

[REDACTED]

From: Lisa Jackson [REDACTED]

Sent: 01 October 2019 15:28

To: Cllr. Jamie Bennett [REDACTED] Cllr. Isabel Thurston [REDACTED]
Cllr. Richard Bower [REDACTED] Cllr. John Charles [REDACTED] Cllr. Hugh
Coster [REDACTED] Cllr. David Edwards [REDACTED] Cllr. June Hamilton
[REDACTED] Cllr. Martin Lury [REDACTED] Cllr. Mike Northeast
[REDACTED]; Cllr. Jacky Pendleton [REDACTED] Cllr. Grant Roberts
[REDACTED] Cllr. Elaine Stainton [REDACTED] Cllr. Gill Yeates
[REDACTED] Cllr. Amanda Worne [REDACTED] Cllr. Jim Brooks
[REDACTED] Cllr. Faye Catterson [REDACTED] Cllr. Terence Chapman
[REDACTED] Cllr. Mike Clayden [REDACTED] Cllr. Shirley Haywood
[REDACTED] Cllr. David Huntley [REDACTED] Cllr. Francis Oppler
[REDACTED] Cllr. Colin Oliver-Redgate <[REDACTED]> Cllr. Vicky
Rhodes [REDACTED] Cllr. Will Tilbrook [REDACTED]
Cc: Andrew Tice [REDACTED]; Paul Hanson <[REDACTED]> Spencer
Bryan [REDACTED] Simon Davis [REDACTED] Neil Crowther
[REDACTED]

Subject: Development Control Committee 9th October 2019 - Agenda Item 7 Y/103/18/PL, 10 Acre Field, Grevatts Lane West, Yapton

Dear Councillors,

I attach a letter in respect of the above application for the Crematorium at Grevatts Lane West, which is due to be considered at the Development Control Committee on Wednesday 9th October, following deferral from the August meeting.

The letter sets out specific responses to all the points raised by each member of the committee in August including reference to the recent independent road safety audit.

I hope the letter will give you the assurances you were looking for to support the proposal. However, if you have any further concerns or questions may I respectfully request that these are presented to the case officer, Simon Davis, before the Committee so these might be considered in detail before the meeting and reported to the Committee prior to determination.

Kind regards,
Lisa

Lisa Jackson
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By email only

Copies to Neil Crowther, Simon Davis

October 1, 2019

Members of Development Control Committee
Arun District
Council Offices
Maltravers Road
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BN17 5LF

Dear Councillor,



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

Following the consideration of the above application at the Development Control Committee on 4th August and the decision to defer the item for further consideration of highway safety issues I have asked our transport consultants (PBA) to address in turn each of the points raised with regard to functioning and safety of the highway as it would appear the development was considered otherwise acceptable.

Where appropriate, PBA have made recommendations such as the progression of the lining and signing as well clarifying the findings of the independent Road Safety Audit and Transport Statement completed by Wilbar Associates and commissioned by the Council. This report concurred with PBA that ***“from a highways perspective we (Wilbar Associates) do not feel that the provision of the facility would adversely affect the public highway”***.

I would ask that you review the responses below before you consider the application at Development Control Committee on 9th October. The left-hand column includes the issue raised by the Councillor and the right-hand column gives a detailed response and evidence (where appropriate) to support the response. This letter is accompanied by a letter from Dignity (crematorium operator) with a detailed assessment of traffic movements observed at similar crematoria.

	Issue	Response
1	Cllr Chapman – A259 cyclist travelling east not being aware of funeral cortège turning in, an additional warning could be added. Traffic lights at junction to stop cyclist	Traffic lights are inappropriate for a junction of this nature and would likely lead to extended interruption of the free flow conditions along the A259. Signing and lining would be included along the cycle route to ensure pedestrians and cyclists are aware they are approaching a junction and to give way to traffic. This issue was not identified in independent Road Safety Audit review.
2	Cllr Charles – Not enough of a bend coming from west travel into centre of road. Continue Grevatts Lane West as set out now and have a wider junction.	The vehicle tracking diagram submitted shows that an artic will not cross the opposing carriageway and there will be no vehicle overrun. Junction designs must

