

Email from Andrew Frost received on 12/3/24

Dear Lucy

I refer to your email of 4 March and the associated attachment and have set out below my comments.

Firstly, since the close of the Local Plan Regulation 19 consultation the Council has been considering issues raised as part of that process, including the comments of Fishbourne Parish Council. One of the key areas that has required further work has been around transport, and in particular capacity on the strategic road network (SRN) – the A27 bypass. We will be proposing any necessary modifications to the Plan, albeit it will be the local plan examiner who will ultimately consider whether these are appropriate.

In terms of traffic impacts arising from growth in the proposed Submission Plan, as you will be aware from the Plan, the full scheme of mitigation by way of junction improvements to the A27 is unaffordable without external funding, which has not been possible to secure. We have therefore been guided by the Highway Authorities to consider other options for capacity creation, including modal shift, and to deliver this through a 'monitor and manage' (M&M) approach, rather than the traditional 'predict and provide'. This will mean continuous monitoring post plan adoption and the design and implementation of schemes that are responsive to the most up-to-date data. We expect that this is to be provided through a multi-agency 'Transport Infrastructure Management Group' (TIMG) which will meet on a regular basis and make recommendations on the most appropriate schemes to be delivered. Funding release and delivery of those schemes will then be a matter to be agreed by the respective governing authorities (primarily Chichester District Council and National Highways) and there will need to be the relevant consultation prior to delivery of those proposals. The TIMG is due to conduct its inaugural meeting of the key authorities in the next few weeks, at which I expect that its terms of reference will be considered. As part of that process we will consider if there are appropriate opportunities for further consultation with directly impacted parishes at an early stage, as part of the TIMG considerations.

As part of the M&M process, through the TIMG, a new transport model will be commissioned to ensure mitigation is appropriately targeted and effective. I note your comments regarding using local, as well as national modelling, each have their own benefits and drawbacks, and the appropriateness of their use is dependent on specific circumstances. We will be considering which is most appropriate as part of the data gathering role of the TIMG, and so your comments are timely. The existing transport model, whilst would benefit from updating, does take account of traffic impacts on both the SRN and the local highway network (LHN). The Transport Assessment commissioned by the Council is being updated and will take account of the cumulative impacts of existing committed development alongside that proposed in the submission plan.

In terms of the impacts of the proposed Submission Plan, and options for delivery of development, I should emphasise that the Council has carefully considered alternative scenarios for the location of

delivery of development within the local plan area. The weighing of these options is best set out in the Council's Sustainability Appraisal which was published alongside the proposed Submission Plan. We will also be preparing background housing and transport papers, which will explain these processes further, prior to examination. In terms of the options around mitigation of transport impacts, this is very much an ongoing process through the M&M process and the TIMG, which as I have set out above, we will ensure provides appropriate opportunities for affected parish councils to input.

I hope this is helpful.

Andrew



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