

# ARDENT

CONSULTING ENGINEERS

HARTMIRES INVESTMENTS LTD

**TURNERS HILL BURIAL GROUND – CREMATORIUM**

**TURNERS HILL BURIAL GROUND  
TURNERS HILL ROAD  
TURNERS HILL  
WEST SUSSEX  
RH10 4PB**

**Proof of Evidence of Matthew Last BEng(Hons) MCIHT**

**PINS APPEAL REF APP/D3830/W/21/3266563  
LPA REF: DM/20/2877  
REPORT REF 190562-01**

**April 2021**

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## **Distribution**

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## **1. INTRODUCTION**

### **Qualifications and Experience**

- 1.1. My name is Matthew Last. I hold an honours degree in Civil Engineering from Aston University and am a Member of the Chartered Institution of Highways and Transportation (CIHT). I have almost 30 years' experience in the planning and design of highways and transport infrastructure, specialising over the past 23 years in providing advice on the transport planning aspects of new development proposals.
- 1.2. I am a Director of Ardent Consulting Engineers (ACE), which I joined shortly after its formation in 2005 to provide advice to the land and property development industry on transport and infrastructure planning/engineering issues. I am responsible for the direction of the transport planning team within the firm, and am currently advising a number of clients on a variety of development proposals.
- 1.3. My experience includes two years in local government with the remainder in private consultancy. In these roles I have provided advice on the transport aspects of new developments, including compliance with current policy, accessibility by all modes of transport, vehicle access/servicing, internal layout, car parking, highway safety, construction traffic management and operational traffic impact. I have also undertaken traffic management/calming, accident investigation/remediation and bus priority studies.
- 1.4. I have also written articles for publication in the specialist technical press, and prepared and presented papers at seminars and training courses. I have experience of preparing and presenting evidence as an expert witness for a number of planning appeals at Public Inquiries and Informal Hearings over the past 15 years.
- 1.5. I am familiar with the Appeal site and the local highway network.
- 1.6. The evidence which I have provided for this Appeal in this Proof has been prepared and is given in accordance with the CIHT's Code of Professional Conduct. I believe the facts stated to be true and I confirm that the opinions expressed are my honest and professional objective opinions.

## **Background**

- 1.7. ACE is retained by Hartmires Investments Ltd to advise on highways matters relating to the proposed development of a crematorium at the Turners Hill Burial Ground, Turners Hill, West Sussex RH10 4PB.
- 1.8. An outline planning application for a single chapel crematorium with a single abated cremator and natural burial site with associated access, car parking, landscaping and drainage, with all matters except access reserved for future determination, was submitted by Hartmires Investments Ltd to the local planning authority, Mid Sussex District Council (MSDC) in August 2020 (ref DM/20/2877). This was accompanied by a Transport Assessment (TA) prepared by ACE, the scope of which was agreed with the local highway authority, West Sussex County Council (WSCC), at pre-application stage.
- 1.9. WSCC provided a consultation response to the application, dated 19<sup>th</sup> August 2020 (see **Appendix ML1**), a synopsis is provided below: -

*Having examined in detail the TA dated August 2020, the County Council as local highway authority (LHA) has no objection to the proposed use.*

*The traffic impact of the proposal...has been estimated through a careful and thorough analysis of traffic related to other crematoria in the UK.*

*The analysis shows up to a 5% increase in predicted traffic each weekday hour on Turners Hill Road. The LHA considers this to be a worst-case scenario in the light of current traffic trends. We do not consider that the estimated increase in flows will be noticeable in the context of daily variations in traffic along the road. The TA has estimated the traffic capacity of the proposed revised site junction and this does not highlight any issues.*

*Adequate visibility is available (with some modifications to the roadside verges and control of vegetation) at the proposed site access. A Section 278 highways agreement will be needed in order to implement the access.*

*As far as road safety is concerned, the consultant has carried out an analysis of traffic accidents nearby, which again does not highlight any issues of concern.*

*A road safety audit has been carried out for the new junction. The issues highlighted within the audit are commonplace and the solutions within the audit have been accepted by the junction designer.*

*Signed and dated actions are agreed within the audit and the LHA accepts the proposals.*

*The TA accepts that, given the modest level of bus service provision near to the site and the likelihood that most site visitors will arrive and depart by car, the site is unlikely to be attractive for non-car access. A brief overview of the likely interaction between the site and other facilities within the village does not raise any potential problems. A dedicated footway is available between the site and St Leonards Church.*

1.10. Two conditions were requested by WSCC requiring the provision of an improved access junction into the site and closure of the existing burial ground access.

1.11. The application was refused by MSDC in December 2020 on a single ground unrelated to highways. An appeal was lodged to the Planning Inspectorate (PINS) in January 2021 to be heard by means of a Virtual Public Inquiry.

1.12. My evidence deals with objections raised by third parties (local residents) regarding highways matters and has been prepared at the request of the Inquiry Inspector. These relate to: -

- safety of the proposed site access having regard to visibility splays and the age of the survey data and the alignment of Turners Hill Road;
- pedestrian crossing route to the church;
- traffic congestion in Turners Hill village;
- highway safety at off-site junctions (the B2110 Paddockhurst Road/Turners Hill Road junction and the crossroads in Turners Hill); and
- sustainability in terms of non-car accessibility.

## **2. EXISTING SITUATION**

2.1. The Appeal site is located to the north of Turners Hill Road, about 750m to the west of Turners Hill village centre. See **Figures ML1 to ML3**.

### **Appeal Site – Relevant Planning History**

2.2. The Appeal site has an extant consent for change of use to a natural burial ground, accessed from Turners Hill Road by means of a simple priority T-junction, granted by MSDC under planning reference DM/15/1035. This is now part-implemented, as previously confirmed by the Council, although no committals have yet occurred. This scheme involved the provision of a new pedestrian route on private land behind the hedge on the north side of the road, which has now been constructed.

2.3. The natural burial site has 45 approved car parking spaces, of which the majority have been set out to base course. The existing access arrangement is partly implemented and yet to be completed.

2.4. A subsequent application was submitted for a chapel on the site to serve the burial ground, allowed on appeal. The Inspector added a condition for the footpath details to be secured prior to commencement. A subsequent consent was granted for the chapel to be re-sited, with renewal of consent granted under a further application, renewed by MSDC on 8<sup>th</sup> March 2021.

### **Local Highway Network**

#### ***Turners Hill Road***

2.5. Turners Hill Road is a “C” class road subject to the national speed limit of 60mph in the immediate vicinity of the Appeal site which runs from south-east to north-west along its southern frontage, linking the B2210 to the west of Turners Hill village with Crawley. Along the site frontage, it has a circa 6m wide carriageway, which is sufficient for two large vehicles (HGVs/buses) to pass, with no footways, and is unlit. It is a bus route with bus stops located west of the existing site access.

2.6. An Automatic Traffic Count (ATC) installed for two weeks in August/September 2013 recorded average two-way flows of around 5,000 vehicles per day and 85<sup>th</sup> percentile speeds (i.e. that exceeded by only 15% of vehicles) of 48.5mph northwestbound and 48.4mph southwestbound in the vicinity of the Appeal site on Turners Hill Road.

2.7. The speed limit is reduced to 30mph on the approach to St Leonard’s Church, to the west of which there is a footway on the south side of the road. Turners Hill Road then terminates as the minor arm of the triangular priority “Bennett” junction with the B2110 Paddockhurst Road approximately 170m to the east of the site, with advance warning signing on the approach.

***B2110 Paddockhurst Road/Church Road/East Street***

2.8. To the east of Turners Hill Road, the B2110 is subject to a 30mph speed limit, which commences at a gateway feature to the west of the junction, and with a footway on its south side and is lit. It becomes Church Road as it enters the village of Turners Hill, passing Turners Hill CofE Primary School and the fire station.

2.9. To the east of the school and fire station, the B2210 Church Road intersects with the north-south B2028 Selsfield Road/North Street at a priority crossroads, about 260m east of the Turners Hill Road/Paddockhurst Road junction, with the Church Road and East Street (B2210) eastern and western approaches forming the minor arms. There are footways around the northwest, southeast and southwest corners, and pedestrian guard railing around the latter two. This junction has a roughly triangular shaped central green with a cut-through for traffic travelling from north to east and vice versa so that few vehicles turn right out of East Street or left from North Street opposite Church Road.

2.10. There are Give Way signs and road markings on both minor arms of the crossroads which are visible to approaching drivers from some distance away from the junction.



### **3. THE APPEAL SCHEME**

- 3.1. The Appeal seeks outline consent to construct a crematorium with a single chapel with a natural burial area in the northern part of the site. It would be operational on weekdays and very occasionally Saturdays, with up to 8 services held per day, and more typically up to 5, with the busiest being held during the funeral “core periods”, namely services commencing between 10:30 and 15:30. Services held earlier in the morning or the late afternoon tend to be more sparsely attended, often “immediate family only” events with fewer mourners, in these less popular slots. Mr Mitchell’s evidence advises that an average of 4 services per day would be expected to be held over the year, with the vast majority on weekdays.
- 3.2. The indicative scheme layout plan, prepared for illustrative purposes only, shows internal main and overspill car parking and servicing arrangements. Large vehicles, such as the commercial waste collection vehicles, would be able to turn around within the site so that they could enter and egress in forward gear. An inwards-opening entrance gate would be provided, set back at least 12m from the carriageway edge to allow a large vehicle to wait outside without impeding the free flow of traffic on Turners Hill Road.
- 3.3. The existing planning approvals and part implementation for use of the site as a natural burial ground represents the fallback position. The consented use of the appeal site for funeral services and burials has no limits on number of services or hours of operation.

#### **Access**

##### ***Vehicular***

- 3.4. The simple priority T-junction vehicle access (as approved by WSCC) for the burial ground (DM 15/1035) has a width of 5.5m, kerb radii of 6m, and visibility splays for egressing drivers of 2.4m x 160m in both directions, relocated to the east of the existing access. This has not yet been implemented.
- 3.5. However, given the revised nature of the Appeal scheme compared to the previous part-implemented scheme, an amended bellmouth access arrangement is proposed, with larger 10m kerb radii with tapers to facilitate hearses turning left into and out of the site. This is relocated slightly to the west from the previously-approved position, at the location of the existing site access, as shown in **ACE Drawing no 190561-001F** (enclosed within the TA). This also shows vehicle

swept paths, produced using AutoTrack software, of a hearse and the MSDC refuse vehicle turning into and out of the access.

