DESIGN AND ACCESS STATEMENT

EMERGENCY STOPPING PLACE FOR GYPSIES AND TRAVELLERS LAND OFF GRANGE LANE, STAIRFOOT



Application for the construction of a new Emergency Stopping Place for Gypsies and Travellers.

Applicant: ***Barnsley Metropolitan Borough Council*****.**

Statement prepared by: ***Gary Jones, Senior Engineer, Highway Design & Infrastructure Group***

Context and Site Use

This design and access statement is submitted in support of the application for planning permission to construct a new Emergency Stopping Place for Gypsies and Travellers on land owned by the Council at Grange Lane, Stairfoot. The site shall accommodate 11 pitches and is anticipated it will be in use on an intermittent, as and when basis, for 6 months, over a 12 month period, although this may vary as situations arise. It is also assumed, based upon previous year's data, that the average encampment size will be 6 pitches.

The purpose of the Emergency Stopping Place is to assist the Local Authority in managing unauthorised Gypsy and Traveller encampments. The site may also be used in other circumstances when needed, such as providing a safe refuge area in the event of any future flooding episodes.

The location of the Emergency Stopping Place is shown on drawing number HD/040147/14GA/D. The site to be developed is currently an unmade parcel of land adjacent to the Waste Transfer Depot off Grange Lane, Stairfoot. The land itself is predominantly an overgrown grassed area containing several semi mature trees and unkempt shrubs. Due to natural tree lined boundaries the site will be predominantly screened to 3 sides. The north side will be visible to the Waste Transfer Station only but will still be protected by a continuous chain link fence.

This design and access statement relates to a full planning application for the construction of the Emergency Stopping Place. The proposed layout is shown on HD/040147/14GA/D submitted as part of the planning application.

The Design of the Scheme

To the north of the site is the existing Waste Transfer Station; to the west is an area of trees adjacent to the A633 Grange Lane. Both the east and south boundaries are tree lined. The natural ground level falls from south to north, falling around 4m over the extent of the proposals at a gradient of around 1 in 12

The proposals are to create a large hard standing area to be utilised as an Emergency Stopping Place which will cater for up to 11 pitches. The scheme will cut into the

natural ground with a cut of around 2.0m on its southern boundary. The proposed site dimensions will be 55.5m by 41.0m plus the access road. The site will be bound by a 1.0m high bund when not in cut to discourage unauthorised expansion of the site and provide a clear boundary.

A new 5.0m wide access road off the junction of Grange Lane and the Waste Transfer Station access road will also be constructed to gain access/egress to the site. The access road will have a locked security gate to discourage unauthorised occupation. The key holder for the gate will be Barnsley Councils Gypsy and Traveller Liaison Officer who will monitor usage. The gate will be set back from the access road junction to allow for vehicle stacking off the public highway. It is proposed to construct the new junction in tarmac construction to extend up the access road for a small length before changing to a construction of compacted free draining capping material and road planings to match that of the actual stopping place. A new pedestrian island will also be provided within the existing junction to assist both pedestrians and vehicle turning manoeuvres.

A check on the schemes Flood Risk has been carried out via the Environment Agencies online Flood Map. This shows that the amended junction only is within an area designated Flood Zone 2. None of the actual stopping place or access road will be affected. To mitigate any affect at the junction, both the junction and access road shall be constructed at existing ground level.

It is proposed to construct the actual stopping place using a 300mm thick layer of capping material, 6F2 or similar, topped off with a 300mm thick layer of compacted road planings (scarifyings). This would provide a hard wearing surface capable of supporting heavy vehicle loadings whist being easily maintainable in future years. The proposed material is also free draining so would negate the need to construct any positive drainage to drain the site or access road.

The proposals which are the subject of the planning application are the conclusion of a design process considering several points of access / egress. Below is a summary of

each layout considered, stating the reasoning behind the logic and the reason the layout was discounted.

Option A – Access/Egress onto Waste Transfer Station Access Road.

