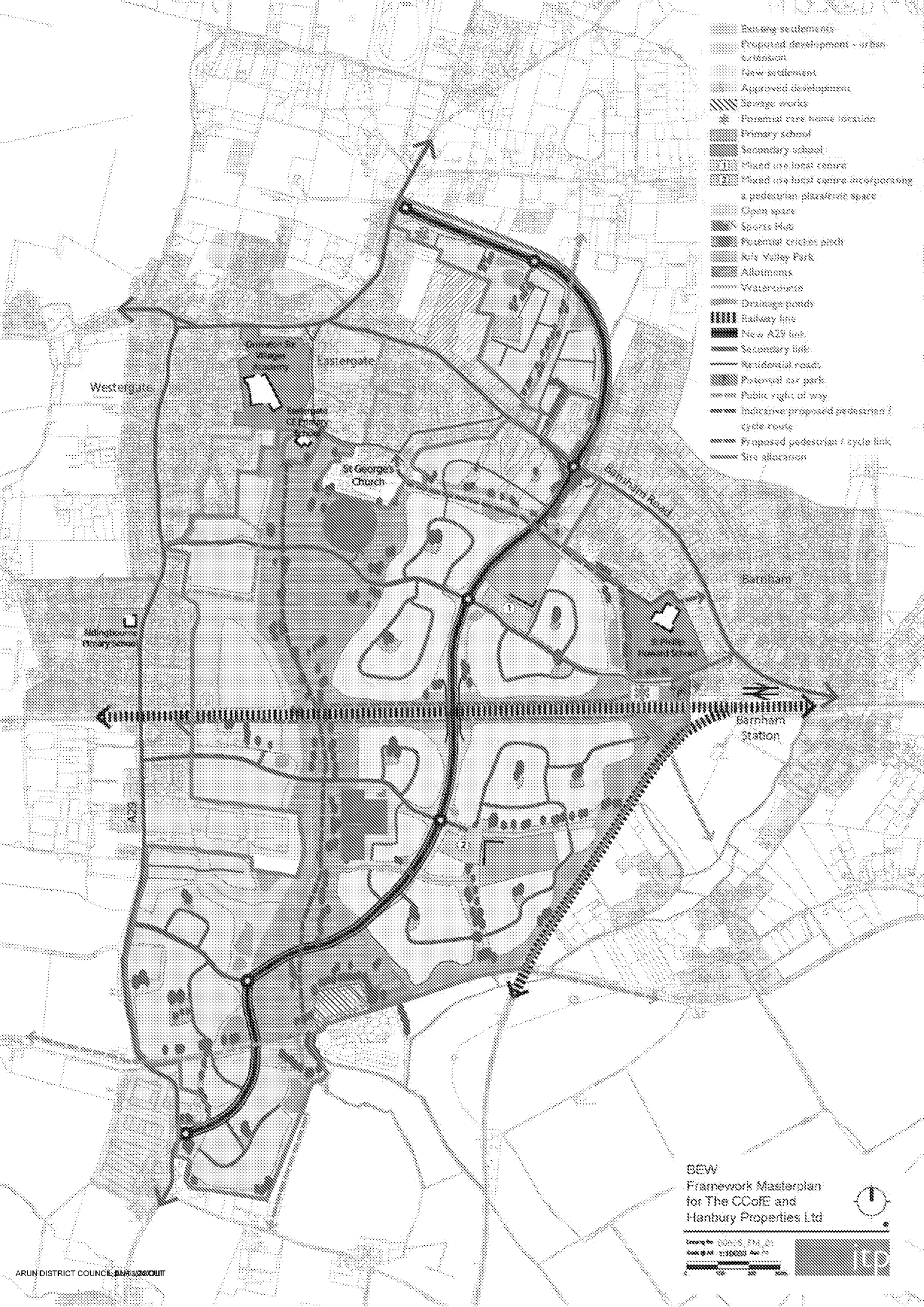


- Existing settlements
- Proposed development - urban extension
- New settlement
- Approved development
- Sewage works
- Potential care home location
- Primary school
- Secondary school
- Mixed use local centre
- Mixed use local centre incorporating a pedestrian plaza/active space
- Open space
- Sports Hub
- Potential cricket pitch
- Kite Valley Park
- Allotments
- Watercourse
- Drainage ponds
- Railway line
- New A29 link
- Secondary link
- Residential roads
- Potential car park
- Public right of way
- Indicative proposed pedestrian / cycle route
- Proposed pedestrian / cycle link
- Site allocation



BEW
Framework Masterplan
for The CCofE and
Hanbury Properties Ltd

Issued for: 00005_FPM_01
Scale: 1:10000 Date: 10/10/2011

ARUN DISTRICT COUNCIL BNP1/20/OUT



Appendix G



TECHNICAL NOTE 1 – Site Access Assessment

DATE:	07 December 2022	CONFIDENTIALITY:	Public
SUBJECT:	Westergate Site Access Assessment		
PROJECT:	Land at Westergate - 70013258	AUTHOR:	Ollie Thompson / Phil Moss
CHECKED:	Chris Williams	APPROVED:	Andrew Blacker

INTRODUCTION

WSP has been appointed by Cala Homes to provide Transportation and Highways advice in support of a planning application for the development of land located at Westergate, West Sussex.

The site is located on land to the east of the A29 Westergate Street, accessed via a new traffic signal junction at Meadow Way / Pine Close. The proposed development will provide up to a total of 400 dwellings with associated car parking. The site is bordered by existing residential development to the west and by agricultural land to the east and forms part of the Barnham / Eastergate / Westergate (BEW) strategic development site.

Proposals for the wider BEW strategic development include the realignment of the A29 to the east of the Cala Homes site to bypass the existing railway level crossing at Woodgate and provide a grade separated crossing to eliminate vehicle queues associated with the level crossing. The realignment of the A29 will run from the existing A29 to the north of Eastergate and connect to the existing alignment to the south of the railway. The realigned A29 will connect with the Cala Homes site and existing A29 alignment, via an East-West Link Road.

A planning application for BEW Parcel SC1 (BN/11/22/OUT) located to the east of the Cala Homes site is currently being determined and includes the following phasing:

- ✧ Phase 1: 1,200 homes, 61 C2 care home units, 2FE primary schools, A29 realignment north of the Chichester to Barnham railway line; and
- ✧ Phase 2: Phase 1 + 2,000 homes and full realignment of the A29.

As part of the Cala site, it is proposed that a bridge will be constructed over the Lindsey Rife to connect the A29 Westergate Street, Cala site and BEW parcel SC1 via the East-West Link Road.

Following on from a review of the Transport Assessment (TA) submitted in the support of the planning application for BEW Parcel SC1, This Technical Note provides as an assessment of the proposed A29 Westergate Street / Meadow Way / Pine Close site access junction. This has been completed with and without the BEW SC1 parcel and associated infrastructure improvements (with / without realignment of A29 and East-West Link Road).

SITE ACCESS DESIGN

The proposed site access will be achieved via a four-arm signalised junction with Meadow Way and A29 Westergate Street as shown on Drawing 3258-GA-006 included in **Appendix A**. The proposed access junction is the same layout which supported the 2017 planning application.

It is recommended that the junction will operate with Microprocessor Optimised Vehicle Actuation (MOVA) to minimise vehicle delays on all approaches. The proposed junction will generally operate in three stages with the A29 running together in each direction, before Meadow Way and the site access run independently. To aid right turning movements from the A29, ghost-island right turn lanes are provided.



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Finally, northbound traffic will also benefit from the extension of the green phase whilst southbound traffic is held. This will ensure any traffic turning right into the site will clear the junction if they have not found a suitable gap during the green phase.

SITE ACCESS CAPACITY ASSESSMENT

This Section of the Technical Note provides a junction capacity assessment of the proposed A29 Westergate Street / Meadow Way / Pine Close site access junction. The junction has been assessed using the LinSig 3 software by JCT Consultancy. LinSig provides an assessment of the impact of traffic signals on traffic capacity, queues and delays at a junction. Geometry measurements for the junction capacity assessments has been derived from a Topographical survey mapping.

LinSig models provide an indication of Degree of Saturation as a percentage and the Mean Maximum Queue in Passenger Carrying Units (PCUs) for each junction approach, the average delay per vehicle on each approach, recorded in seconds and the Practical Reserve Capacity (PRC), which is a measure of the junction's total capacity (as a percentage). When reviewing the PRC of a junction the following should be considered:

- ✧ A positive figure indicates the junction operates with reserve capacity;
- ✧ A negative figure less than -10% shows that a junction would be broadly at capacity; and
- ✧ A negative figure more than 10% indicates that the junction cannot accommodate the demand.

For Degree of Saturation, the thresholds can be categorised as follows:

- ✧ Less than 90%: Any queues that have built up will be able to disperse during the relevant stage in each cycle;
- ✧ 90-100%: Indicates that an approach is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle; and
- ✧ More than 100%: Indicates that an approach is over its theoretical capacity and significant queues are likely as a result.

Assessment Scenarios

A number of scenarios have been assessed as shown in Table 1 to reflect various stages of BEW build-out and traffic modelling completed to-date within the Parcel SC1 TA. For reference, all transport modelling contained within the Parcel SC1 TA was based upon traffic flow outputs from the WSCC Strategic Transport Model.



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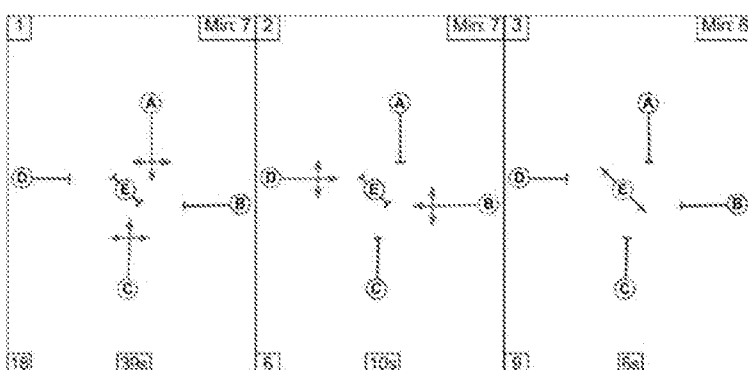
Table 1 – Assessment Scenarios

Scenario	Name	Corresponding Parcel SC1 TA Scenario	Reason for Assessment
1	2031 Cala Homes site without Parcel SC1	2031 Do-Minimum	Assessment of revised signal staging and increase in Cala development to 400 units
2	2031 Cala Homes site with TEMPRO growth	N/A	Assessment of 400 unit Cala site interpedently from Parcel SC1 traffic modelling
3	2031 Cala Homes site with Parcel SC1 Phase 1	2031 Do-Something	Assessment of revised signal staging and increase in Cal a development to 400 units
4	2031 Cala Homes site with Parcel SC1 excluding East-West Link Road	N/A	Assessment of alternative access strategy without provision of East West Link
5	2038 Cala Home site with Parcel SC1 Phase 1 and 2	2038 Do-Something	Assessment of revised signal staging and increase in Cal a development to 400 units

Traffic Signal Staging

For all assessments completed within this Technical Note, the junction capacity assessments have used revised traffic signal staging in comparison with the Parcel SC1 TA. The Parcel S1C TA reported results with the pedestrian crossing stage being called every cycle and every other cycle, as shown in Figure 1.

