



RIDGE

**STAGE 1
ROAD SAFETY AUDIT RESPONSE**

LAND WEST OF GATESMEAD

April 2026

Version Control

Project Name: Land West of Gatesmead
Project Ref: 5029426
Prepared by: Ridge & Partners LLP
On Behalf of: Crest Nicholson Operations Ltd
Report Title: Stage 1 Road Safety Audit Response
Date: April 2026
Document Ref: 5029426 – Land West of Gatesmead - S1RSA Response

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
P01	07/04/2026	FOR ISSUE	RC	SM

PROJECT DETAILS

PROJECT SUMMARY	
Date	April 2026
Document Reference	5029426 – Land West of Gatesmead - S1RSA Response
Document Revision	P01 – For Issue
Prepared by	Ridge & Partners LLP
On Behalf of	Crest Nicholson Operations Ltd
AUTHORISATION SHEET	
Project	Land West of Gatesmead
Report Title	Stage 1 Road Safety Audit Response
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Position	Senior Transport Planner
Signed	
Organisation	Ridge and Partners LLP
Date	07/04/2026
APPROVED BY	
Name	Sarah Matthews
Position	Partner (Transport Planning)
Signed	
Organisation	Ridge and Partners LLP
Date	09/04/2026

INTRODUCTION

This Audit Response has been prepared by Ridge & Partners LLP (Ridge) on behalf of Crest Nicholson Operations Ltd to respond to the Stage 1 Road Safety Audit (RSA) undertaken for the concept access to the Land West of Gatesmead site.

This Stage 1 Road Safety Audit encompasses the access arrangement at Gatesmead (residential street) in Haywards Heath to a proposed residential development comprising 49 dwellings. Please refer to drawing 5029426-RDG-XX-XX-SK-H-PL001-P04 in **Appendix B**. The scheme is summarised as follows:

- The extension to Gatesmead consists of a 5.5m carriageway, consistent with the existing width of Gatesmead. Traffic calming is proposed through a build-out that narrows the carriageway to 3.75m for approximately 28m in length, introducing shuttle-working for vehicular traffic. A similar existing arrangement is located approximately 250m to the east along Gatesmead.
- A raised section is proposed, inclusive of a traffic calming build-out feature, extending for approximately 50m
- Two informal pedestrian crossings are proposed, each consisting of tactile paving and dropped kerbs:
 - The eastern crossing provides continuation of the existing footway on Gatesmead Road into the site.
 - The western crossing provides continuation of Public Right of Way (PRoW) 47bCU, which runs along the eastern boundary of the site.
- Both crossings are located on the raised section, and 25m visibility has been demonstrated from the rear of the tactile paving in accordance with the 20mph stopping sight distance requirements set out in Manual for Streets.
- Proposed footways are 1.8m wide.
- Forward visibility of 25m has been demonstrated in accordance with the 20mph stopping sight distance requirements of Manual for Streets.

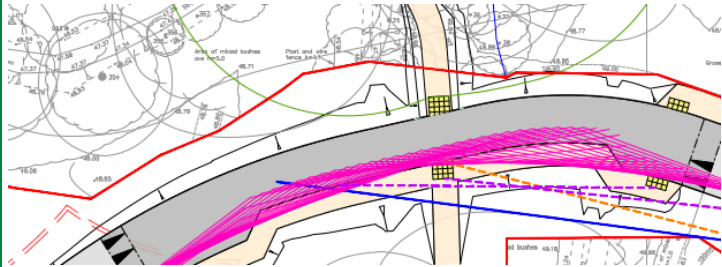
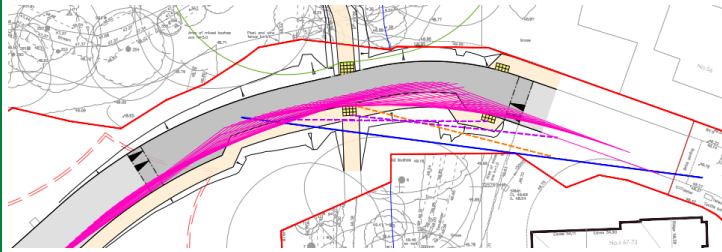
The Stage 1 RSA was undertaken by Traffic Management Consultants (TMC) on 3rd April 2026. The RSA Report is attached within **Appendix A**.

Where applicable, the access drawings have been revised in response to the RSA Audit Response. The final access drawings are attached with **Appendix B**.

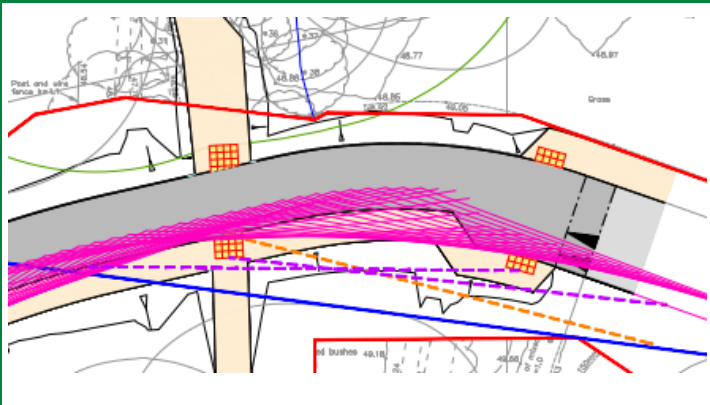
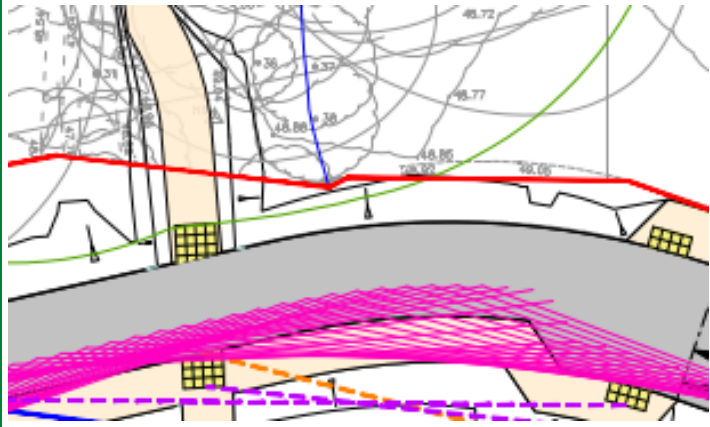
KEY PERSONNEL

