

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highway Authority
DATE:	06 May 2025
LOCATION:	Land East Of Lunce's Hill Fox Hill Haywards Heath West Sussex
SUBJECT:	DM/25/0827 Outline planning application for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and/or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access).
DATE OF SITE VISIT:	24 April 2025
RECOMMENDATION:	More Information Required

This is the West Sussex County Council Highway comments in response to the above planning application seeking outline planning application for the erection of up to 130 dwellings, together with the change of use of an existing barn for a flexible community and/or commercial use, along with associated outdoor space and landscaping, drainage infrastructure, hard and soft landscaping, parking, access and associated works (all matters reserved except for access).

Site location and access.

The Proposed Development is shown accessed off the B2112 Lunce's Hill using a priority T- junction. The applicant states (in the accompanying Transport Assessment) that the site access design has been developed with consideration to the site location, existing highway alignment, required junction geometry and provisions for non-vehicular movements and in accordance with 'Manual for Streets' design guidance.

Just north of the access, the applicant proposes a Puffin Crossing to the north of the site. This would provide an ongoing footway connection for pedestrians to the footway on the western side of Fox Hill, where users can travel north to Haywards Heath, and to the bus stop on Fox Hill, located 300 metres from the centre of the Site and 180m north of the site access.

The TA explains that the site is currently made up by agricultural land and is also bound to the south by agricultural land; to the east by Hurst Wood; and to the north by small fields, existing and emerging development.

The TA continues by saying that the proposals also include the change of use of an existing barn within the site boundary, which has a gross floor area of approximately 190m². At the time of this planning application, the TA explains that the end use is undetermined, though is likely to be community and/or commercial, and as such, no detail on these proposals or subsequent trip generation are provided within the TA.

The proposed site access is located within a 60mph speed limit. Speed surveys were undertaken in the form of two ATC counters located on the B2112 (ATC A & B). The 85th percentile speeds were:

- ATC A Northbound 49mph
- ATC B Southbound 38mph

Therefore, the visibility splay (SSD) requirements would be for a 50mph speed (DMRB) requiring 2.4m x 160m.

The site access design shows that a visibility splay of (in excess) of 160m can be achieved, and when taking into consideration Lunce's Hill to the south. To support the proposals, the applicant says that it would be pertinent to consider an extension of the current 30mph speed limit from the Fox and Hound Public House, to a point to the south of the Site – with a gateway feature provided. They say that this isn't essential for the delivery of the site access, but would support the proposals well. However, because of the presence of the proposed puffin crossing, the speed limit will need to be reduced (see comments below under '**Controlled Crossing**').

As such, the applicant will need to show the extent of any revised (reduced) speed limit along Fox Hill (B2112) and how the extent promoted would meet the requirements of the WSCC Speed Limit Policy.

Road safety considerations.

No Stage 1 Road Safety Audit, nor a formal design check of the access works and any off-site mitigation (against DMRB given the speed limit and recorded traffic speeds) has been submitted. Without these, the highways components of the access and associated off-site mitigation cannot be fully considered.

Applicant to submit both, please, plus a Road Safety Audit Decision Log in Microsoft WORD format for WSCC to add its comments.

Please note that as the site access works straddle the County boundary with East Sussex, copies of all the documents mentioned above should also be sent to the highway development management officer at East Sussex County Council.

With regard to the proposed junction arrangement, the daily traffic flows from the new development might trigger the need to consider further intervention in the design, such as a right-hand turning lane, as informed by DMRB.

Applicant to provide junction assessment showing predicted traffic flows through the junction and what consideration, if any, has been given to further intervention.

Controlled crossing.

Firstly, to implement a controlled crossing for pedestrians, it will be necessary to reduce the speed limit. A Traffic Regulation Order will need to be promoted to achieve this.

As such, the applicant will need to show the extent of any revised (reduced) speed limit along Fox Hill (B2112) and how the extent promoted would meet the requirements of the WSCC Speed Limit Policy.

Also, the proposed location would necessitate ducting and detection loops being located within East Sussex (above ground vehicle detection wouldn't be an option here due to the vegetation and tree canopy) which could cause some challenges for construction and maintenance.

Therefore, it is recommended that the location of the crossing is reviewed with a view to locating it further north (possibly as much as 100m inside the WSCC county border). The foot/cycle way proposed on the eastern side of the road will need to be extended to meet it. The applicant will also need to demonstrate how the location of the crossing fulfils ongoing connectivity for pedestrians with regard to footways and PRow.

