

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Raymond Cole
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	17 April 2020
LOCATION:	Land at Ford Airfield Ford, West Sussex
SUBJECT:	F/4/20/OUT Outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding. This application affects a Public Right of Way. This application is the subject of an Environmental Statement. This application falls within CIL Zone 1 - Zero Rated.
DATE OF SITE VISIT:	
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	

Background

The proposed development comprises an outline planning application (with all matters reserved except for access) for the development of up to 1,500 dwellings (Use Class C3), 60-bed care home (Use Class C2), up to 9,000 sqm of employment floorspace (Use Classes B1), local centre of up to 2,350 sqm including up to 900 sqm retail / commercial (Use Classes A1-A5) and 1,450 sqm community / leisure floorspace (Use Classes D1-D2), land for a two-form entry primary school (Use Class D1), public open space, allotments, new sports pitches and associated facilities, drainage, parking and associated access, infrastructure, landscape, ancillary and site preparation works, including demolition of existing buildings and part removal of existing runway hardstanding at Land at Ford Airfield, Ford.

The site was subject to pre application discussions with WSCC in 2018, whilst comments were provided on the scope and further work identified, further agreement to the outcomes of this work had not been agreed.

Policy

The site is allocated for 1,500 dwellings in the Arun Local Plan, with specific reference in SD8 to the following highway elements.

- A, To take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway;
- F, Improvements to the A259 between Climping and Littlehampton

Community Infrastructure Levy (CIL)/ Infrastructure Delivery Plan /Transport Study Arun CIL charging schedule was implemented on the 1st of April 2020, the application would not be CIL liable as sites allocated under Policy H SP2 of the Arun Local Plan are exempt.

These site-specific policies include requirements for on and off-site mitigation measures which must be delivered individually or collectively by sites in order for the site to be acceptable in planning terms. These cumulative and strategic policy requirements have been identified through infrastructure capacity evidence (the Infrastructure Capacity Study and Delivery Plan, 2017 (ICSDP)).

The mitigation costs for each site have been viability tested as part of the preparation of the Arun Local Plan (2018) (Local Plan Viability Assessment Update Report, 2017). However, it should be noted, that at the time of receipt of a planning application for any strategic housing allocation, infrastructure requirements will need to be assessed based on the specific impacts of the proposal. Therefore, exact mitigation costs may change at that time.

Additional Policy Guidance

It should be noted that the relevant parking standards are now contained within an Arun SPD available at:

<https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n14832.pdf&ver=15210> this includes guidance on the level of Electric Vehicle charging.

An additional guidance document is also the West Sussex Cycle Design Guide

https://www.westsussex.gov.uk/media/13164/cycling_design_guide.pdf which should be considered.

Access

Yapton Road

A 40m ICD roundabout is proposed onto Yapton Road, (section 5.2.4 says 28m and modelled as such) and should be clarified. 4 arms are to be provided, one to the development, Two to Yapton Road and a 4th stub arm to access an agricultural field. Drawing ITB13091-GA-001 Rev E. Forward visibility splays of 120m have been provided along Yapton Road in line with DMRB requirements and a minimum of 90m into the development.

Swept path analysis has been provided and demonstrates that a single or double decker bus are able to make the manoeuvre.

The TA states a Stage 1 RSA has been commissioned however this has not been provided with the application.

Further information on the 4th arm is requested to establish if contact with the land owner has been made that could see an appropriate agricultural access provided along their frontage avoiding the need for a 4th arm.

It is noted that no pedestrian or cyclist facilities appear on the plan nor are shown on the masterplan around the junction. The facilities would need to be provided internal to the development and secured via any future reserve matters application.

Ford Lane

A 40m ICD roundabout is proposed onto Ford Road. 4 arms are to be provided, one to the development, two to Ford Road and one to the consented anaerobic digestive facility (at Wickes Farm) Forward visibility splays of 120m have been provided along Ford Lane in line with DMRB requirements and a minimum of 90m into the development.

Swept path analysis has been provided and detail that a single or double decker bus are able to make the manoeuvre.