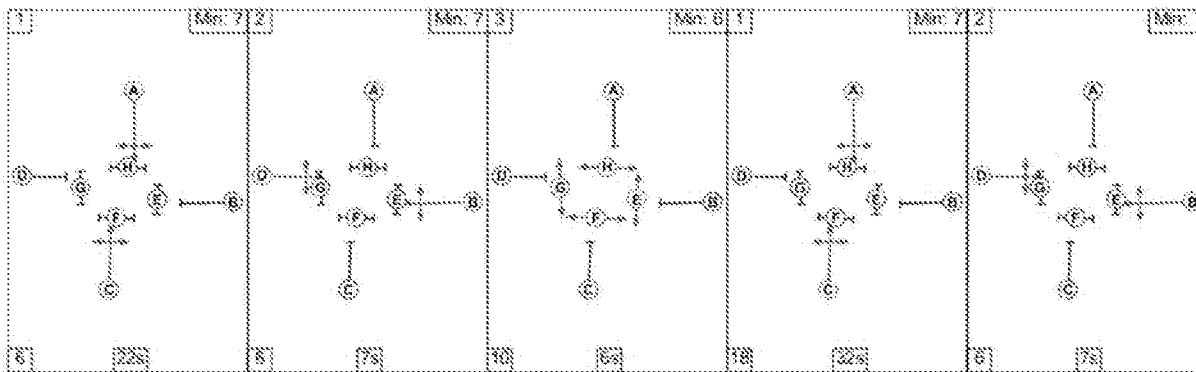
Figure 1 – Parcel SC1 TA LinSig staging for A29 Westergate Street / Meadow Way / Development Access Junction





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This Technical Note includes capacity assessments with revised traffic signal staging for the following reasons:

- ※ Through WSP's experience in working with WSCC it would not be acceptable for Development Access and Meadow way to operate together in one stage with the staging ultimately needing to be changed during detailed design to have Meadow Way and Development Access operating as independent stages. This is because of the skewed nature of the junction and also the limited demand from Meadow Way leading to drivers exiting the Development Access believing they had unopposed priority, thereby increasing the potential for vehicle collisions to occur and overall safety concern.
- ※ The Parcel SC1 TA transport modelling has made no allowance for the number of right turn movements between A29 southern approach and Development Access despite the additional demand created by the provision of the East-West Link Road. For example, in the 2031 Do-Something scenario there are 260 vehicles in the AM peak and 327 vehicles in the PM peak that make this movement, which is an average of 4-5 vehicles per minute in the AM peak and 5-6 vehicles per minute in the PM peak. This level of demand cannot be accommodated within the ghost island right turn lane and will block the A29 northbound traffic flow. Whilst this can be mitigated through the implementation of a queue detector on the A29 and early cut-off of the southbound A29 signal stage (as proposed in paragraph 4.3.2 of the Transport Assessment completed in support of AL/15/17/PL) this has not been modelled within the Parcel SC1 TA.

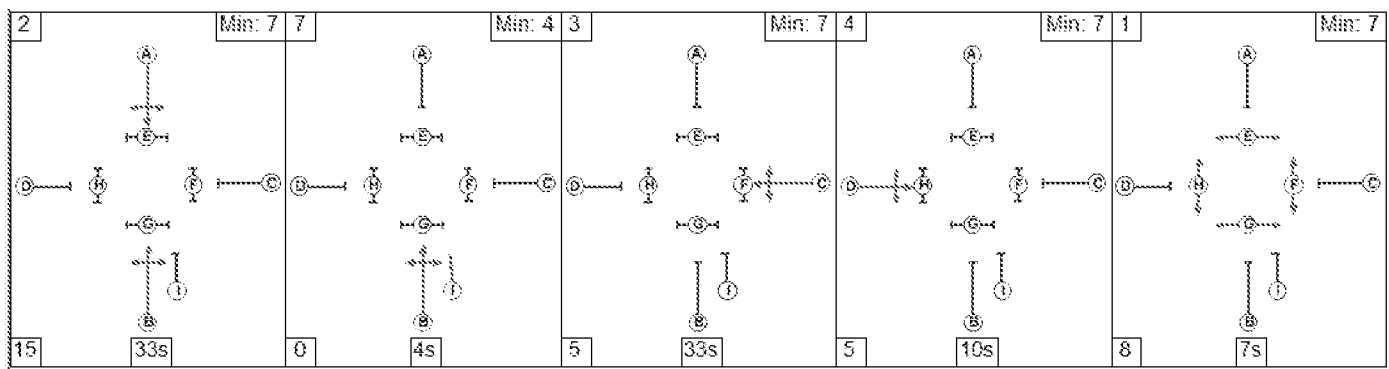
In combination these factors mean that the transport modelling presented in the SC1 Parcel TA is incorrect and the junction likely to operate significantly differently in reality in comparison with that reported. Taking this into account, the following traffic signal staging shown in Figure 2 has been used within this Technical Note to provide a robust assessment of the future operation of the junction.



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Figure 2 – Revised Traffic Signal Staging



Proposed Development Trip Rate

The assessment of the Cala Homes site within this Technical Note has also been updated to reflect that the proposed increase from 350 dwellings to 400 dwellings. The trip rate for the proposed development has been calculated through traffic surveys of Meadow Way and Ivy Lane undertaken on 1st March 2022. This uses the same methodology as the Transport Assessment, produced in support of planning application AL/15/17/PL. The total vehicles accessing and egressing each of the cul-de-sacs was divided by the number of dwellings served by each of them to calculate a trip rate per dwelling. The AM and PM arrival and departure trip rates have been averaged between Meadow Way and Ivy and are presented in Table 1. The trip rates outlined in Table 2 were then multiplied by the proposed 400 dwellings to provide the following trip generation

Table 2 – Proposed Development Trip Rates

Time Period	Arrival	Departure	Two-way
AM	0.151	0.382	0.533
PM	0.290	0.142	0.432



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Table 3 – Proposed Development Trip Generation

Time Period	Arrival	Departure	Two-way
AM	60	153	213
PM	116	57	173

For all assessments the trip generation shown in Table 3 has been used to replace that included within the Parcel SC1 TA assessments given this assumed a development quantum of 350 units.

Scenario 1 Junction Capacity Assessment – 2031 Cala Homes Site without Parcel SC1

Table 4 below summarises how the junction is forecast to operate in 2031 with only the Cala Homes site coming forward, using traffic model data taken from Parcel SC1 TA and revised trip generation shown in Table 3 to account for the increase from 350 units to 400 units. The results show that the junction operates well within capacity during each of the AM and PM peaks.

Table 4 – Scenario 1 – 2031 Cala Homes site without Parcel SC1

Arm	Approach	Scenario 1 - AM			Scenario 1 - PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	78.3	36.8	17	78.5	32.0	23
B	Site Access	75.7	86.2	6	49.7	84.7	2
C	A29 South	79.8	34.3	23	55.1	21.7	13
D	Meadow Way	78.8	115.8	5	71.4	108.6	4
Overall Junction		PRC: 12.8% Cycle Time: 120s			PRC: 14.7% Cycle Time: 120s		



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Scenario 2 Junction Capacity Assessment – 2031 Cala Homes site with TEMPRO growth

Table 5 below summarises how the junction is forecast to operate in 2031 with only the Cala Homes site coming forward, using TEMPRO traffic growth rates from baseline 2022 traffic surveys. These growth rates assumed an 8.0% and 8.3% uplift in baseline traffic flows in the AM and PM peaks, respectively. This provides an independent assessment of the junction operation without use of traffic flows from the Parcel SC1 TA. The results show that the junction operates within capacity during each of the AM and PM peaks.

Table 5 – Scenario 2 – 2031 TEMPRO Test – Cala Homes site without BEW Parcel SC1

Arm	Approach	Scenario 2 - AM			Scenario 2- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	65.6	30.1	16	89.5	41.5	31
B	Site Access	75.7	86.2	6	49.7	84.7	2
C	A29 South	78.6	32.8	23	50.9	21.5	11
D	Meadow Way	26.5	75.5	1	19.4	73.6	1
Overall Junction		PRC: 14.6% Cycle Time: 120s			PRC: 0.5% Cycle Time: 120s		



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Scenario 3 Junction Capacity Assessment – 2031 Cala Homes site with Parcel SC1 Phase 1

Table 6 provide a summary of the junction capacity assessments where the 400 unit Cala Homes site and Phase 1 of Parcel SC1 are complete, including the East-West Link Road and A29 realignment north of the Barnham to Chichester railway line. The results in Table 6 show that the junction is forecast to operate significantly over capacity both the AM and PM peaks. The A29 South and Site Access are forecast to operate over capacity, with queue lengths on the A29 southern approach extending through the A29 level crossing south of the site access junction.

Table 6 – Scenario 3 – Cala Homes site with BEW Parcel SC1 Phase 1 Junction Modelling Results

Arm	Approach	Scenario 3 - AM			Scenario 3- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	63.9	29.3	15	71.7	30.1	19
B	Site Access	121.2	431.7	33	130.2	544.7	35
C	A29 South	124.6	438.4	114	127.8	481.4	104
D	Meadow Way	88.8	156.5	6	72.4	109.0	4
Overall Junction		PRC: -38.4% Cycle Time: 120s			PRC: -44.6% Cycle Time: 120s		



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Scenario 4 Junction Capacity Assessment – 2031 Cala Homes site with Parcel SC1 Phase 1 excluding East-West Link Road

As a comparison of the results for Scenario 3, Table 7 provides a summary of junction capacity assessments where the 400 unit Cala Homes site and Phase 1 of Parcel SC1 are complete but without the East-West Link Road. Within this scenario the turning movements to / from the Development Access have been reduced to match Scenario 1, with additional movements from Scenario 3 assumed to be re-assigned to travel through the junction to access Parcel SC1 via one of the alternative access points further north. Despite these additional northbound and southbound movements on the A29 the junction is forecast to operate within capacity in both the AM and PM peaks.

