

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highway Authority
DATE:	27 January 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). Additional information and amended plans received 03/09/2025.
DATE OF SITE VISIT:	24 April 2025
RECOMMENDATION:	More Information Required

This is the **fourth** 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).

This response should be read alongside previous WSCC Highways responses dated 6 May and 15 October 2025. A third response, dated 18 December 2025, was issued but was solely a holding response containing wording of an email to the traffic consultant.

Previous WSCC Highways response summary.

In its response dated 6 May 2025, WSCC as Highway Authority requested that additional information be provided as set-out below:

1. Further information about proposed speed limit reduction
2. Submission of a Stage 1 Road Safety Audit for the access and other highway works proposed (plus inclusion of a Road Safety Decision Log (Designer's Response))
3. Further traffic impact information
4. That the applicant re-consider the position of the proposed signalised pedestrian crossing

5. That the applicant look again at the cycle design components of the signal crossing
6. Applicant to look at turning movements into development opposite and consider the effects this might have on the operation of the proposed crossing
7. A Design Check of the crossing works to be provided
8. Applicant to provide an updated Travel Plan document
9. A Vision-Led assessment to be provided by the applicant in-line with current planning requirements
10. Applicant to investigate whether further cycle facilities can be provided to assist with access to and from the scheme
11. Applicant to discuss current bus services with local bus operators to explore whether services can be improved
12. Applicant to commit to provision of improved waiting facilities at local bus stops

The comments below in **red** text are comments taken directly from the applicant's transport consultant's (Stantec) previous Technical Note Ref. 332611520 Note No: 001, dated September 2025 and associated drawings sent directly to WSCC in email dated 4 September 2025, with WSCC Highways responses to those comments in **blue** text to provide background to inform this latest response. **Latest WSCC comments in green text responding to documents provided by the applicant's transport consultant in email from Bethany Hayden to both WSCC and ESCC dated 8 December 2025.**

Key latest documents reviewed include:

- Technical Note 2 – Response to WSCC: Overall note responding to the October 2025 comments
- Technical Note 3 – Site Access Design Review: Standalone note reviewing the proposed site access junction form
- Technical Note 4 – Vision-Led Planning Strategy: Standalone note outlining additional contingency measures should the mode shift target not be achieved
- Residential Travel Plan Revision 2 – Updated to provide monetary value for taster tickets

And the following drawings:

- 332611520-STN-HGN-XX-DR-C-0100 P08 – Site Access Drawing – Updated to provide wider toucan crossing as per WSCC comments and Stage 1 RSA comments
 - 332611520-STN-HGN-XX-DR-C-0103 P02 – Site Access Drawing with Gateway Feature and Speed Reduction – Updated to provide wider toucan crossing as per WSCC comments and Stage 1 RSA comments
 - 332611520-STN-HGN-XX-DR-C-0102 P06 – Site Access Visibilities Drawing – Updated to include note on how required visibility splays were calculated
 - 332611520-STN-HGN-XX-DR-C-0105 P01 – Site Access Southern Visibilities Drawing – As requested by ESCC
1. Further information about proposed speed limit reduction.

Stantec has provided two site access drawings:

- i) Updated site access drawing based on the current speed limit;
- ii) Additional site access drawing based on extending the 30mph speed limit to just south of the proposed site access including speed reducing measures, should WSCC agree to a speed limit extension.

The two site access drawings are provided in Appendix A.

With reference to WSCC's Speed Limit Policy, the extent promoted would meet the requirements as follows:

- i) 30mph speed limit (Table 1) – with reference to the typical functional use under a 30mph speed limit, the B2112 past the site would constitute a 'partially built-up urban area' due to the proposed development and existing developments already built on the western side of the B2112, extending the natural urban area of Haywards Heath. There will also be an increased number of VRU (vulnerable road users) on the B2112.
- ii) Speed reducing measures (Table 3) – the proposed site access design includes the following speed reducing measures that are contained within this Policy:
 - Gateway feature including traffic signs
 - Road markings including speed limit roundels and dragons teeth
 - Horizontal deflection including road narrowing and a proposed controlled crossing

As a separate note, whilst WSCC's Speed Limit Policy would support extending the 30mph speed limit past the proposed crossing and site access along the B2112 due to it being a 'partially built-up urban area', there is no necessity for this reduction to be enforced for the crossing to be introduced.

DMRB's Standard CD 143 Designing for Walking, Cycling and Horse-Riding states that:

"Stand-alone signal-controlled crossings for pedestrians and cyclists shall not be provided where the 85th percentile speed exceeds 50mph."

