

**East Coker,
Hook Lane,
Chichester,
PO20 3SR**

8TH November 2022

The Assistant Director Highways, Transport and Planning,
West Sussex County Council,
County Hall,
Chichester
PO19 1RQ

cc Maria Tomalova, Arun DC

cc Kyran Schneider, WSCC Planning Services

Dear Officers,

Shop Around the Clock (Site Plan LD3717-PL-01)

Proposal AL/55/21/PL

We are greatly concerned about the local effects of this development on the highway (Hook Lane) both during the above proposed construction and longer term. I find it inconceivable that any visit to the site, even a Google map Street View, would substantiate the statement:-

“...Proposal would not have ‘severe’ impact on operation of Highway network and is not contrary to NPPF (para 109), no transport grounds to resist the proposal subject to suggested conditions”

The Local Planning Authority site consultation states:-

“Loading and unloading will take place from the roadside on Hook Lane”.

This will have (indeed, is already having) enormous impact on the three houses immediately opposite (Broomers, East Coker and Fleetwood whose driveways exit onto Hook Lane), and for other nearby properties. This area of highway is already frequently obstructed by randomly parked vehicles rendering the road a single carriageway which bears two-way traffic, thus making access to or from these properties often precarious, sometimes impossible. This is especially so as Hook Lane terminates in approximately 100m at a **T** junction with the **A29** which is itself approximately 200m from a busy level crossing. When the crossing’s gates are down the resulting congestion can be horrific.

During the last several years, from 2014, I have made representations to appropriate planning authorities about the increase in traffic along Hook Lane which would follow acceptance of their proposed developments. It is hardly necessary to state that the works have gone ahead with >30 dwellings in Grender Way, further houses in Summer Close, in Autumn ..., and other smaller sites. There is no practicable public transport: the majority of houses need two cars, but also more traffic is generated by delivery, service or emergency vehicles.

Hook Lane, for centuries a meandering cattle track, crossing an area with a high water-table, riven with rifes and ditches, is now a narrow, winding, ditched, unlit lane, mostly without pedestrian footway. Even before these developments there was a risk not only to passing vehicles but to other users: cyclists, horse-riders, dog walkers, runners and 'ordinary' pedestrians. Flooding regularly occurs following heavy rainfall, the road edges are eroded rendering them difficult to see, especially on bends – on several occasions cars have had to be pulled from the ditches.

In addition to the problems of the mile-long lane there are hazards at each end. The eastern end I have referred to above, at the western end Hook Lane joins Oving road with poor visibility to the left and effectively a single carriageway to accommodate vehicles turning in and simultaneously others leaving the lane.

These problems would be largely alleviated if, at the **A29** junction end, casual parking were prohibited by the urgent imposition of a Temporary Traffic Regulator Order, this to be followed by a Permanent TRO until the planned realignment of the **A29**. The dangers and difficulties throughout the whole length of the lane would be greatly reduced if it were subject to a 20mph speed limit throughout.

I am confident that our immediate neighbours are in agreement with these comments and would wish to see some action in the very near future.

Yours faithfully,

Jean M. Bradley (Dr.)

Marguerite Saffery (Mrs.)

