

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 6.4

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

6.4 Is policy SA35, which addresses the safeguarding of land for and delivery of strategic highway improvements, sufficiently justified, detailed and effective to enable the delivery of the following schemes: (i) A22 Corridor upgrades at Felbridge, Imberhorne Lane and Lingfield Junctions; (ii) A264 Corridor upgrades at Copthorne Hotel Junction; (iii) A23 junction upgrades at Hickstead? Does the policy need to be extended to address potential highways issues in and around the proposed science and technology park to the north-west of Burgess Hill; the traffic impact of allocations SA12 and SA 13 to the south-east of Burgess Hill; and/or any other locations?

MSDC's strategic traffic modelling (T7 *Strategic Transport Assessment: Regulation 19*) identifies the need for capacity improvements at the A23 / A2300 Hickstead junction. As set out in the SoCG (SA9.17 and the May 2021 update), there are proposed capacity improvement schemes on each side of the Hickstead junction, and three options being explored for capacity improvement on the A23 southbound between Hickstead and Mill Lane, which will be progressed further through the planning application process.

All of the SA9 proposed mitigation schemes use land solely within the existing highway boundary and/or land within the promoters' control. The exception being one of the options for the A23 southbound which could require a thin sliver (maximum width 1.5m) of third-party land, amounting to 106sqm of land, to remove a minor pinch-point on the east side of the A23 immediately north of the exit-slip for Mill Lane.

The policy SA35 boundary is sufficiently justified, detailed and effective to enable the delivery of the A23 junction upgrades at Hickstead, however, if it transpires that the A23 southbound option requiring the third-party land is likely to be implemented, this area could be added to the area safeguarded within SA35 at this location.

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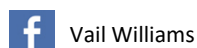
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