

From: Amanda Scholes **On Behalf Of** Planning.Responses
Sent: 20 March 2019 09:32
To: Neil Crowther
Subject: FW: Crematorium Planning Applications - Road Safety

Is this a rep or just email letter

From: Neil Crowther
Sent: 20 March 2019 09:13
To: Planning.Responses
Cc: Anita Gardner; Simon Davis
Subject: FW: Crematorium Planning Applications - Road Safety

Y/103/18/PL

Neil Crowther | Group Head of Planning, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road,
Littlehampton, BN17 5LF

Internal: 37839 | External: +44 (0) 1903 737839 | E-mail: neil.crowther@arun.gov.uk

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



Save the environment - think before you print.

From: SIOBHAN JASPER [REDACTED]
Sent: 20 March 2019 09:12
To: Neil Crowther
Subject: FW: Crematorium Planning Applications - Road Safety

Neil Crowther
Group Head of Planning
Arun District Council

Dear Mr Crowther,

We are writing to you because we are concerned that two planning applications, which require access to the A259, have been submitted to your department and that the safety issues regarding that access seem to be underestimated. We have written to Stephen Gee in WSCC Highways Department, but it would appear from his latest consultation document dated 15th March 2019 that he is now satisfied with the current proposal regarding access to the site at Yapton (Y/103/18/PL). He makes reference to plans for road improvements. These documents are referenced on your website but when trying to access them, the folders are empty and the following message is displayed "CCube Solutions Ltd – File not found". Why are these plans not available for public view? Also, there does not appear to be any comment from Mr Gee or WSCC on the other proposal at Climping posted on your website (CM/4/19/PL). Have they been consulted? Please find attached below our letter to Mr Gee. Could you please forward our concerns to Mrs Gardner, the Case Officer for the Climping application and Mr Davis, the Case Officer for the Yapton application.

We look forward to receiving your response.

Yours Sincerely,

Dr Brian and Mrs Siobhan Jasper

21 Old Point
Middleton-on-Sea
PO22 7RY

From: SIOBHAN JASPER

Sent: 15 March 2019 14:16

To: [REDACTED]

Subject: Crematorium Planning Applications - Road Safety

Stephen Gee,
WSCC Highways Department

Dear Mr Gee,

Ref. CM/4/19/PL and Y/103/18/PL

It has come to our attention that there are two separate planning applications for crematoria along the A259 between the Comet Corner and the Oystercatcher junctions and we have posted objections to both on the Arun DC website as follows:

1. The site is agricultural land and therefore would be a green field development.
2. The site is located in the "local gap" designed to help prevent the coalescence of settlements.
3. The site requires a junction on the A259 for access and will generate more traffic on a road, which has experienced an increase in traffic since the Bognor Relief Road was completed.
4. Slow moving funeral vehicles will cause frustration for drivers as there is little opportunity for overtaking on the single carriageway.
5. Both the Comet Corner and Oyster Catcher junctions cause delays and are a hazard for drivers turning on to the A259. Another junction on the same stretch of road would also have the same problems.
6. Due to the direction of the prevailing wind, the location will cause emissions to drift over housing. The two existing facilities in Chichester and Worthing both emit over open countryside.

We would now like to point out some further observations with reference to these planning applications.

Southern Co-operative Property planning application sited south of the A259 - CM/4/19/PL

In the Transport Statement, it states "No injury accidents took place in the vicinity of the proposed site access on the A259". Could the reason be that there is no junction there? The accidents occurred at the B2132 and B2233 junctions. The road accident statistics have been minimised and, apart from one death, have been reported as having a little impact on the people involved. However, all accidents have consequences whether they are personal (injury, or shock) or monetary (insurance claims and time taken to repair vehicles or cycles). The A259 is frequently referred to as Gravetts Lane giving the impression that it is a rural road rather than a main trunk route. The Traffic Flow statistics were measured in the period 29/11/18 to 5/12/18, rather than the much busier period in June, July and August and school holidays when there is an increase in vehicle journeys by visitors to the seaside resorts of Bognor Regis and Littlehampton. The Transport Statement also says that "the nature of the development will likely not attract a very high percentage of people trips by cycle in particular, and gives the walking time from the nearest two bus stops s 13 minutes from the Oystercatcher and 15 minutes from Comet Corner. Both journeys require walking alongside a busy main road on a cycle path without street lighting. Furthermore, the Transport Statement also points out that in the "worse case" scenario, there will be 168 extra two-way person trips in the AM and PM

peak hours. Some funerals can be attended by over 100 hundred people if the “guest” is younger resulting in 100 two-way person trips (cars) in one hour or 200 for two back to back funerals, which could occur at any time (the A259 can get busy at outside of peak) and calculated according to their methodology. There is also the effect a funeral procession has on traffic. Both Worthing and Chichester crematoria are located near to dual carriageway roads, which allow for passing by other vehicles. A line of slow moving cars on the A259 will present a serious hazard for drivers in vehicles who wish to overtake.

Landlink Estates Ltd planning application sited north of the A259 – Y/103/18/PL

In the Transport Statement, traffic flow was measured between 9th and 16th September 2018 in term time and not in the busier months of June, July and August when there is an increase in vehicle journeys by visitors coming to the seaside resorts of Bognor Regis and Littlehampton. Data does show that the cycle path is being used but the frequency is misleading as the survey was undertaken in February and not in the summer months. The 38 two-way vehicle movement in one hour is an underestimate. The “worse case” scenario would be 126 attendees (no of seats) giving 63 two way vehicle journeys or 126 vehicle journeys if there are two busy back to back services. Computer modelling using traffic flow figures in September will underestimate the delays especially if the increased back to back vehicle movements are not taken into account.

The Stage 1 Road Safety Audit states that “no issues have been raised” regarding the access arrangement with the A259. The site visit was undertaken on a Saturday morning 2nd February 2019 at 10.30 when the traffic was light and the weather sunny. Perhaps it would have been more representative to visit the site at peak times on a weekday morning and evening when it would become obvious how busy the A259 has become. Accident data is not shown but this information has been presented by the application (CM/4/19/PL) and shows several accidents along this stretch of road including one fatality.

Mercia Crematoria Ltd Planning Application Y/78/06

It is interesting to note that in a previous planning application made in 2006 to build a crematorium north of the A259 and west of the B2232 Bilsham Road, their Planning Statement Site Search Analysis rejects a site south of the A259 for the following reasons.

“This is land either side of the approach to Hobbs Barn, with access onto the westbound carriageway of the A259. This presents a considerable difficulty as traffic speeds are significant along this stretch (the access being within an unrestricted area), and there would be a requirement for a right hand turn lane to be provided in order to allow traffic to turn safely. Such infrastructure works often jeopardise the viability of a crematorium proposal and involve road widening to create the additional lane. The site is also neither within walking distance of any settlement, nor a bus stop, and as such it is not as sustainable as location 1.” (their preferred site)

This application was subsequently withdrawn.

In conclusion, we believe that both of these planning applications will make the A259 more hazardous especially as the current volume of traffic on the A259 has increased now that the Bognor Relief Road is open. We would like you to take this into account when you make your views known to Arun District Council Planning Department. We look forward to your reply.

Yours sincerely,

Dr Brian and Mrs Siobhan Jasper

21 Old Point
Middleton-on-Sea
PO22 7RY

Sent from [Mail](#) for Windows 10