Table 7 – Scenario 4 – Cala Homes site with BEW Parcel SC1 excluding East-West Link Road Junction Modelling ResultsArm	Approach	Scenario 4 - AM			Scenario 4- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	86.2	42.5	22	84.5	36.5	26
B	Site Access	81.5	99.2	7	49.7	84.7	2
C	A29 South	83.5	36.4	25	64.5	23.9	16
D	Meadow Way	79.5	117.4	5	74.5	114.3	4
Overall Junction		PRC: 4.5% Cycle Time: 120s			PRC: 6.5% Cycle Time: 120s		



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Scenario 5 Junction Capacity Assessment – 2038 Cala Homes site with Parcel SC1 Phase 1 and 2

Table 8 provides a summary of junction capacity assessments where the 400 unit Cala Homes site and phase 1 and 2 of Parcel SC1 are complete, including the East-West Link Road and full A29 realignment. Given the anticipated reduction in traffic flows along the existing A29 in this scenario, the junction is forecast to operate well within capacity.

Table 8 – Scenario 5 – Cala Home site with BEW Parcel SC1 Phase 1 and 2

Arm	Approach	Scenario 5 - AM			Scenario 5- PM		
		Degree of Sat (%)	Average Delay (S)	Mean Max Queue	Degree of Sat (%)	Average Delay (S)	Mean Max Queue
A	A29 North	66.3	52.9	7	46.4	26.0	10
B	Site Access	66.1	48.7	10	45.5	78.4	2
C	A29 South	67.2	45.1	13	33.4	23.4	5
D	Meadow Way	65.8	86.2	4	46.7	66.5	3
Overall Junction		PRC: 33.9% Cycle Time: 120s			PRC: 92.7% Cycle Time: 120s		

CONCLUSION

This Technical Note has provided an overview of capacity assessments for the proposed site access for a development of 400 dwellings on land east of the A29 in Westergate, West Sussex. The proposed site access will be achieved via a four-arm signalised junction with Meadow Way and A29 Westergate Street.

The capacity assessments summarised within this Technical Note have been based on a revised traffic signal staging, which robustly assess the safe operation of the junction at various stages of the BEW build-out. These capacity assessment have highlighted the following key points:

1. The proposed site access junction is able to accommodate the proposed Cala Homes development of 400 units as a standalone site, when assessed using both traffic flows from the Parcel SC1 TA and 2022 traffic survey data uplifted to 2031 using TEMPRO;



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2. The proposed site access junction cannot accommodate the additional traffic associated with the East-West Link Road, Cala Homes development of 400 units and phase 1 of Parcel SC1. This is because of the reassignment of traffic through the Cala Homes site as a result of new connection to the A29 formed by the East-West Link Road;
3. The site access junction operates within capacity with Parcel SC1 without the East-West Link Road when assuming traffic has to divert through the junction and along the existing A29; and
4. The access junction operates within capacity with the Cala Homes development of 400 units and phase 1 and 2 of Parcel SC1, including the East-West Link Road and full realignment of the A29.

WSP therefore recommend that until the full realignment of the A29 is complete, the East-West Link Road is developed as a bus and active modes link between the Cala Homes Site and Parcel SC1. This will allow the development of both sites to come forward without leading to capacity and safety issues at the A29 / Meadow Way / Development Access junction.



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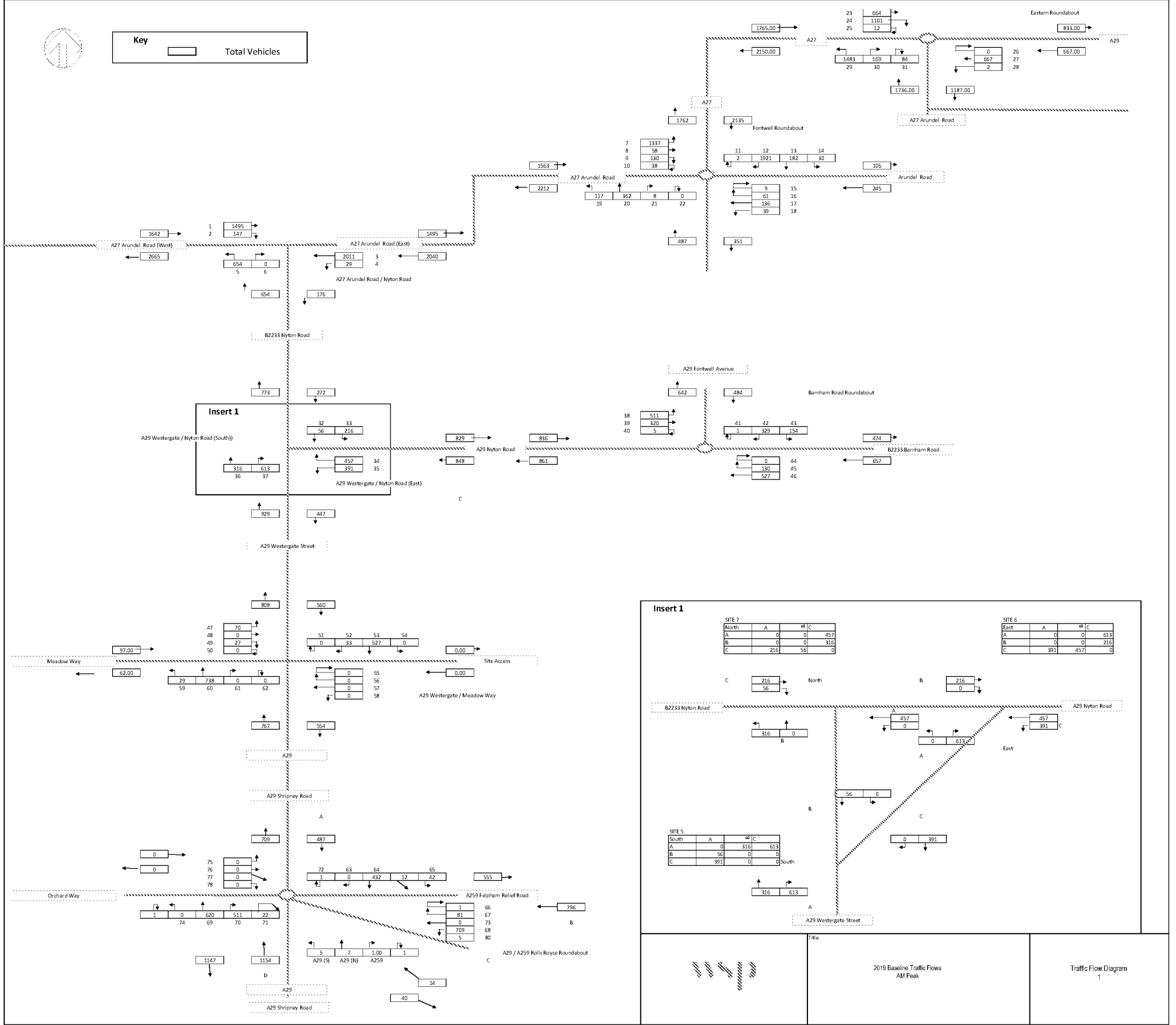
Appendix F

