

Our reference 24-428-20

Date 29th April 2026

West Sussex County Council

Registered office as above

Registered in England & Wales: 9988524

BY EMAIL ONLY

To Whom It May Concern,

RE: THAKEHAM TILES LTD, ROCK ROAD, PULBOROUGH – RESPONSE TO LOCAL HIGHWAY AUTHORITY TRANSPORT COMMENTS

I am writing further to initial observations dated 29th January 2026 in respect of planning application DC/25/2087, which seeks outline planning permission for residential development comprising up to 108 dwellings (including a mix of private and affordable housing units), with associated infrastructure including vehicular, cycle and pedestrian access, parking, landscaping, open space and play provision, and sustainable drainage with all matters reserved except access.

Your Authority's observations to general highway elements are addressed in this letter where possible, noting that in line with your request we have begun a Transport Assessment Addendum. We are hopeful that this Letter of Response will provide comfort in our desire to work collaboratively and to subsequently provide a positive consultation response on behalf of your Authority when in receipt of the update information. For ease, we set out each of your comments and our response individually, below.

Access Visibility

The existing access is not considered suitable to serve the development due to the substandard visibility splays.

Speed surveys have been undertaken and identify that the 85th % speeds are 43.1mph westbound and 42.6mph eastbound. The applicant has then made a wet weather adjustment to further reduce the speeds. This approach is incorrect and CA 185 identifies all speed measurements should be taken in dry weather conditions, and if wet weather conditions are observed amendments are made to increase the recorded speeds. As such the speeds to be utilised for the visibility splays should be as above. (it is noted that the

speeds recorded in May 2025 are lower than those recorded in 2018 of 46.2mph eastbound and 43.5mph westbound)

The applicant has provided a hybrid approach to visibility based on DMRB reaction times and MfS deceleration rates. The approach is not accepted and given the need to utilise the higher speeds and DMRB visibility requirements it does not appear that the proposed access could provide suitable visibility splays in its current form.

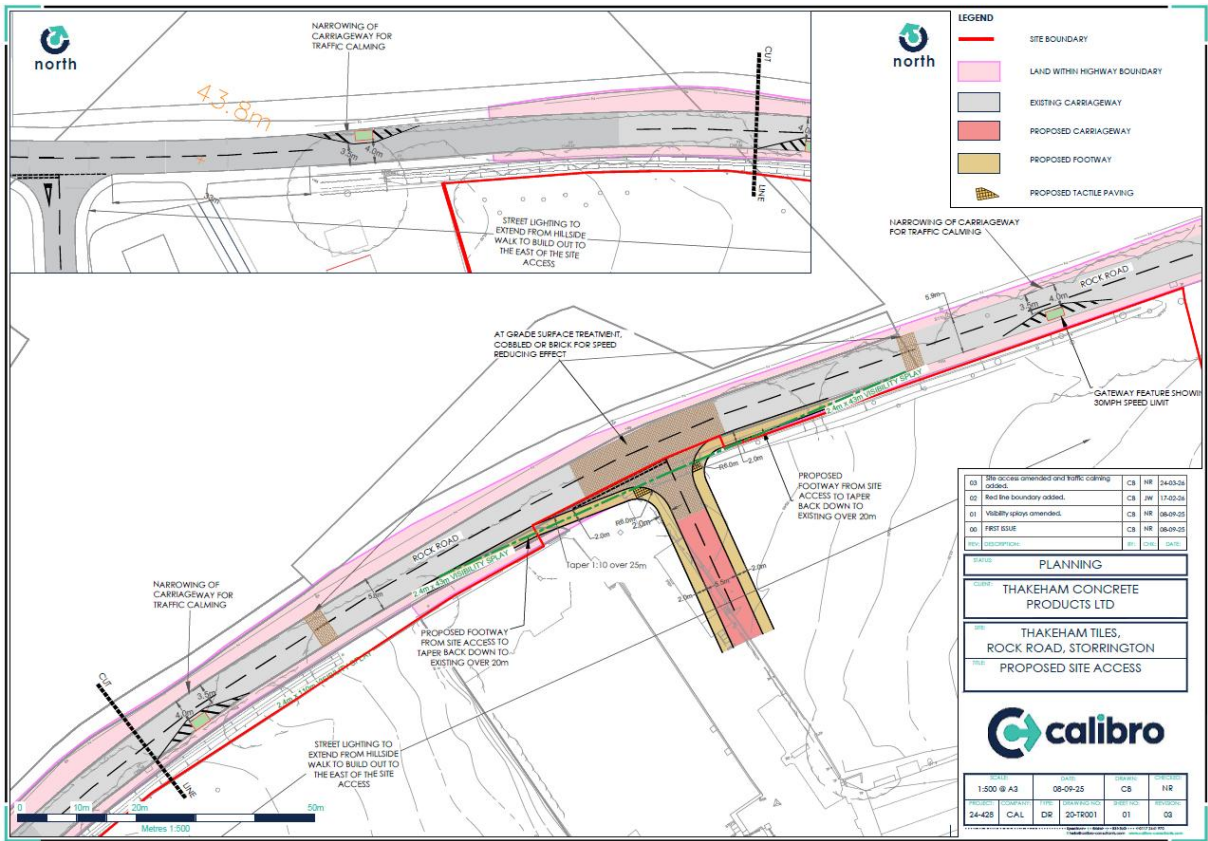
It is advised that the applicant either revisits the visibility requirements of the access or develops proposals that would support a reduction in vehicle speeds and thus visibility requirements similar to those that were secured under the previous permission. If the later then it is advised that the applicant contact WSCC directly to discuss any additional consultation requirements.

Following the comments made by the LHA and discussions with the Local Planning Authority it has been decided to revert back to a junction design similar to the access approved under the previous submission.

As such, the amended proposal reflects the previously approved junction design and incorporates the extension of the existing 30mph zone, which is currently located some 160-metres west of the existing access, to a point some 100-metres to the east of the proposed access. In order to encourage vehicles to reduce their speeds on Rock Road and ensure appropriate visibility splays are achievable, the access junction will be built out 1-metre from the southern footway on Rock Road resulting in a reduction of the effective width of the carriageway which will have a calming effect on vehicle speeds on Rock Road in line with MfS principles. The build out will increase visibility splays from the junction onto Rock Road and nullify the effect of the bend in the carriageway.

The revised site access drawing is provided below and also to scale within the Appendix.

Figure 1 - Updated Site Access Plan



As illustrated by the figure above, the proposed access has been designed such that visibility is achievable over a minimum of 43-metres in either direction from a 2.4-metre set-back position, albeit that the location of the junction affords visibility of a distance greater than this in reality.

The proposed access incorporates a minor road approach width of 5.5-metres and radii of 6.0-metres. In order to achieve the necessary visibility splay (discussed in the paragraphs below) the junction has been stepped forward with a modest local realignment of Rock Road. Contiguous footways of two-metres width are proposed to be provided on both side of the access road which will connect to the existing footways on the southern side of Rock Road.

Furthermore, in order to encourage vehicle to adhere to the 30-mph speed limit it is proposed to implement a traffic calming scheme on Rock Road within the vicinity of the proposed access junction.

