

SK TRANSPORT PLANNING

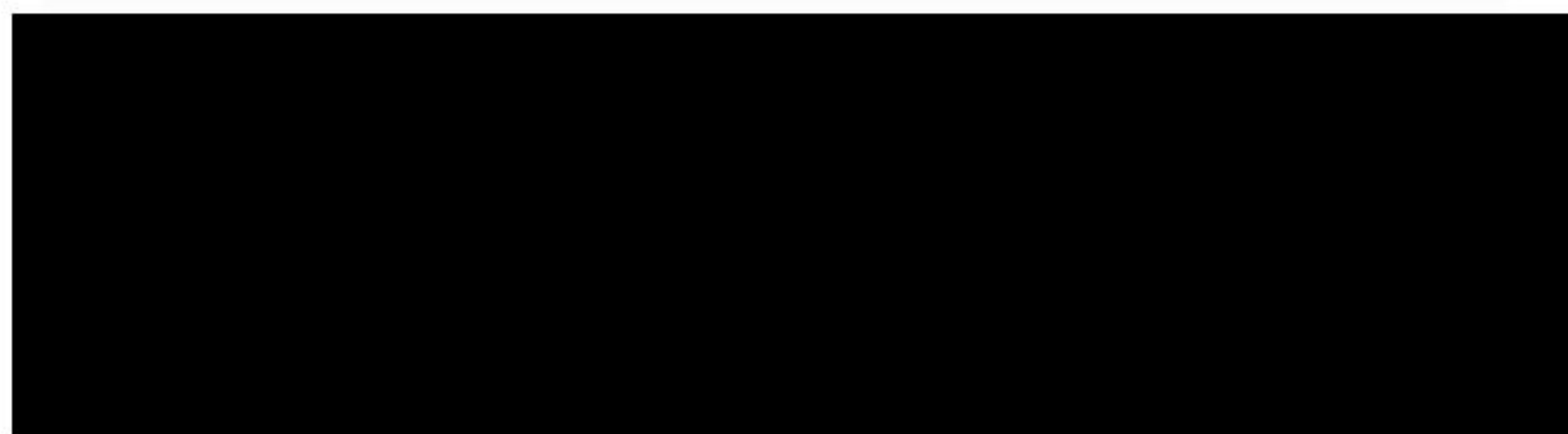
TRAFFIC TRANSPORT HIGHWAYS



PROPOSED 260 UNIT RESIDENTIAL
DEVELOPMENT AND 1,700SQM
COMMERCIAL DEVELOPMENT AT LAND
NORTH OF BORERS ARMS ROAD,
COPTHORNE

STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT

DOCUMENT CONTROL

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01	31/10/25	Project Team	Final Report

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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 30th September 2025. A copy of the final RSA is provided in **appendix a**.
- 1.2 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).
- 1.3 The weather during the RSA site visit on Wednesday 24th September 2025 was dry and overcast, and the carriageway surface was dry. 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.
- 1.4 This RSARR confirms that the Stage 1 RSA has been undertaken on both the Copthorne Bank and Borers Arms Road corridors, along the site frontages.
- 1.5 The drawings that were presented for audit cover the proposed access strategy to the development site from both the Copthorne Bank and Borers Arms Road corridors. The Copthorne Bank development access takes the form of a simple priority junction onto this section of adopted highway. With regard to the access on Borers Arms Road the existing simple priority junction to the industrial estate is proposed to be widened, to provide dedicated left/right turning lanes on the minor junction arm.
- 1.6 This RSARR has been prepared to comment on the findings and recommendations set out in the September 2025 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.
- 1.7 This RSARR considers the five 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 five 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: New Junction at Borers Arms Road

Problem 1: Pedestrian Trip Hazard

- 2.2 The RSA team have commented that as part of their site visit the Audit Team noted that at the existing Borers Arms Road junction, which is proposed to be realigned to provide dedicated left/right turning lanes, no dropped kerbs or tactile paving are provided at the crossing points.
- 2.3 The RSA team has, quite rightly, highlighted that the lack of these crossing facilities could present significant difficulties for pedestrians, particularly wheelchair users and for those with visual impairments, when attempting to cross the junction where there is a full height kerb.
- 2.4 The RSA team has recommended that dropped kerbs and tactile paving are provided at all appropriate crossing points to facilitate safe and convenient access for all pedestrians, including wheelchair users and visually impaired persons.
- 2.5 In response to the RSA team's findings, we agree that all new uncontrolled crossing points should provide dropped kerbs and tactile paving, and this detail will be included, along with any signage, as part of the detailed S278 highway works. These crossing points will be delivered to ensure the tactile paving aligns on each side of the crossing point, so those people with visual impairments can safely cross.

Location: New Footway at Borers Arms Road

Problem 2: Pedestrian and Vehicle Conflict

- 2.6 The RSA team have commented that when they undertook their site visit they noted that there were two vehicle parking areas provided outside no.19, as well as a private car park on the eastern side of the proposed access road. The RSA team has highlighted that the submitted drawings do not confirm if these parking bays/areas are

- to be retained or removed. The RSA team has noted that 2m wide footways are proposed on both sides of the carriageway.
- 2.7 The RSA team has queried that if these parking bays/areas are to remain, then there is a risk that vehicles accessing these spaces may overrun the footway. This could result in conflicts between vehicles and pedestrians, increasing the likelihood of accidents, particularly for vulnerable pedestrians, such as children, wheelchair users, and those with visual impairments.
- 2.8 In response to this technical matter, the detailed scheme design, which will be prepared as part of the S278 design package will incorporate a vehicle crossover to the parking area to the west of the existing access. This will ensure both pedestrians and drivers are clear as to their options to either walk across this vehicular access point, or drive across the footway to access this retained parking area.
- 2.9 On the eastern side of the revised access the parking bays adjacent to the building will be retained, and access to these provided in the normal way, through a lowering of the proposed footway, which will remain continuous along this eastern side of the access route, taking the form of a vehicular crossover.
- 2.10 Drivers wishing to access these parking spaces, which will be on private land, will be able to do so by crossing the vehicular crossover.
- 2.11 This detail will be added to the S278 drawings at detailed design stage, showing the vehicular crossover to access the retained parking area to the west, and the parking bays to the east. The alignment of the proposed access route will not change, nor will the 2m wide pedestrian routes. The only additional detail will be the lowering of the footways to form the vehicular crossovers to these two areas.
- 2.12 Based on the RSA team's findings the design team has confirmed that the parking areas are to be retained, and the proposed footways lowered to provide vehicular access.

Location: New Footway at Copthorne Bank

Problem 3: Pedestrian and Vehicle Conflict

- 2.13 The RSA team have commented that they note an inconsistency in the proposed footway widths at the proposed new access junction on Copthorne Bank. The team has noted that the footway provision on the southern side of the proposed new access, as

it wraps around the southern junction radius is shown as 1.5m, whereas the internal footway on the northern side of the proposed new access has been drawn at 2m wide.

- 2.14 The RSA team has concerns that a 1.5m footway may not be sufficient to safely accommodate wheelchair users and pedestrians passing simultaneously, which could, in turn, result in conflict or discomfort for vulnerable road users, particularly in areas of higher pedestrian demand. The RSA team has also suggested that a narrower footway may also discourage inclusive use, create pinch points and compromise the overall pedestrian environment at the junction.
- 2.15 The RSA team's recommendation is that the design team review the footway provision at this location to ensure a consistent and adequate width is provided, and where possible provide a minimum clear width of 2m on both sides of the junction.
- 2.16 In response to the RSA team's comments the design team carefully considered the opportunity to provide a 2m wide footway from the development site, against the space required to maintain the safe passage of vehicular traffic along this corridor, as well as service/emergency vehicle turning movements to and from the proposed access onto Copthorne Bank.
- 2.17 The pedestrian access strategy was also shaped through discussions with SCC Highways Officers when on site reviewing the access strategy. It was agreed that over a short distance a pedestrian footway that was less than 2m in width was deliverable, providing it provided a continuous link from the existing footway to the south into the development site.
- 2.18 Whilst design guidance often cites 2m as being a desirable minimum footway width, in this instance reducing the footway to 1.5m over a short distance allows a continuous footway to be provided, without compromising the carriageway width for vehicular traffic.
- 2.19 In this instance attempting to deliver a 2m pedestrian footway would have negatively impacted on larger service vehicles accessing the site and overrunning kerb lines (as shown in the vehicle swept path analysis drawings), and as such the design has balanced the delivery of this continuous 1.5m wide route with a suitable retained carriageway width on the Copthorne Bank corridor.

Location: New Footway at Copthorne Bank

Problem 4: Absence of Dropped Kerbs and Tactile Paving at New Access Road Increases the Risk of Vehicle and Pedestrian Conflict

- 2.20 As with the first problem that the RSA team has identified in their report, they have identified that the proposed access works at Copthorne Bank do not indicate the provision of dropped kerbs or tactile paving to provide an uncontrolled crossing point across the simple priority junction. The absence of these dropped kerbs will increase the risk of trips and falls, particularly for vulnerable users who may attempt to cross the road when there is a full height kerb.
- 2.21 The RSA team has recommended that dropped kerbs and tactile paving are provided at all appropriate crossing points to facilitate safe and convenient access for all pedestrians, including wheelchair users and visually impaired persons.
- 2.22 In response to the RSA team's findings, we agree that all new uncontrolled crossing points should provide dropped kerbs and tactile paving, and this detail will be included, along with any signage, as part of the detailed S278 highway works. These crossing points will be delivered to ensure the tactile paving aligns on each side of the crossing point, so those people with visual impairments can safely cross.

Location: Copthorne Bank New Access Junction

Problem 5: Risk of Vehicle Conflict due to Proposed Give Way Priority and Kerb Buildout

- 2.23 The RSA team has raised a technical matter that drivers emerging from the development onto the new junction arrangement may not be fully aware of the priority junction access arrangement, and how drivers on Copthorne Bank give way to one another (which drivers travelling south on Copthorne Bank having priority over traffic travelling north).
- 2.24 The team has highlighted that drivers exiting from the minor junction arm could inadvertently enter the narrowed section of Copthorne Bank without recognising the priority working on the mainline section of carriageway. The RSA team has gone on to highlight that if a driver were to pull out this could lead to a head-on collision with oncoming traffic on Copthorne Bank, particularly if approaching vehicles are not expecting vehicles to pull out.