This option is detailed on plan HD/040147/14GA/A as shown in appendix A. This option was to allow for direct access onto the Waste Transfer Station Access Road. Although the lowest cost option considered, the risks to the operational integrity of the Waste Transfer Station and the health and safety concerns arising from the introduction of members of the public onto the operational access road were considered too great. A balanced decision was therefore taken to look at alternate options which didn't result in any potential conflict.

Option B – Access/Egress directly onto Grange Lane.

This option is detailed on plan HD/040147/14GA/C as shown in appendix B. This option involved the construction of a new access road exiting direct onto Grange Lane. Although resolving the potential conflict issue, this option would involve the access onto Grange Lane being in close proximity to the junctions with Carrwood Road and the Waste Transfer Station with all three being within 85m of each other. This would involve substantial amendments to the existing highway network to accommodate safe usage. This option would also involve the diversion of several Statutory Undertakers apparatus, notably Northern Powergen, Openreach and KCOM. The cost of carrying out these diversions in relation to the level of funding available meant this scheme was not viable.

Option C – Access via amendment to existing Waste Transfer Station junction.

This option is detailed on plan HD/040147/14GA/C as shown in appendix C. This option involved amending the existing junction of Grange Lane and the Waste Transfer Station access road to accommodate the new road. Although a small turning pocket could be accommodated within the existing junction it is considered this may be insufficient from a road safety perspective and may lead to possible collisions. There would also be a lack of pedestrian crossing facilities within the junction. Therefore this option was discounted.

Option D – Access via new road running adjacent Waste Transfer Station access road.

This option is the preferred layout which is the subject of the planning application and detailed on plan HD/040147/14GA/D as shown in appendix D. This option involves creating a new access road running adjacent to the Waste Transfer Station access road. The new road will exit at the entrance point to the Waste Transfer Station therefore creating a wide junction. A new pedestrian island and associated road markings will be constructed to aid both pedestrian and vehicular movements. A new security gate will be provided on the access road to allow for vehicle stacking off the public highway.

