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**From:** Lisa Jackson [redacted]  
**Sent:** 01 August 2019 15:15  
**To:** Simon Davis <Simon.Davis@arun.gov.uk>  
**Cc:** Andrew Tice [redacted] Spencer Bryan [redacted]  
**Subject:** Re: Yapton Crem App

Dear Simon

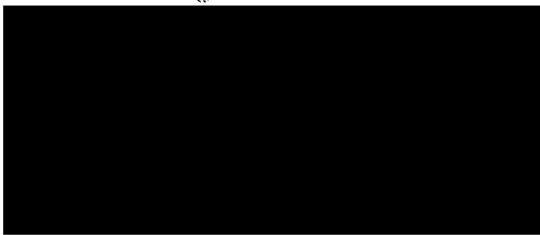
I attach copies of emails between our transport consultant and the highway authority in relation to your request to consider restricting right hand turns to the A259 from Grevatt's Lane West.

The email exchange sets out why a banned right turn is not considered a suitable access arrangement by the highway authority.

We are still considering improvements we can make to the proposed exit from the Crematorium and I will forward an update tomorrow.

Kind regards,  
Lisa

Lisa Jackson  
Jackson Planning Ltd



On 31 Jul 2019, at 16:57, Simon Davis <[Simon.Davis@arun.gov.uk](mailto:Simon.Davis@arun.gov.uk)> wrote:

Dear Lisa,

Thank you for this. Just to note that we are aware of the build out onto Grevatts Lane West. Stephen Gee at Highways has said though that a car could still make a right turn out of the access (but that a refuse vehicle/hearse etc could not). Will look forward to hearing from you on Friday.

Simon

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**From:** Lisa Jackson [REDACTED]  
**Sent:** 31 July 2019 16:06  
**To:** Simon Davis <[Simon.Davis@arun.gov.uk](mailto:Simon.Davis@arun.gov.uk)>  
**Cc:** Andrew Tice [REDACTED]; Spencer Bryan [REDACTED]  
**Subject:** Re: Yapton Crem App

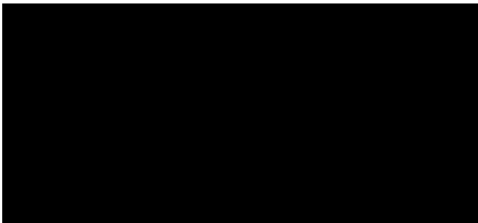
Dear Simon  
Thanks for your email.

I have spoken to our Transport Consultants Paul Basham Associates about the potential for amendments that could deter right turns on the A259. I will report on this as soon as I have some answers.

In relation to physical measures to prevent right turns from the Crematorium I attach a screenshot extract of Plan 128.001.007 Rev C which forms part of the application submission -this is in Appendix D to the revised Transport Statement. This shows the kerb build up that would deter a right turn. The bollard could only be installed following a TRO if it was deemed necessary by the highway authority. We are looking at whether this design can be augmented with road signing. We will have more detail by Friday as requested.

Kind regards,  
Lisa

Lisa Jackson  
Jackson Planning Ltd



<image001.jpg>

On 31 Jul 2019, at 14:19, Simon Davis <[Simon.Davis@arun.gov.uk](mailto:Simon.Davis@arun.gov.uk)> wrote:

Dear Lisa,

I have an email from Neil asking me to update him on the following by Friday:

Asking the applicant to look at ways to amend the A259 junction design to deter right turns

Asking the applicant to incorporate surface materials/line painting or something similar on the Grevatt's Lane entrance to guide visitors to the A259 and not to turn right

I know I have already spoken to you but I just wanted to let you know re point 2 as we discussed signage over the phone. Whilst I consider that either would achieve the same thing, Neil's preference is for something on the road surface.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |

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Please note that I typically work from home on Thursdays when I am unreachable on my work phone

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Save the environment - think before you print.