The highest 85th percentile speed recorded by the ATCs positioned to the north and south of the proposed Site access location was 49mph, which falls within the 50mph limit of introducing a stand-alone signal-controlled pedestrian crossing.

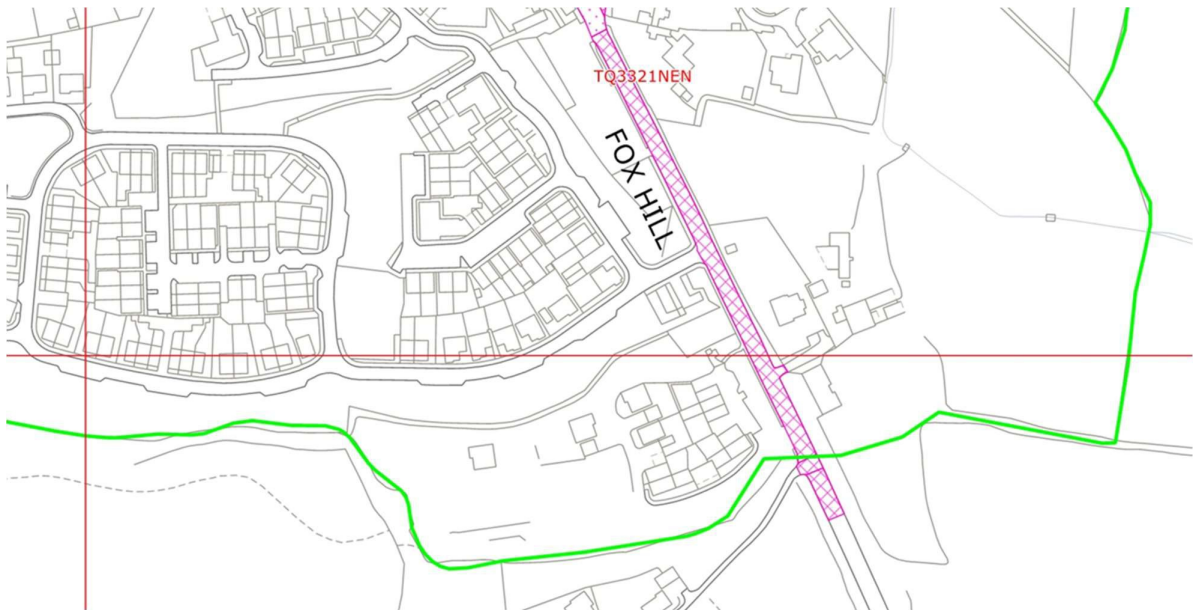
Nevertheless, a speed limit extension coupled with the controlled crossing together is proposed and the Developer is willing to make a contribution towards the TRO.

Since the submission of the Transport Assessment (March 2025), there has been an application for a Traffic Regulation Order (TRO) (Ref. MDS2414MM) submitted in April 2025.

Whilst this appears to be approved, liaison with WSCC Highways has confirmed that the reduction has not currently been implemented and there are no timescales relating to its potential installation.

The extent proposed by the TRO is similar to that proposed in the additional site access drawing, along the B2112 to the south of the proposed site access bellmouth.

The extent of the TRO is shown in the screenshot below.



The current position is that WSCC has been asked to seal the WSCC TRO enacting a 30 MPH speed limit on Fox Hill, from its junction with Hurstwood Lane, southwards to the East Sussex County Boundary. The author has been advised that the Order went live on the 8 September 2025 with the new speed limit being fully installed on site in the last few weeks. However, at the time of writing, the positions of the new signs south of the site and in East Sussex are incorrect and will require alteration in the coming weeks. The Traffic Order requires them to be positioned on or immediately adjacent to the WSCC/ESCC border.

If the speed limit were to be extended across the border on highway within ESCC's jurisdiction, this will require ESCC to make a speed limit order on their side of the county boundary. WSCC has no legal jurisdiction to extend our Order onto their side of the boundary.

If ESCC make an Order for a 30 MPH Speed limit on their side of the County boundary, the speed limit terminal signs for the WSCC speed limit will be incorrect. Therefore, some kind of Agreement would be needed requiring the developer to review and adjust all of the speed limit signage between Hurstwood Lane and the start of their revised speed limit in East Sussex to ensure compliance with guidance on the spacing of repeaters etc.

