
Ramsden and Partners Architects

Design and Access Statement
Proposed Willow Lane Fishing Ponds
Land off Kirkthorpe, Lane, Kirkthorpe

December 2013



Introduction

Design and Access Statements are documents that explain the design thinking behind a planning application. They illustrate that the applicant has carefully considered how everyone, including disabled people, older people and very young children, will be able to use the places they want to build. It is important that they are written specifically for the application they accompany.

The circular, Guidance on changes to the development control system, says that statements should explain the design principles and concepts that have informed the development and how access issues have been dealt with. So, although there will be a design and an access component, design and access statement should not be considered as two separate documents. Much of the preliminary work that needs to be done for the design component will help inform the access component and vice versa. Additionally, the approach to inclusive access should not be limited to the access part of the statement – it should infuse the whole document.

This Design and Access Statement has been prepared by Ramsden and Partners Architects on behalf of Mr Gary Asprey and accompanies a Planning Application on land located off Kirkthorpe Lane, Kirkthorpe, for the creation of 2 fishing ponds and the following associated works

- Provision of a new access to improve vehicular site lines
- Formation of a temporary road and turning area for the purpose of construction.
- Provision of a secure contractors compound for location of site cabins, parking of construction vehicles and material storage.
- Provision of vehicular access track, car park and footpath.
- Formation of ponds and earthworks created from partial fill of the dismantled railway cutting.
- The partial infilling of a dismantled railway cutting



View looking north from road bridge over the area for Pond A



View looking south along flooded section of railway cutting towards road bridge and with views of elf seeded scrub and examples of fly tipping



View looking south from road bridge over the area for Pond B

Assessment

This section demonstrates that the context of the site and its surroundings has been considered. The size of the surrounding area to be surveyed and the detail with which this is done depends on the sensitivity and scale of the development. Local context includes the physical, social and economic characteristics of the site and surroundings, as well as any existing planning policies.

Physical Context

Physical context means what the place looks like and the character that is derived from existing buildings, landscape features and movement routes. The site comprises a dismantled railway line within a cutting and raised land adjacent, all within designated Green Belt

The site has evolved naturally since its use as a railway line. The site has become overgrown with no management in place and fly tipping has become a serious problem. The site also suffers from areas of flooding with standing water located on either side of the road bridge linking Warmfield Lane and Kirkthorpe Lane.

Topography

The site is both linear and irregular shaped in plan and comprises a dismantled railway line within a cutting and raised land adjacent running in a north south orientation. Land rises up along the eastern and western sides

The base of the cutting is relatively flat along its length, with only a marginal change in level

Along both sides of the cutting are bands of trees, with trees along the top of the cutting protected by a group TPO



View south towards Kirkthorpe Lane with area for proposed car park on right



Existing lay-by junction with Kirkthorpe Lane with road bridge on right



View east across road bridge with existing lay-by junction

The site is crossed by road bridge linking Warmfield Lane and Kirkthorpe Lane

Urban Structure and Grain

The site is located within designated Green Belt and comprises no built form

Scale

There are no buildings on the site.

Legibility

There are no existing landmark features on the site that require protection of views albeit the openness of the Green Belt has to be maintained

Water

The site currently comprises 2 areas of standing water, either side of the road bridge

Enclosure

The railway cutting is enclosed by trees along its east and west sides. Trees also enclose the site from Kirkthorpe Lane along its western boundary

Materials

With no built form on the site everything is natural save the ballast along the route of the former railway lines

Ground Conditions

The ground conditions are to be determined.

Site Drainage

The existing railway drainage will be retained and made good where required to provide ongoing drainage.

