

Project	A13394/VAA - Barnham Eastergate Westergate Parcel SC1
Document Title or Subject	Pell Frischmann Response to West Sussex County Council Highways Comments
Document Reference	A13394/VAA-PEF-XX-XX-TN-TR-000022
Revision Reference	F01 – FINAL
Date	16 December 2022

1 Introduction

- 1.1.1 Pell Frischmann is commissioned by C.C. Projects alongside Ashmarden Ltd and Hanbury (PM) Ltd (promoting the site together as 'The Southern Consortium') (the 'Applicant') to provide transport planning and highways consultancy services in connection with a planning application for a strategic residential-led mixed use development on land forming part of the site allocation at Barnham/ Eastergate/ Westergate, (BEW), West Sussex.
- 1.1.2 A meeting was held between Hazel Morton of SYSTRA, on behalf of National Highways (NH), and Paul Smith, Stephen Evans and Pearl Ahrens of Pell Frischmann, on behalf of the Applicant, on Thursday 3 November 2022 to discuss the planning application submission and specifically its potential impacts on the Strategic Road Network (SRN), including the A27 Trunk Road. During the meeting a number of actions were agreed and assigned. A Technical Note to address the actions arising from the meeting was submitted on 23 November 2022 (Pell Frischmann Response to National Highways (NH) Comments).
- 1.1.3 Following the submission of the Technical Note, which was copied to West Sussex County Council (WSCC), WSCC required further information and this Technical Note addresses these comments.
- 1.1.4 For reference, a copy of the email from WSCC is included at Appendix A of this Technical Note. The comments in *italics* are taken directly from the comments from WSCC.

2 Response to West Sussex County Council Comments

2.1 Rowan Way/A259/A29 and Saltbox/A29/A259 roundabouts

2.1.1 WSCC comment:

*As you will recall, County requested that a similar/same exercise to the one that National Highways requested be undertaken for both Rowan Way/A259/A29 and Saltbox/A29/A259 roundabouts - i.e. A series of 'stick' turning flow diagrams for those junctions with predicted queue lengths and key turning movements -- specifically showing the **development trips** associated with a 4300 home development and the same for the Local Plan allocation of 3000 homes in order to be able to compare the two.*

- 2.1.2 The trip distribution used in the model for the development was calculated by WSP using donor zones in the model CATM (SATURN) model. The outputs of the CATM model were input into the Junctions9 models. The CATM model provided demand flows for the AM and PM peak hour turning movements at the junctions being considered as part of the transport assessment.
- 2.1.3 In a meeting held on 17 October 2022, it was agreed with WSCC that the modelling for 3,000 homes would not be required.
- 2.1.4 The following scenarios were agreed and modelled within the TA:

- 2031 do minimum: background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure
- 2031 do something: background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure + BEW development + BEW infrastructure
- 2038 do minimum: background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure
- 2038 do something: background growth + committed developments + wider infrastructure changes + other local plan developments and associated infrastructure + BEW development + BEW infrastructure

- 2.1.5 From the scenarios detailed above it can be seen that they all include 'Other Local Plan Developments'. Therefore, it is not possible to ascertain the traffic flows solely relating to the complete BEW allocation (which includes the BEW development subject to this planning application plus other development sites) in isolation, i.e. to exclude non-BEW background traffic, as the flows have been provided directly from the CATM model.
- 2.1.6 The difference in traffic flows for the following two scenarios relate to the traffic growth and redistribution of traffic from the CATM model.
1. Traffic flows associated with 1,200 homes: 2031 DS minus 2031 DM
 2. Traffic flows associated with 1,200 homes: 2038 DS minus 2038 DM
- 2.1.7 Pell Frischmann has produced a turning movement diagram for each of the analysed scenarios for the two junctions – these are included at Appendix B for reference. It is noted that the turning flows are different in 2031 and 2038 due to the re-distribution of traffic by the strategic traffic model.
- 2.1.8 Refer to pages 75 – 78 in the TA which detail the Saltbox development flows and mitigation, with the queue lengths provided within the traffic modelling results in Tables 6-52 to 6-55.
- 2.1.9 Refer to pages 78 – 81 in the TA which detail the mitigation for A29/ A259 Rowan Way/ Shripney Road Roundabout and the queue lengths are provided within the traffic modelling results in Tables 6-62 to 6-65.

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Report Ref. A13394 BEW - PF Response To WSCC Comments F01 2022-12-16

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Rev	Suit	Description	Date	Originator	Checker	Approver
D01	-	Draft for Client / Project team review and comments	28-Nov-2022	CS/IC	SME	PDS
D02	-	Revised draft incorporating comments	06-Dec-2022	CS/IC	SME	PDS
F01	-	Final issue to West Sussex County Council and Arun District Council.	12-Dec-2022	CS/IC	SME	PDS

Ref: reference, Rev: revision, Suit: suitability

Appendix A Email from WSCC – Subject 'BEW - A259A29 roundabout - modelling scenarios
and stick diagrams' (22 November 2022)

Charlotte Smith

Subject: RE: BEW - A259/A29 roundabout - modelling scenarios and stick diagrams.

From: Tim Townsend <tim.townsend@westsussex.gov.uk>

Sent: 22 November 2022 15:08

To: Stephen Evans <[REDACTED]>

Cc: Steven Shaw <Steven.Shaw@westsussex.gov.uk>; Patrick Arthurs <[REDACTED]>; Guy Parfect <[REDACTED]>

Subject: BEW - A259/A29 roundabout - modelling scenarios and stick diagrams.

