

MID SUSSEX
DISTRICT COUNCIL

Statement of Common Ground

**Transport: MSDC & Surrey County
Council (SCC)**

July 2024

1. List of parties involved

Mid Sussex District Council
Surrey County Council

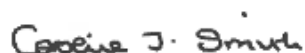
2. Signatories



Date: 22nd July 2024

Ann Biggs

Assistant Director for Planning and Sustainable Economy
Mid Sussex District Council



Date: 16.07.2024

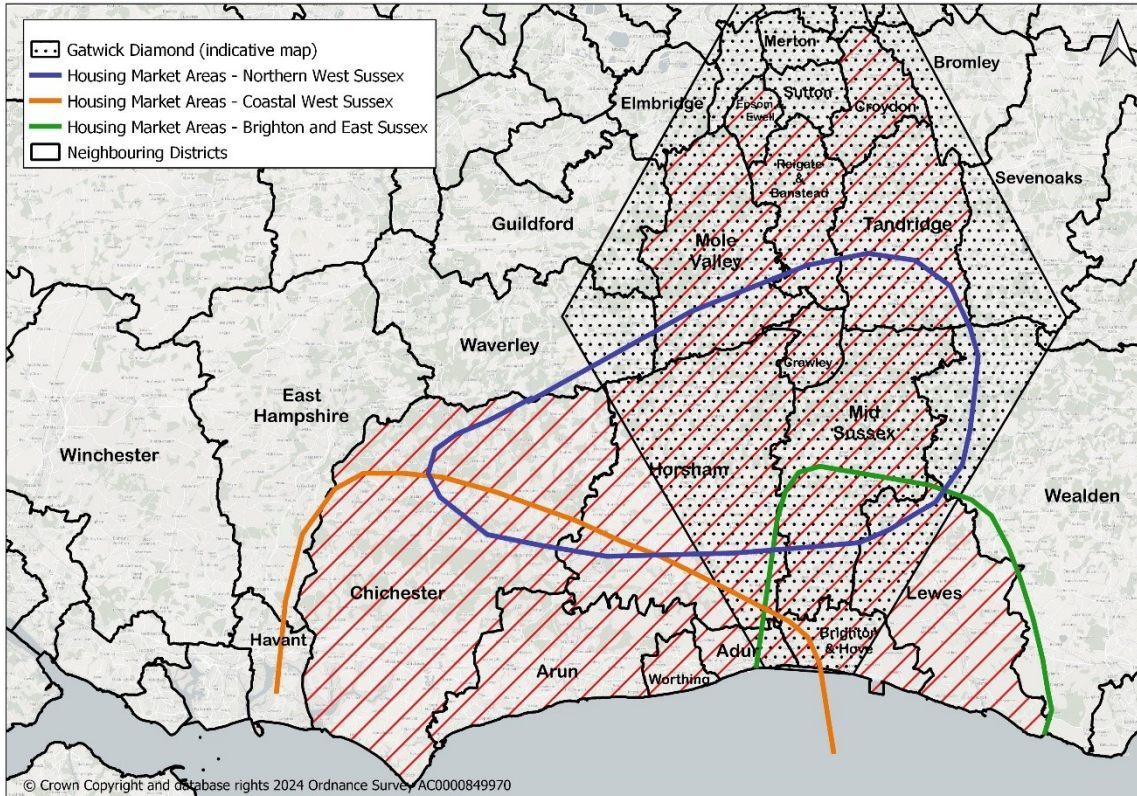
Caroline Smith

Planning Group Manager
Surrey County Council

3. Strategic Geography

Mid Sussex district is situated within the county of West Sussex and adjoins Surrey to the north (Tandridge District Council) and East Sussex (Wealden and Lewes District Councils) to the east. Crawley Borough Council and Horsham District Council are neighbouring authorities within West Sussex County, and Mid Sussex also shares a boundary with Brighton and Hove City to the south.

MSDC is one of the local authorities that make up the Greater Brighton City Region, along with Arun, Worthing, Adur, Crawley, Lewes, and Brighton & Hove. MSDC is a member of the West Sussex and Greater Brighton Strategic Planning Board. Mid Sussex is also one of the districts in the Gatwick Diamond – a business-led initiative to attract jobs and investment to the area.



4. Strategic Matters

The following strategic and cross-boundary transport matters have been identified:

1. Cross-boundary impacts of planned growth on the network, including the A22/A264.
2. Severe or significant impact on junctions affecting traffic flows in adjoining local authority areas.