The TA stats a Stage 1 RSA has been commissioned however this has not been provided with the application

Employment

Access to the employment provision would utilise the existing Ghost Island right hand turn Lane onto Ford Road, The masterplan shows no vehicular link between the residential area and the employment area.

The TA stats a Stage 1 RSA has been commissioned however this has not been provided with the application.

Internal connection the link road

Within the site, the area identified for employment use will be accessed by the extension of the consented Grundon Access Road. The arrangement comprises the extension of the 7.3m carriageway as well as the 2.0m footway located on the western side of the carriageway. The access arrangement is presented in drawing ITB13091-GA-037.

Non-Motorised Users (NMU) connections

Rollaston Park

A pedestrian and cycle link into Rollaston Park is shown in drawing number ITB13091-GA-041; no cycle facilities are provided along Rollaston Park and as such cyclists would be required to re-join the carriageway. Further improvements are proposed towards Yapton, which includes:

- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on the Johnson Way/ Rollaston Park junction;
- The provision of an uncontrolled pedestrian crossing with tactile paving and dropped kerbs on Rollaston Park;
- The provision of an uncontrolled pedestrian crossing with tactile paving on exiting dropped kerbs on Yapton Road next to the bus shelter;
- A new proposed footway extension immediately north of the bus shelter on Yapton Road to tie into the proposed uncontrolled pedestrian crossing;
- Provision of vehicle crossovers and narrowing of pedestrian crossing distance at both junctions leading into Drake Grove from the B2233/ Burndell Road;
- The provision of tactile paving at the existing dropped kerb on the Fordwater Gardens and Burndell Road junction; and
- The provision of tactile paving at the existing dropped kerb on the Goodhew Close and Burndell Road junction.

Given that the link would be the primary connection between the development and Yapton then further consideration should be provided to the extent of cycle facilities provided.

Horsemere Green Lane

A 3m wide shared use facility would be provided from Horsemere Green Lane into the development, cyclists would then be on road until joining a shared use route adjacent to the Church Lane carriageway and onwards to the National Cycle Network Route2 and Climping Beach. The access arrangement is presented in drawing ITB13091-GA-042. The applicant should consider how the scheme would be delivered in combination with the permitted Climping allocation ref CM/1/17.

Details should also be provided of pedestrian facilities along Horsemere Green Lane and any necessary improvements.

Ford Lane

A 2m wide footway is to be provided onto Ford Lane and an adjacent footway provided in front of Wickes Cottages. As shown on ITB13091-GA-054. The full extent of the

provision in both directions along Ford Lane should be identified to determine a safe termination point.

Ford Road

A 3m shared use route is proposed between the site and Ford Rail station. The connection to Ford Road is made through the use of Public Right of Way 200.3 which is accessed from within the development site. The 3m wide provision is then provide alongside Station Road, further clarification is required upon the ability to provide such width alongside property boundary treatments and features such as the bridge (over the stream) and the impacts on effective width.

Footpaths across the site will also be improved, the TA makes reference to them being upgraded to be utilised by cyclists. The PRow include:

- Footpath 363, which runs east-west across the northern section of the site on the line on the old canal, and provides a connection to Footpaths 170, 200.2 and 360 on towards Burndell and Yapton;
- Footpath 366 and 366.1, which provide a connection to Ford Lane and the opportunity to connect north via Footpath 365; and
- Footpath 175, which provides an alternative pedestrian onto Ford Road at the southern end of the site.

Pedestrian access will also be provided between the residential and employment elements of the site. This link is shown in the illustrative masterplan to the rear of the local centre, north of the retained runways.

NMU audits have been provided for key routes and assess the convenience, accessibility, safety, comfort and at attractiveness of the routes. It is considered that NMU Audits is 'overly positive' in its assessment of existing routes, failing to take in account the speed and flow of vehicles, facilities for cyclists and equestrians and utilises minimum standards for footway provision.

No improvements to the route between Station Road and Footpath 206 have been proposed, with the application stating that Arun DC have secured funding. Confirmation of the details should be provided and details of the crossing facilities at Station Road identified.

Equestrians

Details should be provided on the proposed status of the PRow across the site and the impact of adjoining routes in creating appropriate facilities to be used by equestrians.