Access

Pedestrian access to the site is from an existing Public Right of Way located to the west side of the bridge. Vehicular access is via a gate off Willow Lane which is accessed off Kirkthorpe Lane

Public Transport/ Road Network

Public Transport routes travel along Kirkthorpe Lane in both directions, providing access to Kirkthorpe, Warmfield and surrounding areas



Existing public right of Way access into site from Kirkthorpe Lane



View north down towards railway cutting (with cutting on right) and with established Public Right of Way off towards the left



View north through site along a public pedestrian route which is not the designated public footpath



View of original overgrown and inaccessible Public Right of Way Adjacent to railway cutting

Right of Way

There is a Public Right of Way through the site ref PROW No. 13

Outlook/ Overlooking

The site is enclosed by trees along either side of the railway cutting and along other site boundaries. The site can be viewed from the road bridge on Kirkthorpe Lane

Noise

The site generates no noise

Ecology

An Ecology Survey accompanies this application.



Social Context

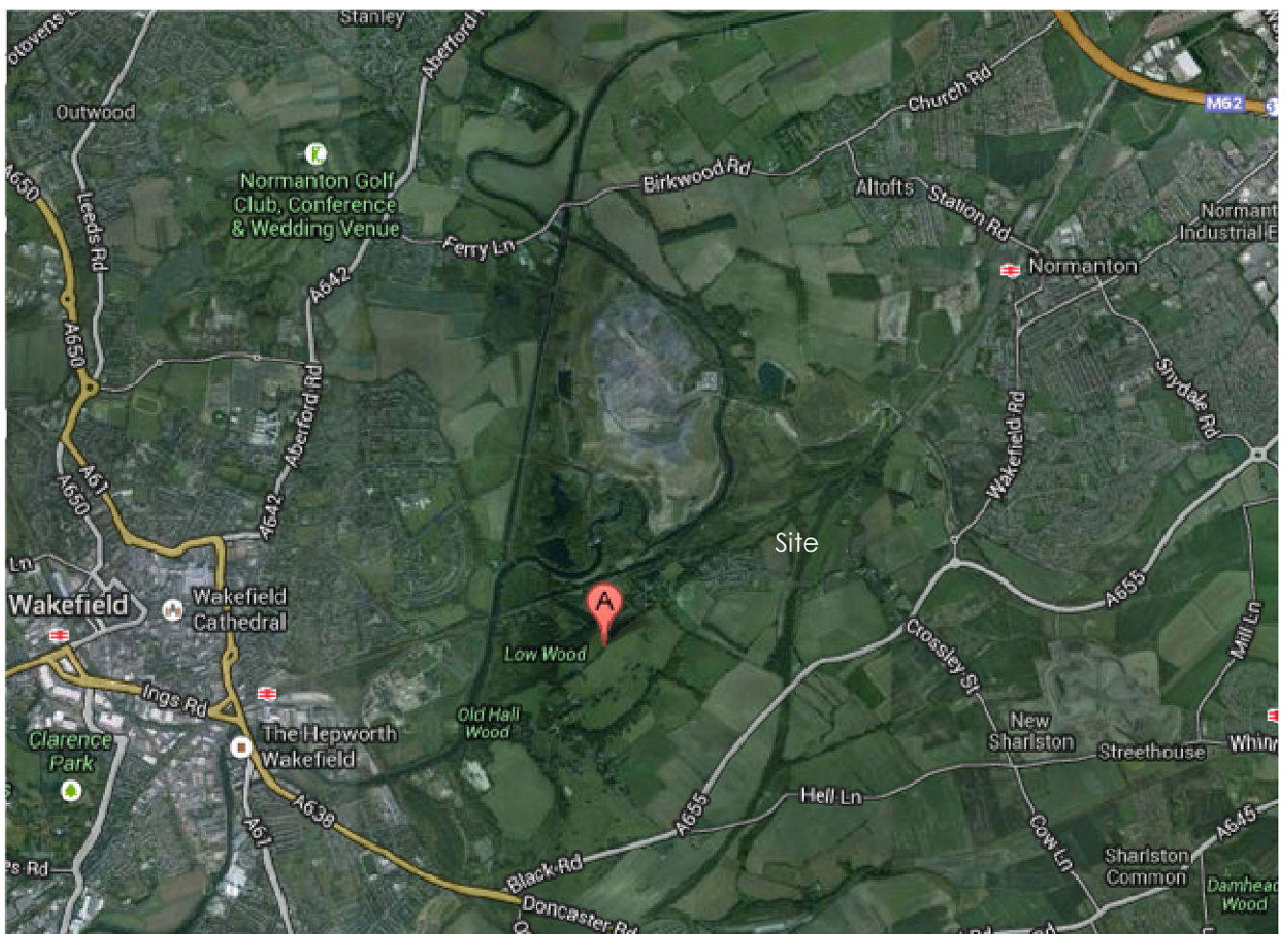
Social context means how people in the locality will be affected by the development, including any aspirations they may have for the site.