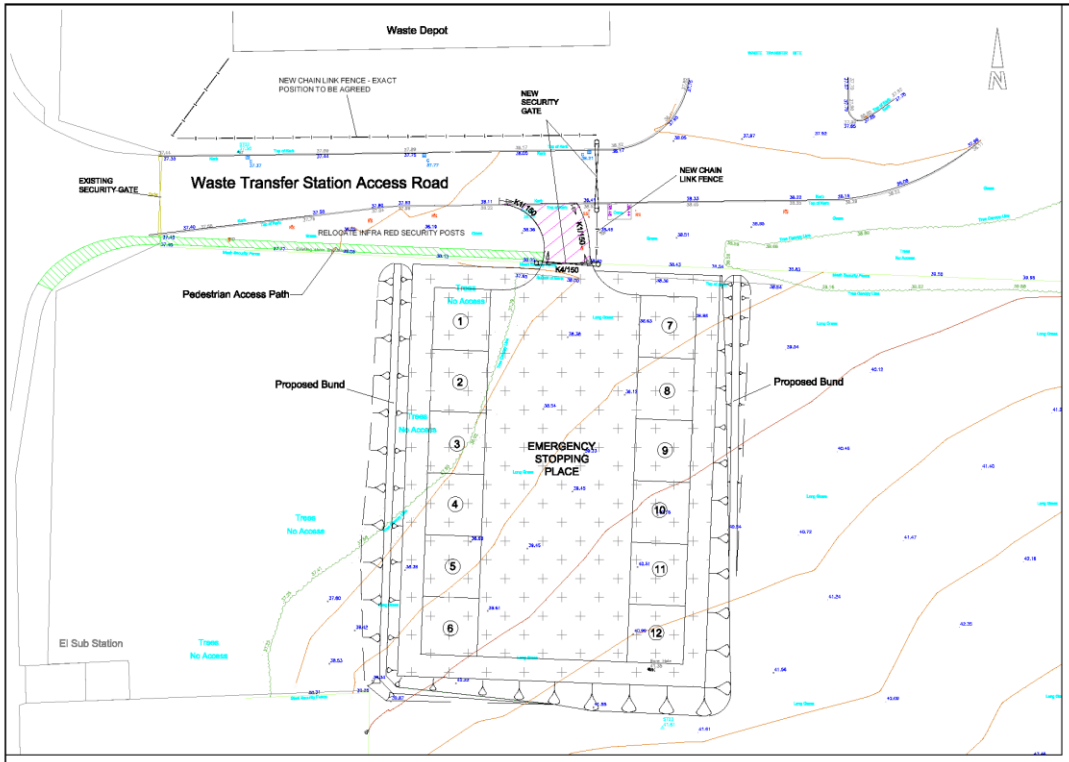
Access

At present there is no vehicular access to the site. Pedestrian access can be gained through a gate at the south west corner of the site, although this access leads into an overgrown tree area which needs crossing before entering the proposed site.

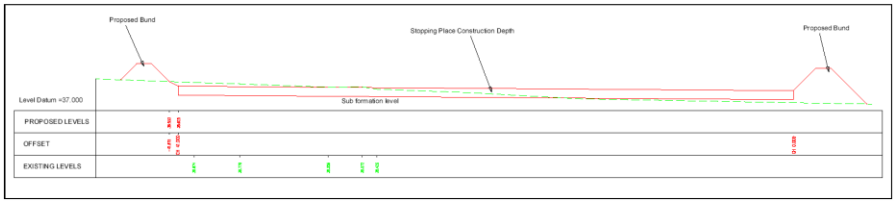
Access to the site will be gained by the construction of new 5m wide carriageway running adjacent the Waste Transfer Station access road. The carriageway will be tarmac construction at its junction before changing to a capping layer/road planings construction to match that of the proposed site as detailed previously in the report.

A locked security gate will be erected on the access road to stop illegal access.

APPENDIX A



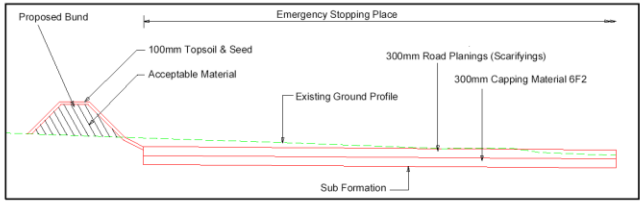
EMERGENCY STOPPING PLACE 12 PITCHES
GENERAL ARRANGEMENT
SCALE 1:200



TYPICAL CROSS SECTION
SCALE 1:100 NATURAL



EMERGENCY STOPPING PLACE LOCATION PLAN
(NTS)



TYPICAL CONSTRUCTION DETAIL
SCALE 1:50 NATURAL

KEY

- Temporary Stopping Place Base Layer 300mm Capping Material Top Layer 300mm Road Scarifyings
- Tarmac Access into Site 30mm DBM Surface Course 50mm DBM Binder Course 90mm DBM Base Course 150mm Type 1 Sub Base 150mm Capping Material
- Group 1 Footway Construction
- K1/150 Precast Concrete Kerbing type & Concrete bed depth

NOTES

1. Emergency Stopping Place / Area Dimensions 55.50m x 41.0m
2. Individual Pitches to be 7.50m x 8.250m x 12 No.
3. The Stopping Place / Area to have a Free Edge
4. New Chain Link Fencing to Match Existing Security Fencing location as shown.
5. New Security Gates to Match Existing Gates.
6. Height of Earth Bund 1.50m (ESP) Bund along access road to be as shown.
7. All finished earthworks surfaces to be 100mm topsoiled & grass seeded.