	Issue	Response
		comply with design criteria (Design Manual for Roads and Bridges (DMRB)). The proposed junction complies with this and can accommodate all movements by any size of vehicle.
3	Cllr Bower – Funeral cortège travelling at slow pace on A259. A259 needs upgrade. Dangerous to have a junction to crematorium on A259. Wrong type of junction on A259. Independent RSA should be taken over 4 days mid-morning.	The funeral cortège will not travel at slow speeds on an A class road, they will travel at the speeds of the typical road user. This is corroborated from a technical perspective given the 85th percentile is 56 mph this is consistent with comfortable vehicle speeds for a hearse and following funeral cars. The road safety audit considers all aspects of the junction design to ensure that the road will continue to operate in safe manner.. The main use of the Crematorium will be outside peak hours- the attached letter from Dignity provides evidence of use of a similar crematoria which indicates that the services with the highest attendance on five consecutive days were outside peak travel times as follows: Wear Valley: 10.30-11.30am Wyre Forest: 1.30-2.30pm Shepton Mallet: 1.30-2.30pm
4	Cllr Mrs Stainton A259 already problematic at Comet Corner and Oyster Catcher – cannot take another junction. Problematic getting out.	WSCC has confirmed that the proposed junction should not be considered comparable to either Comet Corner or Oyster Catcher as both these junctions manage considerably more movements and traffic over a 24hr period. The proposed junction to the Crematorium is one mile from Comet Corner and almost 2 miles from Oyster catcher junction. Given that most cremation services are outside the peak periods, exiting Grevatts Lane West on to the A259 can be undertake safely and would not worsening highway safety. The independent Road Safety Audit review did not identify this as an issue in its findings
5	Cllr Brooks – The Findon Crematorium is accessed from a dual carriageway so slowing cortège not a problem. This is single carriageway access. More formal assessment of traffic movements.	As set out above the funeral cortège will only reduce its speed on approach to the Grevatt's Lane West Crematorium access as a mark of respect. Not identified in Road Safety Audit review or review of Transport Statement.
6	Cllr Yeates – TRO and s106 – removal of gates and installation of bollards. If removal of gates is objected to this would then need a TRO process through Local Area Committee to secure a bollard, how many objections needed to stop this? How long does s106 money remain available?	The TRO process is outside of the control of ADC and in the control of the Local Area Committee of WSCC. All TROs undergo consultation, if objections are received these will be referred back to the Local Area Committee along with recommendations for how these can be overcome. S106 money is available for 10 years.
7	Cllr Lury – Impact on cycle route unacceptable	The proposed access has been designed to ensure that all roads users can be accommodated safely, and that its operation will ensure there is not an increase in the

