

# SK TRANSPORT PLANNING

## TRAFFIC TRANSPORT HIGHWAYS



## TECHNICAL NOTE

Date: 14<sup>th</sup> January 2026

Project: DM/25/2634 - Batchelors Farm, Keymer Road – Additional Traffic/Transport Information

### 1. INTRODUCTION

- 1.1 This Technical Note (TN) has been produced by SK Transport Planning Limited in response to West Sussex County Council's (WSCC) 7<sup>th</sup> November 2025 response on the above residential scheme. For ease of reference a copy of their formal response is provided at **appendix a**.
- 1.2 The site promotion team are pleased that WSCC, as Highway Authority have confirmed that the development site is appropriately located to allow end occupiers to access a range of local facilities by sustainable travel modes. It is also noted that WSCC are satisfied with the development access proposals and associated visibility splays (which were previously agreed as part of planning application DM/15/3955).
- 1.3 Highway Officers have asked for more information to be submitted to allow them to confirm their final position to MSDC Planning Officers. Their additional information requests are highlighted on their formal response in **appendix a**, and are as follows:
  - a) Swept path tracking plans showing that the vehicle access can accommodate refuse collection and fire appliance vehicles, and that these can turn on site to exit in a forward gear
  - b) a Travel Plan Statement (or can be secured along with the monitoring fee via a legal agreement)
  - c) consideration of a new footway on the western side of Keymer Road to link the north-eastern corner of the site to Greenlands Drive, including tactile paving across the existing dropped kerb of Greenlands Drive
  - d) a Stage 1 Road Safety Audit (RSA) should be provided as the development is over 20 units
- 1.4 All of the above technical matters have been considered, and responded to in a positive manner. All technical responses are considered below, and as set out in the conclusions to this report there are no outstanding traffic, transport or sustainable access matters to address at this stage.

### 2. RESPONSE TO TECHNICAL INFORMATION REQUEST

#### Vehicle Swept Path Drawings

- 2.1 In response to WSCC's request, vehicle swept path analysis drawings have been prepared for the illustrative layout, to show that the development can accommodate an 11.3m refuse vehicle and fire appliance. These drawings are appended to this TN in **appendix b**, and are also appended to the Stage 1 Road Safety Audit (RSA), provided in **appendix c**.
- 2.2 The vehicle swept path analysis drawings confirm that these vehicles can enter and leave the site in a forward gear, without the need to overrun verges or footways. Whilst the final development layout will be fixed at Reserved Matters (RM) stage, this exercise confirms that a development of this scale can be accessed in an appropriate manner.

#### Travel Plan Statement/Confirmation of S106 Payment

- 2.3 WSCC has acknowledged that as part of the planning application submission a Transport Statement was prepared and submitted to MSDC. The Highway Authority has indicated that they would like to see a Travel Plan prepared for the residential scheme, and we agree that this can be

secured by an appropriately worded Planning Condition, as well as through the S106 legal agreement to ensure the end occupiers of the proposed development are encouraged to travel by sustainable and active travel modes. WSCC has advised that both the monitoring fee (£1,695) and the Travel Plan can be secured through the S106 agreement.

- 2.4 We confirm that this approach is acceptable to the applicant, and we are content to agree the Travel Plan and monitoring fee to be secured through the S106 agreement and Planning Condition.

#### **Requested Footway on Western Side of Keymer Road**

- 2.5 WSCC has requested that consideration be given to delivering a new footway on the western side of Keymer Road, linking the proposed development site with Greenlands Drive to the north. This footway would also allow pedestrians to access the northbound bus stop on Keymer Road, immediately to the north of the Greenlands Drive priority junction.
- 2.6 Following the publication of the November 2025 WSCC comments, SKTP visited the site to review the opportunity to deliver this footway. The site visit confirmed that there is limited width/verge on the western side of Keymer Road to deliver a 2m footway on land the Highway Authority controls. In addition the close proximity of trees on third party land on the western side of this corridor would preclude this footway being delivered.
- 2.7 Based on the above findings an alternative pedestrian access design was discussed and agreed in principle with WSCC Highway Officers. With the development already delivering an uncontrolled crossing in the north-eastern corner of the site, linking the development and existing Public Right of Way (PROW) with the footway on the eastern side of Keymer Road, pedestrians will be able to cross and then walk northwards towards the bus stop, crossing the recently constructed Thakeham development access.
- 2.8 After crossing this development access, there is the opportunity to cross back to the western side of Keymer Road, to the north of Greenlands Drive via a new uncontrolled crossing facility. This new crossing can be delivered by the proposed Batchelors Farm residential development.
- 2.9 This alternative pedestrian strategy is shown on the pedestrian access drawings included in **appendix d**. These have been the subject of a Stage 1 RSA, and following that review have been shown to be appropriately located, have the appropriate intervisibility for the speed limits on the corridor for pedestrians to safely cross and can be delivered by the development on land the applicant controls and/or the adopted highway.
- 2.10 We look forward to confirming and finalising these proposed works with WSCC.

#### **Stage 1 Road Safety Audit**

- 2.11 As requested by WSCC a RSA has been prepared by an independent team, and their report along with a Response Report (RR) is provided in **appendix c**.
- 2.12 The RSA highlighted four technical matters, relating to the need to ensure the visibility splays associated with the development site accesses are provided and maintained in perpetuity, that appropriate intervisibility is provided for pedestrians at crossing points, that swept path analysis is provided, and finally that appropriate highway drainage is provided in the vicinity of each crossing point.
- 2.13 All technical matters have been reviewed, considered positively and technical information provided to confirm that the development proposals can come forward. The proposed measures and interventions considered in the RSA can be secured through appropriately worded Planning Conditions.

#### **TECHNICAL SUMMARY**

- 3.1 This TN provides a summary of the additional information requested by WSCC, as set out in their November 2025 response to MSDC.

- 3.2 All technical matters have been carefully considered by the site promotion team, and the requested additional information provided to allow WSCC to make an informed and positive decision towards the planning application.
- 3.3 Based on the above we consider there are no outstanding traffic, transport, sustainable access or highway safety matters to address or respond to. We hope that the information contained in this TN will allow both WSCC and MSDC Officers to report that all outstanding matters have been considered appropriately, and they are able to support the development proposals for much needed housing at this sustainable location.



## **APPENDIX A**

# WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council - FAO: Martin Dale
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	7 November 2025
<b>LOCATION:</b>	Land Adjacent To Batchelors Farmhouse Keymer Road Burgess Hill West Sussex RH15 0BQ
<b>SUBJECT:</b>	DM/25/2634 Outline Planning Application with all matters reserved (except the means of access from the public highway) for residential development and the construction of up to 26 dwellings, with vehicular accesses, and new footpath links to Keymer Road, the provision of new landscape amenity space, areas of ecological enhancements, together with associated Highways, Drainage and Utilities works associated with the proposed development.
<b>RECOMMENDATION:</b>	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on outline (matters of access sought for approval) for 26 x dwellings and associated works. The application is supported by various plans and documents including Transport Statement (TS).

## **Site Context & Accessibility**

The site is west of Keymer Road ('C' classified and subject to 40mph in this location, transitioning to 30mph at junction with Greenlands Drive). Keymer Road links Burgess Hill to the north with Hassocks to the south. Footway on eastern side of Keymer Road starts at junction of Keymer Road with Broadlands.

Several amenities and services are within walking and cycling distance (e.g. Burgess Hill Martlets Shopping 1.59km, primary schools within 1.11-3.20km, supermarkets, GP surgery etc). The nearest bus stop adjacent Greenlands Drive is 0.16km/ 2-minute walk and features services to Hurstpierpoint, Burgess Hill, Haywards Heath, Cuckfield. Colleagues have been consulted on whether Realtime (RTPI) information boards would be welcomed at these stops, for which a contribution could be secured and comments will follow in due course.

Burgess Hill Train Station is 18-minute walk/ 4-minute cycle north of the site and features bicycle storage.

The LHA consider that the development site is within reasonable walking and cycling distance to amenities and public transport options meaning that a reliance on the private car for all trips to and from the site may be reduced for some. It is advised that as a Transport Statement has been provided that a **Travel Plan Statement (TPS) is also secured via legal agreement to further promote sustainable and active travel modes. The TPS and monitoring fee of £1,695 should be secured by legal agreement.** The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

## **Access Arrangements**

LHA previously commented under DM/15/3955 application for 2 x dwellings which accepted vehicle access in this location. It is also understood that DM/19/3334 proposed 33 x dwellings (refused by Local Planning Authority for reasons unrelated to highways).

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident on Keymer Road in vicinity of the site. However, from an inspection of incident data it is clear that this was not due to any defect with the road layout.

2 x vehicle access points to Keymer Road are proposed. The northern most access point appears to serve plots 24-26 only and will include linking footway on Keymer Road to link to new dropped kerb/tactile paved crossing of Keymer Road. This will allow pedestrians to reach existing footway on eastern side of Keymer Road, linking to southbound bus stop at Greenlands Drive and northwards to Burgess Hill. LHA advise footway is also provided on western side of carriageway to link north east corner of site to Greenlands Drive, including tactile paving across existing dropped kerb of Greenlands Drive. This would allow pedestrians to link to northbound bus stop along pedestrian desire line. This would make the development comply with National Planning Policy Framework para. 115 (safe and suitable access for all) and 117 (priority to pedestrian movements and facilitate access to public transport). It would also accord with Mid Sussex Local Plan policy DP21 (facilitate safe and convenient routes for walking and public transport).

The southernmost access will serve the rest of the site. ATC survey in 2018, when the road was subject to National Speed Limit, revealed 85<sup>th</sup> percentile speeds of 43mph northbound and 42.8mph southbound. Additional ATC in March 2025 revealed 85<sup>th</sup> percentile speeds of 44.4mph northbound and 43mph southbound (with vehicle movements at 619 in AM and 607 in PM peak hours). Previously agreed (DM/15/3955) splays of 2.4m x 120m north and 2.4m x 150m south have been demonstrated at both access points passing through applicant owned land and publicly maintained highway. Based on recorded speeds a requirement of 116m north and 122m south and thus LHA is satisfied with visibility demonstrated on drawing 151112-01 (Proposed Access Location and Visibility Splays).

Swept path tracking plans should be provided showing that the vehicle access can accommodate refuse collection and fire appliance vehicles and that these can turn on site to exit in a forward gear.

A Stage 1 Road Safety Audit (RSA) should be provided as the development is over 20 units. Any issues raised should be addressed in a Designers Response set out in the format in appendix F of DMRB GG119.

### **Traffic Impact**

TRICs has been used to predict potential vehicle movements as a result of the development and found that 16 x trips in AM and 15 x trips in PM peak hours could result. Balanced against the existing vehicle movements on nearby road network, this is not anticipated to result in a 'severe' impact to the operational capacity of the road network.

### **Internal Layout and Car Parking**

Reserved matters will fully assess internal layout, car and bicycle parking. At this time the bedroom mix is unknown but the applicant would be expected to provide parking in accordance with WSCC Parking at New Developments Guidance.

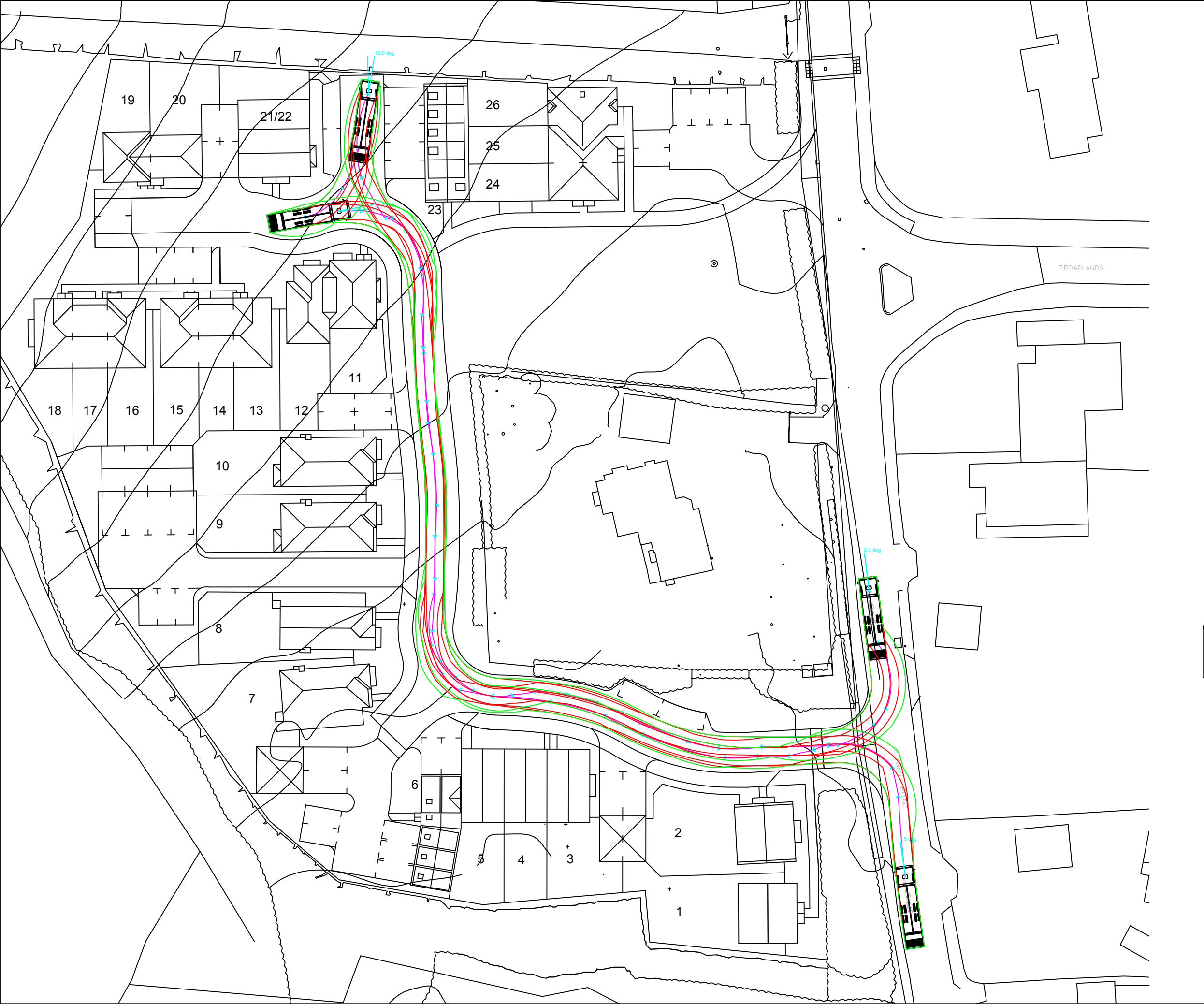
It is noted that pedestrian access will be from new footway north east corner of site and will link in to the shared surface of site. As per Manual for Streets (MfS) paragraph 7.2.14, shared surface streets are likely to work well in short lengths (or where they form cul-de-sacs), where the volume of motor traffic is below 100 vehicles per hour and where parking is controlled or it takes place in designated areas.