TRAFFIC FLOW DIAGRAMS

115/1



Key
Total Vehicles



Insert 1

SITE 7			
North	A	B	C
A	0	0	457
B	0	0	316
C	216	56	0

SITE 6			
East	A	B	C
A	0	0	613
B	0	0	216
C	301	457	0

SITE 5			
South	A	B	C
A	0	316	613
B	56	0	0
C	391	0	0



2019 Baseline Traffic Flows
AM Peak

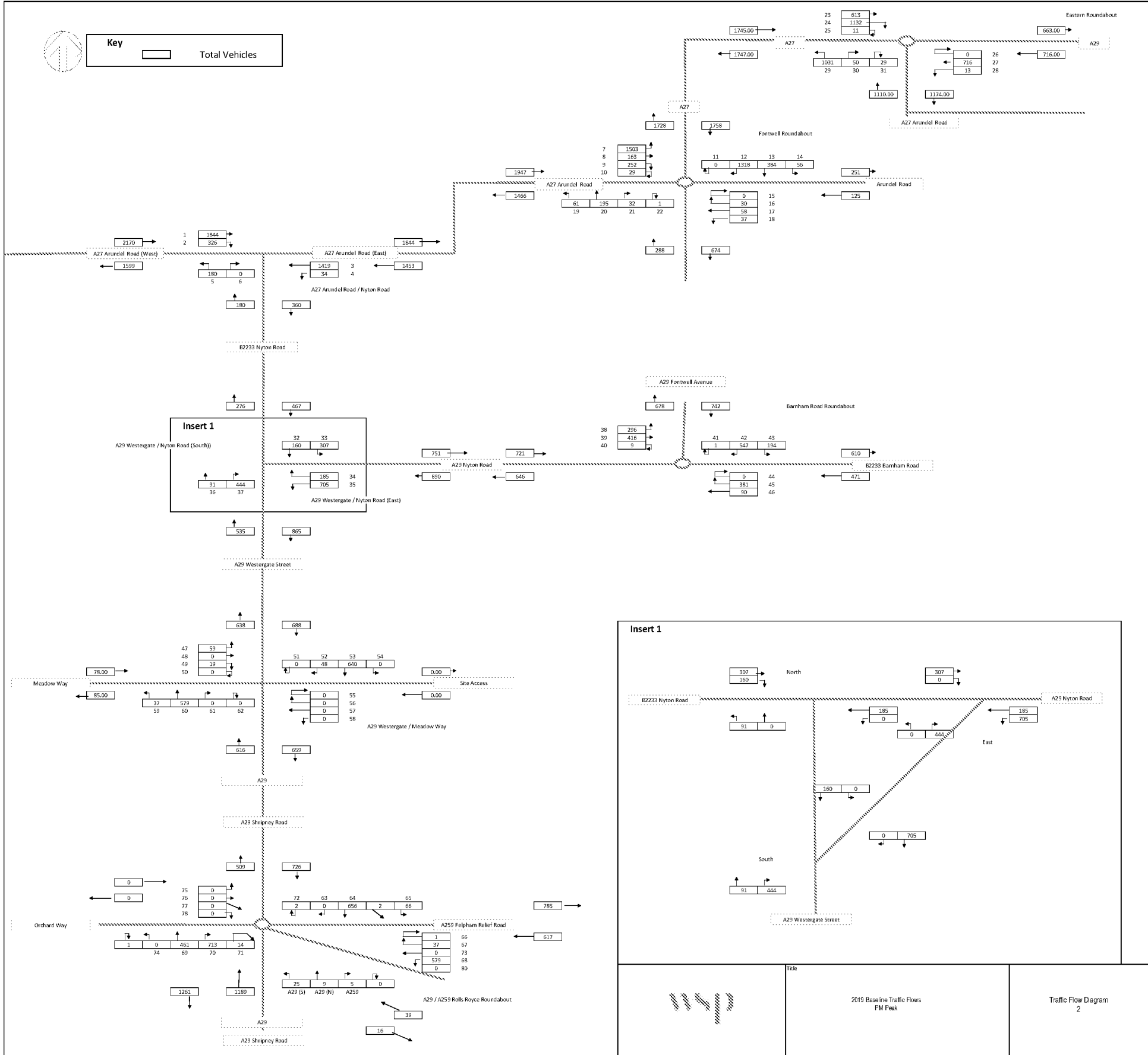
Traffic Flow Diagram
1



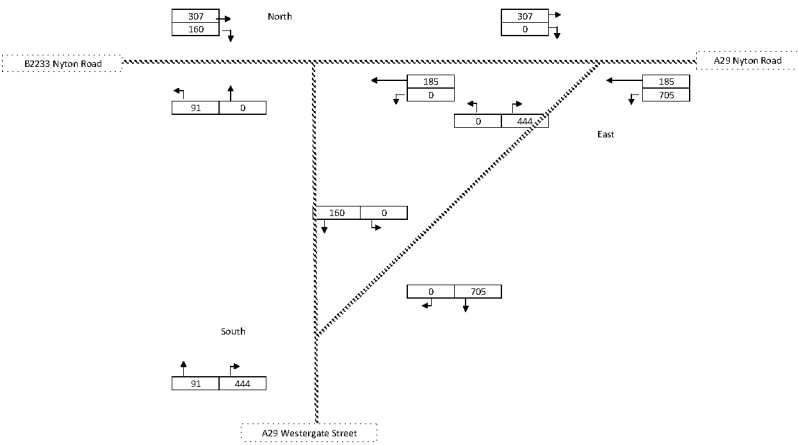
Key



Total Vehicles



Insert 1



Title

2019 Baseline Traffic Flows
PM Peak

Traffic Flow Diagram
2

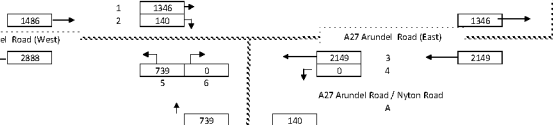


Key

1000 Total Vehicles

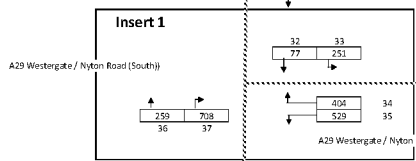
	A	B	C	D
A	2	1112	31	264
B	2011	0	0	157
C	111	0	0	0
D	366	598	0	0

	A	B	C
A	0	0	2149
B	0	0	739
C	1346	140	0



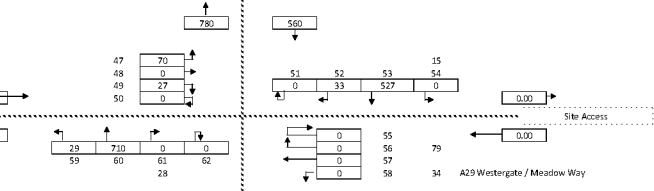
	A	B	C
A	0	0	2149
B	0	0	739
C	1346	140	0

B2233 Nyton Road



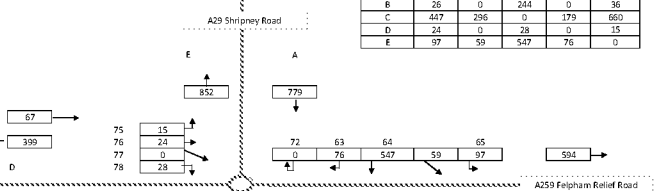
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A	0	0	2149
B	0	0	739
C	1346	140	0

A29 Westergate Street



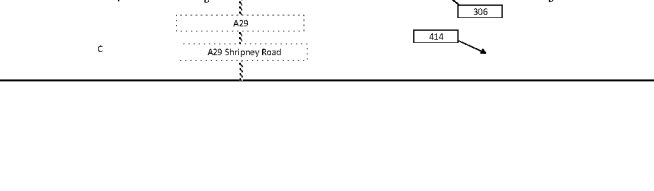
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A	0	0	2149
B	0	0	739
C	1346	140	0

A29 Shipway Road

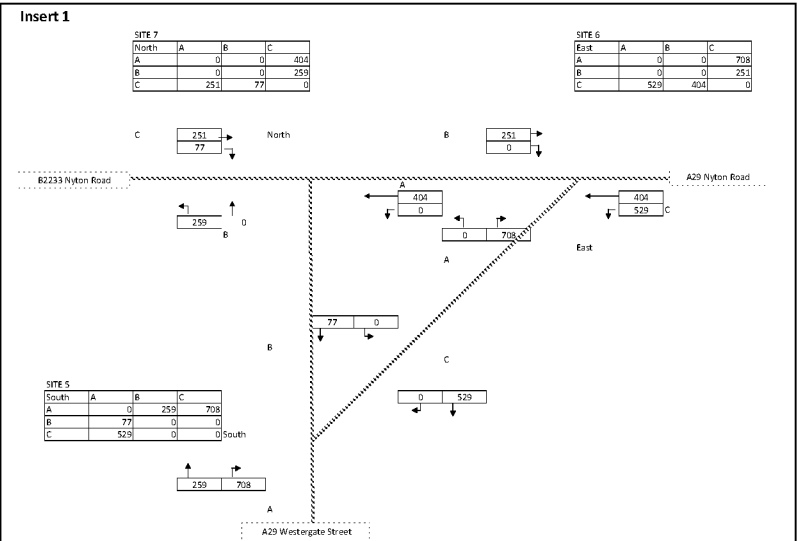
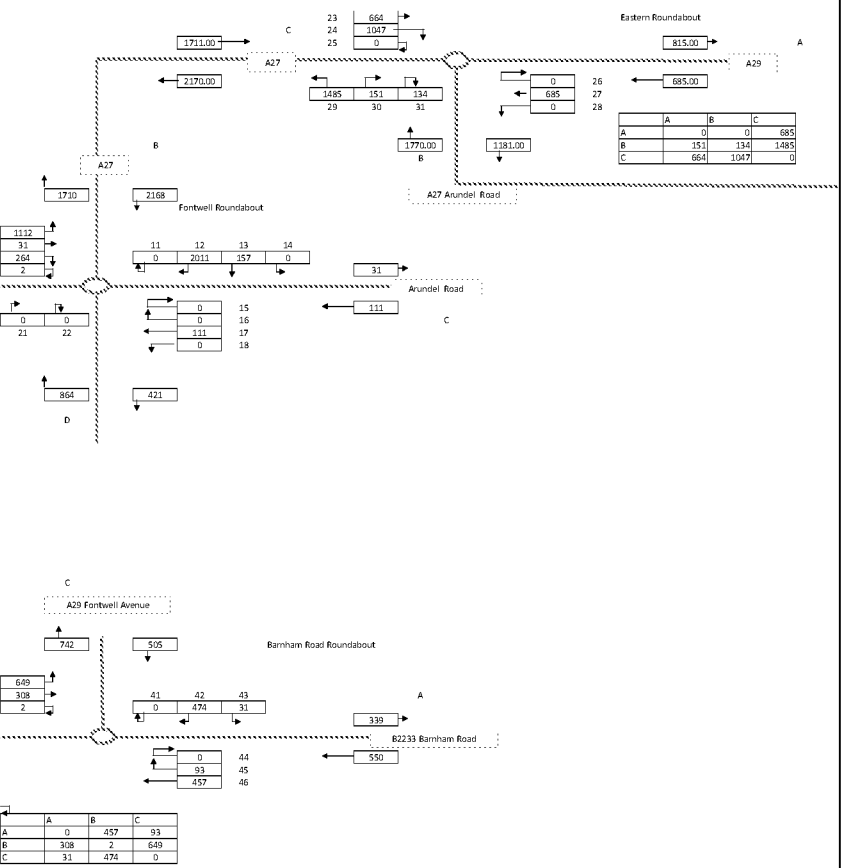


	A	B	C
A	0	0	2149
B	0	0	739
C	1346	140	0

A29 Shipway Road



	A	B	C
A	0	0	2149
B	0	0	739
C	1346	140	0



	A	B	C
A	0	0	2149
B	0	0	739
C	1346	140	0



Key



Total Vehicles

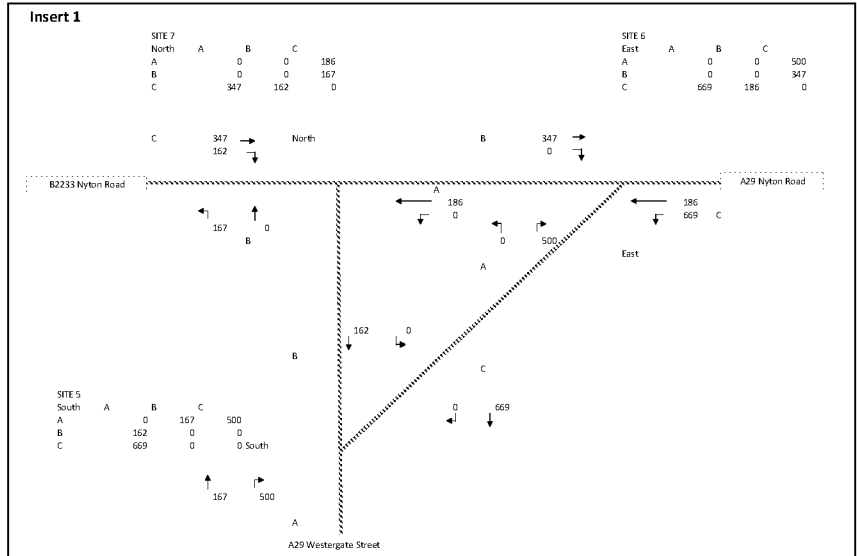
	2	A	B	C	D
A	3	1876	101	481	
B	1533	0	5	301	
C	76	0	0	18	
D	383	233	0	0	