KEY PERSONNEL	
Overseeing Organisation	West Sussex County Council (WSCC) Note: WSCC has advised, in line with the RSA policy, that they do not review the brief and auditor CVs for Stage 1 RSAs for planning applications.
RSA Team	Traffic Management Consultancy (TMC)
Design Organisation	Ridge & Partners LLP (on behalf of OCC)

ROAD SAFETY AUDIT DECISION LOG

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
Problem 8.1 <u>Location:</u> New Carriageway /Footways <u>Summary:</u> No safety margin from carriageways and footways from top of embankments There are 1/3 embankments detailed directly adjacent to footways and carriageway without any safety margin. There needs to be a safety margin at the edge of the footways and carriageway to prevent any pedestrians /vehicles who may wander from falling down the embankments. Provide appropriate safety margins at top of embankments. 	Provide appropriate safety margins at top of embankments.	Appropriate safety margins will be considered at the top of embankments adjacent to carriageways and footways. The impact on tree root protection areas (RPA) and the risk of vehicles or pedestrians leaving the highway will need to be weighed up. The form of separation (such as horizontal margin, grading, or barriers), dependent on impact on RPAs, will be confirmed through the detailed design process in accordance with appropriate highway design standards.		
Problem 8.2 <u>Location:</u> Proposed narrowing on inside of bend. <u>Summary:</u> No visibility splays detailed to show vehicles approaching narrowing can see opposing vehicles approaching narrowing around inside of bend in both directions. There are no visibility splays detailed to show vehicles approaching the narrowing on the bend can see opposing vehicles in the opposite direction in both directions. Drivers need to see vehicles approaching in the opposite direction in advance of the narrowing so they can decide to stop and wait before proceeding to prevent a head on collision. Provide appropriate forward visibility splays where required over adopted land. 	Provide appropriate forward visibility splays where required over adopted land through narrowing and around bend.	The blue visibility splay line shows that a vehicle approaching west-bound at 20mph (assuming a priority sign is installed east-bound similar to the existing build-out to the east) can see a car approaching east-bound within Manual for Streets (MfS) stopping sight distance (SSD) for 20 mph (25m) . Drawing 5029426-RDG-XX-XX-DR-H-PL005-P02 has been prepared to show forward visibility splays to the proposed carriageway narrowing in both directions to allow approaching drivers to see opposing vehicles MfS SSD for 20mph (25m) in advance of the narrowing. These have been designed to provide appropriate visibility around the inside of the bend. This demonstrates that priority may not be required. This can be decided at detailed design stage.		

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
Problem 8.3 <u>Location:</u> Gatesmead. Vehicles approaching from the east <u>Summary:</u> Forward visibility splay as detailed for vehicles approaching from the east appears to extend across private land with hedge outside plots 67-73 There is a visibility splay detailed for vehicles approaching from the east that encroaches across private land with a hedge. This will obstruct the visibility splay as detailed. Amend vis splay so it does not extend over private land. 	Amend vis splay so it does not extend over private land.	The visibility splay for vehicles approaching from the east extends across land and boundary treatment that is under the control of Crest Nicholson. The existing hedge outside plots 67–73 will be retained or removed as necessary at the detailed design stage. The identified land is under the control of Crest Nicholson and therefore ongoing management can be secured, no amendment to the visibility splay is considered necessary.		
Problem 8.4 <u>Location:</u> Various pedestrian crossing points. <u>Summary:</u> Visibility splays not detailed at all pedestrian crossing points and those that are, are not to standard with x distances of 0.8m and 1.2m. There are pedestrian crossing points detailed without any visibility splays detailed and those that are not to standard with X distances of 0.8m and 1.2m. This will result in inadequate visibility of oncoming vehicles for pedestrians crossing the road. Provide appropriate visibility splays at all pedestrian crossing points over readopted land where the visibility splays can be maintained.	Provide appropriate visibility splays at all pedestrian crossing points over adopted land where the visibility splays can be maintained.	Drawing 5029426-RDG-XX-XX-DR-H-PL006-P02 shows the pedestrian visibility splays at all of the proposed pedestrian crossing points, with x distances of 1.2m. All splays are within land controlled by Crest and therefore can be maintained.		

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
				
Problem 8.5 <u>Location:</u> Gatesmead. Between footpath and northern footway <u>Summary:</u> No footway along northern side of road between footpath and end of existing footway. There is no footway detailed from the footpath linking up with the end of the footway on the northern side of the road. Pedestrians will either walk along verge or carriageway rather than cross over road twice. Provide additional length of footway where required. 	Provide additional length of footway where required.	It is not feasible to extend the footway along the northern side of the road, as this would require embankment widening, which would further encroach into the adjacent ancient woodland buffer. Realigning the access or moving the footway further south has also been considered; however, this would adversely impact visibility at the access and impact RPAs. The site is forecast to generate approximately 34 two-way vehicle trips in the AM peak hour (business-as-usual scenario), therefore this section of road is lightly trafficked and is traffic calmed (raised surface and build-out). Pedestrian facilities are provided on the southern side of the carriageway with crossing provision, so that is a clear route for pedestrians rather than walking within the carriageway. On the basis of low traffic, low speeds and avoiding impact on the ancient woodland buffer and RPAs, no additional footway is proposed in this location.		