With regards the detail of what is shown so far, concern is expressed regarding the proposal to encourage northbound cyclists to rejoin the carriageway on the opposite side to the southbound side. The signing on the plan does not appear to be correct. If the design is to remain largely as-is, it would require cyclists to dismount and then cross before continuing on the carriageway in northerly direction.

The above should be looked at again.

Another observation is that some right turners into the development to the north-west of the site (and on the opposite side of the road) will be stationary on the crossing and could block it, hence reinforcing grounds to get it moved further north.

Applicant to look at this again, too.

And finally, a formal design check of the crossing should be provided, demonstrating how it meets current design guidance and/or standards – and - a Stage 1 Road Safety Audit plus Decision Log to be provided.

Travel Plan.

The supplied Travel Plan appears to be a relatively comprehensive document. However, the following amendments should be included:

- Commitment to provision of £150 cycle purchase vouchers (per-household)
- Clear indication of trip rate reduction target across a five-year monitoring regime
- Commitment to SAM monitoring
- Reference to WSCC standard Travel Plan requirements (as well as those for East Sussex)

Applicant to update, please.

Vision-led approach to development.

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The Government published proposed reforms to the NPPF in July 2024. Following consultation, a revised version of the NPPF was adopted in December 2024.

Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

(a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

(b) safe and suitable access to the site can be achieved for all users;

(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48 ; and

(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

The TA states that the proposals identified within this Transport Assessment are in accordance with the latest NPPF. However, no form of vision appears in the actual text of the TA, nor any targets, method of monitoring or penalties should measures in the vision-led approach not be achieved. Any such measures would be additional to those in a Travel Plan.

Applicant to provide further information about how they consider they would be achieving a vision-led approach for the site, including details of measures, monitoring and additional measures should the vision-led approach not be achieved at certain milestones.

Access by non-car modes (walking and cycling).

Pedestrian Facilities - There is an existing footway on the western side of Lunce's Hill, which provides a connection between the Site and Haywards Heath Town Centre to the north, as shown on Plate 3.1.

Public Rights of Way (PRoW) - The following PRoW link into the wider pedestrian network is as follows:

- Footpath WIV/15/1 – this footpath is to the west of the site, and provides onwards connections to Burgess Hill and Wivelsfield via a series of other footpaths. The path routes through fields and agricultural land.

WSCC PRoW comments will be made separately to this response.

Cycle Facilities - Cycle provision in the immediate area is generally on road, though the following dedicated facilities exist along the A272:

- A272 Rocky Lane –there is a combined footway / cycle track in the northern verge that runs from Fox Hill Roundabout to High Bank, generally 2.5-3.0m in width. Parts of the route are segregated from the road by hedgerow.
- Between Virginia Drive and Rocky Drive, there is also a 2.0m wide combined footway / cycle track in the southern verge, which crosses into the western verge of Rocky Drive where the route is initially adjacent the A272, before routing south and providing two pedestrian / cycle accesses onto Old House Lane.

As the site includes very little in terms of off-site cycle facilities, the applicant should investigate whether further measures can be implemented off-site and close to the site.

Public transport.

Bus Facilities - The Proposed Development has a bus stop in close proximity to the site, with the closest bus stop located on B2112 Fox Hill, to the south-east of The Fox and Hounds Pub. This bus stop is within 300m-400m from the centre of the site and around 180m north of the site entrance. The locations of the bus stops in the vicinity of the site are shown on the extract from the TA overleaf:



The Fox and Hounds stop benefits from a flag post, timetable information and a shelter with seating.

This stop serves several routes which are detailed below (table taken directly from the TA):

Service	Operator	Route	Daytime Frequency	
			Monday - Saturday	Sunday
149	Seaford & District	Scaynes Hill – Haywards Heath – Lindfield – Wivelsfield – Chailey School	<u>Mon – Fri</u> 1 service daily at 0810 (Term Time Only) <u>Saturday</u> No Service	No Service
166	Compass Travel	Lewes – Plumpton – Wivelsfield – Haywards Heath	<u>Mon – Fri</u> 5 services daily at 0803, 1002, 1249, 1459, and 1741 <u>Saturday</u> 4 services daily at 1002, 1249, 1459, and 1737	No Service
271 / 272	Metrobus	Crawley – Brighton (Royal Sussex County Hospital)	<u>Mon – Fri</u> Service every 2 hours between 0725 and 2208 <u>Saturday</u> Service at 0701, then every 2 hours between 1145 and 1745	No Service

