

APPENDIX J - Highways, Transport and Design Comments

INTERNAL MEMORANDUM
Highways, Transport and Design

From: Highways, Transport and Design Manager
To: Planning Development Services Manager
FAO: Mrs Elaine Atkinson
CC: Planning Administration

Proposal: Reserved matters application for the erection of a crematorium with associated memorial garden, associated access roads, car parking, landscaping, appearance, layout and scale	Date:	25/01/18		
Location: The Site Of Former Blakeston School, Junction Road, Norton	Ref:	17/2810/REM	Rev	1

HTD Consultation		Consultation Other	
Network Safety/ Connect Tees Valley		Community Transport	
Highways Network Management		Care for Your Area	
Design Services			

I refer to your memo dated: 14/12/17

General Summary

The Highways Transport and Design Manager has no objections to the proposed reserved matters application for the erection of a crematorium with associated memorial garden, access roads, car parking, landscaping, appearance, layout and scale.

The proposed development is broadly in accordance with the Indicative Site Plan, drawing number TS10125-101 Rev A, approved as a part of the outline planning application for the development (16/0846/LAO) and is therefore considered to be acceptable.

Whilst further information, as set out below, is still required this relates to specific elements of the proposals including landscaping and the detailed drainage design. However, the assessment of this application confirms that that is sufficient space to accommodate a high quality landscape treatment for the site and a viable surface water management solution.

The provision and agreement of this information has been secured by controlling condition, attached to the extant outline application.

Approval		Date	Approval		Date	Approval		Date
UD Officer:	MJP GR	25/01/18	Authorised:			Authorised:		

Highways Comments

This is a Reserved Matters application for the erection of a crematorium with associated memorial garden, access roads, car parking, landscaping, appearance, layout and scale.

Traffic Impact

The trip generation, distribution and assignment for the full quantum of development and the subsequent operational impacts, on both the local and strategic road networks, have been assessed as a part of the outline planning application (16/0846/LAO).

Therefore the impact on both the local and strategic highways network, which has previously been considered and accepted as a part of extant approval 16/0846/LAO, is not a material consideration of this current application.

Vehicle Access

The site access, which will be taken from Junction Road, will take the form of a 3 arm signalised junction. This access is shown on drawing 10125-701 Rev 12, has been designed in accordance with the principles of TD 50/04 (The Geometric Layout of Signal-Controlled Junctions and Signalised Roundabouts) of Design Manual for Roads and Bridges. This is an improvement of the site access proposed as part of the Outline Application which at that time proposed a Protected Right Hand Turn, The right turn lane of the signalised junction, which will be utilised by vehicles accessing the site when travelling westbound on Junction Road, has been increased from stated standards for signalised junctions to reflect the sites intended usage. The junction can now accommodate 2 funeral cars plus 6 private vehicles or 9 private vehicles and this is considered to be acceptable.

The works to form the site access junction, which will be subject to detailed design, will be undertaken by the Council as the Local Highway Authority

An assessment of the proposed site access junction has been undertaken, as a part of the updated Transport Statement submitted in support of the application, and the initial assessment of this junction, which is included in Table 1 below, has demonstrated that the junction will operate well within capacity.

Table 1 - Proposed Junction Road / Site Access Signalised Junction (Normal Conditions)

	2013 AM		2023 AM		2013 PM		2023 PM	
	DoS (%)	Max Q (veh)	DoS (%)	Max Q (veh)	DoS (%)	Max Q (veh)	DoS (%)	Max Q (veh)
Junction Road WB	54.4	6	56.3	7	52.1	6	53.6	6
Junction Road EB	49.7	5	51.4	6	53.8	6	55.3	7
Crematorium	0	0	0	0	4.2	0	4.2	0

A further assessment of the junction has also been undertaken, as a sensitivity test, which includes for a large service to have taken place during the peak hour, and assumes that 100 two-way trips from attendees for the service to be arriving / departing along with the staff. In reality, services will only occur outside of the peak hour, so this is very much a hypothetical test.

The assessment of this junction, which is included in Table 2 below, has demonstrated that the junction will also operate within capacity under these conditions.

Table 2 - Proposed Junction Road / Site Access Signalised Junction (Sensitivity Test)

Approval		Date	Approval		Date	Approval		Date
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APPENDIX J - Highways, Transport and Design Comments

	2023 AM worst case		2023 PM worst case	
	DoS (%)	Max Queue (veh)	DoS (%)	Max Queue (veh)
Junction Road WB	57.5	7	54.9	6
Junction Road EB	53.3	6	57.3	7
Crematorium	20.8	1	25.0	1

As a part of the access works it is proposed to remove the existing toucan crossing and a short section of cycleway, to the east of the site access, which served the former Blakeston School site which is no longer required. Alternative pedestrian crossing facilities are available at the Junction Road / Ragpath Lane signalised junction and the Roseworth Social club.

The assessment confirms that the access and associated works will operate within capacity, for both scenarios and is therefore considered to be acceptable.

Layout/Parking

The proposed development as illustrated on drawing TS10125-601 Rev A is broadly in accordance with the Indicative Site Plan, drawing number TS10125-101 Rev A, approved as a part of the outline planning application for the development (16/0846/LAO), and is therefore considered to be acceptable.

As set out in the Transport Statement, originally submitted in support of the extant permission (16/0846/LAO), car parking provision at other crematoriums has been utilised to assess the requirement for the proposed development. Based on the anticipated level of trips associated with each service where two chapels are envisaged a minimum of 80 spaces for guests would be required. For this application an allowance has also been made to ensure larger services can be accommodated within the site, without having an impact on Junction Road or the adjoining Social Club car park, and it is therefore proposed to provide 138 car parking spaces (including disabled parking provision). In addition an overflow car park, capable of accommodating a further 34 private vehicles is to be provided giving a total allocation of 172.

Disabled parking bays are to be located in close proximity to the main entrances to the proposed chapels.

This level of car parking provision is also considered to be acceptable.

Construction Management Plan

A Construction Management Plan (CTMP) should be agreed, should the application be approved, prior to construction commencing on the site. The requirement to provide a CTMP has been secured by controlling condition attached to the previously approved outline application 16/0846/LAO.

Landscape & Visual Comments

The proposed development as illustrated on drawing TS10125-601 Rev A is broadly in accordance with the proposed site plan drawing TS10125-101 Rev A approved as a part of the outline planning application for the development (16/0846/LAO).

Whilst further information is still required this relates to specific details of the scheme including materials, means of enclosure, lighting, soft landscaping, tree protection, landscape management hard landscaping, levels and street furniture, the assessment of this application confirms that there is sufficient space within the layout to accommodate a high quality landscape

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APPENDIX J - Highways, Transport and Design Comments

treatment for the site. This information has been secured by controlling condition, attached to the extant approval and it is therefore considered that it is not required at this stage.

Flood Risk Management

The proposed development as illustrated on drawing TS10125-601 Rev A is broadly in accordance with the proposed site plan drawing TS10125-101 Rev A approved as a part of the outline planning application for the development (16/0846/LAO).

Whilst further information is still required this relates to specific details of the scheme including the management of surface water, the assessment of this application confirms that there is sufficient space within the layout to accommodate a viable scheme. This information has been secured by controlling condition, attached to the extant approval and it is therefore considered that it is not required at this stage.

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