

**Design and Access Statement for alterations to existing access to form new drive and access,
Noblethorpe Hall, Noblethorpe Lane, Silkstone, Barnsley**

1. The siting of the proposed access within the Green Belt, within an area of Borough Landscape Value and within the parkland setting of the Grade II listed Noblethorpe Hall brings with it the necessity to preserve the openness, visual amenity and historic character of the site. The works as designed would achieve those objectives of national and local planning policy for the following reasons:
 - The new short length of driveway across the park would (with the removal of the existing access from Red Lodge) be a shift in the impact on openness of the Green Belt rather than a decrease in it.
 - The altered field access would diminish the openness of the Green Belt only to a limited extent in that it would be a larger and more formal entrance to the park compared with the present farm gate and track –but one consistent with the rural character of the land and its use.
 - The visual amenity of the Green Belt and its historic character as a setting for the Hall would, within the park, be retained by the route of the new drive following a sympathetic curved alignment in the landscape, based on a previous field access track.
 - Conversely, although an historic approach to the Hall was via Red Lodge, that has been diminished in its landscape setting by the separation of curtilages and related developments at the Lodge.
 - The appearance of the entrance off the main road would be sympathetic to its setting, with appropriately designed stone walling and fencing – and a limited removal of 2 trees within a mature tree belt that have become overcrowded.
 - The positive features of the scheme can be secured by planning conditions, to ensure that the design as constructed does realize those benefits including new planting and the removal of the existing drive.
2. Given the multiplicity of uses that now exist at and around the Hall, I believe therefore that the effective management of the Hall and its historic setting would be better achieved in the future by creating a separate access to the property away from Red Lodge. That would bring some limited highway benefits also, given the poor visibility at the Lodge entrance. The new access would give adequate visibility and not create many daily movements.
3. I conclude therefore that the new access would be appropriate development in the Green Belt that would preserve the landscaped setting of the Hall. National Policy in PPG2 and PPG15 – and Policies GS9, GS13 and BE2A of the Barnsley Unitary Development Plan 2000 – would thus be satisfied.