

TECHNICAL NOTE

PROJECT: Land at Woodgate Nurseries, Lidsey Road, Woodgate – Up to 130 Residential Dwellings

REPORT: 2401/TN/07/A – Technical Note

DATE: November 2024

Introduction

1. This Technical Note has been prepared by Highgate Transportation (HTp) to confirm to WSCC Highways that the full quantum of development within the Barnham Eastergate Westergate (BEW) strategic allocation and committed development outside of BEW can come forward, as well as the proposed development of 130 dwellings at land at Woodgate Nurseries.
2. WSCC Highways have requested that a review of the impact of the trip generation associated with 130 dwellings has been considered alongside the full build-out of the BEW Strategic Allocation with the **full** new A29 realignment scheme open to traffic.

Impact in 2031

3. As agreed with WSCC Highways, as part of the pre-application discussions, a Technical Note (HTp/2401/TN/03) was prepared which set out the capacity modelling results of the following junctions, with vehicle trips associated with an additional 700 dwellings applied to the local highway network (i.e. allowance for 3,000 strategic dwellings) as well as all committed development included in the supporting Transport Assessment (HTp/2401/TA/01) for an assessment year of 2031 with Phase 1 of the A29 re-alignment scheme in place:
 - i. Site Access/Lidsey Road
 - ii. Woodgate Level Crossing
 - iii. War Memorial Roundabout
 - iv. Saltbox Roundabout
4. As set out in the Technical Note (HTp/2401/TN/03) all four junctions work well within capacity in this sensitivity test, with Phase 1 of the A29 realignment scheme in place. Phase 2 of the A29 realignment will only further improve the capacity of the junctions, by removing traffic from the War Memorial roundabout, the level crossing and the site access.
5. For ease of reference, both Phase 1 and Phase 2 are illustrated in **Figure 1** in the context of our site and study area.

Figure 1 – Phase 1 and Phase 2 of A29 Realignment with site and study area annotated



6. The percentage reduction in traffic on the existing A29 road in 2038 during the AM and PM peak hours has been calculated using the 2038 scenarios contained in the BEW Parcel SC1 Transport Assessment report, as set out in **Table 1**. The 2038 design year would of course incorporate traffic growth on the network and therefore is a more onerous case than 2031 with the same mitigation.

Table 1 – Percentage reduction of traffic on existing A29 in 2038

	AM	PM
A29 Southbound	-70%	-63%
A29 Northbound	-56%	-69%

7. Therefore, in either 2031 or 2038, it is clear that when the full A29 realignment scheme is in place, it is predicted that traffic on the existing A29 will reduce significantly.

8. It is considered that all of the modelling junctions in question will operate well within capacity once the full A29 realignment is in place. Therefore, it is confirmed that the Strategic Allocation quantum, committed development outside of BEW and the proposed development at land at Woodgate Nurseries can come forward.
9. It is therefore considered that the capacity assessment within the HTp sensitivity Technical Note provides a worst case scenario and no further capacity assessment scenarios are required to be carried out.

Comparison to BEW Parcel SC1 Capacity Assessment Work

10. It should be noted that the Transport Assessment supporting the proposed 1,250 dwellings at BEW Parcel SC1 carried out an assessment of the full A29 realignment in place with the full quantum of development (circa 3,000) built and occupied in 2038. Their 2031 assessment year only including Phase 1 of the A29 realignment scheme and 1,200 dwellings.
11. The 2038 capacity assessment with the full A29 realignment in place has demonstrated that the War Memorial roundabout will work well within capacity with the full Strategic Allocation quantum in place, with a Level of Service rating of A and a queue of only one to two vehicles in both peak hours. The traffic associated with the 130 dwellings is therefore not going to have a severe impact on the capacity of this roundabout.
12. The Woodgate level crossing was not included in the 2038 capacity assessment. As set out in **paragraph 8**, given that the full A29 realignment scheme will significantly reduce traffic at the level crossing, it is considered that the impact of the proposed development on both the level crossing and the site access will be significantly improved compared to without the full A29 realignment in place.
13. In our Transport Assessment which supported the current application (ref: AL/89/24/OUT), it was shown that the proposed development traffic at the Saltbox roundabout resulted in an increase in RFC of up to only 0.01 on each arm in both AM and PM, therefore, it is considered that the vehicular movements associated with the proposed development will not result in any significant impact on residual capacity or delay at the junction.

Summary

14. It has therefore been demonstrated in all relevant tested scenarios that the full quantum of development within the BEW Strategic Allocation and committed development outside of BEW can come forward, as well as the proposed development of 130 dwellings on land at Woodgate Nurseries alongside the planning mitigation, comprised of the phased A29 realignment scheme.