### **CONCLUSION**

Please ask applicant for additional information:

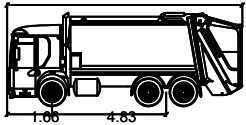
- Travel Plan Statement (or can be secured along with the monitoring fee via legal agreement).
- Footway on western side of carriageway to link north east corner of site to Greenlands Drive, including tactile paving across existing dropped kerb of Greenlands Drive.
- Swept path tracking.
- Stage 1 RSA

## **APPENDIX B**



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

NOTES



Dennis Eagle 6X4 RHS 2013

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SK21799-10

Batchelors Farm

Drawing Title

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11.3m Refuse Vehicle

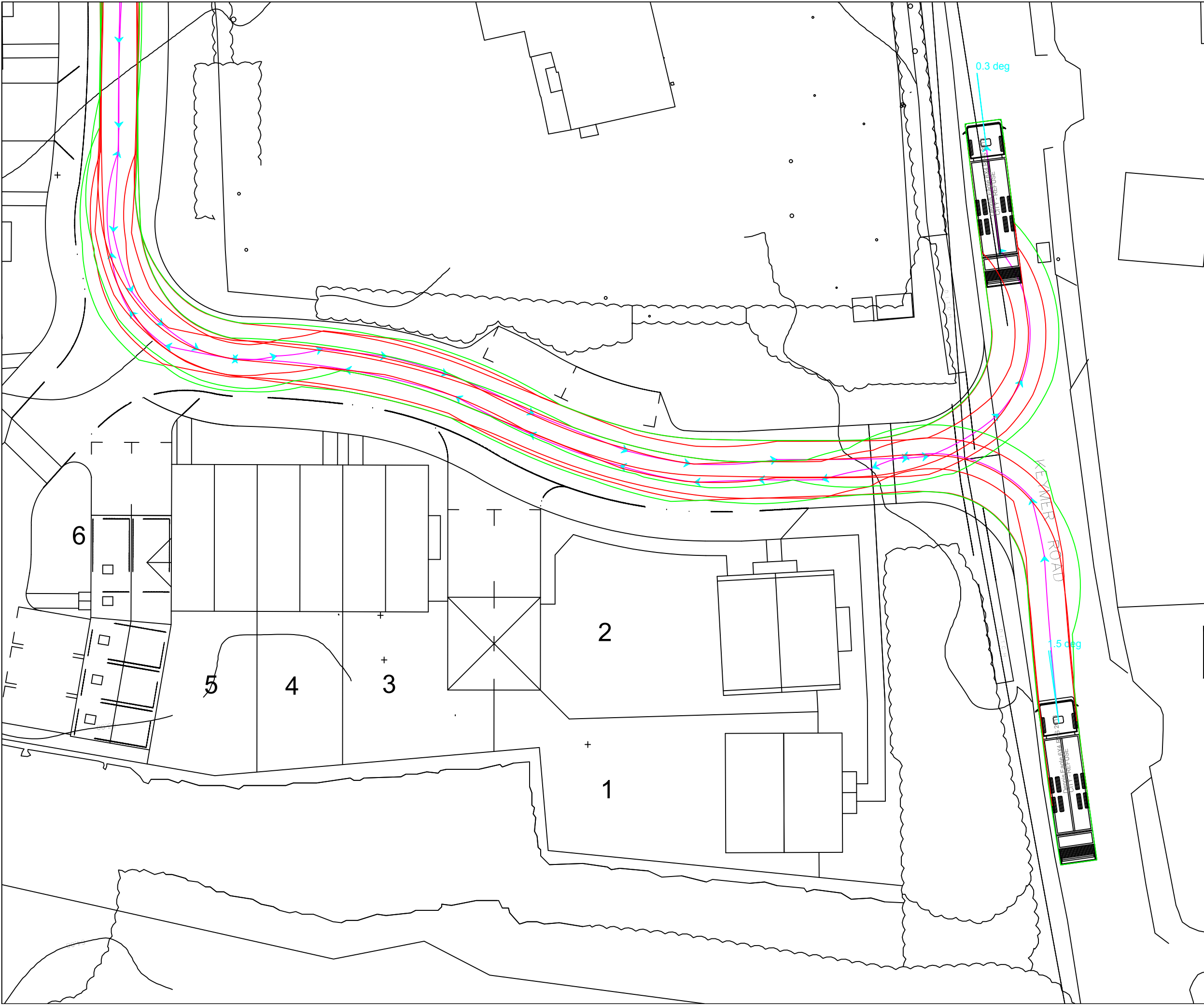
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Check	KAT	Date	14/01/26

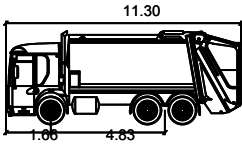
SK Transport Planning Ltd  
Albion Wharf, 19 Albion Street  
Manchester M1 5LN  
Telephone (0161) 234 6509  
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NOTES



Dennis Eagle 6X4 RHS 2013

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Batchelors Farm
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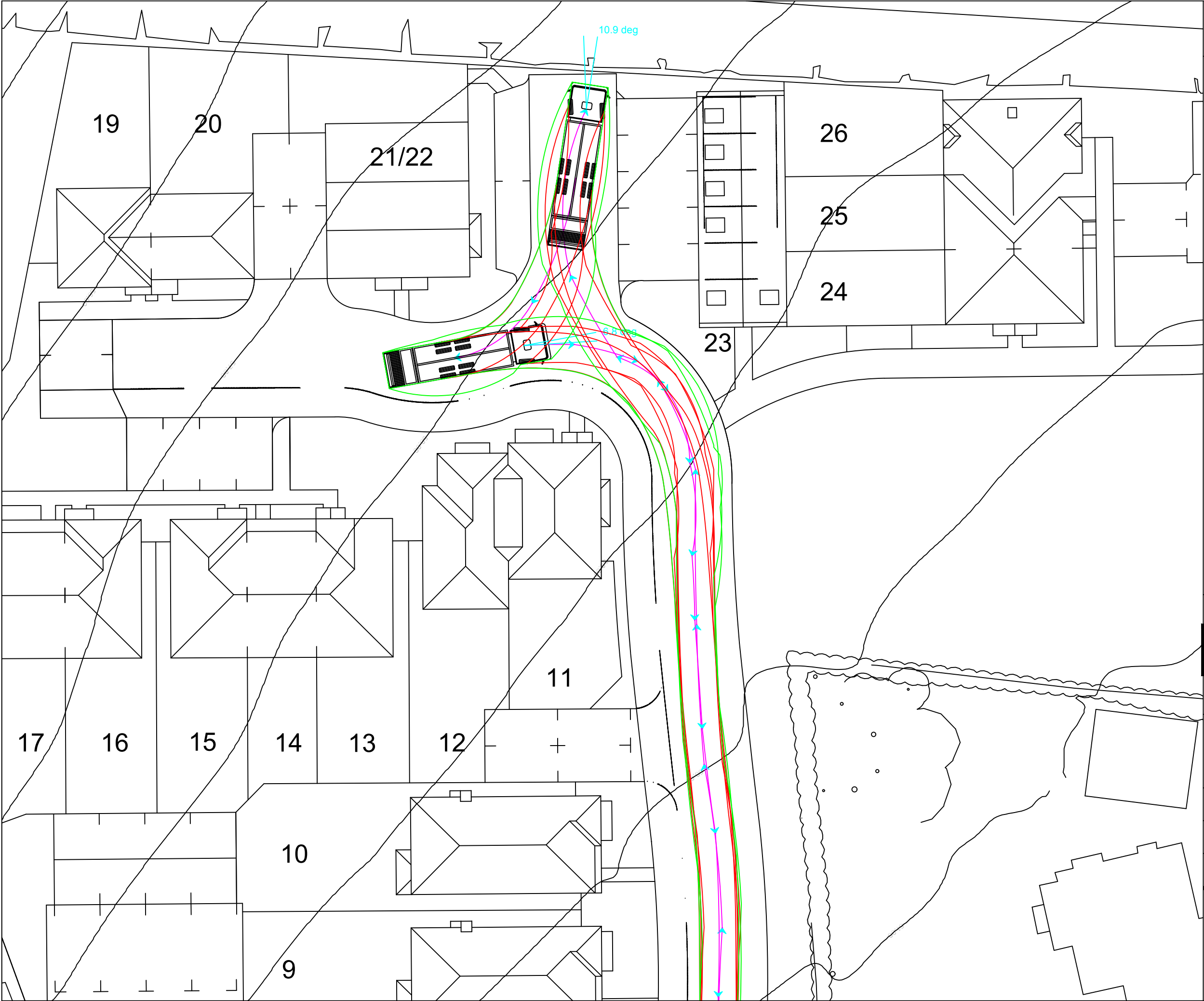
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KAT	MAK

Check	Date
KAT	14/01/26

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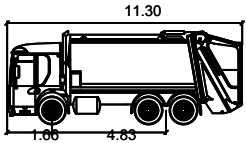






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Batchelors Farm

Drawing Title

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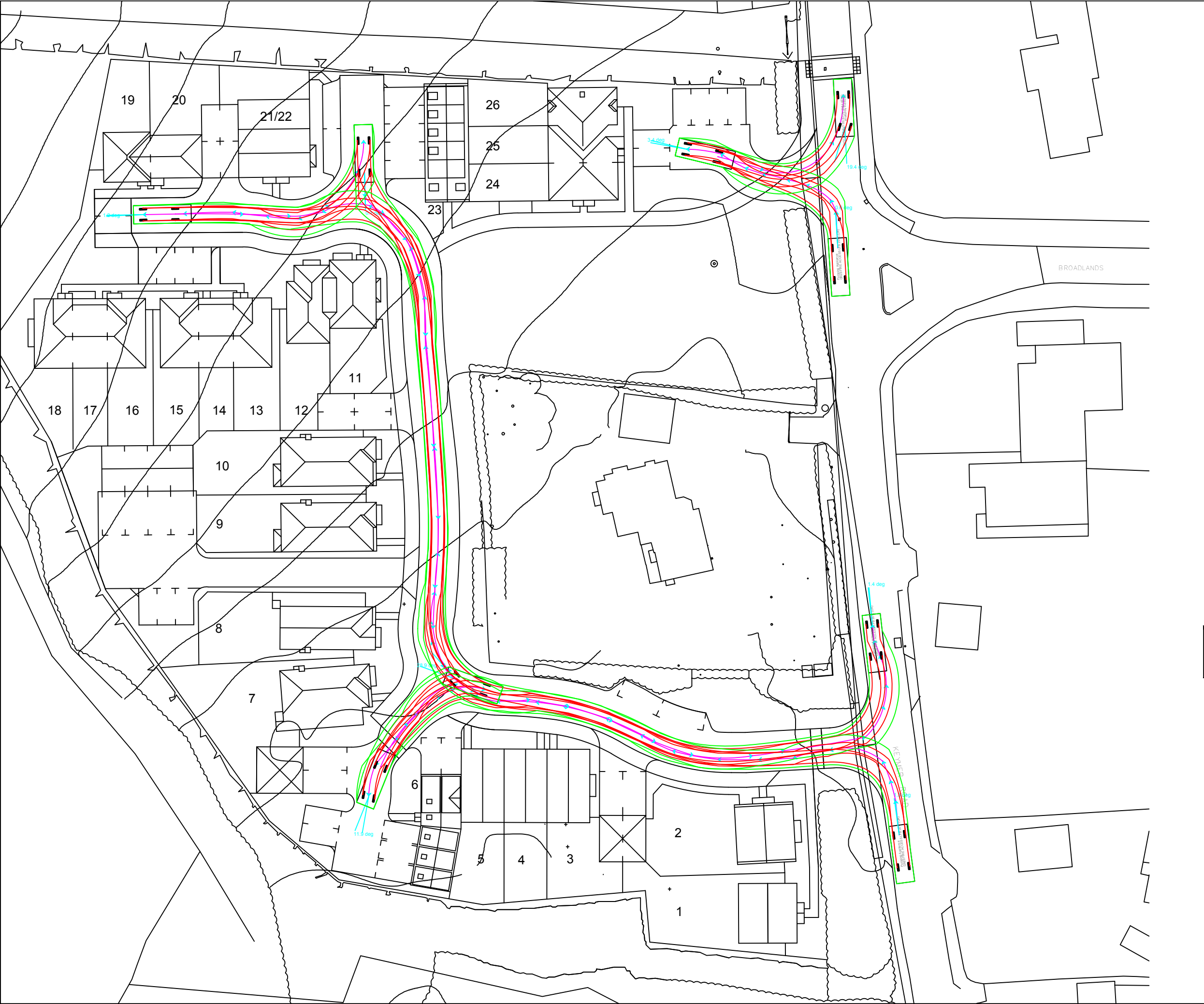
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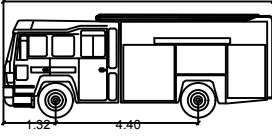
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NOTES



Pumping Appliance

Meters		
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Drawing Number

SK21799-13

Batchelors Farm

Drawing Title

Vehicle Swept Path Analysis  
Fire Appliance

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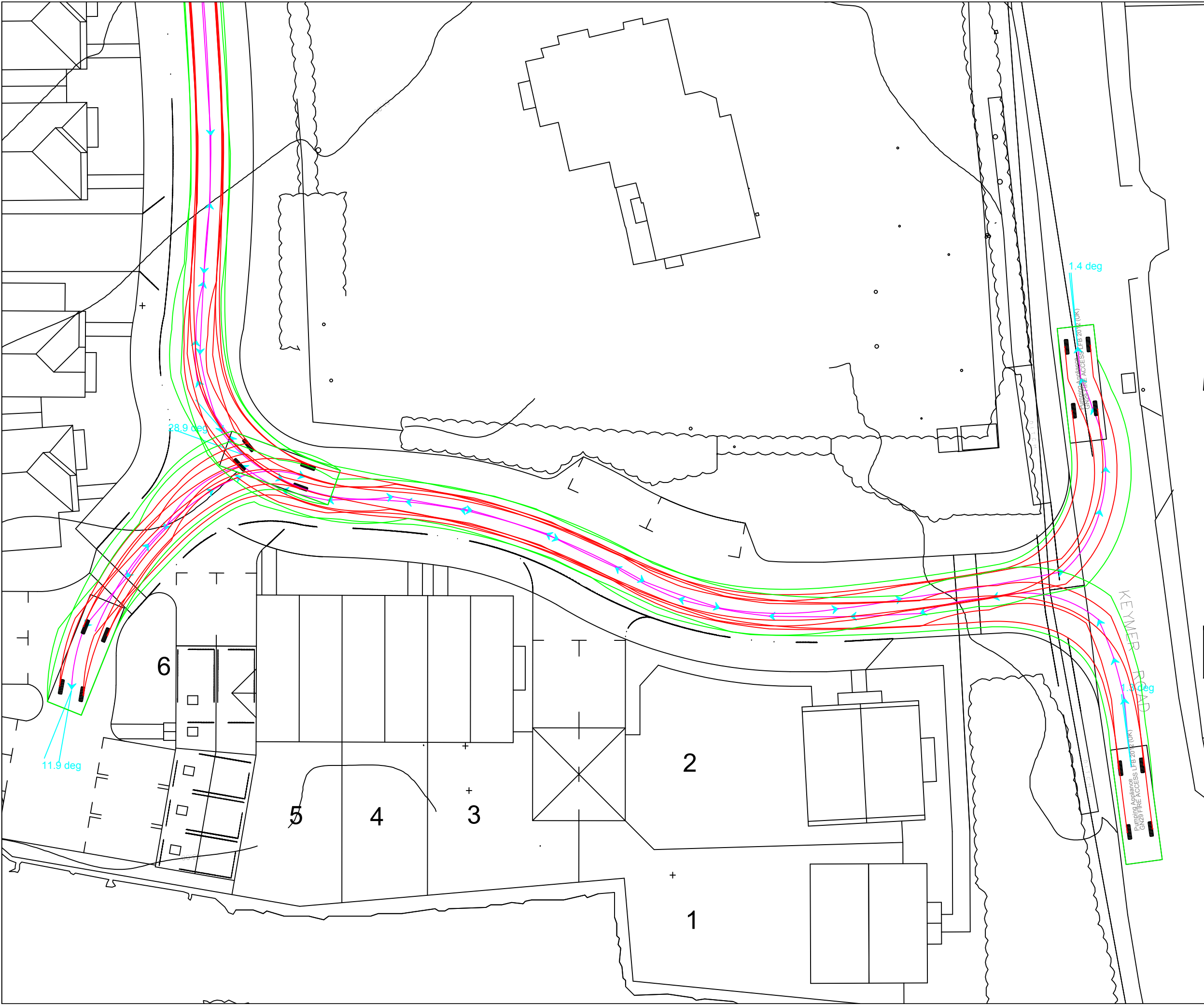
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Check	KAT	Date	14/01/26

