

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	WSCC - Highways Authority
DATE:	8 November 2023
LOCATION:	Land South of Hanlye Lane Longacre Crescent Cuckfield West Sussex
SUBJECT:	DM/23/2610 Residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works.
DATE OF SITE VISIT:	7 November 2023
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	TBA

This is the first WSCC Highways response to the above planning application for residential development of 55 dwellings with vehicular and pedestrian access, car parking, open space, play space, landscaping and all other associated works.

Site location and access.

The site location is shown below in Figure 1 below, taken directly from the Transport Statement that accompanies the planning application:

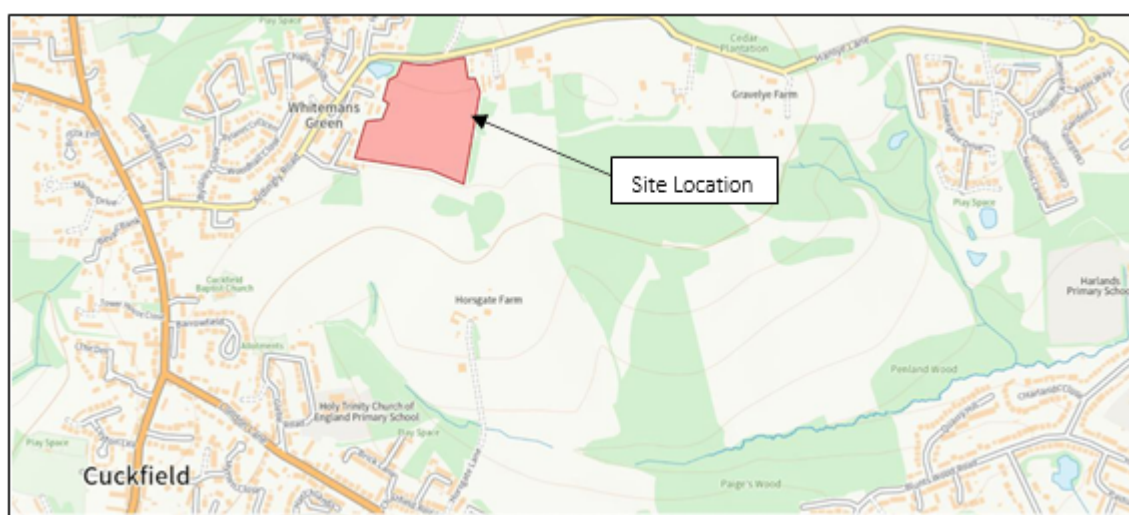


Figure 1: Site Location

The site is located to the east of Cuckfield off Hanlye Lane, classified as the D175, close to its junction with Ardingly Road (also classified as the D175). Further to the west, Ardingly Road meets London Road (B2036) and to the east, Hanlye Road meets Balcombe Road and Borde Hill Road (both classified as the C309 with Balcombe Road running south of the junction and Borde Hill Road running north). At the point the

development site access meets Hanlye Lane, the road is subject to the National Speed Limit of 60mph. However, the speed limit changes to 30mph approximately 15m to the west of this point.

The access to the site takes the form of a simple priority bellmouth access onto Hanlye Lane. This is shown in Appendix D found in the Transport Statement.

The proposed access is shown to measure 6m wide with 10m bellmouth radii and a 1:10 taper, in line with DMRB CD123, on the western radii – the latter to allow for larger vehicles to travel into the site and along Hanlye Lane without conflicting with vehicles travelling in the opposing direction.

Given that the site access emerges to a section of highway where the speed limit changes from 30mph to 60mph, the applicant commissioned speed surveys to determine vehicular speeds along Hanlye Lane, in close proximity to the proposed access location. The survey was carried out between the 22nd and the 28th of September 2023 and the full outputs are found in Appendix E of the Transport Statement.

The survey results recorded 85th percentile speeds of 30.5mph for vehicles travelling eastbound (out of Cuckfield) and 30.7mph for those travelling westbound (into Cuckfield) at the proposed site access location. In accordance with Manual for Streets (MfS) guidance this equates to a visibility splay of 44.0m in both the primary (leading) and the secondary (trailing) directions. Visibility splays have been shown on the proposed access drawing which is found in Appendix D of the Transport Statement. The splays have been drawn to the nearside kerb and the applicants advise that they are within the highway boundary.

