



Design and Access Statement for
Copster Barn
Wellbeing Retreat and Meeting Space
Apr 2026

Version Final
Revision 2
12 July 2026

Introduction

Site Address: Outbuilding at Copster House, Rag Lane, Thurgoland, Sheffield S35 7BA

Copster House is located to the northern end of the village of Thurgoland. Set in approximately 1.5 acres of land, it comprises a family house and two large outbuildings. It is served by two existing accesses indicated on diagram 1 below. This application relates to a proportion of one of the outbuildings shown as “The Site” on Drawing No. CK 001. The property is situated within 23 Acres of farming land (not owned by the applicants).

Since purchasing Copster House in July 2012, the applicants have hosted a range of groups to their home (i.e. faith, charities, work and friends). These, whilst within the context of residential use, have included trip rates that are akin to a large, busy family as well as frequent (weekly) meetings of up to 10 and less frequent larger groups of 20+. Additionally, individuals, by invitation only, use the grounds as space to step off the busyness of life, often having experienced some challenging life changing event. More specific details of the existing use are included within Drg CK007. In the period since 2012, we have not received complaints of any nature.

It is also understood that prior to the purchase of Copster House by the applicants, the larger outbuilding (see Drawing No. CK 002) was used to manufacture laser imaging equipment (Bramall Laser Systems). During this time employees and deliveries drivers entered and existed via the Copster Lane access and then onto Rag Lane.

This planning application is for a small-scale wellbeing retreat and meeting space to be situated within part of one of the outbuildings. Support has been provided by Barnsley Launchpad as the applicants look to establish a not-for-profit business seeking to serve people from across the region.

In August 2025 a pre application was made to Barnsley Council to “enquire about running a business from home”. Barnsley Council’s pre-application advice (Ref: 2025/ENQ/00612) was received in September 2025. Understandably, the advice was given on the details provided at the time. This Design and Access Statement provide a response to all the points within the pre-application advice but also provides further clarification on the small-scale nature of the business and associated highways/parking considerations.

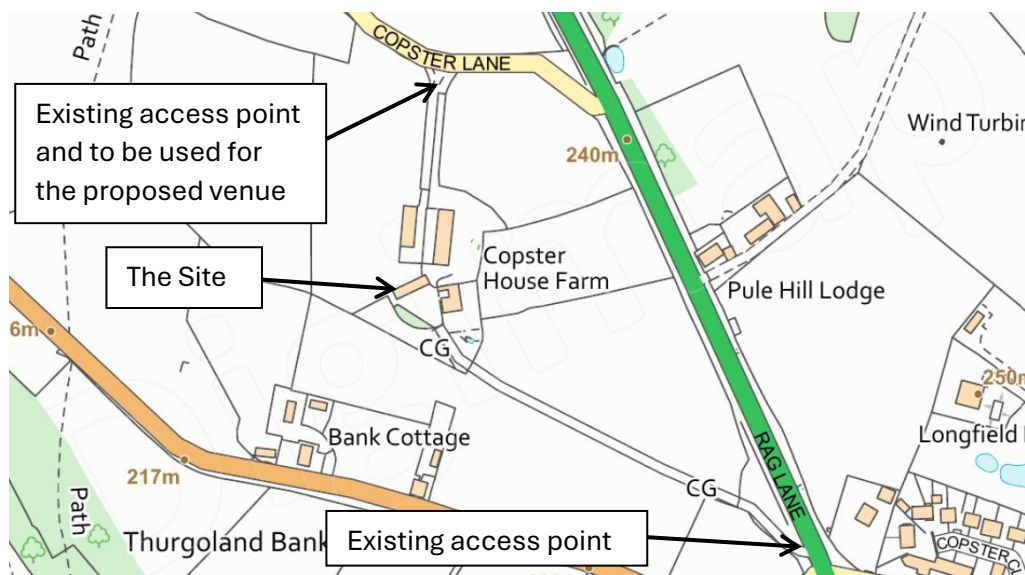


Diagram 1 – location plan for Copster House indicating two existing access points

Proposal

The proposal remains small-scale, low-impact and preserves Green Belt openness. The design approach preserves the existing outbuilding with no external enlargement. The rural character and openness of the Green Belt remain unaffected. Internal layout supports safe, flexible individual and group sessions.

Minor modifications to the building will return it to its former aesthetics and in so doing provide alternative pedestrian access from the car parking area (noted on Drawing No. CK 001 as Guest Parking Area). It will also allow provide natural lighting for a room to be used as a small breakout/quiet space (see Drawing Nos. CK 003 and CK 004 *and* CK 007).

The venue will be protected via controlled hours, capped attendees, traffic management, and no external amplified sound.