- 3.6. Again 2.4m x 160m visibility splays would be provided in both directions (as previously required by WSCC), with the existing hedgerow relocated and managed to keep the splays clear, and the banks within the verges regraded to provide the required visibility within the vertical plane.
- 3.7. The existing vegetation on the north side of Turners Hill Road along the site frontage falls behind the splays and so can be retained. The splays would be offered for adoption by WSCC where they fall outside the existing highway boundary, and so maintenance of any vegetation within the verge would be undertaken by them as part of their regular programme, as with the splays at all junctions within the County.
- 3.8. The existing part implemented burial ground access would be modified and formalised in accordance with the proposals shown in **Drawing 190561-001F**, and this revised layout arrangement implemented under a Section 278 Agreement with WSCC. In the normal way, this will involve detailed design of the access, including an additional independent Stage 2 Road Safety Audit, and details of signing etc to be provided.

### ***Pedestrian***

- 3.9. The improved pedestrian route to the Church, which has now been constructed, would also serve the proposed crematorium to allow people to walk from both the village and the Church. The Unilateral Undertaking S106 submitted in support of the appeal secures the use of the footpath in association with the appeal scheme should it be allowed.

#### **4. THIRD PARTY OBJECTIONS**

4.1 A number of local residents have objected to the scheme on highways grounds. These relate to: -

- safety of the proposed site access having regard to visibility splays and the age of the survey data and the alignment of Turners Hill Road;
- pedestrian crossing route to the church;
- traffic congestion in Turners Hill village;
- highway safety at off-site junctions (the crossroads in Turners Hill and the B2110 Paddockhurst Road/Turners Hill Road junction); and
- sustainability in terms of non-car accessibility.

#### **Safety of the proposed site access junction**

##### ***Accident record***

4.2 As set out in the TA, accident data was obtained from the Crashmap database for Turners Hill Road in the vicinity of site, which established that a total of 3 Personal Injury Accidents (PIAs) had occurred over the 3-year period from 2017-19, all "slight" in severity.

4.3 WSCC's criterion for investigating accidents and establishing whether remedial measures are justified involves considering accidents over a 3-year period, breaking down the number of casualties and factoring them by 3 for "fatal", 2 for "serious", and 1 for "slight". It is unlikely a significant reduction in accidents and casualties can be achieved unless the route is above the County average, which is currently 6.6 weighted casualties per kilometre over the 3-year period. Using the WSCC criterion, this section of Turners Hill Road had only 3 weighted casualties per kilometre over this period, so well below the County average.

4.4 From the above data the TA concluded that there was no recent accident problem in the site vicinity (as agreed by WSCC in their application consultation response).

4.5 For this Appeal I have also obtained updated accident data for the 3 years to 28<sup>th</sup> February 2021 from Sussex Safer Roads Partnership (SSRP) for Turners Hill Road along the site frontage and to the west, and also in the wider vicinity to the east,

namely along the B2210 as far as and including the B2028 crossroads. This is set out in **Appendix ML2**, which provides a plan showing PIA locations, as well as summarised details of each.

- 4.6 SSRP has provided me with full accident details including causation factors which they have advised cannot be disclosed into the public domain due to the General Data Protection Regulations (GDPR) Act 2018. Therefore the appended details omit these and also full descriptions of each incidence and casualty ages. WSCC does have access to this data, however.
- 4.7 The updated data shows that over this period, 2 PIAs occurred on Turners Hill Road over the 950m long section from the B2210 junction to west of the Tulleys Farm access (to the west of the Maize Maze site which borders the western boundary of the Appeal site), as shown at Point A on the plan in **Appendix ML2**. Of these: -
- One occurred mid-afternoon in daylight and fine weather at the Tulleys Farm access; and
  - One occurred 720m west of the Paddockhurst Road junction in the evening in darkness and stormy weather, and involved only one vehicle.
- 4.8 These were both “slight” in severity and neither involved pedestrians or cyclists, nor occurred in the vicinity of the existing site access. This gives an updated score of 2 weighted casualties for this section of Turners Hill Road over the past 3 years, so still below the County average. I have no concern that these PIAs reflect anything other than driver error (one involved an inexperienced/learner driver).

### ***Proposed Access***

- 4.9 As set out in the TA, the proposed access will have 10m radii with tapers, as opposed to only 6m without tapers for the approved burial site access. The requested 2.4m x 160m visibility splays for egressing drivers are well in excess of what is actually required based on the recorded 85<sup>th</sup> percentile speeds on Turners Hill Road, from which visibility requirements for new accesses onto existing roads should be derived. These speeds would require splays of only 2.4m x 107m based on a driver reaction time of 2 seconds and 0.375g deceleration rate. The

requested 160m splays are commensurate with speeds of 62mph using these parameters.

- 4.10 Forward visibility for drivers turning right into the site towards oncoming southeastbound vehicles to which they must give way is ample, at some 279m. In addition, stationary vehicles waiting to turn right into the site can be seen by drivers of following northwestbound vehicles from 289m away viewed across the southwestbound lane, reduced to 249m when measured solely within the left hand/northwestbound lane, as shown at **ACE Drawing no 190562-001A**. These distances are all well in excess of the stopping distances required for the recorded 85<sup>th</sup>le speeds of the road.
- 4.11 An independent Stage 1 Road Safety Audit (RSA) of the revised proposed access was undertaken by a firm of suitably qualified individuals. This was appended to the TA, together with ACE's Designer's Response, and resulted in the junction layout being amended slightly. The RSA raised no material issues of concern. Further information is to be provided at Stage 2 (detailed design). As set out in the TA, the daily flows on Turners Hill Road and the site access are both well below the thresholds requiring a right turn lane on the main road (13,000 and 300 respectively).
- 4.12 Capacity analysis of the proposed access was undertaken using the industry-standard software JUNCTIONS9/PICADY, on the basis that a burial and cremation service would occur in the same hour. I am now advised that since the crematorium would replace the chapel so two services could not be held simultaneously, therefore this assumption was very robust (and furthermore there is only likely to be around one burial service per week). The analysis also used Department for Transport (DfT) projections of background traffic growth to a future year of 2025 (derived from the Trip Ends Model Program, TEMPro), and showed the junction would operate well within capacity.
- 4.13 WSCC is content with this approach. Indeed, they commented: *The analysis shows up to a 5% increase in predicted traffic each weekday hour on Turners Hill Road. The LHA considers this to be a worst-case scenario in the light of current traffic trends* (my underlining).
- 4.14 There is no reason why traffic speeds should have changed materially on Turners Hill Road since 2013, and in any case the available driver visibility at the access is

well in excess of that required for the recorded 85<sup>th</sup> percentile speeds. Background traffic growth projections to 2025 have been applied to the recorded flows, and the junction found to operate well within capacity with the predicted future year flows.

#### **Pedestrian crossing route to the Church**

- 4.15 As highlighted in **section 2.0** the permissive footpath has already been provided and runs behind the hedgerow on the north side of the road. No accidents have been reported where the route crosses the road opposite the church and visibility for pedestrians is good.

#### **Traffic congestion in the village**

- 4.16 Regarding traffic congestion, as highlighted in **section 4.0** it is anticipated that services attracting the highest numbers of mourners would be held during the funeral “core period” times. These are during inter-peak periods (with services commencing between 10:30 and 15:30) when Baseline flows on the highway network are materially lower. Mr Mitchell’s evidence estimates that an average of 4 services would be expected to be held per day, giving a total of 964 per year. From survey data at other crematoria, each service would be expected to attract an average of 38 two-way vehicle movements (19 arrivals and 19 departures).
- 4.17 In **Table 4-1** below I have set out the recorded two-way flows in each hour on Turners Hill Road during the weekday 12-hour period and the core period on Saturdays (from the 2013 ATC), plus the projected 2025 Baseline flows and the increases due to the Appeal scheme, based on a 50:50 directional split.

Hour	2013 flow			Projected 2025 Base flow			Appeal Scheme	2025 Base + Appeal Scheme		
	Weekdays		Sats	Weekdays		Sats		Weekdays		Sats
	School holidays	Term time		School holidays	Term time			School holidays	Term time	
07:00-08:00	431	486	113	504	569	136		504	569	136
08:00-09:00	461	519	165	540	607	200		540	607	200
09:00-10:00	303	359	203	354	420	245		354	420	245
10:00-11:00	296	310	311	364	381	376		364	381	376
11:00-12:00	296	281	335	364	346	406	+19	383 (+5%)	365 (+5%)	425 (+5%)
12:00-13:00	295	278	352	363	342	426	+19	382 (+5%)	361 (+6%)	445 (+4%)
13:00-14:00	305	292	337	376	359	408	+19	395 (+5%)	378 (+5%)	427 (+5%)
14:00-15:00	321	283	321	395	348	389	+19	414 (+5%)	367 (+5%)	408 (+5%)
15:00-16:00	342	321	291	421	394	352	+19	440 (+5%)	413 (+5%)	371 (+5%)
16:00-17:00	414	420	282	490	497	342		490	497	342
17:00-18:00	439	452	294	520	535	356		520	535	356
18:00-19:00	369	381	201	437	451	243		437	451	243
<b>24-hour weekday</b>	<b>5,182</b>	<b>5,230</b>		<b>6,194</b>	<b>6,251</b>		<b>+76</b>	<b>6,270 (+1%)</b>	<b>6,327 (+1%)</b>	
<b>24-hour daily</b>	<b>4,377</b>	<b>4,870</b>		<b>5,254</b>	<b>5,846</b>		<b>+52</b>	<b>5,306 (+1%)</b>	<b>5,898 (+1%)</b>	

**Table 4-1: Turners Hill Road flows**

4.18 **Table 4-1** shows that the total flows on Turners Hill Road with the Appeal scheme during the weekday and Saturday funeral core periods would still remain well below those during weekday peak hours. The increase during these periods equates to around 5% above predicted 2025 Base flows, well within the normal day-to-day variation in flows of +/-10%. The increase across a weekday, assuming four services per day, is even lower at only +1%, as is the increase in the average daily flow (based on 1,000 services per year).

