



AL/11/24/OUT – Response to WSCC Comments dated 24/04/26

DATE:	31 March 2026	CONFIDENTIALITY:	Public
SUBJECT:	AL/11/24/OUT – Response to WSCC Comments dated 24/03/26		
PROJECT:	Land at Westergate	AUTHOR:	Philip Moss
CHECKED:	Chris Williams	APPROVED:	Andrew Blacker

INTRODUCTION

This Technical Note has been prepared by WSP to provide a response to the Highways comments provided by West Sussex County Council (WSCC) on the 24 March 2026 in their role as the Local Highway Authority. This document provides a summary of the comments raised by WSCC with the WSP response provided below.

ROAD SAFETY AUDIT

WSCC Comment

Road Safety Audit Decision Logs (for both Stage 1 RSA's) – please confirm if the drawings contained within the RSA and associated decision logs are final versions.

WSP response

Drawings LAW-WSP-ZZ-ZZ-C-DR-00006 (Site Access General Arrangement) and LAW-WSP-ZZ-ZZ-C-DR-00007 (East West Link Road General Arrangement) have been updated to provide revised proposals for the closure of Pine Close as detailed at the end of this Technical Note.

PEDESTRIAN AND CYCLE INFRASTRUCTURE ON EAST-WEST LINK

WSCC Comment

Foot and cycle infrastructure on bridge forming part of E-W link – Please add a note on relevant drawings to state that details of the E-W link east of the bridge are to be confirmed as part of reserved matters applications for the Church Commissioner's land. Also, please demonstrate that the proposed pedestrian / cycle infrastructure meet the requirements of LTN 1/20 with regard to dimensions, including kerb and verge spacings to/from the carriageway and 'scare' distance from parapet and 'live' traffic etc.

WSP response

As requested an additional note has been added to WSP Drawings LAW-WSP-ZZ-ZZ-C-DR-00007 included in Appendix A which states that "the East West Link Road alignment, including associated pedestrian and cycle infrastructure provision, is to be confirmed as part of Reserved Matters applications related to BN11/22/OUT".

It can also be confirmed that the proposed pedestrian and cycle infrastructure shown on WSP drawing LAW-WSP-ZZ-ZZ-C-DR-00007 are aligned with LTN1/20 design standards through provision of the following:

- A 3m wide fully segregated bidirectional cycle route, which is in accordance with the desirable minimum width for cycle flows of up to 300 cyclists per hour as shown in Table 5-2 of LTN1/20.
- A 1.5m segregated verge along the East-West Link Road, reducing to 0.5m over the bridge. This in accordance with the desirable minimum horizontal separation between the carriageway and cycle track for a 30mph speed limit, as shown in Table 6-1 of LTN1/20.
- Provision of low / splayed kerbs between the cycle track, footway and buffer zone meaning that no additional width is required for the cycle track.
- Priority is maintained for cyclists at the southern side-road access of the masterplan, with vehicles required to give-way to cyclists using the bidirectional cycle track.

The location of the cycle route on the southern side of the carriageway is also preferred as this provides a direct connection to the larger proportion of the Cala site when compared with the northern side of the East-West Link Road.

TRANSPORT MODELLING

WSCC Comment

Modelling – Please provide additional information on the turning flows used within the level crossing assessments completed to-date. Please also confirm if there an opportunity to provide an additional exit lane on the site access if additional land (third party or other) were to be used?

WSP response

WSP responded to this comment in detail in a Technical Note 16th August 2024 this supported a previously submitted Transport Assessment Addendum in June 2024 with the following clarifications provided.

FUTURE YEAR 2031 SENSITIVITY TEST TRAFFIC FLOWS

To provide a robust assessment of the forecast queue lengths at the level crossing was completed using estimated 2031 traffic flows from the Transport Assessment Addendum (June 2024) and updated to the West Coastway Line timetable that came into operation in June 2024. This was completed for the following traffic modelling scenario:

- 2031 Do-Something without BEW Parcel SC1. This scenario provides an assessment of how the highway network will operate in 2031 with the full 400 unit development under planning application AL/11/24/OUT but without BEW Parcel SC1.

At the request of WSCC, this also included traffic associated with the 89 unit development off Meadow Way (AL/178/OUT) which was granted planning permission December 2023.