Also, the drawings provided with the planning application make no mention of whether any new street lighting is to be installed on Fox Hill/Lunces Hill as part of these works. If it is, the new WSCC speed limit Order and new signage would be invalidated and a new TRO required. This is because Fox Hill is currently unlit between Hurstwood Lane and the ESCC county boundary, so a 30 MPH speed limit Order was made. Such an Order is not permitted on a street-lit road, so introducing street lighting would require a further review of the WSCC section of the road.

Given the presence of the crossing at the point the speed limit changes, WSCC recommends that the extent of the new 30mph speed limit be extended southwards to take-in both the crossing and access to the development AND that the street lighting along Lunce's Hill be extended too, up to and including the new access to highlight both it and the

crossing. Visibility splays, in accordance with 85th percentile speed surveys, should also be shown on any revised drawings, as well as drawings showing the visibility splays along the vertical plane given that there is a crest and overhanging vegetation south of the access point.

The applicant should also note that the introduction of the controlled crossing on the WSCC side of the boundary will require a formal consultation and is treated as a TRO by WSCC, needing the usual developer application and fee. If a review of the new Speed Limit Order is needed due to the road being lit, this could be done as part of the same application as the crossing if the developer can organise the details accordingly. Further comments about the crossing are made elsewhere in this response.

Drawing No. 332611520-STN-HGN-XX-DR-C-0103 P02 – Site Access Drawing with Gateway Feature and Speed Reduction shows the 30mph speed limit extended slightly into East Sussex (approximately 30m from the south side of the proposed site access). Mention is made to extending the street lighting to encompass the access and the Technical Note says that this will be picked up at detailed design stage. The Stage 1 Road Safety Audit also makes reference to both the speed limit change and requirement for street lighting, the latter to be extended northwards as well to link up with existing street lighting.

With regard to the visibility splays, Drawing No. 332611520-STN-HGN-XX-DR-C-0102 P06 appears to show that 160m splays (in both directions) concur with the recorded 85th percentile speeds, albeit noting that the locations where the speed surveys were taken were recorded were 215m each side of the proposed access point.

It is understood that following a meeting between the applicant's transport consultants and Teresa Ford at ESCC that took place on 20 January 2026, that the following additional information is required (to be shown on a further plan):

- **annotation for the trees to be removed and**
- **vis splay at 1.05 – 2.1 in height and**
- **showing the 115m forward visibility to the proposed new 30mph termination signs.**

Copies of the above should be made available to both ESCC and WSCC, please.

Visibility to the north appears achievable with vegetation clearance and re-location of the telegraph pole and cable stays adjacent (please also see RSA item 3.4).

A new TRO for the 30mph section will be required because of the extended section and because of the additional street lighting, both north and south of the proposed access point.

2. Submission of a Stage 1 Road Safety Audit for the access and other highway works proposed (plus inclusion of a Road Safety Decision Log (Designer's Response)).

A Stage 1 Road Safety Audit of the Site access has been commissioned independently of this Technical Note and will be submitted to WSCC and ESCC in due course.

This is still required in accordance with WSCC road safety policy.

This was submitted shortly after response 2 was issued. However, the response to this from the Highway Authority was withheld until further changes had been made to the highways works scheme (including access to the development). Also, a further comment has been issued by the consultant following changes being made to the crossing works (widening from 3.2m to 4.0m to make the crossing a toucan crossing). This change has now been made and is shown on Drawing No. 332611520-STN-HGN-XX-DR-C-0100 P08 – Site Access Drawing.

A copy of the updated DRAFT RSA Decision Log will be sent directly to the applicant's transport consultant to review and complete. When finalised, any final copy should be retained on the public planning file.

3. Further traffic impact information.

The proposed Site access junction has been subject to a junction capacity assessment within TRL's Junctions 11 software (PICADY).

The assessment demonstrated that the junction is forecast to operate well within capacity, with minor levels of queuing and delay – please see screenshot below.

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
	2028 - Do Something											
Stream B-AC	D1	0.2	12.70	0.16	B	0.52	D2	0.1	11.32	0.06	B	0.27
Stream C-AB		0.0	4.22	0.02	A			0.1	4.60	0.04	A	

The full Junctions 11 output is provided in **Appendix B**.

The above comments are noted.

No further comment.

