

From: Heather Godsmark <[REDACTED]>  
Sent: 21 June 2021 10:50  
To: James Neave <[James.Neave@westsussex.gov.uk](mailto:James.Neave@westsussex.gov.uk)>  
Cc: Richard Blott <[REDACTED]>; Richard Smith <[REDACTED]>; Jo Smith <[REDACTED]>; Stephanie Bell <[REDACTED]>; Chris Allington <[REDACTED]>; Isabel Thurston <[REDACTED]>  
Subject: Application WSCC/052/20: A29 Road Realignment Phase 1

Dear Mr Neave,

Please can I draw to your attention to my concerns which were expressed to Elaine Martin on 13.08.20, in respect of adverse impacts on road safety at the Eastergate Lane/A29 T junction arising from the proposed WSCC A29 BEW Phase 1 Road Realignment scheme.

EXTRACT:

From visiting the BEW locality already, you will be aware of the exceptionally 'sub-standard' geometry existing at the Eastergate Lane/Fontwell Avenue junction, just north of the proposed new roundabout, which seriously restricts visibility of traffic entering on to and exiting from Fontwell Avenue. Please can you ensure that the WSP RSA team is fully charged with checking that there is no diminishment of visibility and safety at this Eastergate Lane/Fontwell Avenue Junction arising from the new roundabout placement and design, and relocation of the substation. You may not be aware that 'safety' at this junction is additionally compromised by an adverse shallow slope at the end of Eastergate Lane, which often causes skidding on to Fontwell Ave for the unwary driver under conditions of black ice. The repeat and visible rebuilding of the flint wall opposite is testament to the frequency that this hazard is tested.

Elaine responded that she would pass my concerns on to her design team but it appears that no attention was applied to any arising adverse road safety impacts at this T junction, by either her Design or Road Safety Audit team. This was despite substantial increased traffic being predicted to both pass through this junction, travelling the northern stretch of Fontwell Avenue, and an up to 30% predicted traffic increase accessing Eastergate Lane, resulting from the new road and its associated and other large local housing developments.

At the time of expressing my safety concerns to Elaine, I had no expectation that WSCC would fail to comply with its statutory obligations to assess and accommodate the needs of the vulnerable within our local community. By now, you will be aware that along Eastergate Lane there is a Hft Care Village housing vulnerable young adult, plus school children, who all need to walk along Eastergate Lane which has no footpaths, to access the narrow Fontwell Avenue footpath at the T junction, to get to schools, bus stop, shops, doctors, church and all our other community facilities. The cumulative adverse road safety impacts arising from the proposed A29 Road realignment scheme, impacting the existing community and its most vulnerable living outside but surrounding the proposed BEW Phase 1 Area, must be effectively addressed within this application.

The Road Safety Audit boundaries must be extended beyond the two new BEW Phase 1 roundabouts, on Fontwell Avenue and on Barnham Road, to ensure WSCC's own published WSCC Transport strategic aims are met. To support my above complaint, please may I draw your attention to the section in the WSCC Transport Implementation Plan specifically relating to Arun:

*2.2.1 Implementation Plan for Arun states: 'Our strategy aims to tackle the identified transport issues as and when funding becomes available. .... we will ensure that all new schemes and developments contribute and support, in some way the following:*

*1 - increasing sustainable modes of transport*

*2 - improving network efficiency in order to improve journey times and air quality*

*3 - Improving safety for all road users*

*3 - discouraging HGV's from using unsuitable roads*

*4 - improving accessibility between communities within the district.*

The New A29 road proposals seriously fails to meet the above stated WSCC strategic aims. Money is available for this new road so why isn't it and its new footpath/cycleway being designed to link up with the existing local road/footpath network in a manner to improve safety and accessibility for all road users and pedestrians alike, particularly the vulnerable already living in the local Eastergate community rather than prioritising those just passing through? Given the extensive new housing development already 'in build' along Fontwell Avenue, (without considering the future BEW housing scheme), there will soon be a much greater and real need for safer provisions for all non-motorised users .... especially school children and vulnerable .... to access Eastergate facilities across the proposed new A29 roundabout. Increasing sustainable transport must include promoting increased foot traffic and cycling but, as is, this application scheme just promotes increased risks to pedestrians and cyclists.

