

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Jo Fisher
FROM:	WSSC – Highways Authority
DATE:	3 rd July 2026
LOCATION:	Land To The West Of Courthouse Farm Cophthorne Common Cophthorne West Sussex
SUBJECT:	DM/25/3020 Outline planning application for the erection of an extra-care retirement community (Use Class C2) and community pavilion, including associated parking, outdoor amenity space, landscaping and drainage, with all matters reserved except for the new access proposed from Cophthorne Common Road. Road. ADDITIONAL INFORMATION submitted 18/06/2026 in respect of a Departure from Requirements (DfR) application for the refuge.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

The Local Highway Authority (LHA) has reviewed the Departure for Review (DfR) which includes a review of the pedestrian refuge within the Stage 1 Road Safety (RSA). The DfR has been considered and we have advised the Design Team on the following adjustments to the design:

1. Designers must also provide an adequate offset between the lane lines and the island kerbs – ideally 300mm in accordance with TSM5 figure 2-12.
2. The refuge island to be in accordance with the WSSC Standard Construction Drawing No. S278/38/19 (https://www.westsussex.gov.uk/media/20655/standard_construction_details_re_s.pdf). i.e. the islands will need to carry reflective self-righting keep left bollards (mounted no more than 500mm from the left hand kerb face on approach), along with high level (24v) internally illuminated keep left signs mounted on a passively safe refuge beacon post with a post-top globe light. The mounting height of the internally illuminated keep left signs shall be in excess of 1800mm above the adjacent road level to comply with passively safe design standards. These signs are available at a maximum size of 600mm, which will need to be mentioned in the DFS application because it is considered that TSM3 commends a 750mm diameter sign at this speed. The default mounting height for the globe light shall be 3.8m unless there is a need to raise it up to ensure it is visible for DMRB SSD on approach.

3. The island kerbs shall be 75mm upstand splay kerbs in accordance with TSM5 para 2.8.2.
1. As the scheme with a pedestrian refuge island was not included in the RSA1, the scheme should then be subject to a supplemental road safety audit (after including the above comments), which would address such things as the impact on overtaking vehicles and whether to use arrows to diagram 1014 on approach, and the implications of vehicles turning right within the hatched area including whether to omit the diagonal hatch at this location.

Conclusion

It is understood that the Design Team is considering the 4 points raised above and providing an update to the LHA in due course.

Jamie Brown
West Sussex County Council – Planning Services