

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Caroline Grist
FROM:	WSCC – Highways Authority
DATE:	10 th September 2026
LOCATION:	Land Parcel Adj. To Worsell Drive Copthorne West Sussex
SUBJECT:	DM/26/1613 Full planning application at two parcels of land adjacent to Worsell Drive, Copthorne, each accessed from existing bell-mouth junctions at Worsell Drive and Langridge Way, for the erection of new homes (Use Class C3) including affordable homes; internal access roads, landscaping and associated infrastructure.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

Background and Site Context

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposed development comprises of delivering 69 new homes across the two parcels. The housing mix will be comprised of houses and apartments. 12 of these will be on the northern parcel, with 57 delivered on the southern parcel. It should be noted that the site has consent in the form of outline planning permission to be developed as a primary school and a GP surgery. It has been decided that a new primary school is not required at this location and in addition the local medical group has advised it is not viable for it to bring forward a doctor's surgery.

The Design Team engaged in pre-application advice with the LHA in November 2024 with a view to changing the proposals to a residential scheme. Whilst the proposals have changed slightly as part of this application, the Transport Statement (TS) dated December 2025 reflects the pre-application conversations with the LHA including capacity assessments and access strategy.

Access and Visibility

As part of the construction of the wider development vehicle access points have already been constructed to serve both parcels. Vehicular access will be provided from Worsell Drive for the northern parcel (the internal spine road) with access to southern parcel will be via the delivered priority junction to Langridge Way.

As outlined at the pre-application stage the LHA would be satisfied with each arrangement the TS provides suitable swept path diagrams, internal visibility splays are achievable and service margins in line with the previous advice has been provided.

For pedestrians the site will include already planned 2m footway on the western side of the Worsell Drive and a 3m shared pedestrian / cycleway on the eastern side of the carriageway.

Network Capacity

The change in land use to residential will have a net impact on the trip generation from the agreed trip generation of a GP surgery and primary school. The TS includes a bespoke trip assessment of the proposed and consented uses via the Trip Rate Information System (TRICS).

The TRICS analysis demonstrates that the proposals will see a reduction in the number of previously agreed trips. Accounting for the above, it's apparent that trips generated by the site quickly disperse across the nearby road network. The TRICS assessments clearly demonstrate that each residential parcel would not see a detriment to the adjoining highway network over and above what has previously been consented.

Internal Layout and Parking

The proposed parking is considered acceptable and is within the LHA's guidance. Each layout has been tracked via swept path diagrams with a fire tender and refuse vehicle illustrated to demonstrate that each vehicle can adequately manoeuvre within the site access roads. The vehicle tracking is shown within the TS additional drawing section. The general layout of both plots is accepted with footways in the southern parcel and shared surface in the northern parcel. A couple of observations from the LHA on each parcel:

- For the southern parcel it is suggested that some form of raised table or speed control features are added to the main spine road to control vehicular speeds and make the environment more pedestrian and cycle friendly.
- For the northern parcel one point of note is there appears to be a lot of parking dominance i.e car parking spaces all contained in close proximity. If possible, this should be broken up if the layout space allows.

Cycle parking provision will also be provided for residents in garages or sheds. The apartments will have a dedicated cycle store. Cycle parking areas should be convenient to access and therefore should be located as close as possible to building entrances and not require users to take them into lifts or up/downstairs. Should this be unavoidable designers should ensure that the lifts are of an appropriate size to allow a bike into them and provide wheeling ramps at the side of stairs.

All cycle parking should be weatherproof. This will require it being internal to the building or having a suitable covering to ensure all cycle parking is protected from the elements.

Accessibility

Each site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents and visitors to travel to the site.

The wider development is delivering new and improved pedestrian and cycle connections between the site and the local area. Within the site there is an informal woodland walk, and shared pedestrian/cycle paths that route within or through the development, providing onward connections to destinations such as Copthorne Village.

Bus services including the Metrobus service 281 already serves the wider area as part of the outline application (13/04127/OUTES) and can be used by residents of the site.

Conclusion

Subject to the points raised regarding the internal layout, the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Jamie Brown
West Sussex County Council – Planning Services