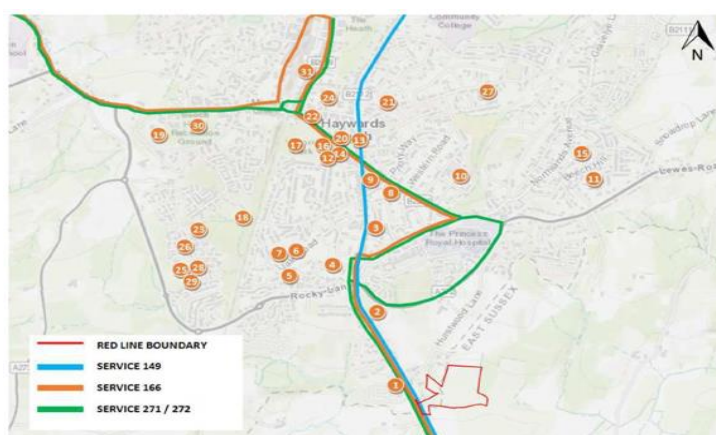
A copy of timetables and route map for these services is provided in Appendix B in the TA.

Overall, the TA states that this results in at least an hourly service to Haywards Heath with services combined, often more frequent than this. Haywards Heath Town Centre is generally a five-minute journey on a bus, with the Rail Station an eight-minute journey. The TA states that the site benefits from being within easy access to the town via sustainable transport, with low travel times.

Approximate journey times from the nearest bus stop to the Site to key local facilities are provided in the table below taken directly from the TA:

Destination	Estimated Journey Time
Primary School (St Joseph's Catholic Primary School or St Wilfred's C of E Primary School)	11 minutes
Secondary School (Warden Park Academy)	21 minutes
Local Shop (Coop or Iceland)	9 minutes
Supermarket (Sainsbury's or Waitrose)	17 minutes
Healthcare (Princess Royal Hospital)	8 minutes
Railway Station	13 minutes
High Street	11 minutes

The plan overleaf (also taken directly from the TA) shows bus routes close to the site:



As the services are not particularly frequent, the applicant should speak directly to the local bus service providers to explore whether services could be improved.

With regard to bus waiting facilities, the applicant should review the current closest stops and where not provided, provide shelters, seating and real-time passenger information.

Rail Facilities - The closest Railway Station to the Site is Haywards Heath Railway Station, located approximately 3km north of the Site.

100m east of the Railway Station on the B2028 there is a bus stop which is served by the 166 and 271 / 272 services, both of which can be accessed via a short 300m walk from the centre of the Site to the bus stops adjacent the Fox and Hounds.

Haywards Heath Railway Station is on the Brighton Main Line and is managed by Southern. It has four platforms and offers the following typical off-peak services:

- Six trains per hour to Brighton;
- Two trains per hour to London Victoria;
- Two trains per hour to Bedford via London Bridge;

- Two trains per hour to Eastbourne; and
- Two trains per hour to Cambridge.

The train to Brighton takes approximately 17 minutes, and the train to Eastbourne approximately 40 minutes.

The TA says that the distance has been measured from the centre of the Site, based on actual walking and cycling distances.

Traffic impact of the development.

The TA states that traffic surveys were commissioned to understand existing network conditions in the area and to inform the assessment of traffic impact of the development. The surveys included Automatic Traffic Counts (ATCs), Manual Classified Counts (MCCs) and Queue Counts.

The study area was determined based on scoping discussions with West Sussex County Council who reviewed the proposed study area and requested further junctions be added.

The Automatic Traffic Counts (ATCs) were completed at the following locations:

- ATC A – B2112 Lunce’s Hill;
- ATC B – B2112 Fox Hill; and
- ATC C – A272 Rocky Lane.

The Manual Classified Counts (MCCs) and Queue Counts were completed at the following junctions:

- J1 – B2112 Lunce’s Hill/Green Road/Ditchling Road Priority Mini Roundabout;
- J2 – B2112 Lunce’s Hill/ B2112 Fox Hill/ Hurstwood Lane Priority T-Junction;
- J3 – B2112/A272 Rocky Lane/Kennard Lane Priority Roundabout (Fox Hill Roundabout);
- J4 – B2112/B2272/Caxton Way Priority Roundabout;
- J5 – A272/Parkfield Way/Isaac’s Lane Priority Roundabout;
- J6 – B2272/Isaac’s Lane/Tylers Green Priority Roundabout (Tylers Green Roundabout);
- J7 – A272/Broad Street/Tylers Green Priority Roundabout; and
- J8 – A272 Rocky Lane/Highbank Priority Roundabout.

