

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Stephen Gee, Highways, WSCC
DATE:	24/01/19
LOCATION:	10 Acre Field North of, Grevatts Lane, Yapton
SUBJECT:	Y/103/18/PL Single Chapel Crematorium with car parking, landscape works, surface water drainage features & associated highway improvements. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	15/01/19
RECOMMENDATION:	☐ Advice ☒ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

Background

The application is for a single chapel crematorium. Pre application discussions with the applicant and transport consultants took place in November 2018.

The site is located along Grevatts Lane West, north of the A259 Grevatts Lane. At present Grevatts Lane West is currently gated at a point approximately 100m from Bilsham Road and at its junction with the A259. However the highway boundary shows the land as highway land.

Site Access

The site would be accessed by priority junction 300m to the east of the junction of the A259 and Grevatts Lane West. At the entrance to the site a build out to the western side of the access is proposed to encourage vehicles to turn right in and left out of the access. The existing carriageway would be widened by 1.8m to form a width of 4.8m to the east of the buildout the carriageway will remain at 3m to discourage vehicles travelling to Bilsham Road.

It is noted on drawing ref 128.001.007 that further measures could be introduced to reduce any potential for vehicles turning right out of the site including no right turn signage, further build out into the carriageway and a more acute angle of entry.

A259 right hand turn lane

The site proposes the creation of a new right hand turn lane onto the A259 at the location of the existing field gate at Gravatt's Lane West, approximately 750m east of the A259/B2132 Comet Corner junction. Visibility splays of 4.5m x 159.1m and 4.5m x 169.5m would be provided in line with 85th% speeds of 52mph eastbound and 54mph westbound.

A right hand turn lane of 85m would be sufficient to accommodate a funeral cortege.

It is noted that the formation of a new junction would impact on the recently provided A259 cycle route. Whilst an additional break in the provision is unfortunate there is no highways policy that would prevent the formation of an access. The applicant should provide consideration of how the junction arrangement could maintain priority for the existing users of the route.

Safety Audit

Whilst the Transport Statement states a Safety Audit and Designers Response is to be provided separately, this is not currently been made available and as such an objection is raised to the proposals. It should also be noted that the site access proposals would require a safety audit.

TRO

During pre-application discussion the potential for rat running vehicles along Grevatts Lane West was discussed to avoid Comet Corner. The applicant is willing for the S106 to include the cost of a TRO and physical works should they be necessary in the future. Any measures proposed should accommodate the existing agricultural access provided along Grevatts Lane West. The measures should be designed and costed by the applicant,

As noted through the pre application discussions the visibility at Grevatts Lane West onto Bilsham Road is significantly below standards provided within DMRB and as such any increase in vehicle trips would present a safety concern. A commitment to the monitoring of the Grevatts Lane should also be provided.

Trip generation

Based on similar sites it is anticipated that each service would generate 38 two way vehicle movements. It is anticipated that trips would be split 50/50 onto the A259. It is noted that the majority of trips would be outside the peak hours.

Junction Modelling

A 2028 year of assessment has been undertaken which highlights that the right hand turn lane would operate with sufficient capacity.

Parking

The site is to provide a total 119 parking spaces including 12 staff parking spaces. 6 staff cycle parking spaces are to be provided. It is noted that the level of parking provision significantly exceeds the average trip generation of each service, the reason for which is to provide for sufficient parking demand for infrequent services where the chapel is fully occupied.

Layout

Vehicle tracking has been provided that details refuse vehicles and fire tender can enter and exit the site in a forward gear and car parking spaces can accessed by a family vehicle.

Conclusion

An objection is raised to the proposals:

- A safety audit and designers response has not been provided in accordance with WSCC Safety Audit Policy.

Further information is also requested on

- Impact of proposals on cycle route and consideration of designs to maintain cyclist priority;
- Measures to be provided to restrict vehicle flows along Grevatts Lane West from the site access;
- Measures to be provided to restrict vehicle flows along Grevatts Lane West as a result of the development removing the existing gates.

Stephen Gee

West Sussex County Council – Planning Services