

# Jim Holt Ltd

## Transport Statement

Proposed extension to Burial Site

Rose Farm, Chyanhal, Buryas Bridge, Penzance

On behalf of Penwith Woodland Burial LLP

January 2024

## Table of Contents

Introduction.....	3
Existing Transport Conditions.....	5
Policy and Guidance .....	11
Proposed Development.....	14
Conclusions.....	15

## Introduction

This Transport Statement (TS) has been undertaken to identify and analyse the potential transport impacts of a proposed extension to the burial site at Penwith Woodland Burial.

The image below demonstrates the site location:



*Site location*

Penwith Woodland Burial is an existing established business which offers a final resting place for both people and pets. It provides an important service in allowing people to have a woodland burial or pet cremation.

The number of funerals in a week varies, there could be as many as 4 but on another week there may not be any. Funerals are booked by appointment and are between 10am and 3pm on Mondays, Tuesdays, Thursdays and Fridays. On a rare occasion they could take place on a Wednesday or Saturday but never

## Proposed extension to Burial Site

on a Sunday. Funerals can be anywhere from between 30 minutes to 3 hours in duration and the average number of guests is 25.

The maximum number of pet cremations would be 10 on a very busy day and would generally involve just the pet owner/s. Pet cremations are also booked by appointment.

Visitors and guests to Penwith Woodland Burial are directed to come via the A30 at Drift where there is existing highway direction signing at the junction with the A30.

In terms of this proposal, there will be no increase in funerals or pet cremations and therefore no subsequent increase in traffic movements as a result of granting planning permission, just the gentle expansion of the grounds over time.

This report will outline and assess any transport issues in relation to the site and will consider the proposed access arrangements with regard to current local and national planning policy.

## Overview of Guidance and Standards

A Transport Statement sets out the transport issues relating to a proposed development site (existing conditions) and details of the development proposals (proposed development).

This Transport Statement is produced in accordance with, and in recognition of, local and central government guidance and follows our understanding of the requirements set out in the National Planning Practice Guidance (2014) and the National Planning Policy Framework (December 2023).

## Existing Transport Conditions

This section provides a review of the existing highway conditions at the site in relation to transport. It includes analysis of the site location, a study of the existing local highway network and traffic conditions and includes a road safety review.

## Site Location and Description

Penwith Woodland Burial is an existing business that is located at Rose Farm, Chyanhal, Buryas Bridge, Penzance. It is served from the C0095 which is a classified road and forms a priority junction with the A30 approximately 1km to the northwest at Drift.

The A30 is the primary route through Cornwall. The A30/C0095 priority junction at Drift is within the existing 30mph speed limit and is street lit. Penwith Woodland Burial direct visitors via this junction which also has highway direction signs as demonstrated in the image below:



*Highway Direction Signing*

The A30/C0095 priority junction has existing give way and centre line road markings which allow to vehicles to pass in opposing directions as demonstrated in the image below:

Proposed extension to Burial Site



*Existing A30/C0095 priority junction*

The junction has very good emerging visibility to the right from 2.4m back from the edge of the carriageway in accordance with Manual for Streets (MfS) guidance as demonstrated in the image below.



*Emerging visibility to the right*

The emerging visibility to the left is more constrained due to the existing frontage of the adjacent building, but as there is such good emerging visibility to right, a vehicle exiting the junction can edge out when clear



## Proposed extension to Burial Site

which allows the driver to see further along the road, aided by the existing road alignment. The emerging visibility to the left from 2.4m is demonstrated in the image below.



*Emerging visibility to the left*

The route from the A30 and along the C0095 to Penwith Woodland Burial is lightly trafficked and predominantly single vehicle width, but there are many opportunities where 2 vehicles can pass using existing passing places or field gate entrances. The images below show just 2 examples of the various opportunities.



**Proposed extension to Burial Site**



*Existing passing places*

The existing access from Penwith Woodland Burial has very good emerging visibility in each direction and leads into a large parking area to serve the business. The emerging visibility and car park are demonstrated in the images below.



*Emerging visibility to the left*



Proposed extension to Burial Site



*Emerging visibility to the right*



*Existing car park*

## Road Safety

Three-year personal injury collision statistics were analysed for the whole of the C0095 including its junction with the A30.

The data shows no recorded collisions and it can therefore be concluded that there are no existing road safety concerns along the road or at the junction with the A30.

## Policy and Guidance

### National Planning Policy Framework (NPPF)

Relevant current government guidance is contained in the National Planning Policy Framework (NPPF) 2023. This promotes development in locations that are accessible by means other than the private car.

Chapter 9 of the NPPF is titled “Promoting sustainable transport” in which the principles of sustainable transport in relation to development are promoted. It states in paragraph 104 that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

It also states in paragraph 109:

The planning system should actively manage patterns of growth in support of these objectives. 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. This can help to reduce congestion and emissions, and improve air quality and public health. 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.

Furthermore, Paragraph 114 and 115 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

## Proposed extension to Burial Site

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

115. 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.

Finally, paragraph 38 of the NPPF details the new approach to planning:

Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

## Cornwall Council Policy

The Cornwall Transport Plan  
Local Transport Plan to 2030

The Cornwall Transport Plan is the key strategic policy tool through which Cornwall Council exercises its responsibilities for planning, management and development of transport in Cornwall, for the movement of both people and goods: “Policy 13: We will use the planning process to ensure that development proposals are sustainable and include quality walking and cycling infrastructure with direct links to neighbouring communities, services and transport facilities and integration with existing rights of way network.”

The Cornwall Transport Plan also states that “We will ensure that all new development is designed to prioritise and encourage people to walk and cycle safely and easily.”

## Cornwall Local Plan

Policy 27: Transport and accessibility

All developments should:



## Proposed extension to Burial Site

Provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated.

For major developments to ensure a resilient and reliable transport system for people, goods and services, development proposals should:

Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs; and

Locate development and /or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel; and

Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits; and

Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development.

## Proposed Development

### Access and Layout

The proposal is for the extension of the burial site at this existing and established business. The proposal is demonstrated in the image below taken from the sketch plan submitted with the planning application.



*Proposed extension to Burial site*

The current access and parking arrangements will continue to serve the business. It has been demonstrated previously within this report that the business has safe and suitable access.

This is considered acceptable as the proposal extension of the burial site will not generate any additional traffic than what is already generated from the business. The proposal will just allow the gentle expansion of the grounds over time, there will be no increase in the number funerals or cremations following the granting of planning permission.

## Conclusions

This Transport Statement has assessed the local highway network and traffic impacts from the proposed extension to the burial site.

The proposed extension of the burial site will not generate any additional traffic than is currently generated by this existing and established business.

The existing access arrangements are considered safe and suitable to serve Penwith Woodland Burial.

This is confirmed following scrutiny of the existing collision data, with no recorded collision within the previous 3 years on the local highway network, including the junction with the A30.

Penwith Woodland Burial's existing parking provision is considered suitable, where vehicles will be able to enter and exit in a forward gear with no requirement to park along the highway.

Therefore, it is concluded that this development is appropriate and acceptable in traffic and transport terms and compliant with both Local and National Policy.

Based on the above, it is considered that the proposed extension of the burial site is acceptable and that safe and suitable access has been demonstrated.