

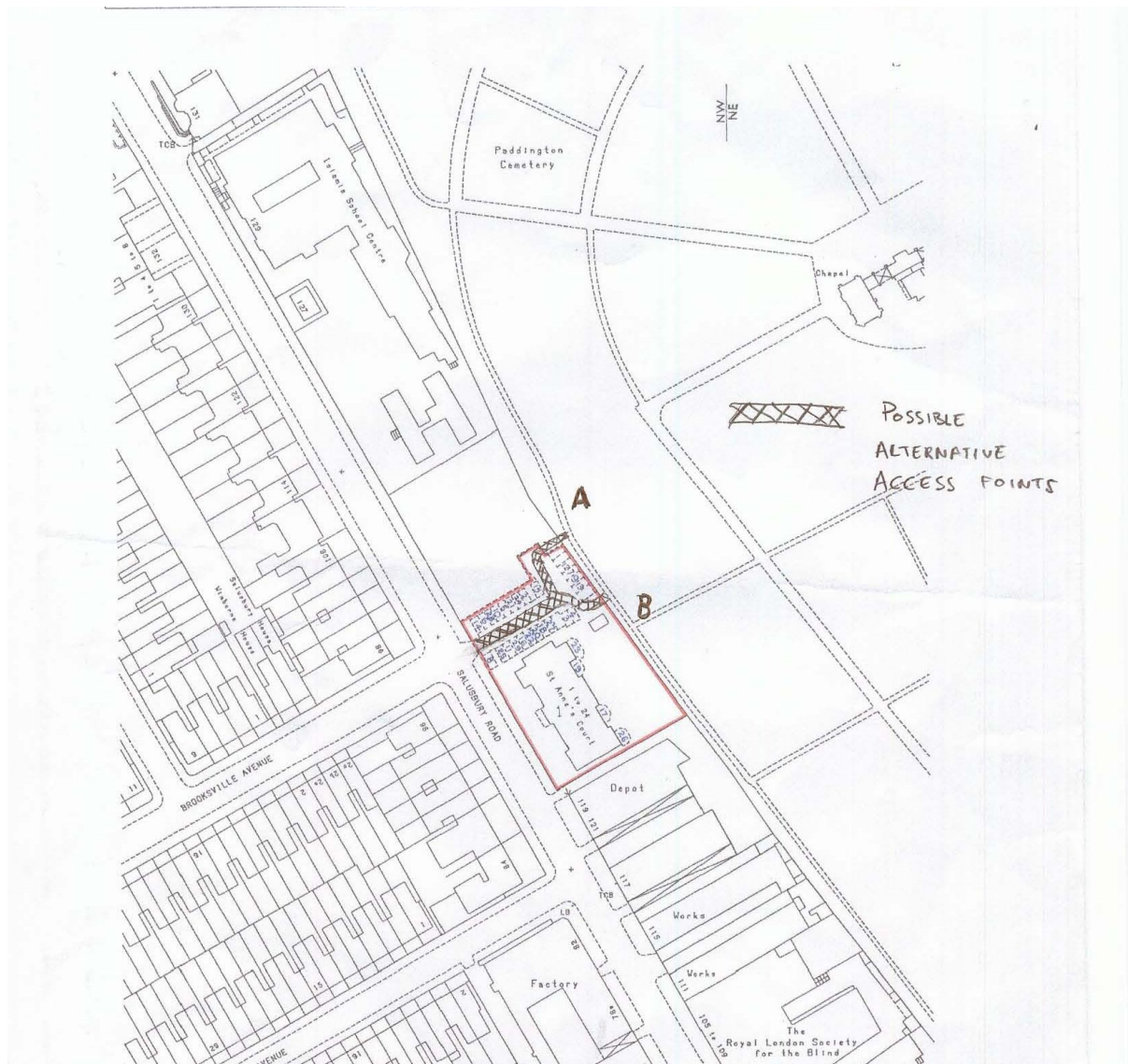
## **Investigating the formation of a new pedestrian access into Old Paddington Cemetery**

