

**From:** Katie Kurek <katie.kurek@westsussex.gov.uk>  
**Sent:** 04 December 2025 12:35:58 UTC+00:00  
**To:** "Martin Dale" <Martin.Dale@midsussex.gov.uk>  
**Subject:** RE: Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

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Hi Martin

Yes happy for the application to progress on the basis of what the applicant has proposed below

Regards,



**Katie Kurek (she/her) | BA (Hons) MCIHT**  
Senior Transport Planner  
County Highways - Planning Services - Highways Transport & Planning  
West Sussex County Council  
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH  
Email: [katie.kurek@westsussex.gov.uk](mailto:katie.kurek@westsussex.gov.uk)  
Telephone: 0330 2225730

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**From:** Martin Dale <Martin.Dale@midsussex.gov.uk>  
**Sent:** 04 December 2025 09:20  
**To:** Katie Kurek <katie.kurek@westsussex.gov.uk>  
**Subject:** RE: Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

**\*\*EXTERNAL\*\***

Hi

Could you confirm following the applicants response you are happy for the application to progress

Regards

Martin Dale BA (Hons) DIP  
Principal Planning Officer  
Planning Services

[martin.dale@midsussex.gov.uk](mailto:martin.dale@midsussex.gov.uk)  
[www.midsussex.gov.uk](http://www.midsussex.gov.uk)



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**From:** Katie Kurek <[katie.kurek@westsussex.gov.uk](mailto:katie.kurek@westsussex.gov.uk)>  
**Sent:** 03 December 2025 10:48  
**To:** Michael Kitching <[mk@sktransport.co.uk](mailto:mk@sktransport.co.uk)>  
**Cc:** Martin Dale <[Martin.Dale@midsussex.gov.uk](mailto:Martin.Dale@midsussex.gov.uk)>; Tim Rodway | Rodway Planning <[tim@rodwayplanning.co.uk](mailto:tim@rodwayplanning.co.uk)>; Adele Tams <[at@sktransport.co.uk](mailto:at@sktransport.co.uk)>  
**Subject:** RE: Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

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Hi Michael

Thanks for your email. I have checked the s278/38 drawings for the Thakeham development and it appears that a crossing of Keymer Road to reach northbound bus stop was not proposed or secured. I understand the site constraints as you have set out and providing 2 x crossings seems to be a reasonable alternative solution to ensure pedestrians can access both bus stops and further afield.

Kind regards,

**Katie Kurek (she/her) | BA (Hons) MCIHT**  
Senior Transport Planner  
County Highways - Planning Services - Highways Transport & Planning  
West Sussex County Council  
Location: Ground Floor, Northleigh Building, Chichester, PO19 1RH  
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**From:** Michael Kitching <[mk@sktransport.co.uk](mailto:mk@sktransport.co.uk)>

**Sent:** 01 December 2025 16:11

**To:** Katie Kurek <[katie.kurek@westsussex.gov.uk](mailto:katie.kurek@westsussex.gov.uk)>

**Cc:** [Martin.Dale@midsussex.gov.uk](mailto:Martin.Dale@midsussex.gov.uk); Tim Rodway | Rodway Planning <[tim@rodwayplanning.co.uk](mailto:tim@rodwayplanning.co.uk)>; Adele Tams <[at@sktransport.co.uk](mailto:at@sktransport.co.uk)>

**Subject:** Re: Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

**\*\*EXTERNAL\*\***

Afternoon Katie,

Firstly thanks for your patience whilst we undertook another site visit last week, to review the footway request on the western side of Keymer Road, between the northeastern corner of our site, and the junction of Greenlands Drive.

We managed to get to site last Monday, and then have reviewed the suggestion of a new section of footway along the western side of Keymer Road, from the north-eastern corner of our site (and the adjacent PROW), northwards to connect to Greenlands Drive. Our site visit photos are provided in the WeTransfer link below.

