

**PROPOSED
ACCESSIBLE CAR PARKING
AT
WORSBROUGH RESERVOIR
FOR**

**BARNSLEY & DISTRICT
AMALGAMATED
ANGLERS SOCIETY**



DESIGN & ACCESS STATEMENT

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... making sport happen

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WORSBROUGH RESERVOIR PROPOSED ACCESSIBLE CAR PARK DEVELOPMENT

1. BARNSELEY & DISTRICT AMALGAMATED ANGLING SOCIETY

- 1.1. Barnsley & District Amalgamated Angling Society (BDAAS) has the fishing rights to Worsbrough Reservoir. Along with Worsbrough, BDAAS also has access to or owns a range of other fisheries in the Barnsley area and further south on the River Trent in Newark.
- 1.2. Currently, membership of the Society is approximately 600 with over half of those over pensionable age and around 80 members formally registered as disabled.

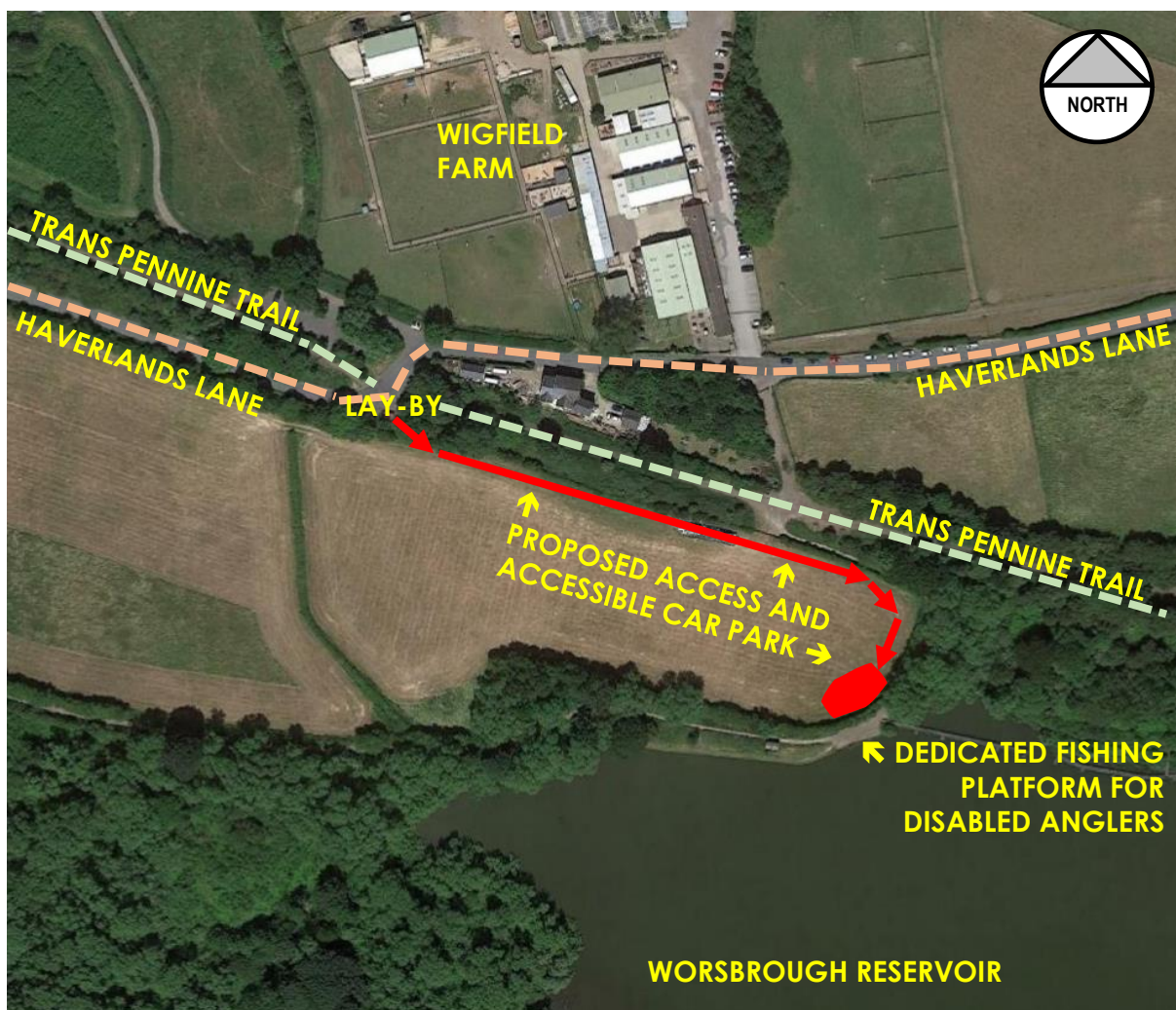
2. BDAAS AND WORSBROUGH

- 2.1. In 1981 (the Year of the Disabled) BDAAS was granted disabled parking access to Worsbrough Reservoir by Barnsley Council, and an area was set aside for parking for up to 6 vehicles adjacent to the Reservoir bank with access from Haverlands Lane opposite Wigfield Farm.
- 2.2. At the same time, BDAAS created a fishing platform specifically for disabled anglers immediately adjacent this newly established car park. Access to the car park was strictly controlled by use of a regulated padlock with keys that were available only directly from the manufacturer (i.e. they could not be copied). Numbered keys were issued to disabled members on proof of their disability and on payment of a deposit for their key.
- 2.3. In 2016, access to this car park was rescinded because disabled members in vehicles had to cross the Trans Pennine Trail (TPT Route 62) from Haverlands Lane to get to the car park. The narrow and relatively steep track used by disabled members to drive down to their dedicated car park was becoming increasingly popular with local walkers and cyclists. This was deemed a safety hazard and a risk to those using the TPT.
- 2.4. Having lost disabled parking access to the Reservoir, BDAAS engaged with Barnsley Council to facilitate suitable parking elsewhere. The only location suggested at that time was an area opposite the entrance to Wigfield Farm that leads to the TPT.
- 2.5. While this was the only area the Council could offer, few disabled anglers used it. While some anglers with limited mobility were able to get from the parking area to the Reservoir, they struggled to make the return journey with their fishing tackle.
- 2.6. For the past year both the Society and the Council have looked to identify other areas that would be more suitable for disabled access with the major constraint being that vehicles cannot cross over the TPT (which runs parallel to Haverlands Lane).

- 2.7. To the west of Wigfield Farm, Haverlands Lane crosses the TPT. At this existing break in the Trail there is an informal lay-by off the public highway and access to a field that runs down to the edge of the Reservoir. This field is owned by Barnsley Council and let for grazing to Wigfield Farm.