The proposed works in creating a managed and controlled environment will improve the visible amenity of the area providing benefit in a social context and maintaining the openness of the Green Belt

Economic Context

Economic context means the contribution the development will have on the local economy.

The proposals by their very nature provide limited economic benefit to the local economy, albeit they create an appropriate leisure use within the Green Belt





Planning Policy

Planning policy context means what policies and guidance exist to affect and shape the development of the site.

The site is located within designated Green Belt in the current adopted local plan, a designated (PROW) Public Right of Way (No. 13) is recorded at the site, the site is also located within a Wildlife Habitat Network, Local Wildlife Site, Bat Alert Zone, a Mineral safeguarding Area, Smoke Control Zone, a Coal Mining High Risk Area and there are Tree Preservation Orders in place

With regards to the sites Green Belt designation, National Planning Policy Framework (NPPF) section 9 provides guidance on 'protecting Green Belt land' and Local Development Framework (LDF) Core Strategy (CS) Policy CS 12 and Development Policy Document (DPD) policy D23 are applicable. The NPPF states that the provision of appropriate facilities for outdoor sport, outdoor recreation would not be inappropriate development as long as it preserves the openness of the Green Belt and does not conflict with the purpose of including land within it.

The proposals for 2 fishing ponds meets with these requirements

Involvement

Pre-application advice has been provided by Planning Officer, Debbie Holland including what information would be required for a submission.

A pre-application meeting to discuss the proposals was also held on 4 November 2013 between Mr Asprey (the applicant), Councillor David Dagger (the applicants Local Councillor, whose Constituency includes the application site) and the Director of Planning.

All pre-application planning advice has been supportive

Highways have also been consulted and have provided advice on various aspects of the scheme from a Highways perspective. Fundamentally they have been supportive of the proposed new access onto Kirkthorpe Lane as per the submitted proposals



Evaluation

This section evaluates the information collected and identifies opportunities and constraints that will inform the scheme. Evaluation may involve resolving any conflicting issues and the statement should clearly set out what decisions have been taken and why. This will give those reading the design statement an understanding of why elements of the scheme that they may not at first entirely agree with, have been decided on.

Opportunities

The following opportunity exists for the Site:

To create a beneficial leisure resource for both the local and wider community and at the same time through the work involved to significantly improve the visual appearance of a dismantled railway cutting which over time has become overgrown, flooded and unkempt and subjected to fly tipping. The flooding has created a risk to children in an unmanaged environment close to a public highway and a local community.

To provide an appropriate facility within designated Green Belt.

To improve the openness of the Green Belt

Constraints

Whilst the site is located within the Green Belt and incorporates protected trees none of the works proposed are considered constrained in any way and none will have a negative impact on the openness of the Green Belt or that of any protected trees.



Design Component

This section shows how development options have been evaluated and any potential conflicts resolved. The statement shows the decisions that have been made are informed and based on an understanding of all elements that affects the application site.

Use

The proposal is for the creation of 2 fishing ponds through the filling of a section of a dismantled railing cutting

Amount

Two nominal 100m long x 18m wide x 3m deep fishing ponds . Two ponds are proposed to enable one of the ponds to be rested, restocked etc at any one time thus enabling a pond to be always in operation.