The proposed venue will have a range of uses, many of which are similar to those currently undertaken by the family within the context of a dwelling place. Drg CK 007 includes a list of existing and proposed uses of the site. As a not-for-profit venture, the main uses will be to provide support, space and training for those who are likely to be struggling with wellbeing, mental health, general life events (ie bereavement) and faith based learning and development. The facility will be used by both individuals and groups.

As a point of clarification from the Pre-Application, the access to the proposed venue will be via the Rag Lane/Copster Lane and Copster Lane/site road and not via the Rag Lane/Private drive which is adjacent to the Rag Lane/Roper Lane junction. The latter is for family/domestic purposes only. Diagram 1 above shows the two separate access points and Drawing No. CK 001 indicates the family and friends parking area.

As indicated above, it is also understood that former use of the large outbuilding by a business (Bramall laser systems) included trips and parking for employees and deliveries. Precise details are unknown, but a basic search at Companies House indicate that they may have been in operation from the late 1980's.

Within the existing use as a dwelling place, people have attended our home for a range of reasons (see Drg 007 for more information) since we moved in 14 years ago. It is because of this use that new business can be predicted with a high degree of certainty: groups of 8–12 (maximum 18) arriving and leaving together. Typically arriving between 9-10am and leaving either at 1-2pm (if a half day) or 4-5pm. It is also the case that, as groups will often originate from the same geographical area or would be within the same organisation, shared car use is expected to be high (typically within existing use over 50% of people who arrive are passengers). Additionally, operational management of the new business would maximise traffic flows that avoid any need to pass on route to the site ie only one event booking a day or if more, a period of time for one group to leave before another arrive.

Access is via the Rag Lane / A629 / Copster Lane junction and utilises Copster Lane (confirmed in Oct 2025 by Barnsley Council as adopted highway). This junction and route onto the applicant's land have been utilised for varying family use since 2012.

The Guest Parking in Area is formalised without expansion and will principally be used for serving the venue. The parking area is also fully obscured from the road by a bunded area and buildings. Drawing No. CK 002 shows the layout of the parking and a passing point. The size of the parking bays complies with SYRDG (2.5x5 standard and 3.6x6 accessible) and associated manoeuvring geometry. Utilising South Yorkshire Residential Design Guide (2011) to determine parking layouts and size, the parking spaces available are 12 standard bays and one accessible

bay. This could be increased if required and were the normal standards applied of 2.4x4.6 (Ref *Building Regulations 2010* and its *2007 Manual for Streets*).

Also, through management of the site as a whole, a proportion of existing family trips and use of the existing parking area (for future use by guests), would be diverted to the main family and friends parking area, thereby managing demands as required and significantly mitigate any passing traffic between Rag Lane and the site.

Other users of Copster Lane are Grants Farm (located to the north with a separate access onto Rag Lane) and occasional use by a farmer to service livestock in the grounds around Copster House. Visits are typically early morning or evening.

In addition, there is a locked garage within which 5 cycles can be securely locked.

Estimated trip rates are as follows (NB, this data is a combination of information from TRICS good practice guide 2025, estimated use data gathered in 2025 by the applicants and estimated use since 2012). NOTE – the majority of guests will be from the same organisations or geographical area and research has indicated that car share is highly likely. This is expected to reduce trip rates by as much as 75%.

Existing and estimated Daily Trip Rates (averaged over a week)

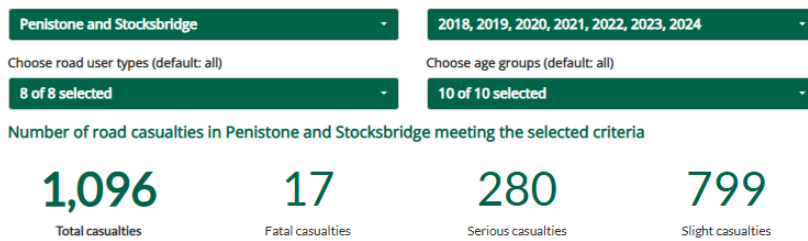
Daily Trip Rate	To existing parking area	To proposed guest parking area (estimated)
Arrivals	1	8 (typically 09:00-10:00)
Departures	1	8 (typically 15:00-17:00)

Operational hours are indicated within the application form but for ease of reference are as follows:-

20. Hours of Opening				
If known, please state the hours of opening (e.g. 15:30) for each non-residential use proposed:				
Use	Monday to Friday	Saturday	Sunday and Bank Holidays	Not known
retreat and meetings	09:00-18:00	09:00-18:00	likely none	