The traffic calming scheme will comprise two 3-metre strips of at-grade surface treatment located either side of the proposed access, which itself shall receive a similar surface treatment comprising cobbles or brick. The surface treatment will provide a modest urbanising effect and to reduce vehicle speeds, following the principles of Manual for Streets (MfS). The proposed traffic calming is illustrated on Figure 1 above.

Allied with the above, it is proposed to provide a gateway feature located some 100-metres to the east of the proposed junction. This would comprise a kerbed build-out on the southern side of the carriageway which will narrow the effective width of Rock Road from 5.5-metres to 3.5-metres as shown on Figure 1 above. It is proposed that a planter will be positioned on the build out with a sign signalling the beginning of the 30mph speed limit. A photograph illustrating a similar scheme which is operational in the village of Bridge, Kent is included below for context.

Photograph 1 – Example of Proposed Buildout

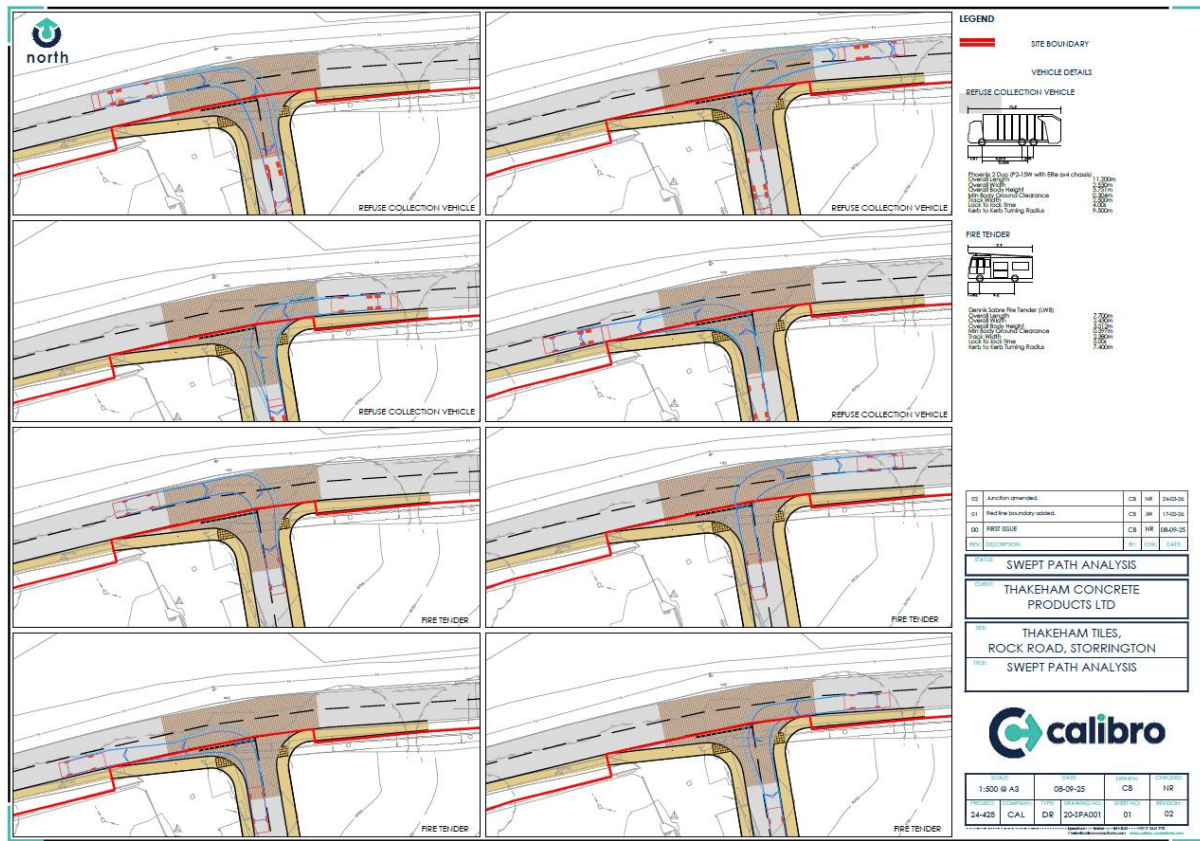


Based on the peak hour traffic flow and speed data recorded by an ATC survey on Rock Road, and the forecast traffic movements generated by the proposed development, it is not considered that the proposed build out will result in any queuing or delays other than on an ad hoc basis. In the worst-case scenario of the forecast traffic, with committed developments and the proposal in the AM Peak a maximum of 370 vehicles will use Rock Road in the vicinity of the site, this results in 1 vehicle every 10 seconds, which is plenty of time for each vehicle to move past an individual calming measure before another vehicle approaches, therefore it is unlikely that multiple vehicle queues or noticeable delays will occur.

Moreover, research by Mountain, Hurst and Maher (2005) suggest that horizontal treatment such as road narrowing is expected to reduce accidents by around 29%.

The junction has been subjected to swept-path analyses to ensure that it can accommodate larger vehicles and specifically refuse collection vehicles of the variety currently used by the Council's waste contractor. The results are illustrated on the Figure below.

Figure 2 - Swept Path Analysis of Fire Tender & Refuse Vehicle at Site Access



The swept-path analyses above demonstrates that a refuse vehicle can safely negotiate the proposed site access junction and that a car can wait at the give-way line whilst the refuse vehicle executes its manoeuvre.

The above plan includes the area of highway maintainable at public expense, and it can be confirmed from this, that the proposed works can be achieved within either the extent of public highway or land within the demise of the application site.

An independent Road Safety Audit of the proposed access arrangement and Speed Control Measures has been undertaken on the above drawings, this RSA and the Designers Response is within the Appendix.

As an overview Comments 2.1, 2.2 and 2.4 from the Road Safety Audit mentions drainage, signing and lining and a note to ensure that visibility splays at the junction will be kept free of obstruction, all of these aspects will be dealt with at the detailed design stage. Comment 2.3 raises the requirement for inter-visibility at the junction for approaching large vehicles to ensure they do not enter whilst others are exiting. This will also be dealt with at the detailed design stage. However, a plan showing the forward visibility at the junction is shown in the figure below and also to scale within the Appendix, this demonstrates that vehicles approaching the junction can see vehicles waiting to turn and thus enable larger vehicles to undertake their required turns without being restricted by exiting vehicles.

Two meter wide footways will be provided in the vicinity of the junction and connect into existing provision. It is noted that the existing footway is overgrown and would benefit from cutting back in.



Footpath Improvements

The applicant indicates that the development would enhance the existing footpath ref THA 2625 across the site including surfacing improvements and low level lighting. Whilst the section 2.4 is titled Pedestrian/Cycle Improvements there do not appear to be any cycling improvements identified and cyclists would not legally be able to utilise the PROW through the site

In response to the comments above, it is noted that the Council wish to seek dedication of Bridleway Rights along Footpath 2625 to create a link for walkers, cyclists and equestrians. It is considered that by surfacing the route of footpath 2625 through the site, as part of the footway provision, it would improve the current facilities for pedestrians. The general estate road layout would also accommodate cyclists and equestrians in the future, if and when Footpath 2625 becomes a Bridleway. It is also noted that lighting will be provided within the site, this would also be an improvement for the PROW within the site. It is acknowledged that cyclists will not be permitted to use Footpath 2625, however, they will be able to use the adjacent estate road and then demount for the short section between the estate road and the existing adjacent quiet streets. The proposed surfacing and lighting within the site will make the link, and the surrounding estate road, safer and encourage all users to use the improved facility.

Sustainable Transport

The nearest bus stops consist of just a flag pole and as such it is recommended that a contribution is secured to provide Real Time Passenger information displays and that the provision of a shelter on the southern side of Thakeham Road is discussed with the parish (who would be responsible for the maintenance) It does not appear possible to provide a shelter on the northern side due to the limited highway boundary..

The applicant is currently in discussions with the Local Highway Authority and the Local Planning Authority regarding contributions towards the provision of Real Time Passenger Information (RTPI) and Bus shelters. Following cost information received from the Council it is suggested that RTPI units would cost in the region of £8k per RTPI unit, whilst a bus shelter would cost around £7.5k. From discussions with the Council, it has been suggested that at the two Bus Stops on Thakeham Road, close to the Rock Road junction, and two Bus Stops on Water Lane, south side close to Thakeham Road, southern side of Thakeham Road, be considered for improvement. From examination of the current bus stops it can be seen that provision of a bus stop for the southern stop on Thakeham Road should be possible, as well as RTPI for all four stops. This would require a total contribution of £39.5k. It is assumed that these contributions, towards improving sustainable transport in the area, could be included as part of the 106 Agreement negotiations.

A283/B2139

The proposed development would generate an additional 8AM Peak and 9PM peak trips through the junction. The junction modelling indicates that the junction is already operating close to capacity and would operate well over capacity in all future year scenarios. The addition of the development trips would increase delays by a maximum of 10 seconds on the A283 Manleys Hill approach in a 2031 scenario (from 445 seconds to 455 seconds) which would not be considered severe.

It is noted that the junction is highlighted within the Horsham Local Plan Transport Study as being over capacity however no junction improvements are proposed. Improvements to other junctions within the study area is likely to result in vehicles reassigning and further sustainable transport improvements (potentially funded by CIL contributions) could reduce the vehicle flows.

We agree with the LHA those improvements to junctions within the study area, potentially funded by CIL contributions, will generally reduce traffic flows. The previously submitted TA shows that development impact is low, with minimal change in queuing and delay. Therefore, any CIL122 contributions requested to make the development acceptable in planning terms needs to be fair and reasonably related to the scale and kind of the development.

Travel Plan

A travel plan has been submitted with the application; the travel plan should be updated to accord with the WSCC travel plan policy. For residential sites we also require that each unit is offered a £150 voucher that residents can use to access a range of sustainable travel incentives. Furthermore, should the 5-year target trip rate target not be achieved then a second round of vouchers should be offered to residents. A travel plan monitoring auditing fee would also be secured via a S106 agreement.

In response to the above, due to the current application being Outline in nature the current Travel Plan is a Framework and will be amended/updated to be a Full Travel Plan at a later date. It is assumed the provision of a Full Travel Plan would be part of the conditions of approval. The Full travel Plan will ensure that current standards and policies, at the time of writing, are followed and we will include the recommended vouchers within when this is developed further.

Transportation and Highway Improvements

Following the various discussions and comments upon the proposed development it is considered that a summary of the proposed Sustainable Transport and Highway Improvements would be beneficial. As part of the construction process the following improvements and contributions will be made to the Council:

Highway Works

- Traffic calming measures on Rock Rd as shown in Plan Ref 20-TR001 Rev 03 (including build outs, 30mph speed limit extension, street lighting, village gateway)
- PROW improvements along PROW 2625 (the section through the site from Hampers Lane to Hillside Walk) – upgrades to include surfacing, lighting

Sustainable Transport Contributions

- Real time passenger info boards (RTPI) on 4x bus stops (Thakeham Rd south, Thakeham Rd North, Water Lane East, Water Lane West), (£8k per unit) = £32k
- Bus shelter (on Thakeham Rd south stop) = £7.5k
- Tactile paving in 4x locations (Hillside Walk/Rock Road, Sullington Copse/Thakeham Road, Mead Lane/Thakeham Road, Fryern Road/Thakeham Road) (£1.5k per side) = £12k

Total Contributions - £51.5k

Closure

We trust that the clarifications provided in this letter, together with the forthcoming TA Addendum, will assist the Authority in its continued review and provide confidence in the collaborative approach being taken. Should you require any further information or wish to discuss any aspect of our response, please do not hesitate to contact me.

Yours faithfully



Nick Rabbets
Senior Transport Consultant

For and on behalf of

calibro

Enc.

APPENDIX A

Proposed Site Access



NARROWING OF
CARRIAGEWAY FOR
TRAFFIC CALMING

43.8m

3.5m
4.0m

CUT
LINE

STREET LIGHTING TO
EXTEND FROM HILLSIDE
WALK TO BUILD OUT TO
THE EAST OF THE SITE
ACCESS



LEGEND

- SITE BOUNDARY
- LAND WITHIN HIGHWAY BOUNDARY
- EXISTING CARRIAGEWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TACTILE PAVING

NARROWING OF CARRIAGEWAY
FOR TRAFFIC CALMING

ROCK ROAD

5.9m

3.5m
4.0m

GATEWAY FEATURE SHOWING
30MPH SPEED LIMIT

AT GRADE SURFACE TREATMENT,
COBBLED OR BRICK FOR SPEED
REDUCING EFFECT

PROPOSED
FOOTWAY FROM SITE
ACCESS TO TAPER
BACK DOWN TO
EXISTING OVER 20m

ROCK ROAD

PROPOSED FOOTWAY
FROM SITE ACCESS TO
TAPER BACK DOWN TO
EXISTING OVER 20m

Taper 1:10 over 25m

NARROWING OF
CARRIAGEWAY FOR
TRAFFIC CALMING

STREET LIGHTING TO
EXTEND FROM HILLSIDE
WALK TO BUILD OUT TO
THE EAST OF THE SITE
ACCESS

CUT
LINE

0 10m 20m 50m

Metres 1:500

03	Site access amended and traffic calming added.	CB	NR	24-03-26
02	Red line boundary added.	CB	JW	17-02-26
01	Visibility splays amended.	CB	NR	08-09-25
00	FIRST ISSUE	CB	NR	08-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: **PLANNING**