	4	A	B	C
A	0	0	0	1675
B	0	0	0	364
C	2354	281	0	

	1	A	B	C
A	0	0	0	791
B	22	53	1047	
C	650	1459	0	

	3	A	B	C
A	0	0	802	89
B	428	0	418	
C	84	552	0	

	8	A	B	C	D	E
A	0	0	44	517	4	68
B	88	0	391	0	0	49
C	678	314	0	33	523	
D	26	0	250	0	37	
E	127	65	726	5	0	



Title	2031 Do Minimum Traffic Flows PM Peak	Traffic Flow Diagram 4
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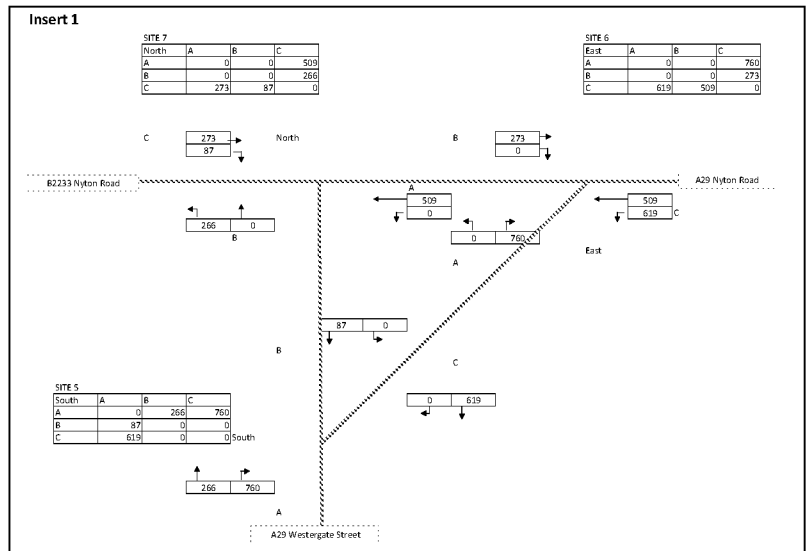
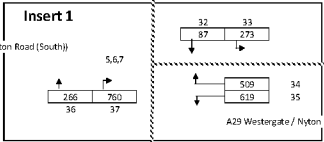
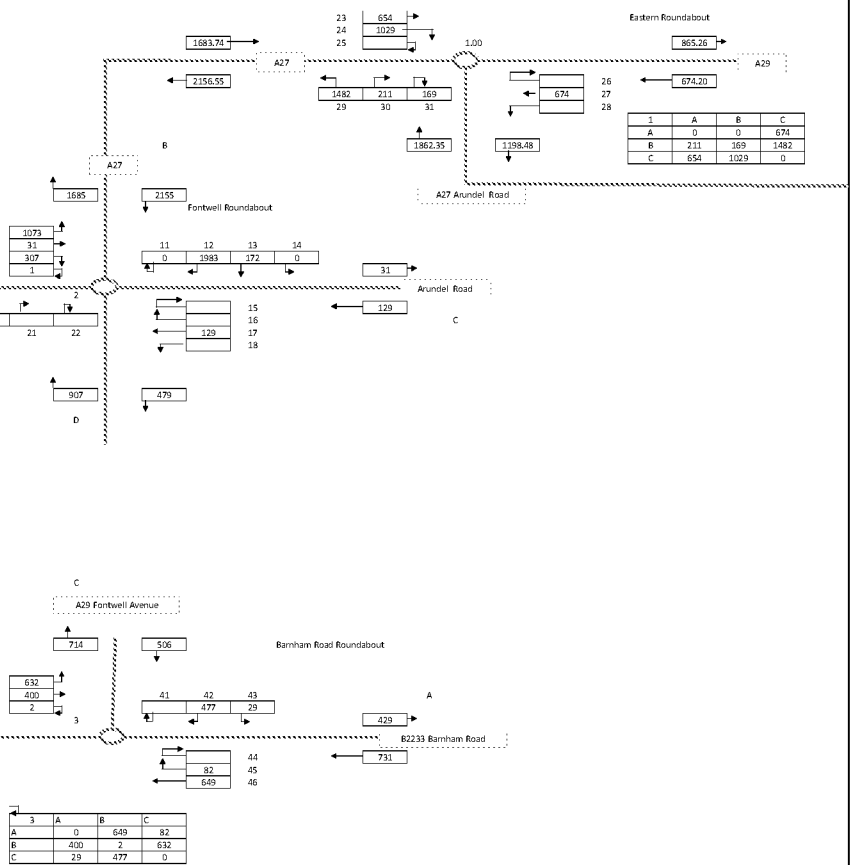
Key

1000 Total Vehicles

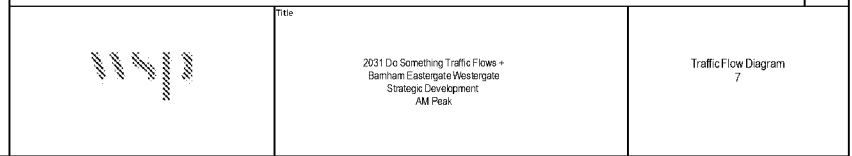
	2	A	B	C	D
A	1	1073	31	307	
B	1983	0	0	172	
C	129	0	0	0	
D	395	612	0	0	

	4	A	B	C
A	0	0	2119	
B	0	0	837	
C	1347	154	0	

	7	A	B	C	D
A	3075	0	0	0	
B	31	0	0	0	
C	307	0	0	0	
D	1	0	0	0	



	B	A	B	C	D	E
A	0	59	647	144	148	
B	26	0	245	0	35	
C	437	296	0	179	693	
D	25	0	28	0	15	
E	136	59	610	76	0	



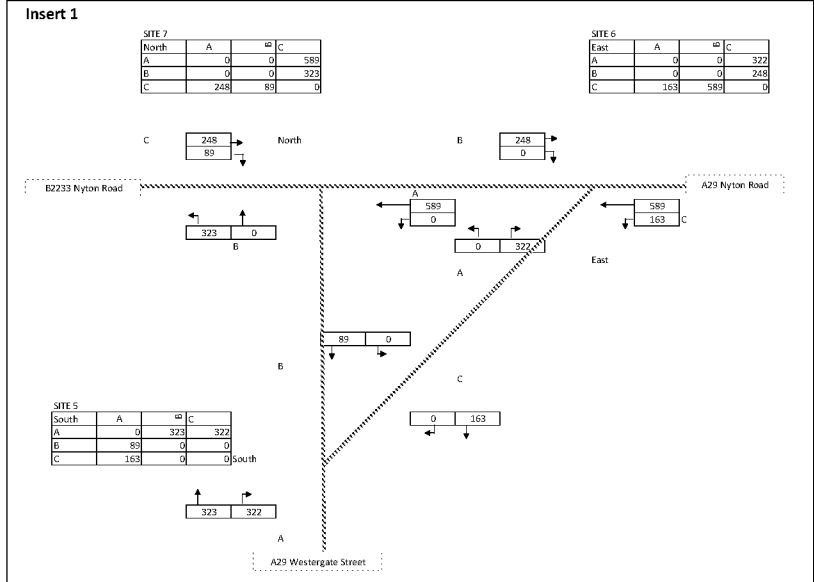
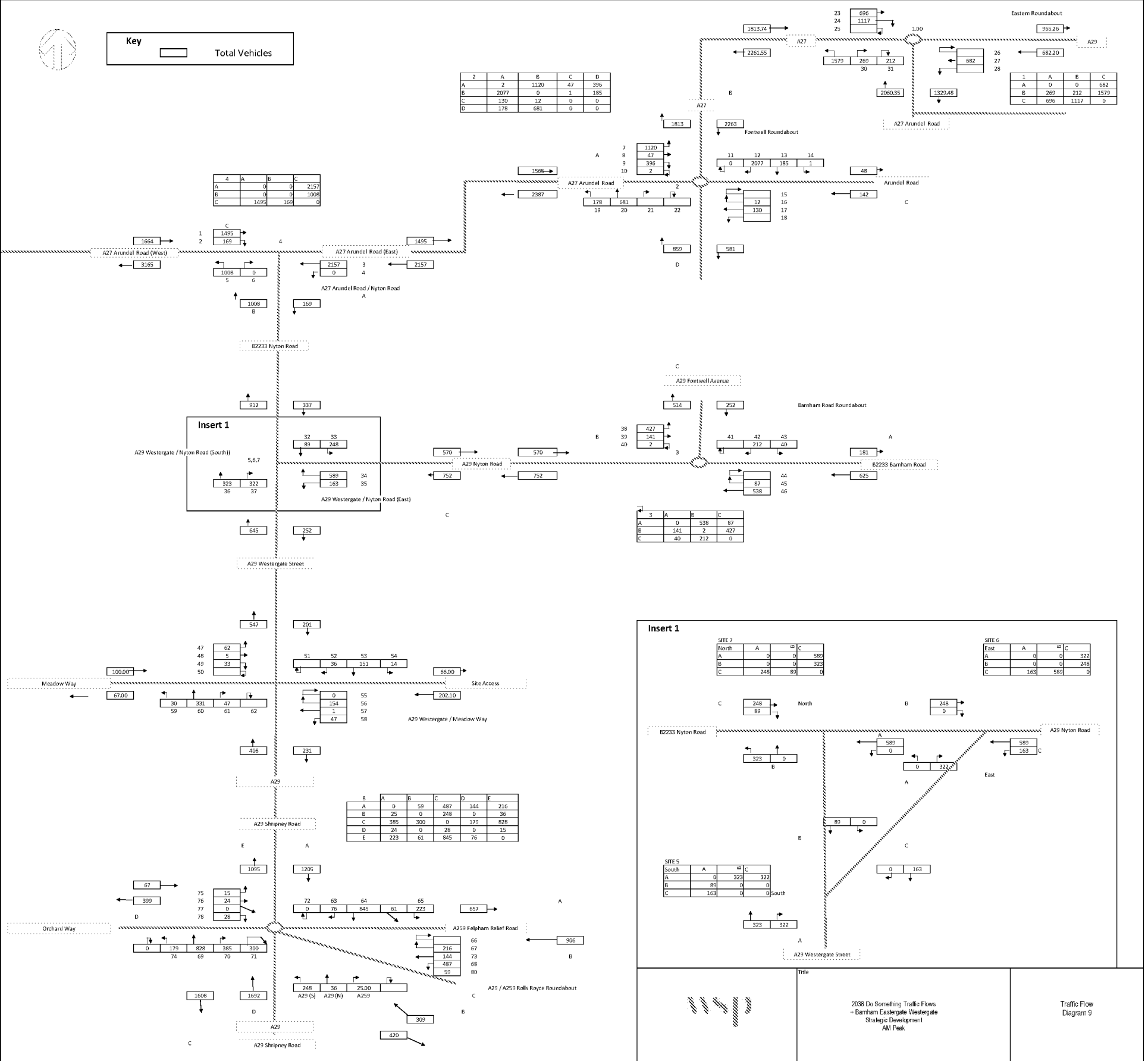


