

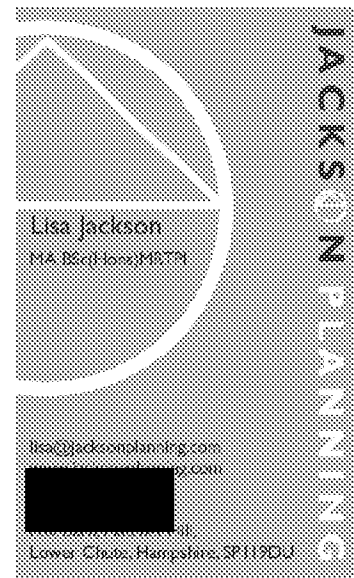
By email only

Copies to Andrew Tice, Landlink

Attached – Revised Transport Assessment

February 27, 2019

Simon Davis
Arun District
Council Offices
Maltravers Road
Littlehampton
West Sussex
BN17 5LF



Dear Simon,

Planning Application Y/103/18/PL Crematorium Proposal, Grevatts Lane West

I attach an updated transport assessment prepared by Paul Basham Associates this has been updated to reflect the concerns of the highway authority.

The response from West Sussex highlighted the following issues

- A safety audit was required

Further information was requested on:

- Impact on the cycle route and consideration in the designs to maintain cyclist priority
- Measures on Grevatts Lane West to restrict vehicle flows from the site access
- Measures on Grevatts Lane West to restrict vehicle flows as a result of the development removing the existing gate

In response to these points the updated transport assessment now includes safety audit and designer's response information attached as appendix F to the report.

The report also includes a detailed design of the cycle crossing on the A259 proposed as part of the junction arrangements. In addition in view of the number of complaints about potential cycle conflict on the new cycleway the applicants undertook a further cycle survey. The cycle survey was carried out in good weather during February. The results of the survey are included in Appendix G. They indicate the use of the cycleway at 15 minutes intervals throughout the day. The parameters of the cycle survey were agreed with the highway authority.

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The results of the cycle survey are explained at 3.16-3.24 in the revised transport statement. This demonstrates that the cycleway has very low use, and during peak hours on average only one cyclist uses the route at 8 to 9 minutes intervals. The most popular times of use for crematorium services is around lunchtime, this coincides when use of the cycle path is at its lowest during the day. The peak periods of cycle use are more likely to be used for unattended or immediate family only cremations where vehicle movements are at their lowest. Therefore, the potential for cyclist/ vehicular conflict with the use associated with the proposed development is very low. Appendix D of the report shows how cyclists are accommodated within the junction design solution across the cycleway, with a central island refuge.

The report also explains at 3.25 that the applicant is willing to enter a s106 agreement with the County Council to secure a physical solution to prevent Grevatts Lane West facilitating vehicular movements to the Bilsham Road should it prove necessary. The applicant will support a legal agreement commitment, to an agreed figure, to allow the County Council to complete a Traffic Regulation Order and works to reinforce the physical design of the exit from the Crematorium by means of a bollard to prevent vehicular use.

I hope this additional information is helpful for the determination of the application, but should you have any questions on the content of this letter or the attached report please do not hesitate to contact me.

Yours sincerely



Lisa Jackson MA BSc MRTPI