

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highways Authority
DATE:	11 June 2026
LOCATION:	Land South And West Of Upper Imberhorne School Imberhorne Lane East Grinstead West Sussex
SUBJECT:	DM/26/0131 Approval of Reserved Matters following Outline Planning Permission (Ref. DM/23/2699) relating to appearance, landscaping, layout and scale for 550no. new residential units. (Drainage addendum received 02/04/2026). (Amended plans and information received 20th to 27th May showing revisions to the proposed design, landscaping, highways, housing and sustainability measures).
RECOMMENDATION:	Advice

Comments are made in respects of,

- Highways Technical Addendum, dated May 2026
- Planning Layout, sheet 1, drawing number CB_96_282_001_1 revision F
- Planning Layout, sheet 2, drawing number CB_96_282_001_2 revision F
- Planning Layout, sheet 3, drawing number CB_96_282_001_3 revision F

WSCC Highways have previously commented on these proposals. These comments are dated 11th February 2026. The submitted Highways Technical Addendum provides an itemised response to each of the matters previously raised by WSCC Highways. Taking these responses, WSCC would further comment as follows.

Stage One Road Safety Audit – The Applicants response is noted. The requirement to provide a Stage One RSA still stands. If a combined Stage 1 and 2 RSA has been undertaken, there seems no reason why this couldn't be provided as part of this planning application. For the purposes of the current planning application, its acknowledged that there might be matters that are not relevant for the current planning application. Likewise, there may be matters that are relevant and require the drawings to be altered.

Shared Foot/Cycle Way – The Highways Technical Addendum confirms the provision of a shared foot/cycle way along both the northern and southern sides of the 'Principal Route'. The exact extent of the cycleway remains unclear (notations for the cycleway are included for only part of the Principal Route) although this is presumed to extend all the way to where bridleway EAG-44BEG

perpendicularly crosses the Principal Route. As part of the detailed design/highway adoption, appropriate signing, lining, and tactile paving would need to be provided.

Traffic Calming on Principal Route – In response to the WSCC comment, the Applicant has introduced raised features, changes of surfacing material along with narrowings/pinch points. The measures proposed are considered appropriate and in-keeping with the overall residential nature of the development. The Applicant should note that as part of the detailed design/s38 adoption agreement that suitable priority should be provided at the various buildouts.

Side Road Crossings – The Applicant has confirmed that the side road crossings are to be provided with footways continuously extended across the junction with setback give-way lines for vehicular traffic, known colloquially as 'Copenhagen Crossings'. These crossings would also be raised to slow traffic on the approaches. The principle of this approach is considered appropriate for this residential development. The exact details of these crossings will need to be resolved through the detailed design.

Parking Controls – Given the site includes land for a future school site, WSCC recommendation was to include a suitable scheme of waiting restrictions from an early point and ahead of the school being constructed. This approach was recommended as it is easier to take forward waiting restrictions whilst the roads are being constructed rather than try and implement these at a later stage when dwellings are occupied.

The Applicant has put forward a scheme of indicative waiting restrictions on the Layout Review (rev D) included within the Highways Technical Review Addendum. WSCC recommendation remains that these restrictions are included as part of the current proposal given it includes the road infrastructure and given the point raised above.

Walking and cycling connections to care community land – The proposed connections are acknowledged. There remains a degree of uncertainty with the layout of the care home land and how the layout of this may then warrant additional connections. As an example, access from the NW corner of the plot potentially would be beneficial given this then provides a more direct connection into the site. The potential for these connections should be explored as part of any future planning application for the care community land.

Visitor parking on Principal Route – The inclusion of visitor parking along the Principal Route is noted. This is primarily included in the vicinity of the proposed school site and community uses. As noted previously, the proposed carriageway width will otherwise allow for on-street parking (subject to the provision of waiting restrictions) without this creating an obstruction to other vehicular traffic.

Over-run areas – The Applicant's response is noted. No further comments are required.

Bellmouths – The Applicants response is noted. Given the proposed use of 'Copenhagen Crossings' this effectively resolves this issue with the majority of junctions effectively constructed as a hybrid of bellmouths (with kerb radii) and crossovers (that maintain pedestrian priority).

Pedestrian connections at tertiary/private drives – The Applicant's response is noted. Given the works involved to provide the connections are fairly insignificant and affect very few locations, the lack of action on these is disappointing. Ultimately, this is perhaps a nice to have rather than essential.

Cycle Connections to PROW – The Applicants response is noted. The plans still however indicates pedestrian access only. If the intention is for cyclists to be able to use these, the wording needs to be removed from the plan. Irrespective of this, the expectation (as noted within the Applicant's response) is that cyclists would use these and providing that there are no gates or other inappropriate access restriction measures between the ROW and the development, then this approach would be accepted. As a point in principle, WSCC would not want access control measures installed that create difficulties for users whether these be cyclists, people in mobility scooters, or those with prams.

Coach Swept Path – The details are noted. No further action is required.

In summary, the layout in highway terms remains substantially unchanged. In-principle, the layout is accepted and there are no fundamental issues. The Applicant should though provide a copy of the road safety audit for the purposes of the planning file and to ensure there are no planning related issues within this that may affect the overall layout.

Ian Gledhill

West Sussex County Council – Planning Services