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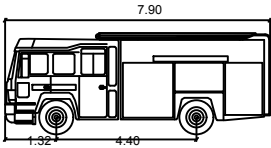






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NOTES



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Drawing Number

SK21799-14

Batchelors Farm

Drawing Title

Vehicle Swept Path Analysis  
Fire Appliance

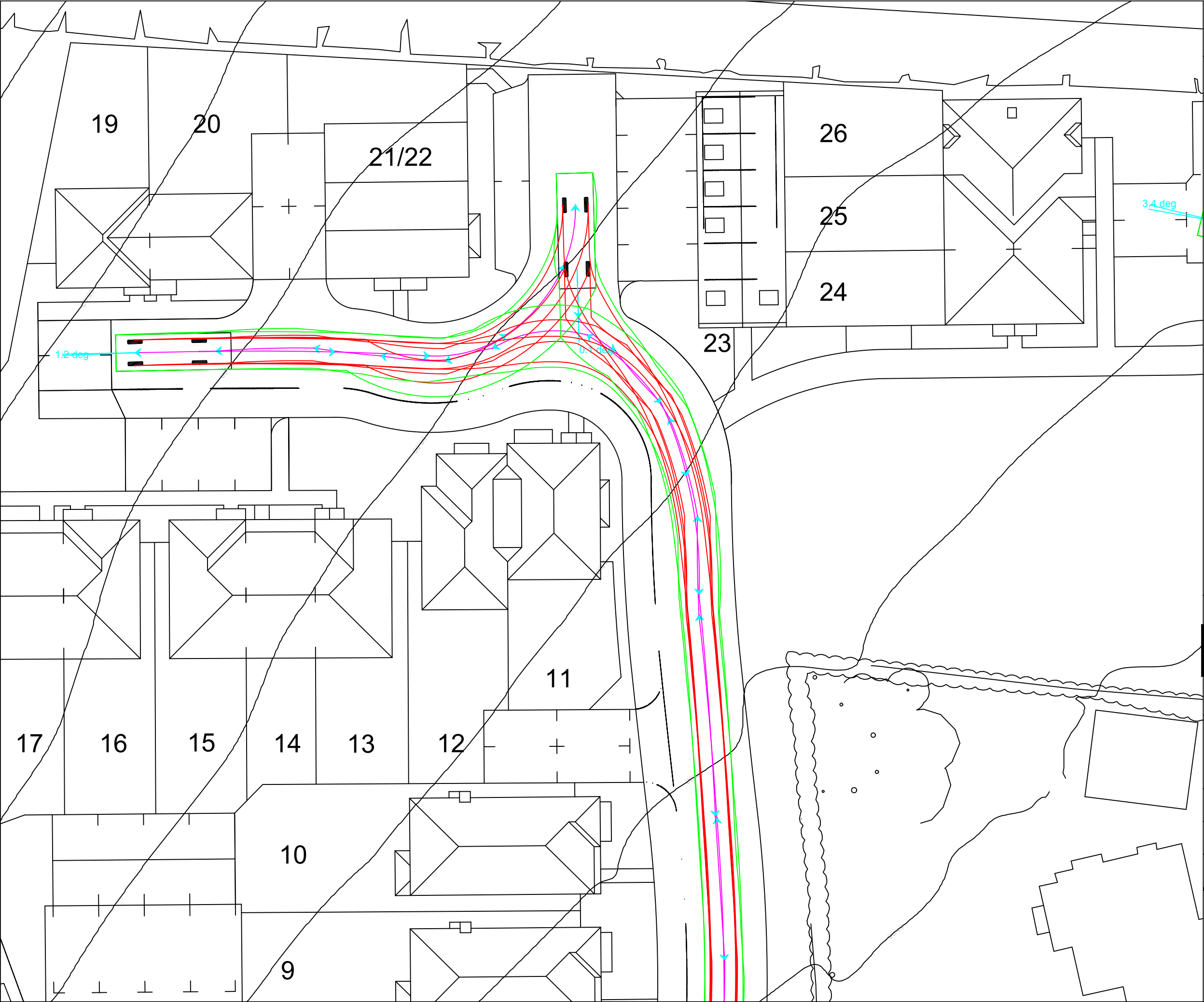
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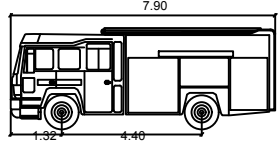
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NOTES



Pumping Appliance  
Meters  
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Batchelors Farm

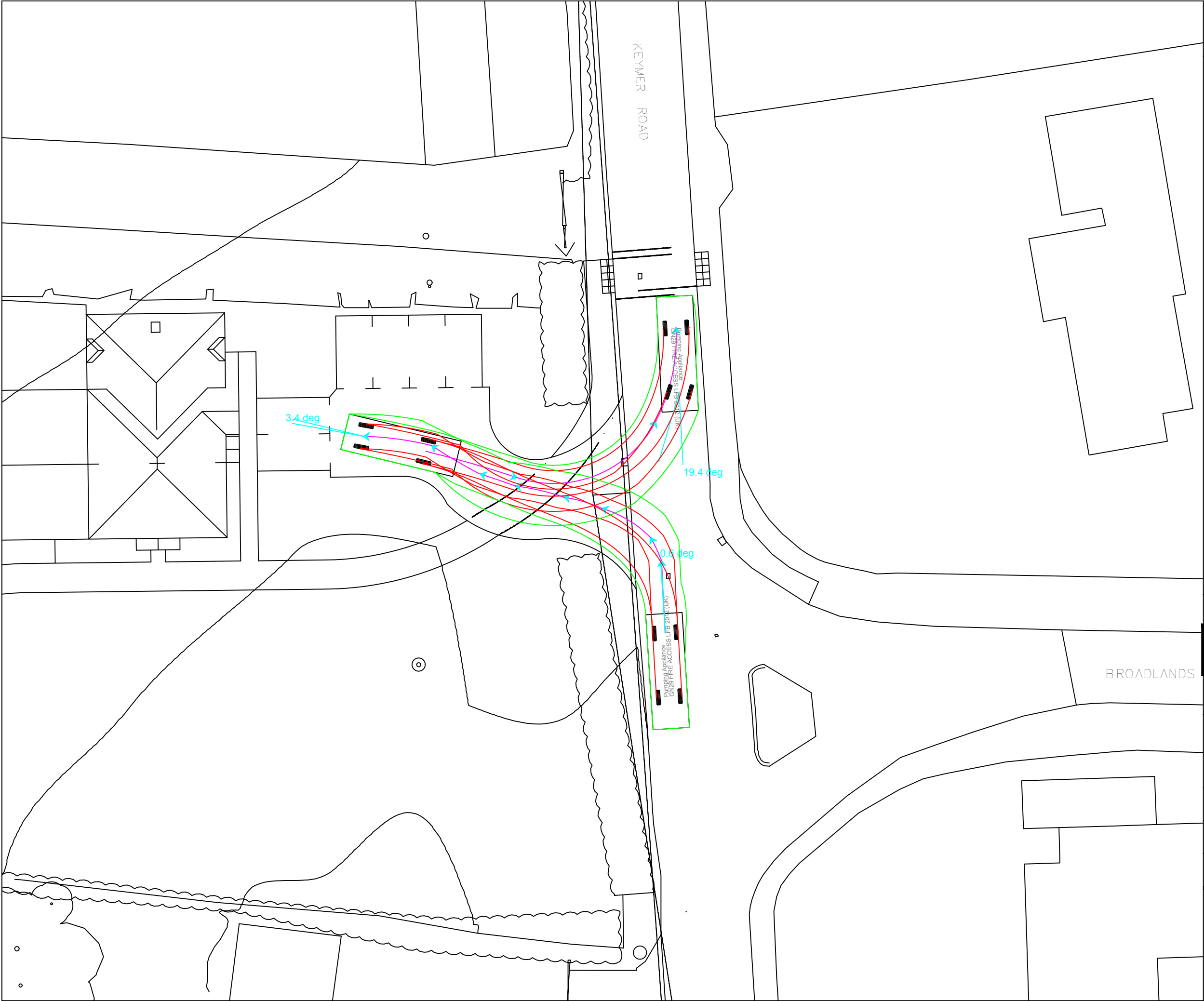
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Fire Appliance

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Check KAT	Date 14/01/26

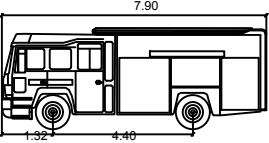
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Pumping Appliance  
Meters  
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SK21799-16

Batchelors Farm

Drawing Title  
Vehicle Swept Path  
Analysis  
Fire Appliance

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Check KAT	Date 14/01/26
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## **APPENDIX C**

# SK TRANSPORT PLANNING

## TRAFFIC TRANSPORT HIGHWAYS



LAND AT BATCHELORS FARM, KEYMER  
ROAD, BURGESS HILL

STAGE 1 ROAD SAFETY AUDIT  
RESPONSE REPORT

## DOCUMENT CONTROL

<b>Project Title:</b>		Land at Batchelors Farm, Keymer Road, Burgess Hill	
<b>Client:</b>		SDP	
<b>Project Manager:</b>		Michael Kitching	
<b>Project Number:</b>		SK21799	
<b>Document Reference:</b>		SK21799_2026RSARR01	
<b>Document Type:</b>		Road Safety Audit Response Report	
<b>Primary Author:</b>		Michael Kitching	
<b>Approval Signature:</b> <b>Michael Kitching</b>			
<b>Directory &amp; File Name:</b>		P:\2017\PROJECT FOLDERS\SK21799\Technical\Reports\SK21799_RSARR01	
<b>Issue</b>	<b>Date</b>	<b>Distribution</b>	<b>Comments</b>
01	14/01/26	Project Team	Final Report

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<b>2.0</b>	STAGE 1 ROAD SAFETY AUDIT REVIEW
<b>3.0</b>	CONCLUSIONS

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<b>Appendix B:</b>	SKTP RSA Drawings
<b>Appendix C:</b>	2015 Motion Approved Visibility Splays
<b>Appendix D:</b>	Crossing Intervisibility Splays
<b>Appendix E:</b>	Vehicle Swept Path Analysis



## 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. A copy of the final RSA is provided in **appendix a**. The RSA drawings are provided in **appendix b**.
- 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 Monday 12<sup>th</sup> 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.
- 1.4 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".
- 1.5 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.
- 1.6 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.
- 1.7 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.
- 1.8 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 85<sup>th</sup> 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.

### **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**

- 2.11 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.
- 2.12 As set out in **paragraph 2.2** in this response report the recorded 85<sup>th</sup> percentile recorded speeds were 43mph northbound and 42.8mph in the southbound direction.
- 2.13 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.

- 2.14 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**

- 2.15 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**

- 2.16 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.
- 2.17 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.

### **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**

- 2.18 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**

- 2.19 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**

- 2.20 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**.
- 2.21 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.
- 2.22 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.
- 2.23 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.
- 2.24 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.

**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**

- 2.25 The RSA team has identified that there is a downhill gradient towards the proposed northern uncontrolled pedestrian crossing facility.
- 2.26 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**

- 2.27 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**

- 2.28 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 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 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 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.

- 3.3 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**



**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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## **AUDITORS' EVALUATION**

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### APPENDIX THREE

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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.

.

## **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 85<sup>th</sup> 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 85<sup>th</sup> 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  
5th Floor  
1 Cornwall Street  
Birmingham  
B3 2DX

Signed.....

Date: 29 January 2024

**AUDIT TEAM MEMBER**

Chris Avis  
Senior Engineer  
Waterman Aspen  
5th Floor  
1 Cornwall Street  
Birmingham  
B3 2DX

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**

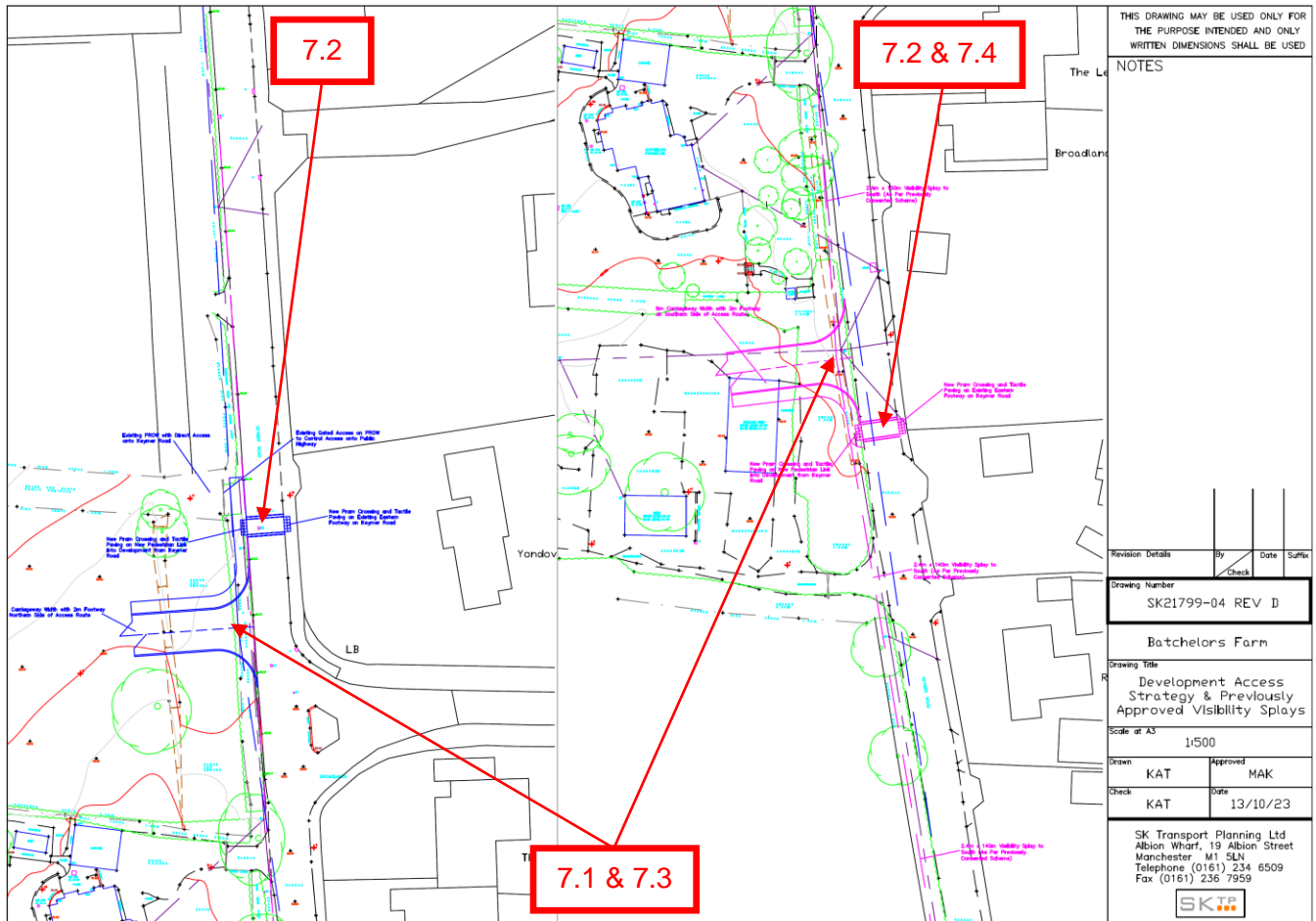
- SK21799-04 Rev D – Development Access Strategy Previously Approved Visibility Splays
- SK21799-04 Rev E – Development Access Strategy Southern Access Visibility Splays
- SK21799-04 Rev F – Development Access Strategy Northern Access Visibility Splays