Public Transport

The Transport Assessment states:

Stagecoach South has advised that they would be willing and able to provide bus services to

the site and correspondence with Stagecoach regarding details of the service provision is ongoing. The potential routing options that have been identified are:

- A morning and evening peak hour service between the development and Barnham Railway Station;
- A regular (e.g. hourly) service between Barnham and Littlehampton which enters the Development; or
- The diversion of the existing 700 'Coastliner' service, via Ford Lane to enter the site at the northern boundary before routing south through the site to re-join the existing route.

Supporting evidence of the bus operators views should be provided, information provided upon the phasing of any new services and any necessary financial contributions to pump prime.

Ford station

Arun Local Plan policy T DM2 states "car parks at Railway Stations will be safeguarded from development to meet wider transport objectives of encouraging the use of public transport. In particular the expansion of car parking facilities will be encouraged.

Ford railway station also currently only has 14 cycle parking spaces which would need to be significantly increased to encourage additional cycle journeys to the station. It is recommended that improvements are discussed with Southern Rail.

Personal Injury Accident (PIA)

PIA information has been provided for the period 11/2013 to 10/2018. The applicant should provide an assessment of the most up to date information available. The assessment should also cover the northern approaches to both Ford and Yapton level crossings.

Development Impacts

Trip Generation

The TA provides an assessment of the trip rates utilised within the Arun Transport Study Stage 3 report and provides a comparison against the trip rates from TRICS. The Arun Transport Study trip rates are higher and as such a robust scenario utilises these rates. The residential element of the site is forecast to generate 526 AM peak and 515 PM peak two-way trips.

Primary School

It is acknowledged that a level of trips would be internalised from the primary school, the following trips

- All staff would come from offsite, pupils would generate 32 AM peak and 4 PM peak
- Reduction of 58 two way trips in AM peak due to internalisation.
- Trips associated with off-site primary school trips have not been included¹, the TA states that the trips are not new trips, whilst it is acknowledged that they are not new to the wider network they may be new to the junctions in proximity to the site.

Employment

TRICS has been utilised to generate employment trips for 9,000sqm of commercial floorspace (B1 and B2). A total of 52 AM peak and 45 peaks would be generated from this land use.

Retail / Health Care / Community Space

No trips associated with the retail, health care and community space have been included within the assessment. It is acknowledged that most of the trips would be internal to the development or diverted trips already on the network and as such the non-inclusion of the trips would not have a significant impact on the overall modelling assessment.

Total Generation

The applicant's figures detail that the site could generate 537 AM and 577 PM peak trips on to the wider highway network.

Trip Distribution and Assignment

Residential trips have been distributed according to a gravity model and assigned according to Google Maps Journey time information.

Employment and School staff trips have been distributed according to census information.

¹ judgment utilised in assessing the impact of increase of 32 AM peak trips and 4 PM peaks on the site access considered later in this response.

Surveys

Traffic Surveys were undertaken in July 2018 in school term time. Whilst July is outside the typical window for undertaking surveys, the applicant has presented additional information that shows the surveys provide a robust baseline scenario.

TEMPRO

As the number of dwellings/jobs to be provided exceeds the levels identified in the local TEMPRO data over the period to 2031, vehicle flows from committed developments are to be utilised. Confirmation should be provided to the inclusion of the allocated Grundon/Viridor Extended Waste Management within the committed development. Since the agreement of the scope and production of the TA several small developments have been approved within the local area however these would unlikely have a significant impact on the modelling provided.

Modelling

Site Accesses

- Site Access with Yapton Road. Would operate satisfactorily in all scenarios (with a 28m ICD). This would also be the case should the additional primary school trips be included.
- Site Access with Ford Lane. Would operate satisfactorily in all scenarios. This would also be the case should the additional primary school trips be included.
- Site Access with Ford Road. No 2031 scenario has been provided and should be done so. It is also noted that an application F/5/20 has been submitted which has the potential to impact vehicle flows on Thursday Market flows on which further assessment and commentary should be provided.
- As identified within the TEMPRO assessment above confirmation of the inclusion of the allocated Grundon/Viridor Extended Waste Management should be provided.

