

**CROWLAND PARISH COUNCIL
PROPOSED CEMETERY
LAND OFF JAMES ROAD, CROWLAND**

BRIEF TRANSPORT STATEMENT

1. The proposal has previously benefitted from planning permission (H02-0771-18); being one half of the cemetery and allotment development on the east side of James Road (and redevelopment of the old allotments in favour of housing). Rather than vary the earlier consent with a S73 application, it was decided to submit a new application for the cemetery to avoid complications with having to arrange changes to the Section 106 agreement.
2. As part of the original consent for the allotments and cemetery, a new access road from James Road was constructed to serve the development, together with a footpath crossing from the western side of James Road, to link the site with the village. The access road and footpath connection have both been constructed and the allotments are in use.
3. The proposed cemetery is for interments only and there is no crematorium. Accordingly, the number of visitors is limited to those who are invited to an interment, as opposed to a funeral or cremation where numbers of attendees are greater. In addition to those attending an interment, there will be individuals who occasionally visit burial plots to pay their respects. The small building on site will allow those attending the site to take shelter in the event of inclement weather. When the cemetery is closed, there will be access on foot and attendees will be able to park just past the entrance off James Road in the proposed spaces shown on the submitted drawings.
4. For the vast majority of interments, the Parish Council is quite confident that the number of parking spaces shown on the drawing will cater for the attendees for these. The private road to the cemetery off James Road will cater for those who wish to attend the site on foot from the village. The propensity for there to be conflict between the very few number of vehicles visiting both the cemetery and the allotments, and the equally small number of pedestrians visiting the site is extremely low and certainly not one that would justify a separate footpath.
5. The internal circulation caters for private cars that will attend the site along with a hearse. The roadways within the site are not adoptable and have been designed to allow for measured progress around the site and it is not understood why road widths have to be specified on a scale drawing or indeed a swept path analysis provided, however, in order to progress matters we have added these to the submitted site plan.

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