### **Documents**

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

## **APPENDIX THREE**

### **10.0 PROBLEM LOCATION PLAN**

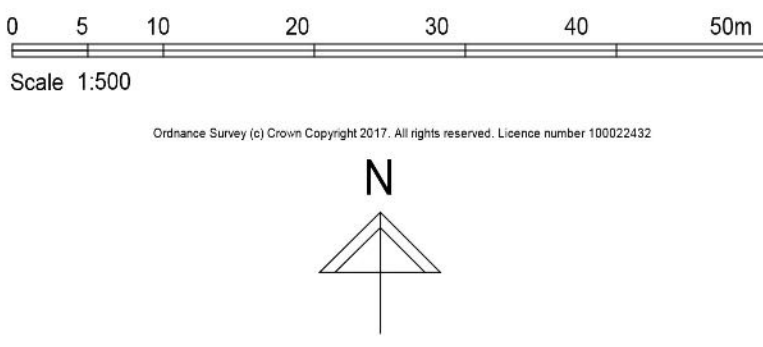






## **APPENDIX B**





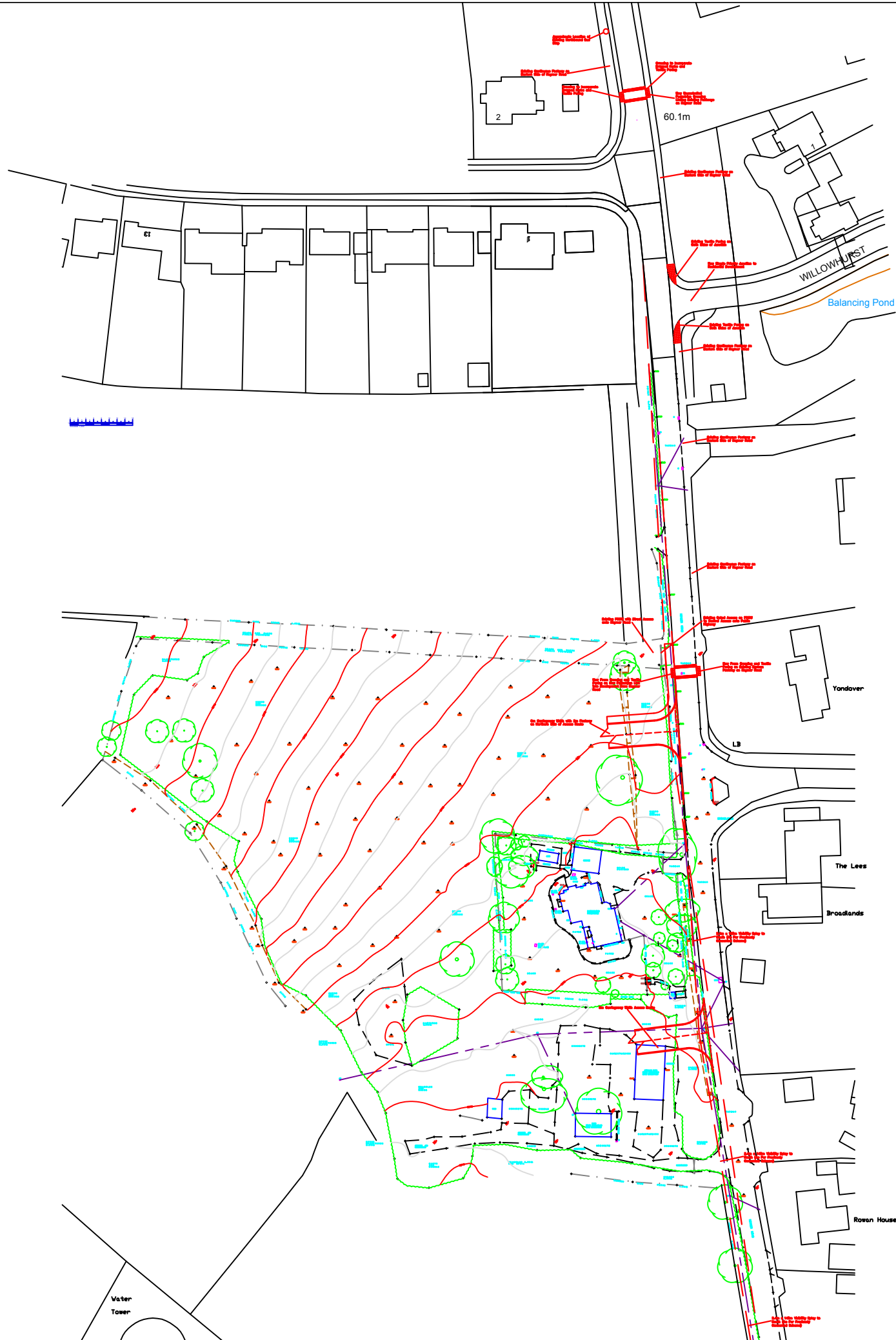
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<b>date:</b> Feb'25	<b>scale:</b> 1 : 500 @ A1
<b>drawing number:</b> 2501/PL.04	<b>Rev.</b> A

Paul Hewett R.I.B.A.  
CHARTERED ARCHITECT

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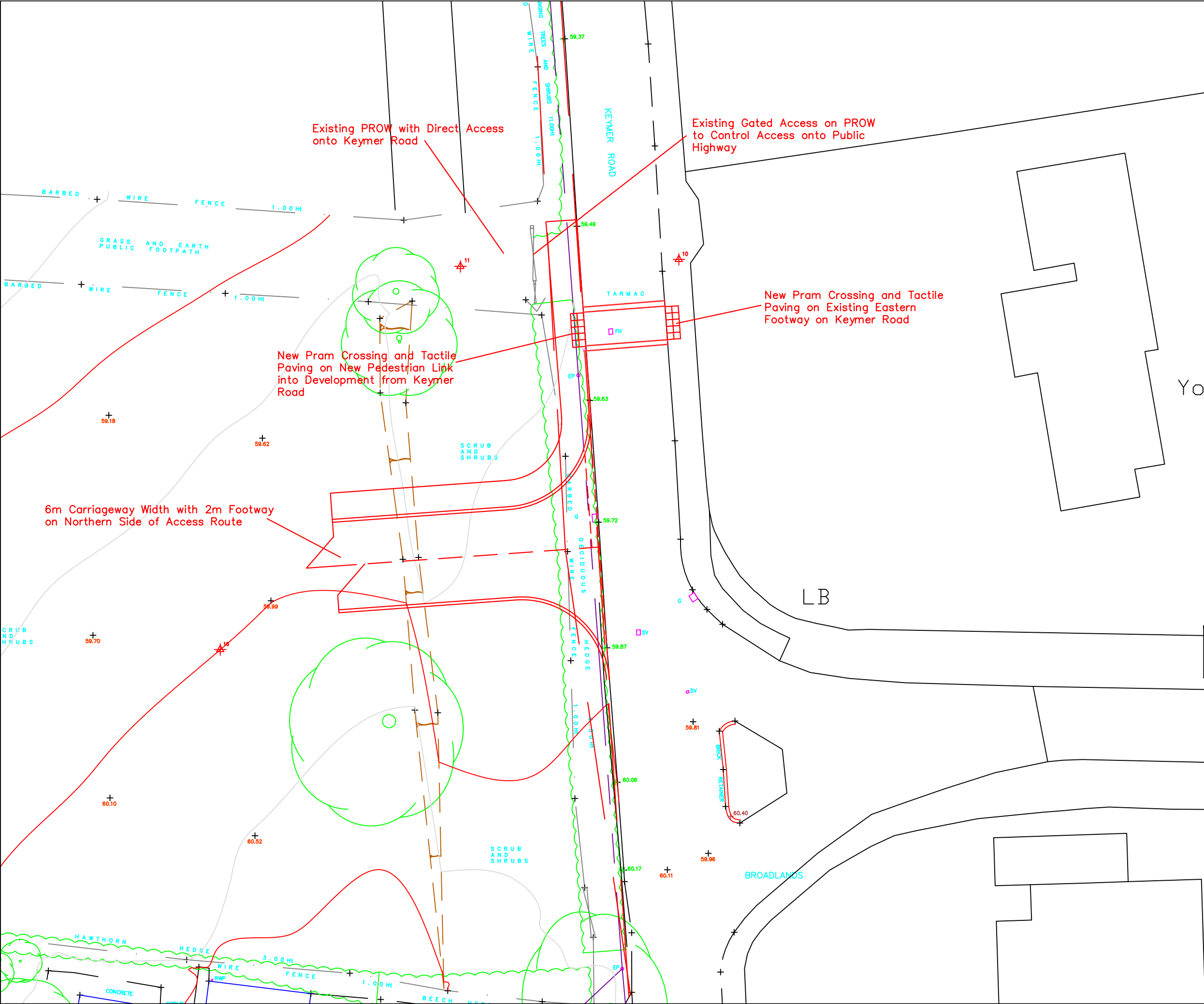
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SK21799-00

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

SK Transport Planning Ltd  
Albion Wharf, 19 Albion Street  
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Development Access Strategy  
2 x Access Points  
Northern Access

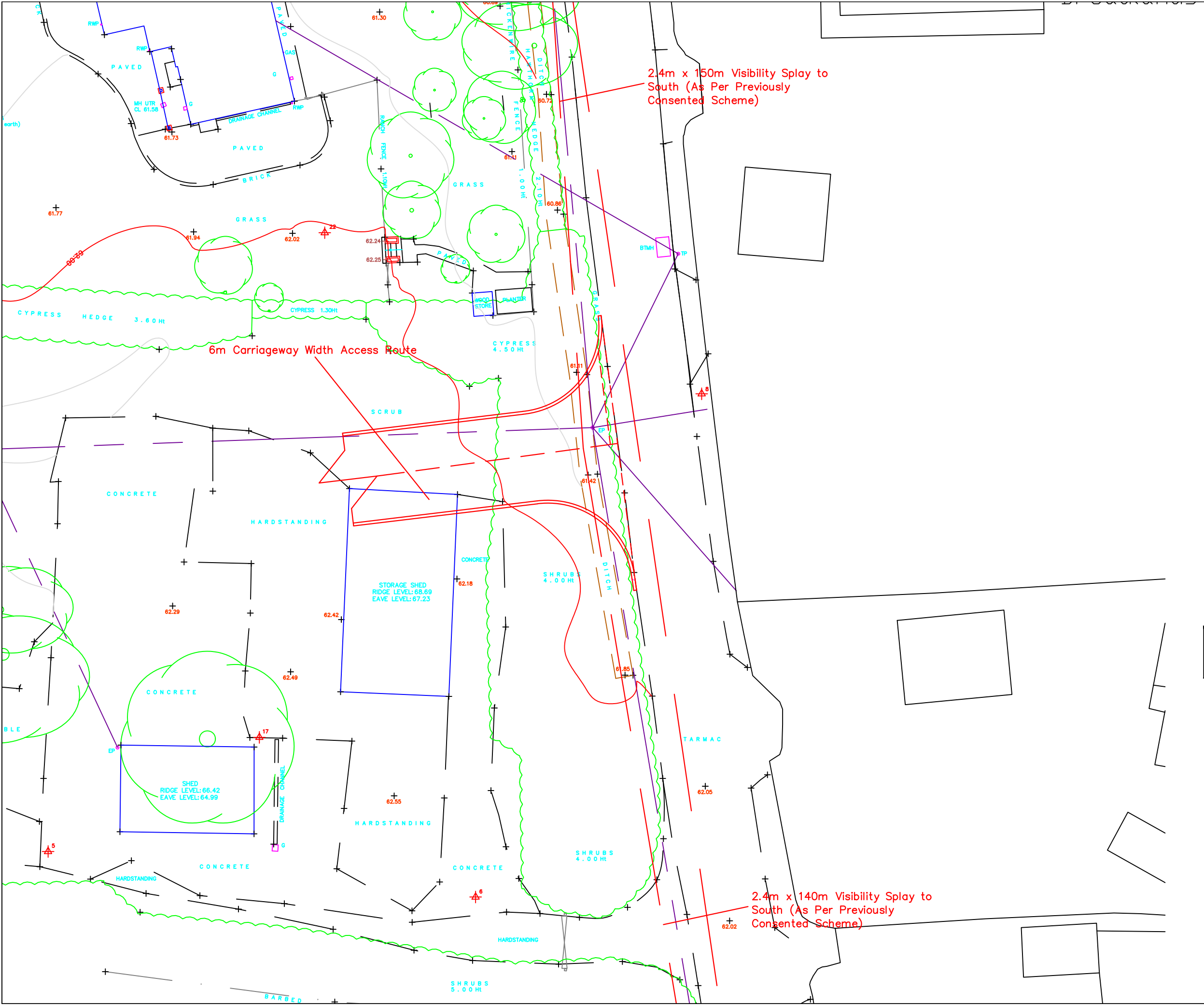
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Drawn KAT	Approved MAK
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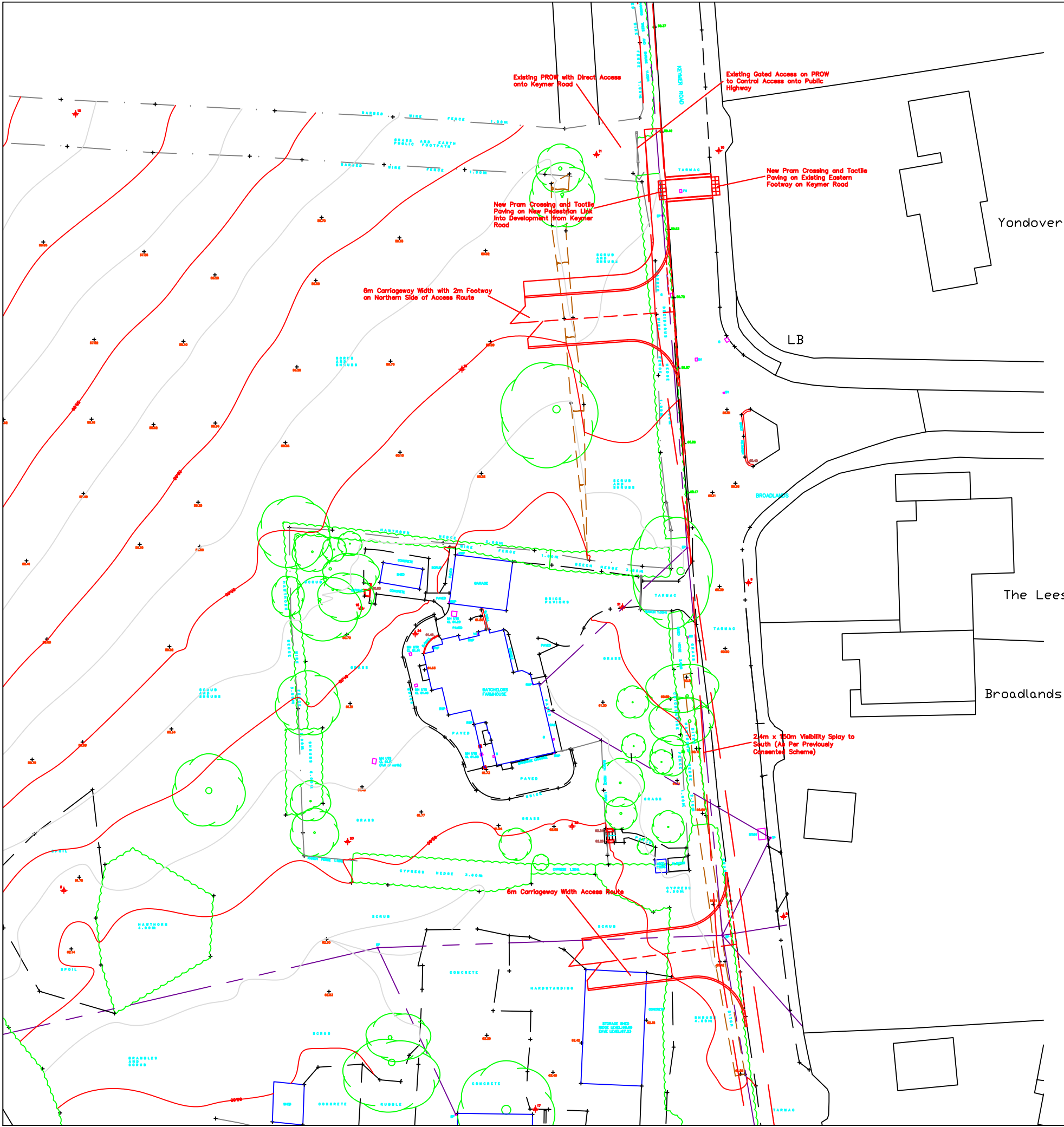
Drawing Title
Development Access Strategy 2 x Access Points Southern Access