Trip generation for the Proposed Development is based upon the same methodology as the Transport Assessment as provided below for information.

Table 1 – Vehicle Trip Rates used in TA

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 2– Vehicle Trip Rates used in TA for 400 units

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

The traffic flows using these scenarios are presented in Figure 1 and 2 for the AM and PM peak hours respectively.

Figure 1 – 2031 Do-Something AM Peak Traffic Flows

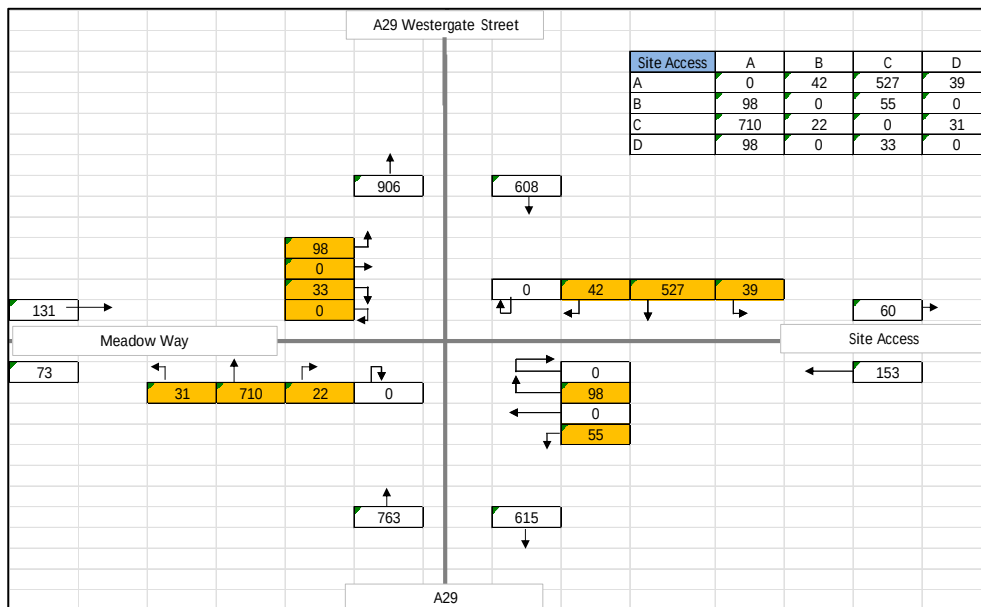
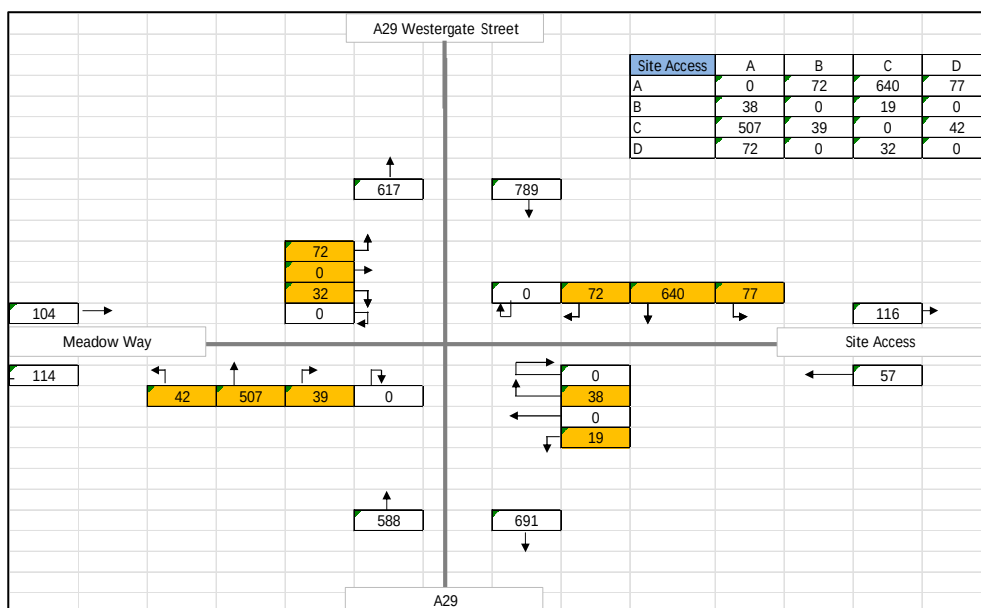


Figure 2 – 2031 Do-Something PM Peak Traffic Flows



These traffic flows were used in LinSig assessments and the calculation of queue lengths associated with closure of the Woodgate level crossing, as described below.