It is noted that the access road permission ref WSCC/027/18/F has a condition allowing a maximum of 240 HGV movements. It should be confirmed that the maximum allowable HGV movements have been included within the committed development, Arun and WSCC County Planning would need to consider the impact on the condition and how it is monitored in the future.

Strategic Junctions

The following junctions have been modelled as part of the Arun Local Plan Transport Study and as such the application does not provide any additional modelling of the junction., It again should be noted that contributions would be requested to mitigate the impact of the development on the junctions.

- A27/B2233
- A27/A29 (East)
- A27/A284
- A27/The Causeway
- A27/A280
- A259/Church Lane²
- A259/B2187

Junction Modelling has also been provided for Oystercatcher and Comet Corner both junctions it is noted that the observed conditions have not been replicated at Comet Corner and Linsig has been utilised to indicate that both junctions operating over capacity in a 2021 baseline and the development would result in a severe impact in future year scenarios. No further review of the modelling or improvement scheme has been undertaken as it assumed contributions will be secured to a comprehensive improvement to both junctions in line with Arun Transport apportionment study.

² See comments on Junction and mitigation proposed by CM/1/17

Ford Lane / Ford Road

The junction is currently working within capacity and would remain so in a 2031 with development scenario. The largest delay of 48 seconds would be on Ford Road. Further information is requested on the parameters utilised in the modelling of the junction and should be confirmed on a plan.

Ford Lane/North End Road /Maypole Lane

The modelling indicates that the junction currently works under capacity but the inclusion of the development would increase queues and delays on the Ford Lane approach in the AM peak and as such mitigation would be required.

A mitigation scheme comprising increasing the entry width of the Ford Lane arm has been tested and details the junction would provide appropriate mitigation in a 2031 scenario.

North End Road/B2233 Mini Roundabout

The junction modelling indicates that the junction is approaching capacity and the addition of the development flows would result in a severe impact on the B2233 East arm in the AM peak and North End Road in the PM peak and as such mitigation would be required.

A mitigation scheme comprising the conversion of the existing mini roundabout to a kerb roundabout arrangement with alterations to the approach, entry and exit geometries has been proposed by the applicant. The mitigation scheme has been tested for a 2021 and would mitigate the impacts of the development. No 2031 scenario is shown within the main document but is included within the modelling output files. It is identified that funding towards this junction could also be utilised to provide a more comprehensive Yapton to Barnham cycle route / corridor improvement. The scheme should consider how pedestrian improvements secured via planning application ref Y/91/17 would impact the delivery of a scheme.

Bilsham Road / Burndell Road

The junction modelling indicates the junction would be operating over capacity in the baseline scenario and exacerbated with the development with severe queues and delays on Bilsham Road and over design capacity on the B2233 Western approach. As such the junction will require mitigation.

A mitigation scheme comprising the conversion of the existing mini roundabout to a kerb roundabout arrangement with alterations to the approach, entry and exit geometries has been proposed. The mitigation scheme has been tested for a 2021 and would mitigate the impacts of the development. No 2031 scenario has been provided and should be provided. It is identified that funding towards this junction could also be utilised to provide a more comprehensive Yapton to Barnham cycle route / corridor improvement.

Rollaston Park/Yapton Road

The junction currently operates within capacity and would continue to do so in a future year scenario with the addition of development traffic.

Yapton Road /The Street mini roundabout

The junction currently operates within capacity and would continue to do so in a future year scenario with the addition of development traffic.

Comet Corner

A traffic signal mitigation scheme has been designed by the applicant, the scheme would still result in arms being over or close to capacity.

Oystercatcher

The consent of planning application CM/1/17 includes the provision of land for the development of a roundabout improvement scheme, Testing has been undertaken for such a junction and indicates that the development could be accommodated.

A259/ Church Lane

A 50m ICD roundabout has been secured in associated with CM/1/17. Whilst the comments of the inspector at the appeal are noted the application only assessed the scheme to a 2026 scenario. As such as to ensure a robust assessment a 2031 scenario should be provided.