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Drawn	Approved
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KAT	24/12/25

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Batchelors Farm
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2 X Access Strategy

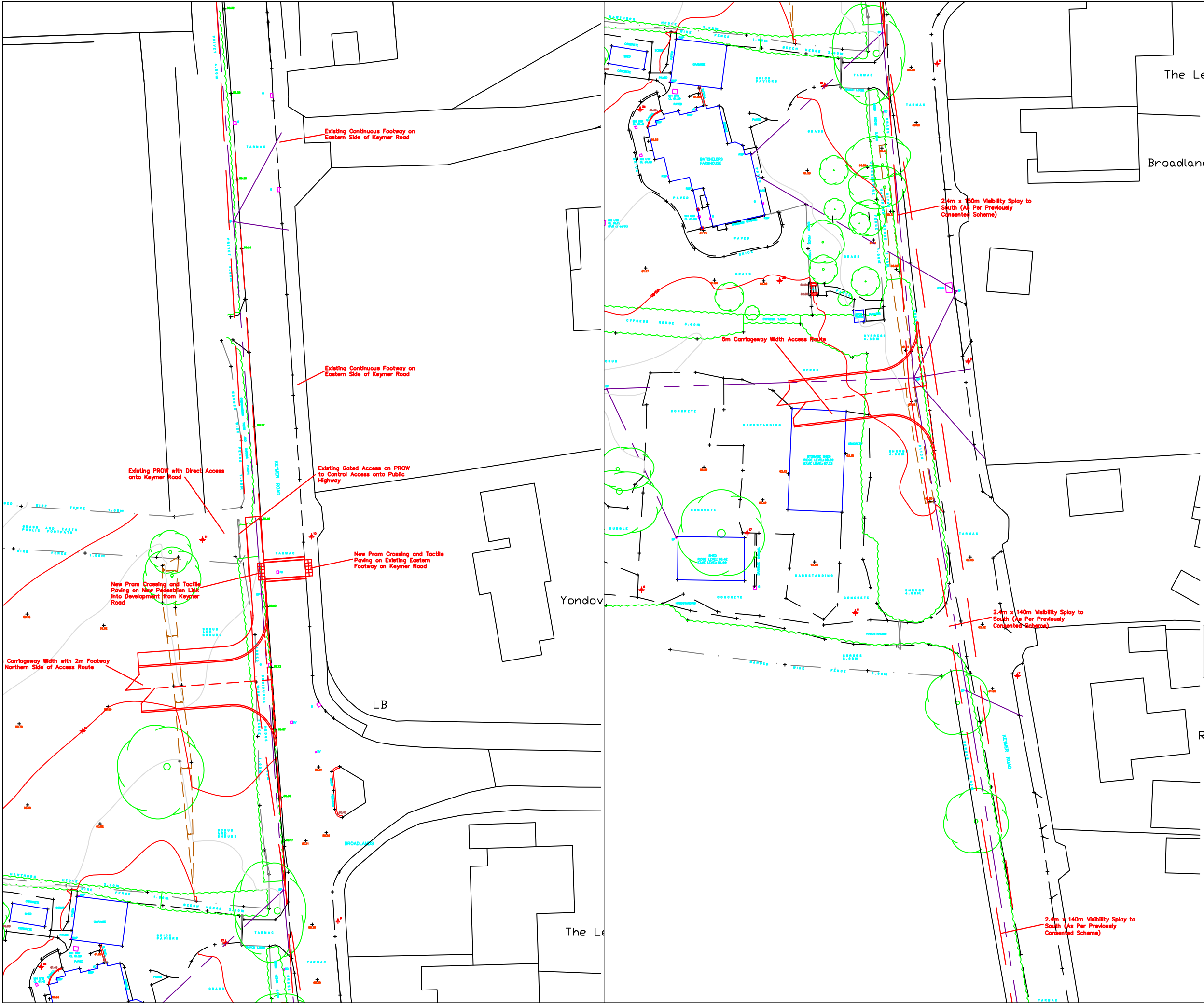
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Drawing Number

SK21799-04 REV E

Batchelors Farm

Drawing Title

Development Access Strategy & Previously Approved Visibility Splays

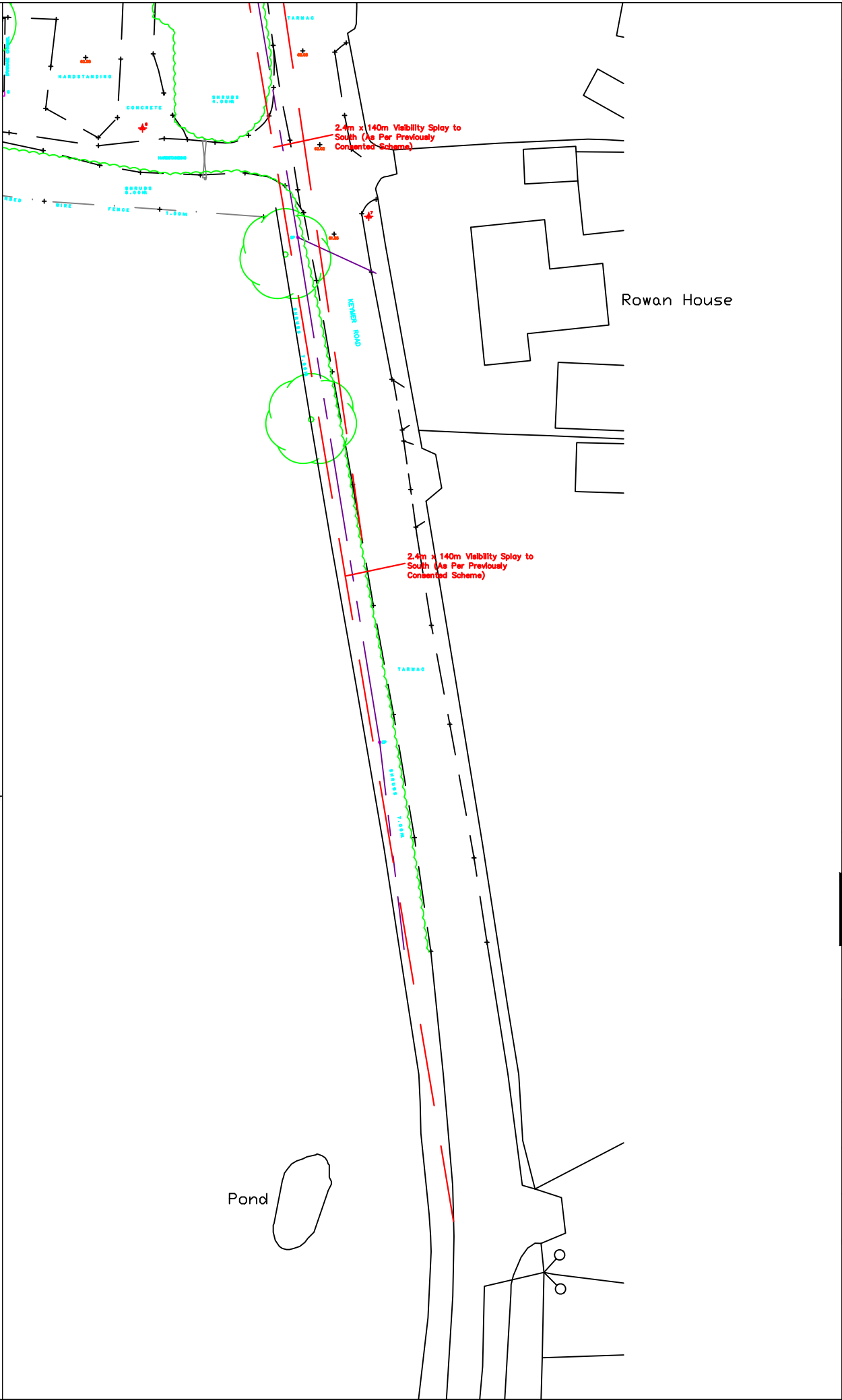
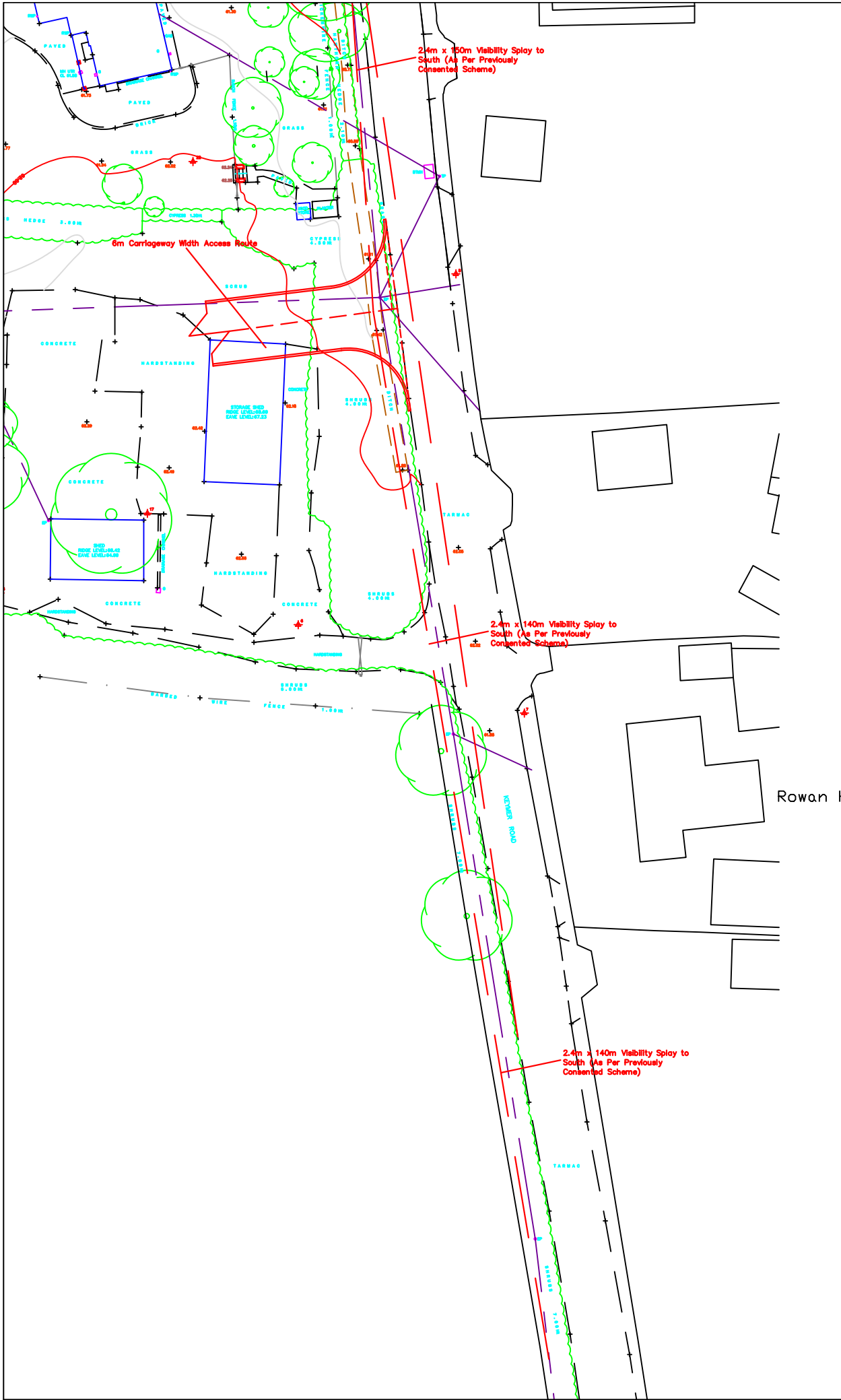
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Check	KAT	Date	24/12/25

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Drawing Number
SK21799-04 REV F

Batchelors Farm
Drawing Title
Development Access Strategy
Southern Access Visibility Splays

