

## 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