Key

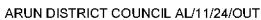
Total Vehicles

2	A	B	C	D
A	2	1120	47	396
B	2077	0	1	185
C	130	12	0	0
D	178	681	0	0

4	A	B	C
A	0	0	2157
B	0	0	1008
C	1495	169	0



Site	North	East	South
A	0	0	0
B	0	0	0
C	0	0	0

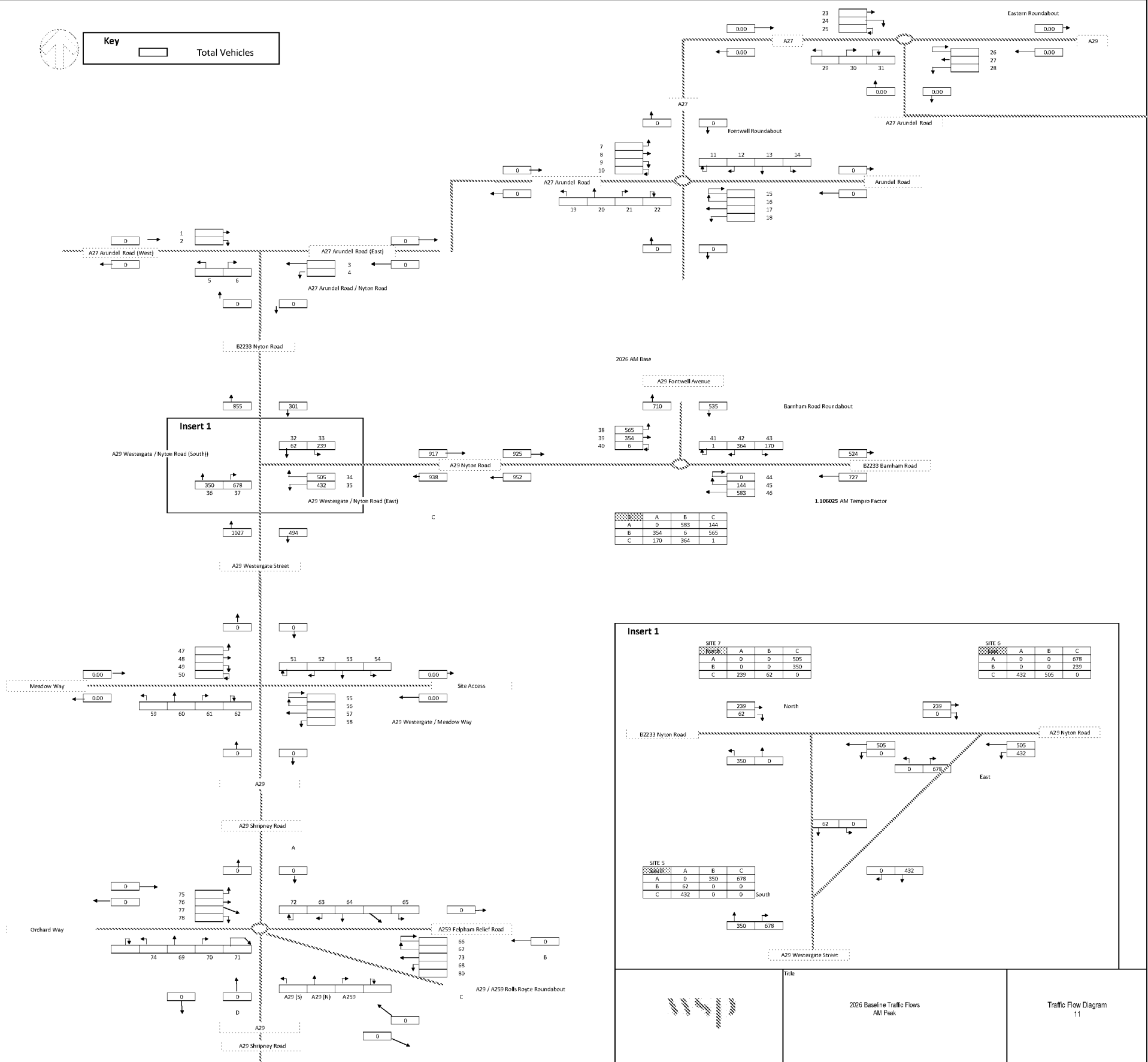




Key



Total Vehicles



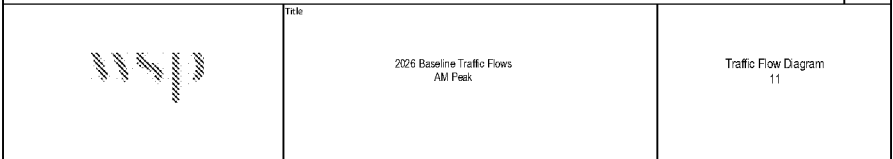
	A	B	C
A	0	583	144
B	354	6	565
C	170	364	1