- 2.25 The RSA team has recommended that the design team review the layout of the give-way priority and kerb buildout to ensure it is clearly visible and understood by all road users, including those emerging from the minor arm of the new junction.
- 2.26 In response to the RSA team's findings, we agree that it is important that all highway users are clear as to how the junction operates. This is why the junction has been designed to provide appropriate visibility splays in both the leading and trailing traffic directions, along with appropriate forward visibility on each junction approach. This is shown on the audited drawings.
- 2.27 In addition, the scheme design has been drawn to show give way markings on the minor junction arm, and as part of the detailed scheme design, to be prepared as part of the S278 detailed highway design works a full signage strategy will be prepared. This will include the priority working signage on Copthorne Bank, as well as appropriate signage on the minor junction arm, to advise drivers they are entering a traffic calmed/priority junction feature.

3.0 CONCLUSIONS

- 3.1 The 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 Copthorne Bank and Borers Arms Road are delivered in an appropriate manner.
- 3.2 All technical matters raised in the RSA can be accommodated in the detailed designs for both accesses, which will be covered as part of S278 access design works.
- 3.3 The technical matters that have been raised have been noted by the scheme designer. This 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.
- 3.4 The design team look forward to discussing the Stage 1 Road Safety Audit and the Designers Response with interested parties at the appropriate time.

APPENDIX A

ROUNDABOUTS FARM, BORERS FARM ROAD,
 COPTHORNE.

STAGE 1 ROAD SAFETY AUDIT

SA 5109
 September 2025



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	UF 28 September 2025	GW 30 September 2025	
2	FINAL	UF 28 September 2025	GW 30 September 2025	GW 30 September 2025

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 proposed Section 278 development works for the new junction bellmouth access and traffic calming scheme on Copthorne Bank and junction realignment on Borers Arm Road.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Umer Farooq
Audit Team Leader
- Gill Wharton
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 Wednesday, 24 September 2025. The weather during the site visit was dry and overcast with a dry carriageway surface. Vehicle flows were low and a few pedestrians were observed during the site visit.
- 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 construction of new junctions and the introduction of traffic calming measures to support the new housing development at Copthorne Bank. It also includes the realignment of the junction at Bores Arms Road and the provision of 2-metre-wide footways on both sides of the road leading into the development.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No collision data has been provided.

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 and therefore has not been considered with the audit:

- Landscaping
- Levels and gradients
- Pavement details
- Drainage
- Signage

6.0 MATTERS OUTSTANDING FROM PREVIOUS ROAD SAFETY AUDITS

- 6.1 A Stage 1 Road Safety Audit was previously undertaken by Waterman Aspen in November 2019. The audit concluded with no outstanding issues requiring further attention.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: New junction at Borers Arms Road

Summary: Pedestrian trip hazard.

During the site visit, the Audit Team noted that the existing junction at Borers Arms Road is proposed to be realigned to provide two exit lanes and a single-entry lane. However, no dropped kerbs or tactile paving have been provided at the crossing points. This may create a trip hazard and could present significant difficulties for pedestrians, particularly wheelchair users and those with visual impairments, when attempting to cross the junction where there is a full height kerb.

Recommendation:

It is recommended that dropped kerbs and tactile paving are provided at all appropriate crossing points to facilitate safe and convenient access for all pedestrians, including wheelchair users and visually impaired persons.

7.2 Problem

Location: New footway at Borers Arms Road

Summary: Pedestrian and vehicle conflict.

While on site, the Audit Team noted the presence of vehicle parking bays outside property No. 19 and there is also a private car park on the eastern side of the proposed access road. The design drawings do not specify whether these bays are to be retained or removed. The drawings, however, indicate the provision of a new 2.0m wide footway in this location.

Concern arises if the parking bays are to remain, there is a potential risk that vehicles accessing or leaving the bays may overrun the footway. This could result in conflict between vehicles and pedestrians, increasing the likelihood of accidents, particularly for vulnerable pedestrians such as children, wheelchair users, and those with visual impairments

Recommendation:

It is recommended that the design is reviewed to clarify the status of the existing parking bays. If the bays are to be retained, measures should be introduced to ensure safe pedestrian provision, such as clearly defined vehicle crossover points with appropriate dropped kerbs and tactile paving. Alternatively, consideration should be given to removing or relocating the parking bays to avoid vehicle-pedestrian conflict

7.3 Problem

Location: New footway at Copthorne Bank.

Summary: **Pedestrian and vehicle conflict.**

The audit team noted that the submitted drawings indicate inconsistency in the proposed footway widths at the new junction on Copthorne Bank. Specifically, the footway provision on the southern side of the junction is shown as 1.5 metres wide, whereas the northern side provides a 2.0-metre-wide footway.

The audit team has concerns that a 1.5-metre footway may not be sufficient to safely accommodate both wheelchair users and pedestrians passing simultaneously. This reduced width could result in conflict or discomfort for vulnerable road users, particularly in areas of higher pedestrian demand, and may not align with current best practice or accessibility standards. A narrower footway may also discourage inclusive use, create potential pinch points, and compromise the overall pedestrian environment at the junction.

Recommendation:

It is recommended that the design team review the proposed footway provision at this location to ensure a consistent and adequate width is provided. Where possible, a minimum clear width of 2.0 metres should be achieved on both sides of the junction to accommodate safe two-way pedestrian movement, including wheelchair users, mobility scooters, and prams, in line with inclusive design principles.

7.4 Problem

Location: New footway at Copthorne Bank.

Summary: **Absence of dropped kerbs and tactile paving at new access road increases the risk of vehicle and pedestrian conflict.**

The audit team noted that the proposed drawings at Copthorne Bank do not indicate the provision of dropped kerbs or tactile paving to provide an uncontrolled crossing point across the proposed access road. The absence of these facilities increases the risk of trips and falls, particularly for vulnerable users such as mobility-impaired pedestrians, wheelchair users, and those with pushchairs should they attempt to cross the road where there is a full height kerb.

Furthermore, without tactile paving, visually impaired pedestrians may not be able to clearly identify safe crossing points, which increases the risk of pedestrian and vehicle conflicts. The

lack of dropped kerbs may also result in pedestrians attempting to cross at informal or unsuitable locations, potentially placing them in conflict with vehicles.

Recommendation:

It is recommended that an uncontrolled crossing complete with dropped kerbs and associated tactile paving be provided on the proposed access road at the end of the northern footway provision. It should be noted that visibility may be poor at this location and consideration should be given to the location of the uncontrolled crossing and the footway adjusted to suit.

7.5 Problem

Location: Copthorne Bank new access junction.

Summary: **Risk of vehicle conflict due to proposed give-way priority and kerb buildout (Copthorne Bank)**

The Audit Team noted that the design proposes to install a give-way priority system on Copthorne Bank, together with a kerb buildout to reduce the effective carriageway width. While this measure may help to manage vehicle speeds and prioritise traffic flow, the Audit Team is concerned that drivers emerging from the new junction may not be fully aware of the arrangement.

There is a risk that drivers exiting the new junction could inadvertently enter the narrowed section without recognising the priority system. This could lead to head-on conflicts with oncoming traffic travelling along Copthorne Bank, particularly if approaching vehicles are not expecting traffic to pull out. The restricted carriageway width at the buildout may exacerbate this risk by leaving little margin for error or evasive action.

Recommendation:

It is recommended that the design team review the layout of the give-way priority and kerb buildout to ensure it is clearly visible and understood by all road users, including those emerging from the new junction.

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

Umer Farooq MCIHT
Principal Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 28 September 2025

AUDIT TEAM MEMBER

Gill Wharton MCHIT
Senior Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 30 September 2025

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

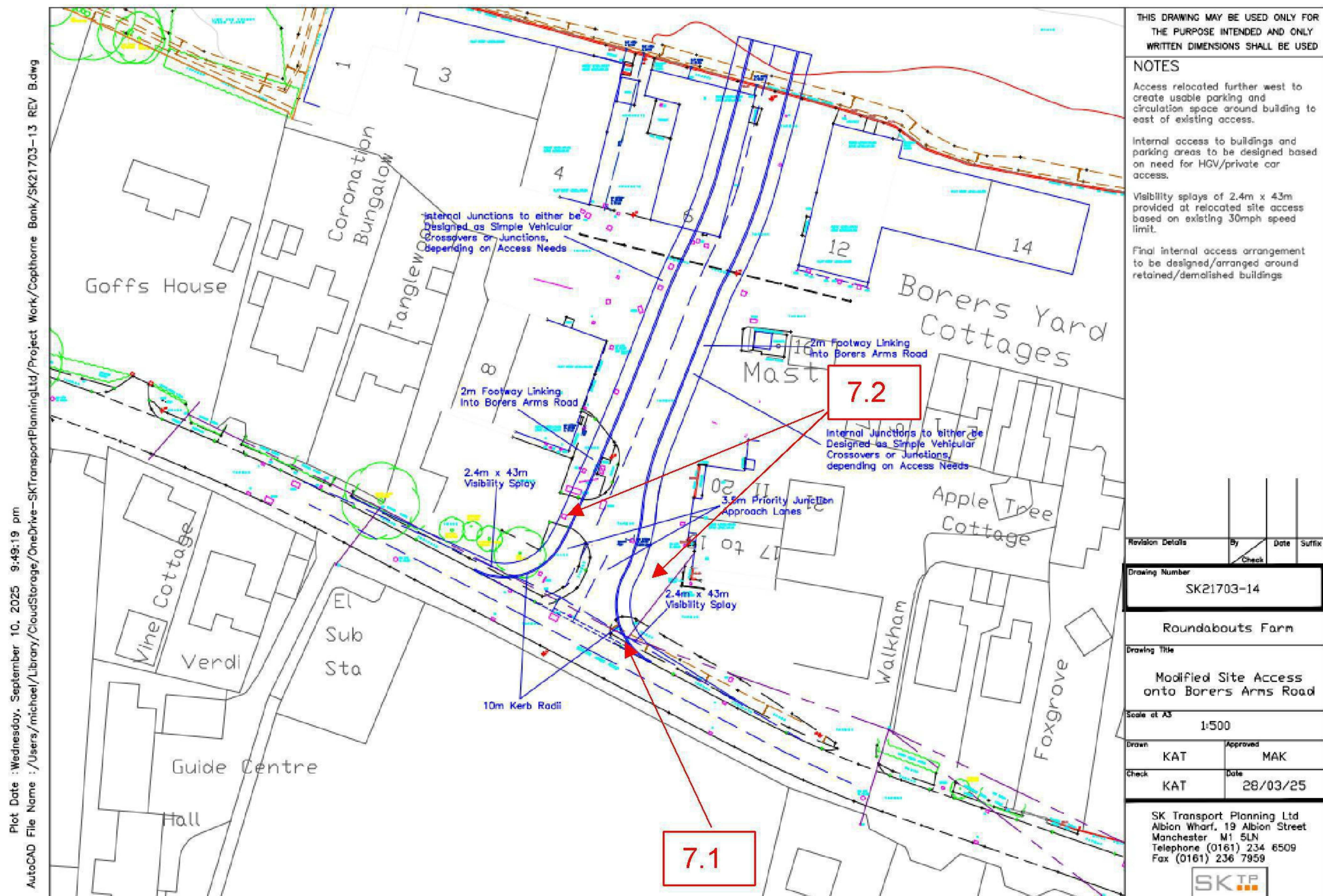
LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings / Documents

