

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	20 May 2019
LOCATION:	Land south of the A259, Grevatt's Lane, Climping, BN17 5RE
SUBJECT:	CM/4/19/PL Construction of a crematorium comprising of a crematorium building & associated structures, car parking, access & landscaped spaces. This application is a Departure from the Development Plan. Amended plans received.
DATE OF SITE VISIT:	11/02/2019
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Application

The application is for the construction of a crematorium at Land south of the A259, Grevatt's Lane, Climping. The chapel would consist of seating for 84 people and employ 6 members of staff.

Additional information has been provided by the applicant following initial comments from WSCC and include:

- Road Safety Audit and Designers Response;
- Revised site plan;
- Note ref BWREDE17-03 ref Summary of site access modelling; and
- An exception report.

A stage 1 Road Safety Audit has been undertaken on the site access proposals and highlighted 11 issues to be addressed, 10 of which are accepted with additional information provided or to be addressed at the detailed design stage.

One area where the designer did not agree with the auditor is the recommendation to reduce the speed limit over the section of highway. An exception report has been prepared by the applicant and has been accepted by WSCC as the highway authority. It details that:

The existing Grevatt's Lane carriageway measures between 6.8m and 8.3m wide in the vicinity of the site, with existing lane widths of between 3.3m and 4.5m wide (narrowing from west to east). The through-lane widths have therefore been either retained as existing or narrowed over the length of the proposed site access and measure 3.4m and 3.6m wide. This is in accordance with DMRB TD42/95 guidance (Paragraph 7.20) which states that, 'at ghost island junctions, the through lane in each direction shall not be greater than 3.65m wide, exclusive of hardstrips, but shall not be less

than 3.0m wide.' The proposed general arrangement drawing has been updated to show the existing lane widths at either end of the junction (drawing number BWREDE-SK01-P5) and is contained in **Appendix E**.

A review of the accidents records in the vicinity of the site shows that there is not considered to be an existing road safety concern in the vicinity of the site, and there are no injury accidents at the location of the proposed access junction.

The proposed access junction is likely to experience less vehicle movements than the nearby access junction at Baird's Business Park / Hobbs New Barn which is also located within the national speed limit section of Grevatts Lane. However the proposed access would benefit from a designated ghost island right turn lane.

Junction Modelling

A PICADY model has been provided for the site access, the modelling parameters are accepted and indicate that the junction would operate within capacity. The average delay to vehicles exiting the site would be 12 seconds in the AM peak and 16 in the PM peak period. A sensitivity test has also been undertaken that doubles the number of vehicle trips from the proposed crematorium and highlights the junction would operate within capacity and the average delay for vehicles exiting the crematorium would be 14 seconds in the AM peak and 21 seconds in the PM peak.

Revised drawings

A revised highway improvement drawing has been provided ref proposed site access general arrangement. A revised site plan has also been provided which shows that the site gates have been moved back of the public highway.

Conclusion

No objection is raised to the application subject to the following conditions:

Conditions

Hours of Service

It is anticipated that a condition restricting the hours of operation outside the network peak hours would be imposed by the LPA.

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled PROPOSED SITE ACCESS GENERAL ARRANGEMENT and numbered PROPOSED SITE ACCESS

GENERAL ARRANGEMENT rev 5.

Reason: In the interests of road safety.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Informative

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Stephen Gee
West Sussex County Council – Planning Services