problems that have been identified and provides commentary on how each of the identified matters will be addressed.

Matters Arising from the Stage 1 Road Safety Audit

Location: Northern and Southern Development Site Access Junctions

Problem 1: Restricted visibility at the proposed development site accesses could result in the potential increased risk of side impact collisions occurring

- 2.2 The RSA team have commented that the scheme proposals indicate the position of two new priority junctions on the western side of Keymer Road, and that in the June 2018 Transport Statement the recorded 2018 85th percentile speeds were 43mph northbound and 42.8mph southbound.
- 2.3 The auditors highlighted that the submitted drawings show visibility splays of 2.4m x 140m to the south of the southern junction, and 150m to the north of this junction. The team have highlighted that at the proposed northern access the previously approved visibility splay dimensions have not been notated on the plans.
- 2.4 In addition the RSA team identified on their site visit that there is existing hedgerow, trees, and street furniture at the site access points and within the visibility splays.
- 2.5 Quite rightly the auditors have identified that restricted visibility between drivers emerging from the northern and southern access junctions and vehicular traffic on Keymer Road could lead to a potential increased risk of side impact collisions, where vehicle occupants could sustain personal injury.

RSA Recommendation

- 2.6 The RSA team's recommendation is that the visibility splays should be kept clear of impediments, in order to mitigate the above described potential collision scenario. This will require the removal of existing vegetation and relocation of existing street furniture.

- 2.7 Additionally, it is recommended that values for the visibility splays at the northern access junction should be provided on the scheme drawings.

Designers Response

- 2.8 In response to the RSA team's findings, we agree that all previously agreed visibility splays, that are shown on the previously approved 2015 access scheme drawings produced by Motion, and included in appendix j the SKTP Transport Statement will be provided. For ease of reference this drawing is provided again in **appendix c**.
- 2.9 To confirm, the 2015 approved visibility splays were dimensioned as:

Northern Access

- leading traffic direction (south) – 2.4m x 150m
- trailing traffic direction (north) – 2.4m x 120m

Southern Access

- leading traffic direction (south) – 2.4m x 140m
- trailing traffic direction (north) – 2.4m x 150m

- 2.10 We can confirm that the above visibility splays will be delivered at the development site accesses, kept permanently clear of vegetation and obstructions, and maintained in perpetuity. The delivery of these visibility splays (and the site accesses) can be secured through an appropriately worded Planning Condition.
- 2.11 Following their review of the January 2026 RASRR, WSCC Highways Officers requested that a simplified set of plans showing the proposed visibility splays be prepared and submitted. In their initial response WSCC confirmed that they agreed in principle with SKTP's response in paragraph 2.10, but required a clearer set of plans to validate this position. These revised plans are provided in **appendix d**, and have been informally submitted and agreed in principle with WSCC.

Location: Northern and Southern Uncontrolled Pedestrian Crossing Facilities

Problem 2: Restricted inter-visibility could result in a potential increased risk of vehicular and pedestrian collisions occurring

- 2.12 The RSA team noted that scheme proposes two uncontrolled pedestrian crossing facilities on Keymer Road. One crossing is proposed to be located to the north of the proposed northern access junction, and the other is proposed to be located north of the existing Greenlands Drive junction.
- 2.13 As set out in **paragraph 2.2** in this response report the recorded 85th percentile recorded speeds were 43mph northbound and 42.8mph in the southbound direction.
- 2.14 The site visit has established the presence of existing vegetation on the western side of Keymer Road at both the northern and southern uncontrolled crossing facilities, as well as an existing telegraph pole to the north of the northern uncontrolled pedestrian facility. The RSA team has highlighted that this vegetation and street furniture could restrict inter-visibility between pedestrians crossing from west to east, and vehicular traffic on Keymer Road.
- 2.15 The RSA team has raised the concern that there is the potential for restricted inter-visibility between pedestrians crossing Keymer Road, particularly from west to east at the proposed northern and southern uncontrolled pedestrian crossing facilities and vehicular traffic on Keymer Road could lead to potential increased risks of vehicle/pedestrian collisions. This could result in pedestrians sustaining personal injury.

RSA Recommendation

- 2.16 The RSA team has recommended that the intervisibility at the northern and southern uncontrolled pedestrian crossing facilities should be kept clear, by removing vegetation and street furniture (as required) to the rear of the footways. It is also recommended that the intervisibility distances should be provided on the scheme drawings.

Designers Response

- 2.17 In response to the RSA team's findings, we agree that appropriate levels of intervisibility should be provided between pedestrians standing on the tactile paving on the eastern and western sides of the crossing points, and the drivers/riders of vehicles using the Keymer Road.
- 2.18 The achievable intervisibility splays are shown on plan in **appendix d** at both crossing points, and can be secured in perpetuity through an appropriately worded Planning Condition. These are the plans requested by WSCC's Highways Officer following their review of the original RSARR, to show the splays on simplified base mapping.

Location: Northern and Southern Development Site Access Junctions

Problem 3: Potential swept path requirements of vehicular traffic accessing and egressing the northern and southern access junctions could result in a potential increased risk of head on or side swipe type collisions occurring

- 2.19 The RSA team noted that scheme proposes two priority junctions on the western side of Keymer Road, and that the potential swept path requirements of vehicles accessing and egressing the development site access junctions could result in vehicles crossing the centrelines within the northern and southern access junctions, as well as the centreline within Keymer Road. As a result they have highlighted that this could result in a potential increased risk of head on or side swipe type collisions occurring, where vehicle occupants could sustain personal injury.

RSA Recommendation

- 2.20 The RSA team has recommended that swept path analysis should be undertaken for all the expected types and sizes of vehicles entering and exiting the development site access junctions, in order to mitigate the above described potential collision scenarios. The RSA team has said that if there is any encroachment over centrelines, then junction geometry should be modified in order to mitigate their described potential collision scenarios.

Designers Response

- 2.21 In response to the RSA team's findings, we have prepared a range of swept path analysis drawings, showing refuse vehicle, private car and fire appliance vehicles entering and leaving the site. These tracking plans are provided in **appendix e**.
- 2.22 In terms of vehicles crossing the centreline of Keymer Road and on the minor junction arms the swept path analysis confirms that all vehicles can enter and leave the site without any wheel overrunning kerbs and grassed areas. The turning areas can all accommodate the refuse and fire appliance vehicles that have been tracked.
- 2.23 With regard to vehicles overrunning the centreline of carriageways, the scheme design has been designed to accommodate slow speeds, and also not over-design the access routes to be vehicle dominated.

- 2.24 As an example, to accommodate a 11.3m refuse vehicle avoid overrunning the centreline of carriageways a priority junction design would need to be designed with 10m kerb radii, and an internal 6m+ carriageway width. This would, in turn run the risk of higher entry and exit vehicle speeds onto/off Keymer Road, which would have a negative effect on highway safety on the Keymer Road corridor, and within the development.
- 2.25 Having confirmed that the junctions onto Keymer Road can accommodate all vehicle turning movements, and appropriate visibility splays can be provided at both site access points, both motorists and pedestrians have appropriate levels of intervisibility to ensure the risk of conflicts are minimised at both locations, without over-designing and over-engineering the access design.
- 2.26 Following a review of the January 2026 RSARR, WSCC Highway Officers requested that SKTP contact the RSA team, for further clarification on their position regarding larger vehicles needing to cross the centreline of Keymer Road when exiting from the site. SKTP presented this query to the RSA team, and on the 1st April 2026 the Waterman Aspen RSA Manager responded with:

With regards to point 3 (the RSA service vehicle query), I think it's fairly common with housing developments to have the refuse vehicle overrunning the centre line when accessing the development road. It's an infrequent movement and the operatives are used to doing the manoeuvres day in/day out so we are ok with this.

- 2.27 This response has been informally submitted to the WSCC Officer reviewing the RSARR, who has confirmed that the points on refuse tracking have been noted and agreed.

Location: Northern uncontrolled pedestrian crossing facility

Problem 4: Reducing the potential risk of pedestrian slips and falls occurring at the northern uncontrolled pedestrian crossing facility

- 2.28 The RSA team has identified that there is a downhill gradient towards the proposed northern uncontrolled pedestrian crossing facility.
- 2.29 The team has advised that surface water flowing past the dropped kerb area of the northern uncontrolled pedestrian crossing facility could lead to a potential increased risk of pedestrian slips and falls occurring during wet or icy conditions, whereby pedestrians could sustain personal injury.

RSA Recommendation

- 2.30 The RSA team has recommended that a gully or gullies should be placed on the northern side of the proposed northern uncontrolled pedestrian crossing facility, to capture surface water before it flows past the dropped kerbs, in order to mitigate the above described potential injury scenario.

Designers Response

- 2.31 We note the technical point regarding addressing the surface water running on the carriageway across the crossing points, and confirm that at detailed design stage the crossing points will be designed with gullies either side of the dropped kerbs. This will ensure that no running or standing water crosses the pedestrian crossing points, avoiding the risk of trips and/or slips when crossing the carriageway.

3.0 CONCLUSIONS

- 3.1 All technical matters raised by the RSA team have been considered in this Response Report. The matters have been responded to in a positive manner by the scheme designers, to ensure the residential development proposals and the access strategy to/from Keymer Road are delivered in an appropriate manner. All technical matters raised in the RSA can be accommodated in the detailed designs for both accesses and crossing points, which will be covered as part of S278 access design works.
- 3.2 Following the issue of the first RSARR to WSCC, the comments from the Council Officer reviewing the report relating to achievable visibility from access and crossing points, as well as refuse vehicle turning manoeuvres have been responded to positively.
- 3.3 Through discussions with WSCC Officers in March/April 2026 a simplified visibility splay plan and response from the RSA team on the refuse vehicle tracking have been sought and submitted informally to WSCC. This additional information has been noted and agreed by WSCC's Highways Officer, who has confirmed that on receipt of an updated RSARR (this document), they will then provide their final formal comments to the Local Planning Authority (Mid Sussex District Council).
- 3.4 To conclude, all technical matters that have been raised have been noted by the scheme designer. This is summarised in the GG119 Table F4 RSA Decision Log presented in **appendix f**.

- 3.5 This updated Designer's Response confirms how the technical matters will be addressed at detailed design stage. There are no outstanding matters from the RSA that have either not been commented on or cannot be addressed at detailed design stage.
- 3.3 The design team look forward to reviewing WSCC's final comments to Mid Sussex District Council's Planning Officer in the near future.

APPENDIX A

BACHELORS FARM, KEYMER ROAD
BURGESS HILL
S278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 4393
January 2024



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	LA 29 January 2024	CA 29 January 2024	
2	FINAL	LA 29 January 2024	CA 29 January 2024	GW 30 January 2024

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the S278 highway works on land to the west of Keymer Road, Burgess Hill.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Lisa Allen
Audit Team Leader

Chris Avis
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Sunday, 21 January 2024. The weather during the site visit was chilly, cloudy and a damp carriageway surface.
- 1.5 The RSA instruction issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The scheme involves the provision of two new priority junctions, new sections of footways and uncontrolled pedestrian crossing facilities in association with a new housing development off Keymer Road.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No recorded injury accident data was provided to the Audit Team.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted to the Audit Team.