4. That the applicant re-consider the position of the proposed signalised pedestrian crossing.

Stantec has further reviewed the proposed controlled crossing location (now a proposed Toucan – see below for further details) - and concluded that this is the optimum location taking into account a number of factors:

- i) to reduce the impact on the heritage asset to the north, a Grade II Listed cottage located approximately 70 metres north of the Site access;
- ii) insufficient public highway land on the eastern side of Lunce's Hill north of this point to provide a footway/cycleway;

- iii) the proposed crossing location is on the desire line to the bus stop northbound and ties in with the Sigma Homes footway improvements, and recent Linden Homes Fox Hill footway improvements;
- iv) the proposed crossing location would provide a safe crossing point to Public Right of Way footpath WIV/15/1, and bridleway WIV/3/1 situated immediately south of the Sigma Homes access.

An initial review into the detection options for the crossing within a 30mph speed limit shows that the ducting and detection loops will extend approximately 60m into ESCC jurisdiction with the crossing remaining in its current proposed location. This review is shown on the crossing detection options drawing provided in Appendix C.

If the above extents are not acceptable to WSCC, and overhead detection is not possible in this location, an alternative option could be to consider a Tiger crossing in this location which would be within the proposed extended 30mph speed limit, and which would not require detection loops.

This would be subject to further discussions with WSCC.

A Tiger crossing, officially a parallel crossing, is a UK-specific type of pedestrian and cycle crossing that combines a standard zebra crossing for pedestrians with a parallel, marked cycle route. Motorists must give way to both pedestrians and cyclists at the crossing, and cyclists do not need to dismount to use it. Named for early versions featuring distinctive black and yellow stripes, they are designed for mixed-use urban areas where both foot and cycle traffic is high, providing priority for cyclists alongside pedestrians.

As the site is in a largely rural location with low to moderate foot and cycle traffic, WSCC considers that the signalised crossing is the preferred means of crossing the road.

With regard to the location of the crossing it is noted that the position remains unchanged from the previous submission. As such, loop detection will still likely be required within Lunce's Hill on the ESCC side of the county boundary. The speed limit reduction being in-place alleviates some of the previous concerns relating to a crossing being installed on a high-speed section of road. **However, WSCC recommends that it would be beneficial for another speed survey to be undertaken to show whether there is compliance with the new speed limit. The position of such a survey should be on both northbound and southbound approaches to the proposed point of access, in accordance with DMRB CA 185. Applicant to undertake*.** This might have the benefit of showing detection loops might not be required, which negates the positioning concerns.

With regard to the revised design of the crossing, it is likely that there will need to be some kind of additional signage on the footway, to ensure cyclists dismount prior to the crossing, on both sides, as WSCC can only find reference to a Puffin crossing rather than a Toucan. As currently designed, the proposal seems to have shared-use footway on both sides and it would seem a Toucan crossing would enable cyclists to travel north before rejoining the carriageway north of the crossing, which might negate use of signage to direct cyclists to dismount.

Applicant to confirm if the Puffin reference is a typo or not. However, given the design, WSCC consider that it should be a Toucan. And as such,

WSCC's standard width is 4.0m and therefore the crossing will need to be widened from the 3.2m shown. Applicant to amend.

*(*Given that the new speed limit signs, currently incorrectly installed in highway land on the ESCC side of the border – see comments on page three of this response – any new speed survey should **not** be undertaken until the signs have been correctly installed. If surveys were to be undertaken in advance of this, the data would not be accepted).*

The crossing is proposed to be a toucan crossing and has been adjusted (widened to 4.0m) to cater for this. Final details such as zig-zag markings will need to be adjusted at the detailed/S278 stage to avoid conflict with the cycle markings.

With regard to traffic detectors (loops in carriageway), given the proximity of the crossing to the East Sussex border, such loops will need to be placed in the carriageway on the East Sussex side of the county boundary.

And with reference to the applicant undertaking a further speed survey given the recent speed limit change on the WSCC side of the boundary, this has not been carried out with the applicants relying on the previous speed survey data to inform junction design based on the previously recorded 85%tile traffic speeds.

As well as a new TRO for the extended speed limit (and to cover the recently revised 30mph speed limit because of new lighting), a TRO will also be required for the toucan crossing.

5. That the applicant look again at the cycle design components of the signal crossing.

WSCC Highways comments on cyclist provision has been noted, and further amendments have been made including changing the proposed controlled crossing to a toucan crossing.

The updated site access drawing is provided in Appendix A.

The above comments are noted. However, applicant to see comments about making the crossing a Toucan crossing and also comments about lighting and TRO requirements, as set out elsewhere in this response.