FUTURE YEAR 2031 WOODGATE LEVEL CROSSING ASSESSMENT

Based upon forecast traffic flows and level crossing closures the analysis contained within the Technical Note dated 16th August 2024 predicted a Mean Maximum Queue on the A29 in the southbound direction of 673m in the AM peak and 759m in the PM peak as shown in Table 3.

Table 3– Review of Woodgate level crossing queue and time when queue length extends past the junction – 2031 level crossing sensitivity test

Time Period	Mean Maximum Queue	Maximum Closure Time	Arrival Rate per Second	Time when Queue Extends Past Site Access
08:00-09:00	673m	7 minutes 22 seconds	3.8s per vehicle	6 minutes 01 second
17:00-18:00	759m	4 minutes 45 seconds	2.2s per vehicle	3 minutes 26 seconds

Whilst these maximum queue lengths would extend past the site access junction, the following key points were concluded from this analysis:

- In the AM peak the queue will only extend past the site access for 80 seconds before the level crossing is opened and before this the access junction will be able to operate as normal for approximately six minutes.
- In the PM peak, the queue will extend past the site access for 78 seconds, with the junction able to operate normally for approximately three and a half minutes before this occurs.

Further to this Table 4 shows the anticipated queue length on the site access approach, taken from the Technical Note dated 16th August 2024, once the queue length from the Woodgate level crossing reaches the junction

Table 4– Site Access queue lengths during level crossing closures

Time Period	Site Access Vehicle Queue after A29 Queue has Reached Junction	Queue (m) after A29 Queue has Reached Junction
08:00-09:00	3 PCU	18m
17:00-18:00	1 PCU	6m

Based on the arrival rate of vehicles and traffic distribution shown in Figure 1 and 2 it is predicted that only one of these queuing vehicles would be travelling southbound out of the site access. This would therefore be unlikely to block the exit of other vehicles if the site access stage was called and a left turning vehicle was unable to fully exit the junction onto the A29 southbound.

JUNCTION LAYOUT

As shown on Drawing LAW-WSP-ZZ-TP-DR-0001 included in Appendix E of the original Transport Assessment, the parcel of land immediately north of the site access is within third party ownership and therefore cannot be used as part of the proposed access junction. This is shown on screenshot of Drawing LAW- WSP-ZZ-TP-DR-0001 provided in Figure 3 with the third-party ownership bounded in orange.

[illegible]

- Provision of an additional lane on the site access would increase the pedestrian crossing length to approximately 19m, which would then require provision of a central refuge island or staggered crossing. This would increase crossing time for pedestrian stages and intergreens and reduce the capacity of the overall junction.
- Widening of the site access approach would push the northern stop line on the A29 southbound further north, creating a junction intervisibility issue between the A29 southbound and Meadow Way.
- Widening of the site access approach pushes the right turn box on the A29 further north to a location where the junction is narrower in the northbound direction. This reduces the potential 'stacking' space for right turn vehicles before the blocking northbound through traffic on the A29 noting that there is current proposals provide adequate width for an HGV to pass two vehicles waiting to turn right into the site access. It is also unlikely to be feasible to widen the junction in this alternative scenario due to the presence of telecommunication equipment on the verge between A29 and Meadow Way.

CLOSURE OF PINE CLOSE

Closure of Pine Close – Engineering detail of closure required. Please can a solution for this be considered in more detail.

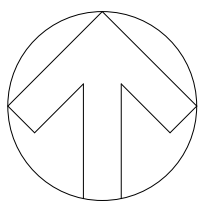
WSP response

Drawings LAW-WSP-ZZ-ZZ-C-DR-00006 (Site Access General Arrangement) and LAW-WSP-ZZ-ZZ-C-DR-00007 (East West Link Road General Arrangement) have been updated to provide revised proposals for the closure of Pine Close as shown in Figure 4. This allows for a continuous footway along Westergate Street.