### **BRAT's Position Statement - Adopted 14<sup>th</sup> January 2014**

1. BRAT supports the commissioning of a Scoping Report to investigate the formation of a second pedestrian access into Old Paddington Cemetery.
2. This Scoping Report would consider (but not be limited to) the following issues:
  - 2.1 The optimum location of a new access;
  - 2.2 The regulatory processes required to create such an access, e.g., the need for planning permission, the question of moving old graves, the use of compulsory purchase powers;
  - 2.3 The likely costs that would be incurred as a result creating a new access, e.g., design and build costs, consultation costs, acquisition of rights of way;
  - 2.4 The views of stakeholders;
  - 2.5 The design of a new access point and any other consequential changes;
  - 2.6 The cost of maintaining a second access;
  - 2.7 The potential benefits of a second access;
  - 2.8 The potential harm arising as a result of a new access, and how that harm could be mitigated;
  - 2.9 Identifying the sources of capital funding for creating new access (e.g. the Mayor of London's Greenway funding stream);
  - 2.10 A cost/benefit appraisal of creating a new access; and
  - 2.11 The possibility of making such an access point open to cyclists as well, the harm that might arise from this and how that harm might be mitigated.
3. BRAT asks that Brent Council commissions such a Scoping Report directly, or in the alternative supports a Ward Working initiative – perhaps involving both the Queens Park and Kilburn Wards - to commission such a report. It is envisaged that such a report would be professionally produced, perhaps by a multi-disciplinary firm of chartered surveyors. It is suggested that a draft report would be produced first, enabling a period of formal public consultation before a final report is issued. A decision could then be taken as to whether to proceed with all the necessary regulatory and other processes to create a further access point.
4. BRAT considers that the new access should be located, designed and operated as follows:
  - 4.1 It is considered that the optimum location for such a second access point would be between St. Anne's Church and St. Anne's Court on Salusbury Road (opposite the junction with Brooksville Avenue) – see Map 1 and Photo 1 below - across the car parking areas, designed in such a way so as to minimise disruption to the occupiers of those properties;

- 4.2 The new access point would be open during the operating hours of the Cemetery only;
  - 4.3 The access should be designed in such a way, through the use of hard and soft landscaping, so that traffic on Salusbury Road would remain largely invisible to users of the Cemetery; and
  - 4.4 The Scoping Report could also assess the possibility of creating an access into the Cemetery in Lonsdale Road – see Map 2 and Photo 2 below;
5. BRAT consider that the benefits of such a pedestrian access point, as outlined in paragraph 4.1 above, include the following:
  - 5.1 It would facilitate the use of the Cemetery for safe pedestrian passage between the existing Willesden Lane access and Salusbury Road. This would provide a pleasant, safe and convenient connection between Kilburn and Queens Park. It would increase pedestrian ‘permeability’ between these neighbourhoods. At present this is restricted by the Cemetery itself, by the fact that there is no access via Kimberley Road and by the lack of a pavement on Lonsdale Road, which creates particular problems for young children and the mobility impaired;
  - 5.2 It would bring the southern part of Willesden Lane within a 10 minute walk of the Queens Park area - see Map 3 below. This would considerably widen the catchment area of businesses at the southern end of Willesden Lane, assisting their viability, helping promote regeneration;
  - 5.3 Pedestrian access to the community facilities in and around Salusbury Road and Willesden Lane would be enhanced. Those who would benefit include: the parents, staff, pupils and children attending four schools and two nurseries; patients of the GP Practice on Lonsdale Road; and users of Kilburn Library and Kilburn Police Station; and
  - 5.4 BRAT considers that a second access would enhance the recreational value of the Cemetery, enabling more people to enjoy this public open space as part of their everyday routines.
6. BRAT recognises that some members of the local community are concerned about the problems that might arise if a second access was formed. These relate to the possibility of harm to the Cemetery itself and/or security impacts, especially the threat of an increase in the rate of residential burglary to neighbouring properties. BRAT would seek to ensure that such concerns are considered and addressed in the Scoping Report. BRAT suggests that any new access point should (if possible) only be open for a trial period, say, three years. If the new access point was found to be the cause of identifiable and undesirable impacts (which could not be ameliorated in other ways) BRAT would support the closure of the additional access. It is noted that several cemeteries in London have more than one pedestrian access, presumably without adverse impacts arising. These include: Hampstead Cemetery (Fortune Green); Brompton Cemetery (Kensington); Abney Park Trust Cemetery (Stoke Newington); Margravine Cemetery (Barons Court); Fulham Cemetery (Fulham Palace Road); and the City of London Cemetery (Manor Park).
7. Finally BRAT would urge all users of the Cemetery to do so respectfully and in accordance with the local bye-laws.