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

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## NOTES





NOTES

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Batchelors Farm

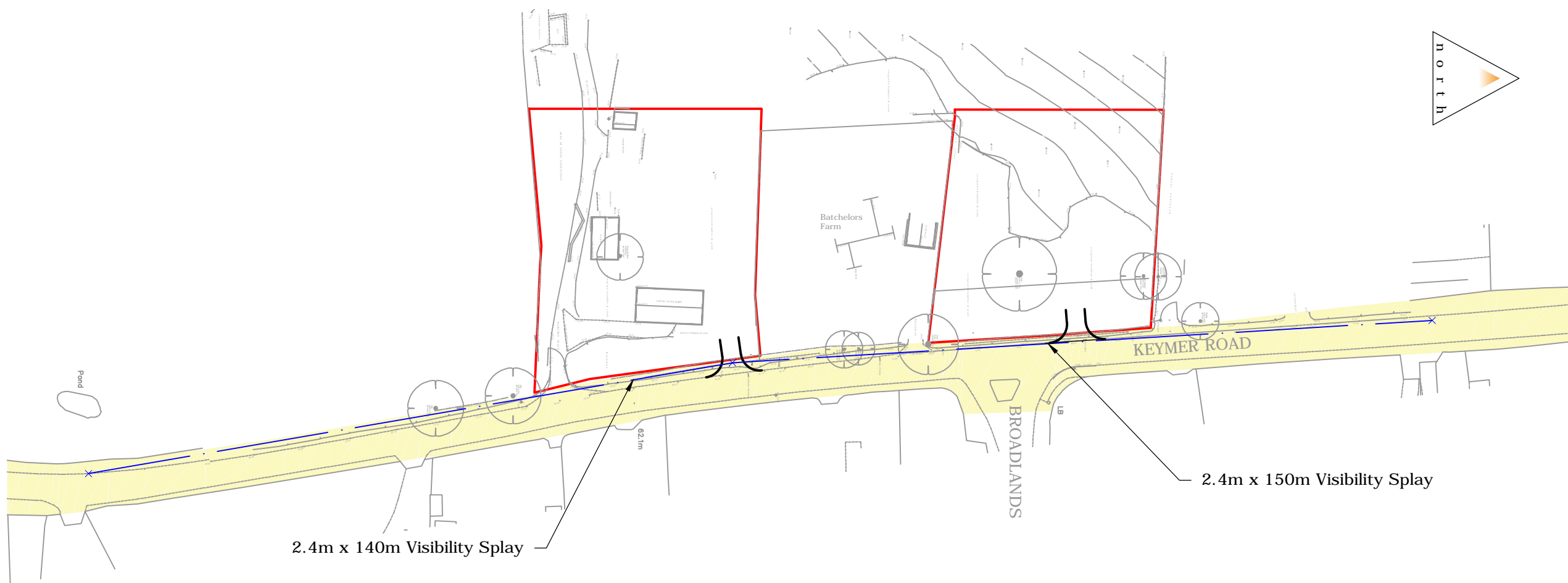
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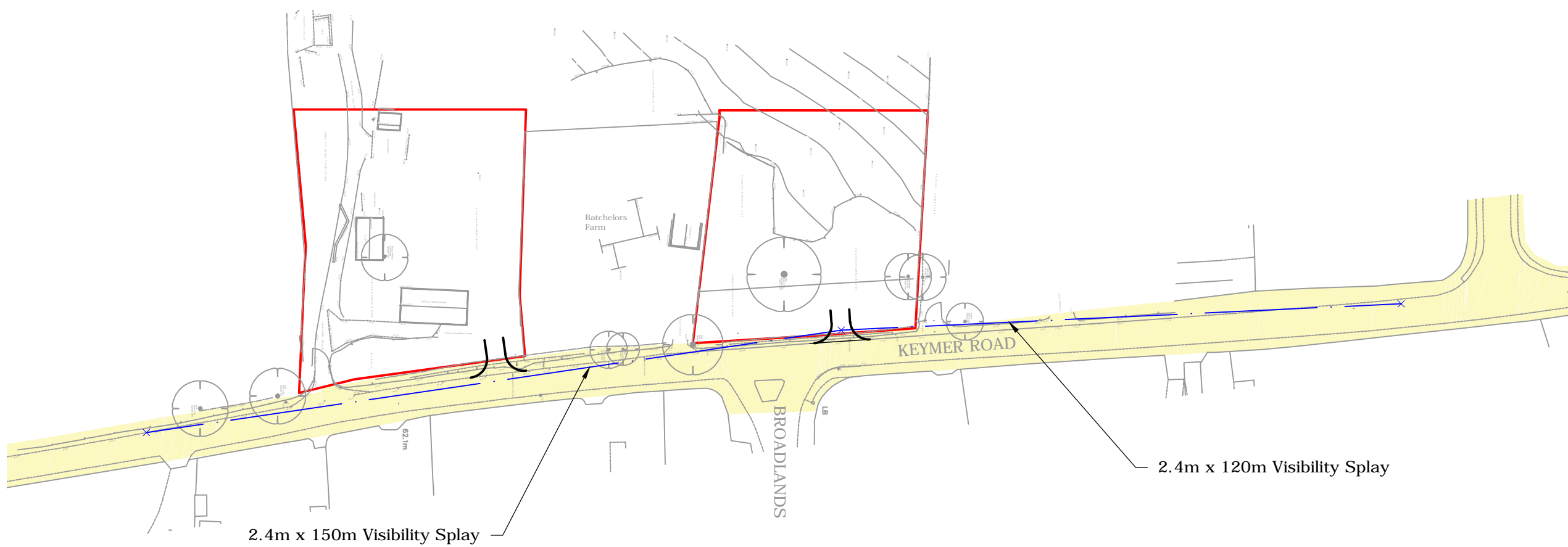
SK Transport Planning Ltd  
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## **APPENDIX C**



- 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](http://www.motion-uk.co.uk)

Project: Land at Batchelors Farm, Burgess Hill	
Title: Proposed Access Location and Visibility Splays	
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Drawing: 151112-01	Revision: -

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## **APPENDIX D**



## NOTES

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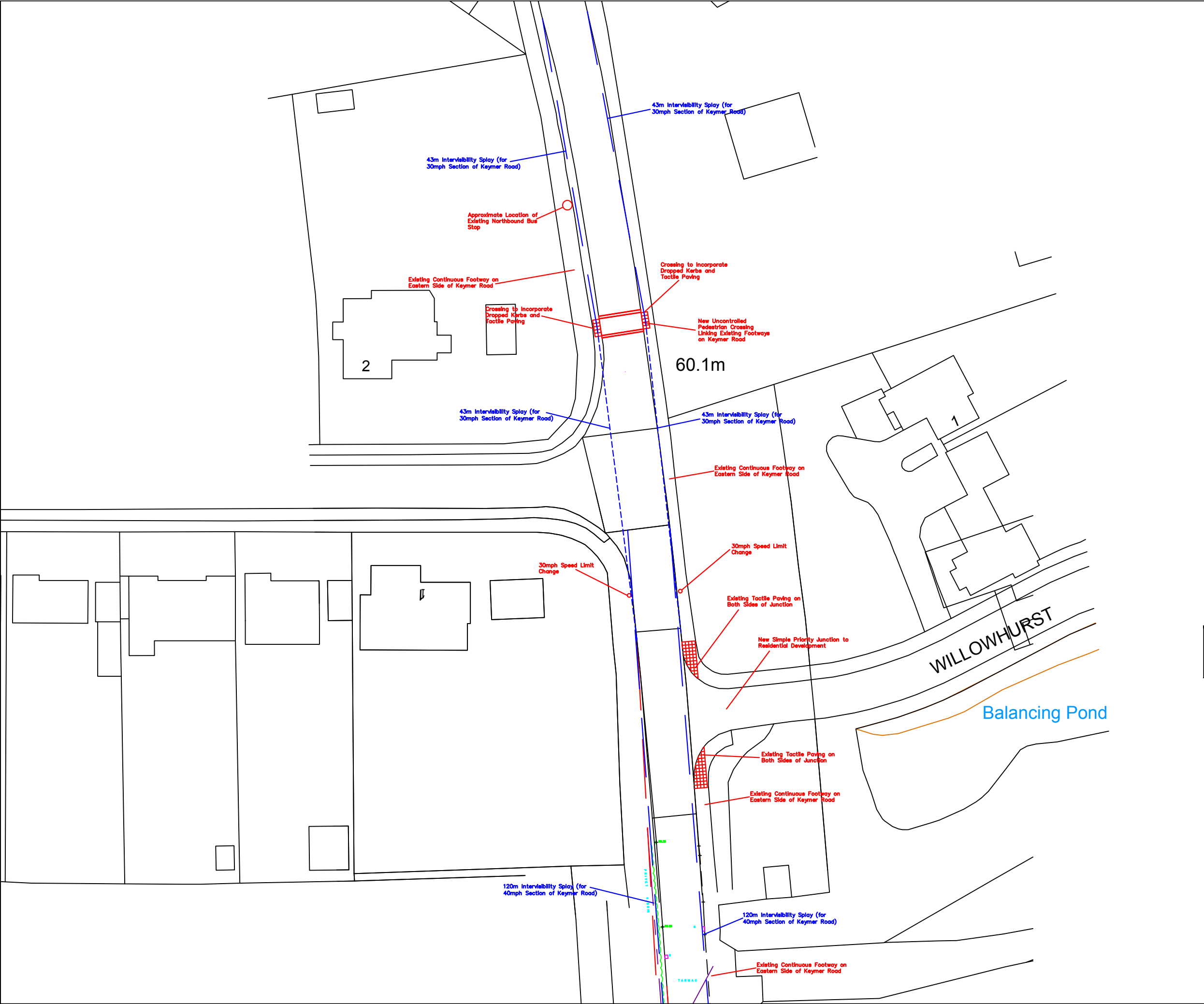
Batchelors Farm
Drawing Title Pedestrian Enhancements 120m Intervisibility Splays from Southern Crossing Tactile Paving

Scale at A3	1:500
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Drawn KAT	Approved MAK
Check KAT	Date 14/01/26

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SK21799-08 REV A

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KAT	MAK

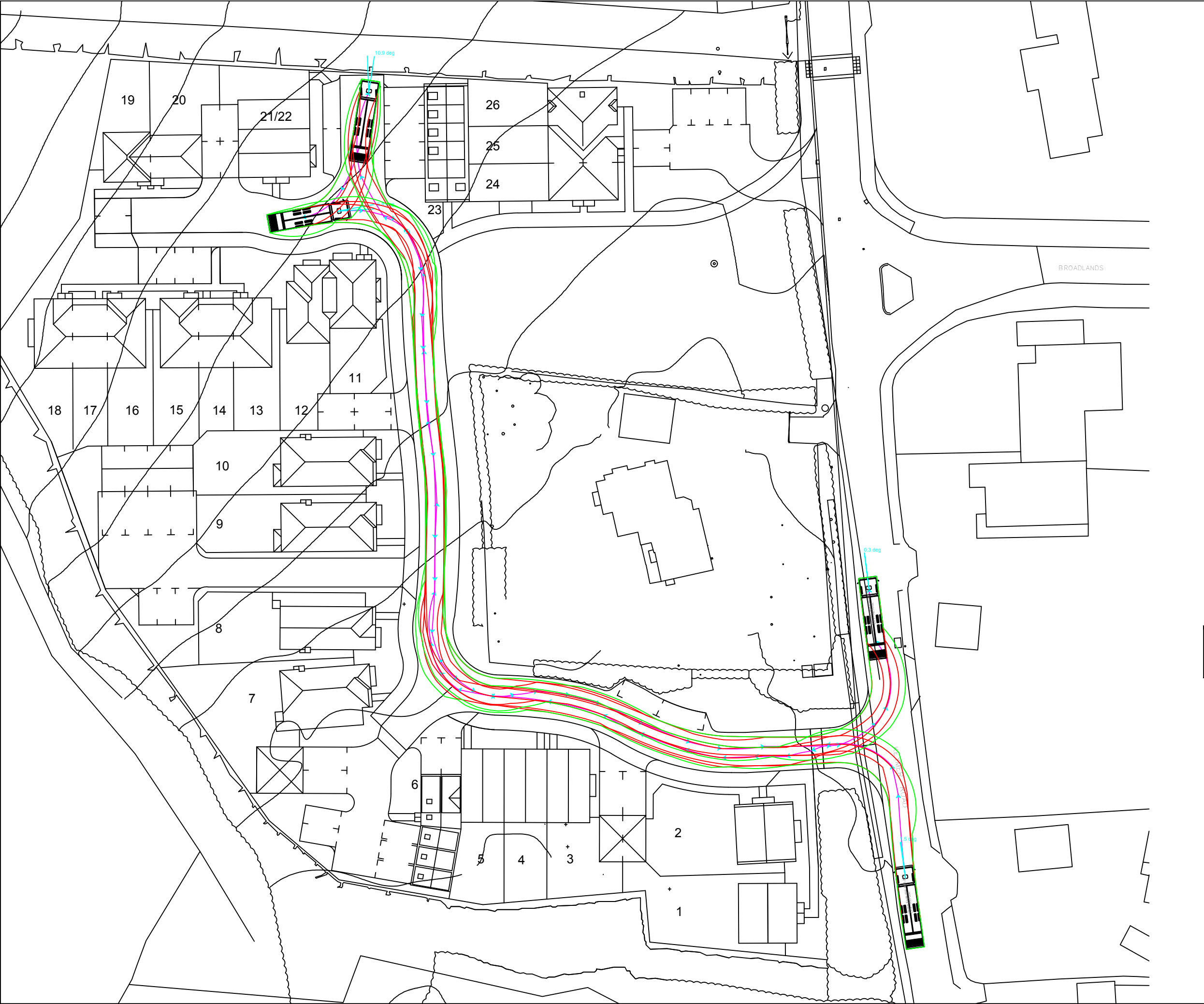
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KAT	14/01/26

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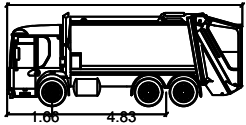