- 4.19 The percentage increase in traffic through the B2110 Paddockhurst Road/ Turners Hill Road junction and B2028/B2110 crossroads would be lower since the Baseline flows at these locations are higher. Indeed, one of the objections cites a total existing flow of 30,000 vehicles per day through Turners Hill, so based on a 50:50 directional split and 1,000 services per year gives an increase of only 52 daily movements through the village, a 0.2% increase, which is *de minimis*. To put this into context, the projected increase in daily background traffic on rural roads in Mid Sussex Census Middle Super Output Area (MSOA) 002 (which includes Turners Hill) between 2021 and 2025, as derived from DfT TEMPro data, is 3.58%.
- 4.20 Even the traffic from the occasional very well-attended service in the middle of the day, when background traffic flows on the local highway network are lower than during the weekday morning and evening peak periods, could be satisfactorily accommodated.
- 4.21 I conclude that residents' concerns about congestion through Turners Hill do not amount to alleged "residual cumulative impacts on the road network" which are "severe" in terms of paragraph 109 of the *National Planning Policy Framework (NPPF, 2019)*.

#### **Highway Safety – off-site junctions**

- 4.22 Concerns have been raised by residents about safety of the priority junction of Turners Hill Road with the B2110 Paddockhurst Road, in the vicinity of the school, and at the crossroads of the B2028 North Street/East Street with the B2110 Church Road/East Street. I have set out details of the accident data at each location for the past 3 years below.

#### ***B2110 Paddockhurst Road/Turners Hill Road junction (see Point B on the plan in Appendix ML2)***

- 4.23 Only one PIA, "slight" in severity, occurred at this junction, 500m east of the site access (an average of 0.3 per year over the past 3 years), when two vans collided and hit a car parked in the lay-by on the south side of the junction (two casualties). This occurred mid-afternoon on a weekday in daylight and fine weather, and appears likely to be the result of van driver error. No pedestrians or cyclists were involved.



***B2110 Paddockhurst Road/Church Road between Turners Hill Road and the B2028 crossroads (see Point C on the plan in Appendix ML2)***

- 4.24 No PIAs were reported on this section of the B2110 past the school.
- 4.25 There is a crossing patrol on Selsfield Road immediately south of the crossroads at start and finish times plus flashing “wig-wag” warning signals on Church Road and both B2208 approaches to the crossroads, which are activated at start and finish times. Children cross Church Road opposite the school only when accompanied by parents. Crematorium services would be held after the drop-off peak at the start of the school day, although they could coincide with pick up times (between 15:00-15:30). However, given the assessment that traffic from the development is not perceptible, being well within normal daily fluctuations, no additional perceivable impact from traffic generated by the development will be experienced at the school.

***B2028/B2110 Crossroads (see Point D on the plan in Appendix ML2)***

- 4.26 Five PIAs were reported at this junction in the village, 750m east of the site access, (two in each of 2018 and 2019, and one in 2020, so an average of 1.7 per year over the 3 years). All of these were “slight” in severity, as follows: -
- 2 cars colliding during the late evening in darkness and fine weather;
  - A van and a car colliding during the very early morning in darkness and rain;
  - A shunt at midday on a weekday in daylight and fine weather when a car collided with the rear of another waiting at the Give Way line;
  - A car and a motorcycle colliding during the weekday morning peak period in daylight and rain; and
  - 2 cars colliding during the weekday evening peak hour in darkness and rain.
- 4.27 None of these “slight” incidents involved pedestrians or cyclists.
- 4.28 The weighted injury score at the junction is therefore 5, so still below the WSCC criterion of 6.6.

- 4.29 From my analysis of the full data, the collisions appear to be attributable to driver error/behaviour, with the following specific factors identified (some had more than one factor attributed to them): -
- aggressive, careless or reckless driving (in 2 PIAs);
  - a failure to look properly or judge other vehicles' paths/speeds (in 3); and
  - unqualified drivers (in 1).
- 4.30 Such causes are attributable to driver behaviour and/or lack of experience, including driving too fast or not exercising sufficient caution for the prevailing conditions, and do not indicate that the local roads are "unsafe". As explained above, Give Way signs and road markings are clearly positioned on the minor arms of the junction.
- 4.31 The Turners Hill Village Design Statement (VDS, January 2011) includes an aspirational junction reconfiguration scheme for this crossroads, which is also referenced in the Turners Hill Neighbourhood Plan (March 2016). WSCC has not raised any concerns about the impact of the appeal scheme on highway safety at these junctions and neither requested funding of any accident remedial measures, nor to the scheme identified in the VDS and Neighbourhood Plan. This is to be expected given that the small increase in traffic resulting from the Appeal scheme, upon which they commented: *We do not consider that the estimated increase in flows will be noticeable in the context of daily variations in traffic along the road.*
- 4.32 The very small expected increase in daily traffic, being less than 1% and so well within the normal 10% variation, would have a negligible impact on the expected accident rates at these junctions.
- 4.33 It should also be borne in mind that vehicles travelling to crematoria as part of a funeral cortege do so cautiously and courteously at relatively low speeds, typically of around 60% of the speed limit, so around 20mph in a 30mph limit, reducing the likelihood of a collision occurring. Almost all services would also be held during daylight hours, even in winter.
- 4.34 The above notwithstanding, even though I am not of the view that the negligible increase in traffic through the crossroads would have a material impact on its

accident rate, as a further benefit of the Appeal scheme, the Appellant is prepared to fund the implementation of additional road markings (assuming these are agreed by the Highways Authority). These would be secured under the Section 106 Obligation. To be clear, I do not consider any such additional measures to be necessary. Three of the five PIAs in the past 3 years were due to drivers on the western (Church Road) approach proceeding through the give way without due care (and despite the clearly marked requirement to do so). In addition, although no PIAs have been recorded outside the school, the additional road markings will provide an enhancement in respect of this use.

- 4.35 **ACE Drawing no 190562-002A** therefore shows the provision of additional “SLOW” markings and transverse contrasting coloured asphalt strips on this approach. This scheme would operate as an additional advanced warning to drivers of the need to proceed slowly on the approach to and through the junction, and is proportionate to the scale of development proposed and its impact on the crossroads. This drawing has been subjected to a Stage 1 Road Safety Audit which has raised no issues of concern at all (see **Appendix ML3**) and submitted to WSCC for comment, who have provided verbal confirmation that the scheme is acceptable.

#### **Accessibility by non-car modes of travel**

- 4.36 Access to the facility would be predominantly by vehicle but with a high level of car occupancy as tends to occur at funerals with family and friends travelling together, reducing the number of vehicle movements. With this in mind, and the specific locational requirements and the nature of the operation of crematoria, the accessibility of the site by public transport, on foot and by cycle is not as imperative as with a residential, retail or employment development. A crematorium is not a facility that people visit regularly, and the facility would attract people from a wide catchment, with some mourners likely to attend from much further afield than the Sussex area.
- 4.37 There may be limited pedestrian activity from the Church to the site, which would be catered for by the off-road permissive footpath that has been installed, allowing mourners attending a funeral service in the Church to walk to the Crematorium if time allows, for those who are fit and able. This could also be

used to walk between the facility and the village, and also to access the bus stops in Turners Hill.

- 4.38 It should also be borne in mind that paragraph 103 of the *NPPF* 2019 states: *Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*
- 4.39 In addition, Para 84 of the *NPPF* 2019 states: *planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport* (my underlining). Para 84 also suggests that a development *exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)*. In this appeal proposal, securing the existing private footpath for the use of those attending services of either burial or cremation services on the site is made through the S106 Unilateral Undertaking, thereby meeting the *NPPF*'s requirement to exploit the opportunities to make the location more sustainable.

### **Conclusions**

- 4.40 There is no record of any recent accidents occurring in the immediate vicinity of the proposed site access, which would have ample visibility for drivers turning in and out based on 85<sup>th</sup>ile speeds and ample capacity to accommodate predicted future year traffic flows. The increase in traffic on Turners Hill Road would be around 5% during weekday inter-peak periods (and Saturdays on the rare occasions when cremations would be held then), and only around 1% in daily flows, while the percentage increase though the village would be even smaller. The impact of such a small increase in traffic on accident rates would be negligible.
- 4.41 The above notwithstanding, and while it is not necessary to do so, as an additional benefit of the scheme (and assuming agreement with the Highways Authority), the Appellant is prepared to fund the implementation of additional road markings to be secured under the Section 106 Obligation. These comprise

the provision of additional "SLOW" markings and transverse contrasting coloured asphalt strips on the eastbound lane on the Church Road approach.

- 4.42 The burial ground is part-implemented and the approvals for a chapel for services represent the significant fallback position that is available on this appeal site, (with no cap on hours of operation, number of services or vehicle movements).
- 4.43 Para 109 of the *NPPF 2019* states that: *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 4.44 My analysis shows that the proposed crematorium would not have any such impact and I therefore concur with WSCC's application consultation response that there is no reason to refuse the Appeal on highways grounds.