WSCC needs to live up to its committed strategic transport aims by ensuring this new road scheme clearly supports and contributes towards achieving those aims. Please can you consider the above concerns during your current evaluation of the current Application WSCC/052/20.

Yours sincerely,  
Heather Godsmark,  
Swallowfield,  
Eastergate Lane,  
Eastergate,  
PO20 3SJ

**From:** Elaine Martin <[Elaine.Martin@westsussex.gov.uk](mailto:Elaine.Martin@westsussex.gov.uk)>

**Date:** 17 August 2020 at 08:53:43 BST

**Subject:** RE: A29 Road Realignment Phase 1

Good morning Heather

Thank you for your email and I have passed your concerns to our design team.

Best regards

Elaine

**Elaine Martin** CEng MCIHT BEng(Hons)  
Engineering Project Manager - Major Projects  
Highways, Transport and Planning  
Highways and Transport  
West Sussex County Council



CALL



IM



EMAIL

**Location:** 1st Floor Northleigh, County Hall, Chichester, West Sussex PO19 1RH

**Contact: Internal:** 24105 | **External:** 0330 222 4105 | **Mobile:** 07809 230080 | **E-mail:** [elaine.martin@westsussex.gov.uk](mailto:elaine.martin@westsussex.gov.uk)

[Report a problem with a road or pavement](#) or [raise a highways related enquiry](#)

Follow us at  [@WSHighways](#)

**From:** Heather Godsmark [<mailto:> [REDACTED]]  
**Sent:** 13 August 2020 15:56  
**To:** Elaine Martin  
**Subject:** Re: A29 Road Realignment Phase 1

Dear Elaine,

Thanks for your reply. It is helpful to know that the substation will be moved slightly ... but where to?

Concerning 'independent', it was my understanding that this term should be applied in the sense of 'no connection', so clearly our understanding of this RSA rule is different.

However, with the obvious 'same company' connection, I trust that WSP RSA division will look very robustly at the road design produced by the WSP Road Design division.

From visiting the BEW locality already, you will be aware of the exceptionally 'sub-standard' geometry existing at the Eastergate Lane/Fontwell Avenue junction, just north of the proposed new roundabout, which seriously restricts visibility of traffic entering on to and exiting from Fontwell Avenue. Please can you ensure that the WSP RSA team is fully charged with checking that there is no diminishment of visibility and safety at this Eastergate Lane/Fontwell Avenue Junction arising from the new roundabout placement and design, and relocation of the substation. You may not be aware that 'safety' at this junction is additionally compromised by an adverse shallow slope at the end of Eastergate Lane, which often causes skidding on to Fontwell Ave for the unwary driver under conditions of black ice. The repeat and visible rebuilding of the flint wall opposite is testament to the frequency that this hazard is tested.

I look forward to seeing the WSP environmental report when it emerges, particularly in respect of impacts and mitigation measures applied to the veteran and other mature oak trees and our resident deer population.

Best regards,  
Heather Godsmark.

Sent from my iPad

On 5 Aug 2020, at 14:11, Elaine Martin <[Elaine.Martin@westsussex.gov.uk](mailto:Elaine.Martin@westsussex.gov.uk)> wrote:

Good afternoon Heather

Thank you for your email and I note your comments.

The full Planning Application and Environmental Impact Assessment for the road are currently being finalised. These will soon be in the public domain for formal consultation and should answer many of the questions you have raised. The housing development application I am advised will follow shortly afterwards,

where you will also have the opportunity of expressing your views on the layout and style of their scheme.

With regards to your comment on the Road Safety Audit; the Road Safety Audit team members may be from the same organisation undertaking the scheme design, but are independent of the scheme design/process.

Your question regarding the Fontwell Avenue Electricity Sub-station; I can advise that it will be moved slightly, details of this will be in the planning application figures.

