

R. Rose
Hohne, Hook Lane, Aldingbourne
Chichester, West Sussex.
PO20 3SR

Your Ref: OWPC10266
Our Ref: AL/83/16/OUT 15-08-2016
Please ask for:
Mr S Davis

30th August 2016

Dear Sir/Madam

Town & Country Planning Act 1990 (as amended)

Town & country Planning (Development Management Procedure) (England) Order 2015 - Article 5

Outline application with all matters reserved for residential development of up to 8No. dwellings & associated works including access, landscaping & open space. This application is a Departure from the development plan. Resubmission of AL/8/16/OUT Land south & west of Barnside & east of pond Hook Lane Aldingbourne

Thank you for your internet representation made on 29th August 2016 which has been recorded as '**an objection**' with the comments as follows:

- 1. The application site is located outside of the defined built up area boundary of Westergate.*
- 2. The site currently has very limited pedestrian access as the footway along Hook Lane ceases approximately 100m to the south therefore there is a serious risk of accidents.*
- 3. The site is poorly located in terms of sustainable transport modes:*
 - (a) That safe and suitable cycle access can not be achieved. Footpath number 299 cannot be used as a cycle route because the latter part of the footway has a restricted width measured in the region of 1.5m.
Hook Lane is narrow and the opportunity to overtake cyclists is minimal, therefore there is risk of death or injury due to transport incidents.*
 - (b) That the development does not encourage the use of Public Transport.
The closest bus stops to the site are located at the junction of Hook Lane/Westergate Street, a walking distance of approximately 750-800m utilising footpath 299. This is outside of the typical 400m catchment and could result in the bus service being unattractive for many residents.
The Barnham service commences at 0721 finishing at 1751.
The Bognor service commences at 0758 finishing at 1703.
The service is infrequent typically every two hours. There are no direct services to Chichester. This limits the suitability as an alternative to replace car trips.*
- 4. The proposed development would have a severe impact on the operation of the Hook Lane/A29 junction in respect of highway safety and the inhibiting of the through flow of traffic along the A29.
Vehicles emerging from Hook Lane are not solely constrained by the volume of traffic on the A29.
They are also constrained by the presence of the railway crossing that is closed for approximately 24 minutes per peak hour and the resultant queuing which extends back past Hook Lane during the average 3 minute down time.
In addition to vehicles emerging from the Hook Lane, vehicles turning right into Hook Lane from Westergate Street would result in additional delay for southbound vehicles along*

*Westergate
Street.*

It is unlikely that many vehicles will be positioned in the queue at the appropriate location in order to make an immediate right turn manoeuvre while the barrier is down and southbound flows are held. Instead, a vast majority of vehicles will have to make the turn as they approach the junction while both the south and northbound flows are moving, having already been delayed in the railway crossing queue. The formation of regular platoons caused by queuing traffic travelling north reduces the likelihood that acceptable gaps will be present to turn into Hook Lane which would inhibit the free flow of traffic travelling south while the crossing gates are up. The cumulative impact on delay caused by the existing queuing evident at the railway crossing coupled with additional delay due to an increase in right turning vehicles is considered to be severe. Delays in excess of 2 minutes can be frustrating to drivers and could lead to the adoption of behaviours that are less accommodating to other road users. Vehicles turning right from Westergate Street into Hook Lane or left from Hook Lane into Westergate Street could look to overtake the queuing vehicles and put them into conflict with vehicles in the opposing lane. Vehicles looking to emerge right from Hook Lane might be encouraged to 'edge out' in order to force their way into the southbound flow, temporarily blocking the northbound flow which might in turn have implications on the railway crossing given its proximity to the junction, or failing to give way to major arm traffic by accepting inappropriate gaps when entering the flow of traffic.

*5. Hallam have stuck two fingers up at the Aldingbourne residents, ADC and their Local Plan.
Will Whitgift Estates do the same?*

6. Source information from WSCC and ADC.

Your views will be considered before the application is determined and I shall write to inform you of any decision made.

Please be aware that if the application is to be determined by the Council's Development Control committee and your letter has been received at a late stage after the Agenda has been published you will not receive a separate letter notifying you of the date of the meeting and procedures for public speaking. In such circumstances it is recommended that you track the progress of the application on the Council's website or telephone the Council for further information. Please be advised that any comments you make that are not included within the Committee Agenda will be reported to the Members of the Development Control committee. Please also be aware that only a small number of all planning applications received go to the Development Control Committee. Most are determined under delegated powers by Officers in which case your comments will again be considered before the application is determined.

Please be aware that Planning Services operate an 'open file' policy and will publish details of your comments on the internet on the Arun District Council Planning section. Please ensure that you only provide information that you are happy will be made available in this way. If you supply information belonging to a third party, please ensure you have their permission to do so. If you do not wish your comments to appear on the 'open file' please confirm this in writing and I will arrange for it to be destroyed although this means that its contents will then be disregarded.

In the event of a subsequent written representations appeal, against a refusal of planning permission on a householder application, any representations made on the application will be automatically forwarded to the Secretary of State. Unlike all other types of appeal, there will be no

further opportunity to comment at the appeal stage.

Yours faithfully

Karl Roberts
Director Planning & Economic Regeneration