

From: Simon Davis
Sent: 31 January 2019 17:11
To: Planning.Responses
Subject: FW: Application Y/103/18/PL, Proposed Crematorium at Grevatts Lane West, Bilsham

Objection letter including plan

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
Location: Planning, First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF
Internal: 37874 | External: +44 (0) 1903 737874 | E-mail: simon.davis@arun.gov.uk
Please note that I typically work from home on Thursdays when I am unreachable on my work phone

Visit Arun's web site at www.arun.gov.uk



Save the environment - think before you print.

From: [REDACTED]
Sent: 31 January 2019 15:34
To: Simon Davis <Simon.Davis@arun.gov.uk>
Subject: Application Y/103/18/PL, Proposed Crematorium at Grevatts Lane West, Bilsham

Dear Simon

Please see the attached letter and plan which I'd be grateful if you could consider in relation to this application.

Regards.

David



Virus-free. www.avast.com

Bilsham Manor
Bilsham Lane
Yapton
Nr Arundel
West Sussex
BN18 0JX



Mr S Davis
Arun District Council Planning Department
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

BY EMAIL ONLY

1st February 2019

Dear Mr Davis

Application Y/103/18/PL, Proposed Crematorium at Grevatts Lane West, Bilsham

I am writing to register a strong objection to the above mentioned application.

Whilst I have no fundamental objection to the location of a crematorium on this site (provided the LPA is satisfied that a real need for one exists within central Arun), my objection relates to the means of access which I regard as totally inadequate and potentially very dangerous.

It is noted that it is proposed that the sole means of vehicular access is to be off a new junction from the A259 which will allow vehicles to enter Grevatts Lane West from both directions off the A259 but only permit a left turn (eastwards) for exiting vehicles. Provided the junction is properly designed, the ingress arrangements are probably acceptable but I believe that vehicles exiting the site and wanting to travel to the west (or south towards Middleton or north via Yapton) will be tempted to turn right across the flow of eastbound, A259 traffic, despite any signage there may be to the contrary. To expect west, south or northbound vehicles to turn left and travel as far as the Church Lane roundabout at Climping before turning round to re-trace their route, a distance of about 1.5 miles each way, is simply unacceptable and will, inevitably, lead to problems.

In my opinion there are two possible alternative arrangements that might be acceptable; both being significantly better than what is currently proposed.

The first would be to access the development solely off Bilsham Road, with a new junction with Grevatts Lane West being located further south than it currently is, through land in the ownership of the applicant, with adequate visibility splays being created in both directions. However, this would place greater pressure on the already woefully inadequate Comet Corner junction to the point where regular grid-locks will occur. This junction would, therefore, need to be significantly improved by the creation of a new roundabout. This would have the added benefit of resolving the existing problems at this junction and the long tail-backs that occur at peak times.

The second option would be to open up and widen Grevatts Lane West from an improved junction off Bilsham Road (as suggested above) all the way through to the A259 to the east. This would allow all traffic, both for the crematorium and other road users wishing to travel in an eastwards direction along the A259, to by-pass the Comet Corner junction, so relieving some pressure on that bottle-neck. Vehicles from the crematorium wishing to leave in a westwards, southerly or northerly direction would do so via Bilsham Road. This option is indicated, illustratively, on the attached plan.

Without one or other of the foregoing improvements I do not believe that this development, which is contrary to the Development Plan, should be approved.

I would be happy to discuss these suggestions with you on more detail, should you feel that would be useful.

Yours sincerely,

David Robinson

100

00000000

Journal of Management Inquiry



Gravito