Best regards

Elaine

**Elaine Martin** CEng MCIHT BEng(Hons)  
Engineering Project Manager - Major Projects  
Highways, Transport and Planning  
Highways and Transport  
West Sussex County Council

**Location:** 1st Floor Northleigh, County Hall, Chichester, West Sussex PO19 1RH

**Contact:** **Internal:** 24105 | **External:** 0330 222 4105 | **Mobile:** 07809 230080 | **E-mail:** [elaine.martin@westsussex.gov.uk](mailto:elaine.martin@westsussex.gov.uk)

[Report a problem with a road or pavement](#) or [raise a highways related enquiry](#)

Follow us at  
[@WSHighways](#)

**From:** Heather Godsmark [<mailto:> [REDACTED]]  
**Sent:** 22 July 2020 08:59  
**To:** Elaine Martin  
**Subject:** A29 Road Realignment Phase 1

Dear Elaine,

Over the last days, I have given some thought to the WSCC online meeting proposals, presented last Thursday, concerning the Phase 1 A29 Road Realignment scheme Noise Protection Proposals. I thank you for holding this virtual meeting to allow impacted local people to have an opportunity to consider the scheme proposals before they are finalised. It may not have been possible to capture comprehensive minutes, so I would like to more formally put forward my concerns made at the meeting and a few others that have come to mind since.

My views are my own, though I expect many other villagers living in the BEW locality may be similarly unhappy with the noise barrier proposals as presented and the lack of availability of the full Environmental Report.

- 1) I can understand that a sound attenuating acoustic fence, of whatever appearance, may protect Chantry Mead and Merrell Gardens against significant noise pollution and that, after several year with good maintenance, established dense evergreen shrubbery and trees on its eastern side, might effectively screen the fence from over-looking CM and MG residential properties. However, the main visual receptors of the new road and its acoustic fence will be the thousands of travellers passing along the new road each

day. The appearance of this fence to the travelling public is important too, since it will impact their experience of the landscape character and visual quality of the new A29 Phase 1, as it runs through Eastergate Parish. The planting strip indicated between the Barrett Wilson new housing and the 'busy' new road might, over time and with good maintenance, provide some extent of visual screening for new housing but not road noise sound attenuation ... but hopefully noise reduction will be addressed within building design?

- 2) The three suggested acoustic fence types presented are in no way sensitive to or in sympathy with a village setting. Such fencing may be tolerable on an urban motorway, where through traffic is less invested in the quality of its visual surroundings, but that is not the case within the BEW community area, where many local people do care about their visual environment. There is a large range of more attractive and sustainable solutions that were not presented as possible options at the recent online meeting. I am sure that your consultant acoustic engineers and landscape architects, working together, could develop a much more attractive and village friendly solution. The one which immediately comes to my mind is a half-height retaining structure ... maybe crib block walling or other form of retaining structure, with rising banking above to meet the required attenuation height (allowing for settlement) and then rolling back downwards, to a maintenance access strip, including a land drain, alongside CM and MG garden fences. Such would be more sustainable, since site strip could be utilised on-site rather than carting it to tip and shrubbery planted over the banking, above the retaining structure, could trail over to substantially soften its appearance from road views and new housing opposite .... a more 'garden village' solution, I think. Additionally, your engineer's comment ... 'UNSURE OF ACOUSTIC PROPERTIES OF CRIB BLOCK WALLING', seems diversionary, since it is the retained mass behind that will attenuate sound.
- 3) When the A29 Road Realignment Scheme, with associated 2000 houses, was first proposed as a means to provide needed housing and funding for a new railway bridge to benefit the poor economy of Bognor Regis, the BEW village communities were promised a 'Garden Village' design approach. This local authority design promise was heavily reported in our local newspapers, to persuade the existing villagers that the new housing developments would be implemented without causing significant harm to the landscape character of their BEW villages areas. Now, the proposed BEW site housing numbers have risen to over 4000, plus there are many other new housing developments both 'proposed' and 'in build' occupying the remaining green spaces along the existing A29 route from Fontwell to Shripney. With such increased housing pressure on the existing BEW village communities, it is imperative that our local authorities deliver the high quality landscape design they originally promised.
- 4) I note from recent local news reports that many Arun District Council planning committee members are showing admirable robustness and commitment to obtaining good housing development design, demonstrated by their rejection of perceived substandard design solutions submitted by developers for Fontwell and Shripney housing sites. Hopefully, these Arun planning committee councillors will similarly demand sensitive and high quality design solutions for the WSCC A29 Realignment proposals and its associated developer housing. Though not presented at the recent meeting, other environmental impacts of the new road running close to Eastergate Lane are particularly concerning to me. Looking carefully, at the layout produced for the meeting, as attached photos show, the new road as it emerges from the A29 proposed roundabout appears to be aligned too far north to miss impacting some of the very