Figure 4 – Revised proposals for the closure of Pine Close

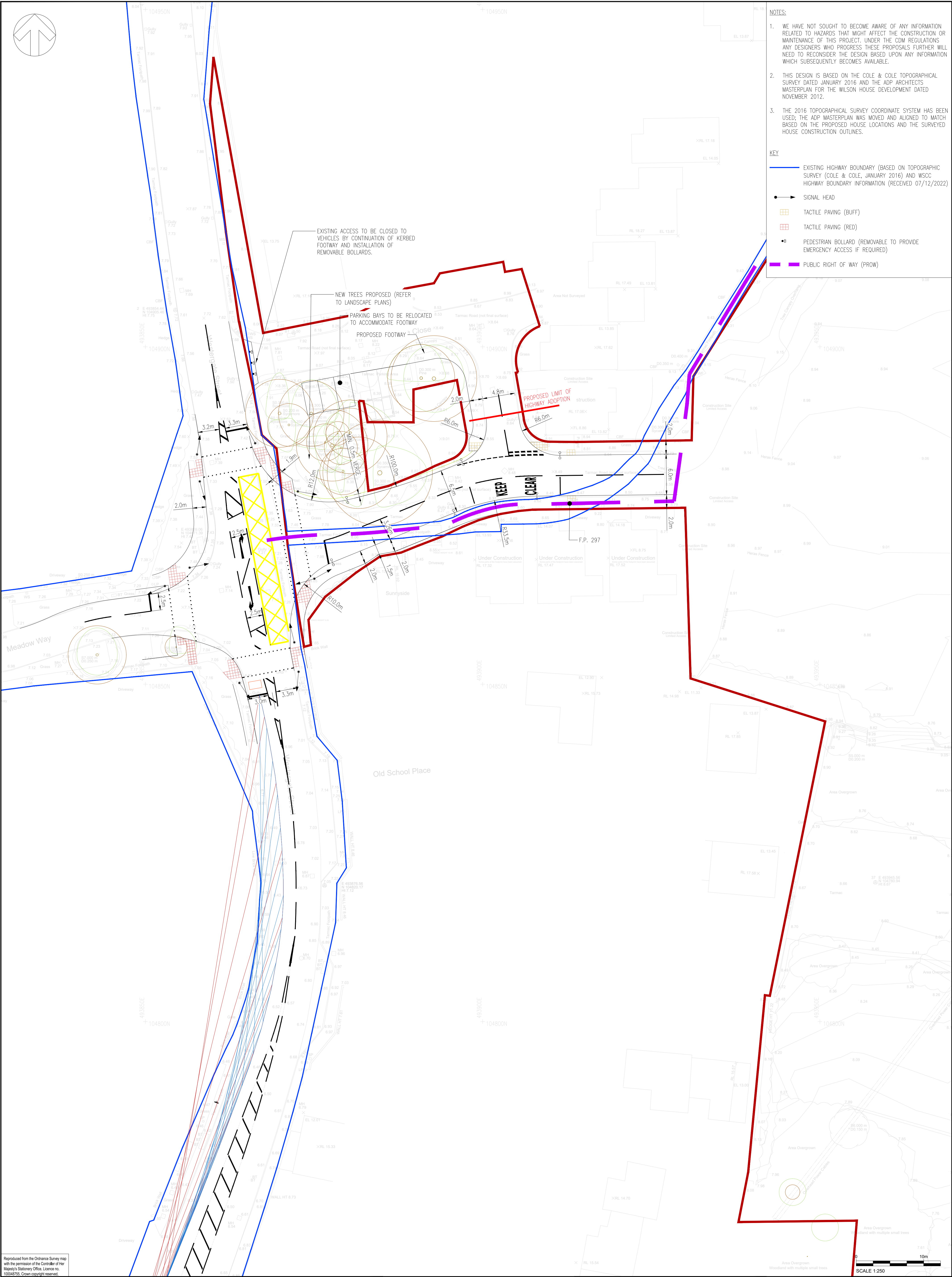