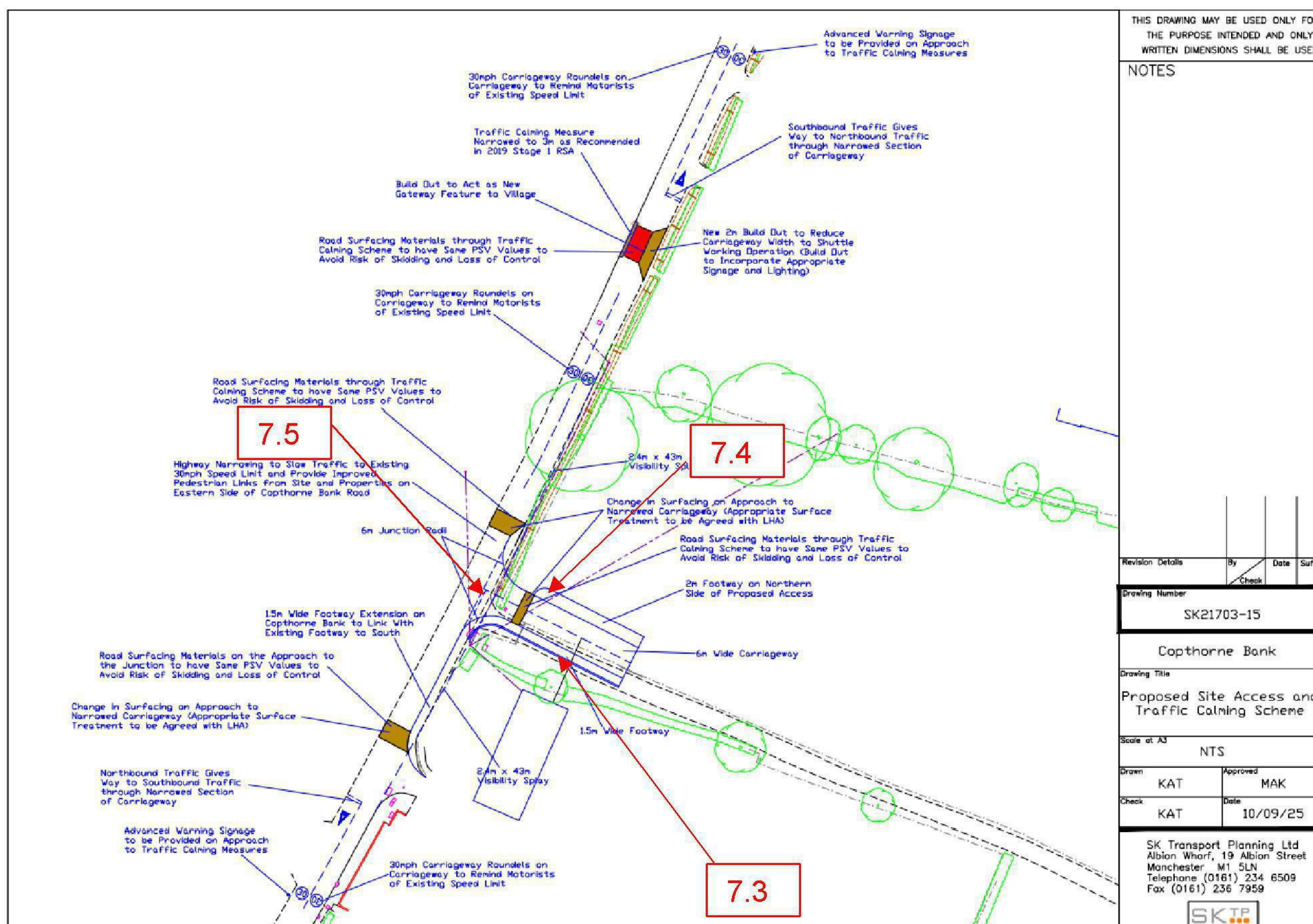
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- 2512-PL04 Rev G ILLUSTRATIVE COLOURED MASTERPLAN
- SA2735 ROUNDABOUTS FARM BORERS FARM ROAD COPTHORNE GATWICK S278
RSA1
- SK21703-Borers Arms Road SPJ
- SK21703-Copthorne Bank SPJ

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN

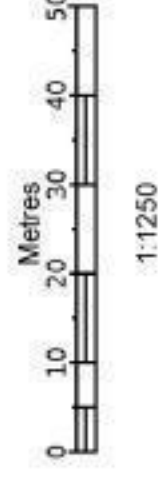


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APPENDIX B



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Project: LAND NORTH OF BORERS ARMS ROAD,
COPTHORNE

Drawing Title: ILLUSTRATIVE COLOURED MASTERPLAN
Copyright: Paul J Hewett R.I.B.A. Chartered Architect

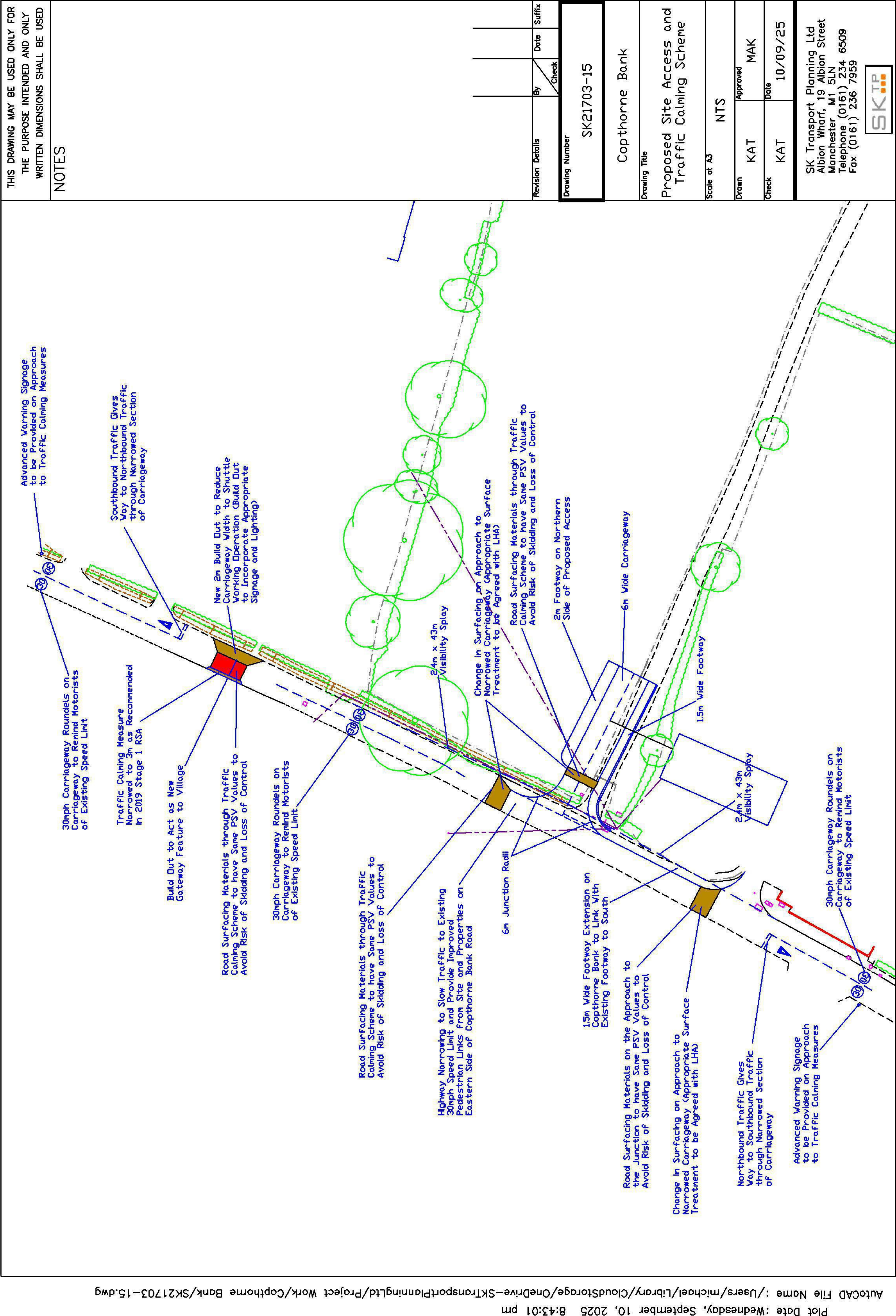
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FAIRFAX ACQUISITIONS LTD

