

PROJECT NEWTON SCIENCE & TECHNOLOGY PARK
TRANSPORT STATEMENT: STATEMENT OF COMMON GROUND
PREPARED FOR THE MID SUSSEX DISTRICT COUNCIL SITE ALLOCATIONS
DPD PRE-SUBMISSION (REGULATION 19) CONSULTATION
NOVEMBER 24TH 2020

Statement of Common Ground Between:

Connect Consultants



Vail Williams



Mid Sussex District Council



West Sussex County Council



Highways England



1.0 INTRODUCTION

- 1.1.1 This Statement of Common Ground is between West Sussex County Council (WSSC) as the Local Highway Authority, Mid Sussex District Council (MSDC) as the Local Planning Authority, and Highways England (HE) as the authority responsible for the Strategic Road Network of motorways and trunk road.
- 1.1.2 This statement reflects the work being undertaken as part of a project team led by Connect Consultants as highways consultants, and Vail Williams as planning consultants in regards to the 'Project Newton' Science and Technology Park (STP) proposed as part of the MSDC Development Plan Document (DPD) for Site Allocations up to 2031.
- 1.1.3 The broad location for a Science and Technology Park "West of Burgess Hill" was identified and allocated within the Mid Sussex District Plan, adopted March 2018. The Site Allocations DPD seeks to specify the exact location for the STP, and set out a range of detailed policy requirements to inform its delivery at application stage. MSDC, as part of the regulation 18 and 19 stages of the DPD, have confirmed that the 'Project Newton' site proposed by Glenbeigh Developments Ltd / Wortleford Trading Ltd is their preferred location.
- 1.1.4 Whilst MSDC has calculated its employment requirement, and proposed a number of smaller-scale allocations to meet this requirement in full as part of the DPD process, the STP allocation goes beyond what is required to meet identified employment needs.
- 1.1.5 The STP allocation within the DPD is therefore an aspirational allocation to support economic growth within the district and realises the need for a strategic employment allocation within the wider region, and this approach is supported by the Coast to Capital LEP. Similarly, the District Plan policy and subsequent allocation do not depend on the STP to be delivered in full within the plan period to 2031. To align with this, an approved phasing plan, which identifies development both within and beyond the plan period, has been included as a requirement of the DPD to ensure any delivery is supported by the necessary transport infrastructure.
- 1.1.6 The Project Newton STP site sits to the north of the A2300, accessed off Cuckfield Road north of the junction where Cuckfield Road meets the A2300 dual carriageway.
- 1.1.7 The Project Newton proposals identify 1.4 million square feet of commercial floor space across five phases of development, supported by a proposed upgrade to the A2300 – Cuckfield Road roundabout, whereby the roundabout is converted to a signal-controlled 'hamburger roundabout' on the A2300.
- 1.1.8 Ongoing work between all parties is looking to secure agreement on the methodology and approach to traffic modelling supporting the five STP phases, and any resultant mitigation design work required.

2.0 SCOPE OF WORK

- 2.1.1 Since the Project Newton site was identified as the preferred location for the STP, a Transport/Mobility Working Group has been set up across all signatories of this Statement of Common Ground to consider the overall mobility and access to and from the site, as a result of the STP allocation.
- 2.1.2 A Project Newton Mobility Strategy has been prepared through collaboration within the working group and has been agreed by all signatories. Traffic modelling work at strategic and local levels has been undertaken cognisant of the targets of the Mobility Strategy.

- 2.1.3 Ongoing work continues to be undertaken to further assess the traffic effect on the surrounding road network, and to design mitigation proposals to minimise the impact of the STP at key junctions and to meet the requirements of HE and WSCC.
- 2.1.4 The draft DPD produced by MSDC requires that as part of any STP planning application, a phasing strategy is to be developed which sets out all transport mitigation required to enable each phase can be delivered, including any measures to mitigate impacts on the local and strategic road network.
- 2.1.5 The ongoing assessment work includes traffic projections through the five Project Newton phases up to 2031 and will identify the likely triggers for when and where mitigation is required, thereby identifying a mitigation phasing strategy.
- 2.1.6 The draft DPD also sets out that the first priority is to mitigate development impacts by maximising sustainable transport interventions. The Transport/Mobility Working Group signatories to this Statement of Common Ground have agreed the Project Newton Mobility Strategy and its target vehicle-trip reductions to/from key origin areas as a result of sustainable travel interventions covering walking, cycling and public transport.
- 2.1.7 The Mobility Strategy is supported by Bus Viability Study that has been shared with the signatories to the Statement of Common Ground.

