

Hannah Riddle

From: Stephen Whittaker [REDACTED]
Sent: 11 January 2022 14:48
To: Bown, Kevin
Cc: [REDACTED] Cleaver, Elizabeth; Planning SE; Glenn Charles; Ashley Maltman; [REDACTED]
Subject: National Highways response (our ref 92365 #15568) re application AL/107/21/PL Woodgate Centre Oak Tree Lane Woodgate PO20 3GU

Dear Kevin,

Thanks for your email - please find below responses to the actions you have identified. Please note that it is intended that the application will be heard at planning committee in March, therefore an updated consultation response at your earliest convenience would be much appreciated. To expedite matters I have responded directly to you and the email will also be forwarded to the case officer at Arun DC.

NH Comment/Action:

ACTION: 2038 Model Files need to be submitted for verification of the results presented in the application documents.

Response:

Please find a link below to the 2038 model files as requested:

<https://cace.egnyte.com/dl/iZHe8A1dnS>

NH Comment/Action:

1. There is not an explanation of why 150 dwellings are removed from zone 304 and 180 dwellings are added to zone 253 (both these figures are labelled as BEW so account for the development site). The original TA includes for 180 dwellings at the site
2. For zone 277 the '2024 change in No units' sheet suggests that the zone will lose 207 dwellings but the change in units applied in the 'matrix summary' sheet is to add an additional 10 units. There is no commentary on this other than a query related to the current number of trips for this zone not being high enough to represent 221 dwellings

ACTION: A further explanation of the two calculations needs to be provided.

Response:

1. Following a review of the uncertainty log it was apparent that the model included 150 units on the development site that formed part of the wider BEW allocation within Zone 304 which has a zone connector representing access from the east. In the interim scenario it is proposed that the site is accessed from Woodgate Rd in advance of completion of the wider allocation and supporting highway infrastructure. The proposed development quanta of 180 dwellings was therefore added to Zone 253 which has a zone connector representing access via Woodgate Road as a replacement of the 150 units in Zone 304.
2. The matching of development sites to model zones is not specified in the uncertainty log or the list of additional sites. The original uncertainty log has 231 units complete for Land west of Hook Lane by 2023, interpreted to be in zone 277, but only 10 units for this development are forecast to be complete by 2025 in the 'Additional Sites - Commitments, Strategic Sites (not included in original list), NP.xlsx'. The 2023 model zone does not have sufficient trips to account for 231 units . (eg 26 departures and 10

arrivals in the AM peak). On this basis no change was made to the existing 2023 trips in zone 277. Trips to represent 10 units identified for Land west of Hook Lane in the additional sites list were added to Zone 277 (as shown in the updated matrix summary sheet attached).

NH Comment/Action:

ACTION: An assessment of the A27 / Nyton Road junction needs to be provided to demonstrate the extent of any impacts arising because of the proposed development

Response:

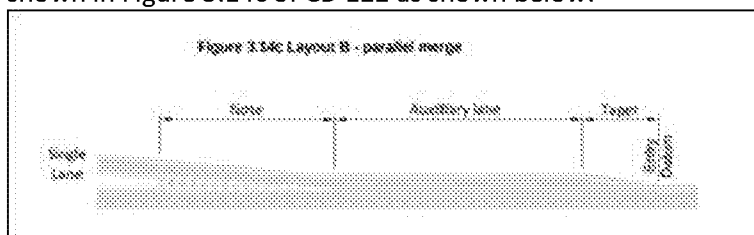
Due to the nature of the A27/Nyton Road junction the assessment of capacity at the junction has been undertaken in two parts. Firstly the movements from the A27 Arundel Road into Nyton Road have been undertaken using PICADY modelling software as these represent typical movements at a priority junction. Secondly the exit arrangement from Nyton Road to the A27 (W), which represent a 'Parallel Merge' arrangement has been assessed with reference to CD 122 to determine whether the merge layout is appropriate for forecast traffic conditions.