The TA explains that two data validation exercises were carried out to ensure the validity of the data provided by the traffic surveys.

Further information about the validation process can be found in section 3 of the TA.

The comparison shows that the traffic flows recorded on the day of the junction turning counts by ATC C are considerably higher than recorded in the months of January, March and May by the permanent counters. The TA states that this confirms that the traffic data used to inform the assessments contained in this TA are worst case scenarios.

To inform the TA, the applicant has undertaken a review of committed developments in the local area to establish the potential cumulative impact of the proposed development on the local highway network, but also any changes that may be planned for the local highway network, including pedestrian, cycle and bus network.

Committed Developments considered:

Burgess Hill Northern Arc (DM/18/5114) - A mixed-use development comprising up to 3,500 dwellings, two primary schools, a secondary school, community facilities, and employment.

The site is located to the north of Burgess Hill and the application was approved in October 2019.

The Application proposes no mitigation to any of the junctions within the study area of the TA associated with this planning application.

Land at Rogers Farm (DM/22/0733) - A residential development comprising 20 dwellings.

The site is located south of Haywards Heath, adjacent to the Proposed Development. The site is accessed via a priority T-Junction off B2112 Lunce's Hill. The application was approved in October 2022.

Land at Hurst Farm (DM/22/2272) - A mixed-use development comprising up to 375 dwellings, primary school, burial ground, and allotments.

The site is located south of the A272 Rocky Lane and is bound to the south by Hurstwood Lane. Access to the site is proposed via two priority T-Junctions onto Hurstwood Lane.

The application was submitted in July 2022 and received resolution to grant planning permission subject to the signing of the Section 106.

The application proposes a new toucan crossing on the B2112 Fox Hill approximately 60m north of the Hurstwood Lane junction, as well as associated widening of the footway. These proposals are shown on the plan overleaf:



Traffic calming measures are also proposed around the junction between B2112 Fox Hill and Hurstwood Lane, which are likely to include vehicle activated signs (VAS) and signage to alert drivers to the school on-site.

A toucan crossing is also proposed at the A272 Rocky Lane/B2112 Fox Hill roundabout (Junction 3) on the A272 Rocky Lane east approach, shown on the plan found overleaf. This also involves the extension of the existing footway/cycle network to provide a continuous link from the crossing to onwards provision.

Junction improvements also form part of the proposals at the A272 Rocky Lane/B2112 Fox Hill roundabout (Junction 3) and are as follows:

- Slight widening of the northbound approach to the roundabout from B2112 Fox Hill;
- Slight widening of the eastbound approach to the roundabout from A272 Rocky Lane;
- Slight widening of the westbound approach to the roundabout from the A272 Rocky Lane;
- Amended white lining to provide an extended section of two lanes on the southbound approach to the roundabout from B2112 Wivelsfield Road; and
- Reduction in the central circulatory island in order to allow two vehicles to navigate the roundabout at the same time.

The full junction improvement scheme is shown below on the plan overleaf:



The proposals for Land at Hurst Farm also include a primary school located to the south-west of the site.

Land East of Ditchling Road (LW/24/0178) - A residential development comprising 96 dwellings.

The site is located to the south-east of Haywards Heath, bound to the east by Green Road and to the west by Ditchling Road. The Site is to be accessed via a priority T-junction off the Ditchling Road.

The TA says that the application was approved in October 2024.

No junction or pedestrian/cycle improvements were proposed as part of this application.

Committed Development Flows.

For each of the sites identified above, the applicant has included development flows taken from their respective submitted Transport Assessments, alongside distribution and

assignment plots where available. Where distribution was not provided within the Transport Assessments, the applicant has used the same distribution to inform this Transport Assessment. This TA also states that distribution has been applied to Land at Rogers Farm and Land East of Ditchling Road, where distribution has either not been provided or only provided for the site access junctions.

Vehicular Trip Generation and Distribution.

Section 6 in the TA identifies the forecast vehicle trip generation for the Proposed Development for the AM (0800-0900) and PM (1700-1800) peak hours.

The TRICS database has been used to provide an initial estimate of the likely vehicle trip generation to/from the site within the AM (0800-0900) and PM (1700-1800) peak hours.