Horsemere Green Lane

It is noted that no traffic is routed via Horsemere Green Lane. However, should the A259/Church Lane junctions be implemented before the Oystercatcher improvements (which is likely to happen due to the securing the Church lane improvements prior to first occupation of the CM/1/17) and the funding arrangements and land take associated with improvements to Oystercatcher) a sensitivity test including assessment of the junctions of Yapton Road /Horsemere Green Lane and Church Lane /Horsemere Green Lane should be provided.

Level Crossing Assessments

It is noted that the maximum queue on the southern arm of Yapton Lane would extend back into close proximity of the Ford Lane junction in a 2031 scenario additional commentary should be provided on the impacts of the increased queues and their potential to impact on additional junctions. Arun DC should consider the environmental impacts of the queuing vehicles.

Ford Bridge

The Arun Local Plan States 15.3.4 - A route for a new road crossing over the railway to relieve congestion at the Ford level crossing has been investigated and this route is safeguarded in the ALP to enable ongoing options to be considered and funding to be obtained.

The application should provide information on how it could enable delivery of such a facility.

Construction

Details of the LGV and HGV flows have been provided within the Transport Assessment and highlight the highest peak hour flows would be in 2026/27 with a total of 680 daily two-way movements (inc 106 two-way HGV movements) A construction management plan would be conditioned should the application be approved.

Layout

Road Hierarchy

Street hierarchy information has been provided which details road widths and pedestrian/cyclist provision alongside each type of road.

Servicing and emergency access

Vehicle tracking has been provided which details that a double decker bus can safely undertake turning manoeuvres at the site accesses. Further information on the internal network would be provided as part of any future reserve matters application.

It is noted that in planning application ref F/5/20 Ford Market that an emergency link would be provided from the market onto the area of runway in vicinity of the Arun Sports Arena.

Parking

A statement of intent is provided which details car (including EV) and cycle parking will be provided in line with local parking standards as part of a reserve matters stage application. Parking design would need to be carefully considered around the pedestrian entrance to the Ford Market to reduce the potential for market visitors to utilise the residential parking areas.

A259 to A27 Links

It is noted that there are local community aspirations for a new north/south route between the A259 and A27. At the examination of the Arun Local Plan despite local representations on this matter, the Planning Inspector for Arun Local Plan concluded that this route was not a scheme that is required to mitigate the transport impacts of the current Local Plan. Within the plan however there is the additional new road crossing over the railway line from Ford Lane. This could form part of a potential future north south route between the A27 and A259. Whilst indicative, due to the outline nature of the planning application, the route through the development site itself could also form part of this route; although it should be noted that it is designed primarily to act as a means of access to the development itself. Whilst at this stage the alignment and design of such a scheme are not clearly defined it is not considered that the development would prejudice the delivery of such a route at a later date; should this be necessary. However, it should be noted that on the illustrative layout of the site the internal spine road is designed as primarily as an access road rather than through route.

Travel Plan

The following comments have been provided by the Travel Plan officer:

- 2.3.2 Need to refer to West Sussex Cycle Design Guide too
- Table 3.1 highlights the need to provide connectivity for cyclists (as well as pedestrians) to local services. Provision of paths that can be cycled on (segregated from traffic) should therefore be an important consideration.
- 3.4.8 NCN2 no longer uses Yapton Road and has been diverted on to the new parallel track (installed in 2018) on A259 Grevatt's Lane
- 3.6.2 I do not concur with the NMU Assessment's conclusions that cycle provision on Ford Road ('Route 1') is safe, attractive and convenient. There are in fact no facilities for cyclists.
- 3.6.4 I do not concur with the NMU Assessment's conclusions that cycle provision on B2233 Yapton Road/Brundell Road ('Route 2') is safe, attractive and convenient. There are in fact no protected facilities for cyclists.
- 3.6.6 I do not concur with the NMU Assessment's conclusions that cycle connection from the site to the A259 ('Route 3') is safe, attractive and convenient. There are in fact no protected facilities for cyclists.
- 3.6.9 I do not concur with the NMU Assessment's conclusions that 'Route 4' is safe, attractive and convenient. There are in fact no protected facilities for cyclists and the northern end of Crookthorne Lane is narrow. The audit states that the surface of Byway 197 is not suitable for vehicles in some sections - it will not therefore be suitable for cycles, and is not therefore convenient or attractive.
- 3.6.11 We are not aware the Arun DC has secured funding to improve FP206 and do not believe this to be the case.
- 3.6.12 I do not concur with the NMU Assessment's conclusions that 'Route 5' is safe, attractive and convenient. There are in fact no facilities for cyclists. The audit states that FP206 is accessible for walking only, and is submerged during periods of high water. It is not therefore convenient or attractive. The audit proposes to re-route the path, but without a change in status it could not be used by cyclists.