CLIENT: **THAKEHAM CONCRETE PRODUCTS LTD**

SITE: **THAKEHAM TILES, ROCK ROAD, STORRINGTON**

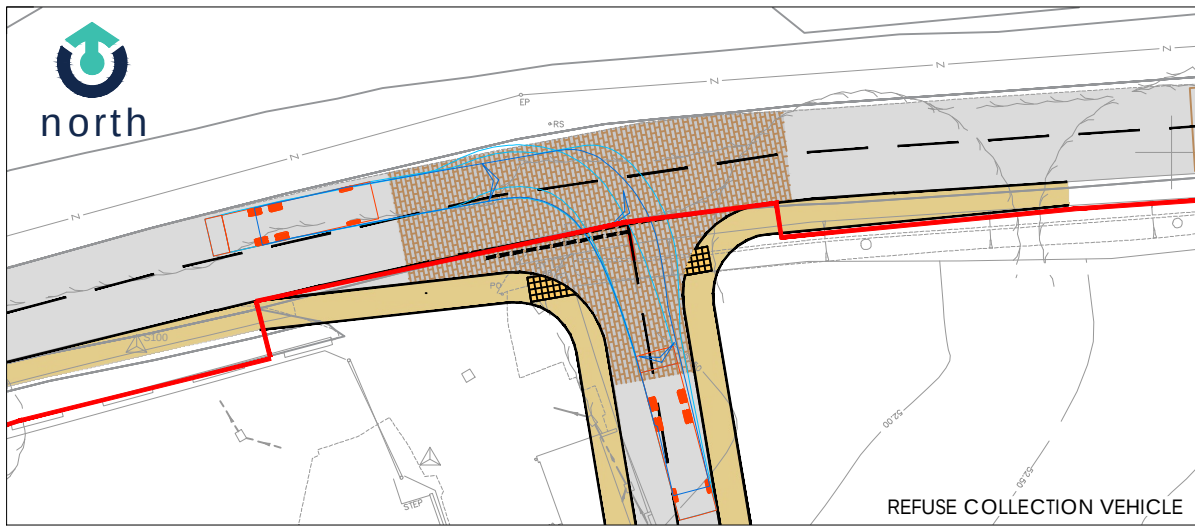
TITLE: **PROPOSED SITE ACCESS**



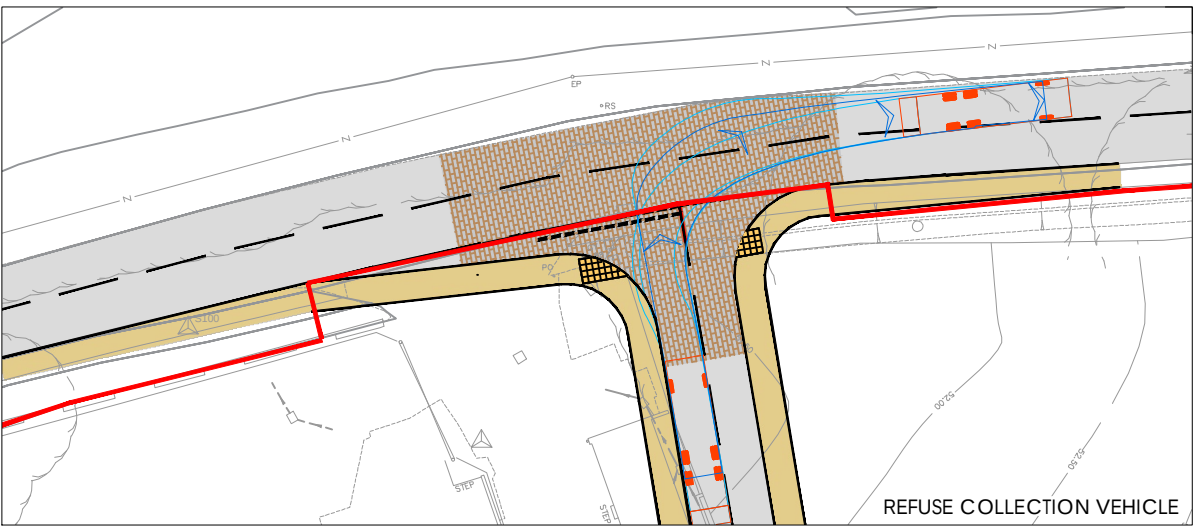
SCALE: 1:500 @ A3		DATE: 08-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR001	SHEET NO: 01	REVISION: 03

