

Project Name:	Grevatts Lane West, Yapton
Document Reference:	128.0001/MR/2
Document Name:	Grevatts Lane West – Traffic Monitor Regime
Prepared By:	Spencer Bryan (July 2021)

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018

1.1 Paul Basham Associates assisted in the Planning Application to support the development proposal (Y/103/18/PL) for a single chapel crematorium with car parking, landscape works, surface water drainage features and associated highway improvements at 10-acre Field North of Grevatts Lane, Yapton.

1.2 More recently Paul Basham Associates have been appointed to undertake the works associated with the highway through a S278 application to West Sussex County Council (WSCC).

1.3 The appeal decision notice, dated 22nd September 2020 outlined a schedule of conditions, including Condition 12 which states:

'No development of the crematorium building above damp proof course (DPC) level shall take place unless and until a monitoring regime to assess the impact of vehicle flows along Grevatts Lane West, west of the site access has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. Thereafter the monitoring data shall be made available upon request to either the Local Planning Authority or the Local Highway Authority.'

1.4 The access from Grevatts Lane West into the crematorium has been designed in a manner that restricts right turn manoeuvres out of the site, preventing traffic from travelling west towards the Bilsham Road junction. Furthermore, it not anticipated that any vehicles traveling along the A29 from the east would use this route as a convenient cut through to Bilsham Lane. Monies have been secured for the implementation of a bollard and TRO should monitoring of the access indicate that vehicles are traveling west to avoid the Comet corner junction.

- 1.5 To address this condition, the following 5-year monitoring regime is proposed for agreement with Arun DC and WSCC.

Monitoring Regime (one month of site opening)

- 1.6 Within one month of the site coming into operation, monitoring will commence. It is proposed that monitoring would take the form of a camera survey at the access into the site on Grevatts Lane West. The survey will identify whether traffic associated with the crematorium is turning right out of the access and will also pick up any vehicles travelling towards Bilsham Road (west of the site).
- 1.7 The camera survey would be undertaken by an external surveyor for a period of 24 hours. The data would be broken down into hourly counts per movement. The survey would confirm movements associated with vehicles cutting through to Bilsham Road or vehicles travelling towards Bilsham Road (west of the site).
- 1.8 The camera survey would be placed on the proposed 'Bend Ahead' sign and would face northwest towards the access into the site. This position allows the camera to capture all movements in/out the crematorium and those traveling along Grevatts Lane West. The proposed survey location is shown in orange below and would be repeated for all surveys unless otherwise agreed with WSCC.

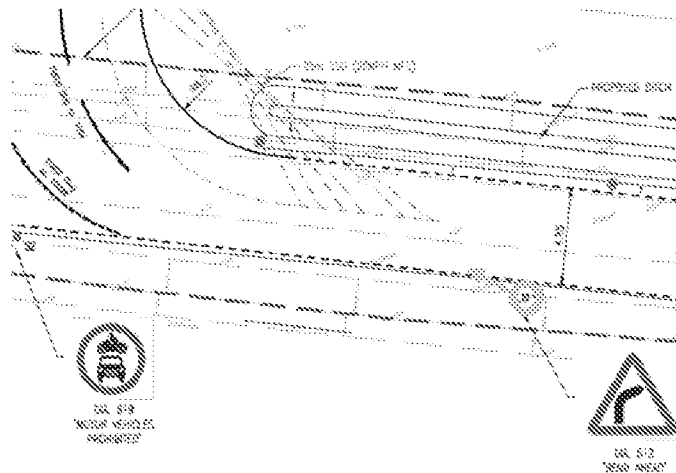


Figure 1: Survey Location

- 1.9 It is proposed that the camera survey will be repeated every 3 months for the first year (at 1 months after opening, 4 months after opening and 7 months after opening). In the second year the camera surveys would be completed every six months and annually thereafter for years 3, 4 and 5.

- 1.10 The raw video data and a summary of traffic movements will be collated and presented to the WSCC within one month of each survey.
- 1.11 We trust this approach is pragmatic and proportionate and is sufficient to discharge Condition 12 of planning permission Y/103/18/PL.