Insert 1

SITE 7	A	B	C
A	0	0	505
B	0	0	350
C	239	62	0

SITE 6	A	B	C
A	0	0	678
B	0	0	239
C	432	505	0

SITE 5	A	B	C
A	0	350	678
B	62	0	0
C	432	0	0



2026 Baseline Traffic Flows
AM Peak

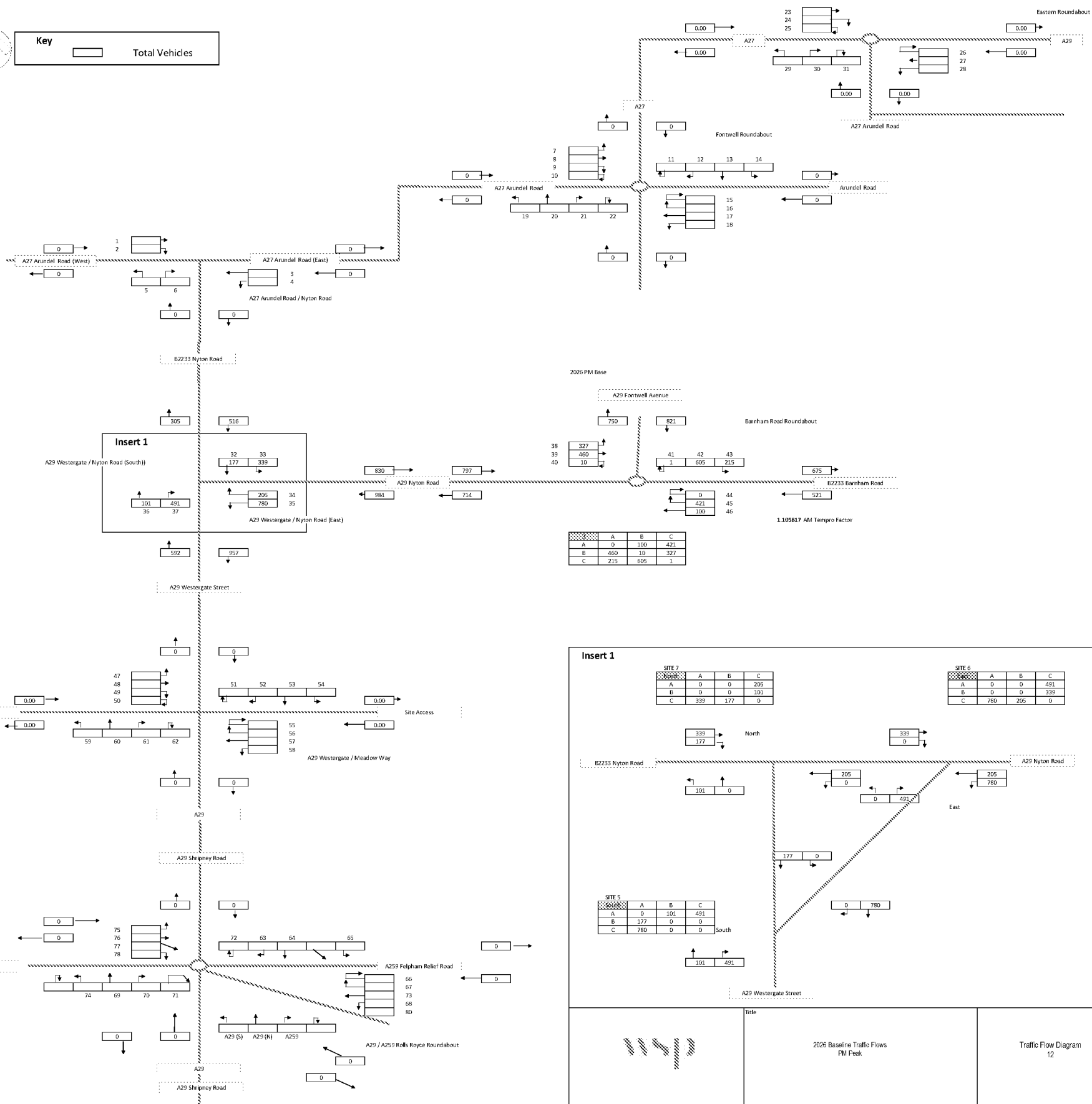
Traffic Flow Diagram
11

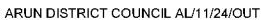


Key



Total Vehicles



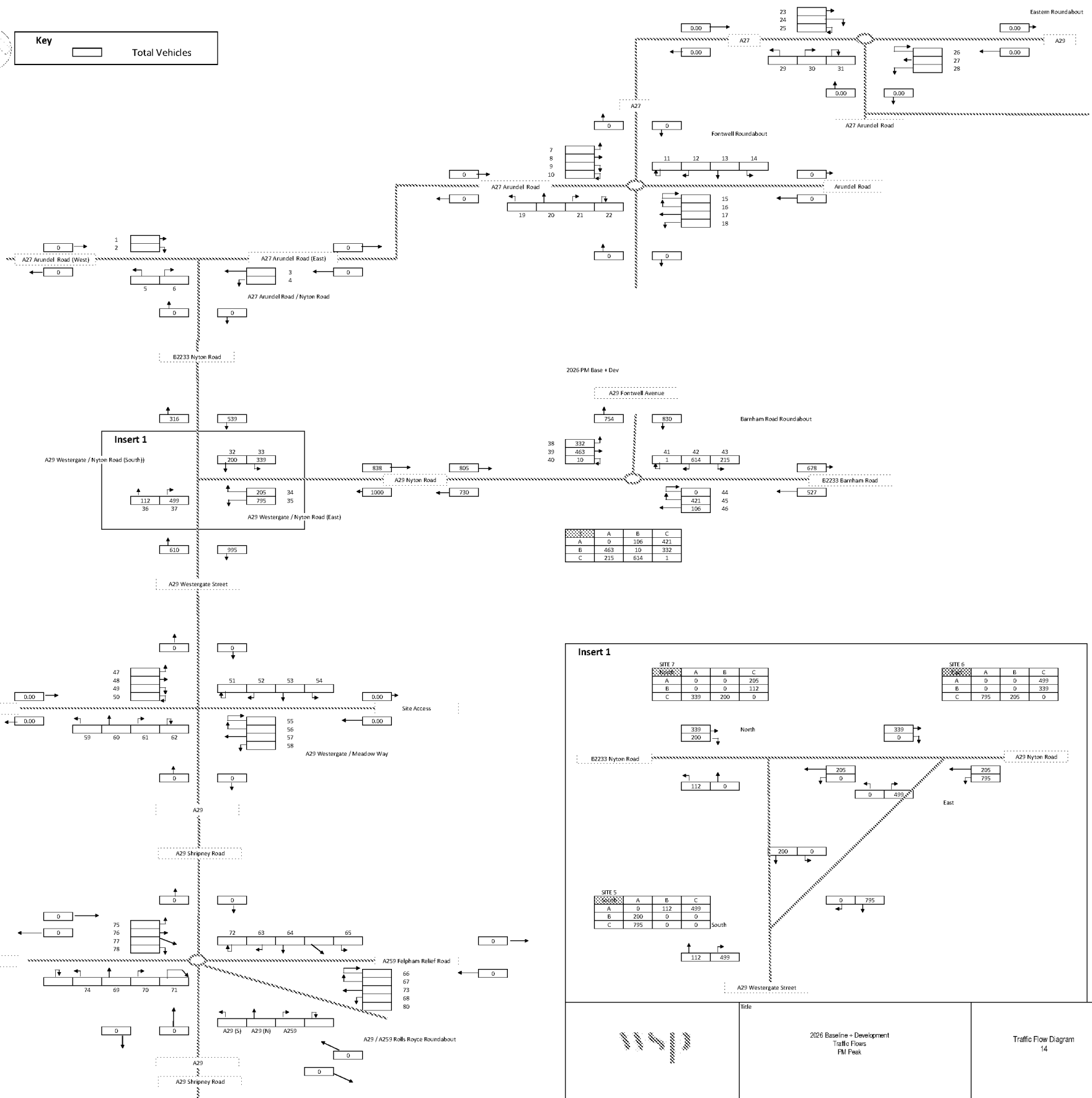




Key



Total Vehicles



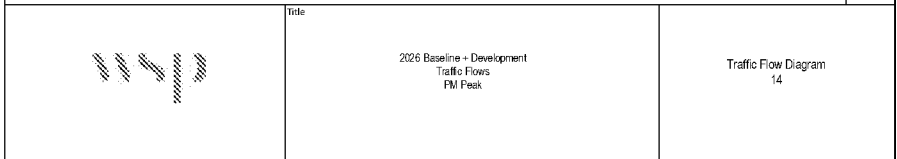
	A	B	C
A	0	106	421
B	463	10	332
C	215	614	1

Insert 1

SITE 7	A	B	C
A	0	0	205
B	0	0	112
C	339	200	0

SITE 6	A	B	C
A	0	0	499
B	0	0	339
C	795	205	0

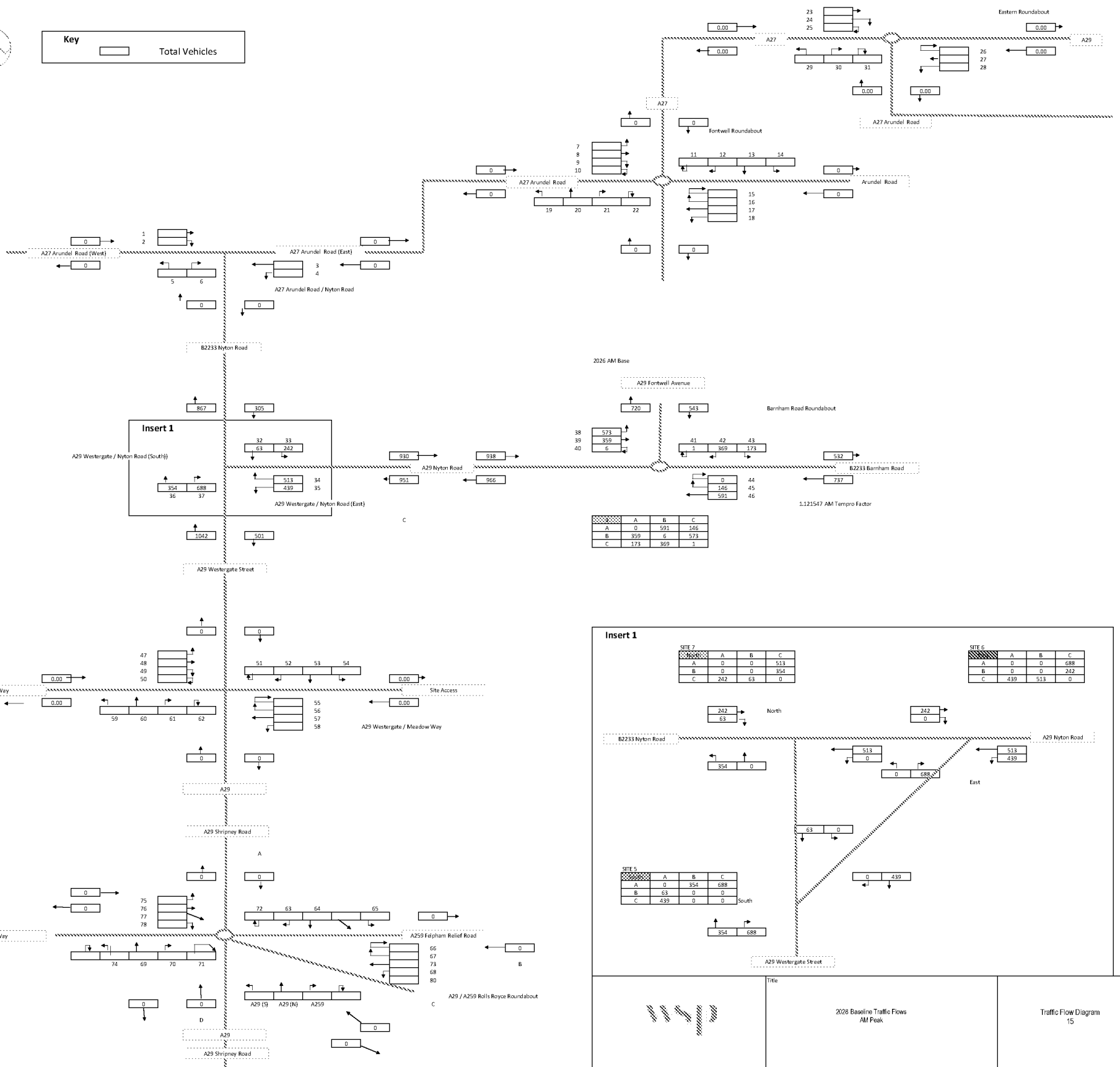
SITE 5	A	B	C
A	0	112	499
B	200	0	0
C	795	0	0