Forecast weekday AM and PM peak PICADY assessments have been undertaken to assess the movements into Nyton Road junction as requested for both the 2024 and 2038 with and without development scenarios. Forecast traffic flow data was extracted from the SATURN models for the corresponding scenarios. The capacity assessment files are attached for reference and the outputs are summarised below:

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2024 Do Minimum				
A27 (W) – right turn	0.44	1	0.64	2
2024 With Development				
A27 (W) – right turn	0.45	1	0.64	2
2038 Do Minimum				
A27 (W) – right turn	0.46	1	0.54	1
2038 With Development				
A27 (W) – right turn	0.47	1	0.55	1

The capacity assessments indicate that the right turn from the A27(W) is forecast to operate comfortably within capacity during all scenarios. There were no left turn movements into Nyton Rd from the A27(E) in the SATURN model scenarios which informed the above assessments.

With regards to the exit from Nyton Road the existing arrangement represents a 'Parallel Merge' arrangement as shown in Figure 3.14c of CD 122 as shown below:



The forecast traffic flows at the merge are as follows:

Scenario	Peak	Merge Flow	Mainline Flow
2024 Do Min	AM	733	2265
	PM	397	1701
2024 With Dev	AM	760	2265
	PM	406	1705
2038 Do Min	AM	1013	2315
	PM	391	2048
2038 With Dev	AM	1080	2258

	PM	399	2049
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The forecast merge layout requirements are set out in the table below:

Existing Layout		Required Layout (as per CD 122)							
		2024 Do Min		2024 With Dev		2038 Do Min		2038 With Dev	
AM Peak	B	2u,2d,1m		A	2u,2d,1m	A	2u,2d,1m	B	2u,2d,1m
PM Peak		2u,2d,1m		A	2u,2d,1m	A	2u,2d,1m	A	2u,2d,1m

u = number of upstream lanes, d = number of downstream lanes, m = number of merge lanes

Based upon the assessment above it is apparent that the current parallel merge provision represents an appropriate layout in all forecast scenarios.

I trust the above provides NH with the information they require to provide a final consultation response to the application. Please let us know if you require anything further.

Kind regards,

Steve Whittaker

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Associate Transport Planner

Website LinkedIn

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Charles & Associates

Registered in England No. 08136641

From: Bown, Kevin <[redacted]>

Sent: 05 January 2022 14:50

To: Stephen Whittaker <[redacted]>

Cc: Glenn Charles <[redacted]>; John Wilde <[redacted]>; Planning SE

<[redacted]>; Cleaver, Elizabeth <[redacted]>; Bowie, David <[redacted]>

Subject: FAO Steven Whittaker: National Highways response (our ref 92365 #15568) re application AL/107/21/PL Woodgate Centre Oak Tree Lane Woodgate PO20 3GU

For attention of:	Steven Whittaker
Site:	Woodgate Centre Oak Tree Lane Woodgate PO20 3GU
Proposal:	Demolition of the Woodgate Centre buildings (including 3 No. residential dwellings) & the construction of 180 No. residential dwellings with the creation of new vehicular access with footways and cycleways, ancillary

	road infrastructure, emergency access arrangements, associated parking, public open space, including children's play space, landscape planting, surface water attenuation & drainage & other associated infrastructure. This site is in Cil Zone H SP2, BEW Strategic Site and is not CIL Liable.
Your Reference:	AL/107/21/PL
National Highways Reference:	92365 #15568

Dear Mr Whittaker,

Thank you for your email of 10 December 2021 consulting my National Highways colleague, Elizabeth Cleaver, regarding the above referenced application. As Elizabeth is on leave, I am replying in her stead in this instance.

We have now reviewed the technical note and accompanying appendices and model files which you included with your email of 10 December and have the following comments.

We have reviewed the WSCC response to the modelling (dated 24th November) alongside the submitted model files. We note that WSCC actions from their response relating to inclusion of committed developments and certain delay figures have been addressed in the documents and files submitted to National Highways. The remaining WSCC comment relates to queues associated with a level crossing on Woodgate Road, which is not considered relevant to the wider impacts to the SRN.

To confirm,

- We have received the 2024 AM and PM models for both the DM and DS scenarios.
- We have not received any model files for the original 2038 modelling work that was completed; these should be provided for completeness.

ACTION: 2038 Model Files need to be submitted for verification of the results presented in the application documents.

We have reviewed the Local Model Validation Report (LMVR) for the modelling and are content that the validation of the base model is acceptable.