In addition to the above, the Highway Authority requires sight of a plan showing that suitable forward visibility can be achieved to and from the access. The key concern here being a driver of a vehicle waiting to turn right into the site will need to be able to see a vehicle driving westbound along Hanlye Lane towards the access (and vice versa for the driver of that vehicle coming across a right turning vehicle entering the site). Applicant to provide a suitable plan.

With regard to pedestrian access, the applicant proposes a 2m wide footway on both sides of the proposed site access to tie into the existing footways found on Hanlye Lane.

Further comments about pedestrian access can be found elsewhere in this response.

With regard to planning policy, the site is an allocated scheme within the Mid Sussex Local Plan (2014 – 2031) under reference SA23.

Policy SA23 states the following transport requirements be considered as part of any planning submission:

- Access to be provided from Hanlye Lane, the details of which to be investigated.
- Investigate whether any highway measures are required to mitigate impacts at the intersection of London Road (B2036) and Ardingly Road (B2114).
- Provide a sustainable transport strategy identifying sustainable transport infrastructure improvements and how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.

Road safety.

Personal Injury Accident Data - To assess the current safety condition of the local highway network, Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the most recent five-year period (1st August 2018 to 31st July 2023). The 2.25km extent of assessment area is the Ardingly Road/London

Road/Whitemans Green roundabout junction to the west, through to the Hanlye Lane/Borde Hill Lane/Balcombe Road junction to the east. The survey area as well as the outputs of the assessment are demonstrated in Figure 3, whilst the full report is attached at Appendix B found in the Transport Statement.

The data obtained shows that there has been a total of 20 recorded accidents which have occurred during the latest five-year period, which included eight slight accidents and 12 serious accidents. No PIAs appear to have occurred in the vicinity of the proposed access during the time period interrogated.

Out of the 20 accidents within the PIA scope, four occurred in the vicinity of the Hanlye Lane/Borde Hill Lane/Balcombe Road junction – three of which occurring prior to the new roundabout junction which was constructed after 2019 as part of the DM/16/1803 planning application.

Approximately 450m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout, two accidents occurred.

Approximately 685m west from the Hanlye Lane/Borde Hill Lane/Balcombe Road roundabout, two accidents occurred.

Five accidents were shown to have occurred within the study area of the PIA map on Hanlye Lane and Ardingly Road.

The remaining seven recorded accidents occurred on a bend on Hanlye Lane, approximately 550m east from the proposed access junction.

Road Safety Audit – A Stage One Road Safety Audit (RSA) was carried out in August 2023, the results of which are shown in Appendix F contained in the Transport Statement. The applicants states that originally, the Audit was carried out on an indicative site access layout. However, this has now been updated (Appendix D) to reflect the recommendations within the audit, which contained four points to be addressed.

The first two points raised referred to the ground levels of the existing site and risk of inadequate drainage. To address these, the applicants state that the first 10m of the site will be of suitable gradient to address any concerns of slow starts from vehicles and a drainage strategy will be submitted post planning. They consider that both of these mitigation measures can be secured by suitably worded planning condition.

Additionally, the Audit stated that suitable visibility splays should be provided and the existing vegetation along Hanlye Lane (to provide and maintain the splays) should be removed. The applicant accepts this, stating that the proposed visibility splays of 44m in both directions will be kept clear in perpetuity – again being secured using a planning condition.

The final point in the Audit is for a dropped kerb crossing point to be introduced across the site access road, aligning with the footway/twitten which has now been shown within Appendix D found in the Transport Statement.

In accordance with WSCC Road Safety Audit policy, the applicant should provide a DRAFT copy of the Road Safety Audit Decision Log (in Microsoft WORD format) to the Highway Authority so it can add its comments in response to the Audit recommendations and the Design Organisation's responses to them.

Traffic impact.

To establish the highway impact of the development proposals, the applicant has undertaken junction capacity analysis at the location where the proposed site access is shown to Hanlye Lane. Additionally, development flows have been assessed at the Ardingly Road/London Road/Whitemans Green roundabout, approximately 700m south-west of the proposed site access. Beyond those points, the trips disperse across the network and the applicant states that this wider impact would be negligible. The scope of the assessment was agreed with WSCC officers prior to the planning application being submitted.

