

## Hearing Statement on Inspector Questions

# Mid Sussex Local Plan 2014-2031

## Site Allocations DPD

### Examination: Matter 5

### Science & Technology Park, Burgess Hill

On behalf of Dacorar (Southern) Limited  
& Wortleford Trading Company Limited

**Report date:**

May 2021

**Prepared as response to ID-02:**

Matter 5.1(v)

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## **Matter 5 - Are the policies to manage and promote the Local Economy and Employment Areas and Allocations sound?**

5.1 **Policy SA9** allocates land for a **new science and technology park**; it is located to the north of the A2300, whereas the District Plan policy DP9 is for a high-quality business park to the south of the A2300.

(v) *Is the impact of an enlarged science and technology park on **the highways network**, justified in terms of traffic congestion and vehicular and pedestrian safety; does the highways network need to be improved to achieve a satisfactory level of mitigation, and if so, is a highway/transport improvement scheme deliverable at the same time as the implementation of the proposal?*

For clarity, and with reference to our responses to Matter 5.1 (i), (ii) and (iv), the SA9 site does not enlarge the Science & Technology Park allocation already approved under the adopted District Plan Policy DP1. Rather, it is in addition to adopted District Plan 2018, Policy DP9:<sup>1</sup> : *“Strategic Allocation to the north and north-west of Burgess Hill”*.

Please refer to SA9.17, the *Transport Statement: Statement of Common Ground* (SoCG) between the science and technology park (STP) promoters, Mid Sussex District Council (MSDC), West Sussex County Council (WSCC) and Highways England (HE).

The SoCG (SA9.17) and the May 2021 update sets out the highways and transport work which has been undertaken over the past year to assess the traffic impact of the proposed STP on the surrounding road network, which is based upon MSDC’s strategic transport modelling work as set out in T7 *Strategic Transport Assessment: Regulation 19*.

The MSDC strategic modelling takes account of all committed highway schemes which are anticipated to be in place in 2031, including the A2300 improvement scheme (principally upgrading the A2300 to a dual carriageway), and models the strategic routing of traffic in the forecast 2031 scenario with the Sites DPD development traffic.

It identified the junctions at which there is predicted to be congestion in the Sites DPD scenario, and those at which the predicted congestion is largely attributable to the STP traffic.

Additional strategic traffic modelling work commissioned by the STP promoters uses the MSDC strategic model to model the projected traffic flows in each of the five STP phases up to 2031. The modelled traffic flows for each of the STP phases have been used for individual junction capacity analysis, which has identified the likely triggers for when and where mitigation is required.

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<sup>1</sup> <https://www.midsussex.gov.uk/media/3406/mid-sussex-district-plan.pdf>

This has culminated in the identification of a mitigation package agreed with MSDC, WSCC and HE comprising a Mobility Strategy (document SA9.11) to first prioritise sustainable travel options, and a phased package of physical measures to mitigate the residual traffic impact by improving capacity at key junctions at the point during the STP build-out when it is required.

It has been agreed with all parties there are in-principle design solutions and a draft phasing strategy for physical mitigation at the key junctions.

The physical improvement schemes have been individually subject to junction capacity analysis and Stage 1 Road Safety Audits to ensure that the proposals are safe and suitable for non-car users of the road network as well as for road traffic.

High level cost estimates for the construction of the individual schemes have been undertaken to inform their viability and deliverability.

All of the above demonstrates that the STP mitigation package is deliverable, and that the junctions will operate within capacity, and the residual traffic impact will not be severe.

Therefore, the impact of the STP on the road network is justified in terms of traffic congestion and vehicular and pedestrian safety, and the agreed highway improvements achieve a satisfactory level of mitigation and are deliverable in phases, concurrent with the delivery of the STP.

Representation (784) from Bolney Parish Council raises a concern about the impact of SA9 STP traffic on the roads in Bolney, and on the A272 / A23 junction. However, these junctions are not highlighted as areas of concern by the strategic modelling, because of the forthcoming capacity improvements on the A2300 and the proposed STP mitigation measures.

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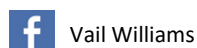
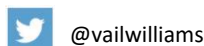
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