Key

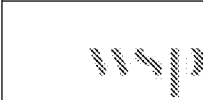
Total Vehicles



Insert 1

	A	B	C
A	0	0	513
B	0	0	354
C	242	63	0

	A	B	C
A	0	0	688
B	0	0	242
C	439	513	0



2026 Baseline Traffic Flows
AM Peak

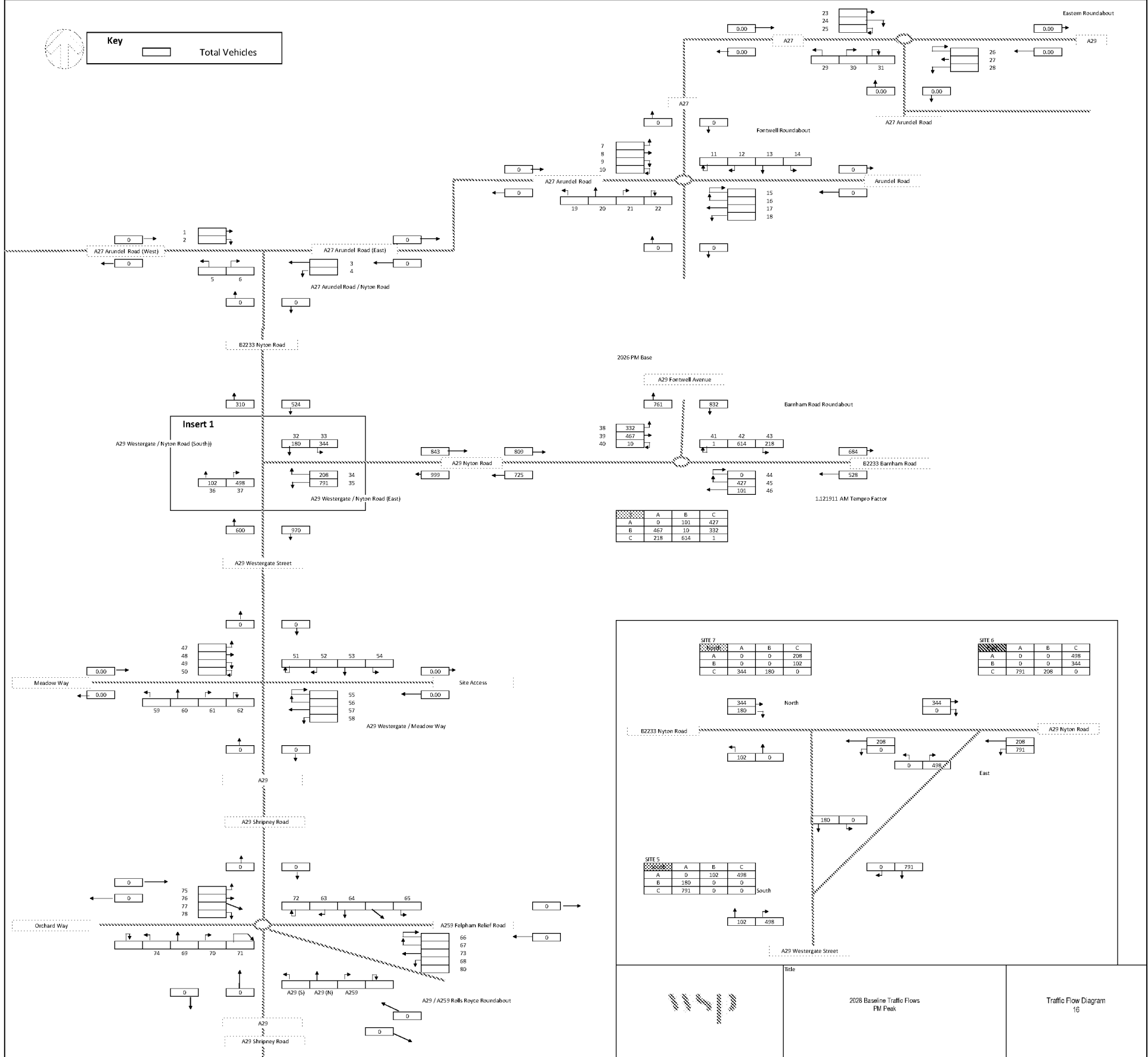
Traffic Flow Diagram
15



Key



Total Vehicles

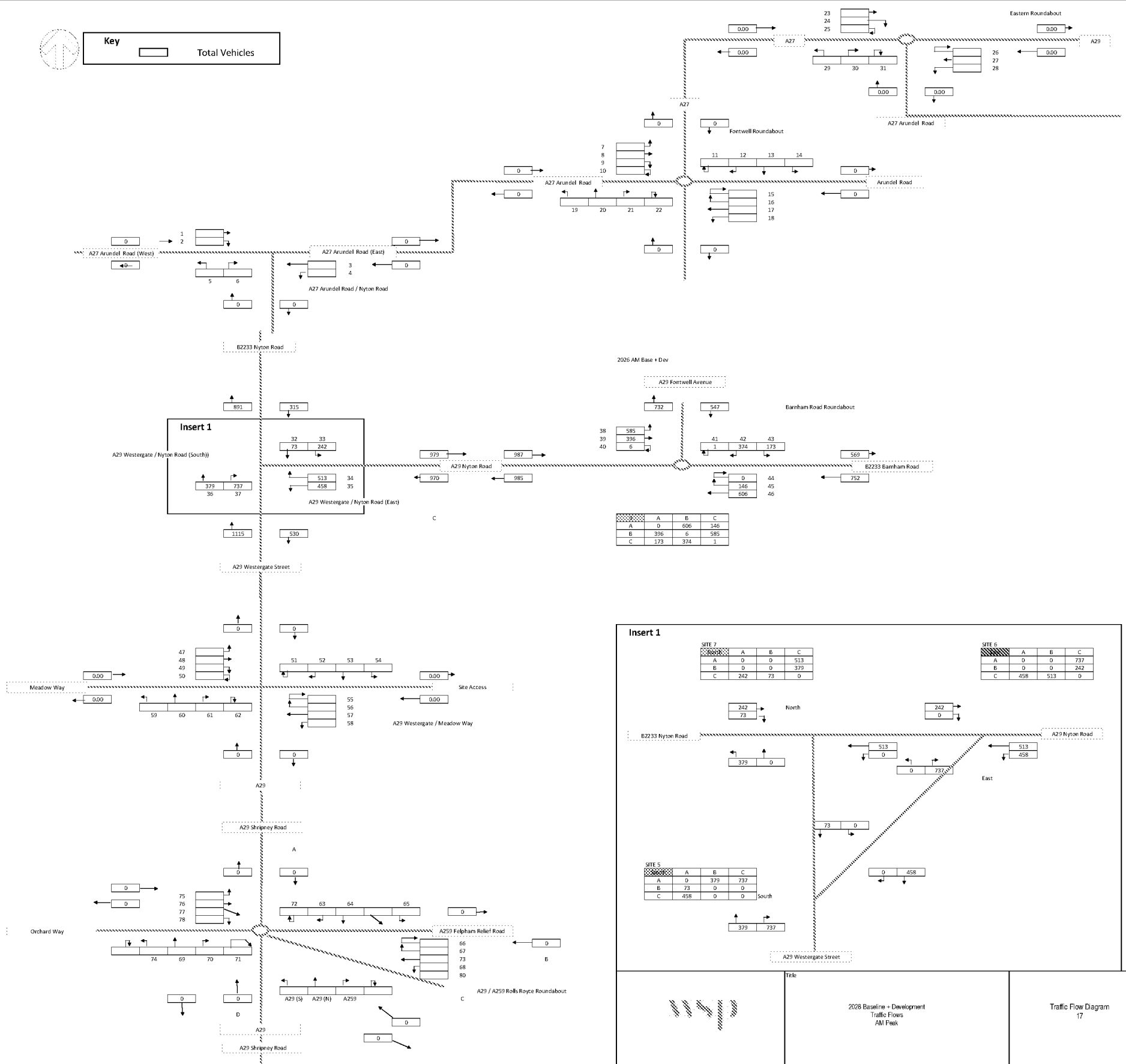




Key



Total Vehicles



Insert 1

SITE 7	A	B	C
A	0	0	513
B	0	0	379
C	242	73	0

SITE 5	A	B	C
A	0	0	737
B	0	0	242
C	458	513	0

SITE 5	A	B	C
A	0	379	737
B	73	0	0
C	458	0	0

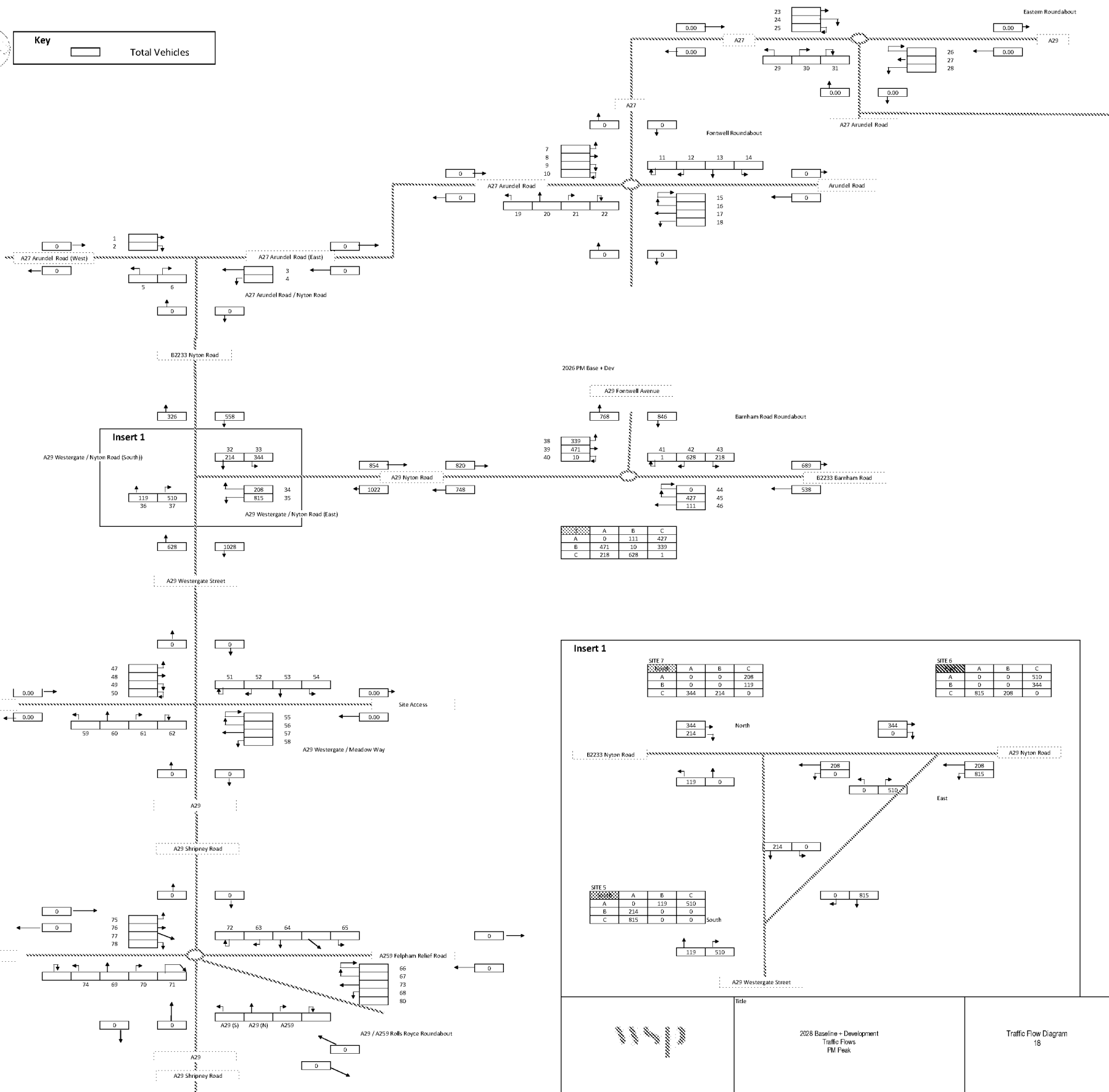
Tele



Key



Total Vehicles



2026 Baseline + Development
Traffic Flows
PM Peak

Traffic Flow Diagram
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