2.2 Mobility Strategy

2.2.1 The Mobility Strategy incorporates a range of measures, initiatives and interventions to prioritise the reduction of traffic associated with the STP. These are set out below:

- Walking and Cycling Strategy
 - Pedestrian and cycle links and connections to the adjoining residential and employment areas of Burgess Hill, including signal-controlled crossings of the A2300;
 - Provision of an arterial network of segregated cycle routes within the site;
 - Provision of fixed, public-use cycle pumps at key locations on site;
 - Charging facilities for electric bike and scooters;
 - On-site cycle shop with bike parts/spares and bike mechanic;
 - Provision of cycle route maps/boards at key locations around the site;
 - Provision of covered cycle shelters adjacent to the key buildings and destinations within the site, accommodating more than 1,000 cycles;
 - Provision of showers, changing rooms and drying rooms in all employment units;
 - On-site bicycle user group (BUG);
 - On-site bike-hire scheme;
 - Green Commute Initiative bike scheme.
- On-site Car Share
- Electric Car Club
- Site-Wide Travel Plan
- Public Transport Strategy

2.3 Public Transport Strategy

2.3.1 The Public Transport Strategy which forms part of the Mobility Strategy looks at a variety of improvements to current public transport provision. These include the following:

- The diversion of the existing 100 service provides an immediate opportunity at no cost, which will provide a good opportunity for trips from Burgess Hill to be made by bus.
- The existing 35A/C routes should be extended and/or a new shuttle service be provided, to bolster the provision between Project Newton and Burgess Hill and the train station.
- The provision of a shuttle service from the outset will provide an attractive opportunity for Haywards Heath, Brighton and Crawley trips, as well as other longer-distance trips, to be made by a train-and-bus combination.
- The diversion of the 273 service to the STP would target trips from both Brighton and Crawley. An alternative to diverting the 273 could be to extend the Project Newton Burgess Hill station shuttle service westwards to meet the 273 bus at the Hickstead stops.
- As both Project Newton and the Northern Arc come forward, the extension of the Northern Arc bus route will provide a connection between Project Newton, the Northern Arc, Burgess Hill and the train station.
- Continued liaison and partnership working with Homes England and MSDC on the interrelationship and opportunities with the Northern Arc are ongoing and will inform any detailed application stage

2.3.2 With effective use of demand management options, coupled with employee incentives, the target modal-shift trip numbers are agreed by all signatories as follows:

Burgess Hill @ 50% = 398 trips from car to bus

Brighton @ 25% = 55 trips from car to bus/rail

Haywards Heath @ 25% = 31 trips from car to rail

Crawley @ 10% = 7 trips from car to bus/rail

Total = 491 peak-hour trips shifted from car = 29% reduction from the total S&TP peak-hour trips (average 1,696 peak-hour trips).

2.4 Highway Mitigation

2.4.1 The wording in the Site Allocations DPD also requires policy SA9 to demonstrate that the STP would not adversely affect the safe and efficient operation of the A23 and the A23/A2300 Hickstead junction to the satisfaction of the local highways authority and Highways England.

2.4.2 The ongoing traffic modelling work undertaken in association and agreement with the Transport/Mobility Working Group will consider the physical highway mitigation measures where and when required.

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- 2.4.3 Design and costing work for mitigation improvements will follow on from modelling results where required, to identify the deliverability and viability/affordability of the improvements. These can then inform the District Council's scheduling of developer contributions. The cost estimates will need to be robust, including for optimism bias and contingencies and the design plans will give a clear indication of the land that is likely to be required to achieve them.