## **APPENDIX E**



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NOTES



Dennis Eagle 6X4 RHS 2013

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Batchelors Farm

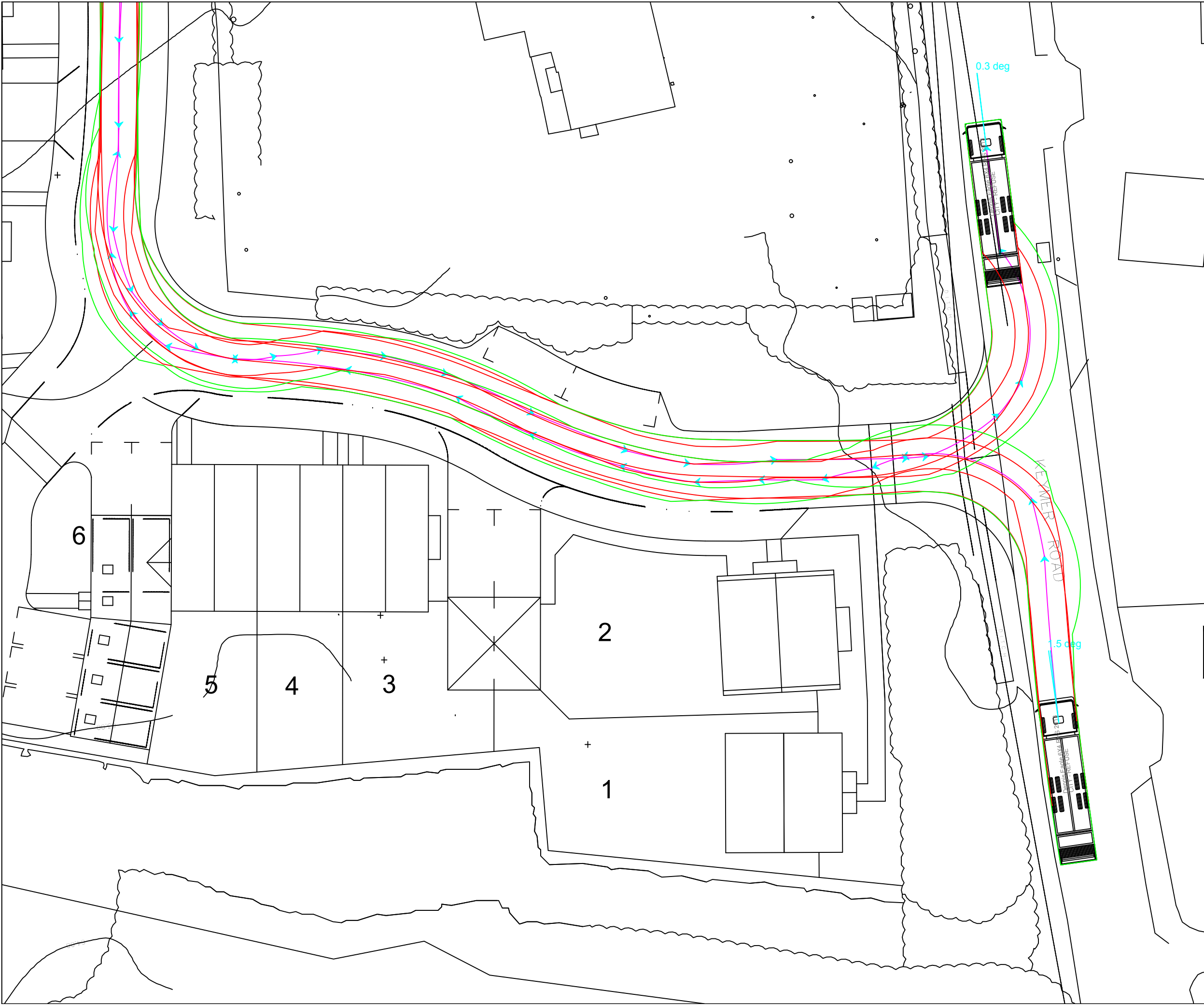
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11.3m Refuse Vehicle

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Check KAT	Date 14/01/26

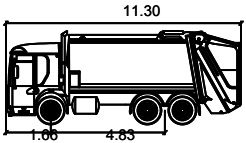
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Width	Meters
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Revision Details	By	Date	Suffix
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Drawing Number
SK21799-11

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

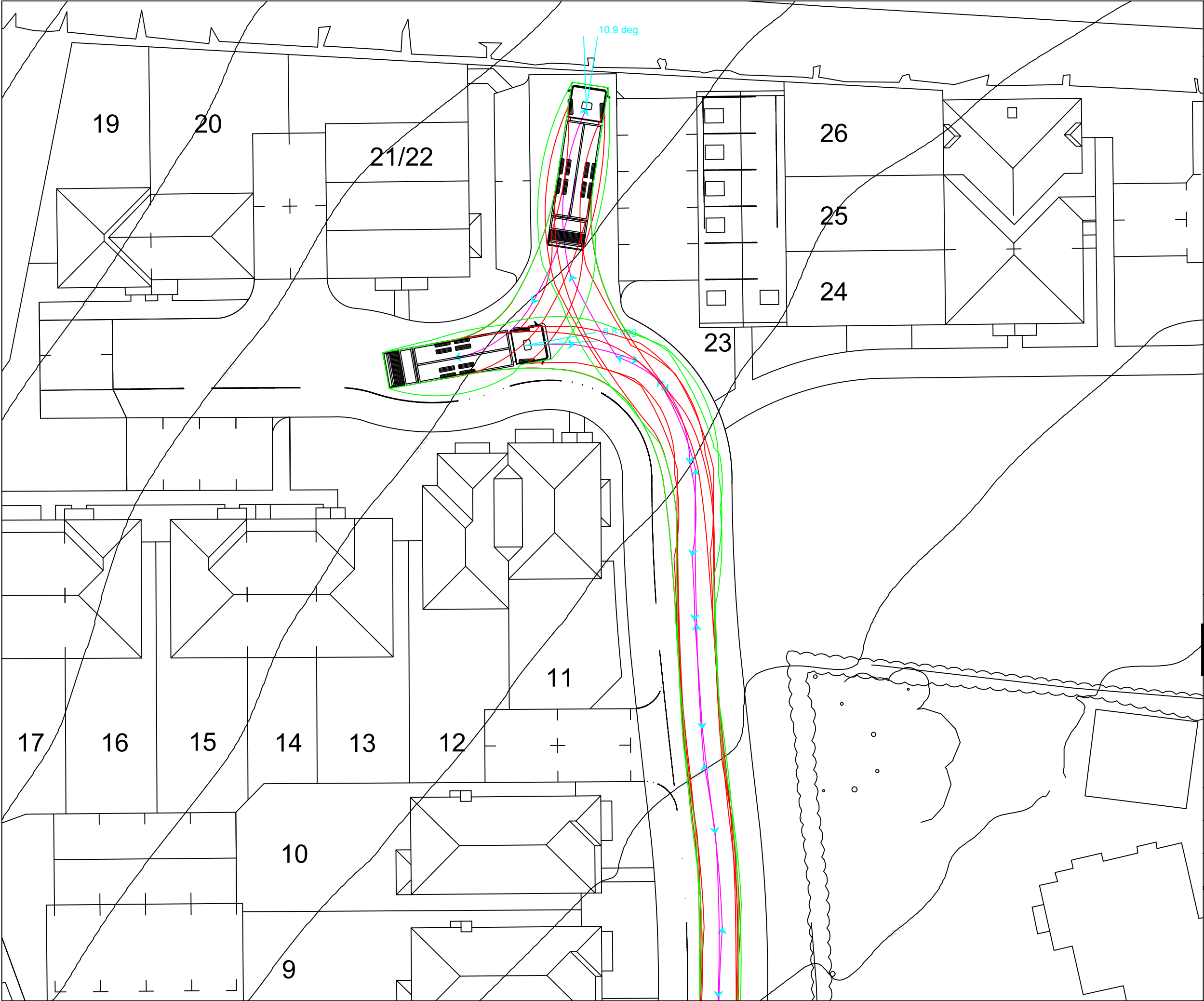
Scale at A3
1:250

Drawn	Approved
KAT	MAK

Check	Date
KAT	14/01/26

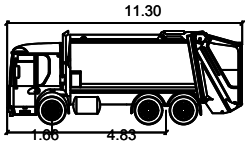
SK Transport Planning Ltd  
Albion Wharf, 19 Albion Street  
Manchester M1 5LN  
Telephone (0161) 234 6509  
Fax (0161) 236 7959





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

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

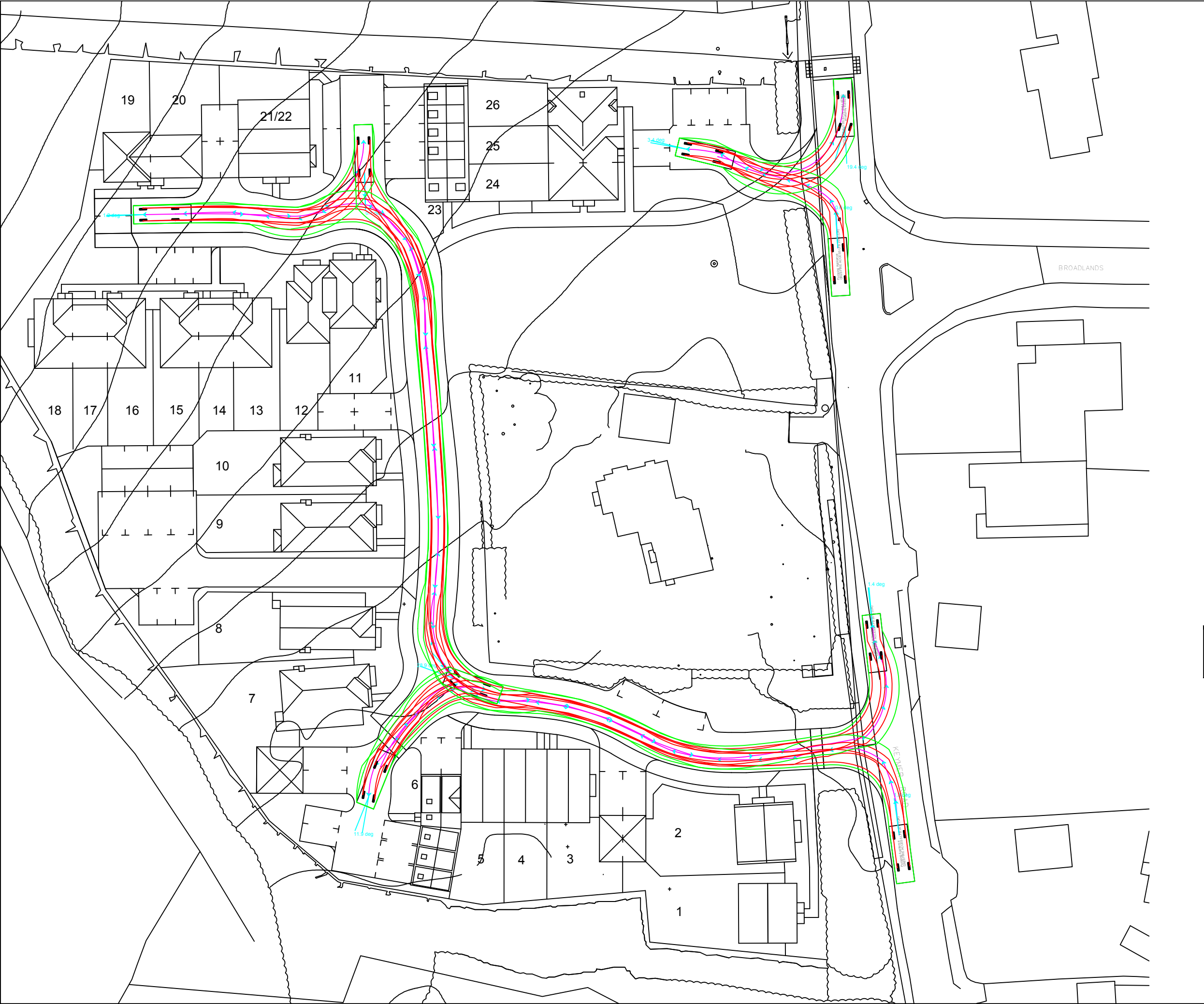
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Drawn	KAT	Approved	MAK
Check	KAT	Date	14/01/26

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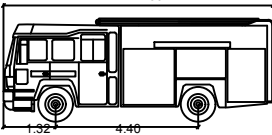






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NOTES



Pumping Appliance

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

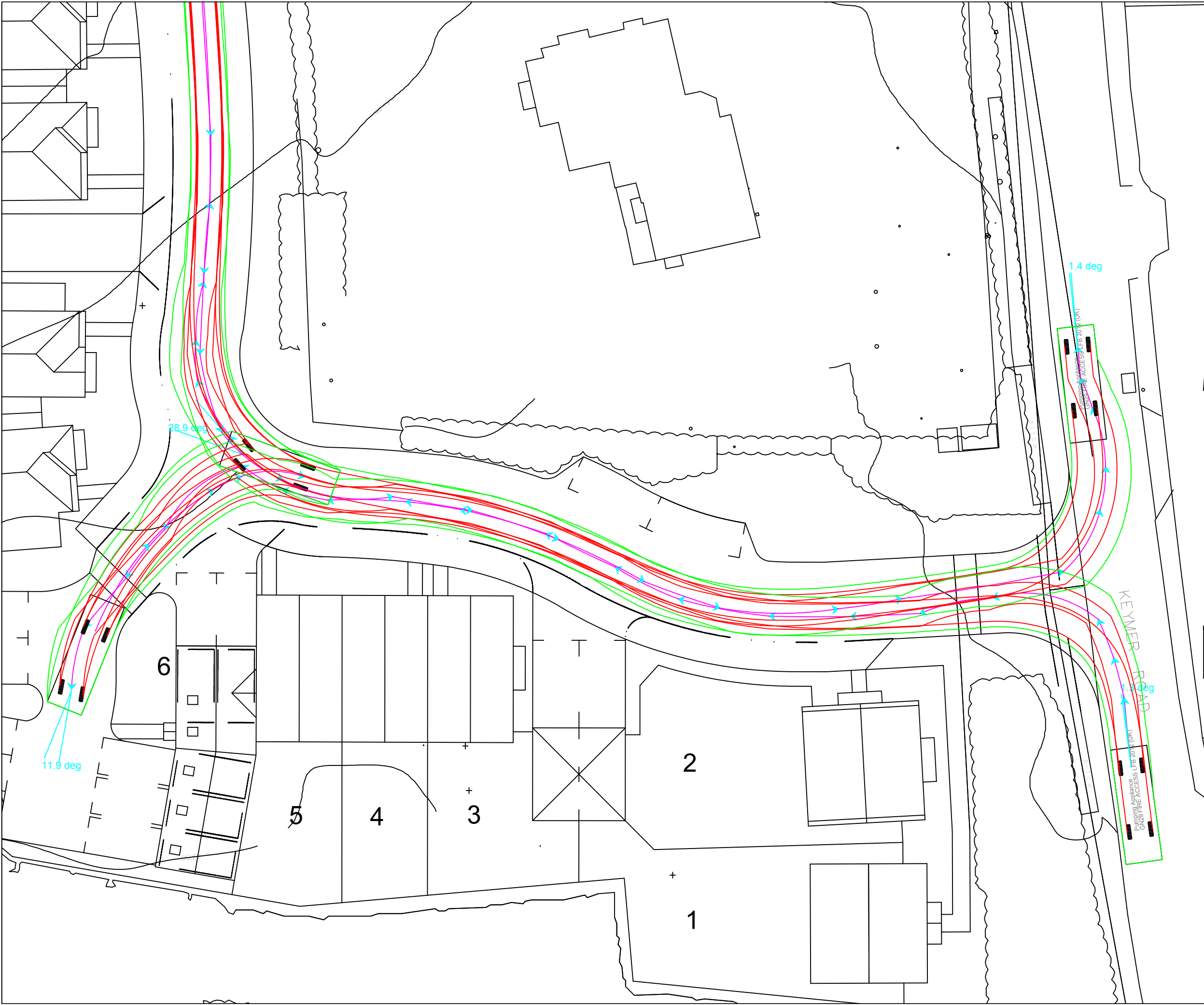
Scale at A3

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

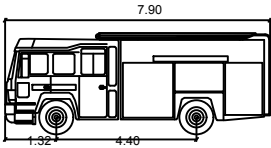
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NOTES



Pumping Appliance  
Meters  
Width : 2.50    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