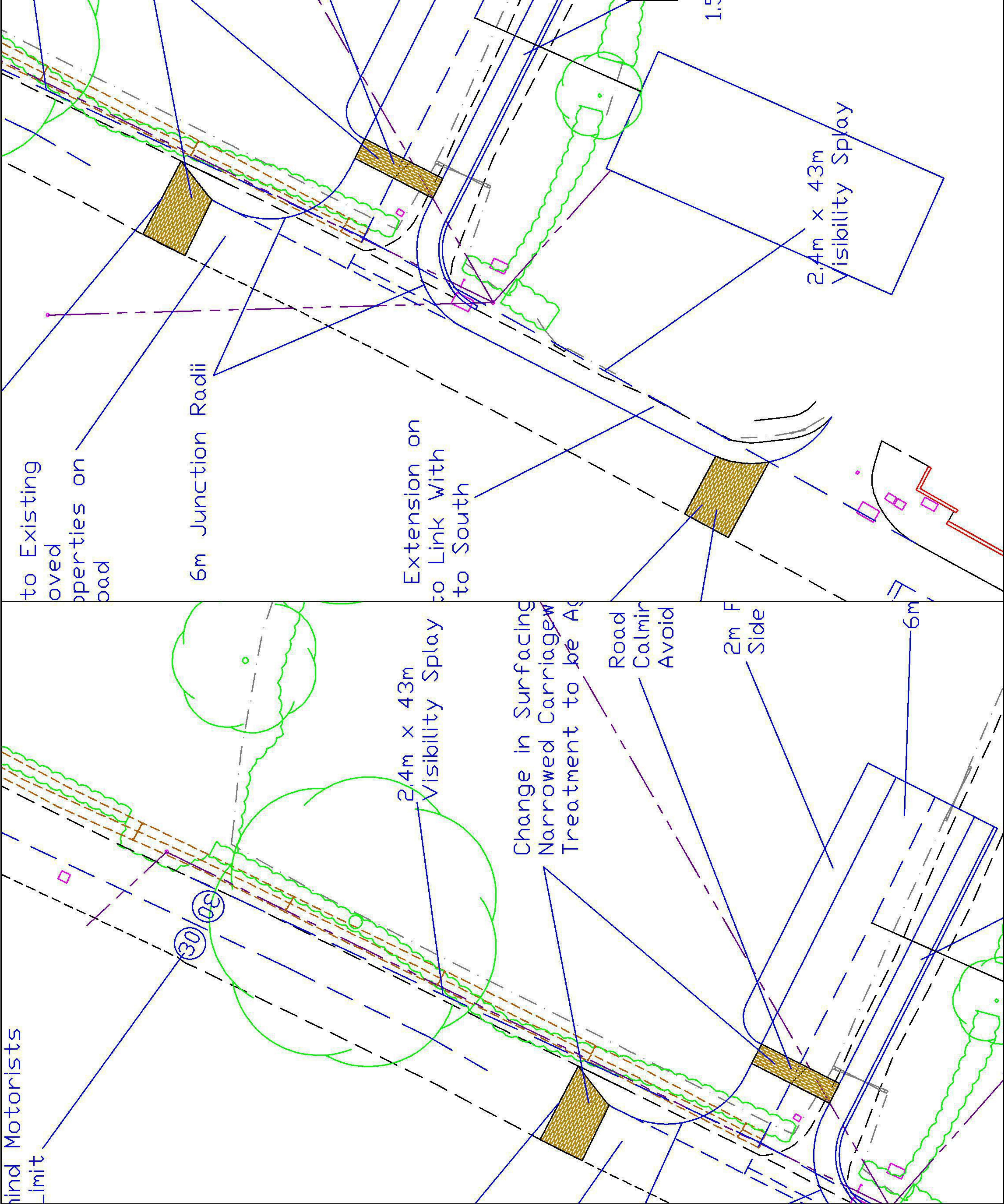
Paul Hewett R.I.B.A.

CHARTERED ARCHITECT

Paul Hewett 84(1000)@architects.co.uk
CHARTERED ARCHITECT
51 Fiddle Dale Drive - The Dell - Jaggering - West Sussex - BN16 4HF

APPENDIX C





THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision	Details	By	Date	Suffix

Drawing Number	SK21703-16
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Copthorne Bank

Proposed Site Access and Visibility Splays

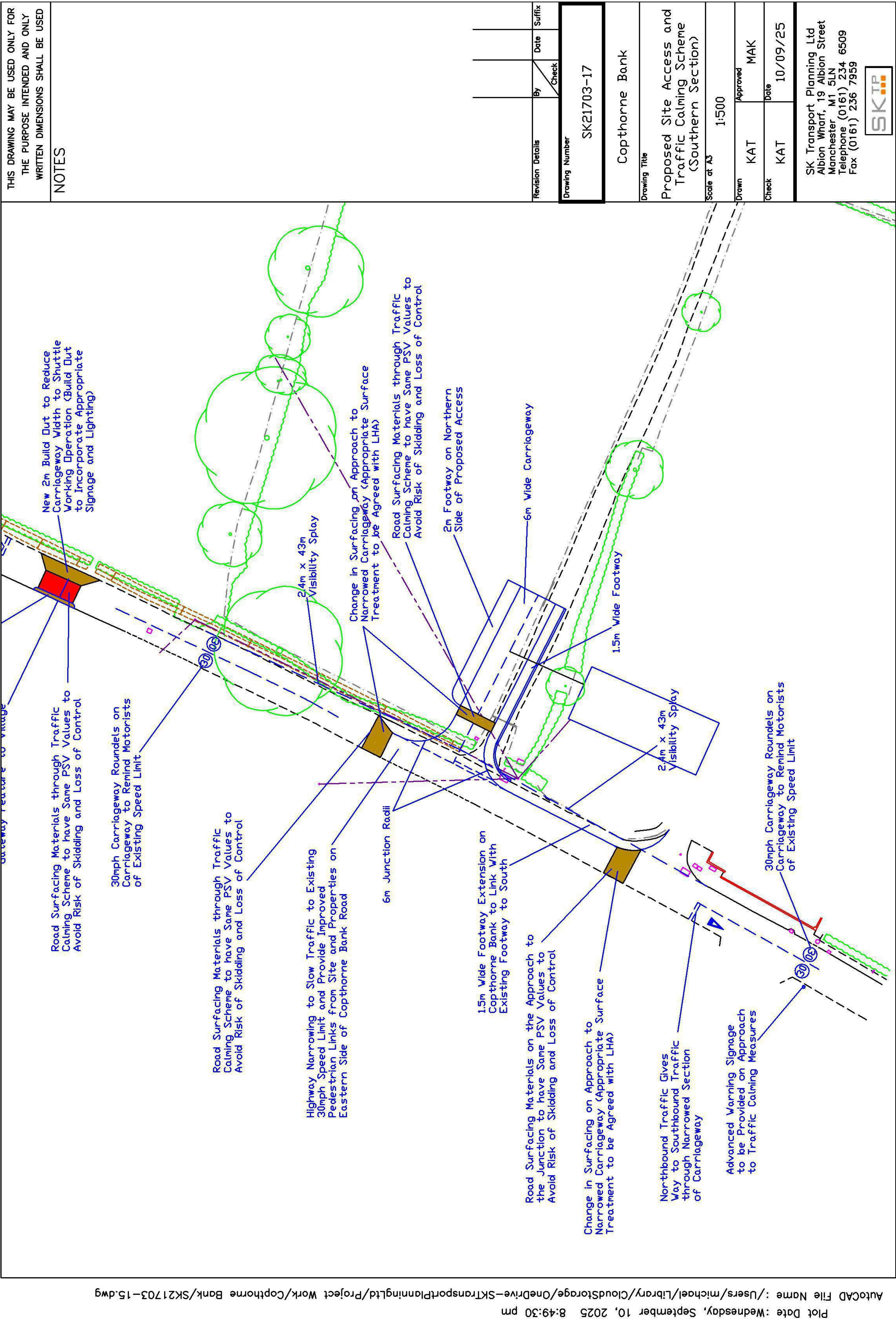
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Check	KAT	Date	10/09/25
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SK Transport Planning Ltd
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Manchester M1 5LN
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NOTES

Revision Details	By	Check	Date	Suffix

Drawing Number
SK21703-17

Copthorne Bank

Drawing Title
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KAT

Approved
MAK

Check
KAT

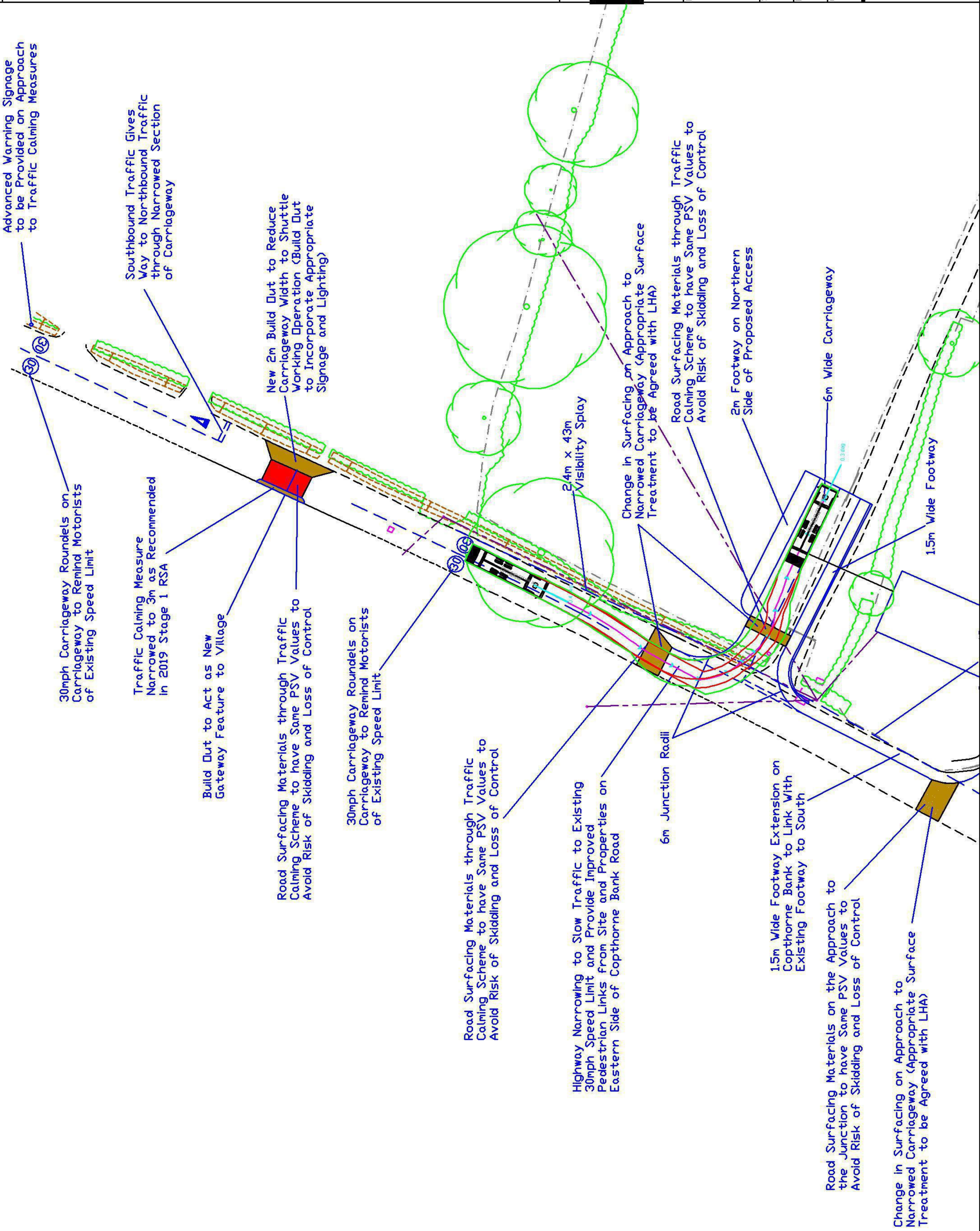
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10/09/25