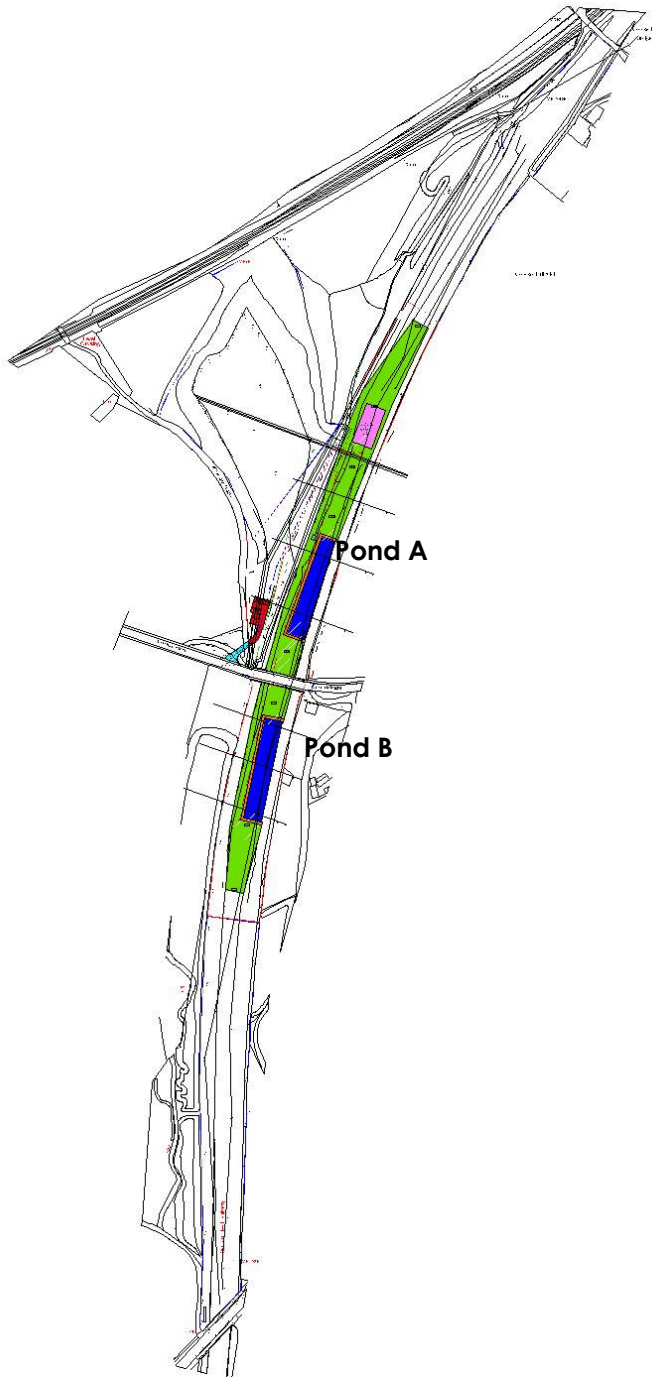
To form the ponds, the existing railway cutting is to be infilled up to a depth of c4m in c500mm layers with a 1m thick capping layer to the top of existing ground across the full extent of the ponds all following guidance set out in the Environment Agency document 'The Construction and Renovation of Stillwater Coarse Fisheries'.

In addition a car park area is proposed for 13 cars including 1 disabled space together with associated vehicular access and a footpath to the ponds