To understand the likely highway impact of the proposed development vehicle trip rates have been obtained from the TRICS (V10.7.2) database. The parameters used are as summarised below:

- Houses privately owned
- Trip parameter range: 19-195 units
- Survey date range: 01/01/15 – 01/03/23
- Number of weekdays (Monday-Friday): 29
- No weekend dates selected.
- 4 surveys removed from selection due to being completed during Covid-19

The resulting trip generation is shown below (table taken directly from the Transport Statement):

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicular Trip Rate	0.140	0.380	0.339	0.155	4.636
Traffic Generation (55 units)	8	21	19	9	255

The proposed development would generate 29 vehicle trips in the AM peak hour and 28 vehicle trips in the PM peak hour, with up to 255 vehicle trips over a 12-hour daily period.

The assessment shows that the peak hours would generate less than 30 new vehicle movements onto the highway network.

Based on 2011 census data to determine traffic distribution for the proposed development, it is expected that 74% of vehicular traffic would travel to/from the west of the development, while the remaining 24% of vehicular traffic would travel to/from the east.

Additionally, a junction capacity assessment was undertaken at the Ardingly Road/London Road/Whitemans Green mini roundabout junction, to assess the impact of the development on the junctions operation during the AM and PM peak periods.

In the future AM peak period, the roundabout is expected to operate close to capacity with a 'ration of flow to capacity' (RFC) of 0.84 and delays of 30.40 seconds on Ardingly Road. With the addition of the development traffic, the RFC is expected to rise to 0.86. which is still below an RFC value of one, meaning the roundabout is still able to operate as expected. As the development traffic would add only an additional 0.02 to the RFC value and would add 0.8 PCU to the queue and increase the delay by approximately four seconds, it will not have a significant impact on the operation of the roundabout and therefore, no mitigation has been proposed.

During the PM peak period, Ardingly Road/London Road/Whitemans Green roundabout operates close to capacity with the Whitemans Green arm having an RFC of 0.83 and a queue of 5.0 PCU whilst the Ardingly Road arm has an RFC of 0.84 with a queue of 5.0 PCU. With the addition of the development traffic there is little added impact, with both the Whitemans Green and Ardingly Road arms RFC value increasing by 0.1, the Whitemans Green arm queue extending by 0.4 PCU and the Ardingly Road arm increasing by 0.5 PCU. Therefore, the proposed development traffic has little impact on the operation of the roundabout and no mitigation is proposed.

Based on the findings in the modelling, it is considered that the impact of the development on the operation of this junction would be negligible and would not represent a severe impact in the context of the NPPF.

Full details of the modelling undertaken by the applicant's transport consultants can be found in the Transport Statement.

Access by sustainable modes.

Walking – At the point the vehicular access joins Hanlye Lane, footways are shown either side of the bellmouth. On the western side, the footway then runs into the site but appears to terminate adjacent to that appears to be some form of speed control or change in surfacing material (applicant to confirm the details of these features. If any are raised, then all locations where footways/paths etc are shown to cross them, should be reviewed as raised features might present issues for those on-foot). The Highway Authority recommends that this footway be extended further towards where the initial section of internal estate road splits to provide improved connectivity to properties in the western side of the development. For the section of footway on the eastern side of the access, it is assumed that this will connect to the existing footway on the southern side of Hanlye Lane. Applicant to confirm and show on a plan. Furthermore, with the retention of the hedgerow as annotated on the site access plan, the Highway Authority is concerned that pedestrians crossing the access from east to west might be masked by it. Applicant to provide a clearer plan showing more detail of the footway termination points plus visibility requirements for pedestrians with associated annotation alongside.

Internal to the layout, footways are shown on at least one side of the internal access roads. Additionally, internal paths are shown to run through and across the site to south of the development, providing connections to Public Rights of Way (PRoW) and to Ardingly Road.

Finally, a connection to a path found to the east of the vehicular access is shown formalised. If this access is to be formalised, then the Highway Authority requires that suitable visibility splays be provided either side of the point it emerges to Hanlye Lane and a dropped kerb provided, to assist with use. Applicant to provide a plan.