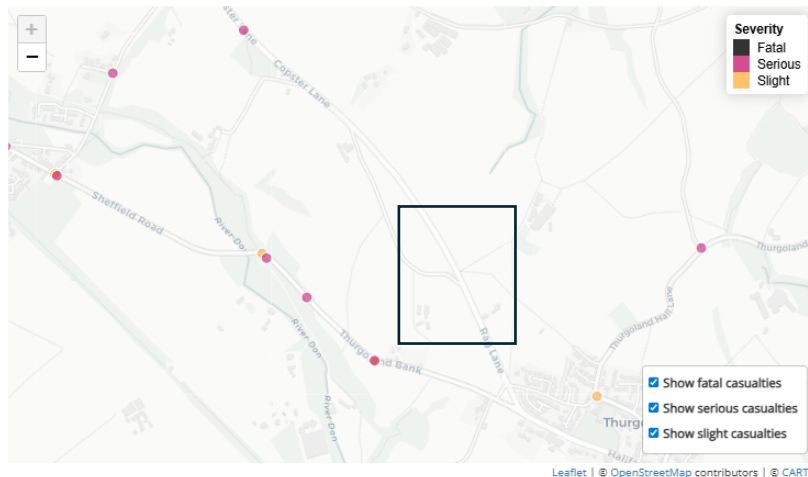
The exit of vehicles from site via Copster Lane onto Rag Lane presents two possible options one to the north and the other east. Due to the state of disrepair of Copster Lane from the site to the northern junction, it is assumed that guests will not utilise this. Furthermore, management of the visitors (ie via location maps/website) will advise against utilising this junction. Therefore, the focus of attention from the pre-application response has been around exiting onto the Copster Lane/Rag Lane junction to the east of the site exit point.

This is an existing junction and been utilised by ourselves, members of the public and farmers for many years. Whilst actual trip rates utilising this junction is unknown, opensource data from the Department for Transport indicates no reported accidents of any severity in the vicinity of this junction since 2018 (see diagram 2).



Map of road casualties in Penistone and Stocksbridge meeting the selected criteria

You can click or tap on a dot to view details.



These figures are based on [data published by the Department for Transport](#). They include all collisions reported to the police that resulted in injury.

Diagram 2 – published accident data for 2018-2024 indicating no incidents in vicinity of Copster Lane/Rag Lane junction.

The visibility splays at this junction have been measured accurately on-site and indicated on Drawing No. CK 005. The distances used are 215m (Y) and 4.5m (X). There is direct line of sight from 1m (driver's eye) in both directions to the nearside *edge of carriageway* (in accordance with NH Road Layout Design CD 123 - see orange shading). Whilst the Y and X dimensions have been used for a 60mph road, it is worth noting that within 50m of the southern visibility splay is a 30mph speed restriction. This might suggest that vehicles approaching from the south and, whilst to a lesser extent, from the north, would be travelling at much slower speeds than that expected for a derestricted road of this nature.

Photos A and B below show line of sight at driver eye level (1m) approaching the junction from the south (A) and north (B). In both cases the visibility of the vehicle exiting Copster Lane is clear. Visibility would be improved further when travelling from the north if vegetation within the highway boundary was further cleared. See Drg No CK 005 for position and direction of photographs.

Photos C shows line of sight from the site exit at driver eye level (1m) of a vehicle turning into Copster Lane from the Rag Lane/Copster Lane junction. Photo D shows line of sight from the Rag Lane/Copster Lane junction at driver eye level (1m) of a vehicle exiting the site. Mid way between the Rag Lane/Copster Lane junction and the site access the road widens to allow a passing point for two vehicle.



Photo A Driving north on Rag Lane

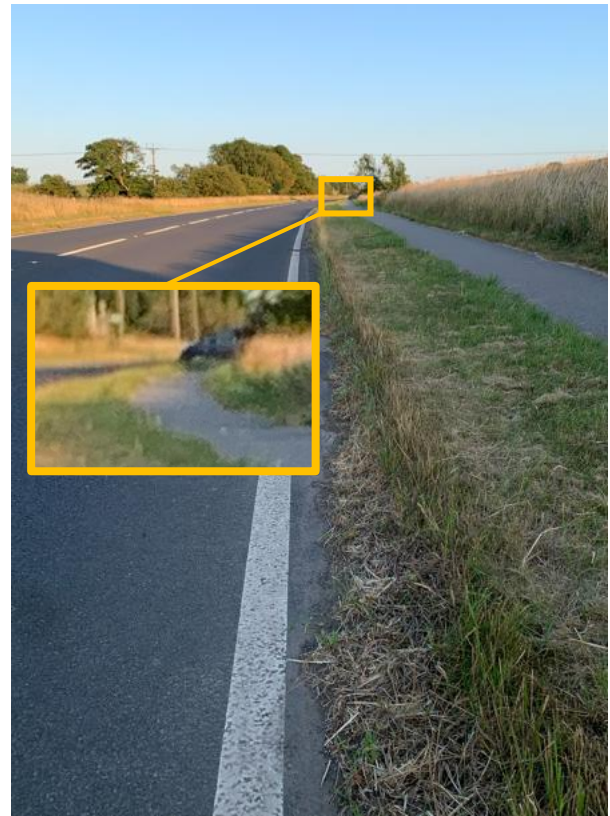


Photo B Driving south on Rag Lane

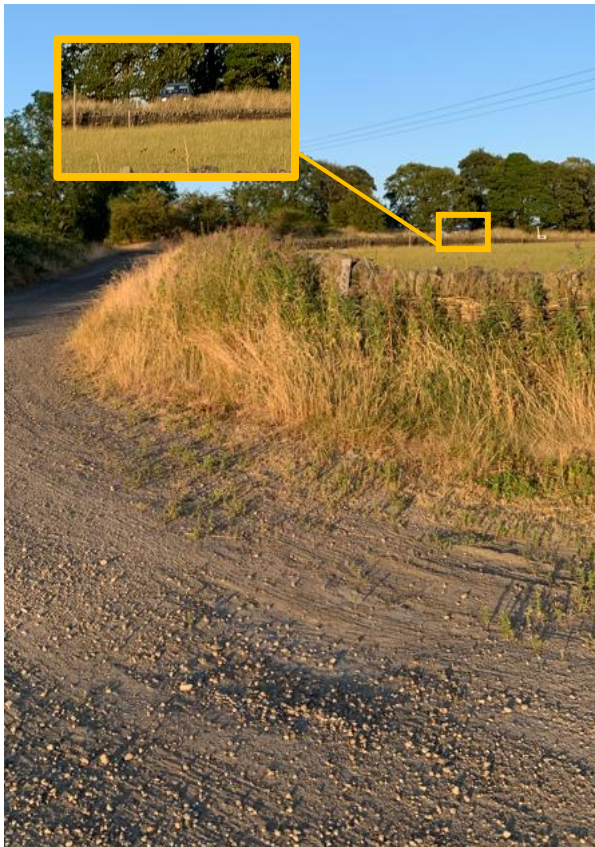


Photo C Visibility from site Exit to the Rag Lane/Copster Lane Junction

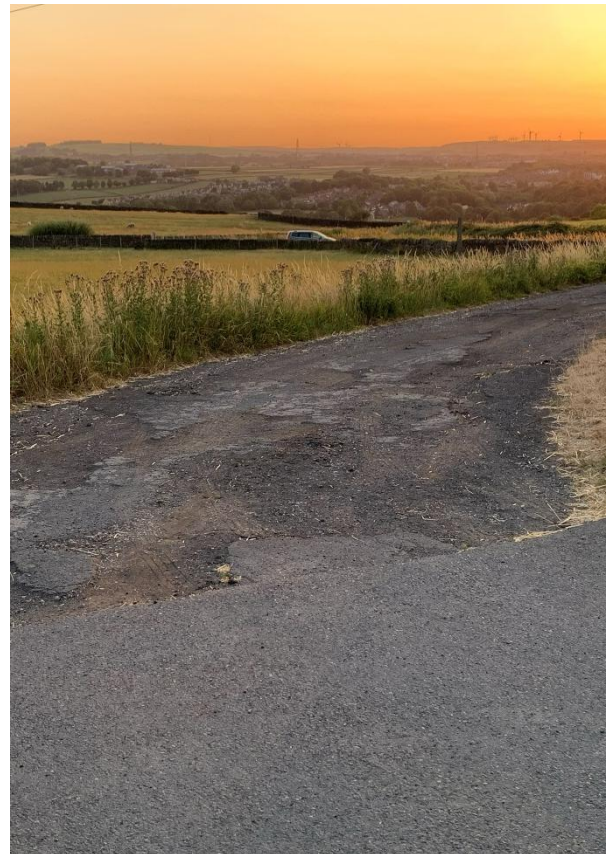


Photo D Visibility from Rag Lane/Copster Lane Junction to Site Exit

The highways considerations provided in the pre-application response are noted. However, the small scale nature of the proposal, the management of traffic and the intended access route, which may not have been apparent in the pre-application, should alleviate to an acceptable level any risks previously raised.

No adverse ecological impacts are expected and in accordance with advice detailed at www.naturalengland.org.uk, due to the nature of the application, no bat survey is required. Noise is controlled via operating hours and no external amplification. Landscaping, trees and boundaries remain untouched. The scheme is fully compliant with Local Plan D1, GD1, and Green Belt requirements.