APPENDIX B

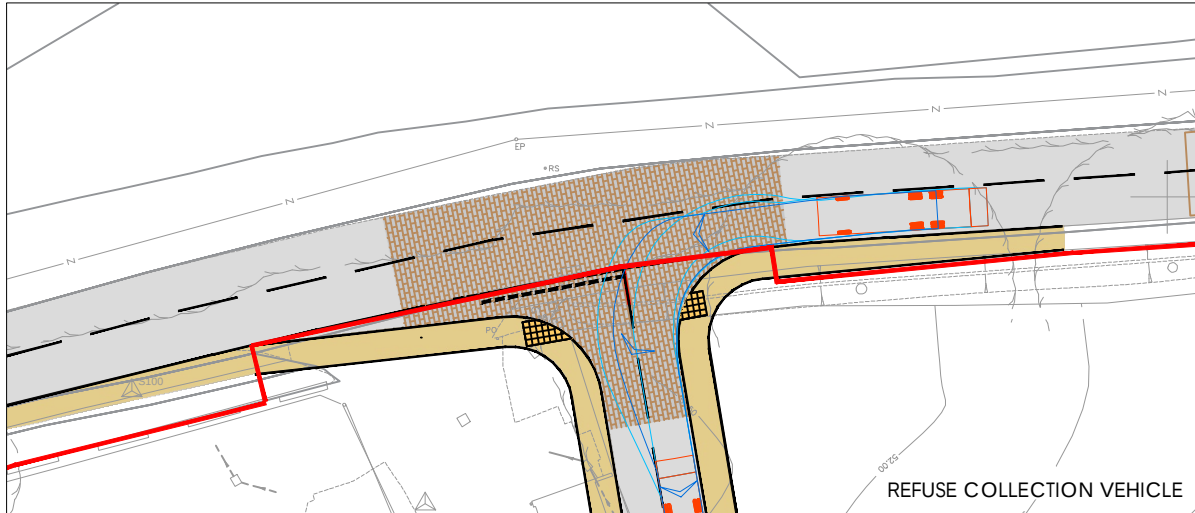
Site Access Swept Path Analysis



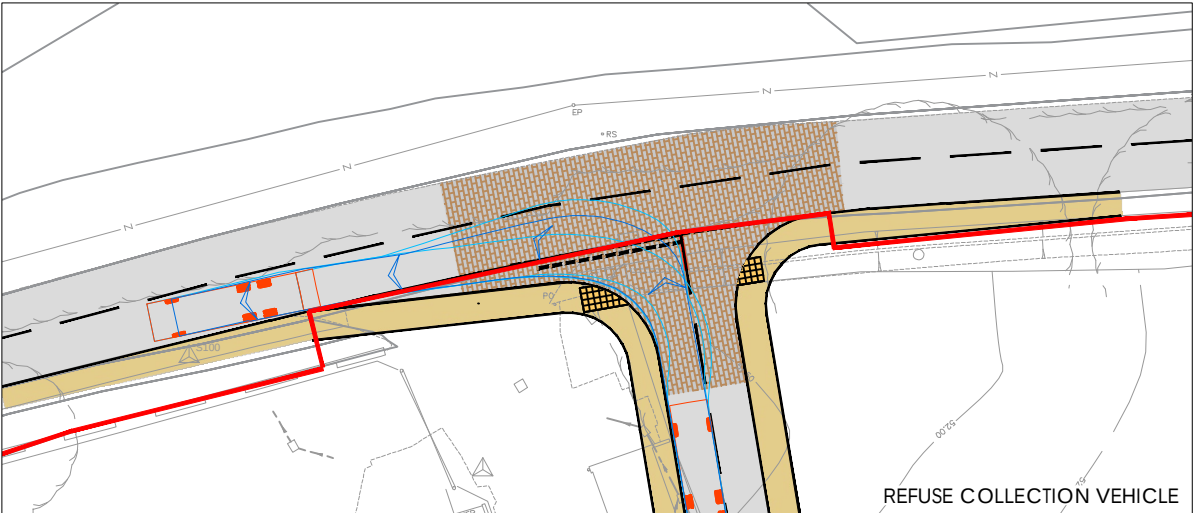
REFUSE COLLECTION VEHICLE



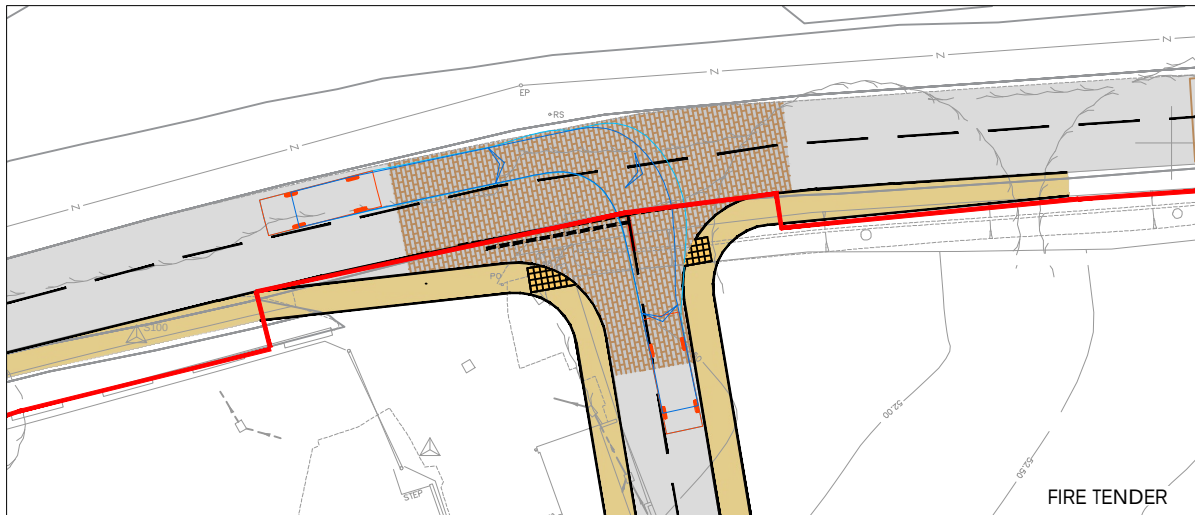
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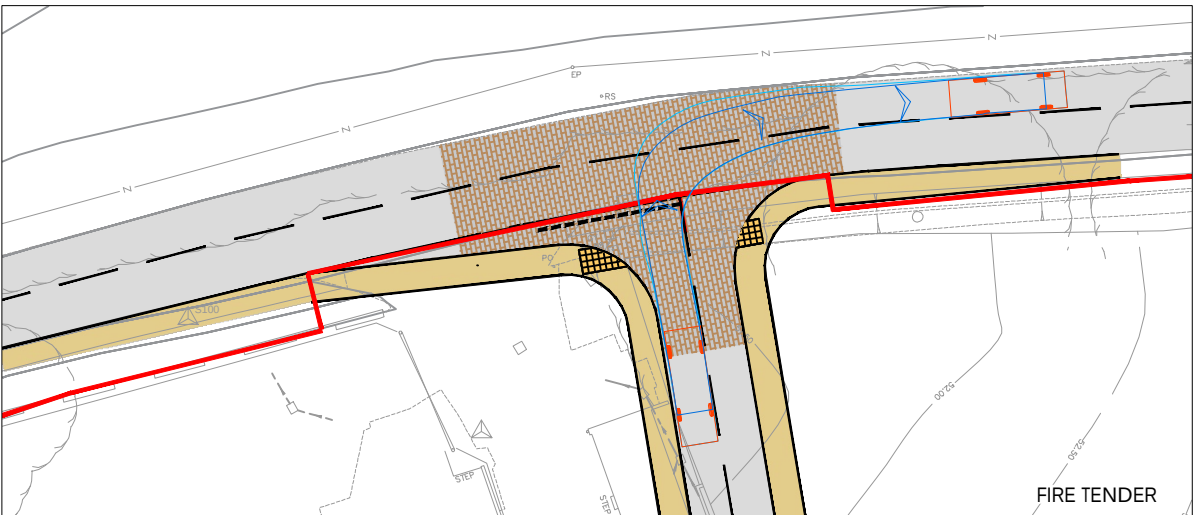
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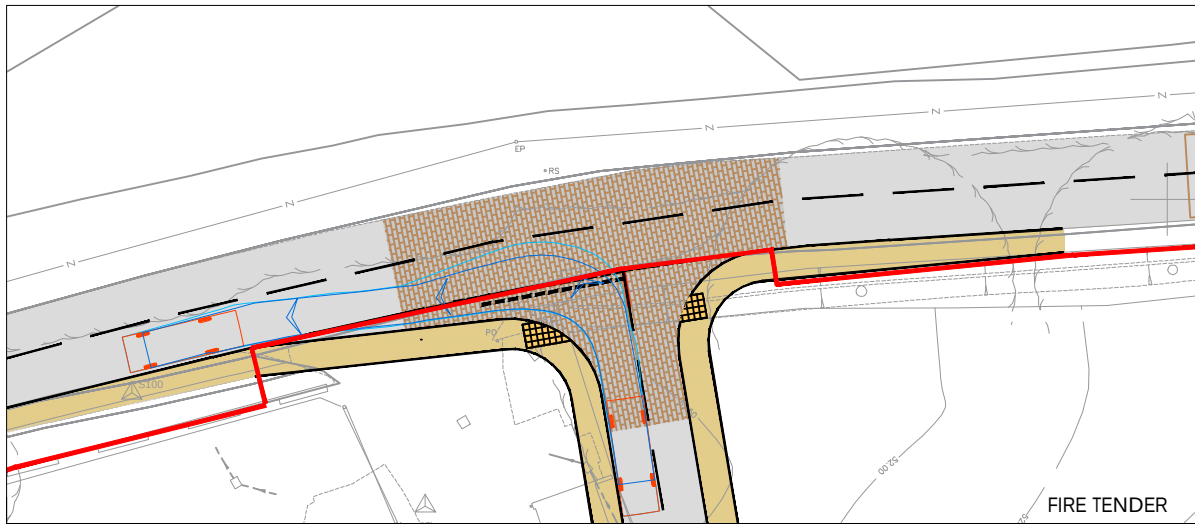
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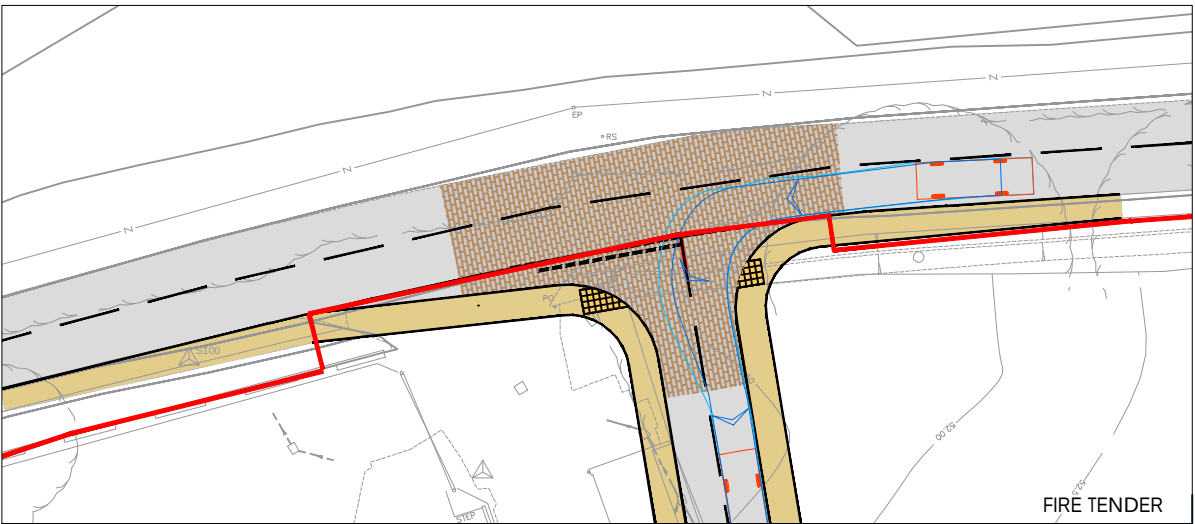
FIRE TENDER