## **5 SUMMARY AND CONCLUSIONS**

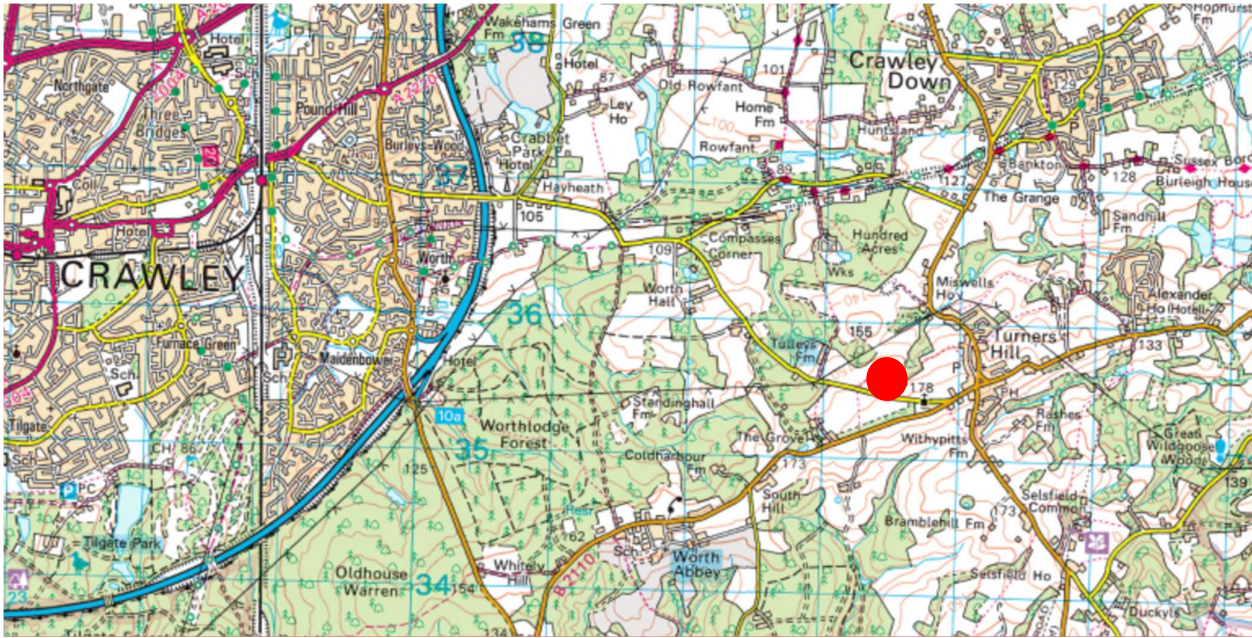
- 5.1 The Appeal scheme seeks outline consent for a single chapel crematorium with a natural burial ground, with all matters except access reserved for future determination. The burial ground is part-implemented, and approval for the Chapel, reception building and the existing maintenance building demonstrate a significant fallback.
- 5.2 Access would be from Turners Hill Road by means of a simple priority T-junction, with sufficient radii and access width to accommodate hearses, with gates set back to ensure vehicles can pull off the road. The radii would be larger than those for the approved burial ground access. The proposed access has the necessary visibility splays for egressing drivers which are in excess of those required based on recorded 85<sup>th</sup>ile speeds in accordance with highway design guidance. Forward visibility for both drivers turning right into the site towards oncoming southeastbound vehicles, and of stationary vehicles waiting to make this manoeuvre by drivers of following northwestbound vehicles, is also well above what is required.
- 5.3 The Appeal scheme is expected to attract an average of 38 two-way vehicle movements (19 arrivals and 19 departures) per service, with no more than eight services per day, and typically a maximum of six. These would be held mainly on weekdays (and very occasionally Saturdays), with the most popular “core periods” for funerals being those commencing between 10:30 and 15:30, with an average of four services per day expected.
- 5.4 Assuming a 50:50 split of traffic gives a 5% increase in flows on weekday and Saturday inter-peak hour flows on Turners Hill Road, which is below the typical +/-10% day-to-day variation. The average daily increase in traffic on Turners Hill Road, based on an assumed 1,000 services per year, is only 1%, which is negligible. The percentage increase in flows through Turners Hill village would be even less, well below the expected increase in daily traffic in the area between 2021 and 2025 based on DfT TEMPro growth projections.
- 5.5 The predicted future year flows on Turners Hill Road and the site access are both well below the thresholds requiring a right turn lane on the main road.
- 5.6 The JUNCTIONS9/PICADY capacity analysis has demonstrated that it would operate well within capacity with the predicted traffic flows in the busiest

weekday inter-peak hour in a future year of 2025, allowing for projected background traffic growth and assuming a burial service and cremation service both occur in the same hour, which would not occur in reality.

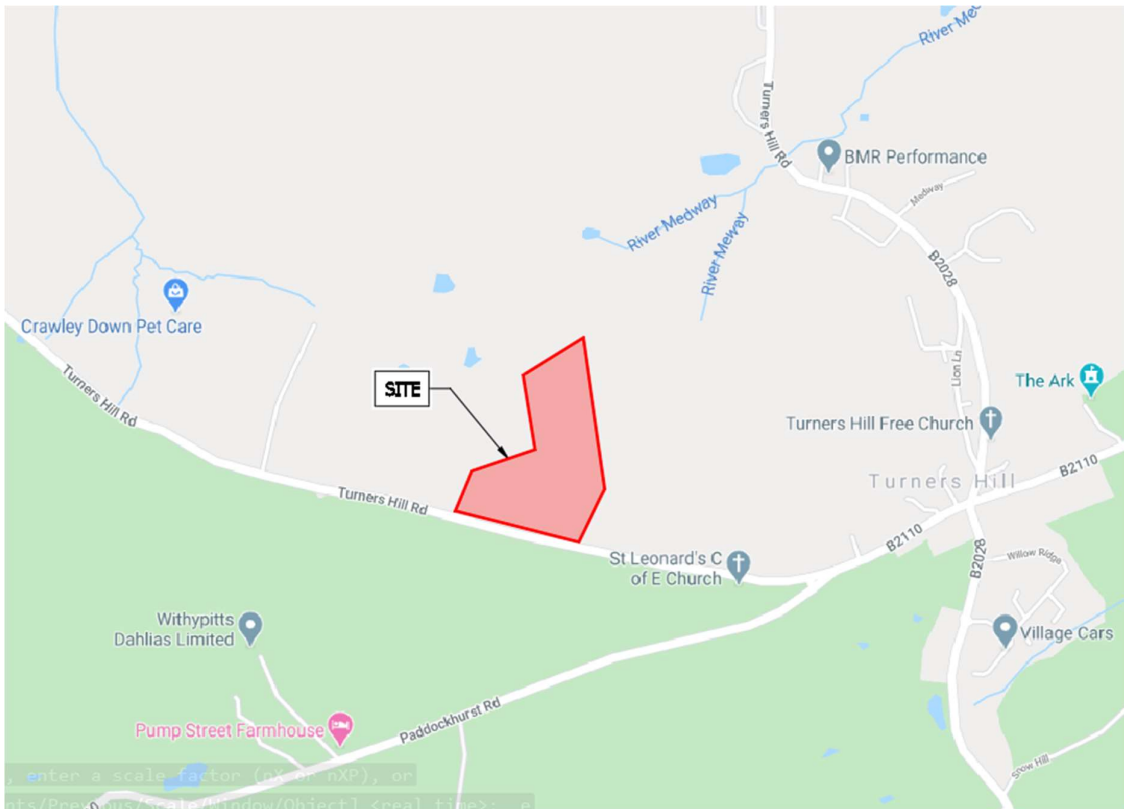
- 5.7 The access design was subject to an independent Stage 1 Road Safety Audit which raised no material concerns.
- 5.8 No highways objection has been raised to the application by WSCC.
- 5.9 I have reviewed the accident data for two off-site junctions of the B2110 Paddockhurst Road/Turners Hill Road and the B2208/B2210 crossroads, about which local residents have raised safety concerns. There has been only one accident at the former during the past three years, and five at the latter. I have concluded on available evidence that these were attributable to driver behaviour/errors or lack of experience, or external abnormal factors. There is no indication that the local roads are “unsafe”.
- 5.10 The predicted increase in daily traffic from the Appeal scheme would be expected to result in a negligible increase in accidents at the two junctions.
- 5.11 The above notwithstanding, and while it is not necessary to do so, as an additional benefit of the scheme (and assuming agreement with the Highways Authority), the Appellant is prepared to fund the implementation of additional road markings to be secured under the Section 106 Obligation. These comprise the provision of additional “SLOW” markings and transverse contrasting coloured asphalt strips on the eastbound lane on the Church Road approach, subject to agreement with WSCC. This scheme is proportionate to the scale of development proposed and its impact on the crossroads.
- 5.12 In view of the above I consider that the development would not have a severe impact as set out in paragraph 109 of the *NPPF* and concur with WSCC’s application consultation response that there is no reason to refuse the Appeal on highways grounds.