3.0 NOVEMBER 2020 UPDATE:

3.1.1 Whilst the traffic modelling work is evolving, for this Statement of Common Ground, current evidence demonstrates that for the following junctions there is capacity for development on the Project Newton STP site SA9 as follows:

Junction	Phase / Trigger for mitigation (from Nov 2020 work)	Mitigation	Notes
A23-A2300 Hickstead west junction (as per A2300 Improvement Scheme)	At any point during build-out, in association with both Highways England and West Sussex County Council.	Adjustment to traffic signal cycle-times to accommodate traffic growth.	There is sufficient capacity in the junction that by increasing the cycle times allows the full 2031 Sites DPD traffic scenario to be accommodated within capacity.
A23-A2300 Hickstead east junction (as per A2300 Improvement Scheme).	Phase 3 2027.	Partial signalisation of roundabout, designed by Connect Consultants and to be agreed with WSCC and HE.	Land within WSCC ownership – financial contributions for works on WSCC land as part of planning application.
A23 – A2300 Hickstead southbound on-slip.	Upgrade required in 2023 baseline PM peak prior to the addition of the Sites DPD traffic.	Upgrade merge/on slip layout designed by Connect and to be agreed with WSCC and HE.	Design being finalised and will require approval by HE. Majority of required land is within HE ownership – a small pinch point adjacent to Mill Lane exit appears to be in third-party ownership which will need to be considered should a full lane-gain layout be required.
A2300 - Cuckfield Road.	End of Phase 1 2025.	Hamburger junction designed by Connect, required land is within WSCC and Project Newton ownership.	Enabling application or hybrid application to cover full details /ARM for access.
A2300 - Jane Murray Way roundabout.	No mitigation required for full Sites DPD 2031 Phase 5.		Mobility strategy and travel plan requirements.
A2300 – Northern Arc Western Link Road roundabout	Phase 2 (worst case) or Phase 4 (best case).	Potential increased width of approach arms, and/or partial signalisation, subject to final design.	
A272 – B2036 mini-roundabout, Ansty	Existing capacity issues in baseline scenario.	Potential minor widening of A272 approaches, plus on-site measures to direct traffic to A2300.	Traffic flows through this junction will likely reduce following improvements to A2300 junctions.

- 3.1.2 The work being undertaken by Connect and the Transport/Mobility Working Group will continue with a further stage of work to test the proposed mitigation measures in the strategic model and to undertake a further round of junction capacity modelling to assess how strategic trip routeing will be affected by the proposed junction improvements.
- 3.1.3 The scope and methodology has been agreed by all parties in the working group and will be undertaken over the next two to six weeks.
- 3.1.4 The Transport/Mobility Working Group have therefore agreed as part of this Statement of Common Ground that:
- the Project Newton Mobility Strategy and its target trip reduction based on geographical locations has been approved, including prioritising the maximisation of sustainable transport interventions;
 - there are in-principle design solutions and a draft phasing strategy for physical mitigation at the key junctions, which would demonstrate that the STP is deliverable, subject to those solutions being demonstrated to be effective and deliverable;
 - Work is ongoing, relating to finalising the highways infrastructure improvements and mitigation phasing strategy, which will be agreed with all parties in due course.
- 3.1.5 All signatories agree to continue to work collaboratively on the traffic modelling and identifying a mitigation strategy following submission by MSDC and ahead of any DPD Planning Examination, and that works required to support any detailed planning application in addition to the allocation will require further dialogue and assessment as further detail is provided.
- 3.1.6 In summary, it is agreed that if the site SA9 is suitable for allocation following completion of the remaining technical work, Policy SA9 has built-in caveats and that further analysis and approvals will be required as and when detailed information becomes available.
- 3.1.7 The Transport/Mobility Working Group also acknowledges that further modelling and design work will be required as part of the formal planning process for any forthcoming hybrid or outline application.
- 3.1.8 It is anticipated that this Statement of Common Ground will evolve as the work continues, with updates and revisions anticipated ahead of any examination.