important Veteran boundary Oaks, other significant mature Oak trees, and the southern part of the Copse, south of Premier Meats. Please can you look again at the road positioning adverse impact on these very old and important trees and local ecology, and consider swinging the road slightly southwards to allow their safe retention? Loss of a few houses to achieve the successful retention of these most significant Oak trees seems worthwhile, given the increasing number of houses 'in build' and applied for elsewhere in the BEW area along the A29. We should not forget that the veteran oaks cannot be replaced within the lifetime of anyone living now or born in the next century and so should be protected for their own sake as a national treasure.

- 5) During Lockdown, I have become quite fond of the deer that enjoys my garden pond for its early morning drink. A rather poor photo is attached of this deer as it is very shy. It is one of a small group mainly occupying the 'copse' south of Premier Meats and browsing the surrounding fields. I think protection of this deer group is another reason why the new road should be slightly moved southwards, to reduce the part loss of their copse habitat. The welfare of these deer must be part of the Mitigation Plan and, surely, there is no plan to shoot or drive them away? Such would be quite upsetting to many locals who still feel they live in an almost rural area and enjoy its wildlife. Loss of a few houses to achieve this small extent of wild deer habitat protection seems hardly relevant, given the immense number of houses 'in build' and applied for elsewhere in the BEW area along the A29.
- 6) Some years ago, I prepared the landscape plan to discharge a landscape condition on 'what was then' the new Poling Motor Cars site, off Barnham Road. So, I am aware that this site is surrounded by a planted earth bank, to visually and acoustically screen it from existing close-by housing. Comparing the attached aerial photo of the site, taken in year 2020, with the WSCC road layout, I note that the whole of the planted bank on the east side of PMC is shown stripped away, presumably to be replaced with another run of sound attenuating fencing? Acoustic fencing on both sides of that section of the new road will convey a visually unpleasant urban industrial appearance, totally out of keeping with Eastergate local village character. Surely, WSCC should be looking to alter its design to produce a better landscape character solution to its scheme? Couldn't the footpath/cycleway running beside the new road past PMC be moved to run down the edge of the linear park, to gain more landscape space on the east side of PMC? This should give better safety to pedestrians and children cyclists, rather than their route running closely alongside the 'busy' A29 at the 'pinch point' by PMC.
- 7) I am aware that Govt Highway legislation requires that the final Road Safety Audit must be carried out by a body completely independent from the Road Design Consultancy. Has an independent Safety Auditor been appointed to review the Final Scheme ..... if so, when will their input be available and will it cover road safety visibility impacts on the Eastergate Lane/Fontwell Avenue junction, looking southwards towards the new roundabout?
- 8) A further question that I have not seen answered elsewhere, is 'will the Fontwell Avenue Electric Substation, south of Eastergate Lane, be moved or retained as existing?' It is not clear from the drawings whether it is impacted by the position of the new roundabout.

Again, thank you for the meeting last week and I look forward to a reply to the concerns presented above.

Yours sincerely,  
Heather

Heather Godsmark BSc MA CMLI MCIH  
Director  
Tel + [REDACTED]  
Fax + [REDACTED]

*Heather Godsmark Ltd*

**Landscape Architect and Horticultural Consultants**  
Swallowfield, Eastergate Lane,  
Eastergate, Chichester,  
West Sussex  
PO20 3SJ

Heather Godsmark Ltd Registered Office: As above.  
Registered in UK: 4518930

---

**LEGAL DISCLAIMER**

This email and any attachments are confidential and intended solely for the persons addressed. If it has come to you in error please reply to advise us but you should not read it, copy it, show it to anyone else nor make any other use of its content. West Sussex County Council takes steps to ensure emails and attachments are virus-free but you should carry out your own checks before opening any attachment.

---