## Figures

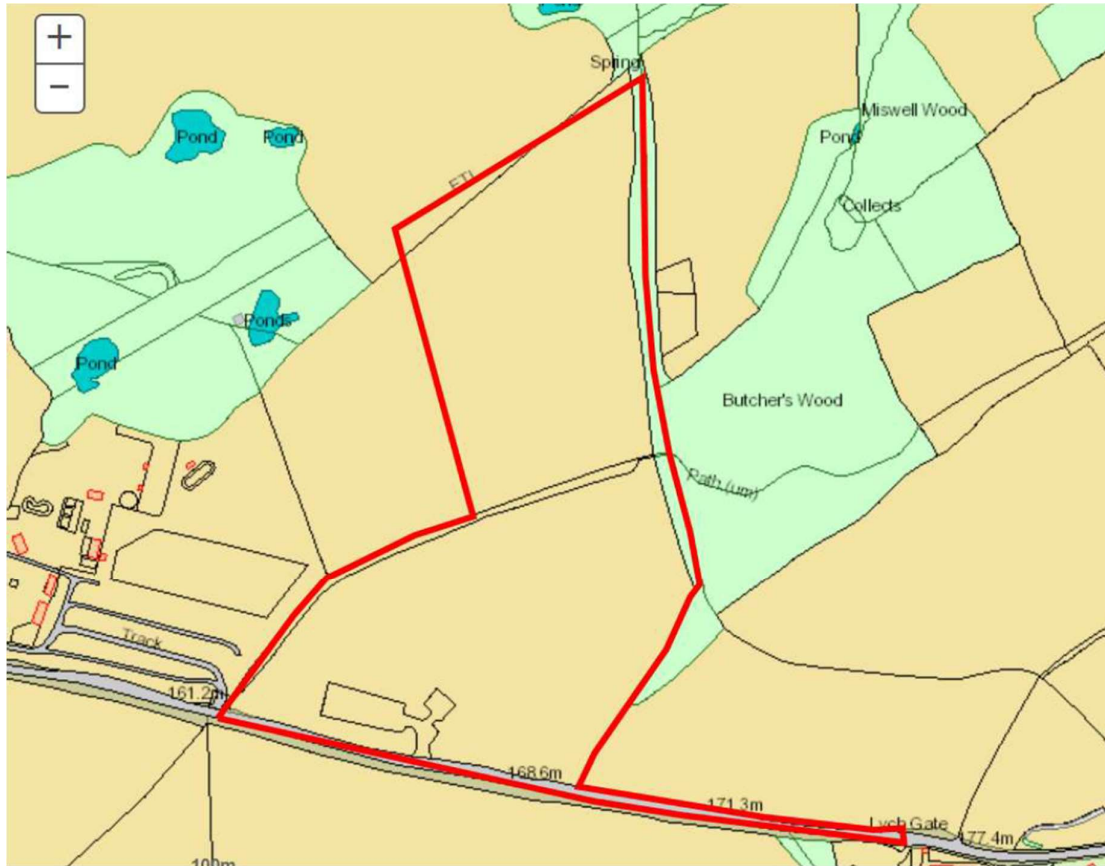




**Figure ML1: Location Plan**



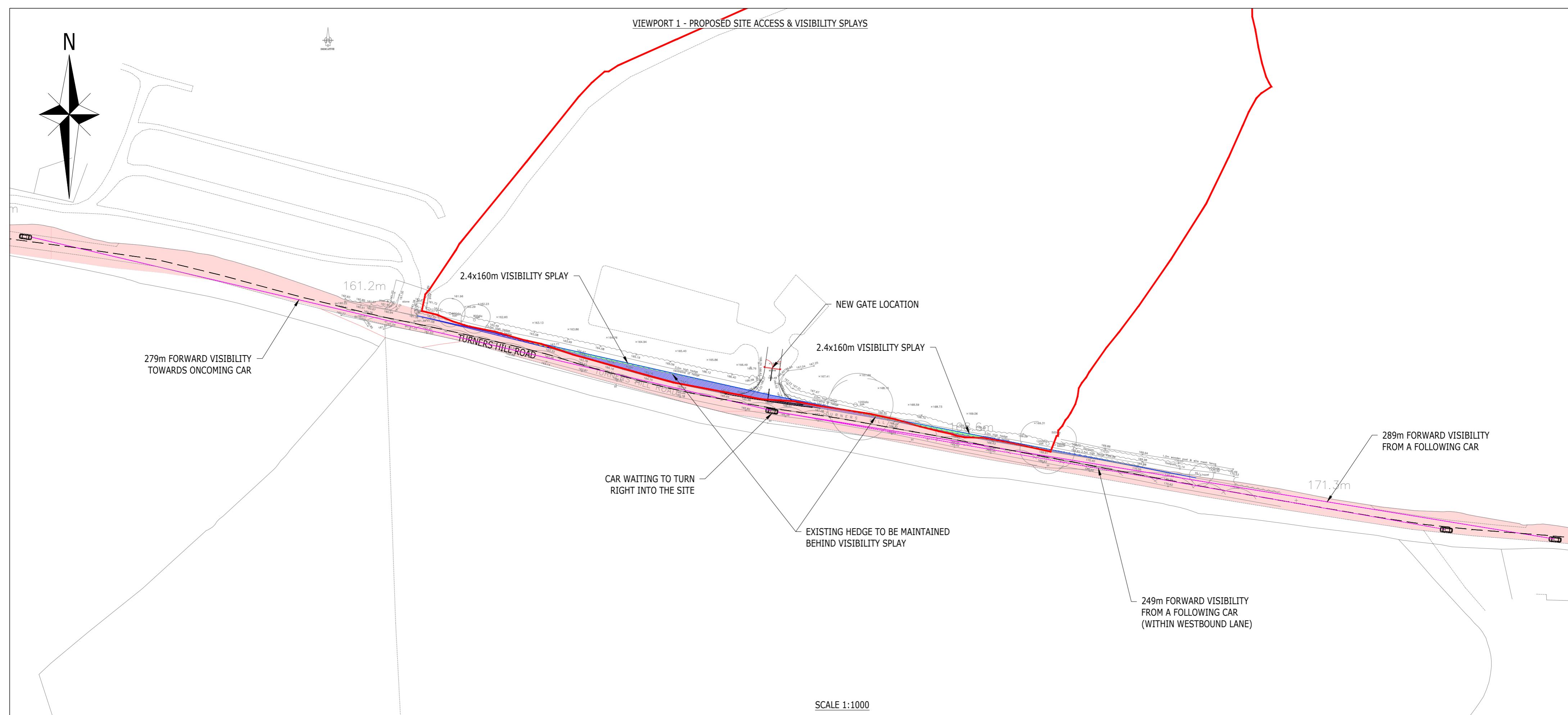
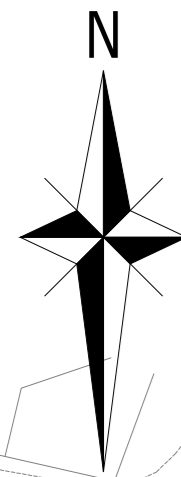
**Figure ML2: Appeal Site Location**