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Vehicle swept paths
 - Site clearance
 - Street lighting
 - Visibility splays/dimensions

6.0 MATTERS ARISING FROM THE PREVIOUS STAGE 1 ROAD SAFETY AUDIT

- 6.1 A Stage 1 Road Safety Audit was undertaken for the proposals in October 2018 by Waterman Aspen. Any outstanding issues will be identified within section 7 of the report.
- 6.2 A Stage 1 Road Safety Audit was undertaken for the proposals in January 2020 by Waterman Aspen. Any outstanding issues will be identified within section 7 of the report.
- 6.3 Road Safety Audit Response Reports were not provided for these Stage 1 Road Safety Audit reports.
- 6.4 Following the January 2020 and October 2018 Stage 1 Road Safety Audits undertaken by Waterman Aspen, the scheme proposals have been the subject of a number of significant design revisions, thus resulting in the requirement for this Stage 1 Road Safety Audit Report to be undertaken.
- 6.5 Item 6.1 (in part) raised in the October 2018 Stage 1 Road Safety Audit undertaken by Waterman Aspen remains a concern and will be raised under Item 7.1 within this Stage 1 Road Safety Audit.

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7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Northern and southern development site access junctions

Summary: **Restricted visibility at the proposed development site accesses could result in the potential increased risk of side impact collisions occurring.**

The scheme proposals indicate the provision of 2 no. priority junctions on the western side of Keymer Road. The June 2018 Transport Statement indicates that the 2018 85th percentile recorded speeds were 43mph northbound and 42.8mph southbound.

The scheme drawing indicates visibility splays of 2.4m x 140m to the south of the proposed southern access junction and 2.4m x 150m to the north of the proposed southern access junction. Although visibility splays are indicated for the northern access junction, no values have been indicated on the scheme drawing.

The site visit has established an existing hedgerow and trees, as well as existing street furniture (telegraph poles with lighting units, mirror) located within the proposed access junctions and visibility splays.

Concern arises that restricted visibility between drivers emerging from the northern and southern access junctions and vehicular traffic on Keymer Road could lead to a potential increased risk of side impact collisions occurring, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that the visibility splays should be kept clear of any impediments, in order to mitigate the above described potential collision scenario. This will necessitate the removal of existing vegetation and relocation of existing street furniture.

Additionally, it is recommended that values for the visibility splays at the northern access junction should be provided.

7.2 Problem

Location: Northern and southern uncontrolled pedestrian crossing facilities.

Summary: **Restricted inter-visibility could result in a potential increased risk vehicular and pedestrian collisions occurring.**

The scheme proposals indicate the provision of 2 no. uncontrolled pedestrian crossing facilities on Keymer Road. One is proposed to be located to the north of the northern access junction and the other is proposed to be located to the south of the southern access junction.

The June 2018 Transport Statement indicates that the 2018 85th percentile recorded speeds were 43mph northbound and 42.8mph southbound.

Concern arises that potential restricted inter-visibility between pedestrians crossing Keymer Road from east to west and vice-versa at the proposed northern and southern uncontrolled pedestrian crossing facilities and vehicular traffic on Keymer Road could lead to potential increased risk of vehicular and pedestrian collisions occurring. This situation could result in pedestrians sustaining personal injury.

Recommendation

It is recommended that the inter-visibility at the northern and southern uncontrolled pedestrian crossing facilities should be kept clear of any impediments in order to mitigate the above described potential collision scenario.

7.3 Problem

Location: Northern and southern development site access junctions

Summary: **Potential swept path requirements of vehicular traffic accessing and egressing the northern and southern access junctions could result in a potential increased risk of head on or side swipe type collisions occurring.**

The scheme proposals indicate the provision of 2 no. priority junctions on the western side of Keymer Road.

Concern arises that potential swept path requirements of vehicles accessing and egressing the development site access junctions could result in vehicles crossing the centre lines within the northern and southern access junctions, as well as the centre line within Keymer Road. As a result, this situation could lead to a potential increased risk of head on or side swipe type collisions occurring, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that swept path analysis exercises should be undertaken for all the expected types and sizes of vehicles entering and exiting the proposed development site northern and southern access junctions and where required, the access junctions should be modified, in order to mitigate the above described potential collisions scenarios.

7.4 Problem

Location: Southern uncontrolled pedestrian crossing facility

Summary: **Reducing potential pedestrians slips and falls occurring on the eastern side of Keymer Road or vehicular and pedestrian collisions occurring.**

The scheme proposals indicate the provision of 2 no. uncontrolled pedestrian crossing facilities on Keymer Road.

The site visit has established that whilst there is an existing footway provision on the eastern side of Keymer Road at the northern uncontrolled pedestrian crossing facility. However, there is only grass verge on the eastern side of Keymer Road at the southern uncontrolled pedestrian crossing facility between the crossing facility and Broadlands.

The site visit has also established that the existing verge on the eastern side of Keymer Road had been overrun by vehicular traffic and the edge of the carriageway was in poor condition.

Concern arises that without a footway provision on the eastern side of Keymer Road for pedestrians to tie into when crossing Keymer Road from west to east; this situation could lead to a potential increased risk of pedestrian slips and falls on the grass verge, especially in wet/icy weather conditions, whereby pedestrians could sustain personal injury.

Additionally, due to the existing narrow road width, concern arises that vehicular traffic may utilise any proposed footway on the eastern side of Keymer Road, as evidenced within the existing grass verge area, to pass opposing flows of vehicular traffic. This situation could lead to a potential increased risk vehicular and pedestrian collisions occurring, whereby pedestrians could sustain personal injury.

Recommendation

It is recommended that a footway provision should be provided on the eastern side of Keymer Road between the proposed uncontrolled pedestrian crossing facility and the junction of Broadlands, in order to mitigate the above described potential injury scenario.

Additionally, it is recommended that the existing carriageway width should be increased where there is evidence of verge overrun, in order to mitigate the above described potential collision scenario.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Lisa Allen
Road Safety Auditor
Waterman Aspen
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Signed.....

Date: 29 January 2024

AUDIT TEAM MEMBER

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Signed.....

Date: 29 January 2024

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

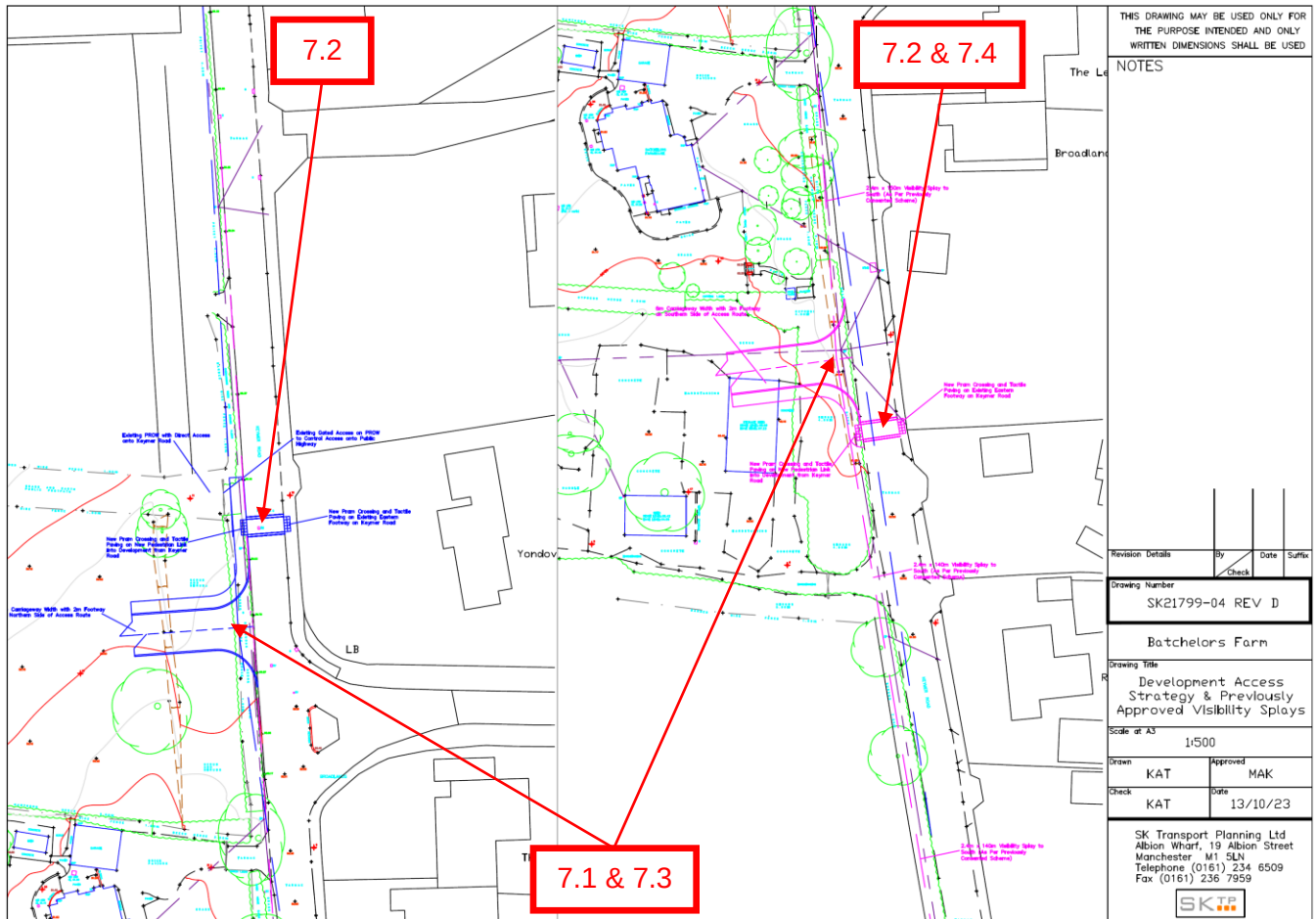
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- SK21799-04 Rev E – Development Access Strategy Southern Access Visibility Splays
- SK21799-04 Rev F – Development Access Strategy Northern Access Visibility Splays

Documents

- Stage 1 Road Safety Audit – January 2020, Waterman Aspen
- Stage 1 Road Safety Audit – October 2018, Waterman Aspen
- Transport Statement, SK Transport Planning, 11th June 2018

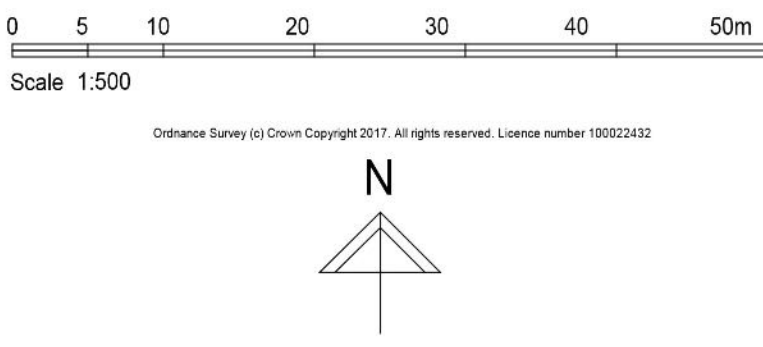
APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