The TA states that vehicle trip rates have been generated for 'Residential – Houses Privately Owned'. Sites in Greater London, Ireland, Scotland and Wales have been excluded. The TA states that only sites classed as 'Edge of Town' or 'Suburban' have been considered as they are the most representative of the proposed development in terms of location.

Vehicle trip rates have been generated using TRICS surveyed sites of residential developments between 70 and 280 dwellings. The TA says that it has excluded surveys where the survey dates fell during a time of COVID-19 restrictions and/or where the development included flats.

The AM and PM peak hour trip rates are provided in the table below, taken directly from the TA, as well as the forecast trip generation associated with the proposed development. The TA says that at the time of undertaking this assessment, work was completed on the basis of the site comprising 127 dwellings. The applicant has subsequently increased this to 130 dwellings, resulting in 1 additional trip. This assessment still, however, makes reference to 127 dwellings, although the difference in vehicle trip generation is very small. Detailed TRICS outputs are provided in Appendix G found in the TA.

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
TRICS Rates (per dwelling)	0.122	0.376	0.498	0.358	0.147	0.505
TRICS Trip Generation (127)	15	48	63	45	19	64

Vehicle Trip Distribution and Assignment.

Vehicle trip distribution and assignment has been reviewed in the TA for residential trips to/from the site.

The TA says that data from the 2011 Census has been analysed to determine the existing trip distribution patterns for the area. The TA explains that although dated, the 2011 data forms the latest available journey to work data, with the travel to work data from the 2021 Census not appropriate for use due to the impact of the Covid-19 pandemic.

Distribution is provided within Table 6.2 and vehicle assignment in Table 6.3, both found in the TA. The detailed distribution and assignment can be found in Appendix H, also in the TA.

Person Trip Generation Review.

The TA also assesses the number of person trips likely to be made to and from the site, with reference to the TRICS vehicle trip rates provided in Section 6 of the TA, and journey to work data from the 2011 Census.

The TA explains that the datasets used will predict the number of person trips by mode anticipated to be made from the site, before a mode-shift assessment reviews how many trips will be targeted to shift to more sustainable modes of transport away from the private car.

Base Mode Share.

The TA acknowledges that the 2011 Census data is dated, but says that it still contains useful local mode share data for journeys to work from those residents in each Middle Super Output Area (MSOA), which are areas comprising 5,000 to 15,000 people. This data was used as a proxy to estimate the likely base mode share for residents at the proposed development with the knowledge that it is likely to be conservative due to changes that have occurred in travel behaviour over the ensuing decade.

The TA says that although a proportion of the trips associated with the site are likely to be for purposes other than employment such as escorting children to school or leisure, it says that journey to work data has been used as a proxy as it provides a worst case scenario of travel during peak hours.

The mode share of journeys to work from those residents in the surrounding Middle Super Output Area of Mid Sussex 011 (shown in Section 6 in the TA) has been applied to estimate the likely base mode share of journeys to work for future residents at the proposed development. This mode share is summarised in Table 7.1, again in the TA. Total two-way person trips relating to the proposed scheme are anticipated to be 63 in the AM (0800-0900) and 64 in the PM (1700- 1800), calculated based on mode share from the Census with reference to proposed vehicle trip rates provided in Section 6 of this TA.

Traffic impact at junctions in study area (including site access).

The TA shows that some junctions will, as a consequence of this development, if permitted, would be impacted by the traffic generated by this development. The junctions assessed were as follows:

Junction 1 – B2112 Lunce’s Hill / Green Road / Ditchling Road Priority Mini Roundabout.

This junction falls within East Sussex and as such, will be assessed by ESCC.

Junction 2 – B2112 Lunce’s Hill / B2112 Fox Hill / Hurstwood Lane Priority T-Junction.

The assessment in the TA shows that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 3 – B2112 / A272 Rocky Lane / Kennard Lane Priority Roundabout (Fox Hill Roundabout).

The assessment in the TA shows that the B2112 Fox Hill (SW) and A272 Rocky Lane (SW) arms of the junction are forecast to operate over 0.85 RFC in the AM peak in both the ‘do Minimum’ and ‘do something’ scenarios, though still within practical capacity.

Although the proposed development will theoretically worsen conditions at this junction, the impacts are likely to be imperceptible, with an increase in delay of three seconds across the whole junction.

Therefore, no junction improvements are proposed by the applicant.

Junction 4 – B2112 / B2272 / Caxton Way Priority Roundabout.

The assessment in the TA shows that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 5 – A272 / Parkfield Way / Isaac's Lane Priority Roundabout.