The parties agree:

3. The Mid Sussex Transport Study considers the impacts of District Plan scenarios on the local and strategic road network. The Mid Sussex Strategic Highway Model (MSSHM) was produced in accordance with standard good practice as set out in the Department for Transport's (DfT) transport analysis guidance (TAG), and in consultation with West Sussex County Council (WSCC).

4. The impacts on the highway network of the agreed development scenarios have been assessed based on the National Planning Policy Framework (NPPF) using criteria agreed by MSDC and WSCC.
5. At Regulation 18 stage, Surrey County Council (SCC) raised concern regarding the cumulative cross-boundary impacts in Surrey, highlighting the A22/A264 corridor, which is already suffering traffic congestion. SCC highlight that they are leading on the development of a transport study focusing on the corridor in partnership with WSCC and in consultation with MSDC and Tandridge DC. The study seeks to identify a package of measures to help address existing highway capacity and safety issues on the network. Any necessary mitigation proposed on this corridor to address the emerging District Plan impacts will ensure it would not prejudice the outcomes of this study.
6. SCC's Regulation 18 representation sets out the expectation to fully understand the impacts of the District Plan on the Surrey road network, how any impacts will be mitigated and funded and to encourage cross-boundary active and sustainable travel.
7. SCC find the Local Model Validation Report (LMVR) acceptable but sought further clarity around aspects of the reporting and the methodology which has informed the vehicle trip reductions being applied in the modelling.
8. In response, Mid Sussex District Council (MSDC) commissioned further evidence to share with SCC (April 2024) including select link/ junction analysis and flow changes at a series of locations identified by SCC. SCC found the information satisfactorily demonstrated the forecast cross-boundary impacts of the proposed spatial strategy and potential developments at Crabbet Park and Crawley Down are relatively modest.
9. The change in trips passing through Felbridge is forecast to be relatively small.
10. Areas of concern highlighted by SCC:
 - Surrey councils have expressed concern to SCC's Cabinet Member for Highways & Transport over pressures on the A23 corridor between Horley and Redhill due to increasing demand from recent and prospective developments;
 - SCC consider the trip generation reduction assumed in Scenario 5m2 from Crabbet Park to destinations in Surrey to be over-stated;
 - The potential impact on Smallfield.

11. There is a difference in opinion regarding the mode shift forecasts and the potential change in motorised vehicular trip generation in relation to trips to and from Crabbet Park and Salfords/ East Surrey Hospital. The finer detail on methodology for trip reductions from Crabbet Park to different employment destinations can be explored through the transport assessment work for the planning application which would inform any necessary adjustments to the transport mitigation package.
12. The two authorities agree to work together to understand whether there are additional practical measures that can be implemented to keep potential trip increases in the Smallfield area to a minimum.
13. There are no cross-boundary 'severely' impacted locations arising from planned growth in the emerging Mid Sussex District Plan in the 'do something' scenario. Necessary highway mitigation, as defined by the Infrastructure Delivery Plan, will be secured through the planning application process and timely delivery will be managed through the Transport Mitigation Management Group to which SCC will be invited to contribute on cross-boundary matters.
14. The parties will continue to work together to agree the outcomes of transport modelling and securing necessary sustainable and highway mitigation packages that may be required.

5. Governance Arrangements

The parties are committed to working positively together, sharing information and best practice throughout the plan preparation phase and beyond.

This co-operation and collaboration takes place at senior member, chief executive and senior officer as well as at technical officer level. This Statement of Common Ground is signed at Head of Service level.

In terms of governance, the parties agree:

1. They have engaged on an ongoing basis throughout preparation of the District Plan Review and consider that the Duty to Cooperate has been met.
2. The parties will continue to work together on strategic transport issues affecting their respective areas of interest.
3. The parties have worked collaboratively on plan preparation and evidence and will continue to do so.

4. The parties will meet at member and officer level to review emerging evidence and respond to new issues and changing circumstances.
5. The parties will update this SoCG when necessary, as progress continues towards the adoption of the Mid Sussex District Plan 2021-2039.

6. Timetable for review and ongoing cooperation

LPA	Present Plan Adoption	Proposed Plan Review Date	Regulation 18 Date	Regulation 19 Date	Target Submission Date
Mid Sussex District Plan	March 2018	2022-2024	November 2022	January 2024	Summer 2024