APPENDIX B



Fairfax

FAIRFAX AQISITIONS LTD

project:

Land adjacent to:

BATCHELORS FARM HOUSE
KEYMER ROAD, BURGESS HILL

title:

ILLUSTRATIVE MASTERPLAN

date: Feb'25 scale: 1 : 500 @ A1

drawing number: 2501/PL.04	Rev. A
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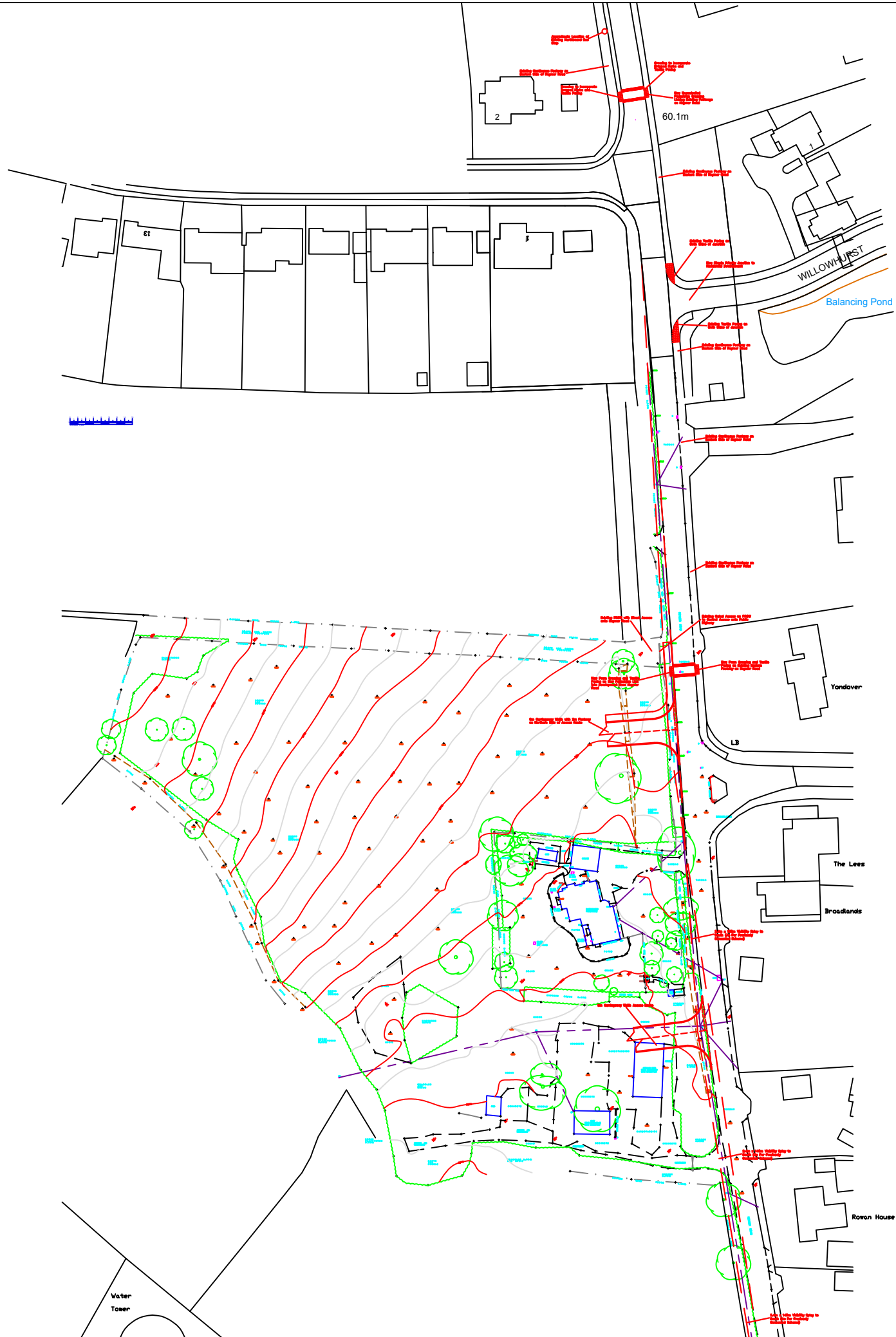
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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-00

Batchelors Farm
Drawing Title
Development Access Strategy
Access Points & Pedestrian Enhancements
Scale at A3
NTS

Drawn	Approved
KAT	MAK
Check	Date
KAT	24/12/25

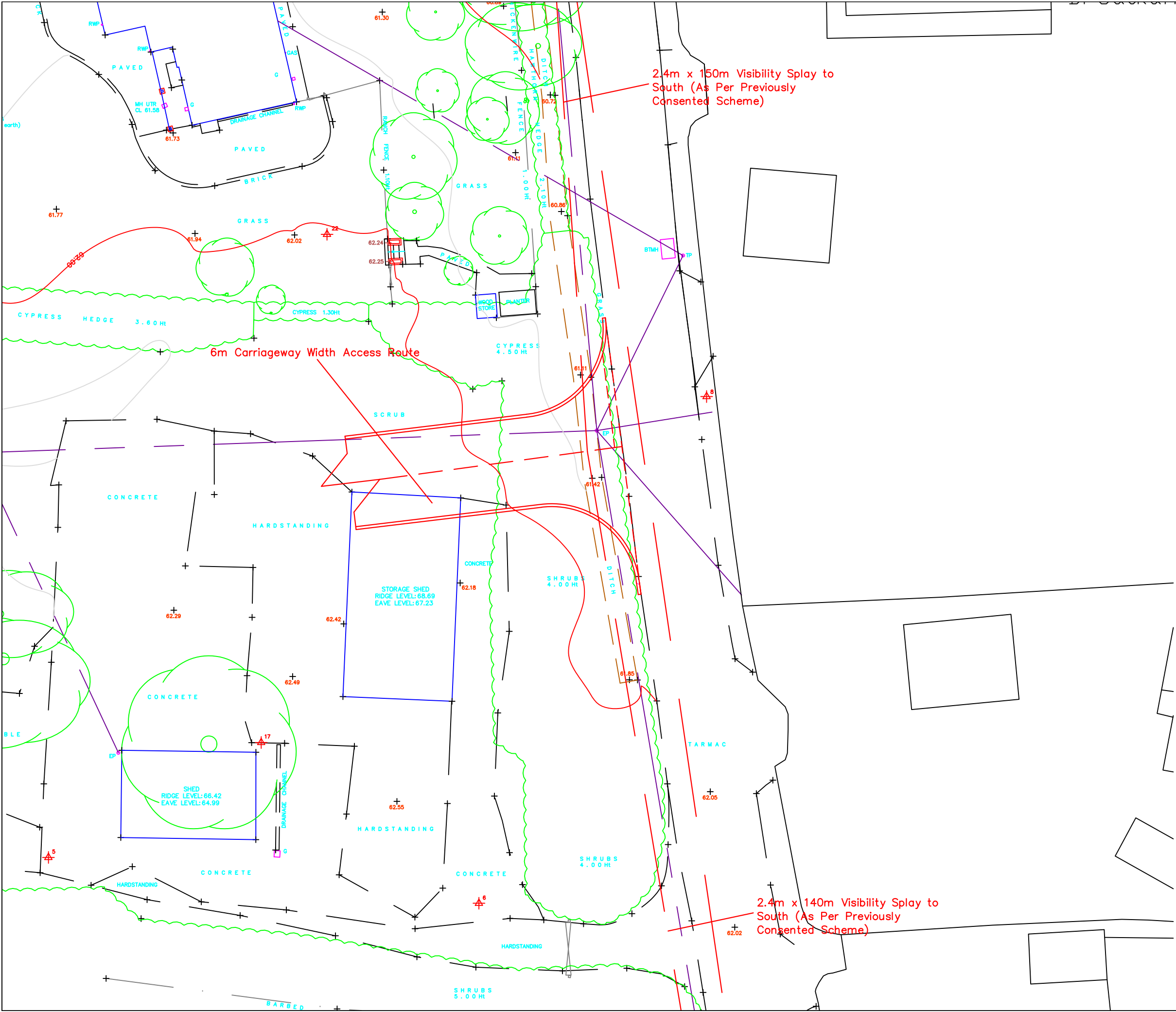
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NOTES			
Revision Details	By Check	Date	Suffix

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Drawing Number
SK21799-02 REV G

Batchelors Farm

Drawing Title
Development Access Strategy 2 x Access Points Southern Access

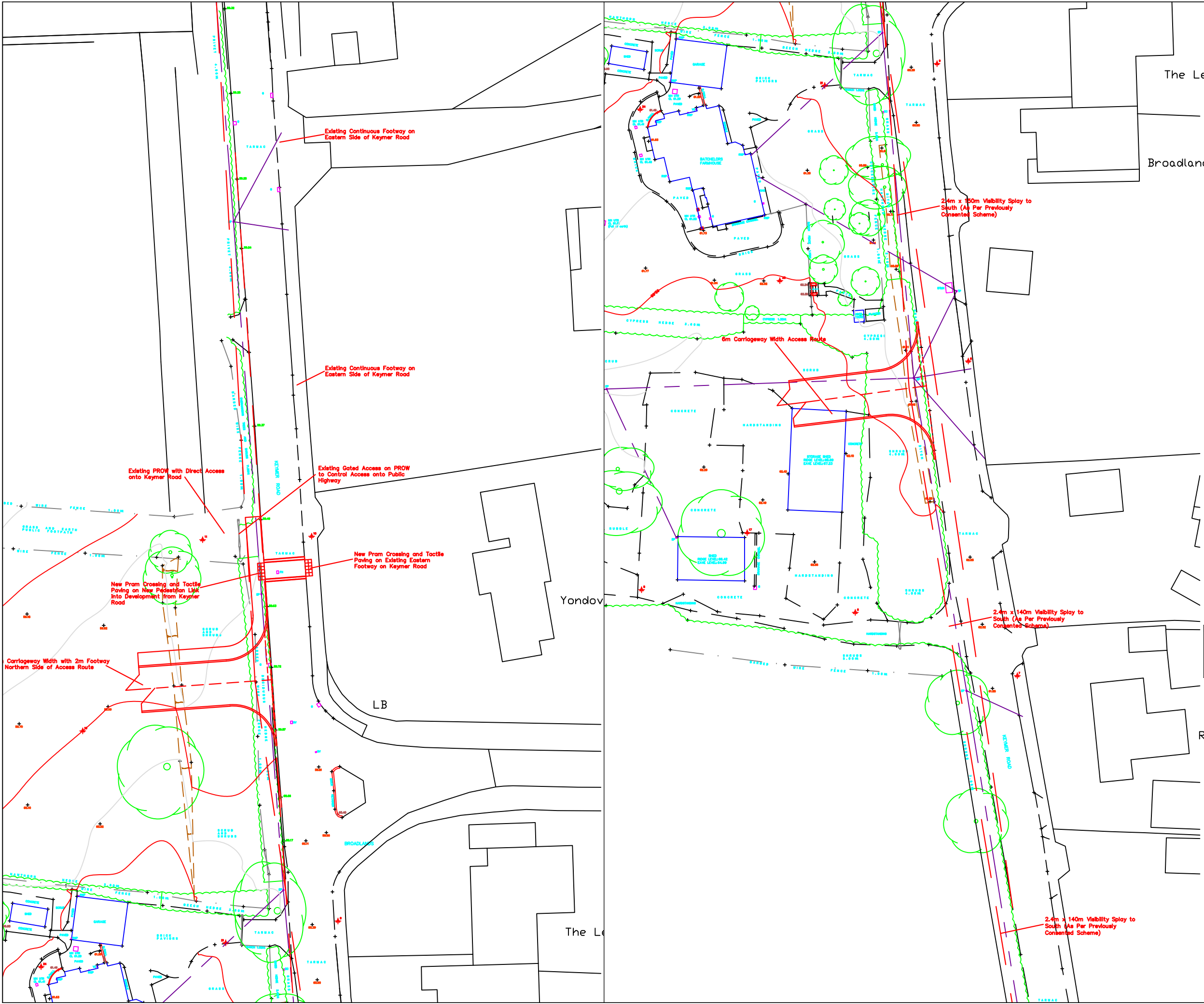
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Drawn	Approved
KAT	MAK
Check	Date
KAT	24/12/25