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BARNSLEY
Metropolitan Borough Council

Project
GRANGE LANE EMERGENCY STOPPING PLACE (OPTION A)

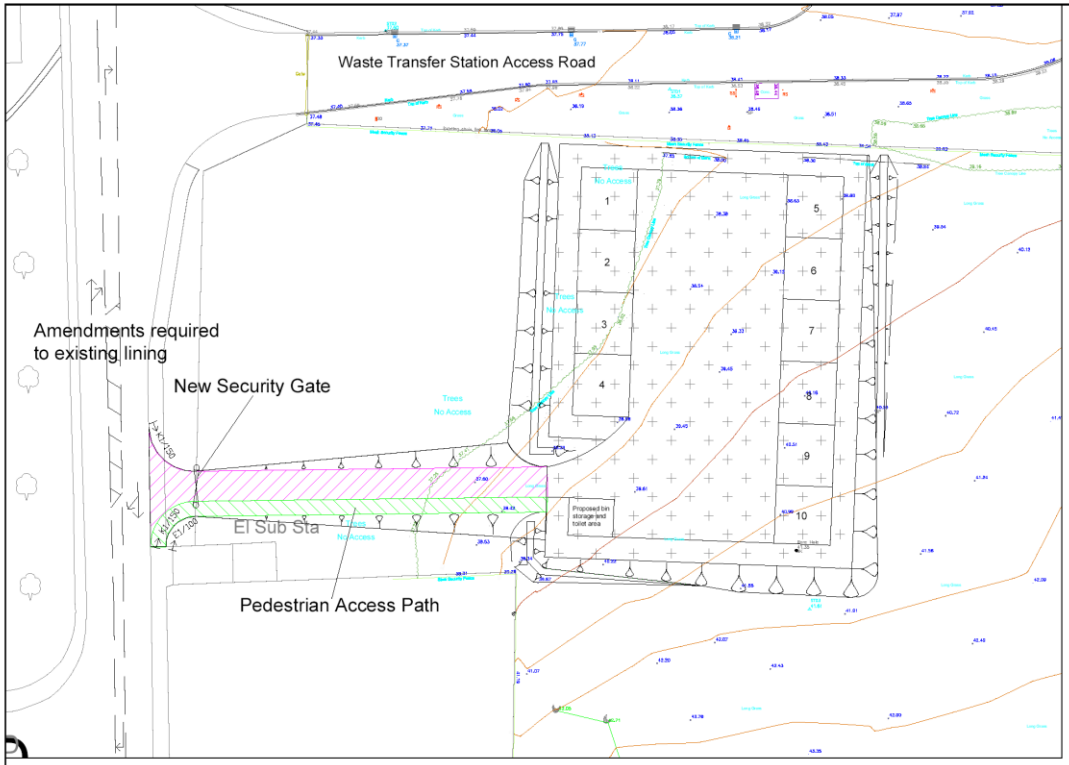
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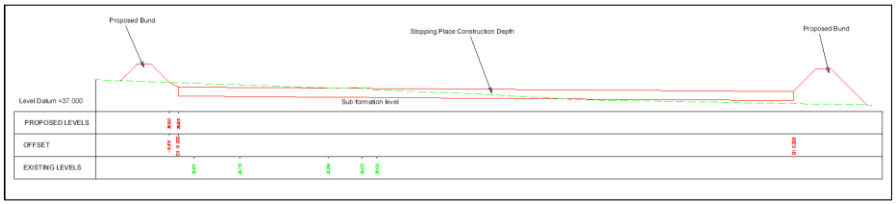
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APPENDIX B



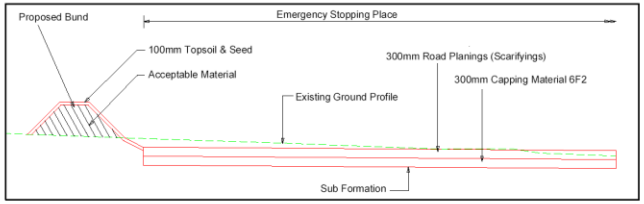
EMERGENCY STOPPING PLACE 10 PITCHES
GENERAL ARRANGEMENT
SCALE 1:200