- 2.8. The Society has since sought pre-application advice from the Council in the development of an access track leading from this lay-by on Haverlands Lane to a new small accessible parking area close to the dedicated disabled anglers' fishing platform.
- 2.9. Having discussed these proposals with Council staff, Ward Members, and the Wigfield Farm Manager, the Society has been encouraged prepare and submit this planning application.

3. PHYSICAL CONTEXT

- 3.1. The proposed accessible track and car park are on Council-owned land to the west of Worsbrough Reservoir as shown red on the following aerial photograph. Access is via an existing lay-by off Haverlands Lane as it crosses the TPT.



Source: Google Earth

- 3.2. If this application for disabled parking is agreed, BDAAS is aware that it will be required to enter into a financial arrangement with the Council for use of the land, and that the Society will be liable for both maintenance and upkeep.
- 3.3. Access to the proposed parking area, if agreed, will fall under the same user restrictions as previously applied in that keys will only be issued to those with a certified disability and on payment of a deposit, and that disabled (blue) badges must always be displayed in vehicles using the car park. Anyone found abusing these regulations would have their Society membership revoked and require their car park key to be returned.

4. NATIONAL PLANNING POLICY FRAMEWORK

- 4.1. Notwithstanding the support offered by the Council's various policies and strategies, numerous sections and paragraphs of the National Planning Policy Framework (NPPF) support this development. In particular, paragraph 96 of the NPPF notes that ...

"Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities."

- 4.2. The proposed development is located on land in the Green Belt which is generally strongly protected from development. However, paragraph 146 (NPPF - Feb 2019) states ...

"Certain forms of development are ... not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:

- a) mineral extraction;*
- b) engineering operations;*
- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;*
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, ...); and*
- f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order."*

- 4.3. In particular and in this instance, the Applicant considers the proposed accessible track and parking area compliant with 'appropriate' exceptions b), c) and e) above in that these minor engineering works help develop a necessary part of the local transport network ancillary to an area within the Green Belt that is currently used for sport (fishing).
- 4.4. Moreover, the proposed access track and parking area are limited in their extent and located immediately next to the dense and mature hedgerows marking the northern and eastern boundaries to this field.