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

DESIGN ORGANISATION STATEMENT

On behalf of the design organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

Name	Ryan Cox
Signed	
Position	Senior Transport Planner
Organisation	Ridge & Partners LLP
Date	15/02/2026

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and

2) the agreed RSA actions will be progressed.

Name	
Signed	
Position	
Organisation	
Date	

APPENDIX A: STAGE 1 RSA REPORT



Stage 1 (Feasibility) Road Safety Audit Report

**Land West of Gatesmead ,
West Sussex
New Residential Development
Extension of Gatesmead
Section 278 Highway Works**

**Produced for:
Ridge**

Date: 3rd April 2026



trafficmanagementconsultants@hotmail.co.uk



07771 557382

DOCUMENT REGISTER

Project Name: Land West of Gatesmead S278 Highway Works

Report Title: Stage 1 Road Safety Audit

Date: 3rd April 2026

Client: Ridge

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	03/04/2026
Audit Team Member:	Paul Salmon	Road Safety Auditor	03/04/2026
Approved By:	Peter Ronald	Director	03/04/2026

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	03/04/2026	Draft	PR	PS	PR
A	03/04/2026	Final	PR	PS	PR

Prepared By: **Traffic Management Consultants Ltd**

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1. Executive Summary

- 1.1 This scheme is promoted by Crest Nicholson. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 27th March 2026. The overseeing authority is West Sussex County Council.

2. Introduction

- 2.1 This report results from a Stage 1 Road Safety Audit carried out of a proposed extension of Gatesmead into a new residential development. The works include a single carriageway narrowing on the access road on a left hand bend as you travel east to west into the development, together with new footways and pedestrian crossing points.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng, AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).
(Audit Team Leader)

Paul Salmon MCIHT, MSoRSA
(Audit Team Member)

2.3 Audit Site Visit and Plan Examination

A site visit was made to the site on Tuesday 31st March between 11.00am and 11.30am , by the team. The weather conditions were clear and dry. No traffic and no pedestrian or cycle movements were observed.

The Audit also comprised an examination by the team of the drawings provided by RIDGE and MJA Consulting and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the outline design details shown on the drawing.

2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 Audit Brief

The Audit Team have been provided with an Audit Brief prepared by Ridge

2.6 Terms of Reference

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, 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 or other guidance documents.

2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

- 3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.
- 3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

- 4.1 Not known.

5. Existing Environment

- 5.1 The proposed site is an existing green field site that lies to the west of Gatesmead , Haywards Heath.
- 5.2 Gatesmead is a single carriageway residential cul de sac that extends from Birchen Lane . It has footways on both sides and has a system of street lighting present that introduces a 30mph speed limit.

6. Collision Data

- 6.1 The Audit Team has not been provided with recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there has been no personal injury accident on the lengths of road that is the subject of this audit during the 2020 – 2024 five-year period.

7. Survey Information

- 7.1 The auditors have been provided with traffic flow and speed data taken on Gatesmead in January 2025 . These figures show a two way average traffic flow of 278 vehicles and 85% speeds of 17mph