Please see comments made in points 1, 2 and 4 above re. TROs and widened crossing.

6. Applicant to look at turning movements into development opposite and consider the effects this might have on the operation of the proposed crossing.

Whilst it is acknowledged that the Sigma Homes 'Springbank' development is in close proximity to the proposed Site access, the site is very small in scale with only 20 dwellings. As such, the trip generation for the Springbank development is very modest, with only 3 and 7 trips turning into the development with the AM and PM peaks respectively. This low number of trips, spread over the hour, is unlikely to result in any queuing at the access junction, and therefore onto the crossing.

Additionally, motorists generally abide by Highway Code Rule 192 which states that in slow-moving and queuing traffic crossings should be kept completely clear, and that motorists should not enter a pedestrian crossing if they are unable to completely clear it.

Comments noted.

No further comment.

7. A Design Check and Safety Audit of the crossing works to be provided.

A Stage 1 Road Safety Audit of the crossing has been commissioned independently of this Technical Note and will be submitted to WSCC and ESCC in due course.

At the time of writing, neither the Stage 1 Road Safety Audit, nor the formal Design Check/Review have been made available to the Highway Authorities. In the Design Check/Review, the applicant should state how their access proposals meet current guidance and/or Design Standards, as well as identifying any Departures from Standard that might arise. This, and the Stage 1 Road Safety Audit, are still required, please, without which, the highways components of the proposal cannot be fully considered.

These documents have now been provided. As the access is primarily in ESCC's jurisdiction, they have provided comments in response to the design in email dated 14 January 2026 sent directly to the transport consultants. For ease-of-reading they have said that if the access were to remain within a 60mph speed limit an Exemption Report would be required due to departure from standards for the stagger distance between the proposed access and existing junction of Spring Bank.

However, the proposal includes the access within a proposed extension to the 30mph which is shown to be approximately 34m to the north of the proposed access point and that in accordance with the RSA recommendations the street lighting would also be extended to include the proposed access. ESCC therefore consider that the proposal as shown (see drawing C-102 PO6) would therefore negate the need for an Exemption Report in this instance as the stagger distance required within DMRB would not apply as the access would be within the 30mph speed limit. **However, the additional information, as set out in point 1 above, is still required.**

With regard to the Stage 1 Road Safety Audit (RSA), a DRAFT copy of the RSA Decision Log, updated following widening of the proposed toucan crossing, will be sent directly to the transport consultants for them to add their sections.

8. Applicant to provide an updated Travel Plan document.

The trip rate reduction targets across the five-year monitoring regime are already provided in Section 7.4 – Assessment of Mode Shift of the submitted Travel Plan.

The submitted Travel Plan also demonstrates a commitment to SAM monitoring in Section 7.5 – Monitoring and Review.

While the Travel Plan has now been largely updated in accordance with WSCC requirements, it should also include provision of bus taster tickets as described in point 11 below. A value for these should also be included in the final version of the Travel Plan.

This has now been provided in updated form and appears to cover the previous points WSCC raised. All that should be added/strengthened in it would be clarification of the contingency measures in more details in the event that trip rate reduction targets are not met. Additionally, reference to consideration of a Car Club for the development (or linkages with other Car Clubs that might be nearby) should also be explored within the Travel Plan.

9. A Vision-Led assessment to be provided by the applicant in-line with current planning requirements.

This request is acknowledged. Below sets out a vision for the site through five key principles that want to be achieved. The measures and strategies set out in the Transport Assessment, Residential Travel Plan, and this Technical Note will be put in place to deliver this vision. This is based on integrating sustainable modes into the heart of the vision.

The aim of this vision is to reduce traffic congestion, enhance connectivity, cost savings to residents, environmental savings, physical/mental health benefits, safety enhancements, and long-term viability.

Five key principles:

- i) Safe, lit and accessible streets within the development providing convenient desire line access to the site access.
- ii) Providing direct and safe access for pedestrians and cyclists onto Lunce's Hill and towards Haywards Heath town centre and rail station, where possible.
- iii) Enhanced bus services and facilities on Lunce's Hill providing comfortable and convenient attractive travel to local connections and onwards.
- iv) Direct and safe access junction for all road users, minimising conflicts between vulnerable road users and vehicles.
- v) Measures and designs to reduce traffic speeds on Lunce's Hill and create a gateway to Haywards Heath.

The supporting Residential Travel Plan has mode shift targets, sets out mode shift targets, and contingency measures should targets not be achieved.