- 4.5. This location offers protection to the openness of the green space that can be viewed occasionally from this section of the TPT, but would not be generally visible or prominent in the wider landscape.
- 4.6. In addition, the current use of the field for grazing cattle (and on which the track and parking area are to be sited) will not be conflicted.

5. VERY SPECIAL CIRCUMSTANCES

- 5.1. Should the Local Planning Authority still consider the proposals inappropriate, then the Applicant considers the following 'very special circumstances' (VSC) should be sufficient to allow the proposed developments to be approved.
 - 5.1.1. The Society has engaged in pre-application dialogue regarding the principle of these proposals with a formal response to that enquiry provided in February 2019 (planning ref 2018/ENQ/00697).
 - 5.1.2. The current proposals reduce by more than half the number of parking spaces from 15 to 7 with these spaces dedicated to disabled anglers only.
 - 5.1.3. Importantly, and as noted earlier, in 2016 the Council withdrew permission for disabled anglers to drive along the existing track opposite Wigfield Farm leading to their accessible fishing platforms at Worsbrough Reservoir.
 - 5.1.4. To remedy this, and to better improve accessibility and inclusivity in accordance with its Equality and Diversity Policy, and as a consequence of the pre-app enquiry, the Council has been actively supporting the Society in attempting to find a safe and suitable alternative access.
 - 5.1.5. As noted earlier, use of existing parking off Haverlands Lane by disabled users is simply not practicable. Most of the anglers who would benefit from dedicated accessible parking have either mobility issues, angina or other heart related conditions, or breathing difficulties (often associated with their previous employment) and would struggle with the incline and the fishing tackle usually carried.
 - 5.1.6. A small informal car park exists on to the north of Haverlands Lane opposite the lay-by where the highway bisects the TPT. This car park is more than 300m from the fishing platforms at the Reservoir and is impractical as an alternative for disabled anglers.
 - 5.1.7. The proposal set out in this application is the only safe alternative to providing access for disabled anglers by car to the fishing pegs at the reservoir that does not cross the Trans Pennine Trail.

- 5.1.8. While these accessible facilities are essential to the disabled community within the Society, the numbers of disabled anglers using the proposed car park is likely to be no more 6 or 7 over the course of a day.
- 5.1.9. Given that anglers are likely to spend several hours if not most of the day at their fishing platform, vehicle movements along the access track will be very infrequent with arrivals early in the day and departures just after dusk.
- 5.1.10. Use will be restricted to identified key holders where access arrangements will remain the same as they were for the original and now extinguished Reservoir access (as described above).
- 5.1.11. At present, most of the club fishing matches previously organised at Worsbrough no longer take place as clubs consider it unfair that able bodied anglers can fish the venue whilst those with a disability cannot.
- 5.1.12. This lack of accessibility has clearly impacted on an otherwise inclusive sport and recreational activity, and one which is attractive to the less able in the community.
- 5.1.13. It is understood that the site of the proposed development is in the 'green space register' as part of GS1849 Worsbrough Country Park and currently functions as a 'local nature reserve' (LNR). However, the Council's Biodiversity Officer has commented that the scale and location of the proposed access track and disabled car park would have the least impact on the remaining green space and that the proposals would be acceptable.
- 5.1.14. Lastly, the wider social benefits that this development will bring in allowing access for disabled users to facilities that have been developed specifically for those users are self-evident in that they encourage greater social interaction, do not disenfranchise those who are less able, and reinforce the Council's inclusion policies.

6. STRATEGIC SUPPORT

Sport England

- 6.1. In launching its latest fund to help disabled people get more active (November 2019), Sport England's Mike Diaper (Director of Children Young People and Tackling Inactivity) said ...

"Providing quality opportunities for disabled people to get active together and alongside their friends and family is key to boosting disabled people's activity levels ... we know that disabled people are twice as likely to be inactive and we are determined to close this gap ..."