<https://we.tl/t-mApzRiH9So>

The site visit confirmed:

- there is extensive scrub growth/tree coverage along this western side of the carriageway
- From the highway extent extract you've been able to provide, it looks like the adopted highway boundary incorporates part of this scrub/hedgerow/tree planting

Theoretically from the adopted highway boundary mapping it appears that a narrow footway could be provided between the two points mentioned above. However, the issue we have is the site promotion team do not control the land immediately to the west of the adopted highway boundary, which includes the trees and any other planting/scrub in this area. This means that any existing RPA's associated with those trees, or the need to remove any trees as part of this proposal isn't within our gift. Put simply, we cannot manage or fell any planting on the adjacent third party land that may be affected through this suggested footway. Providing a footway along this western side is going to impact the trees in this adjacent land parcel. We've checked the Land Registry and the land is in third party ownership. It's not land controlled by our client, WSCC or MSDC.

What we can control and deliver is a new uncontrolled crossing from the north-eastern corner of our site (linking to the PROW) with dropped kerb and tactiles, that then crosses to the existing eastern footway. Users of the PROW and end occupiers of the development can then cross to this established link, then walk northwards and then cross the Thakeham simple priority junction on the eastern side of the carriageway, until opposite Greenlands Drive. At that point

pedestrians would need to cross back to the existing footway on the northern side of Greenland Drive, to access the northbound bus stop.

The site visit did confirm that the Thakeham development and access arrangements do not include an uncontrolled crossing point from their site to the northbound bus stop. I flag this, just in case the scheme is going to deliver this as part of their access strategy.

Moving forward in terms of a deliverable pedestrian access strategy to the northbound bus stop, as we cannot deliver a footway on the western side of Keymer Road, our focus is to provide the two uncontrolled crossing points to the eastern footway, the northernmost one being delivered if the Thakeham scheme is not delivering this. We can draw this up as a GA drawing, if this is acceptable alternative to you.

If there is a need to discuss this further then I can set up a Teams call to discuss and review our findings from the site visit. We can certainly arrange this for this week, if needed.

Grateful for your time to review this, and hopefully we can reach a positive and deliverable solution on this.

Thanks, and regards,

Michael

**Michael Kitching**  
BSc (Hons) MSc CMCILT  
Director



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**From:** Katie Kurek <[katie.kurek@westsussex.gov.uk](mailto:katie.kurek@westsussex.gov.uk)>  
**Date:** Monday, 17 November 2025 at 10:46  
**To:** Michael Kitching <[mk@sktransport.co.uk](mailto:mk@sktransport.co.uk)>  
**Cc:** [Martin.Dale@midsussex.gov.uk](mailto:Martin.Dale@midsussex.gov.uk) <[Martin.Dale@midsussex.gov.uk](mailto:Martin.Dale@midsussex.gov.uk)>, Tim Rodway | Rodway Planning <[tim@rodwayplanning.co.uk](mailto:tim@rodwayplanning.co.uk)>, Adele Tams <[at@sktransport.co.uk](mailto:at@sktransport.co.uk)>  
**Subject:** RE: Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

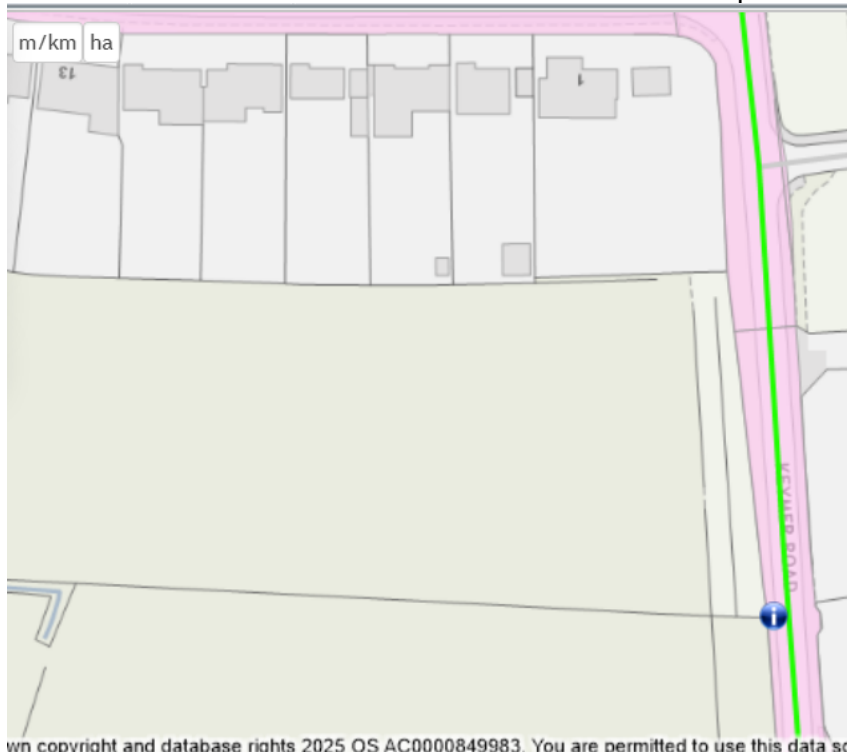
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Hi Michael

