

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:

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Prepared as response to ID-02:

Matter 6.3(iii)

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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?

(iii) 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?

Although the question is directed towards the impact of housing allocations, the assessment of impact of the STP requires the same approach, as set out in NPPF paragraph 109; '*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

WSCC supplied to MSDC its detailed interpretation of the relevant paragraphs of the NPPF to inform Transport Assessments, which defines how to assess development in order to address the requirements of the NPPF. The WSCC guidance identifies what development should be included to ensure 'cumulative impacts' are considered, and sets out that forecast traffic flows from committed developments and associated mitigation in neighbouring areas are also to be taken into account.

The MSTs modelling assesses the proposed allocations in the DPD on top of existing allocations and approved development, with the associated committed highway and transport network changes.

The evidence base produced in support of the Sites DPD, which accords with the WSCC interpretation of the definition of 'severe', demonstrates there are no remaining severe impacts following implementation of proposed mitigation, therefore in line with the requirements of NPPF paragraph 109, and is in line with national guidance and best practice.

The additional strategic traffic modelling work commissioned by the STP promoters uses the MSTS model to model the projected cumulative 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.

This has culminated in the identification of an agreed mitigation package 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. This is underpinned by the cumulative traffic scenario of the MSTS.

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