While the above comments are noted, the vision-led methodology should be such that it includes provision of additional measures should the vision (that should also include trip rate reduction) not be achieved. This should be separate from the Travel Plan and the measures it contains. **Applicant to provide further information along these lines, please.**

Transport Addendum Note – Vision-Led Strategy Document Planning Reference: DM/25/0827, sets out the 'vision' for the site and additionally, includes additional mitigation mentioned in the event that the vision isn't fully realised. This and a monitoring strategy will need to be secured in a S106 Agreement.

10. Applicant to investigate whether further cycle facilities can be provided to assist with access to and from the scheme.

The opportunity to enhance off-road or on-road cycle provision in the area was investigated as part of the application, though it was determined that the B2112 Lunce's Hill was too constrained to provide a safe, direct and coherent combined footway / cycle track in either verge.

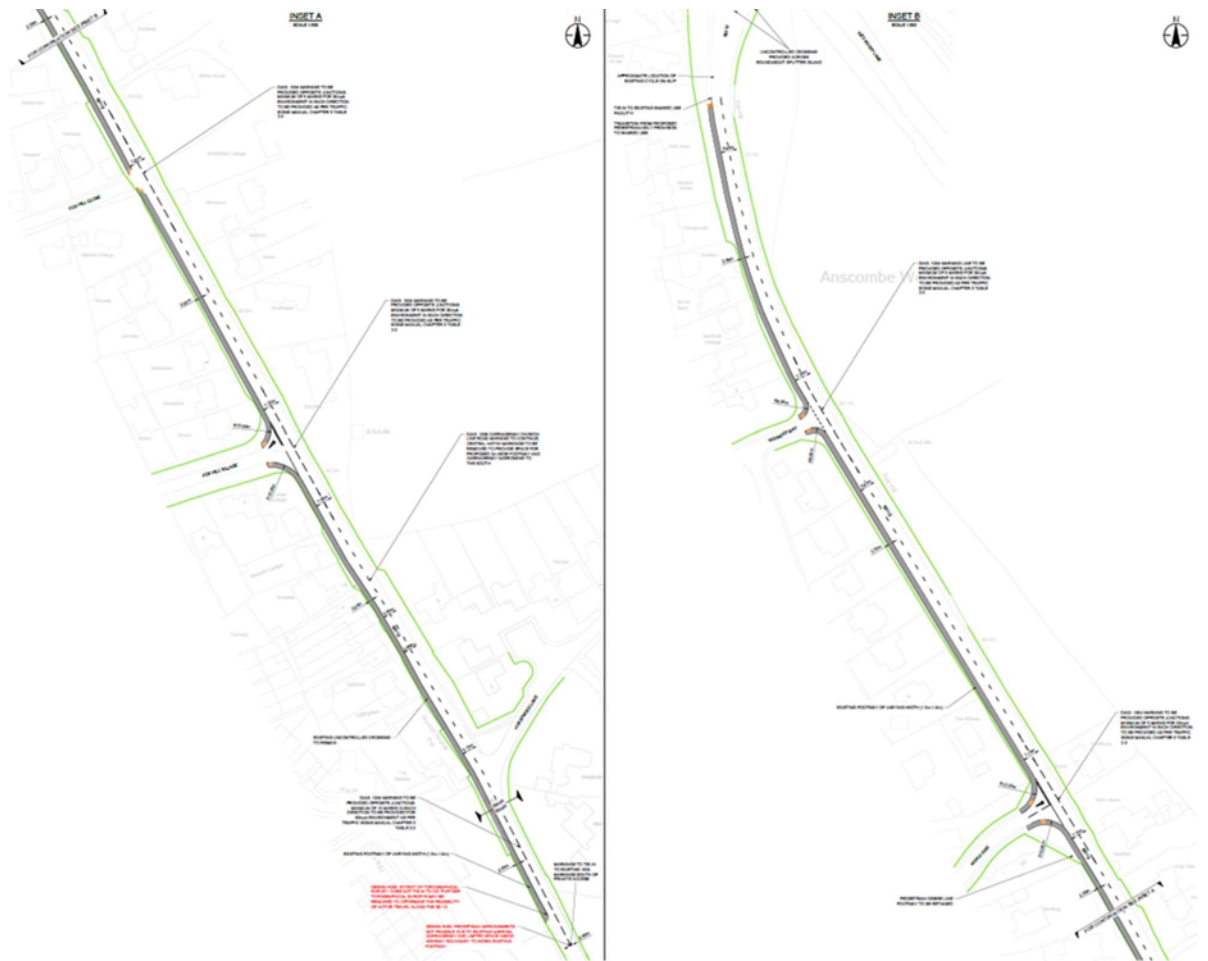
Nevertheless, the following has been proposed locally to encourage cycling:

- a proposed toucan crossing has been included close to the site access providing safe cycle access in and out of the site.
- proposed extension of the speed limit to 30mph past the site including traffic calming measures to make on-road cycling more desirable.