Map 1 – Proposed location of Salusbury Road Access



Map 2 – Proposed location of Lonsdale Road Access





Photo 1 – Proposed location of Salusbury Road access point

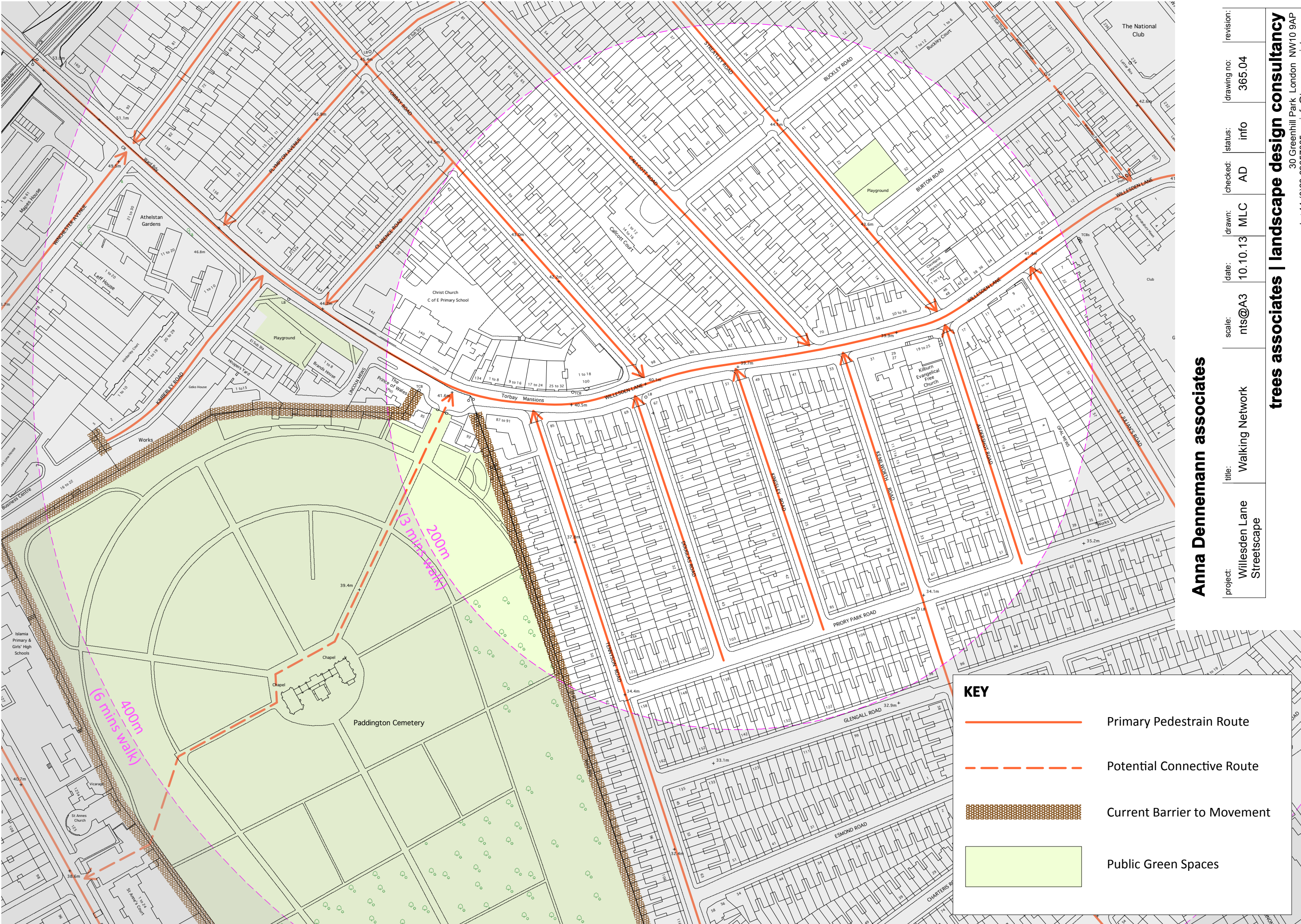


Photo 2 – Proposed location of Lonsdale Road access point



### Map 3 – Time/Distance Map from Cemetery to southern end of Willesden Lane





Anna Dennemann associates

project:	Willesden Lane Streetscape	title:	Walking Network	scale:	nts@A3	date:	10.10.13	drawn:	MLC	checked:	AD	status:	info	drawing no:	365.04	revision:	
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