Barnsley Council - Active in Barnsley Strategic Plan 2018 - 2021

- 6.2. The *Active in Barnsley Strategy* sets out the Council's priorities for getting Barnsley more physically active. Those identified as being inactive represent a higher percentage of the population in Barnsley (29.6%) compared to Yorkshire (26.7%) and England as a whole (25.2%). Clearly, those with a physical disability contribute towards these statistics.
- 6.3. In developing its Plan, the Council's priorities include a strand with a focus on 'Active Spaces' where the Council will ... *"work with policy makers to make it easier for people to build activity into their daily lives"*.
- 6.4. The Plan considers those with a physical disability just as deserving of support in becoming more active. Reducing barriers such as inaccessibility is a practical and easy step to take in fostering more active lifestyles.

Barnsley Council - Feel Good Barnsley: Health & Wellbeing Strategy 2016 - 2020

- 6.5. The over-arching aim of the Council's *Feel Good Barnsley Strategy* is that ...
"... the people of Barnsley are enabled to take control of their health and wellbeing, and enjoy happy, healthy and longer lives, in safer and stronger communities, whoever they are and wherever they live".
- 6.6. This Strategy is not simply about better integrated care services, but looks to partnership working to help achieve its goals. The proposals to develop accessible parking at Worsbrough Reservoir in partnership with BDAAS go beyond reducing barriers in that they contribute to greater socialisation, the promotion of independence, and the creation of resilient communities.

Barnsley Council - Equality, Diversity and Inclusion Strategy 2018 - 2020

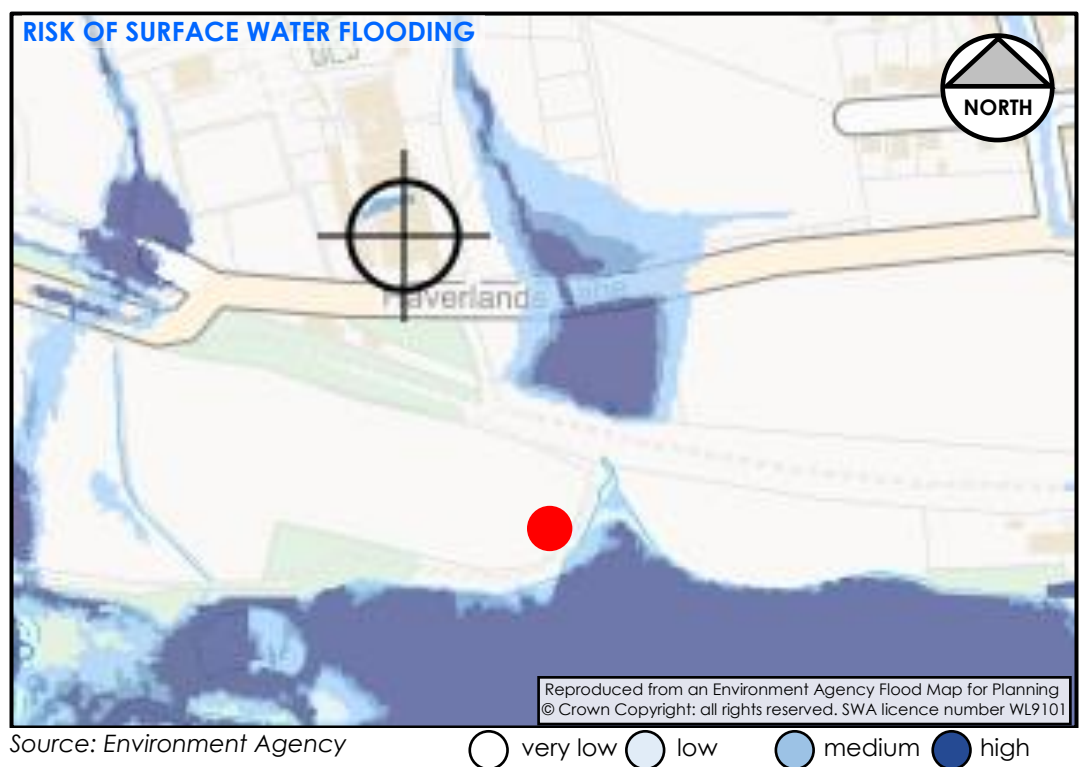
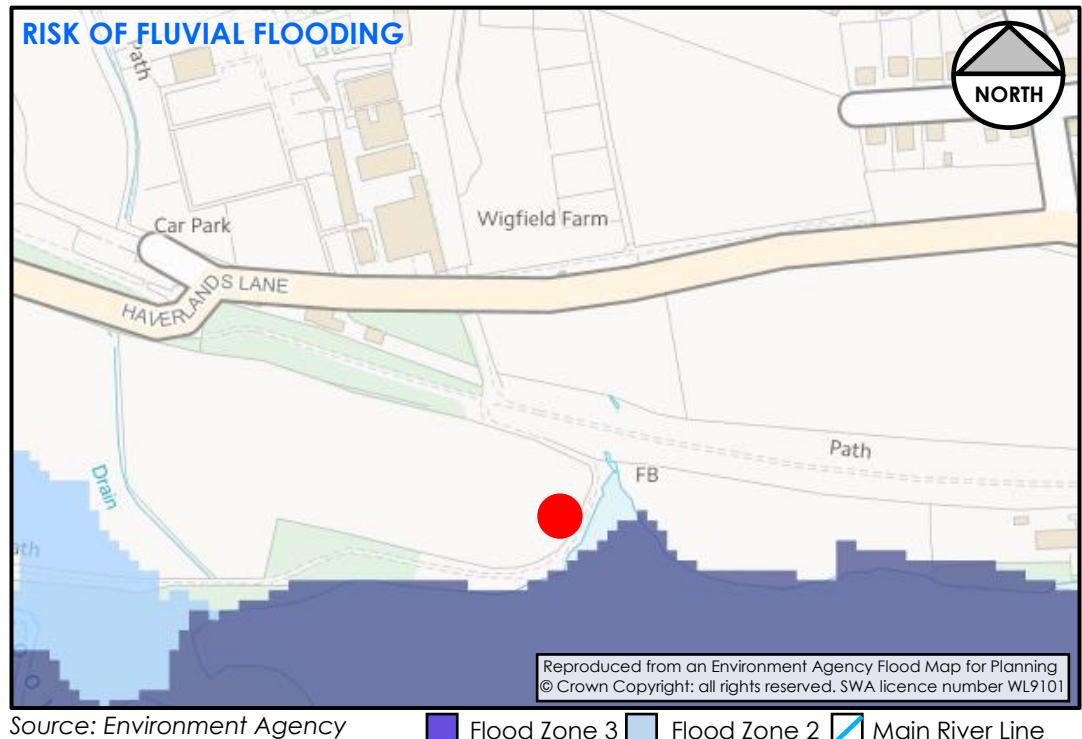
- 6.7. The Council's *Equality, Diversity and Inclusion Strategy* naturally includes comment on reducing barriers to access for those with a physical disability.
- 6.8. Barnsley's adopted goal of making the town centre *"the most accessible and welcoming market town for disabled people anywhere in Britain"* could easily be extended to facilities and activity spaces in the more rural parts of the Borough. Indeed, this Strategy's longer term aims also include the desire to provide *"accessible services that don't leave people behind"*.