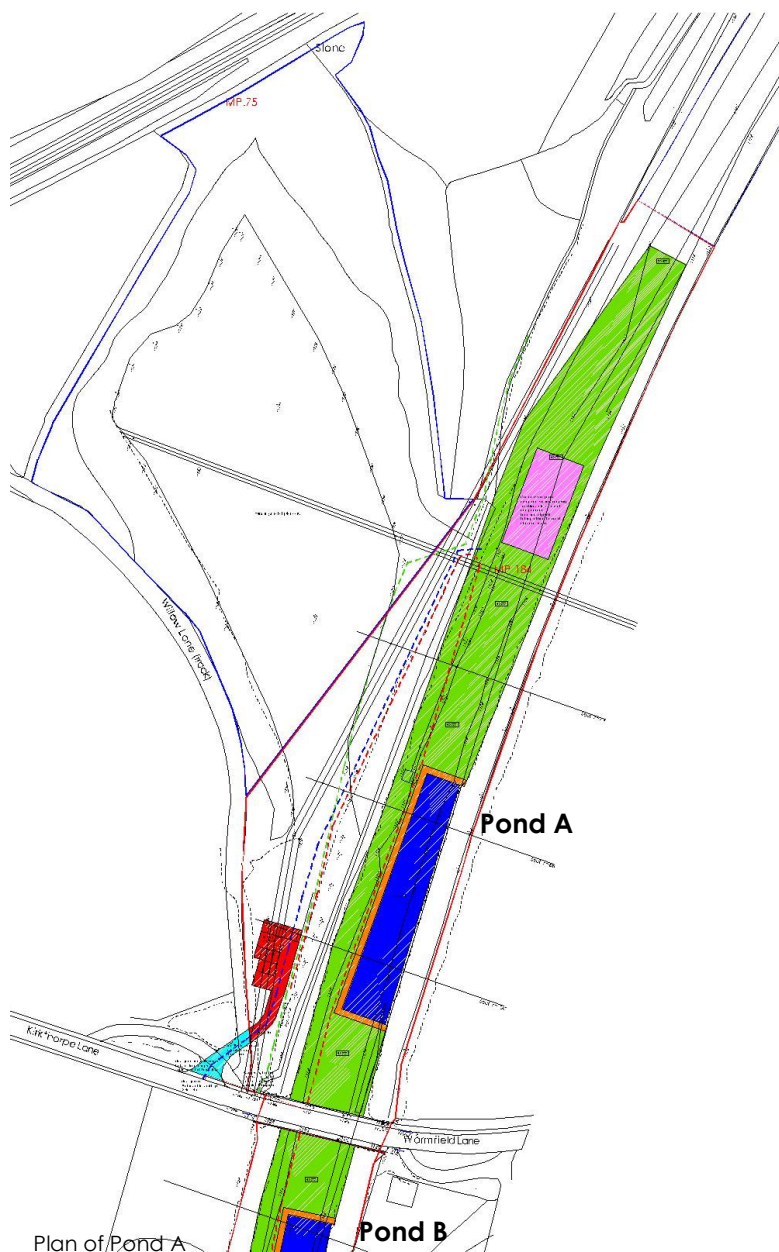
Layout

The fishing ponds are located either side of the road bridge and run in the direction of the railway cutting

A car park for the sole use of people using the fishing ponds is located adjacent to the Kirkthorpe Lane to minimise the extent of a vehicular access route within the site.



Proposed Site Plan



Plan of Pond A

From the car park area is a footpath track providing access to both fishing ponds

Landscaping

Landscape will be kept as natural as possible so to maintain the openness of the Green Belt

Where levels are built up to form the enclosure to the ponds, the finished ground will be seeded with meadow grass to create a natural finish.

Around the ponds will be a c2.5m wide band of compacted woodchip

Access tracks and parking areas will be formed in compacted reclaimed inert material

The temporary track for construction traffic will also be formed in compacted reclaimed inert material. Any track for construction not to be retained for ongoing vehicular access to the car park or pedestrian access to the ponds will be removed and grassed over

No protected trees will be effected by the proposals

Construction of Fishing Ponds and surrounding land infill

Following the draining of the existing flooded areas and top soil a 1m capping layer in 500mm layers will be laid over the full extent of the ponds. Following this the surrounding land infill will be laid up to a height of 4m above existing levels in 500mm layers.

The ponds will be constructed following guidance set out in the Environment Agency document 'The Construction and Renovation of Stillwater Coarse Fisheries'.



Access Component

A design and access statement needs to cover two potential aspects of access, vehicular and transport links, and inclusive access. The statement should show that all access issues have been considered together.