Cycling – The site is not located close to any National Cycle Routes. However, there is a bridleway north of the site along Lullings Farm which leads northeast and connects with the High Weald Landscape Trail. Otherwise, cyclists would be required to use local roads, many of which (particularly those running through Cuckfield village centre) being subject to a 30mph speed limit.

Bus - The closest bus stop to the site is the Longacre Crescent bus stop, approximately 170m from the site which is served by the 31 bus service. Additional to this, the 62 and 271 services run from the High Street stop in the centre of Cuckfield which is approximately 1.1km from the site. Broad details of the services can be found in Table 2 found in the Transport Statement.

With regard to more detail of the services, the 31 service runs from Cuckfield to Uckfield from 06:34 every hour until 13:34 where it does not run a service until 17:47, where it

runs one service and then stops. On Saturdays, the 31 service runs from 09:34 every 2 hours until 17:34 where the service finishes. The 31 service does not run on Sundays.

The 62 service from the High Street Bus Stop runs from 08:49 every hour and 45 minutes until 14:30, where the service operates one final time at 15:18. The 62 service only runs from Monday – Friday and also runs some services on school days only.

The Metrobus 271 service runs every 2 hours from Cuckfield High Street with additional services at 06:07, 07:05 and 19:06 on weekdays. On Saturdays the service runs from 08:28 every 2 hours until 16:20. The 271 service is the only service that runs on a Sunday and runs from 09:15 every 2 hours until 15:45.

Details of the respective operator's facilities their vehicles offer can be found in paragraph's 3.18, 3.19 and 3.20 in the Transport Statement.

Rail – The closest train station to the site is Haywards Heath Station. This is located approximately 3km from the site. The station is operated by Southern Rail and provides services to Bedford, Brighton, London Victoria, Cambridge, Littlehampton, Eastbourne. Services to Brighton run approximately every 15 minutes and services to Cambridge run half-hourly.

The station provides step-free access to all platforms, accessible ticket machines, waiting rooms, wheelchairs, toilets and sheltered CCTV-monitored cycle storage with 312 spaces.

Although the rail station is above the 2km walking distance as set out in CIHT 'Providing Journeys on Foot', it is realistic to be considered suitable for cycling from the site, taking approximately 13 minutes to cycle from the site access. Additionally, the above-mentioned bus services all stop outside the station.

Local facilities.

Below is a list of nearby facilities and amenities (Table taken directly from the Transport Statement):

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Longacre Crescent (Bus Stop)	170m	2 minutes	1 minute
Cuckfield Baptist Church	640m	8 minutes	3 minutes
Co-Op Food	700m	9 minutes	3 minutes
ESSO MG Cuckfield (Petrol Station)	750m	9 minutes	3 minutes
Holy Trinity CofE Primary School	770m	10 minutes	3 minutes
Rose & Crown Cuckfield	820m	10 minutes	3 minutes
Queen's Hall (Village Hall)	1.1km	14 minutes	5 minutes
Brook Street Community Library	1.1km	14 minutes	5 minutes
Cuckfield Corner House Cafe	1.2km	15 minutes	5 minutes
Warden Park Academy	1.2km	15 minutes	5 minutes
Lloyds Pharmacy	1.2km	15 minutes	5 minutes
Borde Hill Garden	1.4km	18 minutes	6 minutes
Nuffield Health Haywards Heath Hospital	2.1km	26 minutes	8 minutes
Sainsbury's Supermarket	2.1km	26 minutes	8 minutes

Public Rights of Way (PRoW).

The main Public Right of Way is the Sussex Diamond Way which runs east/west from Midhurst to Heathfield and cuts through the south-east of the proposed site area as seen

in Figure 2 found in the Transport Statement. As part of the proposed development, the site will provide connectivity for residents into the existing PRow network.

For further, more detailed comments to do with the PRow network, the case officer should consult WSCC's PRow team directly.

Internal road layout.

The applicants states that the internal layout has been designed for a 20mph design speed. The access road has a width of 6m for the initial phase of the site, which then narrows to a 4.8m wide carriageway with a 2m wide footway on at least one side of the road throughout the site. The layout also provides 1.2m wide walking routes through the site to connect with the existing Public Rights of Way network and proposed open space at the southern section of the site. The layout, as submitted, does not meet the criteria for road adoption as specified in WSCC Highways standard details. And the applicant has stated that the internal road network will not be offered for adoption.