APPENDIX A - DRAWINGS

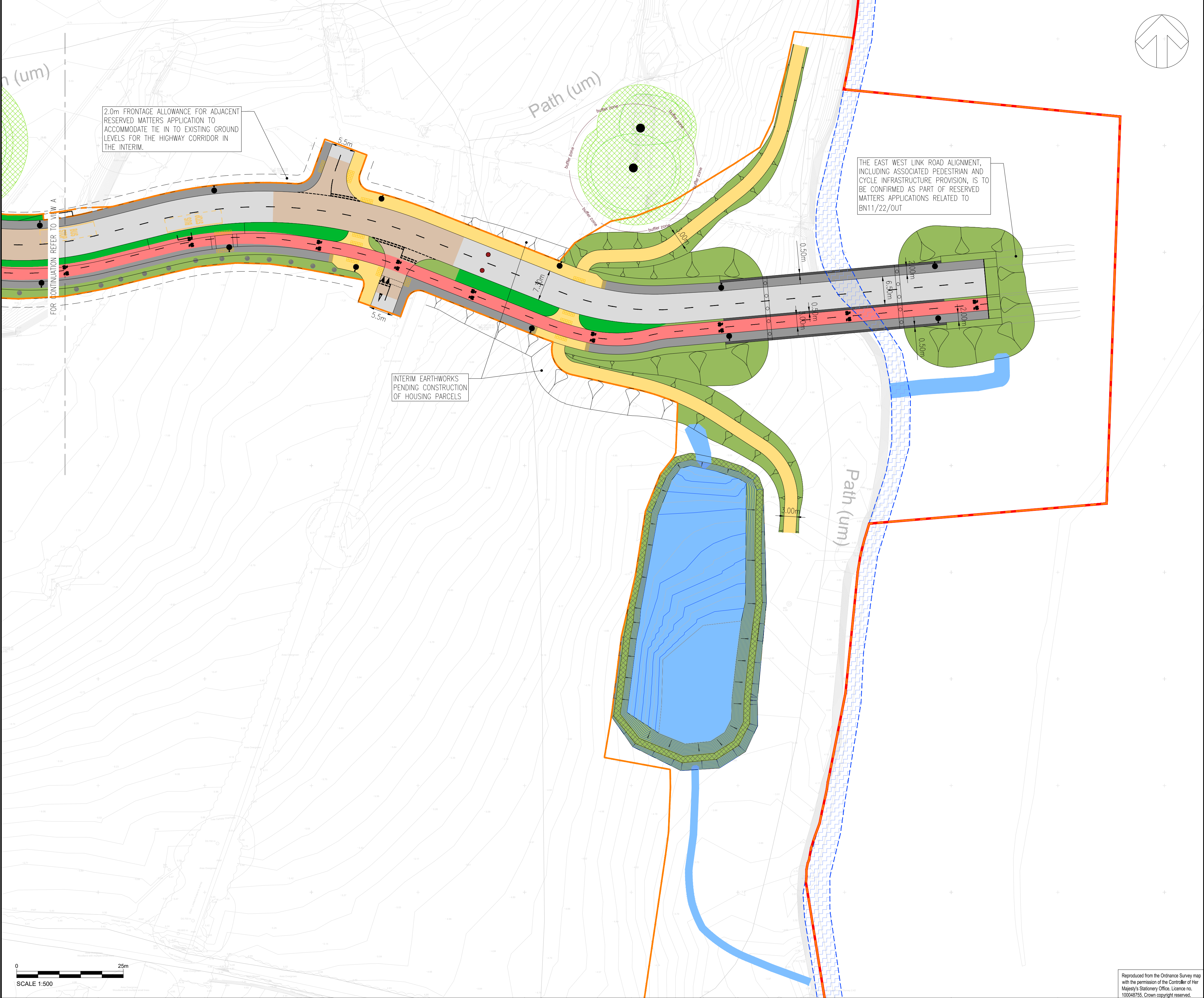
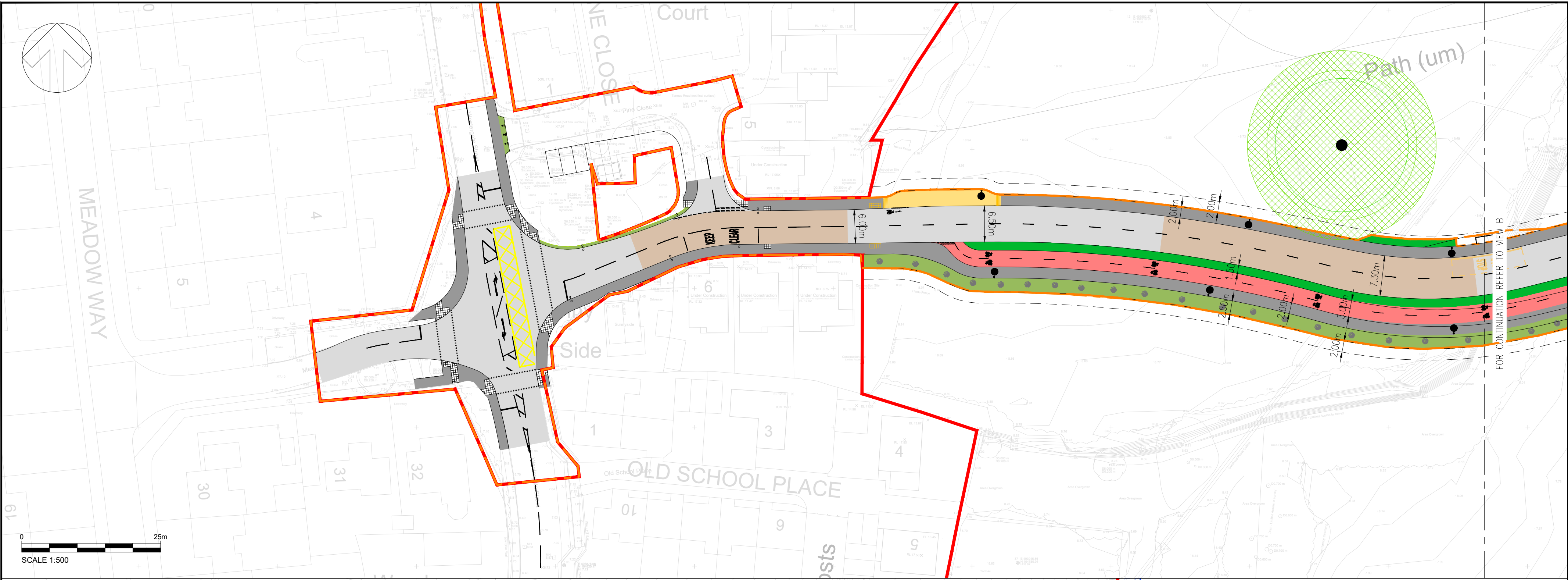