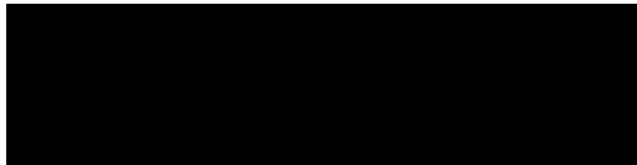
	Issue	Response
		likelihood of an incident. Traffic approaching the junction will be able to clearly see cyclists on the cycleway as the visibility splay and junction design give a clear view of approaching cyclists and traffic. Similarly, cyclists approaching the junction will be advised by signing and lining and have full awareness of vehicles negotiating the junction. Not identified in independent Road Safety Audit review.
8	Cllr Northeast – The junction worries me – look at Worthing, flyover to assist returning traffic. cortège overhanging road, disrupts new cycle way. Need improvements to the junction	A flyover is not a proportionate response given the level of vehicular traffic using the Crematorium, the prevailing speed of A259 traffic and the lack of width for on and off slips. Not identified in independent Road Safety Audit review.
9	Cllr Coster – Daily flow 29,000 vehicles on A259 equates to 1 vehicle every 2 seconds. This proposal creates another Comet Corner. People coming away from cremation in groups. Those looking to turn right will come up against a line of traffic waiting in the ghost lane from Littlehampton waiting to enter the site. This is what happens at Comet Corner. Against local Transport policy not supporting local public transport. No footway from Bilsham Road to Crematorium. No access for disabled. There is a better alternative to this site that would alleviate Comet Corner. RSA carried out on 28 December 2019 at 9.30am traffic flows light as this was three days after Christmas. Visit on 2 January -Saturday at 10.30 traffic	The use is anticipated to result in an additional 10 trips travelling east and west on the A259. The independent RSA has confirmed daily flows are 23,457. Total movements are estimated at 304 from this proposal over the entire day, this would amount to 1% of daily movements on the A259. Comet corner is not comparable as it operates very differently. Regarded as an all movements junction Comet Corner manages traffic movements over 24hrs. The proposal junction will only provide access to the Crematorium, operating as a priority or 'T' junction and therefore is not characterised as the same as Comet Corner in any regard and this would not be an appropriate technical comparison. Due to the nature and operation of the cremation services, traffic entering and exiting the junction are not anticipated to conflict. Those arriving for services will ordinarily enter the site before the hour, and those leaving will exit after the hour long service. Therefore, it is unlikely there will be a scenario where traffic leaving will be prevented from turning right due to traffic within the ghost island. Furthermore Dignity have provided evidence on timing of services that demonstrates that entry and exit are timed to avoid conflicting travel movements. The independent Road Safety Audit did not identify any problems of this nature. Generally participants at funeral services travel by car as there are traditions of following a hearse and travelling in family groups for support at this difficult time. Mourners are unlikely to travel to services by bus. Dignity confirm 99% of users travel by car. However, the bus services available on Bilsham Road some 500 metres from the site, could be used and certainly are appropriate for the small number of staff employed at the site. There is no need for a dedicated footway as it is anticipated vehicle numbers would be so low the surface will be shared. If vehicles numbers increase WSCC can enact a TRO and prevent vehicular access making walking along Grevatts Lane West suitable on

	Issue	Response
		the roadway. This proposal generates such a low number of pedestrians, and with such low vehicle numbers a dedicated footway is not justified by the proposal. The independent RSA and assessment of the Transport Statement did not query the dates on which previous RSA was conducted.
10	Cllr Mrs Pendleton – danger associated with a slow-moving cortège on A259 reducing speed limit on A259 as a solution. Lining the cyclepath as well as signing to identify the crossing.	As confirmed by above the cortège will not be slow moving on the A259. 85th percentile speeds were 56mph which is an appropriate speed for a road of this width and forward visibility available with the junction as proposed. Lining and signing will be secured to advise drivers/ cyclists they are approaching a of junction as advised in the independent RSA.

You will be advised that the independent RSA identified the need for additional signage to assist with directing traffic from the A259 towards the crematorium. This would make left turns from the A259 into Grevatts Lane West more conspicuous and address any potential issues. The inclusion of signing and lining would normally be approved as part of a s278 agreement with the highway authority at the detailed design stage. The applicant suggests an informative is added to the decision notice to highlight the additional signage recommended.

I hope the above detailed response along with confirmation in the independent Road Safety Audit will give you the assurances you were looking for to support the proposal. However, if you have further concerns can I respectfully request that these are presented to the case officer, Simon Davis, before the Committee so these might be considered in detail before the meeting and reported to the Committee prior to determination at Development Control Committee on October 9th.

Yours sincerely



Lisa Jackson MA BSc MRTPI



Members of Development Control Committee
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Dear Councillor,

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

By way of introduction Dignity Plc has been selected by Landlink Estates to operate the proposed crematorium. Through our Crematorium and Memorial Group, we run 46 Crematoria across the country and are the largest operator of crematoria in the UK, priding ourselves on providing high quality and highly sympathetic services to the bereaved.

Following the consideration of the above application at Development Control Committee on 4 August and the decision to defer the item for further consideration of highway safety issues we have detailed information on three of our most comparable crematoriums. We collate a wealth of data on our facilities and the enclosed information on traffic flows and rates demonstrates that the peak usage periods of crematorium do not clash with the existing am and pm peaks on the A259.

Given our experience in delivering and operating crematorium we feel it important to state that in terms of the scheme's design, its functionality and operability we are very confident in design and are entering into a long-term operator agreement with Landlink Estates.

Yours sincerely,

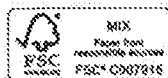
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