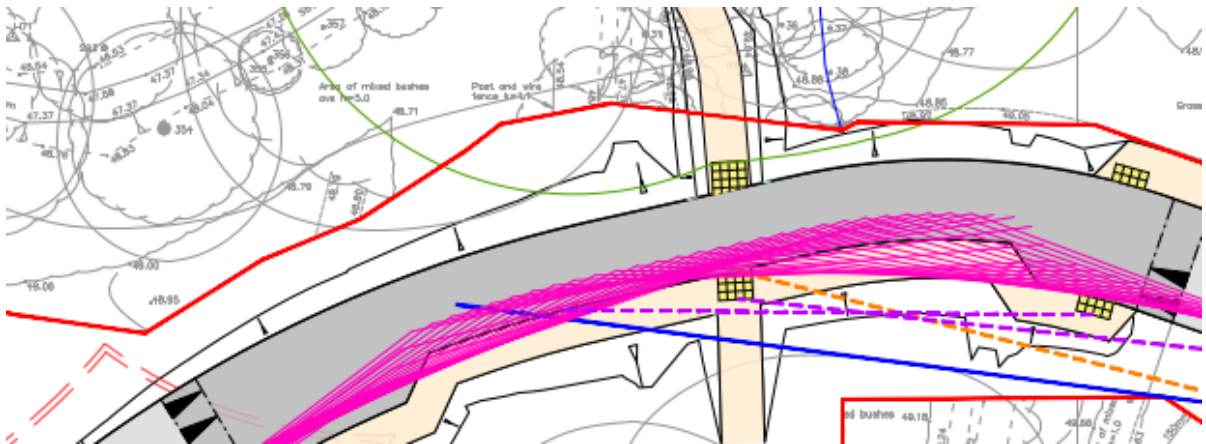
8. Audit Assessment

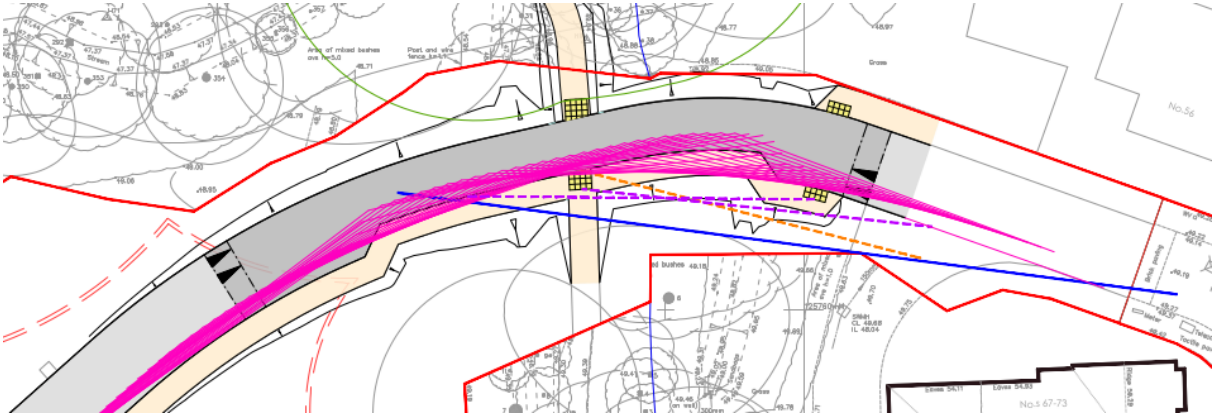
- 8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

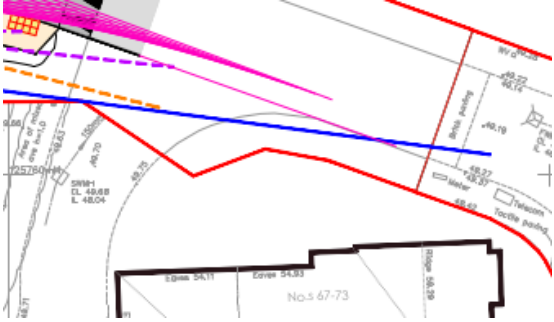
Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Drainage		Not detailed
A1.3	Climatic Conditions		
A1.4	Landscaping		
A1.5	Public Utilities/ Services Apparatus		
A1.6	Lay-bys		
A1.7	Access		
A1.8	Skid Resistance		
A1.9	Agriculture		
A1.10	Fences and Road Restraint Systems		
A1.11	Adjacent Developments and Roads		
A1.12	Road alignment		
A1.13	General layout	Problem Comment	(8.1) No safety margin from carriageways and footways from top of embankments (9.1) No dimensions on plans
A2	Local Alignment		
A2.1	Visibility	Problems	(8.2) No visibility splays detailed to show vehicles approaching narrowing can see opposing vehicles approaching narrowing around inside of bend in both directions (8.3) Forward visibility splay as detailed for vehicles approaching from the east appears to extend across private land with hedge
A2.2	New/Existing Road Interface		
A3	Junctions		
A3.1	Layout		

A3.2	Visibility		
A3.3	Signing		
A3.4	Road Markings		
A3.5	T, X and Y junctions		
A3.6	All roundabouts		
A3.7	Mini Roundabouts		
A3.8	Traffic Signals		
A4	Non-Motorised User Provision		
A4.1	Adjacent Land		
A4.2	Pedestrians	Problems	(8.4) Visibility splays not detailed at all pedestrian crossing points and those that are are not to standard with x distances of 0.8m and 1.2m. (8.5) No footway along northern side of road between footpath and end of existing footway
A4.3	Cyclists		
A4.4	Equestrians		
A5	Road Signs, Carriageway Markings and Lighting		
A5.1	ADS and Local Traffic Signs		
A5.2	Variable Message Signs		
A5.3	Lighting		
A5.4	Road Markings		
A5.5	Poles and Columns		

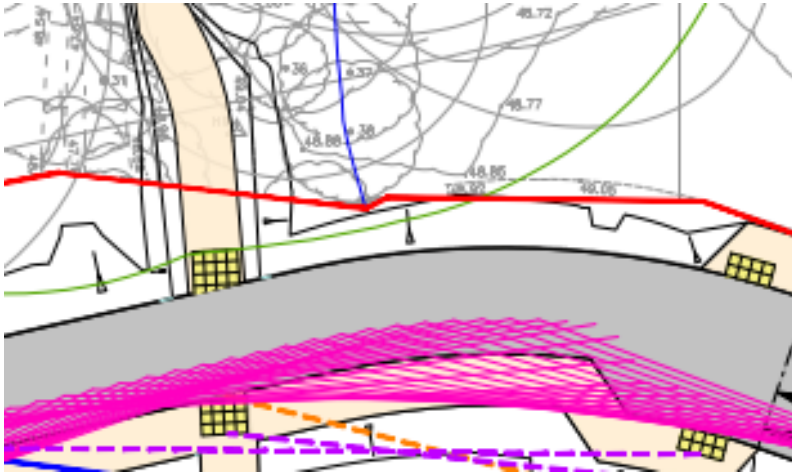
8.1*Problem* (Item A1.13)	
Location:	New Carriageway /Footways
Summary:	No safety margin from carriageways and footways from top of embankments
 There are 1/3 embankments detailed directly adjacent to footways and carriageway without any safety margin. There needs to be a safety margin at the edge of the footways and carriageway to prevent any pedestrians /vehicles who may wander from falling down the embankments. Provide appropriate safety margins at top of embankments	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrians /vehicle falling down embankments	
RECOMMENDATION	
Provide appropriate safety margins at top of embankments	

