



The World at Wentworth Wentworth Castle Conservatory, Stainborough

7090
Design and Access Statement
Overspill Carpark
January 2013



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CONTENTS

Contents	2
INTRODUCTION	3
CONTEXT	4
PROPOSALS	4
SUMMARY / CONCLUSION	9
Appendices	10



INTRODUCTION

Aims and Objectives of this Report

This report is written to support the Planning Consent application for a new overspill carpark to be located on Wentworth Castle land, on behalf of the Wentworth Castle and Stainborough Park Heritage Trust (WCSPHT).

Design Team and Scope of the Application

WCSPHT appointed Buttress Fuller Alsop Williams Ltd as architects and design team leader in June 2010, to develop the strategy for the restoration and extension of Wentworth Castle Conservatory. Works for this project commenced in July 2011 under the granted Planning and Listed consent application number 2010/1485. Following a review of the business plan and creation of a travel plan for the site it was concluded that the site needs safer overspill facilities for parking on days with high visitor numbers.

This report has been prepared to summarise and describe the proposed overspill carpark which will be located directly adjacent to the existing parking facilities already in use at Wentworth Castle.



CONTEXT

Historic / Significance

The Wentworth Castle Estate, Stainborough is the only Grade I listed landscape in South Yorkshire and has numerous listed buildings within its boundaries, including the Grade I listed Wentworth Castle at its centre. The landscape was laid out through the eighteenth century. The site of the proposed carpark lies within the boundaries of the registered park and gardens on the periphery of the site, in an area used for grazing sheep. The area in which the field is located where the carpark is proposed is known as Coronation Wood.



Fig.01 – English Heritage Map which identifies Stainborough Park.

CURRENT PARKING FACILITIES

Wentworth Castle can currently accommodate an estimated 180 cars within the unmarked permanent carpark (*highlighted in orange*) with an additional 10 spaces made available for disabled persons (*highlighted in blue*). At present when the main carpark is at full capacity (e.g. hosting large events), additional temporary parking is made available within the deer park (*highlighted in light blue*), however the topography of the ground is unsuitable with a number of vehicles becoming stuck within the soil and thus must be removed with the use of a tractor which could lead to a liability issue if a vehicle were to be damaged.

The current access route to and from the permanent carpark to the overspill carpark (*highlighted in red*) crosses a number of pedestrian access routes into the site, which is identified as a health and safety concern.



Fig.02 - Current Parking Facilities for Wentworth Castle Trust.

PROPOSALS

It is proposed that a new overspill carpark be accommodated onsite adjacent to the current permanent parking facility. To be used on busy days when the capacity is exceeded. It is proposed to provide a maximum 300 space overspill carpark for peak days and major events during the year. Examples would include:

- Bank holidays – in particular Easter and August and particularly fine days during summer school holidays. (6 days annually).
- Large Events – e.g. Sealed Knot Grand Muster in July 2013, Country Fair September 1st 2013, Bonfire Night (Nov 5th annual event), South Yorkshire Cross Country Championships Nov. 2013, Craft Fair Nov 2013, Outdoor Music Performance, August 2013.
- Large Weddings.

It should be noted when reading the above that Staff do not park in the visitor car park as staff currently have a parking arrangement with Northern College.

It is proposed that the new overspill carpark be located directly off the current carpark to the top corner of the land off Lowe Lane. Alterations will be made to the current timber post and barb wire/mesh fencing which will include the insertion of a new two leaf timber field gate for vehicles and a secondary pedestrian route with 2no. timber kissing gates. In addition to the gates it is proposed to provide a cattle grid to the main entrance to mitigate the possible escape of livestock from the field entering the main carpark. Access into the carpark will be directly from the current carpark, no additional vehicular access routes will be required.



Fig. 03 - Proposed overspill carpark.

Disabled Access

As noted above, 10 car parking spaces are provided for disabled persons. These are located adjacent to the visitor reception, reducing the distance travelled to the facility. The visitor reception, toilets, café and shop are fully accessible. Ramped access is available across the park as well as a lift to assist with changes in level between the visitor reception and the courtyard area. It should also be noted that two mobility buggies are available to assist disabled people when visiting the Gardens. The Wentworth Castle notes that:

“The gardens are on fairly uneven ground and can, therefore, be difficult to get around. The site is also naturally steep.”

As part of the restoration, an accessible route is being created where the gradients are 1:12 or better, with level areas and resting places.

There are no proposals to alter access for disabled persons as part of this application.

Carpark Surface Material

The material specified for the new overspill carpark will be Netpave. Netpave is a durable plastic porous paving system which is laid in a grid format of 500x500x50 per paver and are simply connected by lugs and slots. The proposal will adopt two systems from Netpave, firstly the main grid system used to the carpark will be Netpave 25, which can be laid directly on top of the grassed area. Once the pavers have been installed the surface can be driven on immediately. This surface will improve vehicular traction and prevent rutting.



After two to three months of grass growing season, Netpave 25 will be almost invisible.

The use of a reinforced grass system in this area will allow the field to continue to be used throughout the year for grazing.

The second system will be Netpave 50 and this will be laid to the entrance of the carpark only and filled with gravel, this system will involve a small amount of excavation with a sub base laid prior to installing the Netpave.

Boundary Treatment



Typical field gate

The boundary fence to the site is currently a timber post and barb wire/mesh type. The proposal will involve alterations be made to the current fence and the insertion of a new two leaf field gate, it is proposed that the entrance onto the new overspill carpark be located centrally between an opening in the tree line. A secondary pedestrian access route will also be created and 2no. timber kissing gates are to be located alongside the vehicular route.



Photograph A – view from current carpark into proposed site for overflow carpark.



Photograph B – view from Lowe Lane. Red line identifies approximate proposed carpark location

Photograph A above shows a typical view from the existing boundary fence looking into the adjacent field where the proposed overflow carpark is to be located. Photograph B illustrates a typical view from Lowe Lane. Due to the topography of the site, it is envisaged that once the grass has bedded into the Netpave system (as noted above) that the proposed carpark will have no visual presence from Lowe Lane or beyond, with the carpark only be identifiable once in use.

SUMMARY / CONCLUSION

The proposal is to use the field in Coronation Wood as a overflow carpark. This will comprise of a grass reinforcement system to allow the field to continue to be grazed throughout the year.

The proposal ensures the site can continue to offer public access to the only Grade I listed landscape in South Yorkshire and ensure the site can cope with high demand on peak days.

The provision of an overflow carpark is an essential element of the business plan to ensure the Trust moves towards financial stability.

The scheme will have no adverse affect on the current tenant of the land who is using the site for grazing of livestock as the proposal uses a grid system which will allow the grass to continue to grow throughout the year.

The location of the overflow carpark avoids cars crossing the site using pedestrian areas and is located in a location that reduces the impact on the listed landscape and the setting of the listed buildings.



APPENDICES

Travel Plan
Netpave datasheets
Cattle grid datasheet

