

Hearing Statement on Inspector Questions

Mid Sussex Local Plan 2014-2031 Site Allocations DPD

Examination: Matter 6 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 6.3(i)

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Matter 6 – Are the Transport, Infrastructure, Implementation and Monitoring provisions of the Plan sound?

6.3 Are there any issues arising from the development allocations of the Plan on the strategic highways network or on any locations with potential highways/ pedestrian safety issues? Can these issues be satisfactorily overcome? Several representations state that the Council's independently commissioned highways and transport studies, which generally support the site allocations in the Plan, are flawed; in what ways are these studies flawed? Is it acceptable/good practice for the highways impact of a scheme to be considered less than severe if the existing traffic conditions in the area, which admittedly not the result of the proposed allocation, are acknowledged to be severe; in other words, should the cumulative impact be the determining factor in assessing traffic impact in relation to the impact of a specific housing allocation? Reference is made to a recent study by WSP in relation to traffic conditions in the East Grinstead area; what were the principal conclusions of this study?

*(i) Are there any issues arising from the development allocations of the Plan on the **strategic highways network** or on any locations with potential highways/ pedestrian safety issues? Can these issues be satisfactorily overcome?*

MSDC's strategic traffic modelling (T7) *Strategic Transport Assessment: Regulation 19* shows that the A2300 / A23 Hickstead junction and the A23 southbound between the Hickstead junction and the Mill Lane junction are predicted to be affected primarily by the SA9 STP traffic.

As set out in the response to Question 5.1 (v) above, the SoCG (SA9.17) and the Maya 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.

The outcome of this work is a phased package of physical measures designed to mitigate the residual traffic impact by improving capacity at key junctions including the A23 Hickstead junction and the A23 southbound between Hickstead and Mill Lane.

The physical improvement schemes have been individually subject to Stage 1 Road Safety Audits to GG119 standard to ensure that the proposals are safe and suitable for non-car users of the road network as well as for road traffic.

It has been agreed with all parties of the SoCG that there are in-principle design solutions to satisfactorily overcome the issues on the Strategic Road Network.

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