8.2*Problem* (Item A2.1)	
Location:	Proposed narrowing on inside of bend
Summary:	No visibility splays detailed to show vehicles approaching narrowing can see opposing vehicles approaching narrowing around inside of bend in both directions.
 There are no visibility splays detailed to show vehicles approaching the narrowing on the bend can see opposing vehicles in the opposite direction in both directions . Drivers need to see vehicles approaching in the opposite direction in advance of the narrowing so they can decide to stop and wait before proceeding to prevent a head on collision. Provide appropriate forward visibility splays where required over adopted land	
TYPE OF CONFLICT/COLLISION	
Risk of head on collisions due to reduced forward visibility on approaches and through narrowing on bend	
RECOMMENDATION	
Provide appropriate forward visibility splays where required over adopted land through narrowing and around bend	

8.3*Problem* (Item A2.1)	
Location:	Gatesmead . Vehicles approaching from the east
Summary:	Forward visibility splay as detailed for vehicles approaching from the east appears to extend across private land with hedge outside plots 67-73
  There is a visibility splay detailed for vehicles approaching from the east that encroaches across private land with a hedge. This will obstruct the visibility splay as detailed. Amend vis splay so it does not extend over private land	
TYPE OF CONFLICT/COLLISION	
Risk of vehicle collisions due to reduced forward visibility	
RECOMMENDATION	
Amend vis splay so it does not extend over private land	

8.4*Problem* (Item A4.2)

Location:	Various pedestrian crossing points
Summary:	Visibility splays not detailed at all pedestrian crossing points and those that are, are not to standard with x distances of 0.8m and 1.2m.

8.5 *Problem* (Item A4.2)	
Location:	Gatesmead . Between footpath and northern footway
Summary:	No footway along northern side of road between footpath and end of existing footway
 There is no footway detailed from the footpath linking up with the end of the footway on the northern side of the road. Pedestrians will either walk along verge or carriageway rather than cross over road twice. Provide additional length of footway where required	
TYPE OF CONFLICT/COLLISION	
Risk of collisions with pedestrians walking in road	
RECOMMENDATION	
Provide additional length of footway where required	

9. Nil Response/Comments

9.1 No dimensions on plans

10. Non-Motorised User Report (NMU's)

10.1 This report has identified road safety problems affecting NMU's that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawing listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

3rd April 2026



(Audit Team Member)

3rd April 2026

12. Appendix A - List of Documents

Drawings/ Docs

7627-MJA-SW-XX-DR-C-002 P3 - Engineering Layout Option2

7627-MJA-SW-XX-DR-C-102 P2 - Longitudinal and Cross Sections Option2

5029426-RDG-XX-XX-DR-H-PL001-P02

RSA Brief



14. Appendix C - Designer's and Auditor Response to Stage 1 Road Safety Audit

Stage 1 (Road Safety Audit) DESIGNER'S ROAD SAFETY AUDIT RESPONSE Scheme Name: Land west of Gatesmead 278 Highway Works			
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.			
RSA Matter	Summary of RSA Problem	Designer's Response	Overseeing Authority Response
8.1	No safety margin from carriageways and footways from top of embankments		
8.2	No visibility splays detailed to show vehicles approaching narrowing can see opposing vehicles approaching narrowing around inside of bend		
8.3	Forward visibility splay as detailed for vehicles approaching from the east appears to extend across private land with hedge of plots 67-73		
8.4	Visibility splays not detailed at all pedestrian crossing points and those that are ,are not to standard with x distances of 0.8m and 1.2m.		
8.5	No footway along northern side of road between footpath and end of existing footway		

AUDIT TEAM RESPONSE to designer's response

- 8.1
- 8.2
- 8.3
- 8.4
- 8.5

Design Organisation Response

The Design Organisation Response has been prepared by:

Name:

Position / Organisation:

Date:

Overseeing Authority Response

The Overseeing Authority Response has been prepared by:

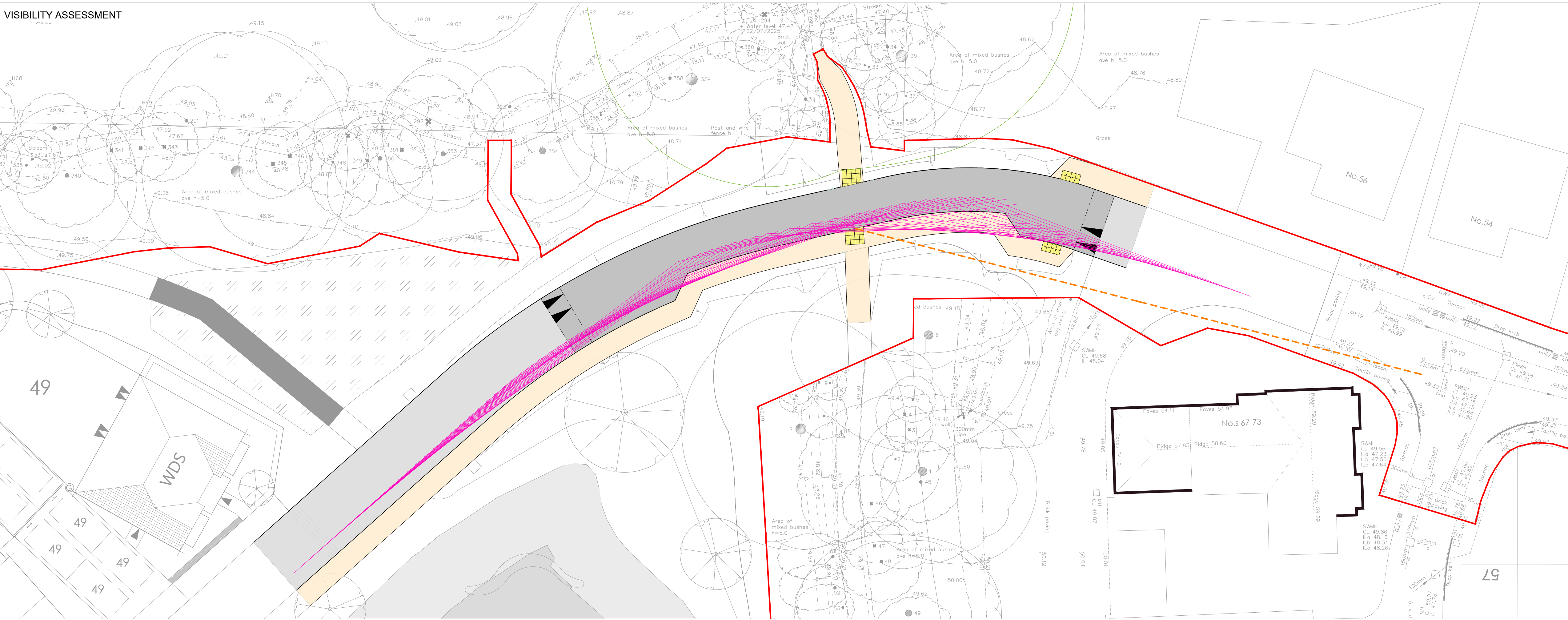
Name:

Position / Organisation:

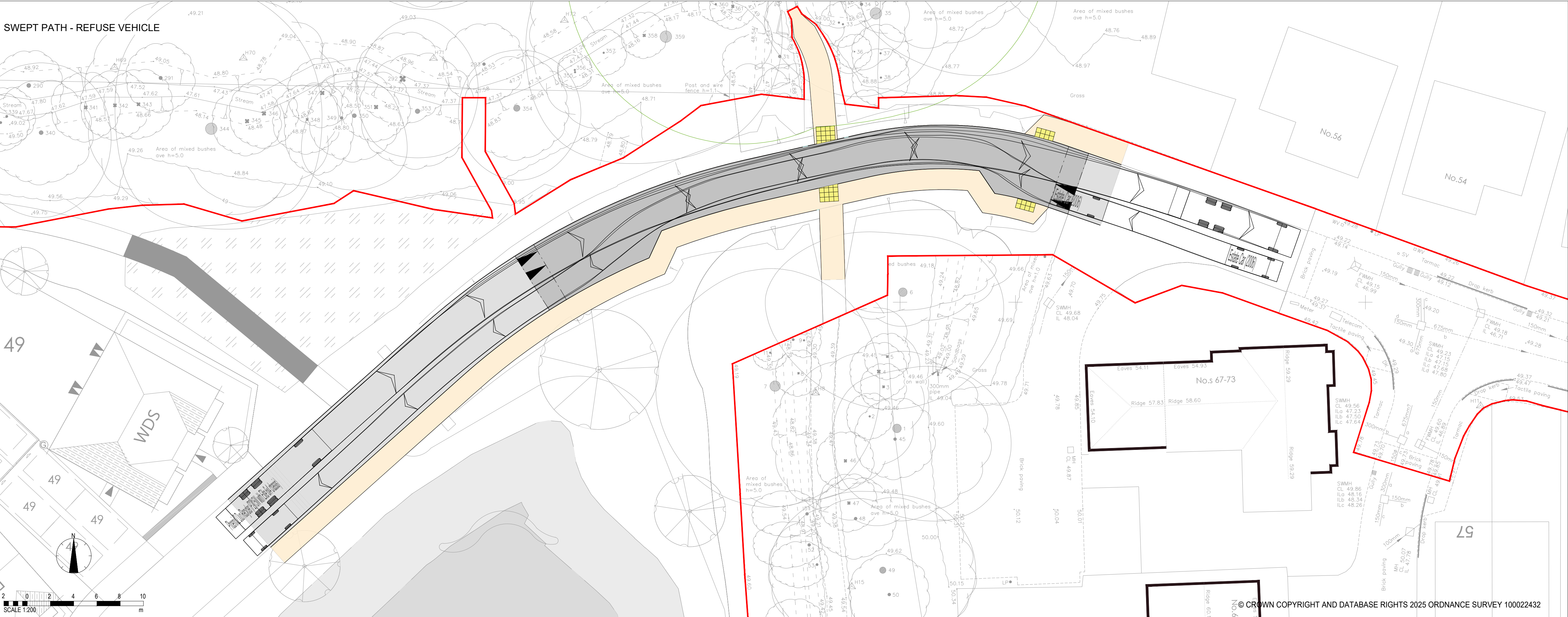
Date:

APPENDIX B: REVISED DRAWINGS

VISIBILITY ASSESSMENT



SWEPT PATH - REFUSE VEHICLE



DISCLAIMER NOTES:

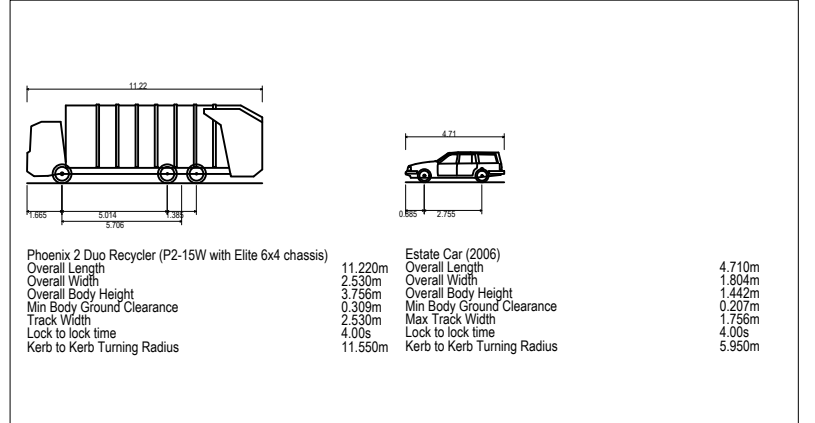
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- KEY
- APPLICATION BOUNDARY
 - PROPOSED TACTILE PAVING
 - 25m FORWARD VISIBILITY, MANUAL FOR STREETS 20MPH
 - 2.4m x 25m JUNCTION VISIBILITY

