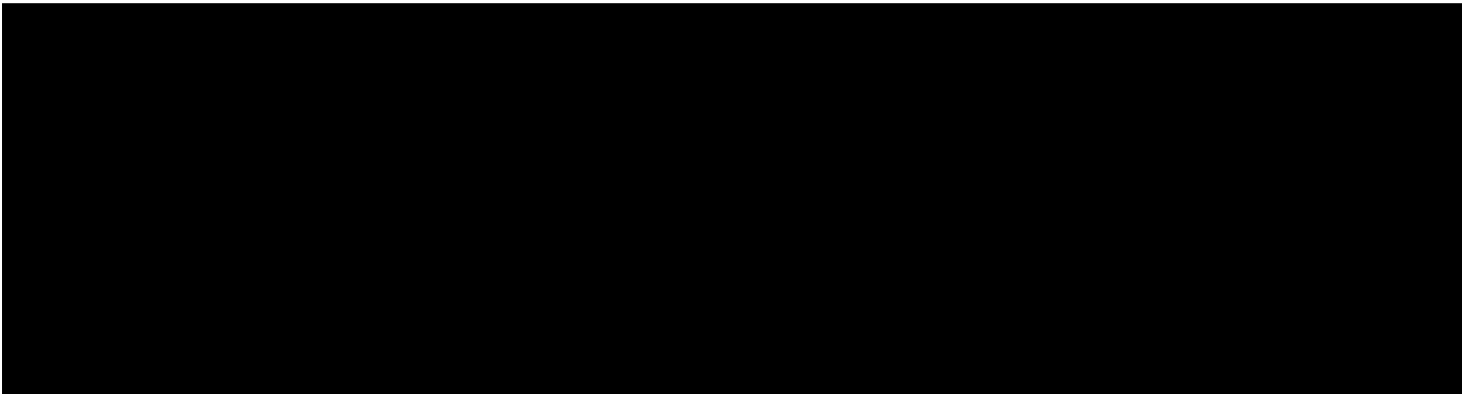




-----Original Message-----

From: Simon Davis

Sent: 07 March 2019 09:24

To: Planning.Responses

Subject: FW: Planning objection Crematorium Grevatts Lane West.docx y/103/18/pl

Objection Letter

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 P
Save the environment - think before you print.

-----Original Message-----

From: chris sprules 

Sent: 06 March 2019 18:51

To: Simon Davis <Simon.Davis@arun.gov.uk>

Subject: Planning objection Crematorium Grevatts Lane West.docx y/103/18/pl

Simon we have spotted documents added after closing date re destroying the new cycle route The Langmeads don't give a jot about sustainable transport or community spirit we and Arun council do This is not acceptable and we will be watching this v closely Chris Sprules

20, The Layne,
Bognor Regis PO22 6JL

Arun District Council Planning Dept

March 6th 2019

Re: **Planning Application Y/103/18/PL**

I note that the applicants have submitted documents long after the closing date for comments.

The cycling survey that they undertook is irrelevant. The cycle path that is less than one year old will become much more frequented as connectivity between other cycle routes is established. It is used a lot already and is part of the government's policy and strategy to increase cycling and walking **over many years**. Please find the summary of the government's aspirations here.

1 Creating a walking and cycling nation is a long-term process and the first step in that process is this Strategy. Our long term goal up to 2040 is that walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, work or leisure trips. We want to create a nation where cycling and walking are the norm for all people whatever their background or characteristics. To make our goal a reality, we want everyone in the country to have access to safe, attractive routes for cycling and walking and we are calling that goal our cycling and walking ambition. Our ambition for England is:

"We want to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey"

2 This ambition sets out our desire to see transformative change over the coming years. Change that will require us all to share a responsibility to make it happen. Realising this ambition will not only take sustained investment in cycling and walking infrastructure but also long-term transport planning and a change in attitudes amongst central Government, local bodies, businesses, communities and individuals. Cycling and walking must be seen as transport modes in their own right and an integral part of the transport network.

3 This Strategy is the first step to that long-term transformative change process. It sets out our objectives that we are working towards to meet our ambition, the financial resources available to meet our objectives, our strategy for delivering our objectives and the governance arrangements that will review this delivery. The objectives and target we have set to measure progress towards our 2040 ambition are to:

- ☐ Double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
- ☐ Reverse the decline in walking activity, measured as the total number of walking stages per person per year;
- ☐ Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, every year.

Any interruption of the priority for cyclists and pedestrians and diminution of safety for users of sustainable transport will discourage people in future years from using this superb facility. Children will be particularly at risk and that is the very generation that needs to feel safe.

Obviously, I object vigorously to this planning application. I find it particularly worrying that the applicants are permitted to answer comments after the closing date and attempt to discredit those views.

Christopher S Cooper