FIRE TENDER



FIRE TENDER



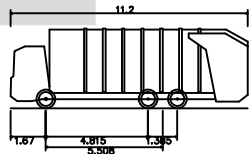
FIRE TENDER

LEGEND

 SITE BOUNDARY

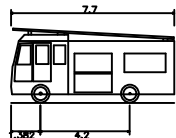
VEHICLE DETAILS

REFUSE COLLECTION VEHICLE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

FIRE TENDER



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

02	Junction amended.	CB	NR	24-03-26
01	Red line boundary added.	CB	JW	17-02-26
00	FIRST ISSUE	CB	NR	08-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS: SWEPT PATH ANALYSIS

CLIENT: THAKEHAM CONCRETE PRODUCTS LTD

SITE: THAKEHAM TILES, ROCK ROAD, STORRINGTON

TITLE: SWEPT PATH ANALYSIS



SCALE:	DATE:	DRAWN:	CHECKED:
1:500 @ A3	08-09-25	CB	NR
PROJECT:	COMPANY:	TYPE:	DRAWING NO:
24-428	CAL	DR	20-SPA001
SHEET NO:	REVISION:		
01	02		

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APPENDIX C

Road Safety Audit

**THAKEHAM TILES,
ROCK ROAD,
STORRINGTON,
WEST SUSSEX**

UPDATED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
CALIBRO CONSULTANTS LIMITED**

APRIL 2026



RKS
Associates

Project: Thakeham Tiles, Rock Road, Storrington, West Sussex
Updated Highway Works

Client: Calibro Consultants Limited

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2153 - RSA 1

Issue date: 14th April 2026

Status: Final

Authorised by: VP/BN

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RKS
Associates

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Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit

Appendix B: Designers Response



1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) for the proposed access arrangements serving a residential development on land formerly occupied by Thakeham Tiles, Rock Road, Storrington in West Sussex. The development proposals seek to provide up to 108 residential dwellings dependent on the size of the units with associated car parking and landscaping.

1.2 The updated highway works include a new site access to serve the proposed development located on the southern side of Rock Road. The development access takes the form of a simple priority junction facilitating all movements into and out of the development. The proposed development access road is 5.5m wide with 6m junction radii and 2m wide footways on either side of the access road and an uncontrolled crossing facility across the access on its entry to Rock Road. The highway works also include the reduction of the speed limit to 30mph and the introduction of traffic calming measures along Rock Road in the form of kerb build outs with the existing 30mph speed limit relocated to the east of the proposed development access.

1.3 Rock Road is a single two-way carriageway aligned in an east to west direction connecting the A24 to the east and the B2139 to the west. Rock Road in the vicinity of the proposed development access is semi-rural in nature with a grass verge along its northern side and a narrow footway along its southern side fronting the development. The carriageway is unlit and is subject to a 40mph speed limit which changes to a 30mph speed limit a short distance east of the proposed development access.

1.4 Calibro Consultants Limited has supplied the following information upon which this Stage 1 RSA is based:

- Calibro Consultants Limited Drawing Numbers:
- Diagrams showing Traffic Flows – AM and PM peak and Forecast 2031 Am and PM Peak;
- 24-428-CAL-DR-20-TR001-01 Revision 3 - Proposed Site Access; and
- 24-428-CAL-DR-20-SPA001-01 Revision 2 – Swept Path Analysis.

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSORSA, NH Cert Comp
Overseeing Organisation	West Sussex County Council
Design Organisation	Calibro Transport Planning

1.6 The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Thursday 2nd April between the hours of 12:30pm and 1:30pm. The weather was sunny and the road surface was dry, traffic and pedestrian flows were low, and no cyclists were observed along Rock Road during the site inspection.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project apart from undertaking a Stage 1 RSA on the original scheme in August 2025. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. All the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users.
- 1.9** The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11** The Designer is advised to prepare a Road Safety Audit Decision Log using the designers response contained in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.12** Publicly available Personal Injury Collision (PIC) information has been obtained from the Crashmap UK website (www.crashmap.co.uk). The collision data for the local highway network identifies that no collisions has been recorded along Rock Road in the 5-year period up to December 2024.

Traffic Data

- 1.13** The traffic flow diagrams provided by the design engineers indicate that the proposed development is likely trip generate approximately 54 and 57 two-way trips during the AM and PM peak hours respectively. No details relating to traffic surveys have been provided, however it was observed that vehicle conformed to the posted vehicle speed during the site inspection.



2 ISSUES RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water/localised flooding

Location: *General – throughout*

No details have been provided in respect of surface water drainage, and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted a drainage chamber within the verge where the proposed development access is to be provided. The absence of appropriate surface water drainage may result in the collection of surface water or overrunning onto the highway which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided if necessary to mitigate the risk of surface water overrunning or collecting along/across the local highway.

2.2 Problem:

Summary: Potential collisions associated with unclear layout

Location: *Proposed kerb-build outs along Rock Road*

The proposed highway works introduces traffic-calming measures in the form of kerb build-outs along Rock Road. The kerb buildouts prevent two-way traffic flows through these sections of Rock Road effectivity introducing a priority one-way system at these locations. However, the proposed measures present an unclear layout resulting in an increased risk of road users being uncertain about priority when approaching the build-outs. This could increase the risk of loss-of-control, sideswipe, or head-on collisions due to motorists failing to give way to oncoming traffic. In addition, the absence of reflective bollards on the traffic islands may increase the risk of them being struck during hours of darkness or adverse weather conditions

Recommendation:

Ensure that appropriate carriageway markings and traffic signs are provided at each kerb build-outs to inform motorists and clearly define priority for approaching traffic. In addition, reflective bollards should be placed on the traffic islands to mitigate them being struck during hours of darkness or adverse weather conditions.