TYPICAL CROSS SECTION
SCALE 1:100 NATURAL



EMERGENCY STOPPING PLACE LOCATION PLAN
(NTS)



TYPICAL CONSTRUCTION DETAIL
SCALE 1:50 NATURAL

KEY

- Temporary Stopping Place Base Layer 300mm Capping Material
  Top Layer 300mm Road Scarifyings
- Tarmac Access into Site
  30mm DBM Surface Course
  50mm DBM Binder Course
  90mm DBM Base Course
  150mm Type 1 Sub Base
  150mm Capping Material
- Group 1 Footway Construction
- K1/150 Precast Concrete Kerbing type & Concrete bed depth

NOTES

1. Emergency Stopping Place / Area Dimensions 55.50m x 41.0m
2. Individual Pitches to be 7.50m x 8.250m x 12 No.
3. The Stopping Place / Area to have a Free Edge
4. New Chain Link Fencing to Match Existing Security Fencing location as shown.
5. New Security Gates to Match Existing Gates.
6. Height of Earth Bund 1.50m (ESP) Bund along access road to be as shown.
7. All finished earthworks surfaces to be 100mm topsoiled & grass seeded.

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Project
GRANGE LANE EMERGENCY STOPPING PLACE (OPTION B)

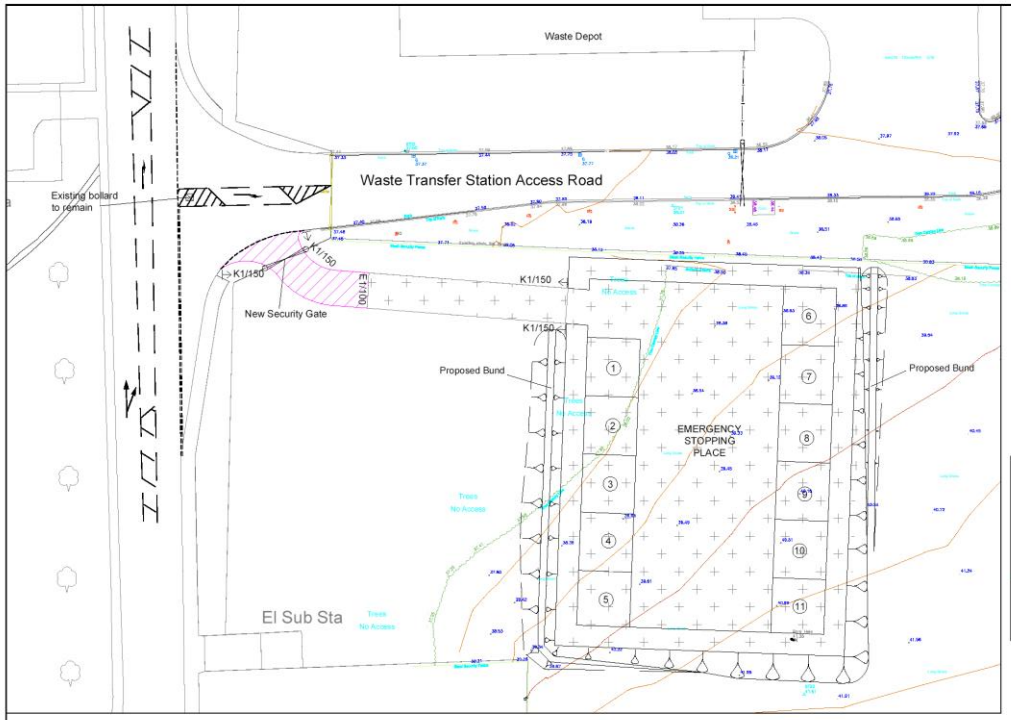
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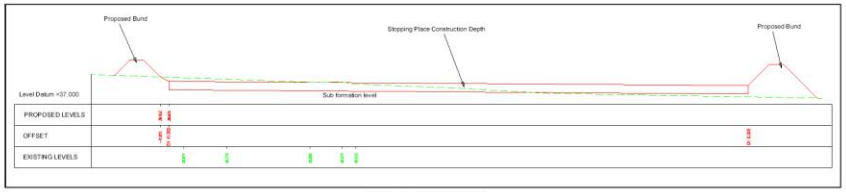
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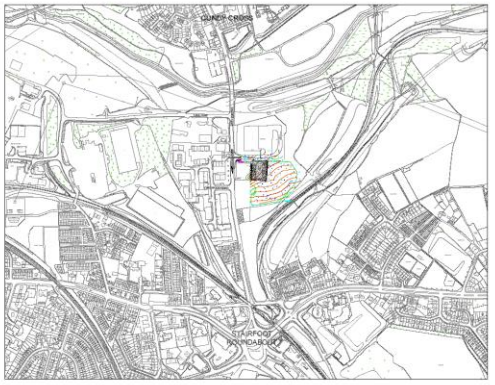
APPENDIX C