**Figure ML3: The Appeal Site**

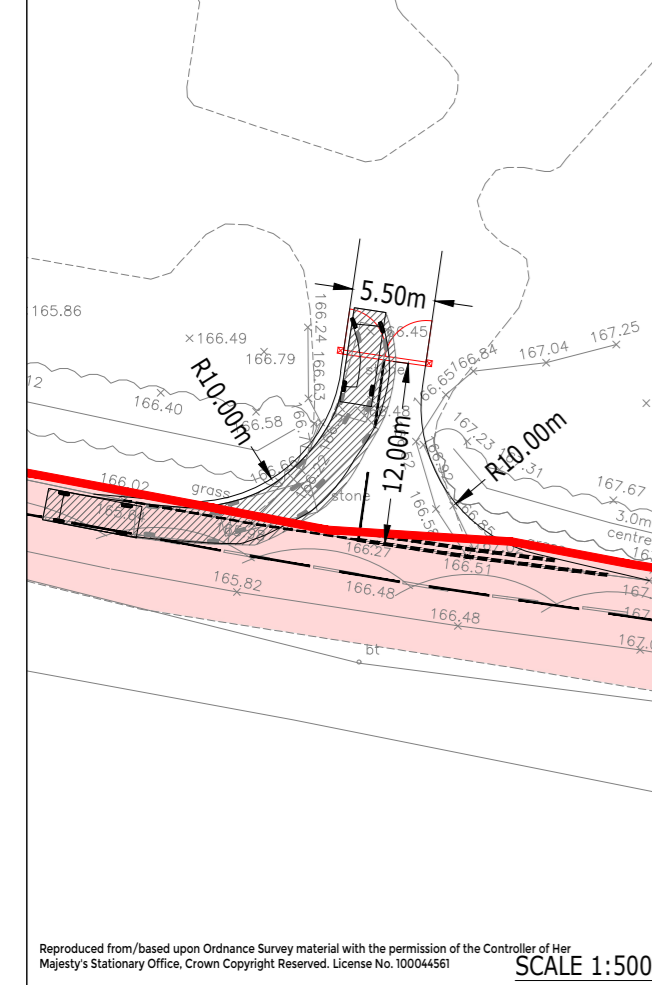
## Drawings

VIEWPORT 1 - PROPOSED SITE ACCESS & VISIBILITY SPLAYS



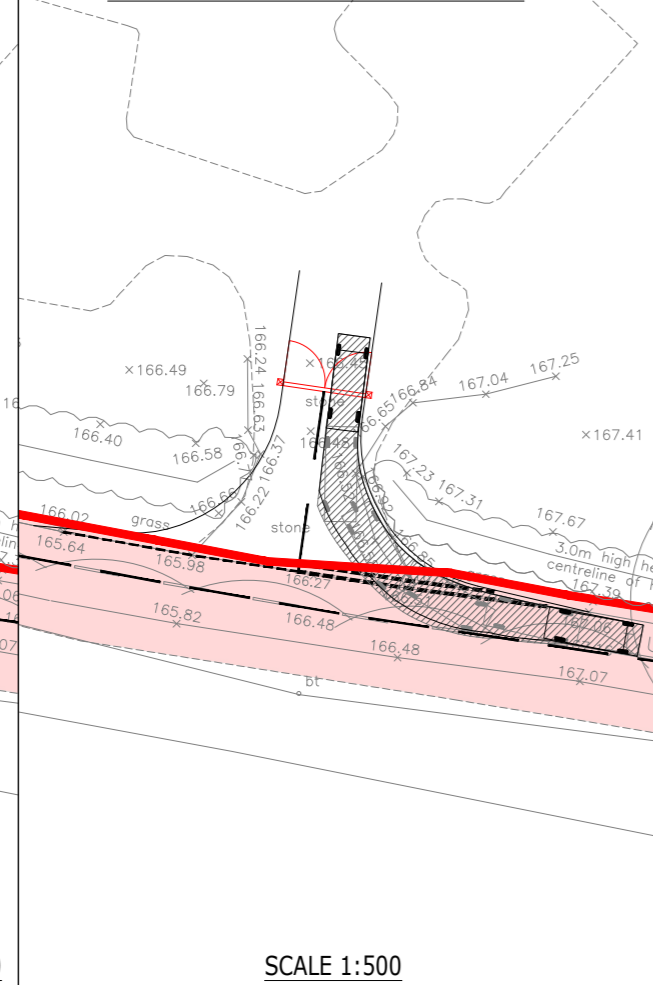
SCALE 1:1000

VIEWPORT 2 - HEARSE LEFT TURN IN



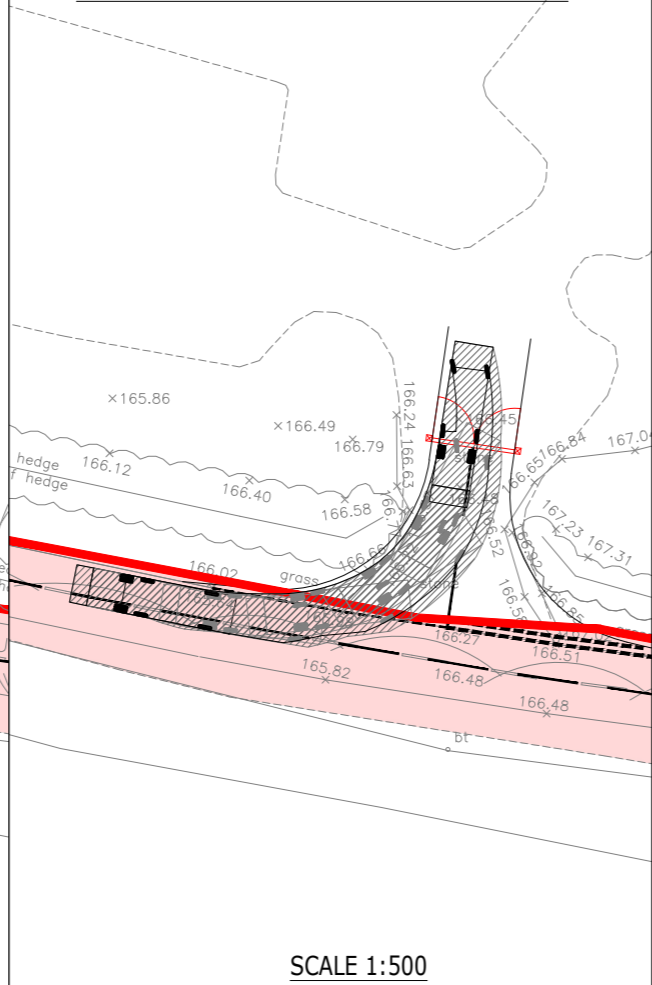
SCALE 1:500

VIEWPORT 3 - HEARSE LEFT TURN OUT



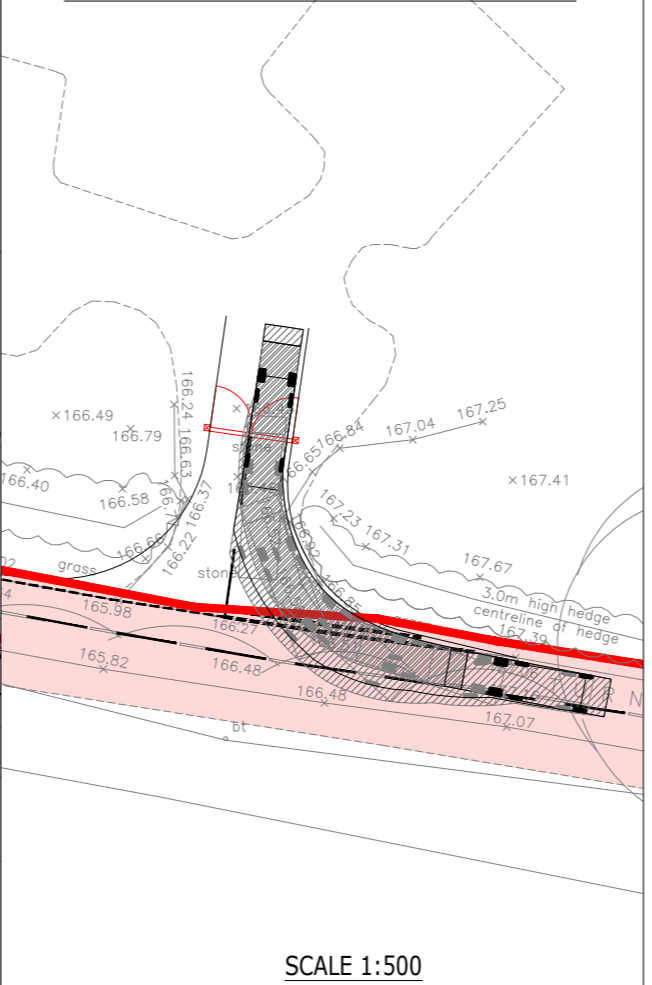
SCALE 1:500

VIEWPORT 4 - REFUSE VEHICLE LEFT TURN IN



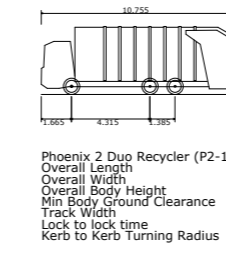
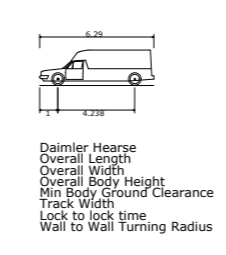
SCALE 1:500

VIEWPORT 5 - REFUSE VEHICLE LEFT TURN OUT



SCALE 1:500

VEHICLES USED:



**NOTE:**  
HEDGEROW WITHIN VISIBILITY SPLAYS TO BE REMOVED, AND BANK AND VERGE TO BE REGRADED TO ENABLE VISIBILITY TO BE ACHIEVED IN VERTICAL PLANE BASED ON DRIVER EYE HEIGHT OF 1.05m AND OBJECT HEIGHT OF 0.26m

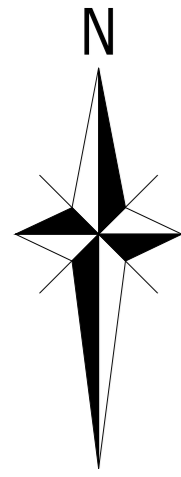
KEY:


- SITE BOUNDARY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WSCC RECORDS DATED 10/06/2020
- PUBLIC FOOTPATH
- SECTION OF HEDGE TO BE MAINTAINED BEHIND VISIBILITY SPLAY
- BANKS WITHIN VISIBILITY SPLAY TO BE REGRADED TO <1.05m

FOR INFORMATION ONLY

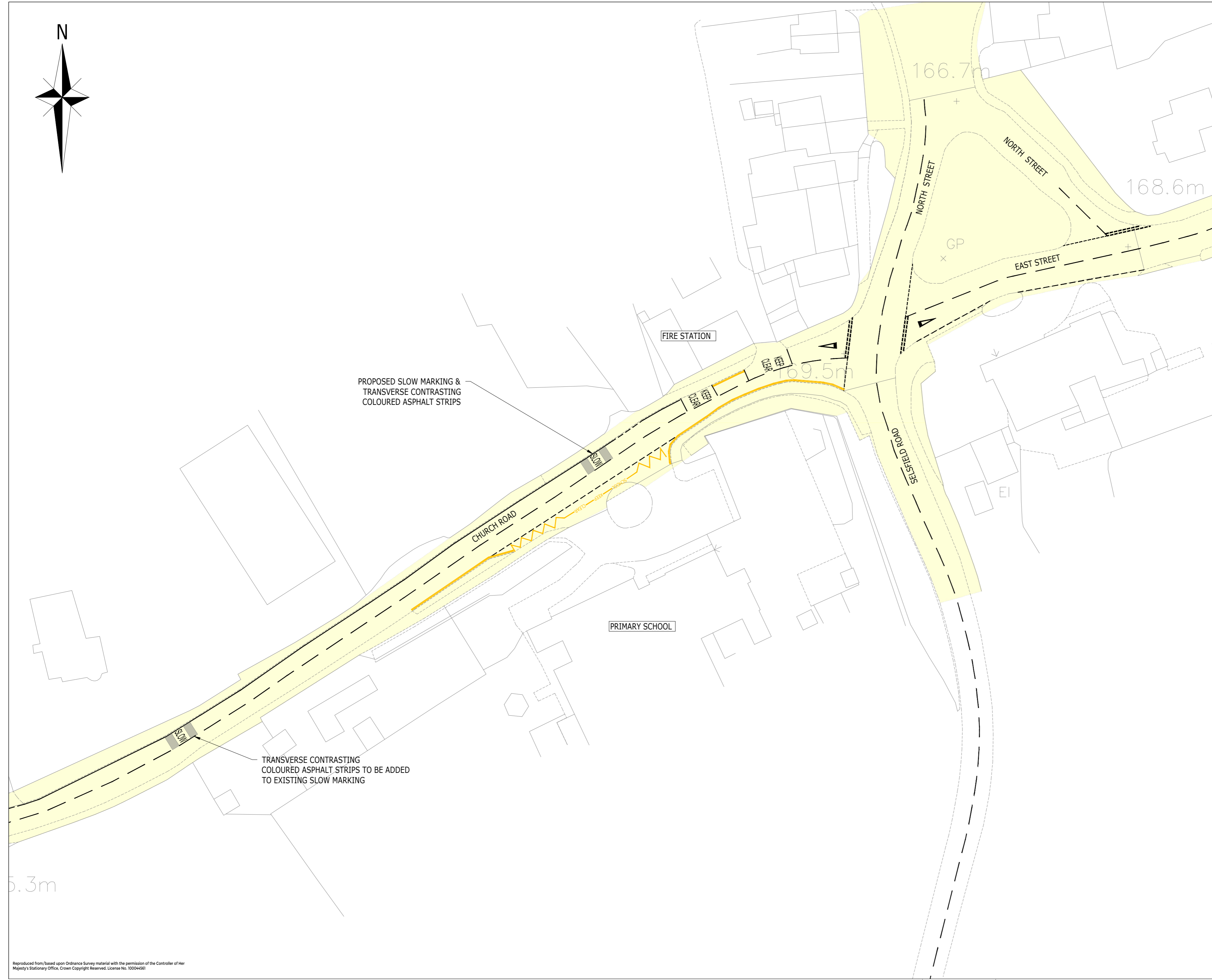
A	HB ADDED	KI	KI	ML	12/04/21
Rev	Description	Drn	Chk	App	Date
<b>ARDENT</b> CONSULTING ENGINEERS					
Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE					
Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
Client <b>HARTMIRE INVESTMENTS LTD</b>					
Project Title: <b>TURNERS HILL BURIAL GROUND CREMATORIUM</b>					
Drawing Title: <b>SITE ACCESS - VISIBILITY SPLAYS</b>					
A2 Scale	Date	Designed by			
AS SHOWN	MAR 2021	KI			
Drawn by	Checked by	Approved by			
KI	KI	ML			
Drawing Number <b>190562-001</b>					Rev <b>A</b>

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**KEY:**  
 HIGHWAY BOUNDARY  
 TRANSCRIBED FROM  
 WSCC RECORDS DATED  
 30/03/21