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NOTES



Revision Details	By	Check	Date	Suffix

Drawing Number
SK21703-18

Copthorne Bank

Drawing Title
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Approved
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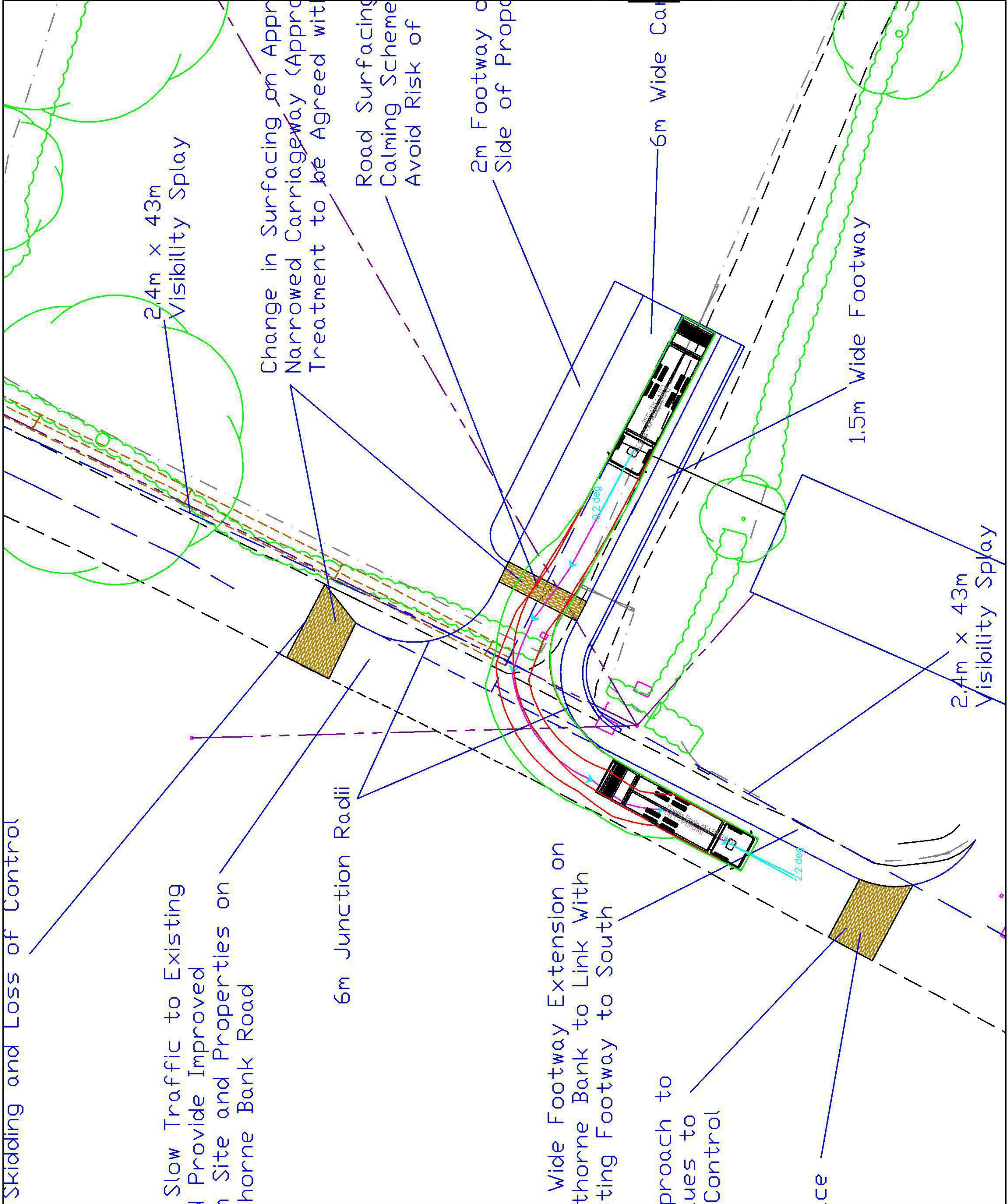
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10/09/25

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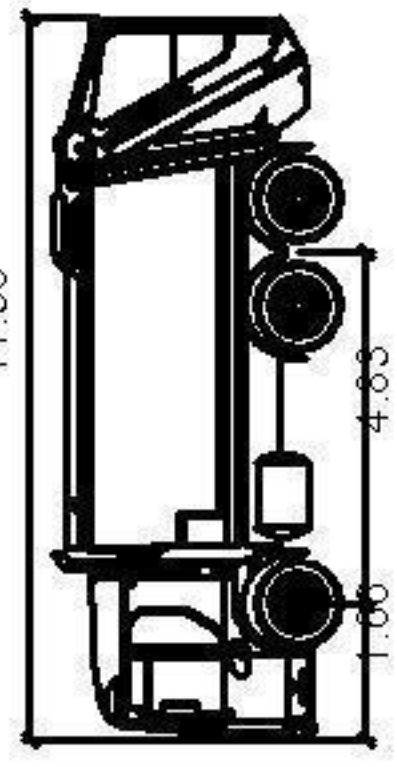
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NOTES



Dennis Eagle 6X4 RHS 2013

Meters

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Copthorne Bank

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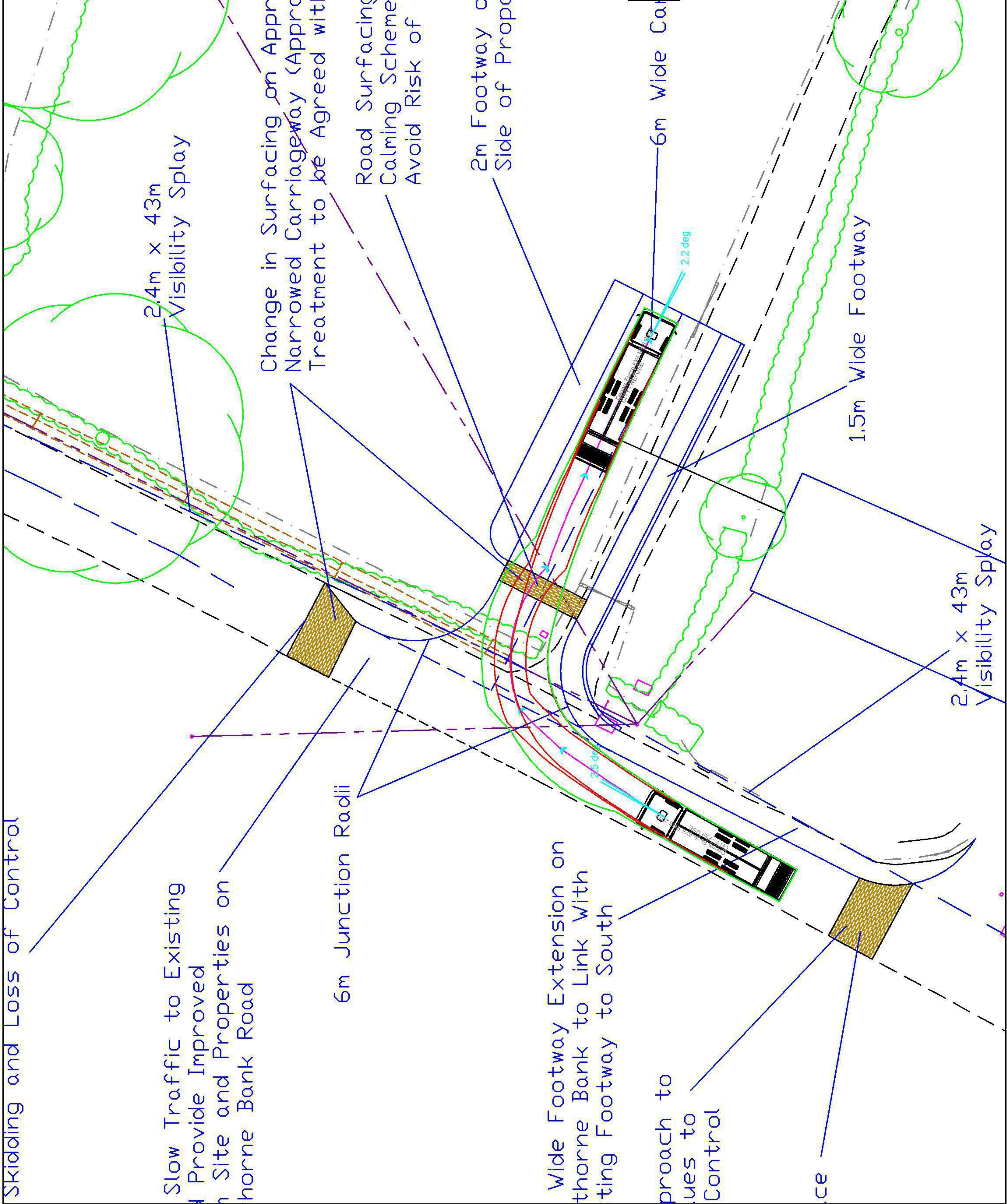
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Check	KAT	Date	10/09/25
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NOTES