1. I understand the refuse collection vehicle Mid Sussex use is as per their guidance attached

*Dennis Eagle Elite 2 models with Terberg bin lifts. Sufficient room should be allowed to manoeuvre and load a vehicle of the following dimensions: • Length – 10.5m • Width – 2.6m*

2. Re the footway link to Greenlands Drive – there does appear to be publicly maintained highway verge to provide this. This may narrow to approx.. 1.5-1.6m in vicinity of your site boundary but then widens out as it extends northwards – see extent of highway boundary mapping below. We certainly consider that narrowing for short distance still provides benefit over the link not being there at all. Such a link would allow pedestrians to reach northbound bus stop and pedestrian desire line to north without being required to cross the road. We believe this is more beneficial than pedestrian being required to cross the road twice to reach northbound bus stop.



3. Considering the time that has passed I believe a new RSA would be required and this should incorporate any other off-site highway works (footway to Greenlands Drive if progressed) and crossing points

Kind regards,



**Katie Kurek (she/her) | BA (Hons) MCIHT**

Senior Transport Planner

County Highways - Planning Services - Highways Transport & Planning

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Telephone: 0330 2225730

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**From:** Michael Kitching <[mk@sktransport.co.uk](mailto:mk@sktransport.co.uk)>

**Sent:** 13 November 2025 08:49

**To:** Katie Kurek <[katie.kurek@westsussex.gov.uk](mailto:katie.kurek@westsussex.gov.uk)>

**Cc:** [Martin.Dale@midsussex.gov.uk](mailto:Martin.Dale@midsussex.gov.uk); Tim Rodway | Rodway Planning <[tim@rodwayplanning.co.uk](mailto:tim@rodwayplanning.co.uk)>;

Adele Tams <[at@sktransport.co.uk](mailto:at@sktransport.co.uk)>

**Subject:** Re; Planning Application DM/25/2634 - Land adjacent to Batchelors Farmhouse, Burgess Hill

**\*\*EXTERNAL\*\***

Morning Katie,

I hope you are well, and workloads remain manageable at WSCC. It seems like a little while since we've been in contact on project work down your way. My planning colleague, Tim Rodway passed on your comments and request for some further information on the Bachelors Farm residential proposals. Thanks for preparing those for us.

In terms of the additional information, we are certainly happy to prepare a Travel Plan Statement for the scheme, and also the swept path analysis, albeit the internal layout is illustrative. Is there a particular refuse vehicle size that you would like us to track?

On the request to extend the proposed footway link on the western side northwards to Greenlands Drive (c.140m length), that is looking problematic. Not only would this new link run past third party land (to the west), but there is minimal verge there to work with to accommodate

a footway. I don't think there is the width there to incorporate this. However, with our scheme already proposing the dropped kerbs/tactiles to cross to the existing eastern footway on Keymer Road, pedestrians can then walk northwards on this existing link and cross back to the northbound bus stop and Greenlands Drive. At this crossing point we could look to deliver dropped kerbs and tactiles between the two footways. Would this be an acceptable alternative to progress?

Finally, whilst we can arrange for a Stage 1 RSA to be progressed, we are positioning our accesses in the same locations as previously agreed with WSCC on a historic consent. If you do still consider a RSA is needed, it would be sensible to include the crossing point works into the scope, if you agree this is an appropriate solution in this location.

Look forward to hearing from you on these technical points, so we can close out these matters.

Thanks, and regards,

Michael

**Michael Kitching**  
BSc (Hons) MSc CMCILT  
Director



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