2.3 Problem

Summary: Potential vehicle collisions associated with insufficient carriageway space

Location: *Rock Road/ Development Access*

The vehicle swept path plots for a large vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway to complete the turning manoeuvre, albeit that these movements will be infrequent. However, insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.

Recommendation

Ensure that sufficient width is provided for two-way traffic movements, alternatively ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.



2.4

Problem

Summary: Potential vehicle collisions associated with obstruction in visibility

Location: *Southern side of Rock Road adjacent to proposed development access*

The scheme drawings indicate that visibility splays can be achieved based on the proposed 30mph speed limit which is to be supported by traffic calming measures. However, vegetation abutting the visibility splay may over time grow and restrict visibility for motorists exiting the development. Poor visibility may increase the risk of vehicle turning collisions at the proposed development access.

Recommendation:

Vegetation abutting the visibility splays to and from the proposed access should be cut back and regularly maintained or removed and replaced with low level variety that does not compromise visibility to and from the development.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this Road Safety Audit has been carried out in accordance with document GG-119 Revision 2. Its sole purpose is to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed: 

Date: 14th April 2026

Audit Team Member

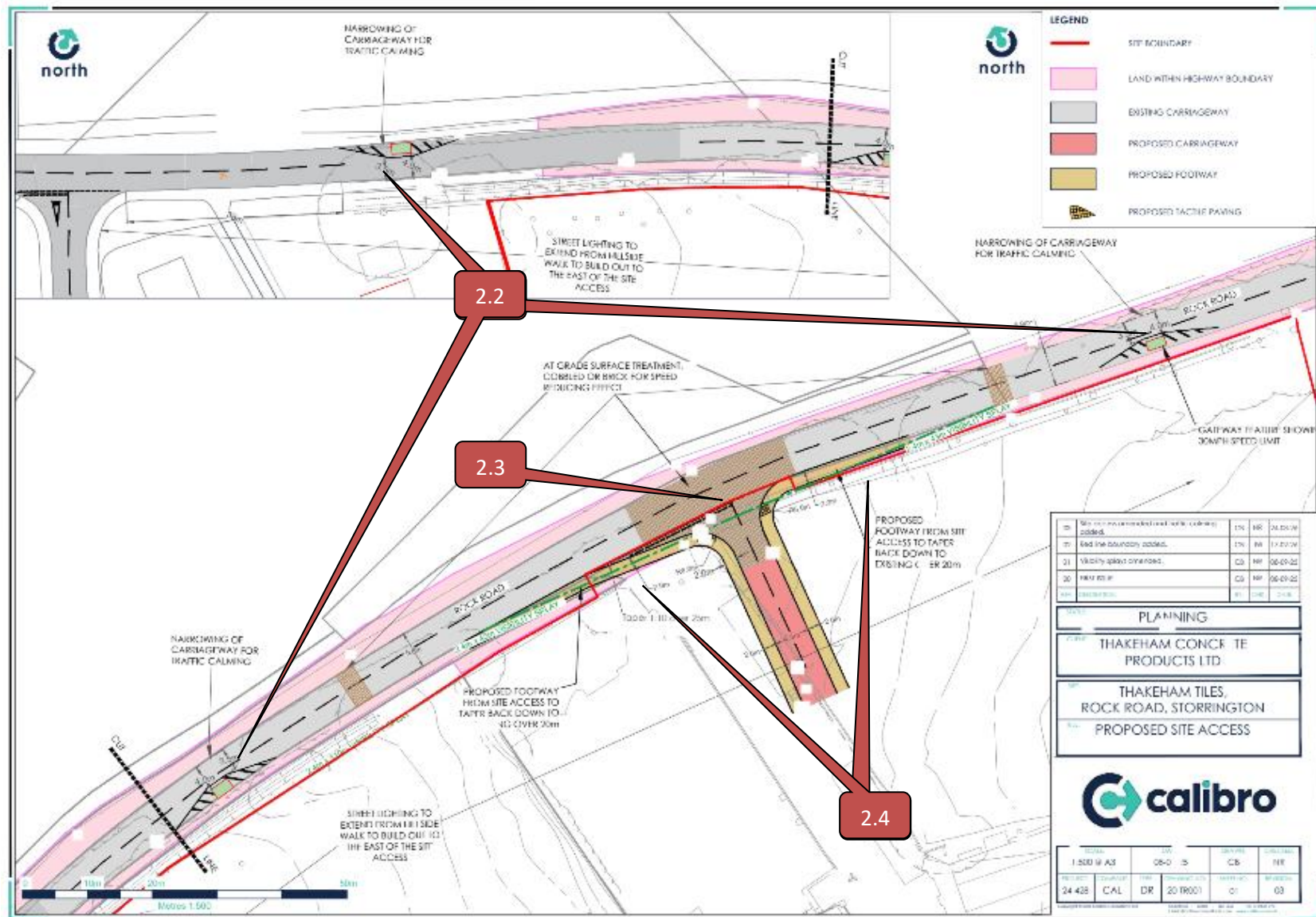
Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

Date: 14th April 2026



Appendix A



2.1

General
Point



Appendix B

Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage, and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted a drainage chamber within the verge where the proposed development access is to be provided. The absence of appropriate surface water drainage may result in the collection of surface water or overrunning onto the highway which could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided if necessary to mitigate the risk of surface water overrunning or collecting along/across the local highway.			
2.2	The proposed highway works introduces traffic calming measures in the form of kerb build outs along Rock Road. The kerb buildouts prevent two-way traffic flows through these sections of Rock Road effectivity introducing a priority one-way system at these locations. However, the proposed measures present an unclear layout resulting in an increased risk of road users being uncertain about priority when approaching the build outs. This could increase the risk of loss of control, sideswipe, or head on collisions due to motorists failing to give way to oncoming traffic. In addition, the absence of reflective bollards on the traffic islands may increase the risk of them being struck during hours of darkness or adverse weather conditions	Ensure that appropriate carriageway markings and traffic signs are provided at each kerb build outs to inform motorists and clearly define priority for approaching traffic. In addition, reflective bollards should be placed on the traffic islands to mitigate them being struck during hours of darkness or adverse weather conditions.			

2.3	The vehicle swept path plots for a large vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway to complete the turning manoeuvre, albeit that these movements will be infrequent. However, insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.	Ensure that sufficient width is provided for two-way traffic movements, alternatively ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.			
2.4	The scheme drawings indicate that visibility splays can be achieved based on the proposed 30mph speed limit which is to be supported by traffic calming measures. However, vegetation abutting the visibility splay may over time grow and restrict visibility for motorists exiting the development. Poor visibility may increase the risk of vehicle turning collisions at the proposed development access.	Vegetation abutting the visibility splays to and from the proposed access should be cut back and regularly maintained or removed and replaced with low level variety that does not compromise visibility to and from the development.			