- NOTES:
- WE HAVE NOT SOUGHT TO BECOME AWARE OF ANY INFORMATION RELATED TO HAZARDS THAT MIGHT AFFECT THE CONSTRUCTION OR MAINTENANCE OF THIS PROJECT. UNDER THE CDM REGULATIONS ANY DESIGNERS WHO PROGRESS THESE PROPOSALS FURTHER WILL NEED TO RECONSIDER THE DESIGN BASED UPON ANY INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE.
 - THIS DESIGN IS BASED ON THE COLE & COLE TOPOGRAPHICAL SURVEY DATED JANUARY 2016 AND THE ADP ARCHITECTS MASTERPLAN FOR THE WILSON HOUSE DEVELOPMENT DATED NOVEMBER 2012.
 - THE 2016 TOPOGRAPHICAL SURVEY COORDINATE SYSTEM HAS BEEN USED; THE ADP MASTERPLAN WAS MOVED AND ALIGNED TO MATCH BASED ON THE PROPOSED HOUSE LOCATIONS AND THE SURVEYED HOUSE CONSTRUCTION OUTLINES.

- KEY
- EXISTING HIGHWAY BOUNDARY (BASED ON TOPOGRAPHIC SURVEY (COLE & COLE, JANUARY 2016) AND WSCC HIGHWAY BOUNDARY INFORMATION (RECEIVED 07/12/2022))
 - SIGNAL HEAD
 - TACTILE PAVING (BUFF)
 - TACTILE PAVING (RED)
 - PEDESTRIAN BOLLARD (REMOVABLE TO PROVIDE EMERGENCY ACCESS IF REQUIRED)
 - PUBLIC RIGHT OF WAY (PROW)