Importance: High

Hi Stephen,

As you know, I have been working my way through the various TA and follow-up TA submissions that you and your colleagues have been providing in an attempt to fully understand what the future modelling scenarios would look like as a consequence of BEW being fully built-out to the anticipated 4300 homes.

As you will recall, County requested that a similar/same exercise to the one that National Highways requested be undertaken for both Rowan Way/A259/A29 and Saltbox/A29/A259 roundabouts - i.e. A series of 'stick' turning flow diagrams for those junctions with predicted queue lengths and key turning movements – specifically showing the **development trips** associated with a 4300 home development and the same for the Local Plan allocation of 3000 homes in order to be able to compare the two.

In the absence of this information it is still proving very difficult to establish accurate development-related trips and associated impacts at the these roundabouts – particularly Saltbox roundabout using just the supplied figures in your Tables. The key area of concern is Shripney Road North which shows a rise from 0.99 RFC in the 2038 DM scenario, rising to 1.21 RFC in the 2038 DS scenario with resultant large increase in delay and queue length – albeit solely based on a scenario with 4300 homes but with no figures and diagrams from a 3000 home development to compare it with.

Therefore, I ask that you look into this again and provide the requested information, please, as without it the modelling side of the project does not appear to be moving towards a conclusion.

I look forward to hearing from you.

Thank you,

Tim

Tim Townsend, MCIHT

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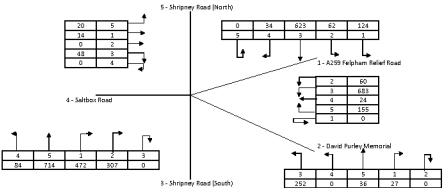
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Appendix B Flow Diagrams for Junction 8a - Shripney Rd Roundabout and Junction 9 - A29
Shripney Road (north)_Steyning Way_A29 Shripney Road (South)_Roman Way

Junction De Shipnway Rd Roundabout
PC16

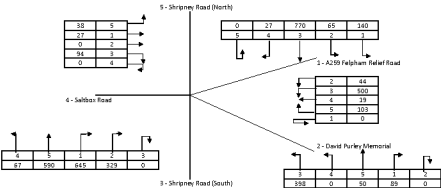
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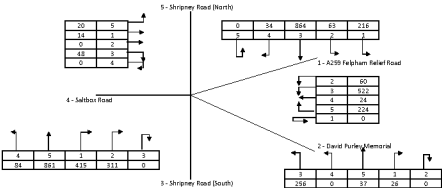
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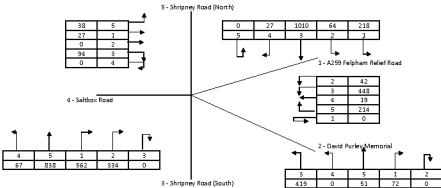
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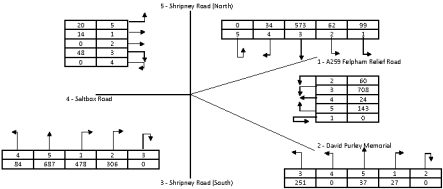
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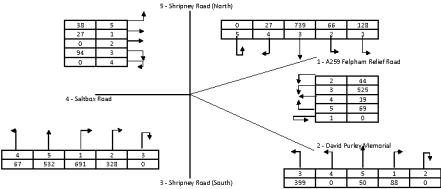
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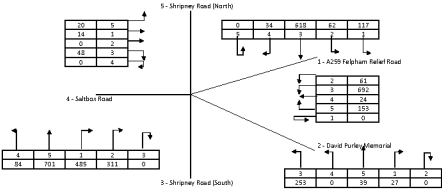
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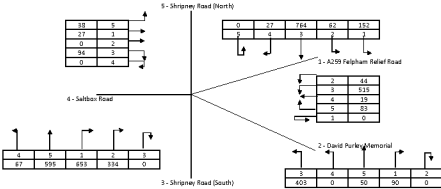
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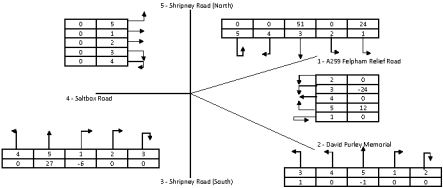
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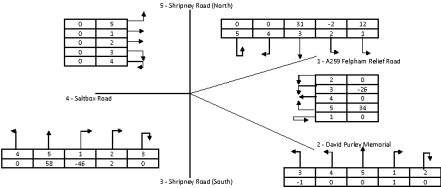
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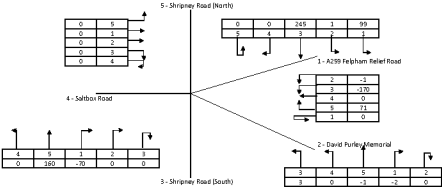
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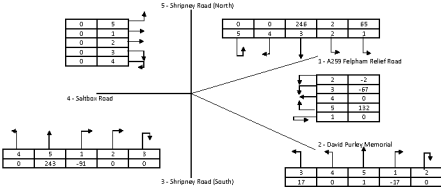
2011.Difference

AM Peak: 08:00 - 09:00



2011.Difference

PM Peak: 17:00 - 18:00



Junction 9 - A29 Shipriey Road (North)/Steyning Way/A29 Shipriey Road (South)/Rowan Way
PCUs:

