

**From:** Tim Townsend [REDACTED]  
**Sent:** 02 April 2026 11:26  
**To:** Williams, Chris; Hannah Kersley  
**Cc:** Blacker, Andrew; Steven Shaw  
**Subject:** RE: AL/11/24 - Land at Westergate - Follow-up points following today's meeting

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Dear Chris,

Thank you for your email of 31 March found below.

For ease-of-reading, I have added my latest comments in red italic text alongside the text of my previous email to you:

1. *Road Safety Audit Decision Logs (for both Stage 1 RSA's)* – I acknowledged that I have the FINAL versions of these. However, you agreed to check that the drawings to make sure that they are the ones that the Audit is based on (if not, please would you liaise with the Audit team, asking them if they want to add anything, please). If they do, then it would be helpful to have this included as a note on the Decision Log, please. *As you have made changes to the Pine Close closure, please would you present this to the Road Safety Audit team for comment. When they have replied, please send me their response (even if it says 'no further comment'). I will also require that any further comments are captured in the final Decision Log, please.*
2. *Foot and cycle infrastructure on bridge forming part of E-W link* – Following today's meeting, I spoke to Hannah Kersley at Arun (the planning case officer) to (1) confirm that our meeting was very positive and that we are close to resolving final highway matters and (2) I spoke to her to find out her preference for bridge tie-in details with the Church Commissioner's land to the east. She said that given the detailed status of your client's site (and, therefore, the need to produce detailed plans) that all you would need to show is those latest drawings. She added that because the indicative drawings for the E-W link on the Church Commissioner's land are just that – indicative – she said that the detail of those would have to follow as part of reserved matters submissions for their site and would need to be shown to interface with what you have shown. I will be pressing for the best solution for that site at the time those reserved matters proposals are made. However, for now, your plans should be sufficient. All I would suggest is for you to add a note to the effect that the ongoing design of the bridge and cycle and pedestrian facilities to follow from others (or words to that effect). And one final thing, please would you demonstrate that what you propose meets 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. *With regard to design of the infrastructure on the bridge, your latest note appears to demonstrate that it works in design terms. However, with regard to delivery, I need to know when it will be delivered by your client and/or subsequent developer (i.e. a delivery mechanism needs to be provided with a trigger and captured in any response to the proposal). As you know, the bridge forms a key component of the BEW Masterplan, providing in the main a key sustainable link through the development, picking up both existing and new developments, with full vehicular access coming on later when the full new A29 is complete and open to traffic (although bus and emergency vehicle access may well come forward in advance of full vehicular access). Therefore, it is important that it is delivered early-on into the development's life. Please would you provide further information about this.*
3. *Modelling* – (previous comment repeated) - During peak periods, there is still concern that in the event that the railway crossing gates are closed and the southbound traffic queue on the existing A29 extends north of the proposed access junction onto A29, that vehicles attempting to leave the site might be blocked by a vehicle attempting to turn left out of the site, leading to backing-up within the site. Without an additional

exit lane, this will happen. The turning flows shown in the TAA appear low and I am concerned that blockages might be frequent based on the data provided and additionally, if flows end up being higher in practice. Can you review the turning flows again for the different scenarios in the peak periods and submit these for me to look at. And, is there the opportunity to provide an additional exit lane if additional land (third party or other) were to be used? I think you might have replied to this previously but either-way, please would you send me your reply. *The latest modelling information shows that the junction should work based on the future traffic scenarios assessed and including the associated interventions provided (e.g. loops in the carriageway to monitor and react to railway crossing closures and other timings controlled by MOVA etc), thereby minimising chance of the junction becoming blocked. Of course, only 100 homes can come forward until Phase 1 of the new A29 is complete and open to traffic, as-per the conclusions in the Pell Frischmann report into interim traffic impact matters. You have signed-up to this already in previous correspondence. This must form part of any permission granted (a Grampian-style condition is recommended). Once Phase 1 of the A29 is open, then the modelling indicates that the remainder of the homes could then be developed in traffic terms (i.e. the remaining 300). However, an important point to bear in mind is that the creation of the aforementioned bridge will also assist with movement in and out of the development site by encouraging trips on-foot and by bicycle which will help with trip rate reduction through the junction onto the existing A29.*

4. *Closure of Pine Close – Engineering detail of closure required. You mentioned bollards for this but having thought about it further after the meeting, I'm not sure if these would work. I suspect that it would be reserved for emergency access and access on foot and by bicycle. Please would you give this a bit more thought and perhaps move away from bollards (albeit accepting that day-to-day access by vehicles should be prevented which will probably still require a bollard (or bollards) being located across it). The changes shown in your technical note are noted. I still think it needs a bit more work and I would like to see some form of cycle access from the A29 (it might be that a cycle 'off' marking could be applied to the carriageway on the A29 to direct cyclists into the development). You would need to check with LTN 1/20 to see what is or isn't possible. With regard to bollards and kerbing treatments, clearly if cycles are going to be able to enter the site, a ramped/dropped kerb arrangement would be required. Of course, tactiles and signage for pedestrians and cyclists will need to be incorporated, too. As for the bollards, these would need to meet with the emergency services requirements (plus whatever LTN 1/20 says, too). However, I do agree that a continuous footway would be the preferred way to 'close' the entrance.*

I trust the above is helpful to you and I look forward to receiving replies to those points requiring further consideration.

Thank you,

Tim

**Tim Townsend, MCIHT**

Principal Transport Planner, County Highways Team – Highways, Transport and Planning  
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

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**From:** Williams, Chris [REDACTED]  
**Sent:** 31 March 2026 15:28  
**To:** Tim Townsend [REDACTED]  
**Cc:** Blacker, Andrew [REDACTED]  
**Subject:** RE: AL/11/24 - Land at Westergate - Follow-up points following today's meeting

**\*\*EXTERNAL\*\***

Hi Tim,

Please find attached our Technical Note which provides responses to your queries in the email below.

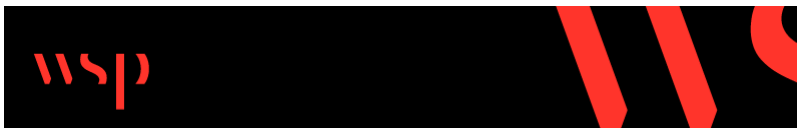
As part of this response, the site access and E-W Link Road General Arrangement drawings have been updated to provide a revised proposal for the closure of Pine Close and include reference to the design of the E-W link road east of the bridge being confirmed at a later stage. Noting your request to liaise with the road safety team if the RSA team drawings have been updated, please let me know if you have any comments on these drawings.

Thanks,  
Chris

**Chris Williams**  
Associate Director  
BSc (Hons) MSc CMILT MCiHT  
*He / Him*

[REDACTED]  
[REDACTED]

**Advanced notice of annual leave - 6<sup>th</sup> – 10<sup>th</sup> April**



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**From:** Tim Townsend [REDACTED]  
**Sent:** 24 March 2026 14:04  
**To:** Blacker, Andrew [REDACTED] Williams, Chris [REDACTED]  
**Subject:** AL/11/24 - Land at Westergate - Follow-up points following today's meeting

Dear Andrew and Chris,

Following this morning's meeting, please find below list of outstanding highway matters for the application:

1. *Road Safety Audit Decision Logs (for both Stage 1 RSA's)* – I acknowledged that I have the FINAL versions of these. However, you agreed to check that the drawings to make sure that they are the ones that the Audit is based on (if not, please would you liaise with the Audit team, asking them if they want to add anything, please). If they do, then it would be helpful to have this included as a note on the Decision Log, please.
2. *Foot and cycle infrastructure on bridge forming part of E-W link* – Following today's meeting, I spoke to Hannah Kersley at Arun (the planning case officer) to (1) confirm that our meeting was very positive and that we are close to resolving final highway matters and (2) I spoke to her to find out her preference for bridge tie-in details with the Church Commissioner's land to the east. She said that given the detailed status of your client's site (and, therefore, the need to produce detailed plans) that all you would need to show is those latest drawings. She added that because the indicative drawings for the E-W link on the Church

Commissioner's land are just that – indicative – she said that the detail of those would have to follow as part of reserved matters submissions for their site and would need to be shown to interface with what you have shown. I will be pressing for the best solution for that site at the time those reserved matters proposals are made. However, for now, your plans should be sufficient. All I would suggest is for you to add a note to the effect that the ongoing design of the bridge and cycle and pedestrian facilities to follow from others (or words to that effect). And one final thing, please would you demonstrate that what you propose meets 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.

3. *Modelling* – (previous comment repeated) - During peak periods, there is still concern that in the event that the railway crossing gates are closed and the southbound traffic queue on the existing A29 extends north of the proposed access junction onto A29, that vehicles attempting to leave the site might be blocked by a vehicle attempting to turn left out of the site, leading to backing-up within the site. Without an additional exit lane, this will happen. The turning flows shown in the TAA appear low and I am concerned that blockages might be frequent based on the data provided and additionally, if flows end up being higher in practice. Can you review the turning flows again for the different scenarios in the peak periods and submit these for me to look at. And, is there the opportunity to provide an additional exit lane if additional land (third party or other) were to be used? I think you might have replied to this previously but either-way, please would you send me your reply.
4. *Closure of Pine Close* – Engineering detail of closure required. You mentioned bollards for this but having thought about it further after the meeting, I'm not sure if these would work. I suspect that it would be reserved for emergency access and access on foot and by bicycle. Please would you give this a bit more thought and perhaps move away from bollards (albeit accepting that day-to-day access by vehicles should be prevented which will probably still require a bollard (or bollards) being located across it).

I think that should be it. Matters such as S106 contributions and planning conditions will be gone through at the point I write up my next formal response to Arun planners.

Hopefully the above is all clear and I look forward to discussing things further on Thursday morning.

Regards,

Tim

**Tim Townsend, MCIHT**

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