

## FURTHER LODGED REPRESENTATIONS

Newton Cottage  
Carmyllie  
Arbroath  
DD11 2RA

Ms Roselyn Brown  
Development Management Review Committee  
Angus House  
Orchardbank  
FORFAR, DD8 1AN

2nd August 2024

Dear Ms Brown

**Re: Objection to Planning Application 23/00268/FULL  
Use Agricultural land to construct a Crematorium**

Further to your letter dated 25 July I wish to make representation to the Committee as I feel that the issues I raised at the time of the original application are still to be resolved, those were concerning:

- Impact on traffic movement; and
- Road safety and access.

I still feel that safety matters related to the traffic being generated by this development have not been mitigated sufficiently to overcome my reservations. There has been movement concerning a bus stop and the pavement from Redford, however, I feel these are nothing more than 'smoke and mirrors' to distract us from the main issue that we and other local residents face because of this plan.

My wife and I live on the road to Greystone and regularly turn onto the B961 and know the danger presented making a right turn at this junction with southbound vehicles appearing over the brow of the hill from our left. Based on the consultant's report we can look forward to at least a 35% increase in traffic. We tend to think car occupancy will often be more like an average of two persons per vehicle pushing the traffic level increase to more like 50%. Similar difficulties will be experienced by

motorists, us included, turning onto the B961 from the two junctions of the B9127 and from the Milton Haugh farm shop. My solution is that the 40mph speed limit is extended all the way to South of the second B9127 junction.

My other reservations are more concerning the damage to the aesthetics of the area. Firstly, the construction of a footpath from Redford. A footpath there is never going to be used! Grass verge will be lost and the stone wall will be disturbed for something that will serve no practical purpose apart from meeting some target to encourage people out of their cars. Don't make this developer waste his money on this.

Secondly, I have to accept that conceivably people may travel by bus to a funeral. A bus stop outside the venue seems a good addition. However, with human nature being the way it is, I think people will want to get off the bus across the road from the venue rather than wait until it has gone into Redford and turned around. There will be encouragement of the driver to make an unauthorised stop. Rather than wasting money on the footpath how about constructing facilities for a bus stop across the road along with an appropriate pedestrian crossing.

I hope both the committee and the developer will be able to see the benefit of my suggestions.

Yours sincerely,

Martin Sleaf

## **Appeal comments from Ian Robertson re 23/00268/FULL-DMRC 6/24 (Greystone Crematorium)**

Further to my original comments submitted on 12/5/23 re the original planning application for this development I would, in addition, like to submit the following comments at the appeal stage:

Based on the previous (now quashed) decision by Angus Council to grant on appeal planning permission for a crematorium at Duntrune, it appears clear that Angus Council accept that there is a need for another crematorium to be built to serve the population of Angus.

It is also clear from the detailed and comprehensive assessment in Appendix 1 of Greystone's appeal statement of 49 potential alternative sites that no site currently exists within Angus which is both available and suitable i.e. meets 100% of the relevant Angus Local Development Plan 2016 (ALDP 2016) and National Planning Framework 4 (NPF4) policies.

I also note from Fife Council's planning portal that application 23/01380/FULL for a new crematorium in Glenrothes which was assessed under the current Fife Council Local Development Plan and NPF4 was refused on 2/5/24 on a number of grounds including:

*'4.) The application proposal would result in a use which would prioritise the use of the private car as a result of there being a lack in the availability of convenient, accessible and usable public transport options in the surrounding area, contrary to NPF4 Policies 13 and 15 and FIFEplan Policies 1,3, and 11.'*

From this it is clear that in the current 'climate emergency' sustainability and car free access are key criteria when considering the location of community assets such as crematoria and whilst the Greystone Crematorium proposal may not meet in full all of the relevant ALDP 2016 and NPF4 policies, it does in my opinion come far and away the closest of the other 49 possible sites within Angus (FYI this list includes the potential crematorium site at Duntrune) to doing so because:

1. There already is a public bus service directly passing by the proposed site at Carmyllie on a B Road i.e. a road capable of handling a considerable volume of traffic making its way between population centres;
2. Bus stops with shelters and pavements to and from the proposed site would be built as part of this proposal enhancing existing local provision;
3. The existing bus service could easily be expanded in the number and frequency of services with minimal investment as we increasingly move to a less car dependent and greener society going forward;
4. There would be a safe off road pedestrian walking route from the proposed site to the nearest settlement.

Furthermore, in sustainability and accessibility terms, the proposed Greystone site would be a leap on from the current crematorium at Parkgrove which is neither directly served by public transport nor has any safe walking route to the nearest settlement.

I also note from this appeal submission that it appears that as a separate exercise Angus Council is currently seeking land for a new cemetery and that the appellant is willing to consider adding this service provision alongside that of this crematorium. It seems to me that combining these very similar services onto one site is a) logical, b) practical, c) minimises the environmental impact (one development not two) and d) given the good, sustainable and accessible location to the main population centres of Angus something of a 'no brainer'.

Briefly reiterating and updating as appropriate the other key points from my original submission - the Greystone site (unlike the one at Duntrune):

- Is centrally located for the main population centres of Angus thereby reducing car miles travelled in line with one of the aims of NPF4 under which all new planning application should be judged (*rather than judging them by the planning policies in force when the existing crematorium and cemeteries were granted planning permission*);
- Is located on a straight section of B class road with no technical impediments, no junctions in the immediate proximity, no recent history of any personal injury or other accidents and it is already a priority route for gritting and snow clearance in the winter months;
- has an existing community use just 150m away (*village hall with car park that could provide overflow parking if required*), commercial use (Gardiner's Trailers) approx. 250m away and no loss of amenity to any residential properties;
- is flat, well away from houses to provide complete privacy for mourners with a memorial garden for the interment of ashes (*i.e. a full crematorium service offering*);
- would require a smaller amount of land for the actual site and no other land would be required to create safe road access (*less environmental impact*);
- includes solar panels and an electric cremator (*greener proposition*).

In summary, the Greystone site is a sustainable, suitable, accessible and appropriate location for a crematorium for the residents of Angus and I therefore support planning permission for it being granted on appeal.