We have also been sent the matrices that were used for the modelling. We have checked the spreadsheet methodology and it mostly appears sound (although the spreadsheet is difficult to follow) and the totals shown in the spreadsheet match those used in the model matrices. There are, however, two calculations which cannot be completely verified. They are:

1. There is not an explanation of why 150 dwellings are removed from zone 304 and 180 dwellings are added to zone 253 (both these figures are labelled as BEW so account for the development site). The original TA includes for 180 dwellings at the site
2. For zone 277 the '2024 change in No units' sheet suggests that the zone will lose 207 dwellings but the change in units applied in the 'matrix summary' sheet is to add an additional 10 units. There is no commentary on this other than a query related to the current number of trips for this zone not being high enough to represent 221 dwellings

ACTION: A further explanation of the two calculations needs to be provided.

In terms of the modelling itself, zones 253 and 304 are in the same location. We have undertaken checks on the turning totals in terms of change between the DM and DS and can confirm that the numbers match. However, based on the stated methodology we require that the A27 / Nyton Road junction should be assessed as the change in flows totals 30 PCU's in the AM peak.

ACTION: An assessment of the A27 / Nyton Road junction needs to be provided to demonstrate the extent of any impacts arising because of the proposed development

Conclusion

Once the actions above have been addressed, the final version of the modelling note (plus any associated updates to the other Transport documents accompanying the application) will need to be issued to Arun District Council so that they may formally re-consult National Highways.

This will hopefully conclude the TA related matters. You will hopefully be aware that all BEW Strategic and other Sites are required to make contributions to the agreed mitigations to the A27 across Arun, including the A27/ Nyton Road junction. We will therefore also, in due course, need to agree the required contribution.

Thank you for consulting us. Should you have any queries regarding our response, please contact us via [REDACTED]

Regards

Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial (Town) Planning Manager
Spatial Planning Team, South East Region Operations Directorate
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ

From: Stephen Whittaker [REDACTED]

Sent: 10 December 2021 15:31

To: Cleaver, Elizabeth [REDACTED]

Cc: Glenn Charles [REDACTED]; Planning SE [REDACTED] Bowie, David

Subject: RE: National Highways response: AL/107/21/PL, Woodgate Centre

Hi Elizabeth,

Thanks for your email below. Please find links below to a Technical Note providing a summary of the Interim year assessment and associated appendices including the modelling files as per your request. Please note that the links will expire after 7 days.

Technical Note:

<https://cace.egnyte.com/dl/sRuyPpwmdg>

Appendices:

<https://cace.egnyte.com/dl/PYvaXPtstf>

Please let us know if you require anything further.

Kind regards,

Steve Whittaker
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From: Cleaver, Elizabeth <[REDACTED]>
Sent: 03 December 2021 16:57
To: Stephen Whittaker <[REDACTED]>
Cc: Glenn Charles <[REDACTED]>; John Wilde <[REDACTED]> Planning SE
<[REDACTED]>; Bowie, David <[REDACTED]>
Subject: National Highways response: AL/107/21/PL, Woodgate Centre

For attention of:	Mr. Steven Whittaker
Site:	Woodgate Centre Oak Tree Lane Woodgate PO20 3GU
Proposal:	Demolition of the Woodgate Centre buildings (including 3 No. residential dwellings) & the construction of 180 No. residential dwellings with the creation of new vehicular access with footways and cycleways, ancillary road infrastructure, emergency access arrangements, associated parking, public open space, including children's play space, landscape planting, surface water attenuation & drainage & other associated infrastructure. This site is in Cil Zone H SP2, BEW Strategic Site and is not CIL Liable.
Your Reference:	AL/107/21/PL
Highways England's Reference:	HAMIS 92365; Tracker #15340

Dear Mr Whittaker,

Thank you for your emails of 30 September 2021 and 12 November requesting National Highways' comments on your approach to derive an interim year assessment. Please accept my apologies for the delay in responding.

We have reviewed the proposed methodology in relation to the interim modelling tests and confirm that this is acceptable. We note that a set of corresponding modelling tests have now been

undertaken and the data and outputs have been presented to WSCC, which they have commented on in their most recent response to the application (dated 24 November 2021).

Please could you send us the new model files and outputs, along with copies of any supporting technical note, so that we may review them and then update our formal response? I would be grateful if you could also include a further copy of your previous technical note as the link in your email has now expired.

We recommend that your submission to us addresses the points raised in relation to the modelling in the WSCC response so that these are not duplicated in our review.

If you have any questions regarding the above, please contact us at

Kind regards

Elizabeth Cleaver, Assistant Spatial Planning Manager

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