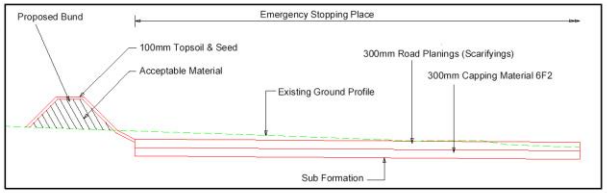
EMERGENCY STOPPING PLACE 11 PITCHES
GENERAL ARRANGEMENT
SCALE 1:200



TYPICAL CROSS SECTION
SCALE 1:100 NATURAL



EMERGENCY STOPPING PLACE LOCATION PLAN
NTS



TYPICAL CONSTRUCTION DETAIL
SCALE 1:50 NATURAL

KEY

- Temporary Stopping Place Base Layer 300mm Capping Material Top Layer 300mm Road Scarifyings
- Tarmac Access into Site 30mm DBM Surface Course 50mm DBM Binder Course 90mm DBM Base Course 150mm Type 1 Sub Base 150mm Capping Material
- New right turn pocket 2.5m wide
- K1/150 Precast Concrete Kerbing type & Concrete bed depth

NOTES

1. Emergency Stopping Place / Area Dimensions 55.50m x 41.0m
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Project
GRANGE LANE EMERGENCY STOPPING PLACE (OPTION C)