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NOTES

Revision Details	By	Date	Suffix
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Drawing Number
SK21799-04 REV E

Batchelors Farm
Drawing Title
Development Access Strategy & Previously Approved Visibility Splays

Scale at A3
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Drawn	Approved
KAT	MAK
Check	Date
KAT	24/12/25

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NOTES

Revision Details	By Check	Date	Suffix

Drawing Number
SK21799-04 REV F

Batchelors Farm

Drawing	Title
	Development Access Strategy
	Southern Access Visibility Splays

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Drawn KAT	Approved MAK
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Check	Date
KAT	24/12/25

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NOTES

Drawing Number
SK21799-04 REV G

Drawing	Title
	Development Access
	Northern Access
	Visibility Splays

Drawn KAT	Approved MAK
Check KAT	Date 24/12/25





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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-05 REV A

Batchelors Farm

Drawing Title
Agreed Pedestrian Access Enhancements with WSCC

Scale at A3
1:1000

Drawn KAT	Approved MAK
Check KAT	Date 24/12/25

SK Transport Planning Ltd
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Manchester M1 5LN
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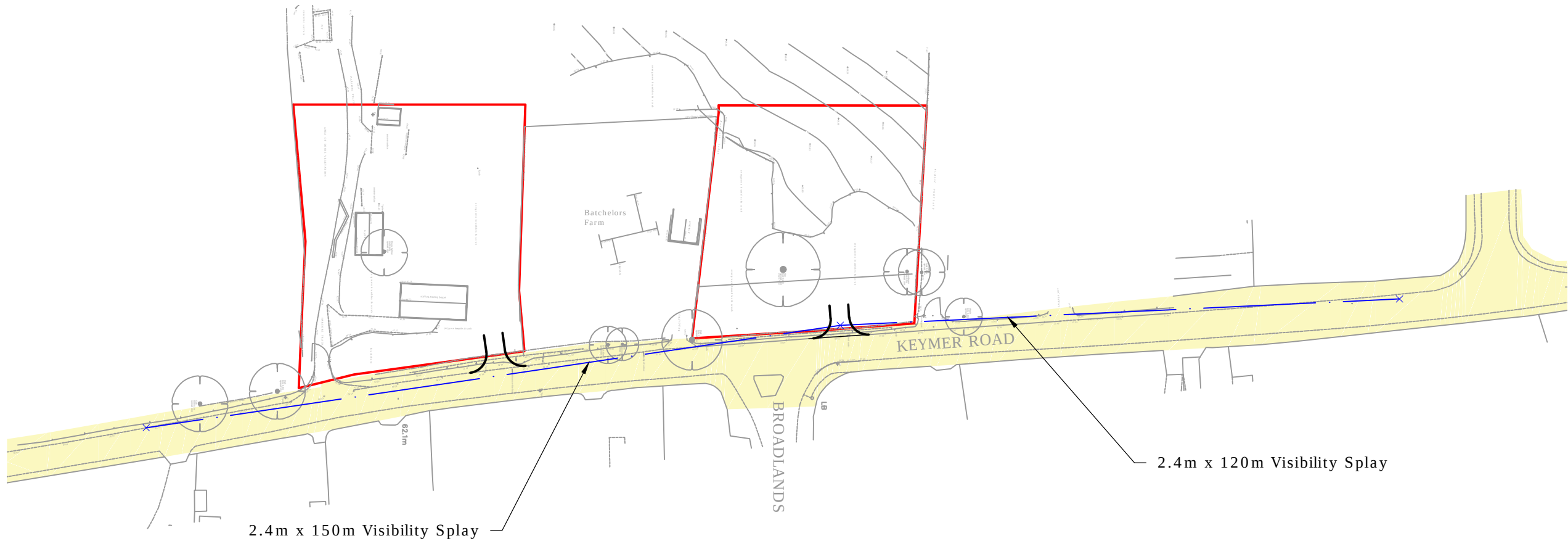
NOTES			
Revision Details		By Check	Date Suffix



APPENDIX C



- Legend**
- Highway Boundary
 - Site Boundary



motion

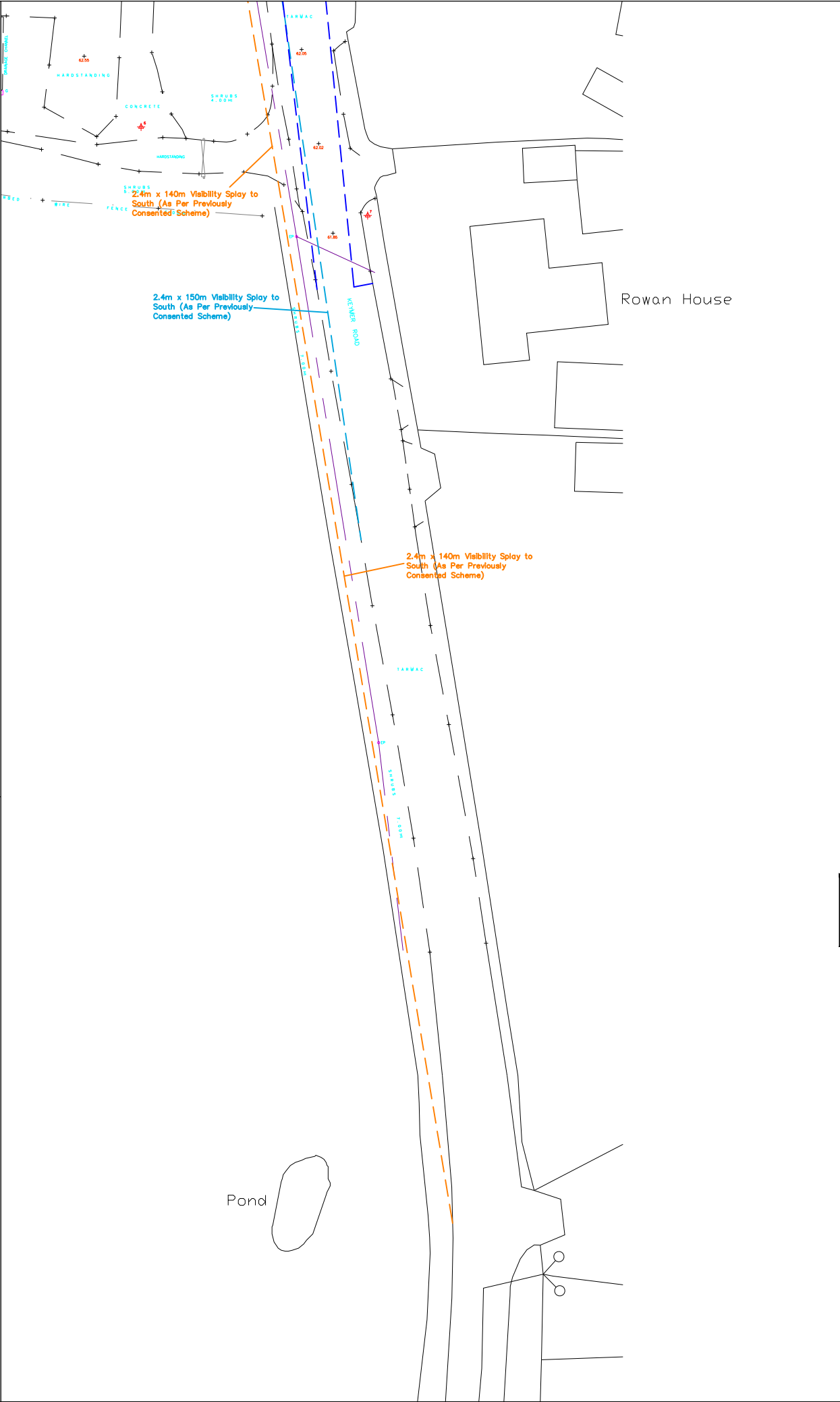
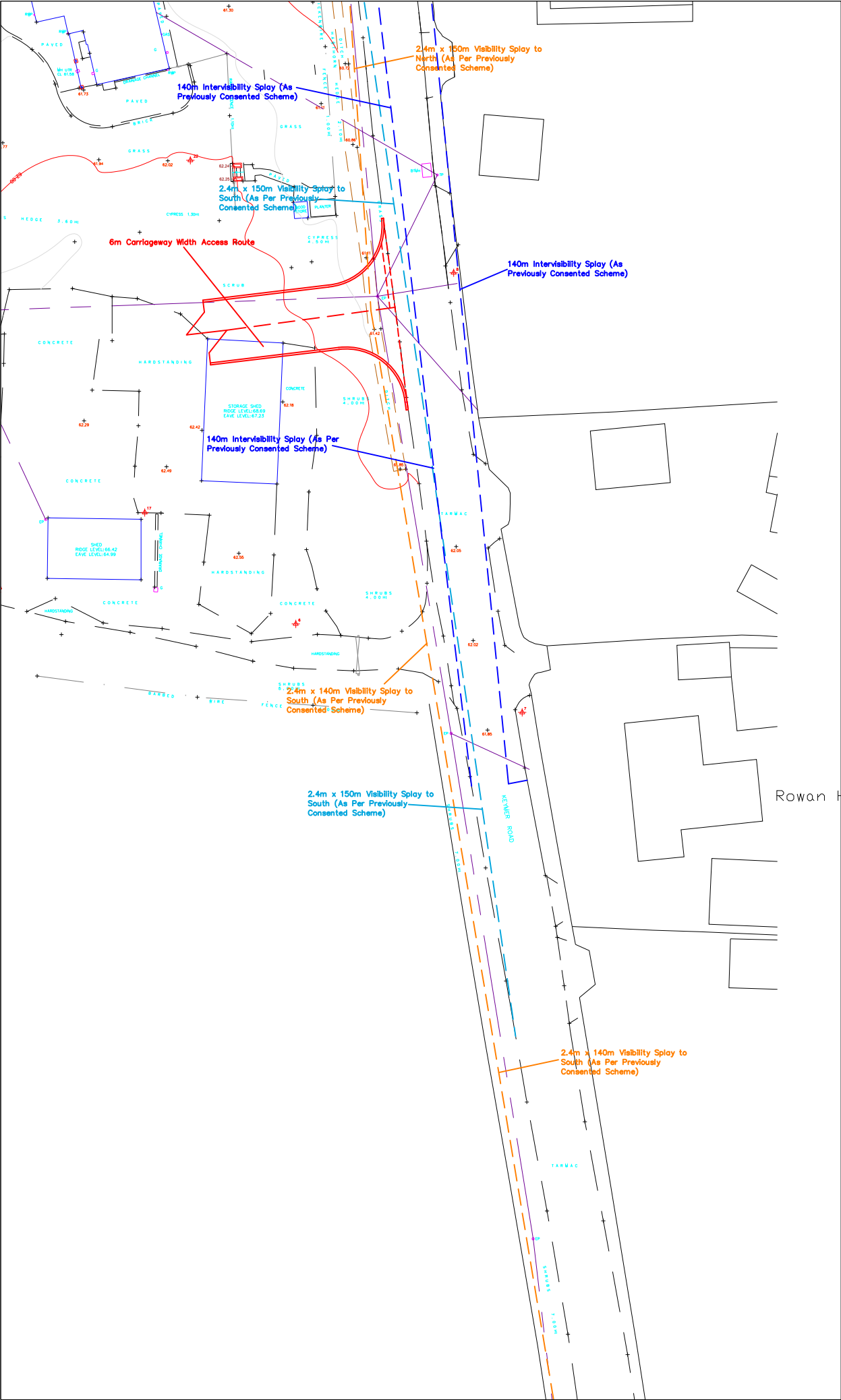
232 High Street
Guildford
Surrey
GU1 3JF
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion-uk.co.uk