APPENDIX D

Road Safety Audit – Designers Response



THAKEHAM TILES, ROCK ROAD THAKEHAM

ROAD SAFETY AUDIT DESIGNER'S EXCEPTION REPORT

Project No 24-428-20
Revision No 00
Issue date 14/04/26

Control Sheet

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Prepared by	Signature	Date
Nick Rabbets Senior Transport Consultant		20/04/2026

Reviewed by	Signature	Date
Chris Byrtus FIHE Principle Infrastructure Engineers		20/04/2026

Approved for issue by	Signature	Date
Richard Woods BSc, MSc Head of Transport Planning		20/04/2026

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2	DESIGNERS RESPONSE	2

1 INTRODUCTION

1.1 Document Purpose

- 1.1.1 This report provides the designer's response to the results of a Stage 1 Road Safety Audit (RSA) undertaken on the proposed highway works associated with the proposed Thakeham Tiles development at Rock Road, Horsham. The Audit covers the proposed 3 arm priority junction to the development off Roack Road.
- 1.1.1 The Stage 1 RSA was undertaken by a team of independent auditors at RKS Associates and the RSA report (ref: VRP2153 RSA 1 dated 14th April 2026) was received by the design team and the recommendations reviewed accordingly.
- 1.1.2 For ease, this report mirrors the structure and numbering of the RSA reports and extracts each of the auditors' Problems and Recommendations in a black edged text box, as below. The Designer's Response is clearly separated in a blue hatched box below.

X.X Problem

Summary: [Auditors' Summary]

Location: [Location of Problem]

[Auditor's text describing the Problem]

Recommendation:

[Auditors' recommendation]

Designer's Response

[The designer's response is provided here, including any relevant further information to be used to support the Designers' position]

2 DESIGNERS RESPONSE

2.1 Problem

Summary: Potential collisions due to standing water/localised flooding

Location: General - throughout

No details have been provided in respect of surface water drainage, and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted a drainage chamber within the verge where the proposed development access is to be provided. The absence of appropriate surface water drainage may result in the collection of surface water or overrunning onto the highway which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided if necessary to mitigate the risk of surface water overrunning or collecting along/across the local highway.

Designer's Response

The design team agree with this recommendation. This recommendation will be taken forward and a detailed drainage scheme will be undertaken as part of the detailed design stage prior to submission for technical approval.

2.2 Problem

Summary: Potential collisions associated with unclear layout

Location: Proposed kerb-build outs along Rock Road

The proposed highway works introduces traffic calming measures in the form of kerb build outs along Rock Road. The kerb buildouts prevent two-way traffic flows through these sections of Rock Road effectively introducing a priority one-way system at these locations. However, the proposed measures present an unclear layout resulting in an increased risk of road users being uncertain about priority when approaching the build outs. This could increase the risk of loss of control, sideswipe, or head on collisions due to motorists failing to give way to oncoming traffic. In addition, the absence of reflective bollards on the traffic islands may increase the risk of them being struck during hours of darkness or adverse weather conditions.

Recommendation:

Ensure that appropriate carriageway markings and traffic signs are provided at each kerb build outs to inform motorists and clearly define priority for approaching traffic. In addition, reflective bollards should be placed on the traffic islands to mitigate them being struck during hours of darkness or adverse weather conditions.

Designer's Response

The design team agree with this recommendation. This recommendation will be taken forward and a detailed signage and lining scheme will be undertaken as part of the detailed design stage prior to submission for technical approval.

2.3 Problem

Summary: Potential vehicle collisions associated with insufficient carriageway space

Location: Rock Road/ Development Access

The vehicle swept path plots for a large vehicle negotiating the development access indicates that it will need to overrun the opposing carriageway to complete the turning manoeuvre, albeit that these movements will be infrequent. However, insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.

Recommendation:

Ensure that sufficient width is provided for two-way traffic movements, alternatively ensure that there is sufficient inter-visibility between approaching drivers to prevent drivers entering the access when opposed by other vehicles.

Designer's Response

The design team agrees with this recommendation and will take it forward to detailed design.

Adequate forward visibility will be provided, based on Stopping Sight Distance (SSD) derived from recorded 85th percentile vehicle speeds, in accordance with Manual for Streets.

The design will demonstrate that the required visibility can be achieved on site, with due consideration of alignment and potential obstructions. Where appropriate, reference will be made to Design Manual for Roads and Bridges.

2.4 Problem

Summary: Potential vehicle collisions associated with obstruction in visibility

Location: Southern side of Rock Road adjacent to proposed development access

The scheme drawings indicate that visibility splays can be achieved based on the proposed 30mph speed limit which is to be supported by traffic calming measures. However, vegetation abutting the visibility splay may over time grow and restrict visibility for motorists exiting the development. Poor visibility may increase the risk of vehicle turning collisions at the proposed development access

Recommendation:

Vegetation abutting the visibility splays to and from the proposed access should be cut back and regularly maintained or removed and replaced with low level variety that does not compromise visibility to and from the development.

Designer's Response

The design team agree with this recommendation. - A note will be added to the drawing at detailed design stage to ensure that vegetation is to be cut back and regularly maintained and that low level planting is used within the splays and maintained so as not to exceed 600mm in height from carriageway level.



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Transport Planning | Flood Risk & Hydrology | Infrastructure & Drainage

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APPENDIX E

Updated Site Access



NARROWING OF
CARRIAGEWAY FOR
TRAFFIC CALMING

43.8m

3.5m 4.0m

STREET LIGHTING TO
EXTEND FROM HILLSIDE
WALK TO BUILD OUT TO
THE EAST OF THE SITE
ACCESS

CUT
LINE



LEGEND

- SITE BOUNDARY
- LAND WITHIN HIGHWAY BOUNDARY
- EXISTING CARRIAGEWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TACTILE PAVING

NARROWING OF CARRIAGEWAY
FOR TRAFFIC CALMING

ROCK ROAD

5.9m

3.5m 4.0m

GATEWAY FEATURE SHOWING
30MPH SPEED LIMIT

AT GRADE SURFACE TREATMENT,
COBBLED OR BRICK FOR SPEED
REDUCING EFFECT

PROPOSED
FOOTWAY FROM SITE
ACCESS TO TAPER
BACK DOWN TO
EXISTING OVER 20m

NARROWING OF
CARRIAGEWAY FOR
TRAFFIC CALMING

PROPOSED FOOTWAY
FROM SITE ACCESS TO
TAPER BACK DOWN TO
EXISTING OVER 20m

STREET LIGHTING TO
EXTEND FROM HILLSIDE
WALK TO BUILD OUT TO
THE EAST OF THE SITE
ACCESS

CUT

LINE

0 10m 20m 50m

Metres 1:500

04	Forward Visibility Splays added.	CB	NR	21-04-26
03	Site access amended and traffic calming added.	CB	NR	24-03-26
02	Red line boundary added.	CB	JW	17-02-26
01	Visibility splays amended.	CB	NR	08-09-25
00	FIRST ISSUE	CB	NR	08-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
SITE:	THAKEHAM TILES, ROCK ROAD, STORRINGTON
TITLE:	PROPOSED SITE ACCESS



SCALE: 1:500 @ A3		DATE: 08-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR001	SHEET NO: 01	REVISION: 04