Whilst it is acknowledged that there is limited opportunity to enhance the provision for cyclists along the B2112, there is an opportunity for the existing pedestrian provision to be improved.

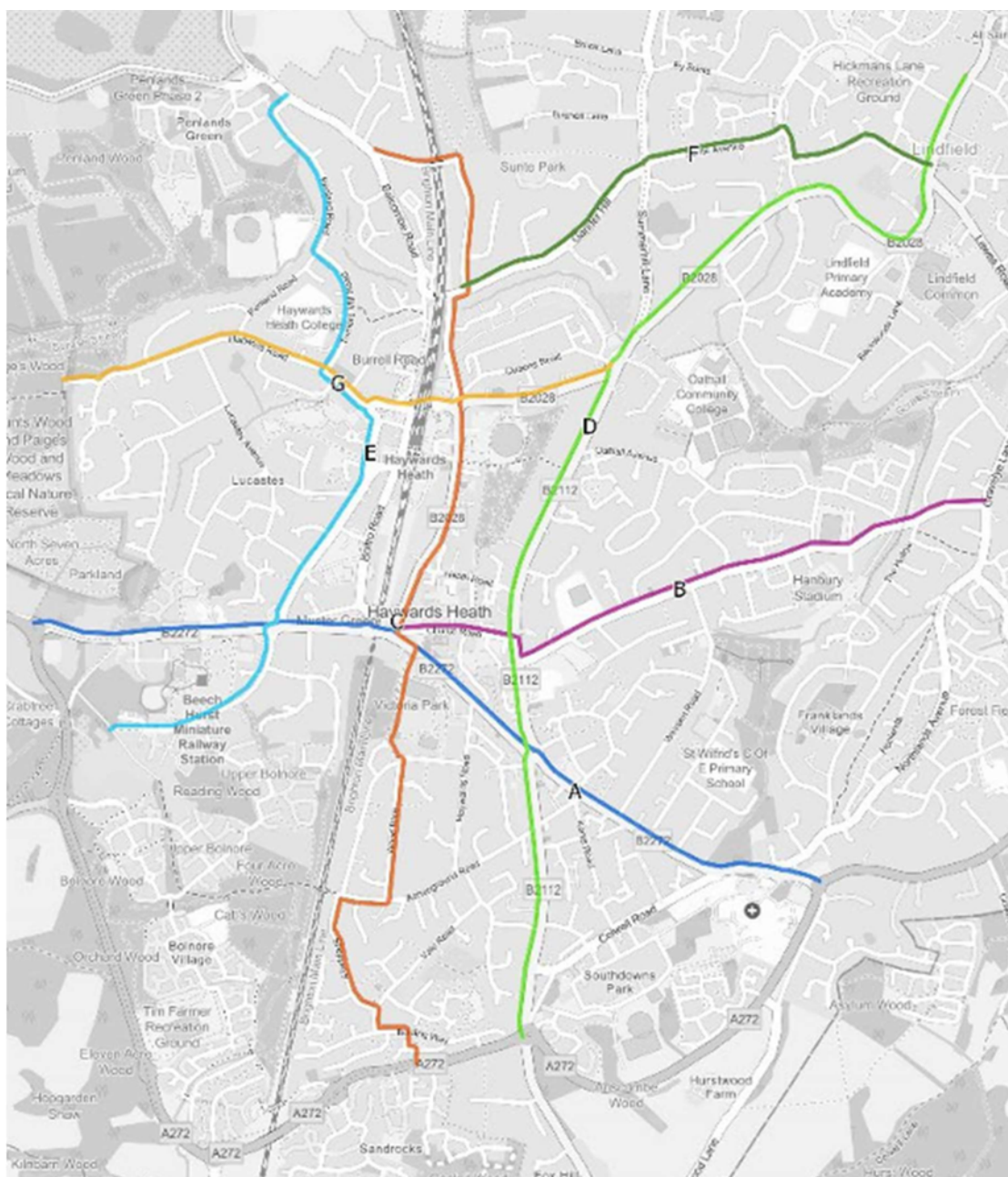
Stantec has undertaken a review of the existing provision along the B2112, focussing on the western verge where there is a greater opportunity for improvement. The review is focussed on widening the existing provision to a consistent width, as well as providing tactile paving at the crossings.