Project: Land at Batchelors Farm, Burgess Hill	
Title: Proposed Access Location and Visibility Splays	
Scale: 1:1000 (@ A3)	
Drawing: 151112-01	Revision: -

APPENDIX D



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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-04 REV H

Batchelors Farm
Drawing Title
Development Access Strategy
Southern Access
Visibility Splays

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 01/04/26

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NOTES

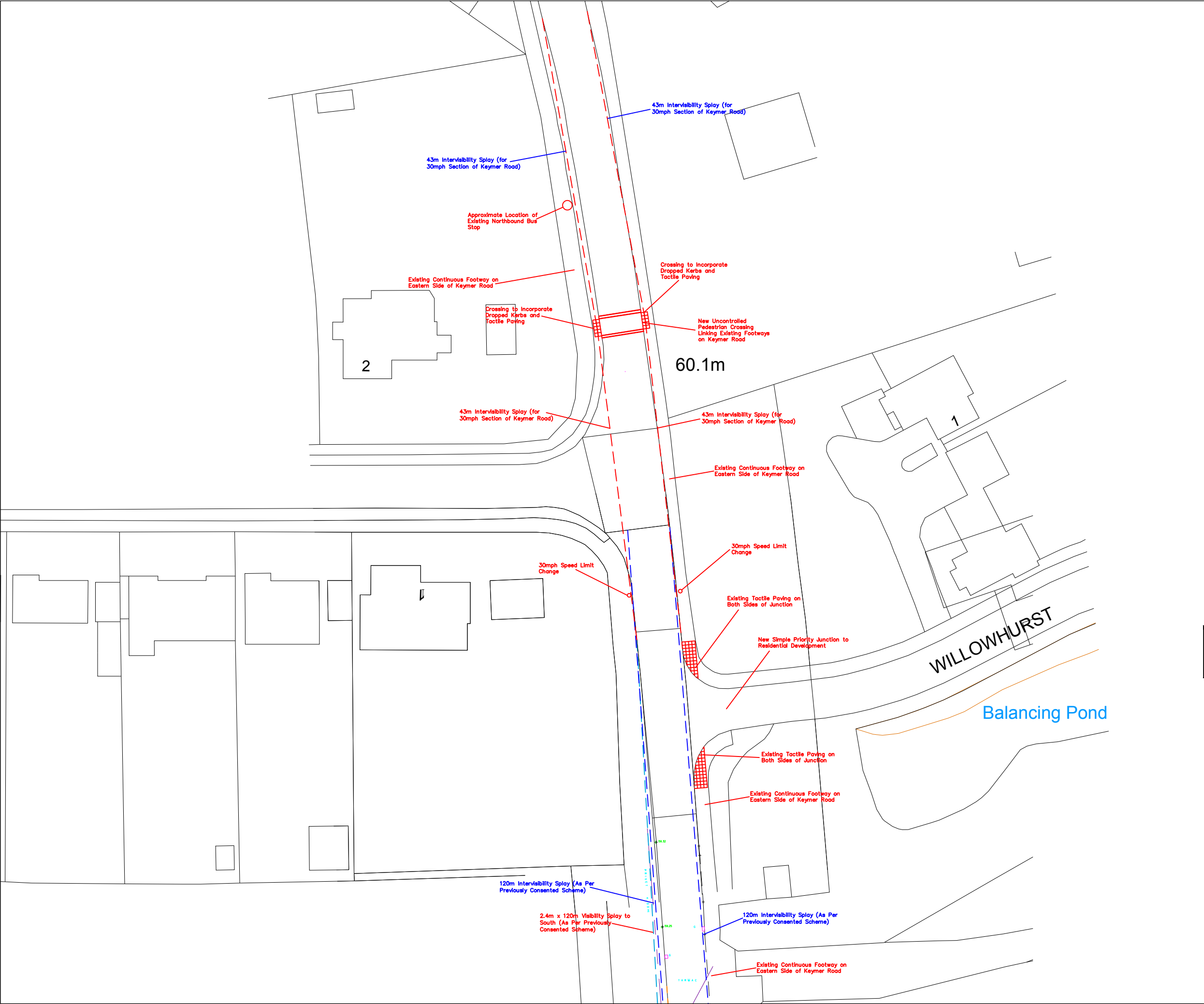
Drawing Number
SK21799-07 REV B

Scale at A3

1:500

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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-08 REV B

Batchelors Farm

Drawing Title
Pedestrian Enhancements 43m Intervisibility Splays from Northern Crossing Tactile Paving

Scale at A3
1:500

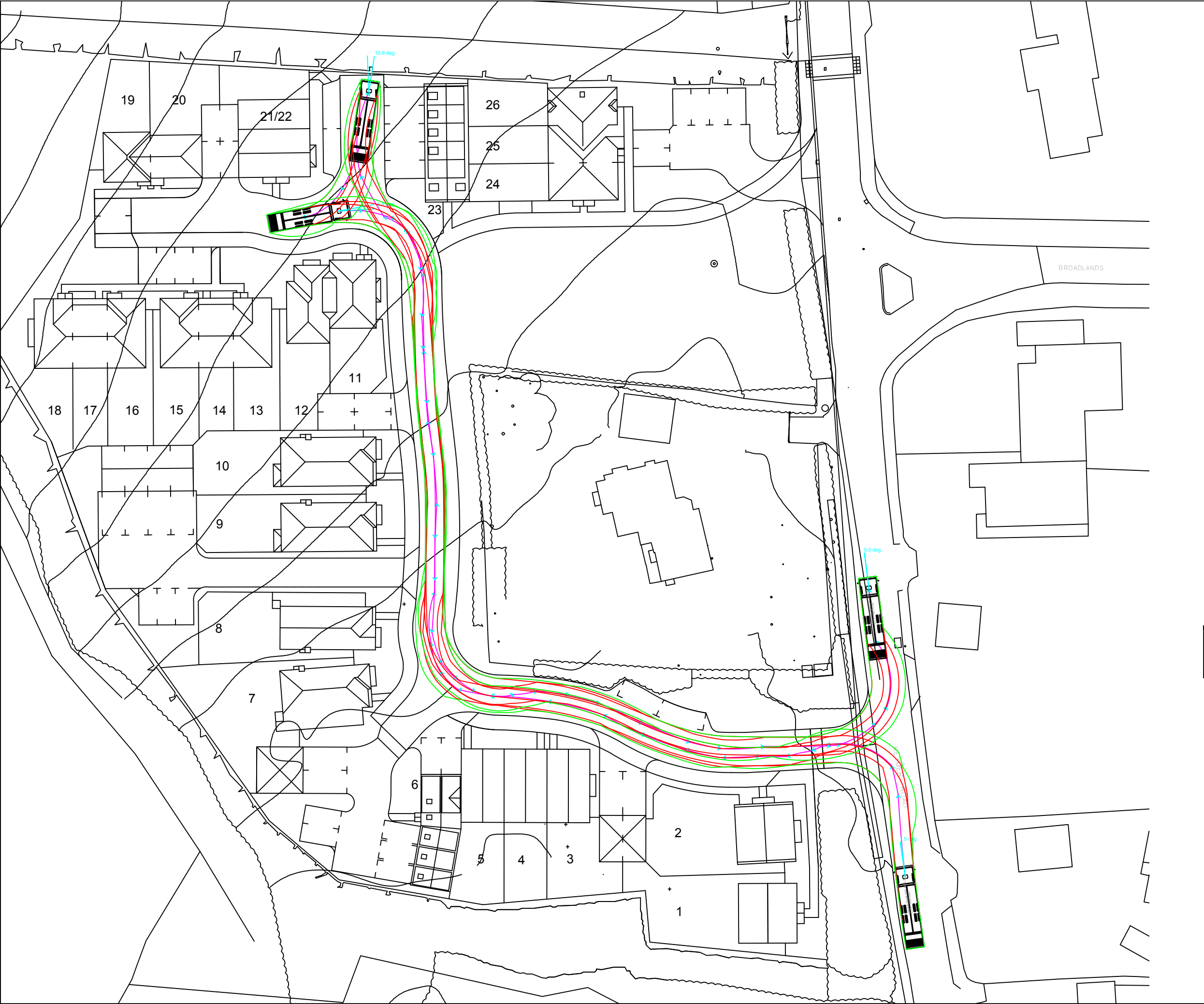
Drawn	Approved
KAT	MAK

Check	Date
KAT	14/01/26

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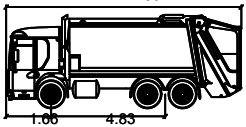


APPENDIX E



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NOTES



Dennis Eagle 6X4 RHS 2013

Width	Meters : 2.50
Track	: 2.50
Lock to Lock Time	: 6.00 s
Steering Angle	: 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-10