Vehicular and Transport Links

Access by Public Transportation

Public Transport Bus Stops are located within 100m of the site to the west towards Kirkthorpe

Vehicular Access

Vehicular access will be formed through the adaptation of an existing adopted lay-bye to provide access into the site through a new opening within the boundary. This will also significantly improve vehicular visibility onto Kirkthorpe Lane across the road bridge to the east. The location of the adapted access has been discussed with Highways who are happy in principle.

Emergency Access

Emergency vehicles will be able to access the site upto the proposed car park

Parking Provision

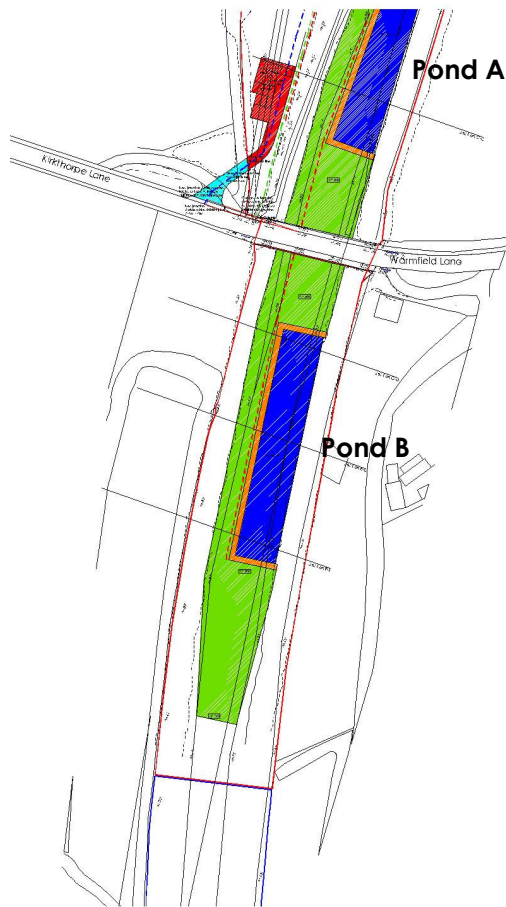
13 car parking spaces have been provided within the location shown on the submitted plans

Cycle Parking

No fixed bicycle points are proposed. It is expected that anyone going to the site by bicycle will take their bike to where they are fishing. Sufficient space exists within the car park area for motorcycles suitable locking points will be provided

Rights of Way

A Public right of Way (PROW No. 13) will be unaffected by the proposals



Plan of Pond B



Inclusive Access

The basic definition of inclusive design is that products and services should be designed to be easily usable by as many people as possible. Taking into account the differences between people and their abilities, inclusive design looks at ways of designing products, services and the environment to suit the majority of people and avoid physical barriers and the need for adaptations. In other words, good design, where products are fit for purpose.

A pedestrian track is to be provided from the car park area to both ponds and to be formed from compacted reclaimed inert material, and which will be suitable for someone in a wheelchair to traverse. Given the nature and location of the proposals, this is considered sufficient to address inclusive access requirements



Conclusion

Pre-application discussions with the Local Planning Authority and Highways have been extremely positive leading to the applicants decision to submit the application.

The Local Planning Authority has confirmed that the proposals creates an appropriate use within the Green Belt, advising *'The NPPF states that the provision of appropriate facilities for outdoor sport, outdoor recreation would not be inappropriate development as long as it preserves the openness of the Green Belt and does not conflict with the purpose of including land within it'*

The proposals will create a beneficial leisure resource for both the local and wider community

The proposals will significantly improve the visual appearance of a dismantled railway cutting in turn improving the visual amenity of the area

The proposals will improve the openness of the Green Belt

The proposal will remove a potential hazard from unmanaged water.

It will provide site management in an area at high risk from fly tipping in the countryside.

The development is not proposed on good quality agricultural land.

We see no planning reasons why the application can not be supported