- 4.2.3 We require the key target to be "Over a period of 5 years, achieve a 12-hour vehicle trip rate that is 10% lower than was predicted in the Transport Assessment for the site"
- 4.4.3 Given that 1,500 units are to be constructed it is likely that full occupation will not be achieved until after Year 5, and therefore more than one cycle of TRICS SAM surveys may be required. To this end the monitoring programme should align with the site construction and occupation schedule, with the final SAM survey being conducted after full occupancy has been achieved. This section of the Framework TP should be amended accordingly, including details of the expected construction and occupation schedules.
- 5.3.2 There do not seem to be any proposed improvements for cyclists
- 5.3.5 Check Ford lane drawings for cycle provision
- 6.2.2 New residents should receive their letter/leaflet informing them about the Travel Plan within 7 days of occupying their new home.
- 6.2.3 Due to the size of this site it is likely that notice boards will be required in 3 or more locations.
- 6.2.5 New residents should receive their Travel Information Packs within 7 days of occupying their new home. The value of the sustainable travel voucher may need to be revised depending the impact of COVID-19 on the inflation and the value of sterling. For the sake of clarity, the voucher should be equivalent in value to £150 as at 1st Feb 2020. Please note the updated URL for the Plan Your Journey page on the WSCC website: <https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/rail-air-and-ferry-travel/plan-your-train-journey/>
- 7.5.1 , 7.7.1, 8.1.1-8.2.2 See response to 4.4.3 above and the potential need for the monitoring period to be longer than 5 years.
- 8.3 In line with all other Residential Travel Plans in West Sussex, the Travel Plan must include a second and final £150 voucher offer (equivalent value as at 01.02.20) to all residents in the event that the trip rate reduction target is not achieved.
- I consider that the developer should also be providing a car club at this site (at least 3 vehicles to be provided on 1st occupation). Additional cars may need to be added and they should base the final number on advice from their chosen provider.

Contributions

The application should set out the level of contributions to be provided, the mitigation to be provided and details of the phasing requirements for both.

Conclusion

Additional information is required in order to assess the application.

In summary the following is required:

- Consideration of additional policy- Arun Parking SPD and WSCC cycle design guide;
- Access/Highway Improvements – Confirmation of Yapton Road access ICD and RSA/Designers Responses;
- Yapton Road – 4th Arm consideration;
- NMU links to Yapton – Further NMU consideration;
- Horsemere Green Lane – Further NMU consideration;
- Ford Lane – Extent of pedestrian improvements clarified;
- Ford Road/Station Road – Further information on effective widths of shared use provision;
- Further details on Footpath 206 and secured funding;
- Equestrian facilities – identification of any facilities to be provided;

- Public Transport – Supporting information from bus companies to be provided;
- Ford Station – Consideration of facilities;
- PIA – Update data and expand scope;
- Employment Access – confirm consideration of WSCC/027/18/F HGV movements;
- Junction Modelling – Provide plans with parameters utilised;
- North End Road/B2233 Mini Roundabout – consideration of pedestrian improvements secured within Y/91/17;
- North End Road/B2233 Mini Roundabout and Bilsham Road / Burndell Road – provide costings to allow consideration of a financial contribution or works.
- Church Lane – provide a 2031 scenario;
- Horsemere Green Lane – provide modelling sensitivity testing;
- Level Crossing impacts – provide commentary on the impact on adjoining junctions;
- Ford Rail Bridge – Details of how the application will support its delivery;
- Travel Plan – update in line with comments;
- Contributions – set out levels to be provided and any further information on when these would be provided.

Stephen Gee
West Sussex County Council – Planning Services