Batchelors Farm

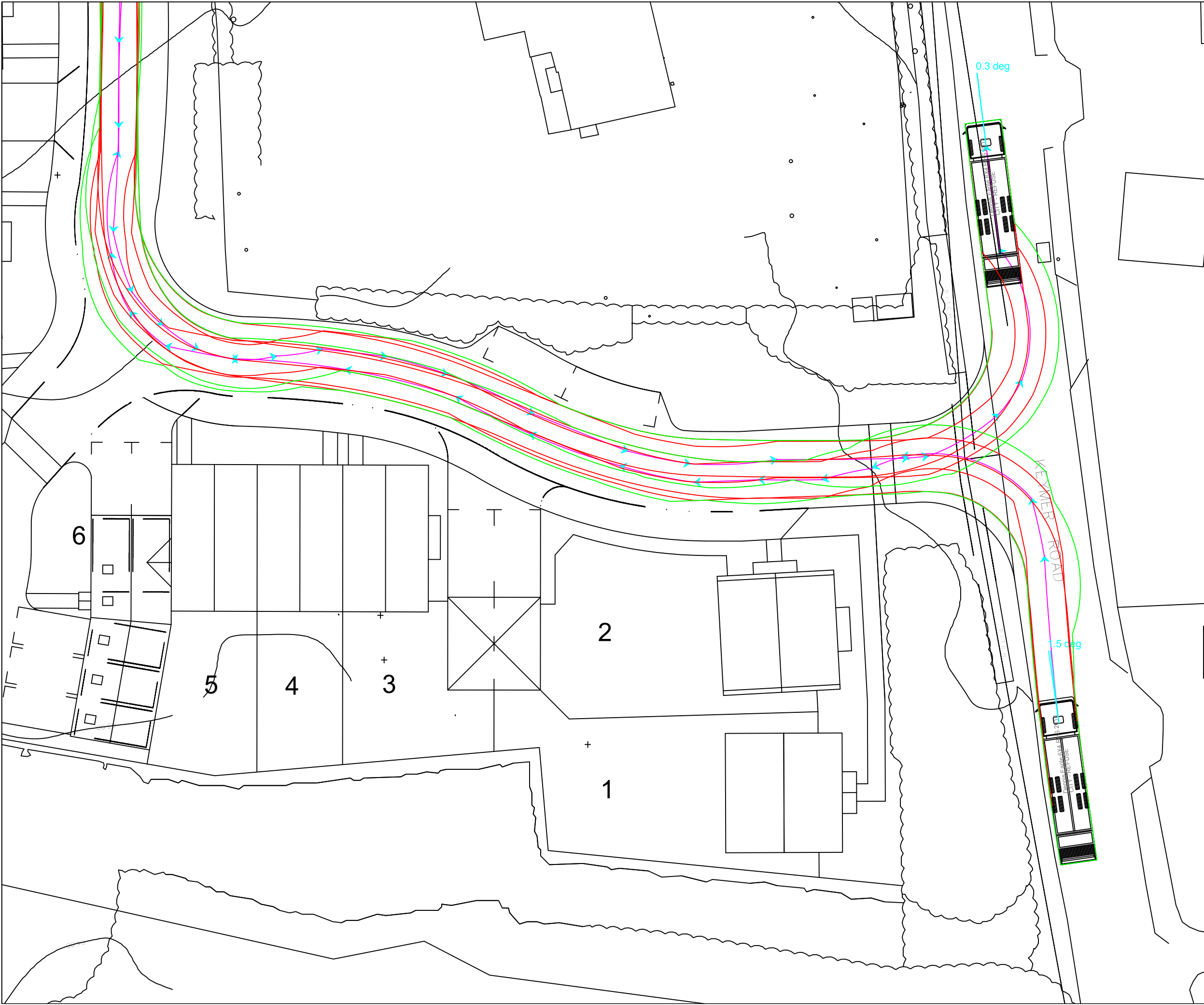
Drawing Title
Vehicle Swept Path Analysis
11.3m Refuse Vehicle

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 14/01/26

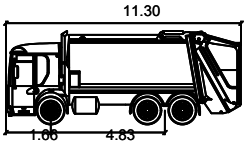
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NOTES



Dennis Eagle 6X4 RHS 2013

Width	Meters
Track	: 2.50
Lock to Lock Time	: 2.50
Steering Angle	: 6.00 s
	: 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-11

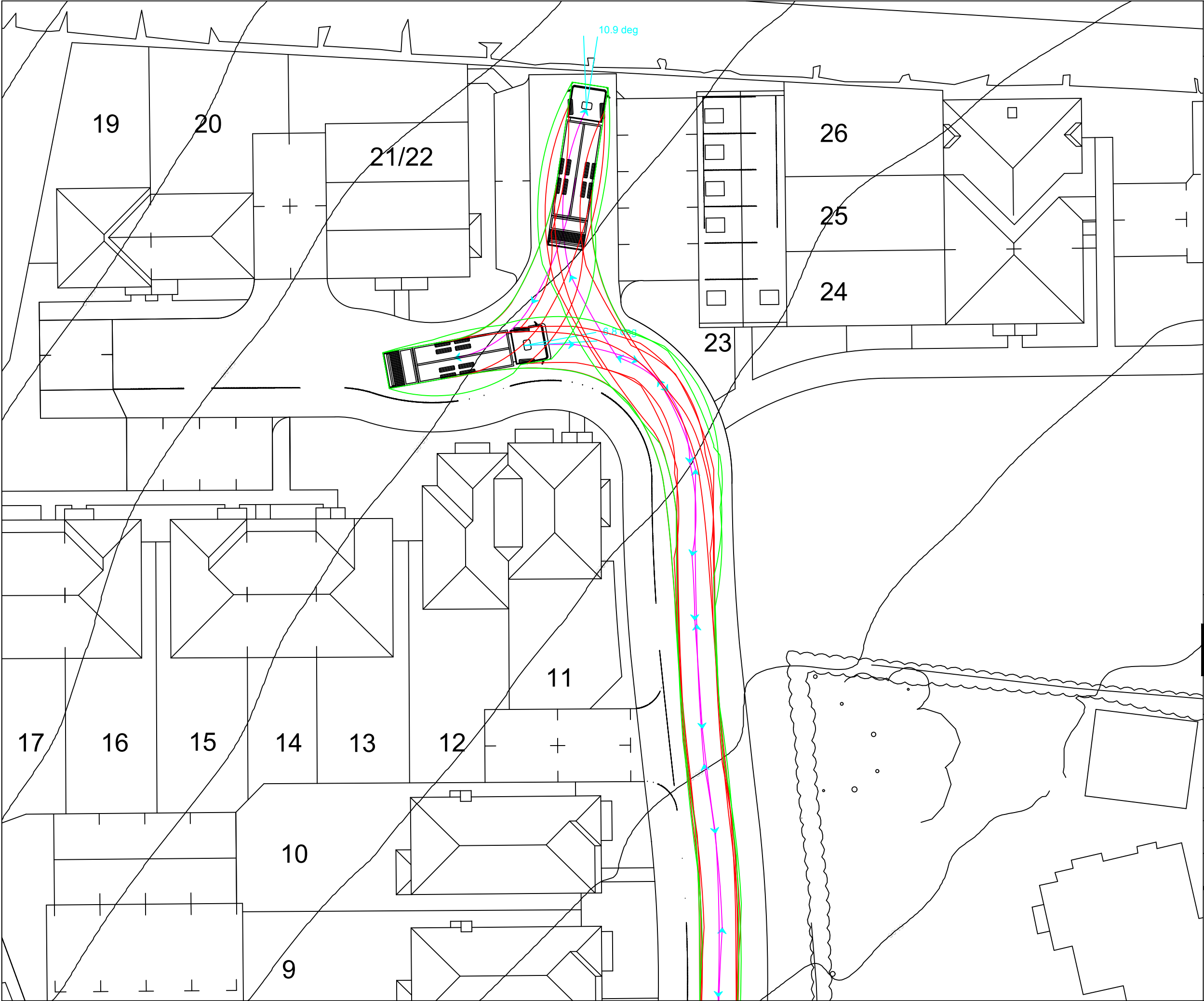
Batchelors Farm
Drawing Title
Vehicle Swept Path Analysis
11.3m Refuse Vehicle

Scale at A3
1:250

Drawn	Approved
KAT	MAK
Check	Date
KAT	14/01/26

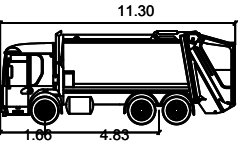
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NOTES



Dennis Eagle 6X4 RHS 2013

Width	Meters : 2.50
Track	: 2.50
Lock to Lock Time	: 6.00 s
Steering Angle	: 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-12