The assessment in the TA shows that the existing junction is forecast to operate within capacity both with and without development traffic.

Junction 6 – B2272 / Isaac's Lane / Tylers Green Priority Roundabout (Tylers Green Roundabout).

The assessment in the TA shows that the existing Tylers Green arm is forecast to operate with a capacity of 0.91 RFC in the 'do minimum' scenario, and increases slightly by 0.01 RFC in the 'do something' scenario.

The increase results in one additional vehicle queueing and an additional two seconds of junction delay.

The TA concludes that due to the minimal impact the proposed development has at this junction, no improvements are proposed.

Junction 7 – A272 / Broad Street / Tylers Green Priority Roundabout.

The results presented in the TA show that the Tylers Green arm is forecast to operate over capacity in both the 'do minimum' and 'do something' scenarios.

Although the proposed development will theoretically worsen conditions at this junction, the impact is minimal with an increase in 0.02 RFC in the AM peak and 0.01 RFC in the PM peak.

This increase results in an additional vehicle through the junction every two minutes, which would be imperceptible.

Therefore, due to the impact of development being negligible in the existing levels of traffic, no junction improvements are proposed here by the applicant.

Junction 8 – A272 Rocky Lane / Highbank Priority Roundabout.

The assessment in the TA shows that the A272 Rocky Lane arm is forecast to operate with an RFC in excess of 0.85 in both peak hours, in both the 'do minimum' and 'do something' scenarios.

Although the proposed development does result in minor increases in RFC, this only equates to an additional four second delay in the AM peak and an additional one second delay in the PM peak.

Due to these delays being imperceptible, no junction improvements are proposed here by the applicant.

Road Traffic Collision Assessment.

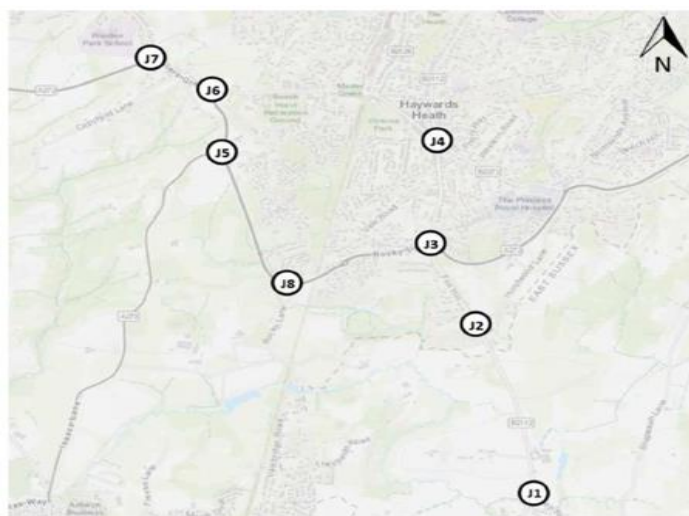
Personal Injury Collision (PIC) records were obtained from Crash Map, covering the latest 5- year period available. This contained data between 2018 to 2023.

The TA states that the PIC data has been reviewed to help understand the existing road safety conditions within the vicinity of the site to identify if any collision cluster locations or any common causation factors exist – to understand whether there are any existing road safety issues at these locations which the proposed development may impact.

Junctions.

A summary of collisions that have occurred at junctions in the study area is provided in the TA.

The location of the junctions is shown on the plan overleaf, taken from the TA:



Parking.

The TA says that parking proposals for the scheme will be confirmed as part of future Reserved Matters Applications. It continues by saying that these will adhere to ESCC's and WSCC's latest parking standards at the time of the Reserved Matters Applications, unless otherwise agreed.

Internal layout.

The TA says that the site layout will be designed to be permeable for pedestrians and cyclists with routes aligned towards key pedestrian and cycle desire lines through the development linking to the external access point. It continues by saying that the on-site design philosophy will be based on the Department for Transport's Manual for Streets.

Taking a cursory look at the internal layout, WSCC considers that further pedestrian and cycle provision should be afforded to the layout at any reserved matters stage. Also, consideration of priority measures for pedestrian and cycles across internal side roads should also be considered, as-per LTN 1/20 guidance.

The TA continues by saying that the provision of sustainable transport modes will be supported by a number of promotional measures and awareness campaigns provided as part of the travel demand management strategy for the site. Details are provided in the supporting Travel Plan.

Conclusion.

Additional information, as highlighted in the **bold blue text** above, is required. When available, please re-consult, at which time the WSCC will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services