

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highways Authority
DATE:	16 th March 2026
LOCATION:	Land North Of Borers Arms Road Copthorne West Sussex RH10 3LH
SUBJECT:	DM/26/0303 Outline planning application with all matters reserved except for access for the demolition of an existing commercial building and the erection of up to 260 dwellings, up to 1,700sqm of employment floorspace E(c)(iii), E(g)(i)(ii)(iii), car parking, landscaping, open space, and associated development works, with access from Copthorne Bank and Borers Arms Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

Background

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

The site is known as Roundabouts Farm, located to the north of Borers Arms Road and to the east of Copthorne Bank. The site would have access onto Copthorne Bank to the west (a section of public highway falling within Surrey County Council's (SCC) jurisdiction) and to the south via Borers Arms Road, through an existing industrial estate. Borers Arms Road falls within WSCC's jurisdiction.

The development proposes 260 new residential units on the site, with a 50/50 percentage split of private and affordable units. The highway aspects are supported by way of a Transport Assessment (TA). It is noted that the Design Team have engaged with WSCC in order to help formulate the basis for the TA and supporting information relating to network impact. WSCC was approached for pre-application comments in 2019 and these have formed the basis of this application.

WSCC Comments

WSCC will only comment on the access, accessibility onto Borers Arms Road and the network impact from this access point. Areas such as internal layout, parking and access onto Copthorne Bank and network capacity on SCC's network would be for SCC to pass formal comment on. The sites Travel Plan has been advised on below where there has been some WSCC input.

Access and Visibility

Vehicular access to the proposed development is via two vehicular access points. From WSCC's perspective the proposed access to the south the development from Borers Arms

Road is most relevant. This will be revised as part of the proposals. At present this access currently serves the industrial estate. It is proposed that this access will be widened and extended through the industrial estate to access the proposed development.

The TA has demonstrated that visibility splays of 2.4m x 43m have been shown in both the leading and trailing traffic directions at both access locations. These are shown on the access drawings contained within appendix H of the TA.

The LHA has undertaken a check of the latest collision records and there are no recorded at the point of access within a 3-year period.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit on the access strategy including the Borers Arms Road junction. A copy of the RSA is however missing from Appendix I of the TA. The LHA would like to review the RSA, although it is noted that the TA suggests that any matters outstanding have been addressed by the Design Team.

Off Site Mitigation

Section 9.7 (table 9.1) of the TA provides a summary of areas of mitigation that the applicant has devised as part of pre-application considerations:

- Proposed tactile paving and dropped kerbs across Borers Arms Road to Church Road
- Proposed tactile paving and dropped kerbs across Borers Arms Road to Knowle Drive
- Proposed tactile paving and dropped kerbs across existing eastern Borers Industrial Estate access
- Proposed tactiles and dropped kerbs across Spring Copse junction bellmouth

Plans would need to be provided to demonstrate the areas outlined above. It is considered the above points could ultimately be secured within a Section 106 agreement.

Trip Generation/ Distribution / Assignment Network Capacity from WSCC's Perspective

As part of the TA scoping discussions with WSCC it was agreed that that the previously prepared development trip rates previously discussed and agreed should be revisited. The latest TRICS database has been interrogated to source both residential and commercial development located in comparable locations to the development site.

The TRICS database has been utilised to establish that the residential element of the development is predicted to generate 133 AM peak two-way vehicle trips and 110 PM peak two-way vehicle trips for the development as a whole. The TA includes a 'Vision Shift' approach which estimates a 15/20% reduction in vehicular trips if a Travel Plan (TP) is fully implemented. A TP has been provided within the appendices and is commented on later within the report.

The scope of Junction Modelling Junctions to be assessed are acceptable as highlighted within the advice given by WSCC. The modelling scenarios are as follows:

- 2027 base
- 2027 base and development
- 2030 base
- 2030 base and development

The modelling outputs confirm that the majority of junctions will operate with levels of spare capacity and minimal delay in the 2027 opening year and 2030 future year peak period assessments. The only junction that is predicted to experience an RFC >1.0 (on a single arm in the modelled AM peak periods) is at the A2220/Copthorne Common Road roundabout junction.

Accounting for the above, it's apparent that trips generated by the site quickly disperse across the nearby road network. The LHA would not consider that this would result in a "Severe" residual impact on the WSCC network.

Travel Plan (TP)

Predominantly the TP will be an area for SCC to lead on and take any monitoring fee but WSCC can comment upon it as it has relevance to potential impacts on our network. The TP provided appears to be effective to mitigate potential impacts that could occur on the WSCC network.

Conclusion

Having assessed the information within the TA the LHA would not have any highway concerns with the proposals. We would, however, wish to view the sites RSA on the access strategy onto Bolders Arms Road to ensure that all elements of the RSA have been addressed.

Jamie Brown
West Sussex County Council – Planning Services