

Lynnyrd Wolfe

From: Simon Davis
Sent: 06 August 2019 12:16
To: Planning.Responses
Subject: FW: Yapton Crem App Y/103/18/PL
Attachments: Updated Highway Layout Creamatorium Proposal.pdf

See Action Sheet.

From: Lisa Jackson [REDACTED]
Sent: 02 August 2019 16:43

[REDACTED]
Subject: Re: Yapton Crem App

Dear Simon

I attach an updated drawing for the Crematorium proposal showing the addition of signing and lining to discourage a right turn when exiting the site.

This drawing can be subject to conditions to ensure implementation. A specific performance condition in relation to the timing of the construction of the build out, signing and lining prior to operations commencing would be acceptable to the applicant.

The Transport Consultants have considered options for physically improving the junction and advised as follows:

"We have revisited the design of the access to see whether there are any further design measures that could be implemented to further prevent right turn movements out of the site. Given that access needs to be maintained for farm traffic the width of the existing access road could be no less than the existing 3.15m width. In the location of the build out, the access road tapers to 3.20m and therefore the width of the build out could only be extended by 0.05m (5cm) to reduce the lane width to 3.15m in order to maintain the existing lane width. Widening the build out by this amount would not have a notable impact on the design.

If the width of build out was to be increased beyond this point this may create concerns for West Sussex County Council highways as this would decrease the available width for farm access. Unfortunately in this instance we do not consider there to be any amendments which would not cause issues elsewhere. We would therefore suggest that the best option is to provide signage and lining to prevent/discourage vehicles from turning right out of the site access."

The proposal attached should deter most drivers from turning right on exit. In addition the potential for a bollard to prevent this movement remains an option for the Highway Authority should it be necessary in the future. The funds to complete the TRO and physical works are secured through the s106 agreement.

I hope this is helpful, but do let me know if you have any further questions.

Kind regards,
Lisa

Lisa Jackson
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On 31 Jul 2019, at 14:19, Simon Davis  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