From: Stephen Gee [REDACTED]  
Subject: RE: Crematorium, Gravetts lane West, Yapton  
Date: 1 August 2019 at 14:51  
To: Spencer Bryan [REDACTED]  
[REDACTED]



Spencer,

I can confirm that the information supplied shows that current proposals provide a suitable access for the development. From WSCC highways point of view a banned right turn is not necessary to make the development acceptable.

The bullet points below summarise the points of our discussion as to why a banned right hand turn out of the site is not considered a suitable access arrangement. Alternative access arrangements were considered at a pre application stage (to which my response is included with your transport statement) This indicated that the most suitable arrangements would all include a right hand turn out on to the A259.

Please feel free to share this with LPA.

Regards

Stephen

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**From:** Spencer Bryan [REDACTED]  
**Sent:** 01 August 2019 08:53  
**To:** Stephen Gee  
**Cc:** Lisa Jackson; Andrew Tice; William Fayers; Shaan Novitzki  
**Subject:** Crematorium, Gravetts lane West, Yapton

Morning Stephen, further to our recent discussions, and the submission of information regarding vehicle tracking, modelling, safety audit and proposed Section 106/conditions, my understanding is that WSCC is satisfied with the current access proposals serving both the access to the crematorium and the access design onto the A259.

Although you weren't able to attend the briefing last week, I understand you have been made aware of Arun DC's concerns regarding right turn movements, which in the case of the access from the crematorium onto Gravetts Lane could be addressed through enhancements to lining and signing to encourage vehicles exiting the site to turn left towards the A259, if required. Regarding the junction of Gravetts Lane and the A259 we have explored options to amend the island design and prevent right turn movements. However as we discussed this subsequently results in a number of issues which the Highway Authority would not be able to support – these are summarised below:

- It is unlikely that given the amount of land required to achieve the junction, that a suitable island could be designed to prevent right turn out movements.
- Any left turning traffic would have to travel east towards Littlehampton for approx. 2.25km before undertaking a 'U' turn at the Climping rbt which would not be desirable because i) rbt's do not operate as safety for 'U' turn manoeuvres, and ii) it is likely that divers will look for alternative opportunities to turn before the roundabout which might be unsafe, such as the Oyster Catcher junction, because of the distance. This would

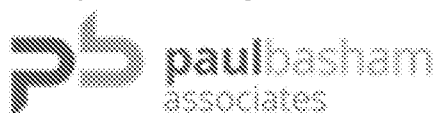
significantly increase the likelihood of vehicles attempting to turn right out of the crematorium or perform 'U' turns on Gravatt's Lane West in order to travel along to Bilsham Road.

- The HA would not support a comparison being drawn between the proposed junction onto the A259 and Comet Corner. A more comparable junction in terms of flows and design is the Hobbs New Barn business park junction. In addition, the number of trips using each junction are not comparable and have a very different trip patterns.
- Any measures would need to be enforceable and it is the HA's view that this may not be supported by Sussex Police.
- Should physical measures be implemented these would still require sufficient space for a refuse vehicle /herse to turn right into the Gravatt's Lane West which may make it possible for a car to turn right.

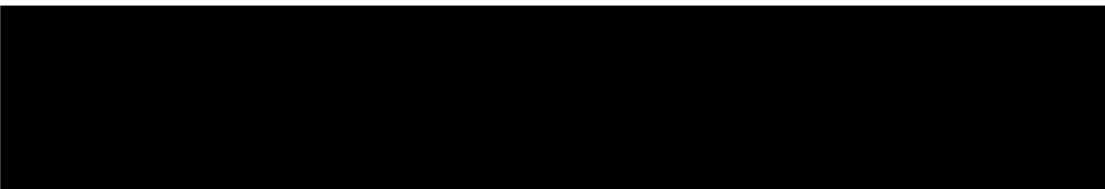
I would be grateful to hear your thoughts on this and to see whether any further options exist which we would be happy to discuss with you. As mentioned we have until Friday to prepare and agree any alternative options, and appreciate your commitment to looking at this.

Kind Regards

Spencer Bryan  
**Associate Director**  
**Transport Planning**



**Southampton Office**



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