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Dennis Eagle 6X4 RHS 2013

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

Revision	Details	By	Date	Check	Suffix

Drawing Number

SK21703-20

Copthorne Bank

Drawing Title

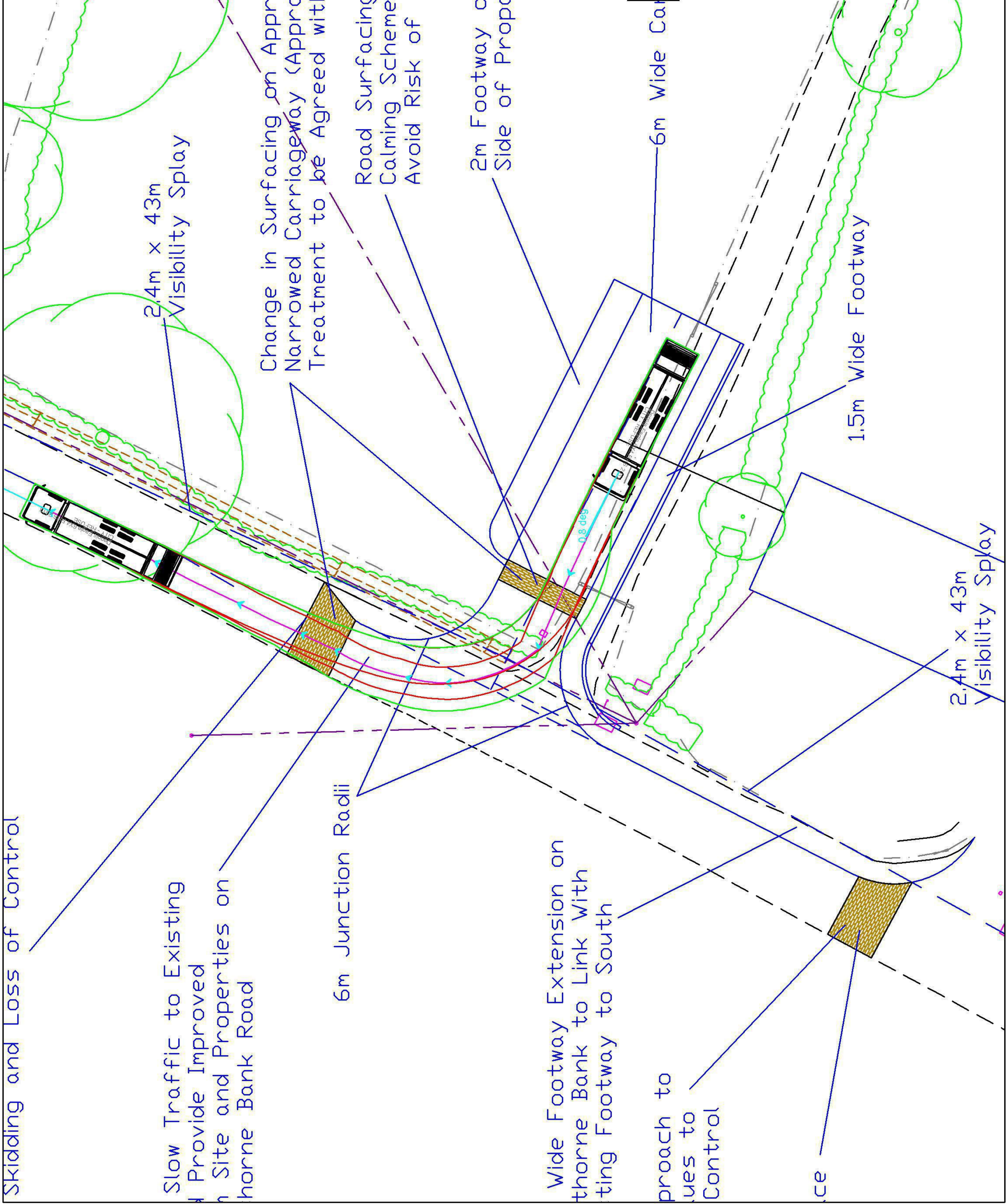
Swept Path Analysis
11.3m Refuse Vehicle
Right Turn In

Scale at A3

1:250

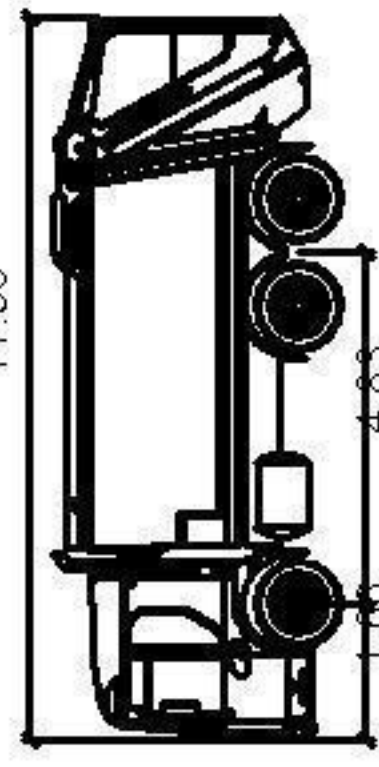
Drawn	KAT	Approved	MAK
Check	KAT	Date	10/09/25

SK Transport Planning Ltd
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Manchester M1 5LN
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NOTES



11.30
4.83

Dennis Eagle 6X4 RHS 2013

Meters
: 11.30
: 4.83

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

Revision Details	By	Date	Suffix

Drawing Number	SK21703-21
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Copthorne Bank

Drawing Title	Swept Path Analysis 11.3m Refuse Vehicle Right Turn Out
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Scale at A3	1:250
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Drawn	KAT	Approved	MAK
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Check	KAT	Date	10/09/25
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Skidding and Loss of Control

Slow Traffic to Existing
Provide Improved
Site and Properties on
Cophorne Bank Road

6m Junction Radlii

Wide Footway Extension on
Cophorne Bank to Link With
Existing Footway to South

proach to
ues to
Control

ice

2.4m x 43m
Visibility Splay

Change in Surfacing on Appro
Narrowed Carriageway (Appro
Treatment to be Agreed with

Road Surfacing
Calming Scheme
Avoid Risk of

2m Footway o
Side of Propo

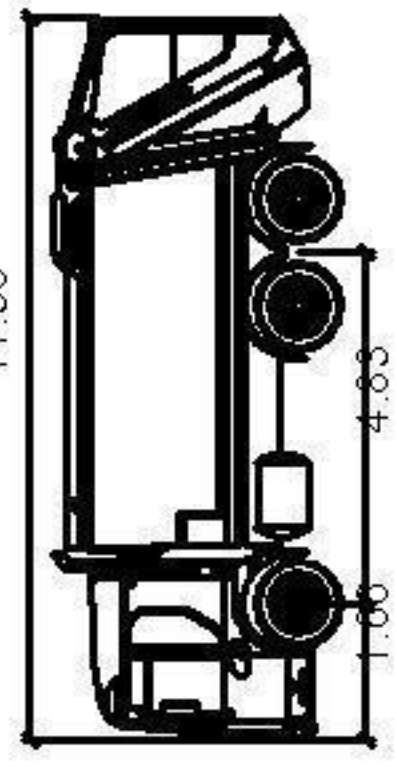
6m Wide Cat

1.5m Wide Footway

2.4m x 43m
Visibility Splay

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NOTES



Dennis Eagle 6X4 RHS 2013

Meters

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

Revision Details	By	Date	Suffix

Drawing Number	SK21703-22
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Copthorne Bank

Drawing Title	Swept Path Analysis 11.3m Refuse Vehicle Left Turn In
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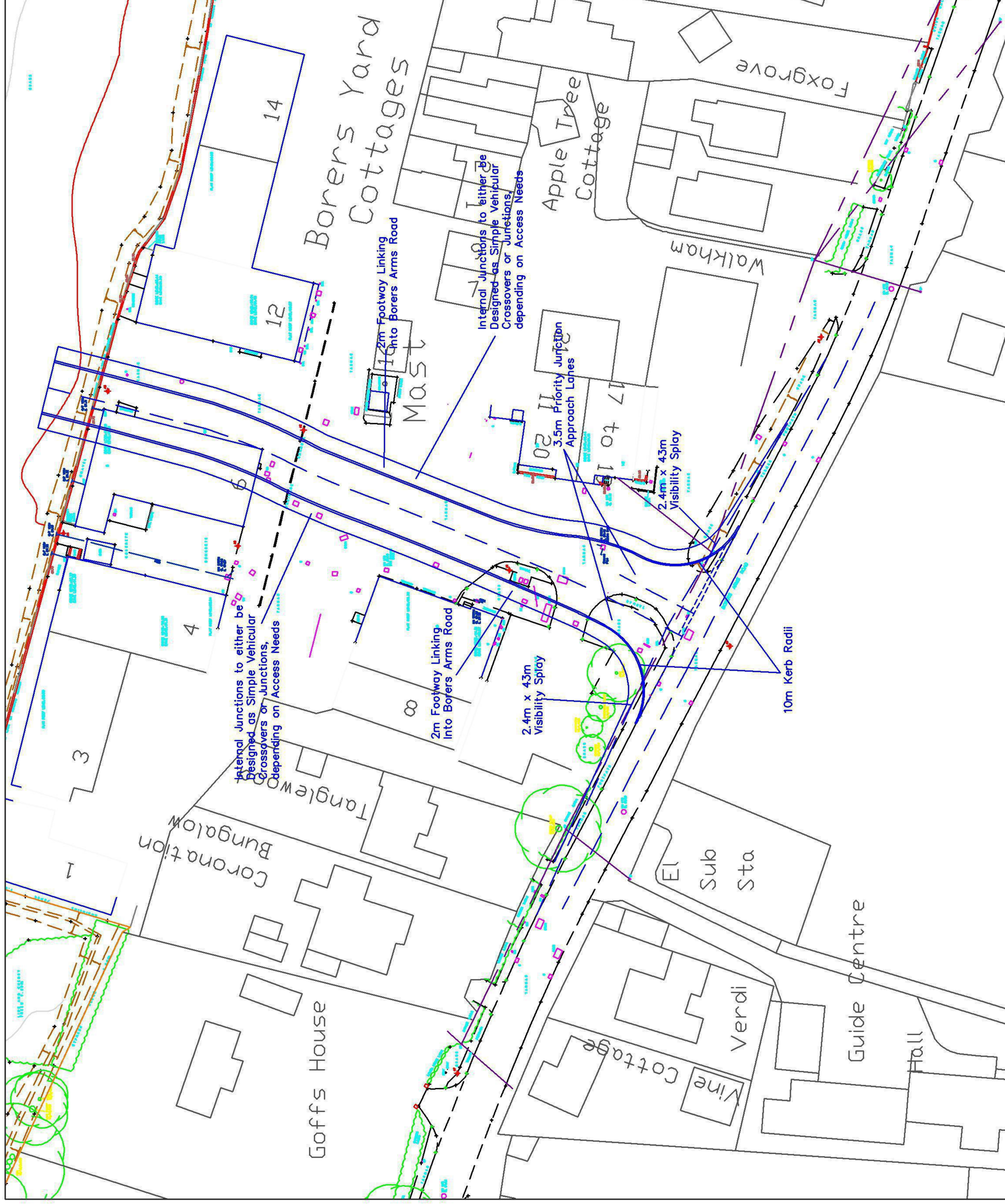
Scale at A3	1:250
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Drawn	KAT	Approved	MAK
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Check	KAT	Date	10/09/25
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NOTES

Access relocated further west to create usable parking and circulation space around building to east of existing access.

