

From: Worth Parish Council Deputy Clerk <astclerk@worth-pc.gov.uk>
Sent: 06 March 2026 11:45:57 UTC+00:00
To: "Steven King" <steven.king@midsussex.gov.uk>
Subject: Objection Response DM/26/0303 Land North of Borers Arms Road
Attachments: Objection response Land North Of Borers Arms Road.pdf

Dear Steven

Please find attached Worth Parish Councils Objection response to the above application.
A copy has also been sent to Tandridge.

Further to our submission response to Tandridge and MSDC, Worth Parish Council would like MSDC to consider the following in relation to access.

Copthorne Bank – Limited Width, High Traffic, Poor Pedestrian Environment

- Copthorne Bank forms a primary movement route for traffic entering/exiting Copthorne and for vehicles travelling toward the A264.
- The road has narrow pavements, often directly bounded by brick walls, fences or vegetation. Pedestrians—including schoolchildren, older residents and families pushing prams—are regularly forced close to traffic.
- Any increase in turning movements would significantly worsen conflict points, especially near bends, pinch points, and existing driveways.

Planning impact: Access here fails to demonstrate compliance with safe-access expectations under the NPPF's requirement that development must *not result in an unacceptable impact on highway safety* (NPPF para. 111).

Borers Arms Road – HGV Traffic, Poor Visibility, Substandard Footways

Local evidence (including from the Copthorne Village Association) confirms that Borers Arms Road experiences heavy HGV movements, often associated with nearby commercial uses.

Key constraints include:

- **Substandard footways**, with long stretches lacking adequate separation from fast-moving vehicles.
- **Poor forward visibility** at multiple points along the road.
- **Regular queuing and congestion**, especially during peak hours, as traffic attempts to access the A264 or navigate toward Copthorne Bank.

Planning impact: Introducing a major site access into this context will heighten collision risk, pedestrian danger and vehicle-vehicle conflict, contrary to NPPF transport safety requirements.

Increased Risk of Traffic Diversion Through the Village

Because both proposed access points feed directly into local streets rather than distributing traffic to higher-capacity junctions, the development risks encouraging “short-cut” movements through Copthorne to avoid congestion around the A264.

This concern is reinforced by community statements that attempts to turn right on or off the A264 often force drivers to divert through the village. Copthorne Bank is a primary feeder into the A264, meaning intensified use of these two access points will funnel more traffic into the village centre.

Pedestrian & Active Travel Deficiencies

Both Borers Arms Road and Copthorne Bank presently do not provide safe, continuous, accessible pedestrian/cycle routes:

- Narrow or missing footways,
- Lack of safe crossing points,
- No dedicated infrastructure for cycles,
- No protection for mobility-impaired residents.

The NPPF expects new development to “prioritise pedestrian and cyclist movements” and “provide high-quality walking and cycling networks.” The scheme does not demonstrate how these fundamental deficiencies will be resolved at the access points.

With Kind Regards

Hannah Smith
Assistant Clerk
Worth Parish Council
astclerk@worth-pc.gov.uk
01342 713407
First Floor, The Parish Hub, Borers Arms Road Copthorne RH10 3ZQ
Mon – Fri 0900-14.00



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