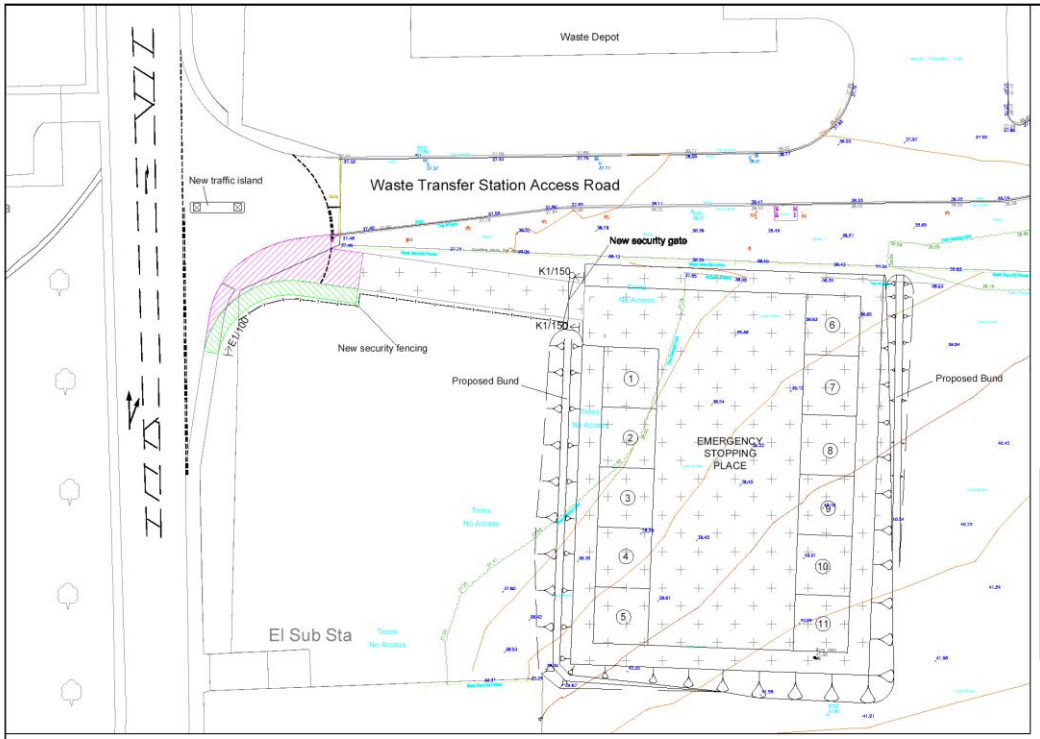
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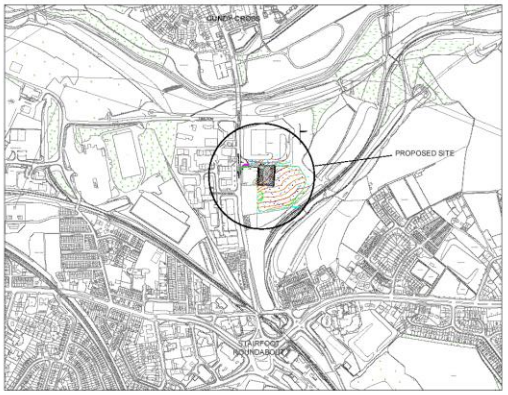
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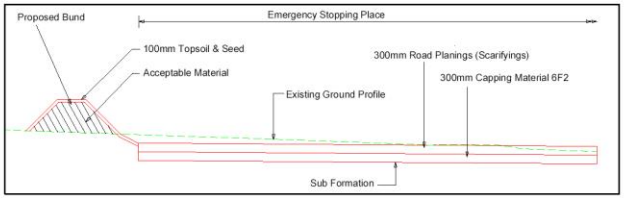
APPENDIX D



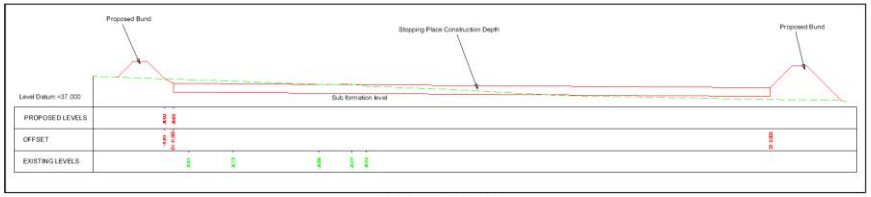
EMERGENCY STOPPING PLACE 11 PITCHES
GENERAL ARRANGEMENT
SCALE 1:200



EMERGENCY STOPPING PLACE LOCATION PLAN
(NTS)



TYPICAL CONSTRUCTION DETAIL
SCALE 1:50 NATURAL



TYPICAL CROSS SECTION
SCALE 1:100 NATURAL

KEY

Temporary Stopping Place
Base Layer 300mm Capping Material
Top Layer 300mm Road Scarifyings

Tarmac Access into Site
30mm DBM Surface Course
50mm DBM Binder Course
90mm DBM Base Course
150mm Type 1 Sub Base
150mm Capping Material

Group 1 Footway Construction

K1/150 Precast Concrete Kerbing type & Concrete bed depth

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Project
GRANGE LANE EMERGENCY STOPPING PLACE (OPTION D)

Drawing title
GENERAL ARRANGEMENT & TYPICAL CROSS SECTION

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