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P05 31/03/2026 ZA BELLMOUTH FOOTPATH AMENDMENTS CW AP				Grosvenor House 2 Grosvenor Square Southampton SO15 2BE, UK T+44 (0) 2380 101 700 wsp.com				HAMPSHIRE DEVELOPMENTS LTD				LAND AT WESTERGATE				SITE ACCESS GENERAL ARRANGEMENT				SCALE @ A1: 1:250				CHECKED: LRB				APPROVED: CW				PROJECT NO: 70013258				DESIGNED: GLG				DRAWN: GLG				DATE: September 23				DRAWING NO: LAW-WSP-ZZ-C-DR-00006				REV: P05				© WSP UK Ltd			
P04 14/06/2024 HL UPDATED BOLLARDS CW CW				Grosvenor House 2 Grosvenor Square Southampton SO15 2BE, UK T+44 (0) 2380 101 700 wsp.com				HAMPSHIRE DEVELOPMENTS LTD				LAND AT WESTERGATE				SITE ACCESS GENERAL ARRANGEMENT				SCALE @ A1: 1:250				CHECKED: LRB				APPROVED: CW				PROJECT NO: 70013258				DESIGNED: GLG				DRAWN: GLG				DATE: September 23				DRAWING NO: LAW-WSP-ZZ-C-DR-00006				REV: P05				© WSP UK Ltd			
P03 02/02/2024 AW SCALE BAR ADDED JP LRB				Grosvenor House 2 Grosvenor Square Southampton SO15 2BE, UK T+44 (0) 2380 101 700 wsp.com				HAMPSHIRE DEVELOPMENTS LTD				LAND AT WESTERGATE				SITE ACCESS GENERAL ARRANGEMENT				SCALE @ A1: 1:250				CHECKED: LRB				APPROVED: CW				PROJECT NO: 70013258				DESIGNED: GLG				DRAWN: GLG				DATE: September 23				DRAWING NO: LAW-WSP-ZZ-C-DR-00006				REV: P05				© WSP UK Ltd			
P02 22/09/2023 PM SECOND ISSUE LRB CW				Grosvenor House 2 Grosvenor Square Southampton SO15 2BE, UK T+44 (0) 2380 101 700 wsp.com				HAMPSHIRE DEVELOPMENTS LTD				LAND AT WESTERGATE				SITE ACCESS GENERAL ARRANGEMENT				SCALE @ A1: 1:250				CHECKED: LRB				APPROVED: CW				PROJECT NO: 70013258				DESIGNED: GLG				DRAWN: GLG				DATE: September 23				DRAWING NO: LAW-WSP-ZZ-C-DR-00006				REV: P05				© WSP UK Ltd			
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5. TO THE ENGINEER BEFORE THE WORKS COMMENCE. THE REDLINE BOUNDARY BEEN EXTRACTED FROM DRAWING REF: CALA230719LOP.01-P3 RECEIVED FROM THRIVE ARCHITECTURE ON 31/08/2023.

KEY:

- SITE BOUNDARY
- DETAILED APPLICATION BOUNDARY
- CARRIAGEWAY
- CARRIAGEWAY (ALTERNATE)
- CYCLEWAY
- FOOTWAY
- SHARED USE ROUTE (FOOTWAY/CYCLEWAY)
- VERGE/EMBANKMENTS/LANDSCAPING

- SUDS
- HARD STANDING
- DRAINAGE FEATURES
- TREE CORRIDOR - REFER TO LANDSCAPE DRAWINGS
- PROPOSED LIGHTING COLUMN
- ROOT PROTECTION ZONE

P04	31/03/2026	ZA	BELLMOUTH FOOTPATH AMENDMENTS & NOTE ADDED	CW	AP
P03	02/02/2024	AW	SCALE BAR ADDED	JP	LRS
P02	21/09/2023	AW	DETAILED APPLICATION BOUNDARY UPDATED	JP	LRS
P01	01/09/2023	GLG	FIRST ISSUE	JP	LRS
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: B3 - FOR PLANNING					



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CLIENT:

HAMPSHIRE DEVELOPMENTS LTD

ARCHITECT:

PROJECT:

LAND AT WESTERGATE

TITLE:

EAST-WEST LINK ROAD
GENERAL ARRANGEMENT

SCALE @ A1: 1:500	CHECKED: JB	APPROVED: LRB
PROJECT No: 70013258	DESIGNED: GLG	DRAWN: GLG
DATE: September 23		REV: P04
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