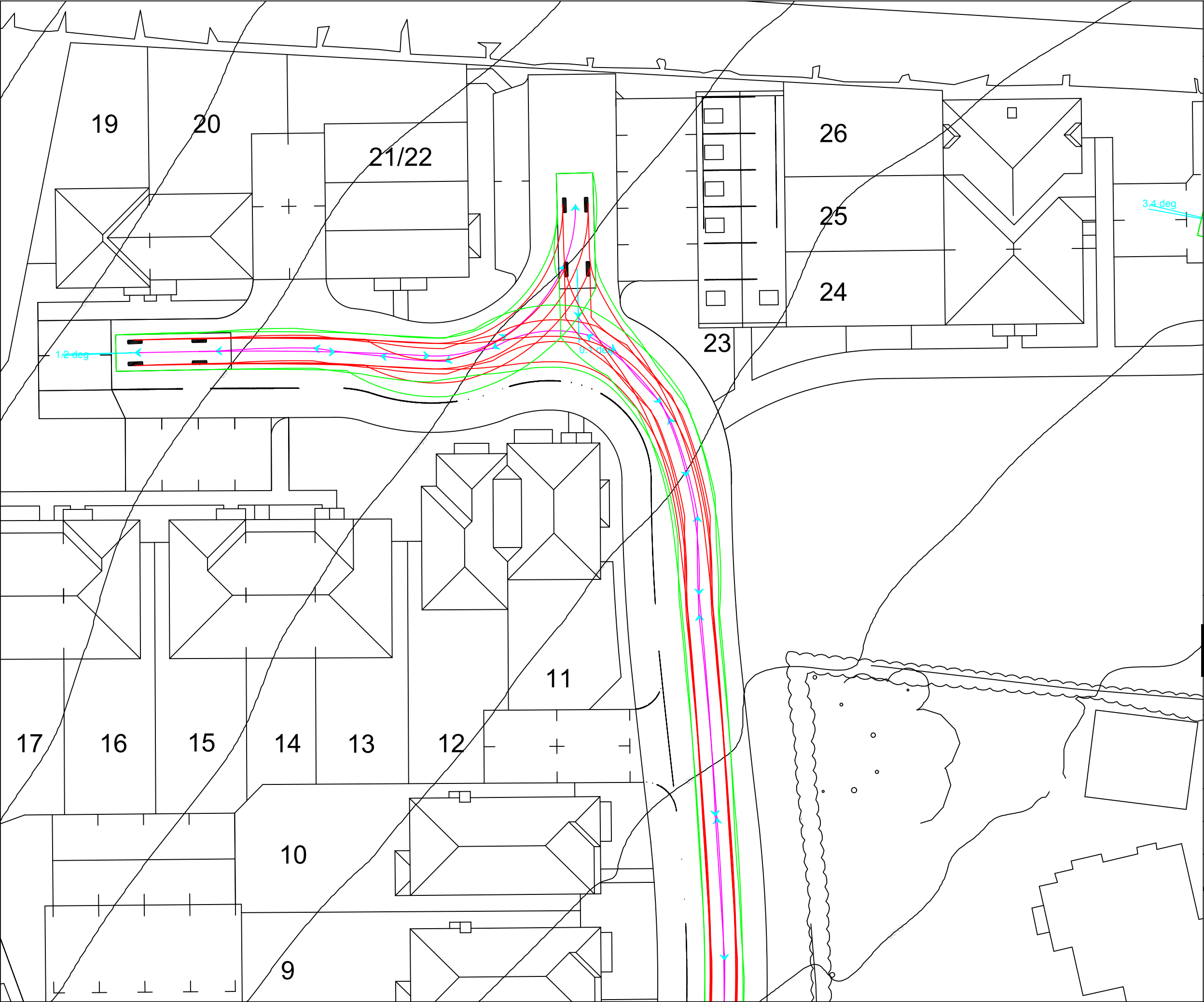
Scale at A3

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

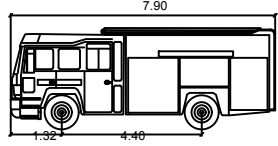
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NOTES



Pumping Appliance  
Meters  
Width : 2.50    Lock to Lock Time : 6.00 s  
Track : 1.75    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

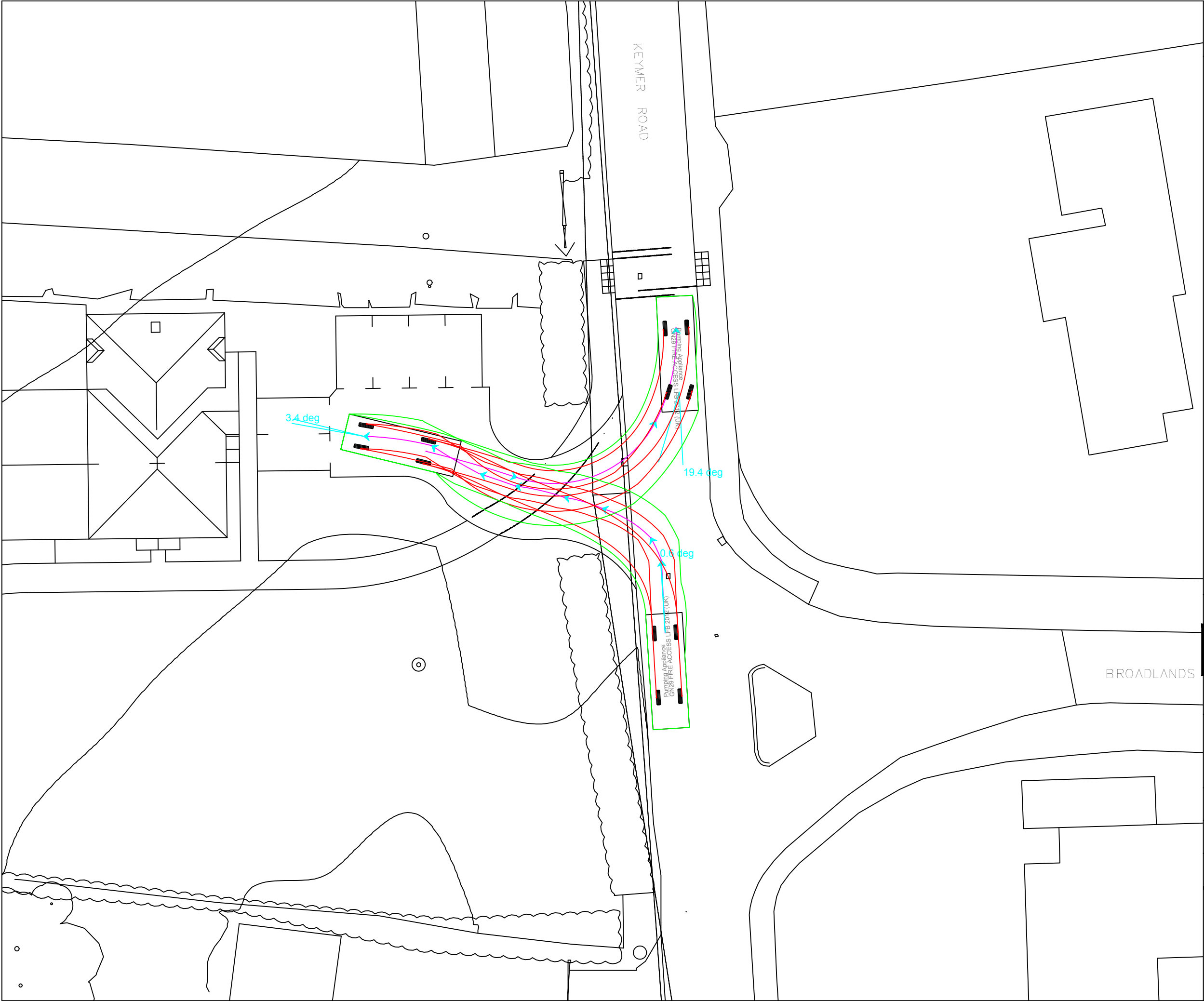
Scale at A3  
1:250

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

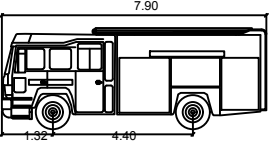
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NOTES



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

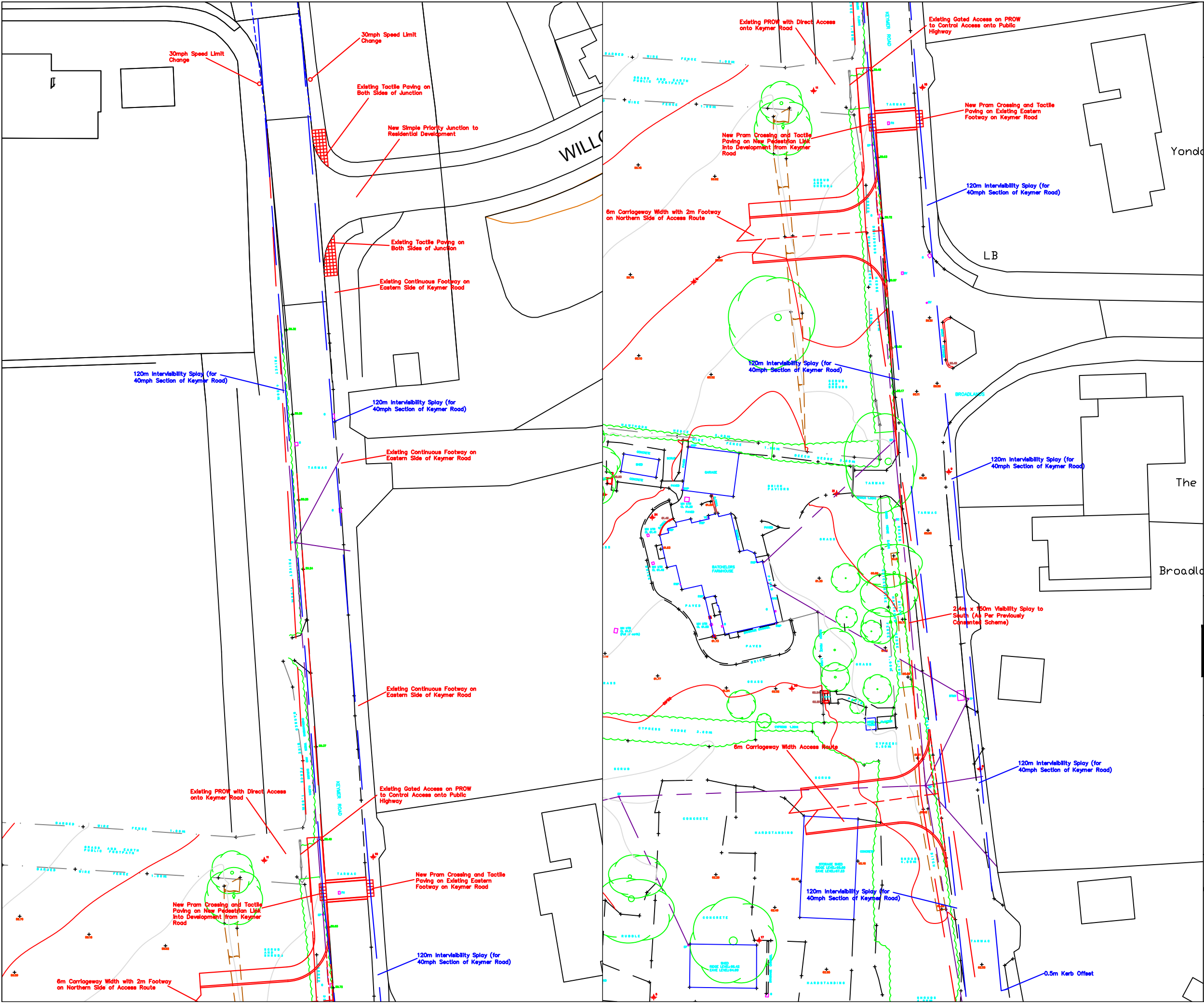
Drawn KAT	Approved MAK
Check KAT	Date 14/01/26

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## **APPENDIX D**



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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number  
SK21799-07 REV A

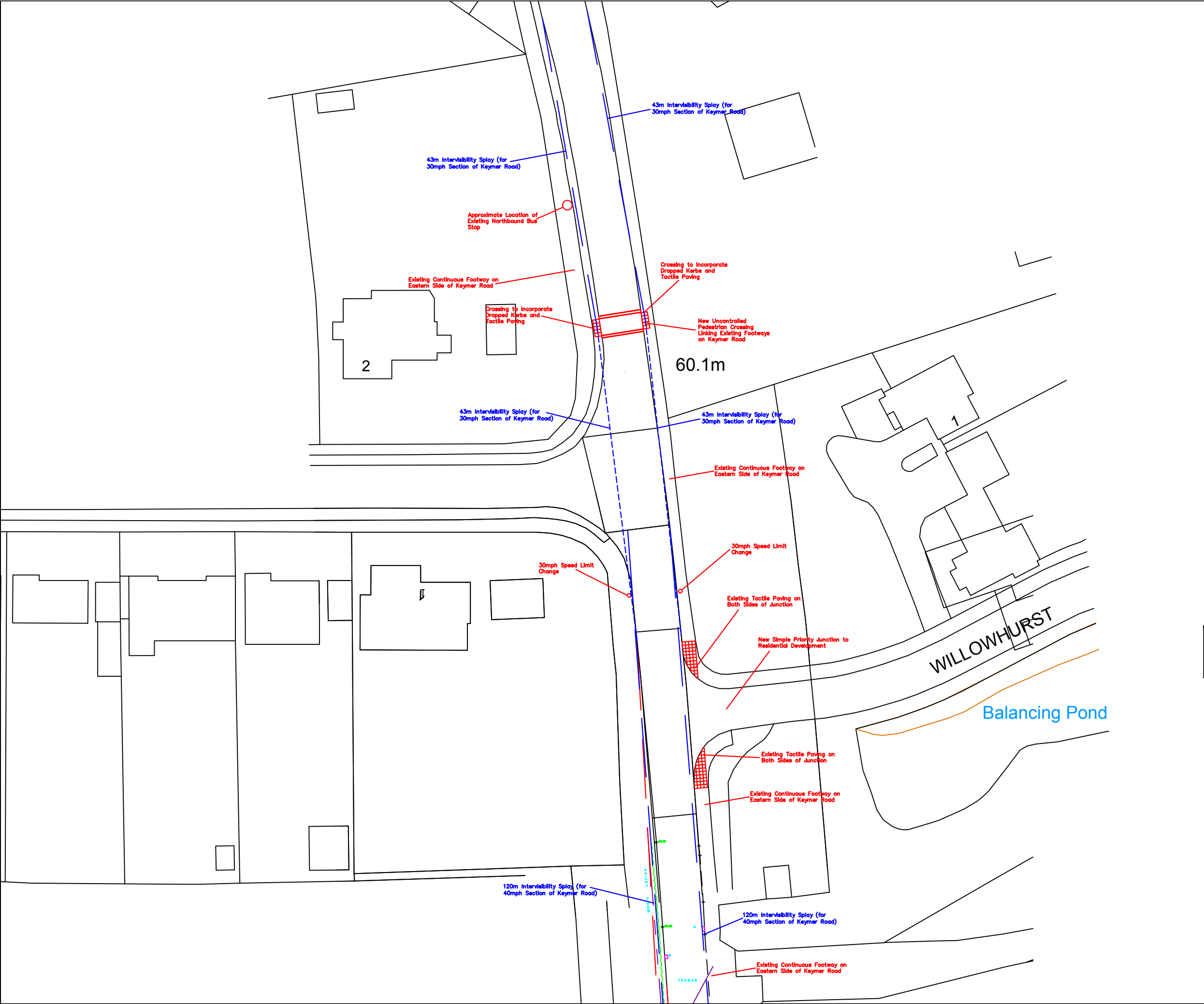
Batchelors Farm  
Drawing Title  
Pedestrian Enhancements  
120m Intervisibility Splays  
from Southern Crossing  
Tactile Paving

Scale at A3  
1:500

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

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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21799-08 REV A

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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