Internal access to buildings and parking areas to be designed based on need for HGV/private car access.

Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-14

Roundabouts Farm

Drawing	Title
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Modified Site Access
onto Borer's Arms Road

Scale at A3

1:500

Drawn

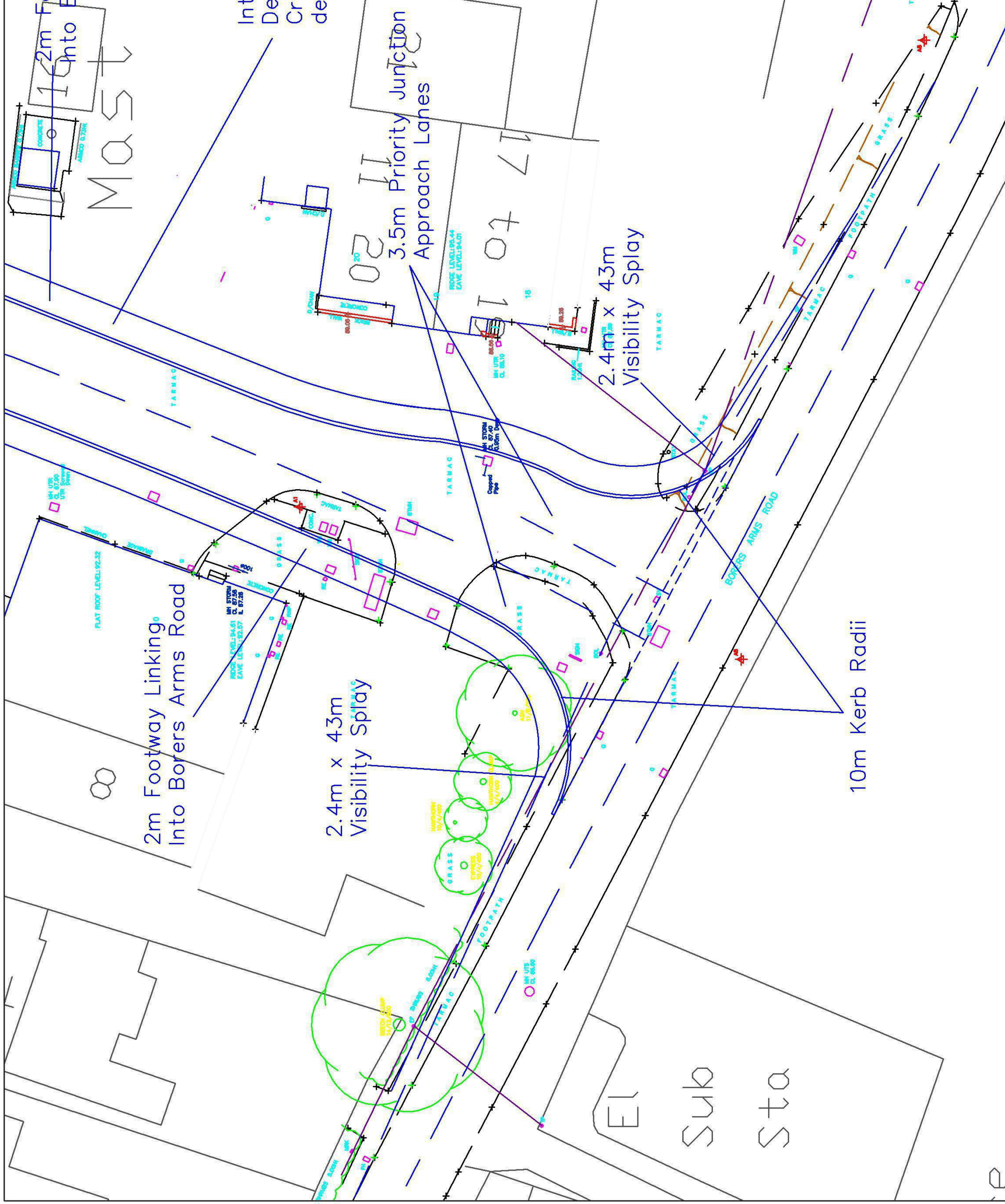
KL

2

Check	Date
KAT	28/03/25

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Final internal access arrangement to be designed/arranged around retained/demolished buildings