Batchelors Farm

Drawing Title
Vehicle Swept Path Analysis
11.3m Refuse Vehicle

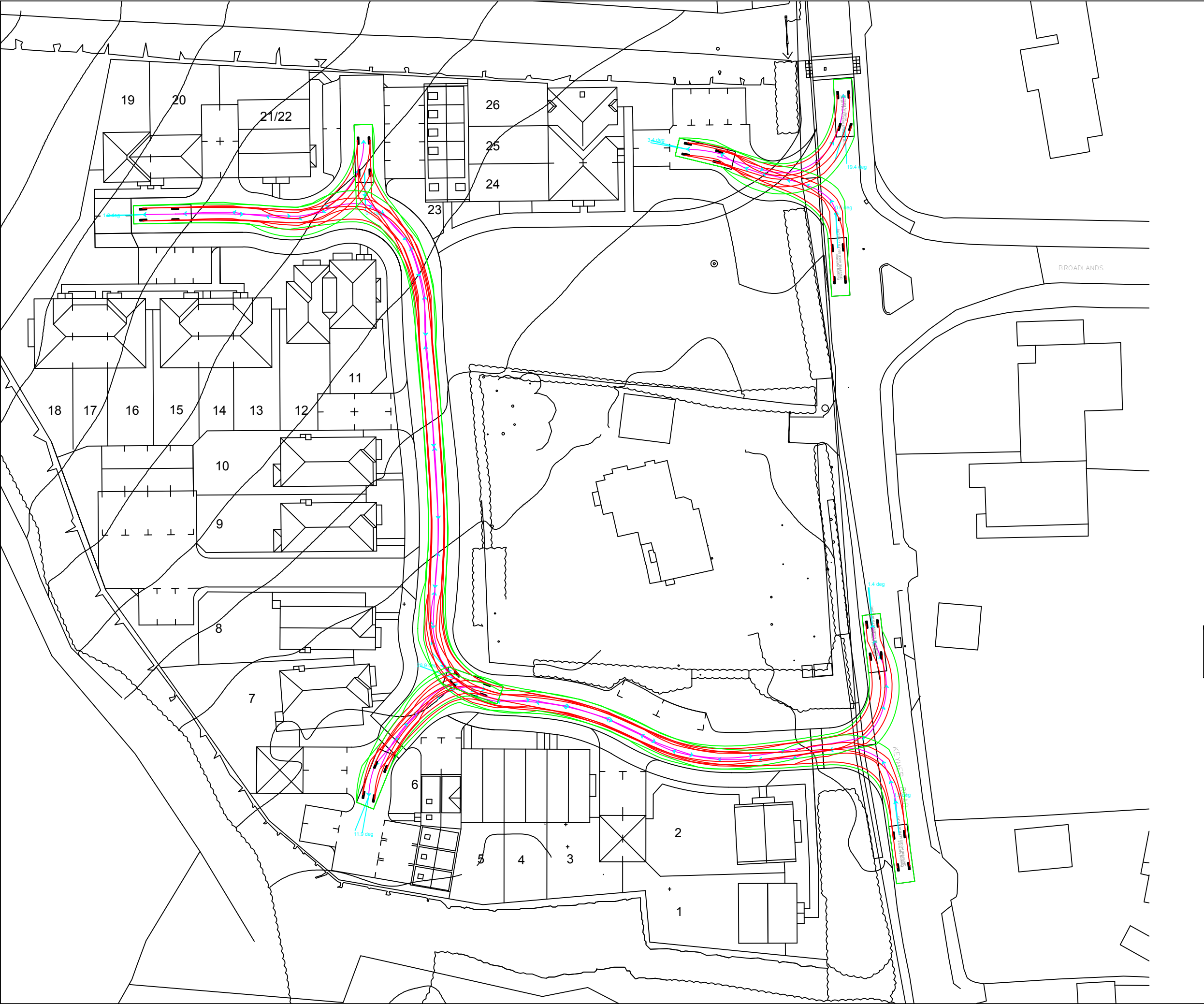
Scale at A3
1:250

Drawn KAT	Approved MAK
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Check KAT	Date 14/01/26
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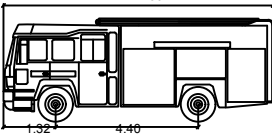
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NOTES



Pumping Appliance

Meters			
Width	: 2.50	Lock to Lock Time	: 6.00 s
Track	: 1.75	Steering Angle	: 34.26 deg

Revision	Details	By	Date	Suffix
		Check		

Drawing Number
SK21799-13

Batchelors Farm

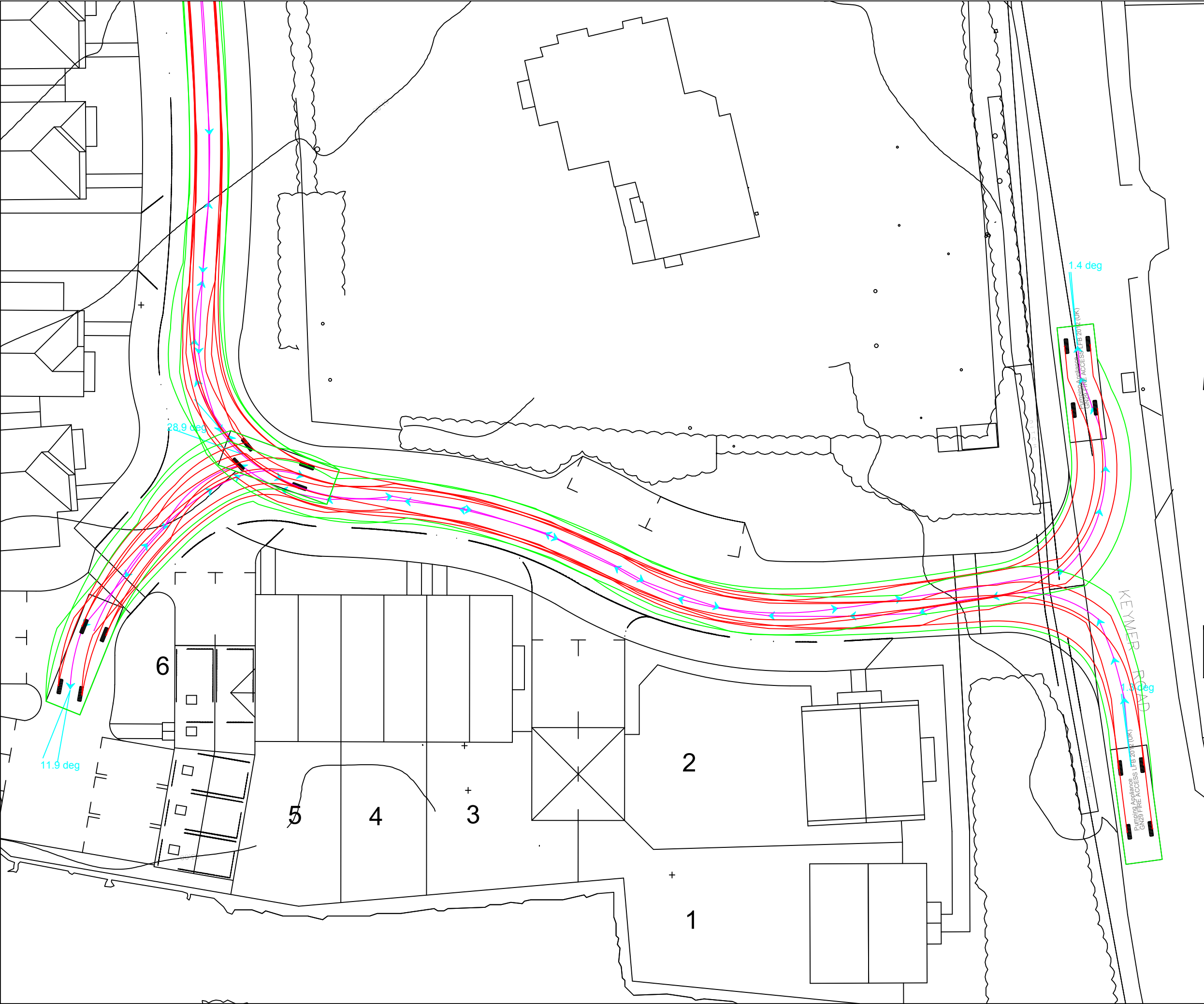
Drawing Title
Vehicle Swept Path Analysis
Fire Appliance

Scale at A3
1:500

Drawn	KAT	Approved	MAK
Check	KAT	Date	14/01/26

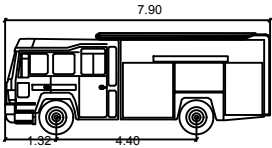
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NOTES



Pumping Appliance
Meters
Width : 2.50 Lock to Lock Time : 6.00 s
Track : 1.75 Steering Angle : 34.26 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21799-14

Batchelors Farm

Drawing Title

Vehicle Swept Path Analysis
Fire Appliance

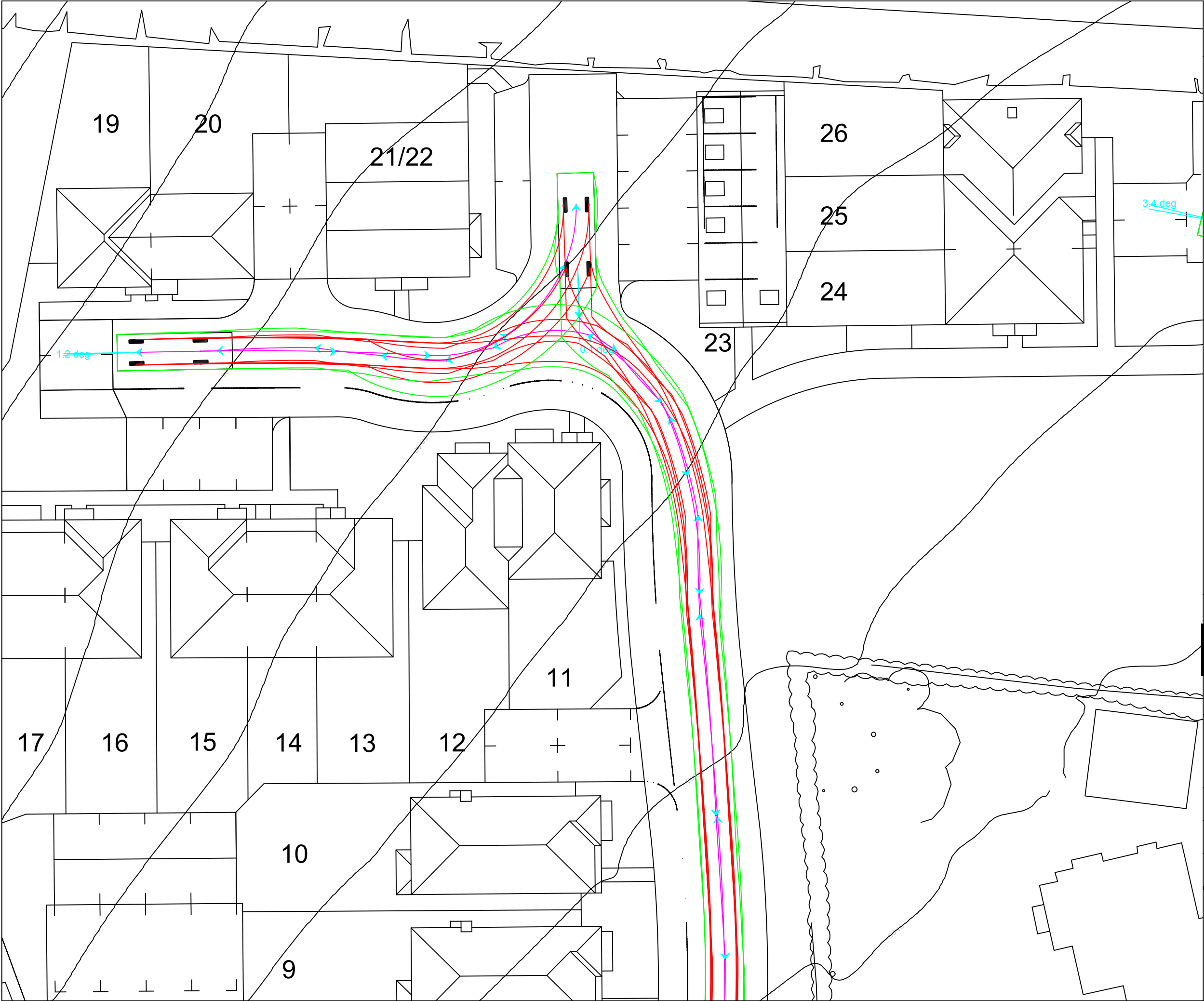
Scale at A3

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Drawn	KAT	Approved	MAK
Check	KAT	Date	14/01/26

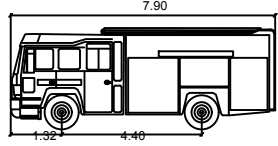
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NOTES



Pumping Appliance

Meters	
Width	: 2.50
Track	: 1.75
Lock to Lock Time	: 6.00 s
Steering Angle	: 34.26 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21799-15