NOTES:

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P04	Updated following comment	15/04/2026	RC	SM
P03	Update Layout	08/04/2026	RC	SM
P02	Update Layout	30/03/2026	RC	SM
P01	First issue	25/03/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR:	www.ridge.co.uk			



PROJECT NUMBER: 5029426

CLIENT: CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT: LAND WEST OF GATESMEAD HAYWARDS HEATH

TITLE: PROPOSED ACCESS ARRANGEMENT VISIBILITY AND SWEPT PATH ASSESSMENT

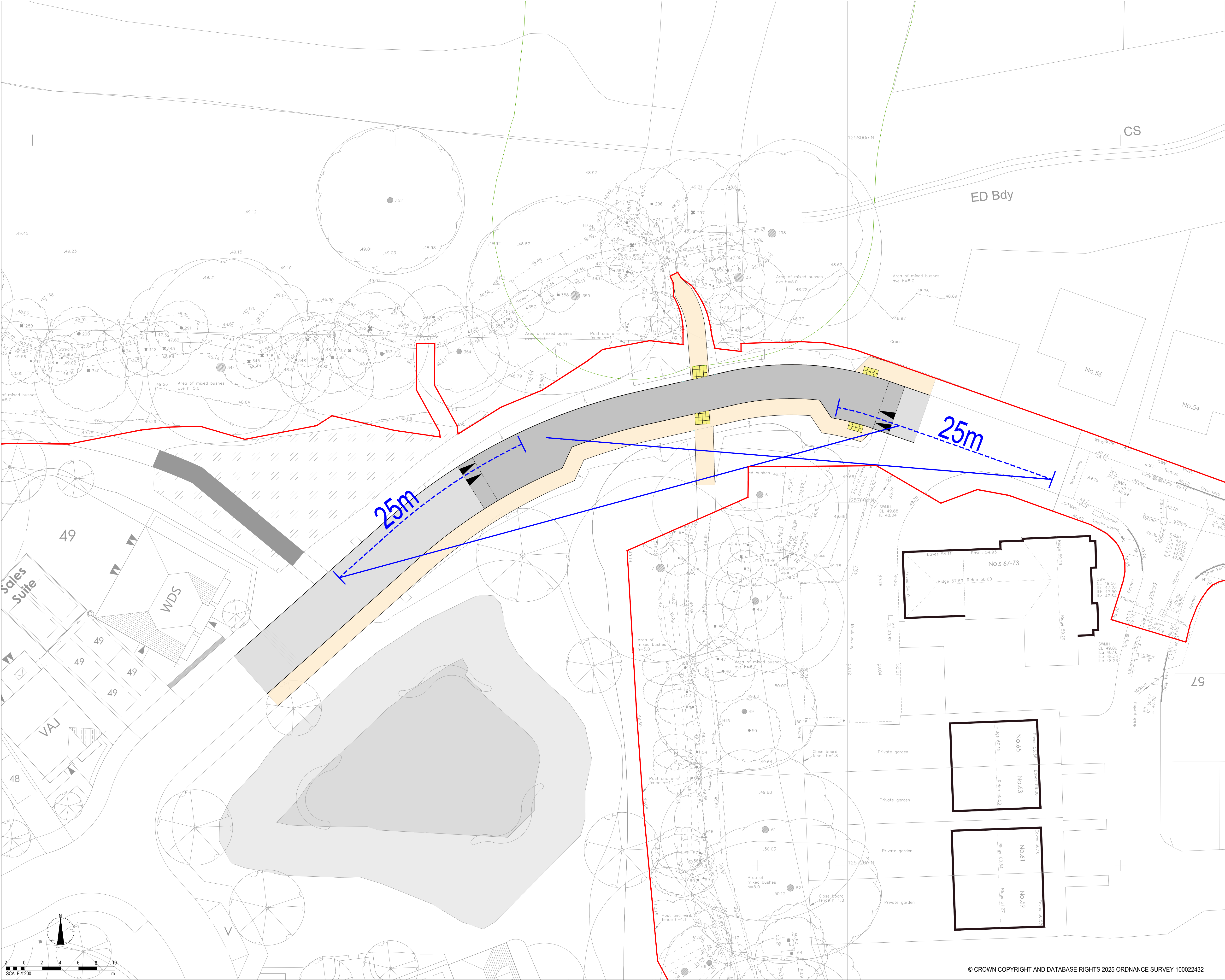
DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

SCALE @ A1: 1:200 DATE OF REVIEW: 25/03/2026

ISO 19650 STATUS: FOR PLANNING

DRAWING No: 5029426-RDG-XX-XX-DR-H-PL001-P04.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5029426	RDG	XX	XX	DR	H	PL001	P04



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- KEY
- APPLICATION BOUNDARY
 - PROPOSED TACTILE PAVING
 - VISIBILITY TO SEE VEHICLE ON NARROWING 25m IN ADVANCE OF STOPPING POSITION. 25m SSD AT 20mph MANUAL FOR STREETS

NOTES:

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P02	Update following comment	15/04/2026	RC	SM
P01	First issue	08/04/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR:	www.ridge.co.uk			



PROJECT NUMBER: 5029426

CLIENT:

CREST NICHOLSON OPERATIONS Ltd

IN ASSOCIATION WITH:

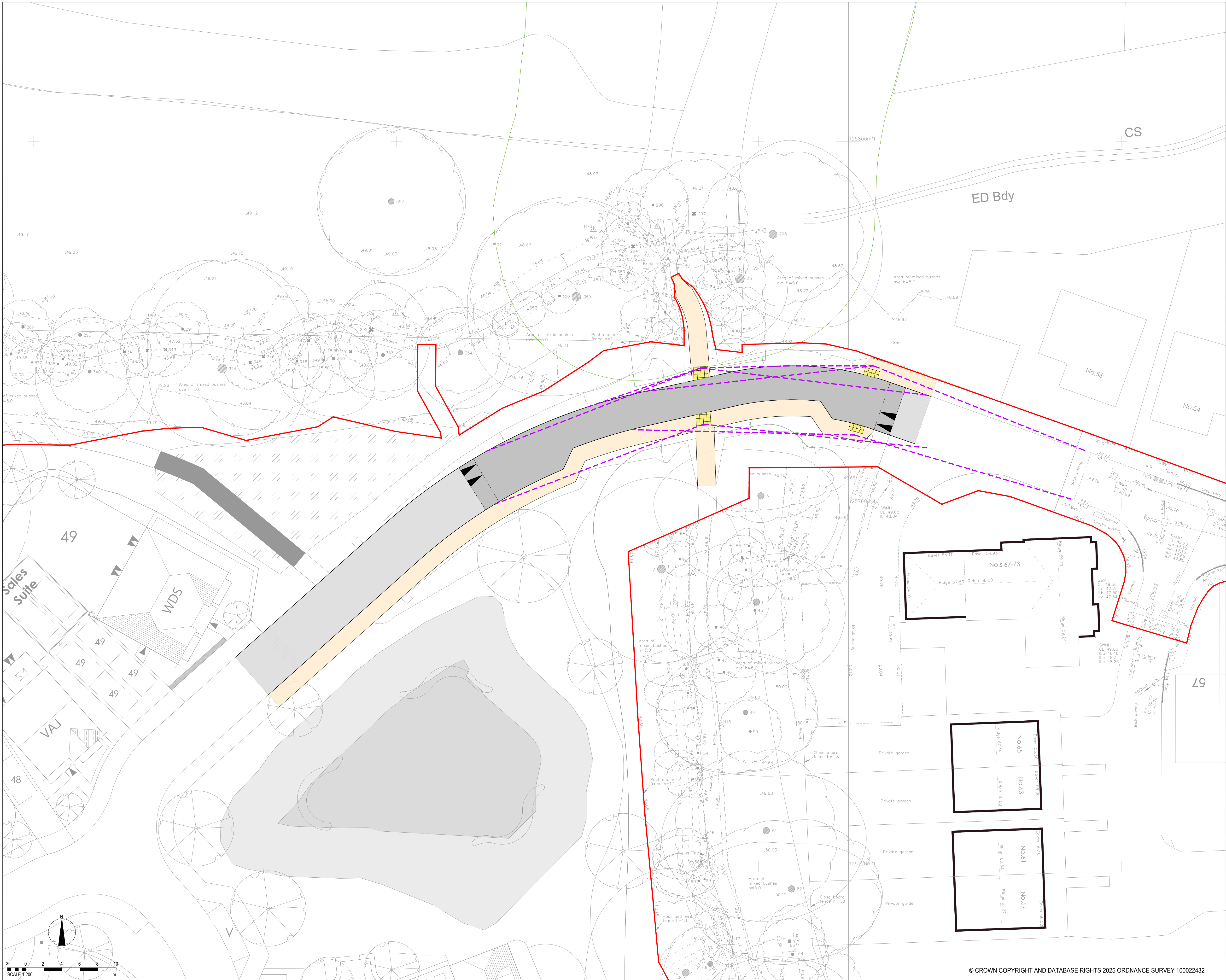
PROJECT:

LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:

PROPOSED ACCESS ARRANGEMENT
VISIBILITY
ASSESSMENT

DRAWN BY:	RC	CHECKED BY:	SM	APPROVED BY:	SM
SCALE @ A1:	1:200	DATE OF REVIEW:	08/04/2026		
ISO 19650 STATUS:					
FOR PLANNING					
DRAWING No:	5029426-RDG-XX-XX-DR-H-PL005-P02.dwg				
PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:
5029426	RDG	XX	XX	DR	H
				PL005	P02



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- KEY
- APPLICATION BOUNDARY
 - PROPOSED TACTILE PAVING
 - 1.2m x 25m PEDESTRIAN VISIBILITY SPY, MANUAL FOR STREETS 20MPH

NOTES:

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P02	Update following comment	15/04/2026	RC	SM
P01	First issue	08/04/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR:	www.ridge.co.uk			



PROJECT NUMBER: 5029426

CLIENT:

CREST NICHOLSON OPERATIONS LTD

IN ASSOCIATION WITH:

PROJECT:

LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:

PROPOSED ACCESS ARRANGEMENT
PEDESTRIAN VISIBILITY
ASSESSMENT

DRAWN BY:	RC	CHECKED BY:	SM	APPROVED BY:	SM
SCALE @ A1:	1:200	DATE OF REVIEW:	08/04/2026		
ISO 19650 STATUS:	FOR PLANNING				
DRAWING No:	5029426-RDG-XX-XX-DR-H-PL006-P02.dwg				
PROJECT:	5029426	ORG:	RDG	FUNCTION:	XX
		SPATIAL:	XX	FORM:	DR
				DISCIPLINE:	H
				NUMBER:	PL006
				REV:	P02