Access for servicing (refuse and emergency vehicles).

Refuse vehicle tracking has been undertaken and demonstrates that suitable access to all properties is achievable in accordance with relevant requirements. A vehicle tracking diagram is provided in Appendix G found in the Transport Statement.

Fire tender vehicle tracking has also been undertaken to show that these vehicles are able to be within the required 45m of each dwelling entrance. The tracking for this is also included in Appendix G found in the Transport Statement.

Parking.

Car parking – The applicant, in their consideration of car parking, has used the West Sussex Parking Calculator. Based on the 55-unit development, this recommends that 112 allocated parking spaces be provided on-site with 39 unallocated bays (a total of 151 car parking spaces). The proposed development provides 117 allocated spaces with 19 unallocated visitor spaces, resulting in a total of 136 parking spaces.

In their support of a lower provision than set out in the guidance, the applicant states that within the WSCC Guidance it states that consideration could be given to reducing the expected level of parking demand by 10% through the promotion of sustainable travel modes and choices. In this regard, the applicant states that a Travel Plan has been submitted. Such a document can act as a strategy for managing travel demand to a development site by advising and promoting the travel needs of its future users with an emphasis on non-car modes of transport, thereby reducing the impact of car travel. The reduction of total parking spaces by 15 as per the proposed scheme, is within the prescribed reduction of 10% and, therefore, the applicant considers that the level of parking is sufficient for the proposed development.

From the Highway Authority's perspective, the shortfall arises from the lower provision of visitor parking. In the event that visitor parking demand were to be exceeded at any one time, the width of the internal roads would be able to accommodate on-street parking and still allow other vehicles to pass stationary vehicles.

Cycle parking – The proposed development provides two cycle parking spaces per-house in rear garden stores or garages and one space per-flat/apartment which will be provided within an internal communal cycle parking area. The applicant states that this satisfies the WSCC cycle parking guidance.

One observation while looking at the cycle parking is that cycle parking arrangements as shown for the 'storage shed' (see ECE Planning drawing PL 53), are angled at 90 degrees to the door which would make it difficult to access properly. This might be a drafting error but nevertheless, it should be amended to provided access direct/straight from the door. Applicant to amend and show on a revised plan.

Travel Plan.

A Travel Plan has been provided by the applicant. In order to ensure compatibility with WSCC Travel Plan guidance, the applicant should review that already submitted with the guidance provided below. If there are any omissions, then the applicant should amend and re-submit the Travel Plan for further review.

Targets.

The headline target for the Travel Plan should be to achieve a 12-hour weekday vehicle trip rate that is 15% (urban sites) /10% (rural sites) lower than that predicted for the site in the Transport Assessment assuming a Travel Plan were not implemented. This trip rate should be achieved within 5 years and sustained for the 5-year monitoring period. The Travel Plan should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%/15%).

Monitoring and Auditing.

The Travel Plan should be monitored in accordance with the TRICS UK Standard Assessment Methodology (aka TRICS SAM). This involves 3 multi-modal surveys over a 5-year period whereupon the 15%/10% trip rate reduction target should be achieved, or further TP measures implemented.

The developer/Travel Plan Coordinator should commission these directly with the TRICS organisation and should be secured through a Section 106 agreement.

Consideration will need to be given as to when the first of the TRICS SAM surveys should be conducted. The final survey should be conducted following final occupation. Therefore 50% occupation may prove to be a reasonable trigger point for the initial survey.

Travel Plan Co-ordinator.

A Travel Plan Coordinator (TPC) should be appointed to deliver the Travel Plan.

The TPC should ensure that regular surveys are conducted in order to monitor progress towards targets.

The TPC should also provide a basic personal journey planning service to residents.

The TPC should be appointed prior to occupation of the first dwelling (ideally before the first unit goes on sale) and should be in place at least until the results of the final surveys are known.

Contact details for the TPC should be provided to this office on appointment. If possible, a planning condition should be applied that prevents occupation of the first dwelling until contact details for the TPC have been provided to the County Council.

Travel Information and Resident's Travel Packs.

Resident's welcome packs should include the following:

- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
- Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking

- Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
- Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel + parking
- Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating.

We expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged the following:

- a) a season ticket for the local bus service
- b) a rail season ticket or network card
- c) a contribution towards the purchase of a new bicycle and/or equipment
- d) Cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycletraining)
- e) 12 months free membership to any local Car Club (including joining fee)

Developments served by Metrobus: For larger developments Metrobus may be able to supply welcome packs for people moving in, with bespoke travel info and a free trial smartcard. If the developer is able to make a financial contribution then Metrobus may also be able to offer significant discounts for residents over a longer period. For further details contact nick.hill@metrobus.co.uk.

Developments served by Stagecoach South: Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact russel.byrne@stagecoachbus.com for details.

For sites in Adur & Worthing, Chichester, Crawley, and Mid Sussex (East Grinstead & Haywards Heath): The easitNETWORK is a business-led network which provides sustainable travel solutions to local employers. Member employers can access a number of incentives including 15% on Southern rail services, discounted bus travel, and a car sharing scheme. Information about any local easitNETWORK should be included in welcome packs.

The County Council has commissioned Pindar Creative's Travel Plan Mapping Solution. The service enables developers, employers, and other organisations to purchase site-specific multi-modal travel maps, notice boards, and interactive PDFs. The applicant may wish to consider using this service to produce the local travel information for the resident's welcome packs. Further details can be found on our website:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

The County Council has produced a leaflet about our car sharing scheme, which is available on our web site and can be downloaded for inclusion in resident welcome packs and on any community web site that might be established. A video which explains how the scheme works is also available. The url is: www.westsussex.gov.uk/carsharing

The West Sussex Cycle Journey planner should be promoted in welcome packs and across the site, as should Traveline South East and National Rail Enquiries etc. The link to our cycle journey planner is <http://cyclejourneyplanner.westsussex.gov.uk/> and can also be accessed via the WSCC website:

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/>

EV charging points.

In addition to on-curtilage charging points for residents, the site would also benefit from electric vehicle charging points for visitors. Existing charge points in West Sussex are part of the Energise Network and any points installed at this site should be part of the same scheme. Further information is available on our web site:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/electric_vehicle_charging_netw.aspx

Promotion and Publicity.

National awareness events, such as those listed below, should be promoted by the TPC:

Walk to School Week
National Bike Week
Cycle to Work Day
European Mobility Week / Travelwise Week
Cycle September
National Liftshare Week
International Walk to School Month
Road Safety Week

The County Council has developed a suite of posters, which can be used to promote sustainable and active modes of travel. The artwork may be used free of charge and can be downloaded from our web site:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

Enforcement.

The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met. One option might be for a second round of travel vouchers to be offered to each dwelling should the trip rate reduction target not be achieved by year 5.

Monitoring Fees.

As a full Travel Plan has been provided, the applicant is required to pay a Travel Plan monitoring fee of £3,500 (fee to be secured via S106 and paid prior to occupation).

S106 and TAD.

The Highway Authority requires that the Travel Plan and it's monitoring fee of £3,500 be secured by S106 Agreement.

With regard to TAD for other highway infrastructure requirements and non-highways infrastructure requirements, a separate response will be sent directly to the case officer.

Conclusion.

Following review of the submitted information and a site visit, the Highway Authority requires that the following additional information be provided. The detail of that required can be found in the main text of this response but is summarised below.

1. Plan of proposed vehicular access to the site with forward visibility splays marked on.
2. Plan showing visibility splays for, and forward visibility to, pedestrians crossing the access from east to west given the presence of the hedgerow alongside Hanlye Lane.
3. Road Safety Audit Decision Log to be provided.
4. Plan showing footway on the western side of the access point being extended further into the site.
5. Plan showing how the footway on the eastern side of the access will connect to the existing footway running along the southern side of Hanlye Lane.
6. Details of speed controls within the layout. And if these conflict with pedestrian crossing points and/or desire lines, the crossing points to be shown moved away from them.
7. Plan showing visibility splays and dropped kerb for path/twitten running from development to Hanlye Lane.
8. A plan showing the cycle storage shed amended to provide for easier access for cycles.
9. Updated Travel Plan, as may be required.

Please re-consult when the above information is available, at which time the Highway Authority will consider the application further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services