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-15 REV A

Roundabouts Farm

Drawing Title

Modified Site Access
onto Borers Arms Road
Junction Visibility Splays

Scale at A3

1:250

Drawn

K4

MAK

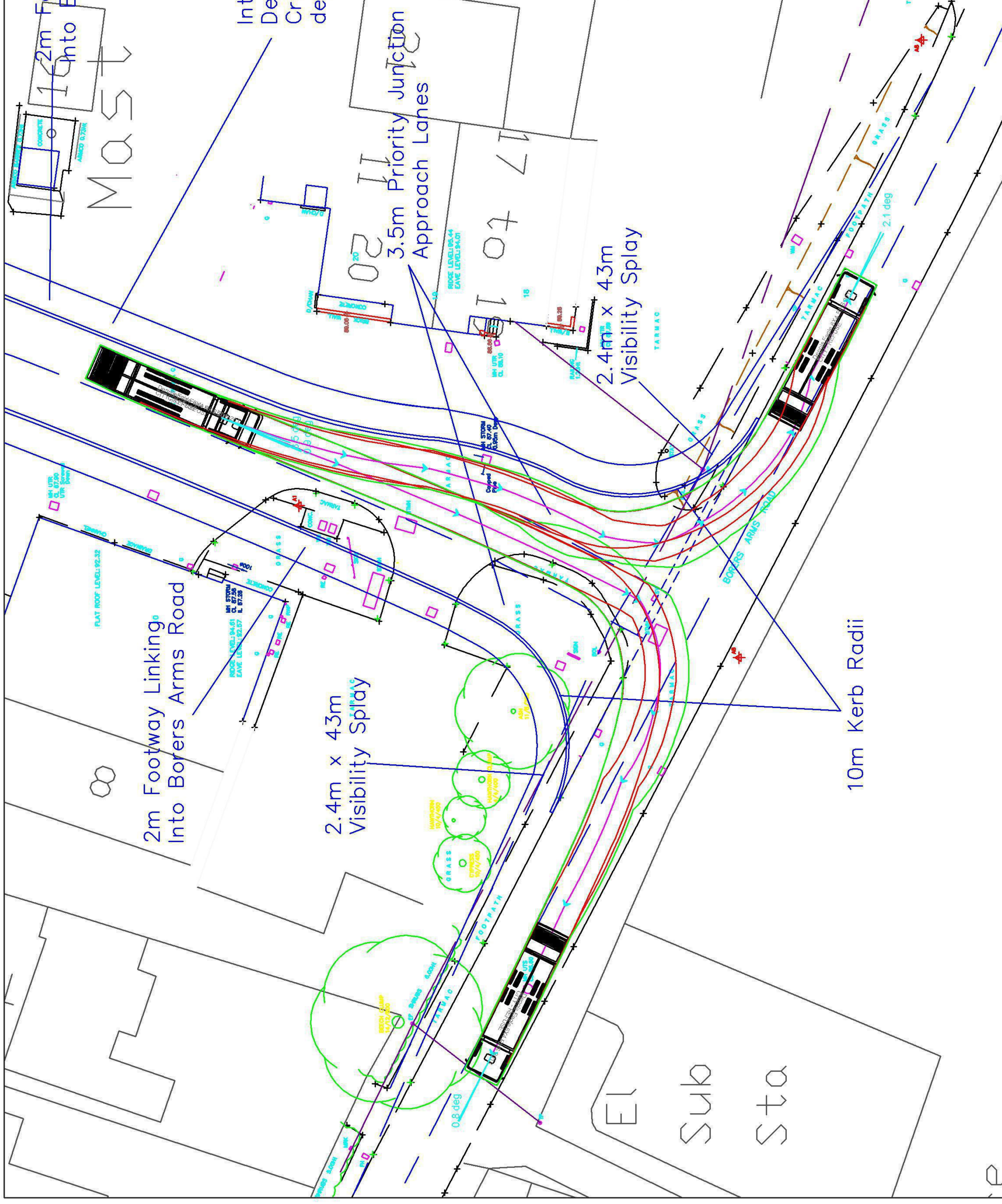
Check

KΔ

28/03/25

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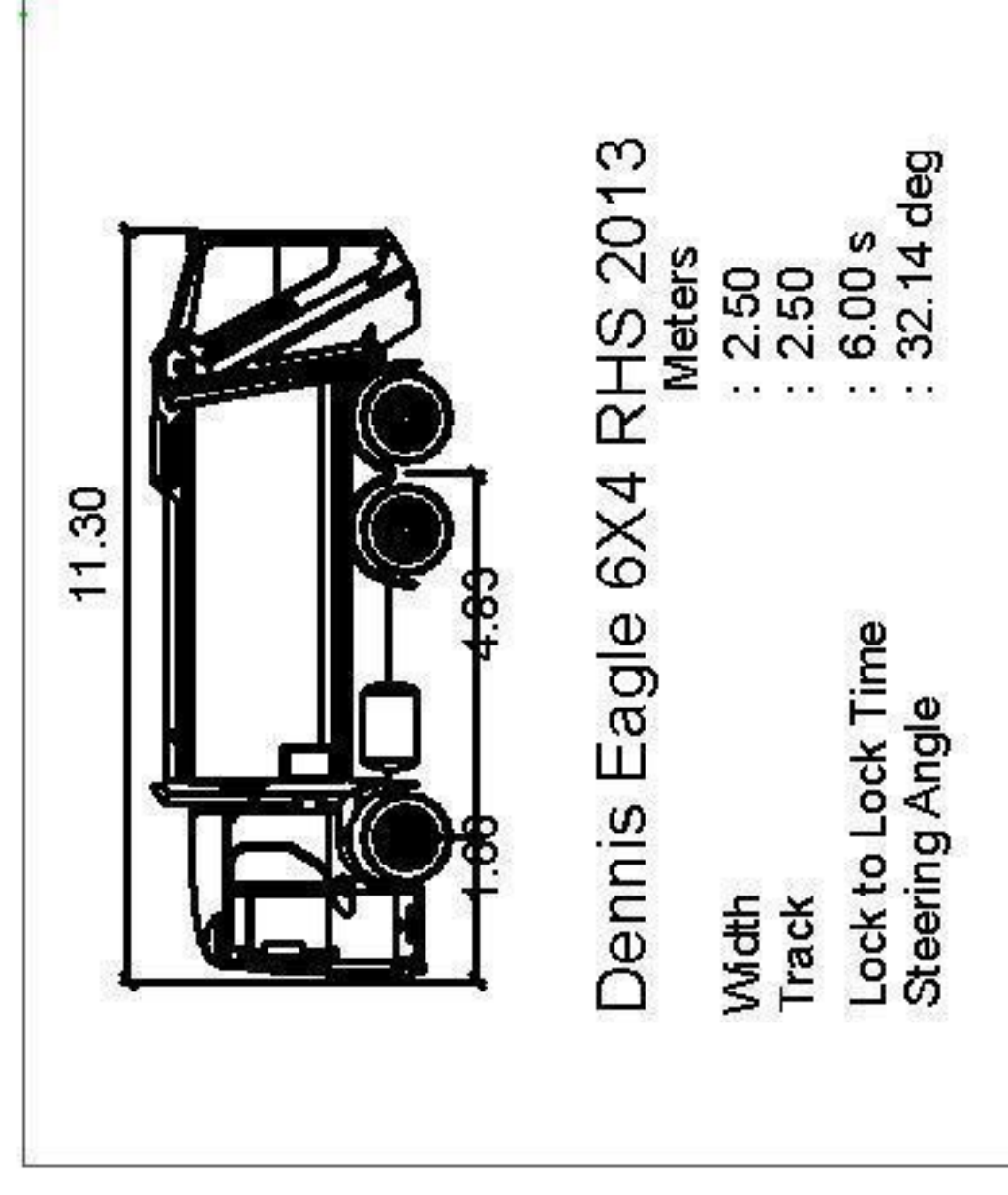
NOTES

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Final internal access arrangement to be designed/arranged around retained/demolished buildings

[illegible]

Drawing Number

SK21703-23

Roundabouts Farm

Drawing Title
Swept Path Analysis
11.3m Refuse Vehicle
Outbound Turning
Movements

Scale at A3

1:250

Drawn	Approved
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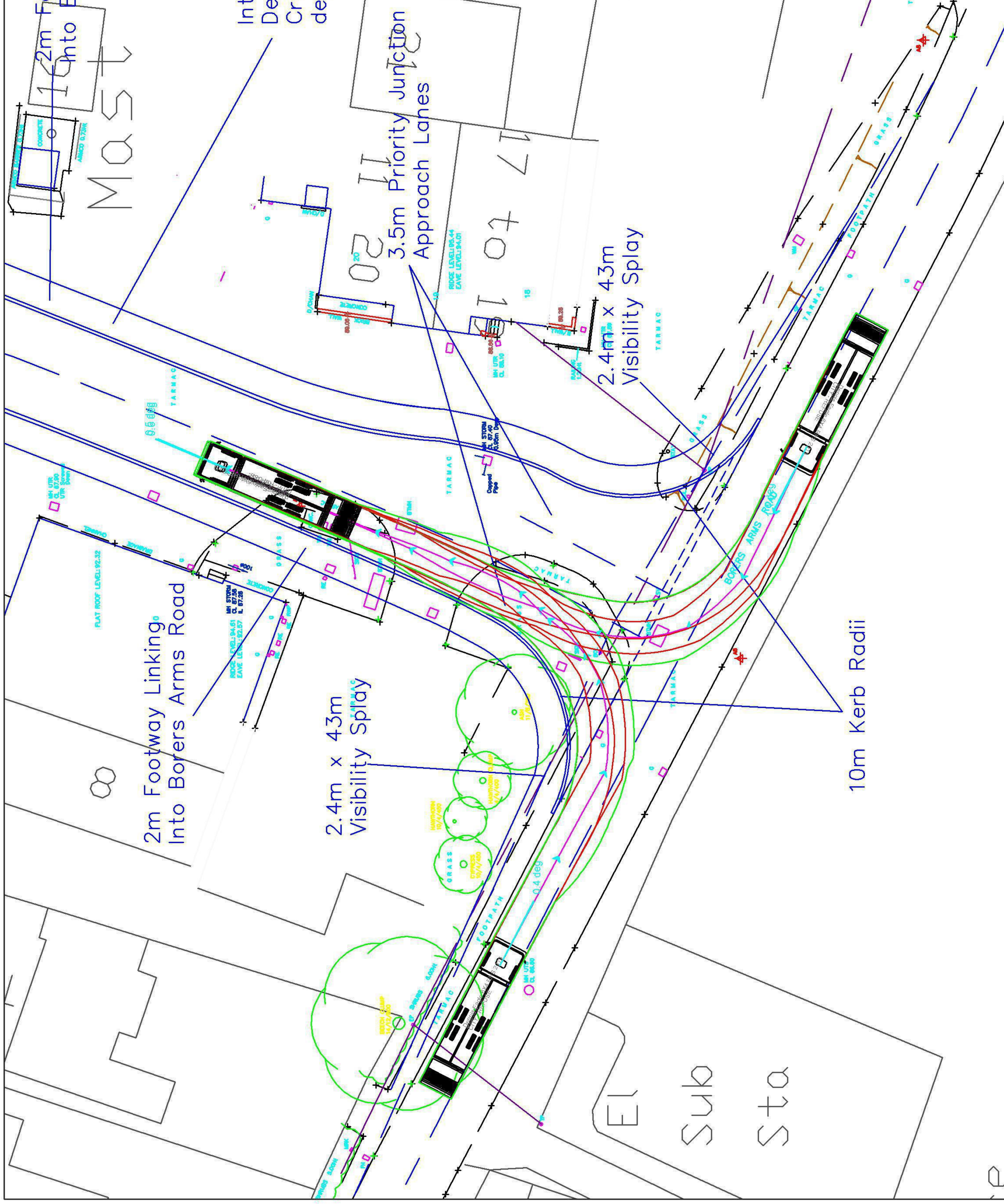
	VAT	MAV
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check	Date
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DATE 12/03/2005

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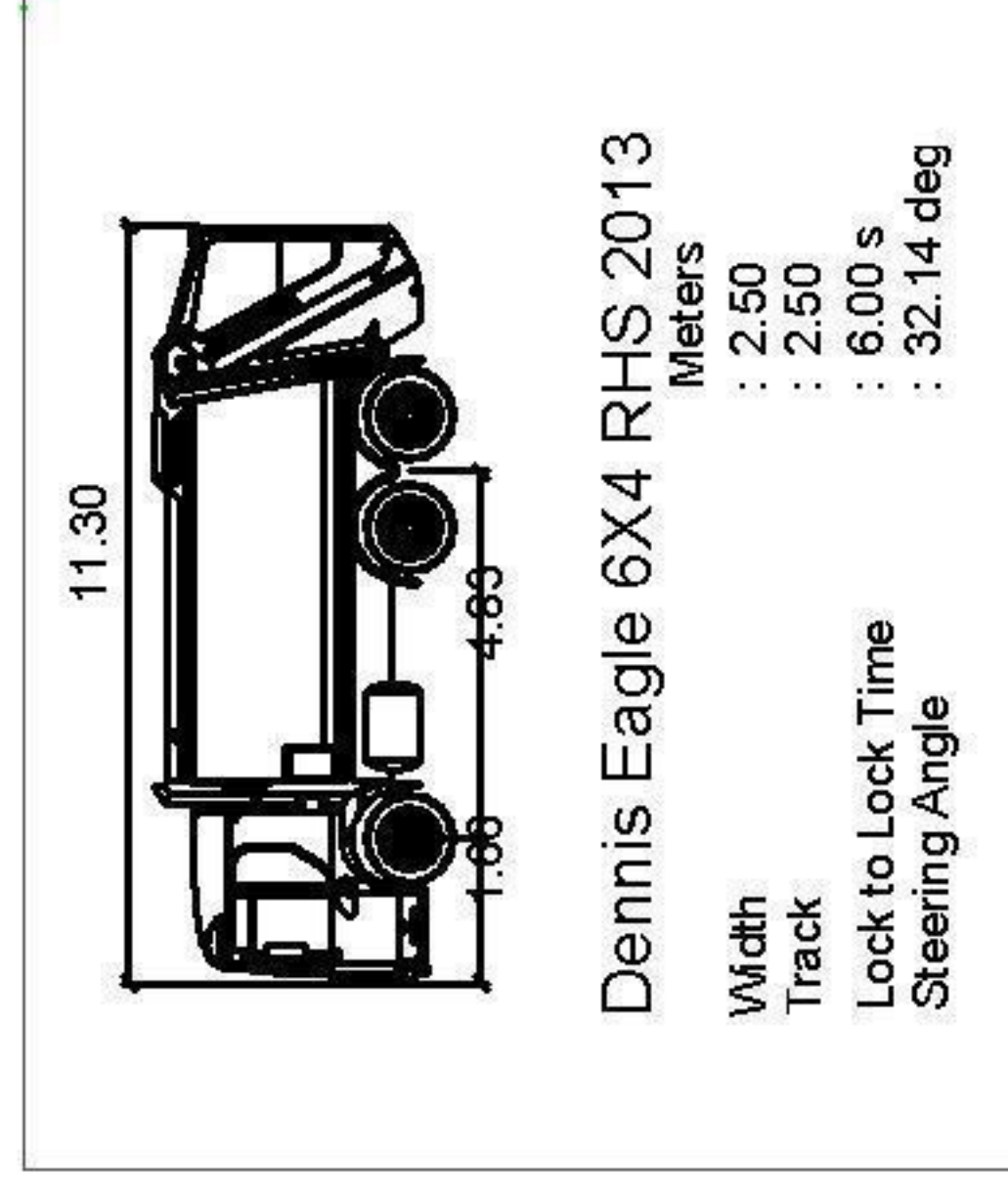
NOTES

Access relocated further west to create usable parking and circulation space around building to east of existing access.

Internal access to buildings and parking areas to be designed based on need for HGV/private car access.

Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings



Revision Details	By	Date	Suffix
			Check

Drawing Number

SK21703-24

Roundabouts Farm

Drawing Title
Swept Path Analysis 11.3m Refuse Vehicle Inbound Turning Movements

Scale at A3

1:250

Drawn

Drawn

Drawn

check	Date
KAT	28/03/25

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