The extent of the proposed improvements are shown in the plan below, with the full plan provided in Appendix D.



Additionally, the site does have the potential to support improvement schemes further afield through the Mid Sussex Local Cycling and Walking Infrastructure Plan (LCWIP).

The Preferred LCWIP Network for Hayward's Heath is shown in the screenshot overleaf:



The Site would particularly benefit from improvements along Route D (light green) which provides a route for residents to the town centre from the roundabout with Lunce's Hill. It is recommended that further discussions are had with WSCC regarding potential proportionate financial contributions towards Route D.

The above is noted. **However, applicant to confirm whether these improvements are to be implemented as part of this planning application. If they are, then they should also be included in any Stage 1 Safety Audit Brief.**

The applicant has confirmed that these works are to be provided as part of the scheme. Lighting should also be extended northwards from the site access along this stretch to join up with any existing street lighting found further north.

- 11.** Applicant to discuss current bus services with local bus operators to explore whether services can be improved.

As detailed in the submitted Residential Travel Plan, the Site is likely to generate modest numbers of public transport users, with 4 users forecast in each peak in the mode shift scenario.

Nevertheless, Stantec have engaged with Compass Travel (service 166), a local bus operator as suggested by WSCC, to understand how the Site could support or enhance existing facilities and services. The correspondence from Compass Travel is provided in Appendix E.

Metrobus were also approached but did not provide a response.

Compass Travel have bus service 166 that routes past the site providing five (5) return journeys each day between Lewes and Haywards Heath.

Compass Travel suggested that based on their experience with other developments of a similar smaller scale, developers have funded free or reduced price offer to residents to give them the opportunity to use the existing public transport provision rather than funding a new service.

It is proposed that the Developer would provide 'Compass Rover' tickets to residents, which would give unlimited travel on most Compass Travel routes for a seven-day period. It is proposed that each residential property would each be able to claim up to 28 days' worth of tickets.

To increase the service frequency would require an additional bus at considerable cost from liaison with Compass Travel, which this proposed development could not sustain viably.

Comments noted. **However, comments from Metrobus should be sought again given that they run several key services in the locality.**

It is understood that East Sussex County Council are seeking a contribution of £1430 per dwelling (x 130 dwellings = £185,900) go towards meeting the public transport needs of the site, and/or providing school bus transport needs of the site. This should be secured in a S106 Agreement.

- 12.** Applicant to commit to provision of improved waiting facilities at local bus stops.

The closest bus stops are around 180m north of the site entrance outside the Fox and Hounds Public House. The northbound and southbound bus stops currently benefit from bus shelters and seating, but no real time information.

Stantec has discussed the opportunity to provide real-time passenger information at the Public House adjacent the Fox and Hounds, which Compass Travel confirmed would be able to be integrated with their existing services. All of Compass Travel buses can operate real time information. Therefore, the Developer is willing, through further discussions with WSCC to fund and supply real time information at these bus stops.

In summary, the following is proposed:

- Provision of real time passenger information digital displays at x2 existing bus shelters;
- Provision of free bus taster tickets to all new household through the Household Welcome Packs.

Comments noted. The digital real-time displays to be secured via S106 Agreement. The Travel Plan should include the taster tickets etc. and should also be secured by S106 Agreement (including WSCC Travel Plan monitoring fee).

It is understood that the applicant has agreed to the above. Details to be included in S106 Agreement.

Swept Path Analysis.

The Swept Path Analysis submitted in Appendix F of the Transport Assessment have been updated for the larger vehicle detailed in the Waste team's comments and are provided in Appendix F of this Technical Note.

The results of this assessment have demonstrated that this larger refuse vehicle would be able to suitably access the Site via the proposed access arrangement.

At this stage in the outline planning process, with all matters reserved except for access, the internal road layout is not fixed, with any roads shown on the illustrative masterplan indicative and subject to change.

Therefore, at this stage with no definitive internal road layout, we would not carry out swept path analyses for the entire Site.

Comments noted.

No further comment.

Conclusion.

Further information is required, the details of which can be found in the text of this response in **highlighted green text**.

When the additional information is available, the planning case officer should re-consult the Highway Authority, at which stage it will review the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services