**NOTES:**  
 1. EXISTING ROAD MARKINGS BASED ON  
 GOOGLE IMAGERY



PROPOSED SLOW MARKING &  
 TRANSVERSE CONTRASTING  
 COLOURED ASPHALT STRIPS

TRANSVERSE CONTRASTING  
 COLOURED ASPHALT STRIPS TO BE ADDED  
 TO EXISTING SLOW MARKING

FOR INFORMATION  
 ONLY

Rev	Description	Drn	Chk	App	Date	
A	ROAD MARKINGS ADDED		KI	KI	ML	01/04/21

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 THE HEALTH AND SAFETY EXECUTIVE

Client  
**HARTMIRE INVESTMENTS LTD**

Project Title:  
**TURNERS HILL BURIAL  
 GROUND CREMATORIUM**

Drawing Title:  
**PROPOSED ENHANCED ROAD MARKINGS ON  
 CHURCH ROAD APPROACH TO CROSSROADS**

A2 Scale	Date	Designed by
1:500	MAR 2021	KI
Drawn by	Checked by	Approved by
KI	KI	ML
Drawing Number	Rev	
190562-002	A	

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**Appendix ML1**  
**WSCC Highways application consultation response**

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Andy Watt
<b>FROM:</b>	<u>WSSC</u> - Highway Authority - Matthew <u>Bartle</u>
<b>DATE:</b>	19 August 2020
<b>LOCATION:</b>	Land North of Turners Hill Road Turners Hill <u>Crawley RH10 4PB</u>
<b>SUBJECT:</b>	DM/20/2877 Outline application for single chapel crematorium with a single abated cremator and natural burial site with associated access, car parking, landscaping and drainage. All matters reserved apart from access.
<b>RECOMMENDATION:</b>	No objection

Having examined in detail the transport assessment (TA) dated August 2020, the County Council as local highway authority (LHA) has no objection to the proposed use.

The traffic impact of the proposal is illustrated in Table 5.1 of the TA, shown below. The traffic impact has been estimated through a careful and thorough analysis of traffic related to other crematoria in the UK.

**Table 5.1: Predicted increase in traffic on Turners Hill Road**

Weekday inter-peak hour	2013 observed flow	NTEM/NTM Growth factor 2013>2025	2025 predicted Base flow	Crematorium – predicted average hourly flow (assumed 50:50 directional split at access)	Total	Increase
	Two-way		Two-way	Two-way	Two-way	
0900-1000	473	1.1706	554	2	556	0%
1000-1100	315	1.2298	388	19	407	5%
1100-1200	299	1.2298	368	19	387	5%
1200-1300	293	1.2298	360	19	379	5%
1300-1400	292	1.2298	359	19	378	5%
1400-1500	303	1.2298	372	19	391	5%
1500-1600	312	1.2298	383	19	402	5%
1600-1700	338	1.1843	400	19	419	5%

(NTEM is the National Trip End Model and NTM is the National Transport Model. These are widely accepted tools for future traffic estimation.)

The analysis shows up to a 5% increase in predicted traffic each weekday hour on Turners Hill Road. The LHA considers this to be a worst-case scenario in the light of current traffic trends. We do not consider that the estimated increase in flows will be noticeable in the context of daily variations in traffic along the road. The TA has estimated the traffic capacity of the proposed revised site junction and this does not highlight any issues.

Adequate visibility is available (with some modifications to the roadside verges and control of vegetation) at the proposed site access. A Section 278 highways agreement will be needed in order to implement the access.

As far as road safety is concerned, the consultant has carried out an analysis of traffic accidents nearby, which again does not highlight any issues of concern.

A road safety audit has been carried out for the new junction. The issues highlighted within the audit are commonplace and the solutions within the audit have been accepted by the junction designer. Signed and dated actions are agreed within the audit and the LHA accepts the proposals. A road safety audit log is not therefore required in this specific case.

The TA accepts that, given the modest level of bus service provision near to the site and the likelihood that most site visitors will arrive and depart by car, the site is unlikely to be attractive for non-car access. A brief overview of the likely interaction between the site and other facilities within the village does not raise any potential problems. A dedicated footway is available between the site and St Leonards Church.

The proposed parking provision appears reasonable for the use, although we acknowledge that this matter will be addressed in full under a reserved matters application. We expect an appropriate level of covered and secure parking for cycles, and provision for mobility impaired vehicle users and powered two-wheelers.

### **Conditions**

#### *Road access*

No part of the development shall be put into use until such time as the vehicular access to Turners Hill Road has been constructed in accordance with the details shown on drawing 190561-001 F.

Reason: in the interests of road safety.

#### *Access closure*

No part of the development shall be put into use until such time as the existing vehicular access onto Turners Hill Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of road safety.

ENDS

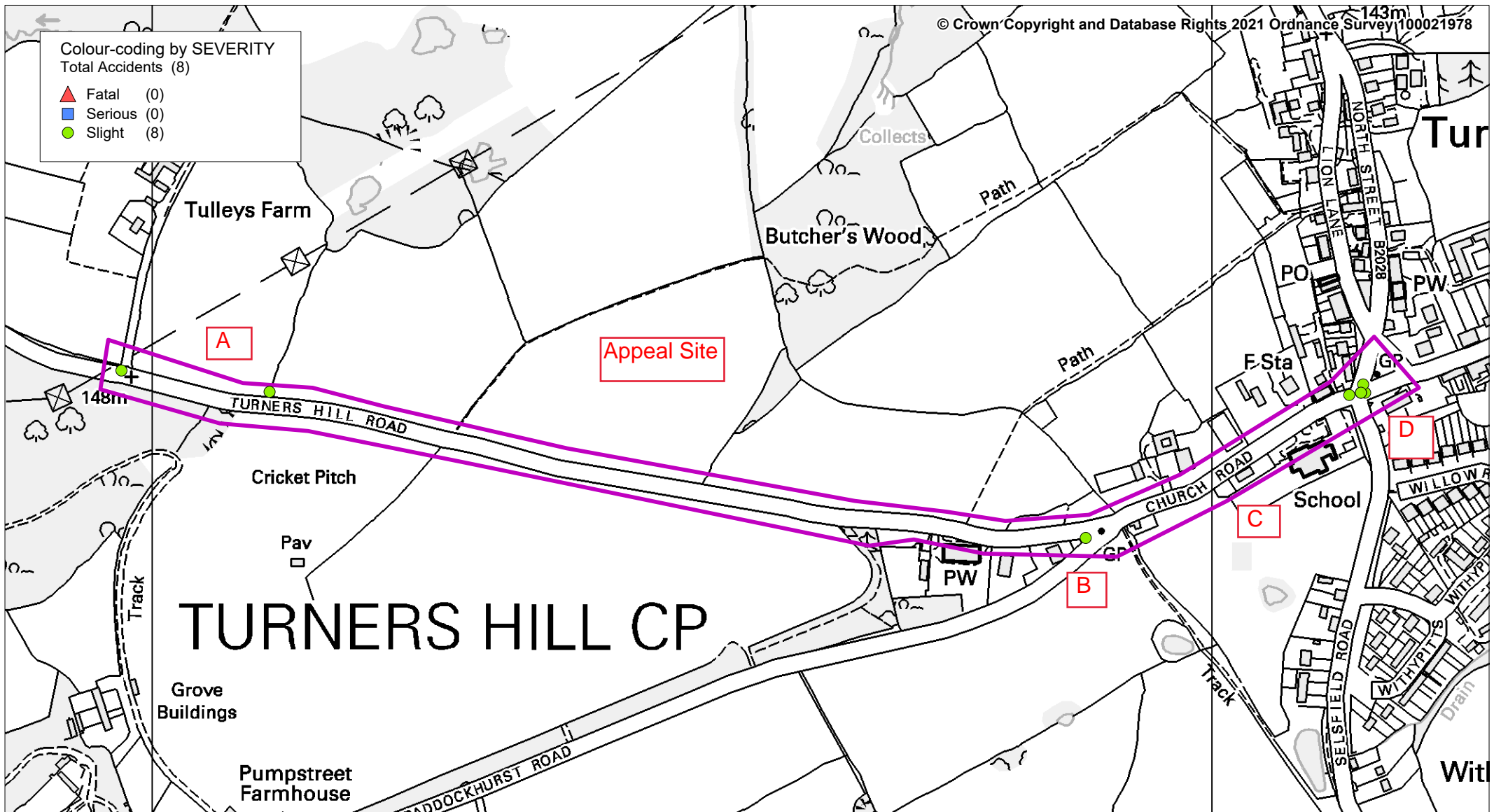


**Appendix ML2**

**Accident Data**

Colour-coding by SEVERITY  
Total Accidents (8)

- ▲ Fatal (0)
- Serious (0)
- Slight (8)



Appeal Site

A

B

C

D

# TURNERS HILL CP

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**Sussex Safer Roads**  
PARTNERSHIP

**Turners Hill Road, Crawley**  
Collision Dates 01/03/2018 - 28/02/2021  
Ardent Consulting

SCALE	1 : 5000
DATE	06/04/2021
DRAWING No.	
DRAWN BY	

Accidents between dates **01/03/2018** and **28/02/2021** (36) months

Selection: Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
0875901	09/09/2019	1513	Fine - no high winds	2	Give way or Uncontrolled	Other junction

Location: TURNERS HILL ROAD NEAR JUNCTION WITH CHURCH ROAD (B2110)

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Van / Goods 3.5 tonnes mgw and under	Turning right	Front	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead left bend	Nearside	Mid Junction - on roundabout or main road
Car	Parked	Offside	Jct Approach

## Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/03/2018 and 28/02/2021 (36) months

Selection: Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1805801	19/10/2018	2222	Fine - no high winds	1	Give way or Uncontrolled	Crossroads

Location: B2110 CHURCH ROAD CRAWLEY AT JUNCTION OF B2028 SELFIELD STREET OUTSIDE BY THE CROWN PUBLIC HOUSE.