Batchelors Farm

Drawing Title

Vehicle Swept Path Analysis
Fire Appliance

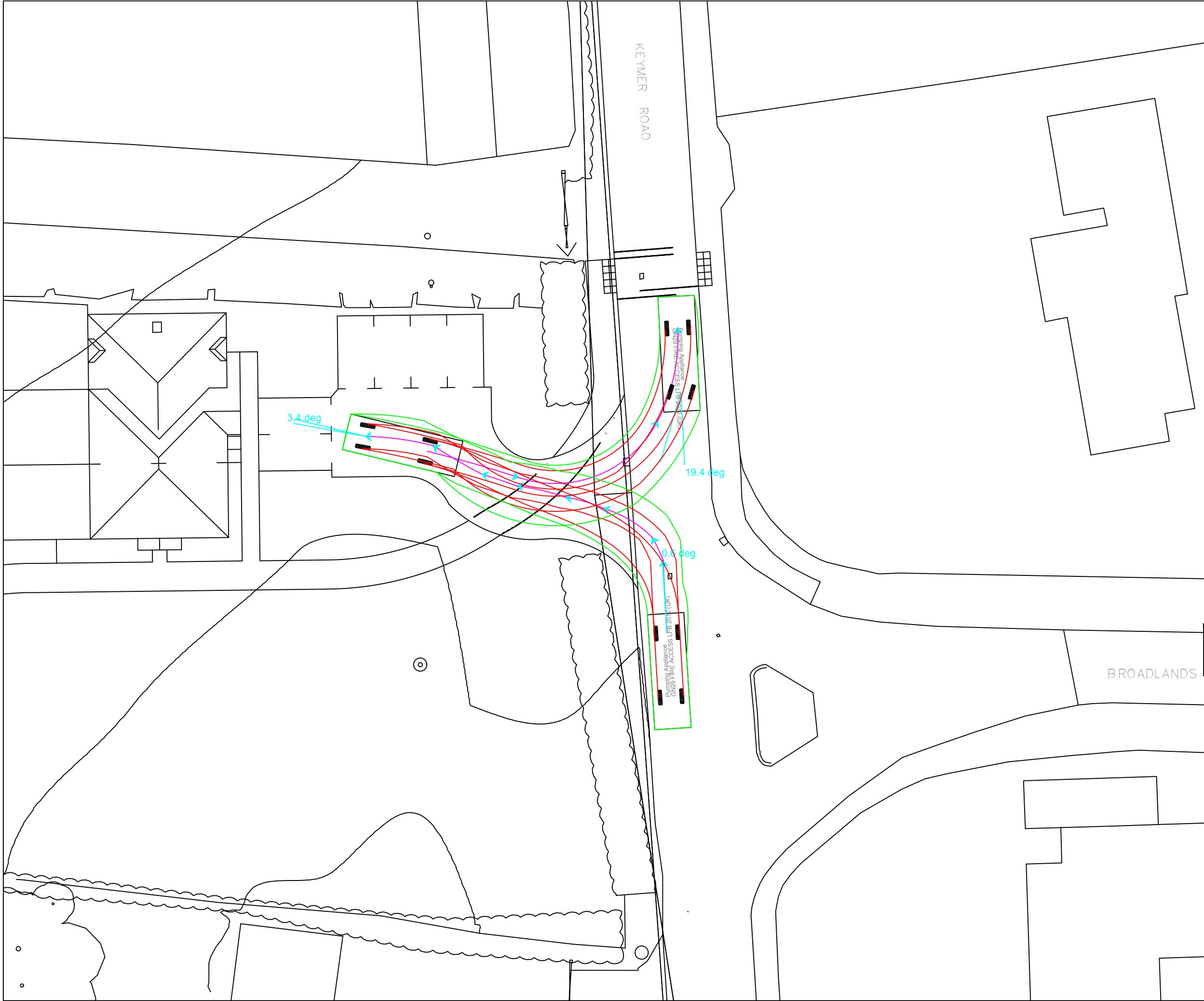
Scale at A3

1:250

Drawn	KAT	Approved	MAK
Check	KAT	Date	14/01/26

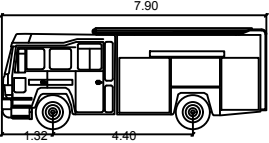
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NOTES



Pumping Appliance
Meters
Width : 2.50 Lock to Lock Time : 6.00 s
Track : 1.75 Steering Angle : 34.26 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-16

Batchelors Farm

Drawing Title
Vehicle Swept Path Analysis
Fire Appliance

Scale at A3
1:250

Drawn KAT	Approved MAK
Check KAT	Date 14/01/26

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APPENDIX F

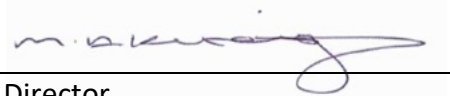
Batchelors Farm, Keymer Road, Burgess Hill
GG119 Table F4– RSA Decision Log (13th April 2026)

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
RSA team has commented that they require all visibility splays to be clearly shown at all site access and crossing points on Keymer Road. These visibility splays also need to be clear of obstructions/hedgerows etc 7.1	The RSA team's recommendation is that the visibility splays should be kept clear of impediments, in order to mitigate the above described potential collision scenario. This will require the removal of existing vegetation and relocation of existing street furniture In addition, the RSA team has recommended that the values for the visibility splays at all junctions/crossing points should be shown	In response to the audit team's comments at detailed design stage the visibility splays previously assessed and agreed in 2015 will be delivered. These splays were dimensioned as: Northern Access • leading traffic direction (south) – 2.4m x 150m • trailing traffic direction (north) – 2.4m x 120m Southern Access • leading traffic direction (south) – 2.4m x 140m • trailing traffic direction (north) – 2.4m x 150m These splays will be delivered at the development site accesses, kept permanently clear of vegetation and obstructions, and maintained in perpetuity. The delivery of these visibility splays (and the site accesses) can be secured through an appropriately worded Planning Condition	The splays demonstrated are acceptable & exceed requirement based on 85th percentile speeds of 44.4mph northbound & 43mph southbound which would require splays of 122m south and 116m north. Visibility splays should be secured in perpetuity via suitably worded condition LHA consider minor obstacles such as telegraph pole within these splays would not obscure full envelope of visibility as per Manual for Streets para. 7.8.6. However, this issue should be reviewed at RSA Stage 2 in terms of requirement for any relocation of telegraph pole / street furniture.	To provide all visibility splays as shown on plan in the RSARR as part of the detailed access/Keymer Road pedestrian access works, as part of the S278 package LHA OO - and for impact of obstacles to these splays to be reviewed at stage 2/detailed design and relocated if appropriate
The RSA team has raised concerns that there is potential for restricted intervisibility between pedestrians crossing Keymer Road,	The RSA team has recommended that the intervisibility at the northern and southern uncontrolled pedestrian crossing facilities should	In response to these comments, and following discussions with WSCC Highway Officers all achievable/required visibility splays have been shown on plan. These are provided in appendix d in the RSARR.	Pedestrian intervisibility splays at both north and south proposed uncontrolled crossing points have been demonstrated (120m as per 40mph speed limit for southern crossing and 43m for northern crossing)	To provide all visibility splays as shown on plan in the RSARR as part of the detailed access/Keymer

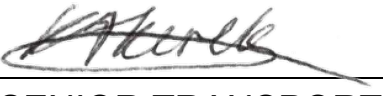
particularly from west to east, which could lead to potential increased risks of vehicle/pedestrian collisions 7.2	be kept clear, by removing vegetation and street furniture (as required) to the rear of the footways. It is also recommended that the intervisibility distances should be provided on the scheme drawings.	These are the plans requested by WSCC following the issue of the first RSARR in January 2026	LHA note the telegraph pole to north of northern crossing (adj. bus stop) may impact northern intervisibility for pedestrian crossing west to east. LHA consider Manual for Streets para. 7.8.6 applies however this splay should be further reviewed at stage 2/ detailed design as to whether the telegraph pole would require removal.	Road pedestrian access works, as part of the S278 package LHA OO- and for impact of the telegraph pole to be reviewed at stage 2/ detailed design and relocated if considered appropriate
The RSA team has noted that the proposals look to deliver two priority junctions on the western side of Keymer Road, and that the swept path drawings show service vehicles crossing the centreline of the Keymer Road carriageway 7.3	The RSA team recommended that swept path analysis be undertaken for all expected size/types of vehicles entering and exiting these sites. The RSA team originally suggested that if there is any encroachment over centrelines, then consideration should be given to altering the junction geometry in order to mitigate this issue.	In response to the audit team's comments swept path analysis has been prepared to show that the junction can accommodate the largest service vehicle access. Whilst this does show larger vehicles crossing the centreline, this is not considered unusual for these size and type of vehicles. The RSARR confirms that to design this out the site access points would have to be widened and the junction radii relaxed, which in turn could lead to increased vehicle speeds when entering/exiting the site. At WSCC's request, the RSA team has been contacted on this technical matter. They have responded stating: <i>"I think it's fairly common with housing developments to have the refuse vehicle overrunning the centre line when accessing the development road. It's an infrequent movement and the operatives are used to doing the manoeuvres day in/day out so we are ok with this."</i> Based on these responses the access strategy has not been modified	LHA are in agreement with auditor and design that refuse collection vehicles crossing centreline is not uncommon and that increasing junction radii would be inappropriate and encourage higher entry speeds.	At detailed design stage the access points will be designed to accommodate service/refuse vehicles, noting the technical points raised by WSCC and the RSA team as part of this RSARR process LHA OO- Accesses to be provided via s278 agreement secured either by legal agreement or condition.
The RSA team noted that there is a downhill gradient towards the northern uncontrolled	The RSA team has recommended that a gully or gullies should be placed on the northern	This technical point regarding addressing the surface water running on the carriageway across the crossing points has been noted.	LHA agrees this is a matter for detailed design and stage 2 RSA to review. Ensure gully/drainage design is appropriately reviewed as part of technical approval	We will ensure that at detailed design stage appropriate

pedestrian crossing facility, and that surface water flowing past the dropped kerb could lead to a potential increased risk of pedestrian slips and fall in wet/icy conditions 7.4	side of the proposed northern uncontrolled pedestrian crossing facility, to capture surface water before it flows past the dropped kerbs, in order to mitigate the above described potential injury scenario	We confirm that at detailed design stage the crossing points will be designed with gullies either side of the dropped kerbs. This will ensure that no running or standing water crosses the pedestrian crossing points, avoiding the risk of trips and/or slips when crossing the carriageway.		drainage around the crossing points is incorporated into the scheme, to ensure no ponding/surface water occurs in these locations LHA OO - to be reviewed and agreed at detailed design
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GG119 Table F5– Design Organisation Statement (13th April 2026)

On behalf of the Design Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Michael Kitching
Signed	
Position	Director
Organisation	SK Transport Planning Limited
Date	13 th April 2026

GG119 Table F6– Overseeing Organisation Statement (13th April 2026)

On behalf of the Overseeing Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Design Organisation, and	
2) the agreed RSA actions will be progressed.	
Name	Katie Kurek
Signed	
Position	SENIOR TRANSPORT PLANNER
Organisation	WEST SUSSEX COUNTY COUNCIL
Date	23/04/2026