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

## Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1805870	21/10/2018	1530	Fine - no high winds	1	Give way or Uncontrolled	Staggered or T Junction

Location: U TURNERS HILL ROAD CRAWLEY AT JUNCTION OF U PRIVATE ENTRANCE OUTSIDE ENTRANCE TO TULLEYS FARM

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning left	Back	Mid Junction - on roundabout or main road

## Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/03/2018 and 28/02/2021 (36) months

Selection: Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1806493	24/11/2018	0457	Other	1	Give way or Uncontrolled	Crossroads

Location: B2110 CHURCH ROAD TURNERS HILL AT JUNCTION OF B2028 SELSFIELD ROAD

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Van / Goods 3.5 tonnes mgw and under	Stopping	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead other	Nearside	Jct Approach

## Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1900650	04/02/2019	0750	Raining - no high winds	1	Give way or Uncontrolled	Crossroads

Location: B2028 NORTH STREET TURNERS HILL AT JUNCTION OF B2110 CHURCH ROAD

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Offside	Entering main road
Motor Cycle over 50 cc and up to 125cc	Going ahead left bend	Front	Jct Approach

## Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/03/2018 and 28/02/2021 (36) months

Selection: Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1900967	30/01/2019	1216	Fine - no high winds	1	Give way or Uncontrolled	Crossroads

Location: B2110 CHURCH ROAD EAST GRINSTEAD AT JUNCTION OF B2028 SELSFIELD ROAD

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Stopping	Front	Jct Approach
Car	Going ahead but held up	Back	Jct Approach

## Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
1901229	03/03/2019	2110	Raining - high winds	1	Not applicable	Not at or within 20M

Location: U TURNERS HILL ROAD CRAWLEY 720M WEST OF B2110 CHURCH ROAD

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Front	Not at, or within 20M of Jct

## Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/03/2018 and 28/02/2021 (36) months

Selection: Notes:

Police_ref	Date	Time	Weather	Casualties	Junct_Ctrl	Junct_Det
20994643	30/10/2020	1830	Raining - no high winds	1	Give way or Uncontrolled	Crossroads

Location: EAST STREET (B2110) AT JUNCTION WITH NORTH STREET (B2028)

## Vehicles:

Type	Manvres	Impact	Junct_Lo
Car	Going ahead other	Nearside	Jct Approach
Car	Going ahead other	Front	Jct Approach

## Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 8

**Appendix ML3**

**Stage 1 Road Safety Audit – proposed enhanced road markings on Church Road  
approach to crossroads**





**M & S Traffic**

**Road Safety Audit Stage 1**

**Proposed Highway Works**

**Church Road**

**Turners Hill**

**West Sussex**

**Date: 13<sup>th</sup> April 2021**

**Report produced for: **Ardent Consulting Engineers****

**Report produced by: M & S Traffic**

## DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

<b>Report Title:</b>	Turners Hill Burial, Ground Crematorium Road Safety Audit Stage 1
<b>Date:</b>	13 <sup>th</sup> April 2021
<b>Document reference and revision:</b>	ARD/21/190562/1/BS
<b>Prepared by:</b>	M & S Traffic
<b>On behalf of:</b>	West Sussex County Council

### Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Matthew Last	-

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1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the road safety audit that are outside the terms of reference	7
5 Auditors Statement	8

Appendix A..... List of drawings

Appendix B..... Comment location drawing

## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Highway Works associated with a proposed crematorium on Turners Hill Road, Turners Hill, as detailed below:

- Transverse contrasting coloured asphalt strips to be added to existing Slow marking on Church Road approaching junction with Selsfield Road and North Street.
- Proposed Slow marking and transverse contrasting coloured asphalt strips, northeast of existing Slow road marking approaching junction with Selsfield Road and North Street.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE, on behalf of West Sussex County Council as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader  
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member  
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during April 2021 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken during the afternoon of the 12<sup>th</sup> April 2021 between 12:30 and 13:00 hours. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were low and free flow speeds were low. There were low pedestrian flows and low-level cyclist movements observed; however, the audit was undertaken in the Covid-19 period.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

## **2 ITEMS RAISED BY PREVIOUS AUDITS**

2.1 No previous safety audits were submitted for assessment.

### **3 ITEMS RAISED AT THE STAGE 1 AUDIT**

#### **3.1 General**

3.1.1 No comment.

#### **3.2 Local Alignment**

3.2.1 No comment.

#### **3.3 Junctions**

3.3.1 No comment.

#### **3.4 Non-Motorised User (NMU) Provision**

3.4.1 No comment.

#### **3.5 Road Signs, Carriageway Markings and Lighting**

3.5.1 No comment.

#### **4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE**

4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.


4.2 The Audit Team had no issues to raise within this section.

## 5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

### Audit Team Leader

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Highways England Approved RSA Certificate of Competency  
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Signed: 

Date: 13/04/2021

### Audit Team Member

Martin Morris  
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32 Hamelin Road  
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Signed: 

Date: 13/04/2021



## **APPENDIX A**

List of Drawings and other information submitted for auditing:

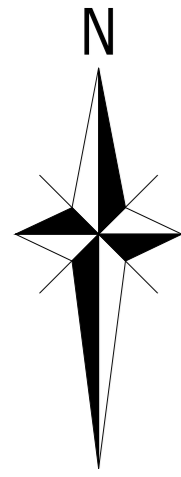
<b>Drawing Number</b>	<b>Title</b>
190562-002 A	Proposed Enhanced Road Markings on Church Road Approach to Crossroads


### **Supporting documentation:**

- Collision Report 01/03/2018 – 28/02/2021, Sussex Safer Roads Partnership. April 2021.

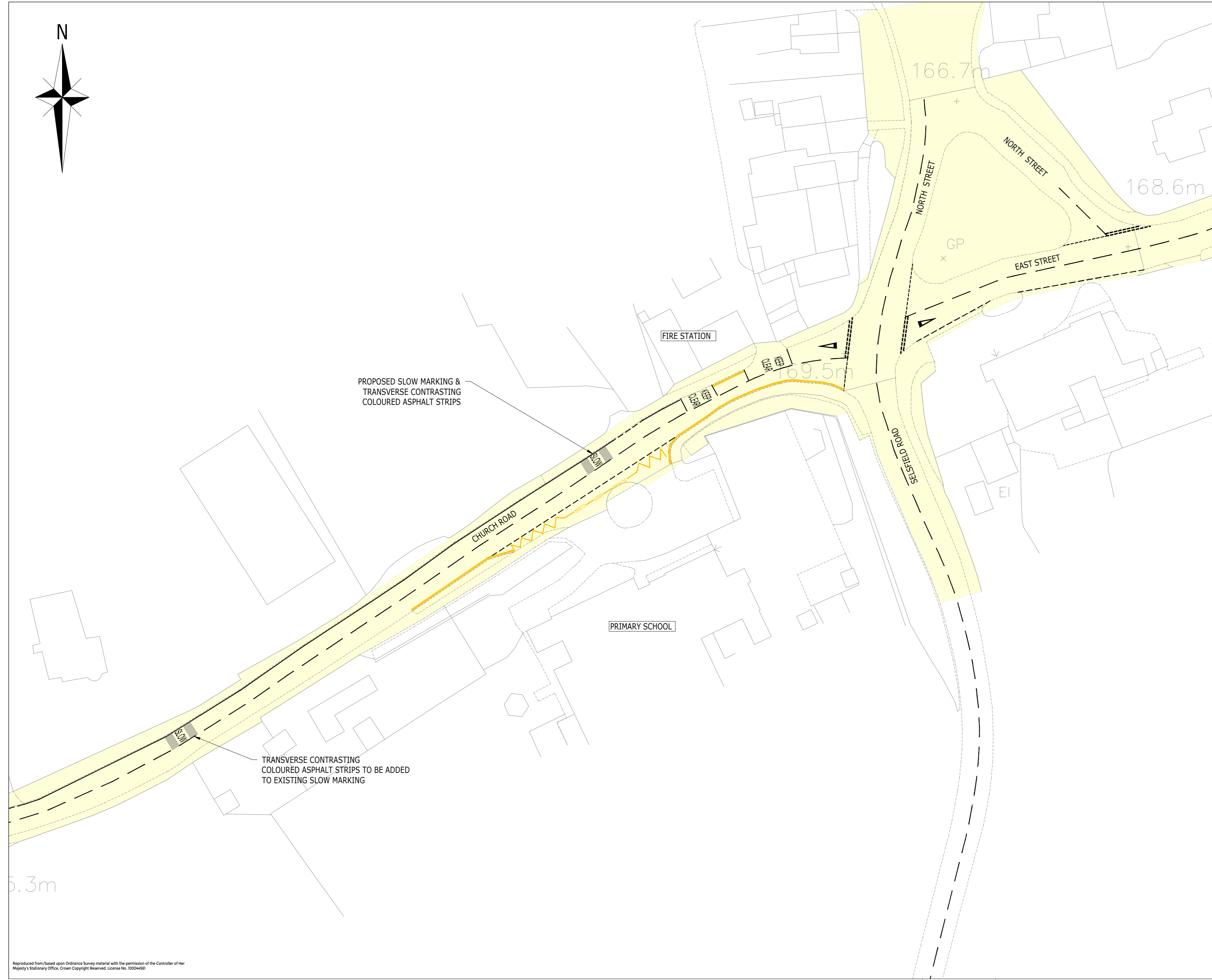
## **APPENDIX B**

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



**KEY:**  
 HIGHWAY BOUNDARY  
 TRANSCRIBED FROM  
 WSCC RECORDS DATED  
 30/03/21

**NOTES:**  
 1. EXISTING ROAD MARKINGS BASED ON  
 GOOGLE IMAGERY



PROPOSED SLOW MARKING &  
 TRANSVERSE CONTRASTING  
 COLOURED ASPHALT STRIPS

TRANSVERSE CONTRASTING  
 COLOURED ASPHALT STRIPS TO BE ADDED  
 TO EXISTING SLOW MARKING

FOR INFORMATION  
 ONLY

Rev	Description	Drn	Chk	App	Date	
A	ROAD MARKINGS ADDED		KI	KI	ML	01/04/21

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 THE HEALTH AND SAFETY EXECUTIVE

Client  
**HARTMIRE INVESTMENTS LTD**

Project Title:  
**TURNERS HILL BURIAL  
 GROUND CREMATORIUM**

Drawing Title:  
**PROPOSED ENHANCED ROAD MARKINGS ON  
 CHURCH ROAD APPROACH TO CROSSROADS**

A2 Scale	Date	Designed by
1:500	MAR 2021	KI
Drawn by	Checked by	Approved by
KI	KI	ML
Drawing Number	Rev	
190562-002	A	

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