No Limits Disability Festival, Barnsley 2020

- 6.9. Barnsley Council is hosting the *No Limits Disability Festival* in July 2020. The festival, which will be the biggest of its kind in the UK, will celebrate disabled people and their contribution to Barnsley. On Saturday 8th July the *No Limits Steering Group* will be leading a sponsored walk including a lap of the Worsbrough Reservoir.
- 6.10. By restoring access to the disabled angler community, the Council will be able to demonstrate real and practical support for the no-limits culture.

7. DRAINAGE & FLOOD RISK

- 7.1. Environment Agency web-based plans for the site of the proposed development (extracts below) show this location is not at risk of flooding from the reservoir to the south nor from surface water flooding.
- 7.2. The proposed development occupies a site of less than 1 hectare hence a formal flood risk assessment has not been prepared.



8. CONSULTATION

- 8.1. In developing this project, the Applicant has sought the views of a range of stakeholders including discussions with Ward Councillor Margaret Bruff in March 2019 (NB Ward Councillors Doug Birkingshaw and Martin Dyson were also present at this meeting).
- 8.2. Councillor Bruff subsequently agreed to raise the Society's concerns with Council officers, and replied verbally with further recommendations that have been incorporated into this application.
- 8.3. Councillor John Clark, the Ward Member for Worsbrough, has also been kept up to date throughout this process.
- 8.4. Close liaison has been maintained with staff at Worsbrough Mill, Barnsley Council's Facilities Team, its Asset Management officers and the Wigfield Farm Manager, none of whom have raised any objections and are supportive of this application.
- 8.5. Proposals have been shown to Barnsley Council's Definitive Map Officer (Rik Catling) who has raised no objections.
- 8.6. Likewise Barnsley Council's Biodiversity Officer (Trevor Mayne) has also been supportive.
- 8.7. The proposed accessible track and parking provision has also been discussed with Barnsley Council's Sport and Active Recreation Officer (Lisa Billingham) who has encouraged this development.
- 8.8. In discussing the proposals with the Wigfield Farm Manager, he offered particular support in that alternative parking arrangements would reduce the hazard of some anglers currently parking along Haverlands Lane.
- 8.9. Through these processes, the Applicant has:
 - sought the views of the Society's membership;
 - made a formal pre-application enquiry;
 - revised the proposals to accord with the pre-app response;
 - examined Council policy and strategy support for the proposals;
 - discussed proposals with Ward Members; and
 - continued dialogue with Council officers.
- 8.10. The following pages set out the design and access aspects of the proposed development in line with the guidance prescribed by CABE.

DESIGN

9. USE

- 9.1. The purpose of this development is to provide dedicated access and limited car parking for registered disabled anglers close to their designated fishing platform. This access and parking area replaces a previous route originally granted by the Council but where access opportunities have since been withdrawn.
- 9.2. The proposed development occupies land that is designated Green Belt. However, this proposal is not considered inappropriate or incompatible with its present planning designation because ...
- the development fits with a number of definitions of appropriate development as set out in NPPF paragraph 146;
 - the scale and siting of the proposed development generally preserves the openness of the green space;
 - the current use of the site of the proposed development (a field used for grazing cattle) will not be conflicted; and
 - the very special circumstances supporting this development as set out earlier.
- 9.3. The Applicant seeks permission for the use and operation of the proposed development as required from dawn until an hour after dusk throughout the year.

10. AMOUNT

- 10.1. The proposed development is for a 3m wide track approximately 240m long with a single passing space from a locked access gate off the existing lay-by on Haverlands Lane to a parking space for disabled anglers' vehicles close to the dedicated fishing platform on Worsbrough Reservoir.
- 10.2. The proposed car park will provide for 7 car parking spaces dimensioned for disabled users.

11. LOCATION

- 11.1. The proposed development is located wholly within the curtilage of the field owned by Barnsley Council and let to Wigfield Farm used for grazing cattle.
- 11.2. The proposed facility is compact and attempts to occupy as limited a footprint as possible. Both the access track and the car park area are set close to the field boundary so as to minimise the visual impact on the landscape and cause the least conflict with the current use of the field.
- 11.3. While the car park has been designed to appear an arrangement, its dimensions will accommodate access, turning and parking for disabled users in accordance with accepted guidelines.

12. LANDSCAPE

- 12.1. Other than a small breach in the hedgerow to the south-east to allow access to the fishing pegs dedicated to disabled anglers, all existing mature trees and hedgerows bordering and adjacent the proposed construction site will be unaffected by the proposed development.
- 12.2. In compliance with current legislation, due care will be taken to protect all existing trees and retained vegetation during construction.
- 12.3. On completion, the levels of the adjoining fields as they abut the access road and car park will be made good.
- 12.4. The access track and car park will be defined by the existing hedgerow and stock fencing to the north and east of the development, while a new 1.2m high timber post and rail fence with a C8/80/15 galvanised wire stock proof mesh will be incorporated to the 'field side' of the proposals.
- 12.5. Some additional standard and whip tree planting will be deployed to the northern boundary of the car park as detailed below ...

Standard Trees	Common Name	Number
Acer campestre	field maple	3
Alnus glutinosa	common alder	5
Whips	Common Name	
Corylus avellana	hazel	7
Euonymus europaeus	spindle	5
Ilex aquifolium	holly	3

13. APPEARANCE

- 13.1. The track and parking area surface is to be constructed using road planings (non-bitumen / non-tar). This benign, permeable, non-contaminant material is commonly used for farm tracks and would have a rural look once bedded in.
- 13.2. This photograph provides a good example of the visual appearance the Applicant is looking to achieve.



- 13.3. Galvanised steel access gates similar to existing farm gates used locally will be incorporated at the track entrance off the lay-by and at the access to the fishing platform off the parking area. These gates will be lockable.
- 13.4. Timber post and rail fencing to 1.2m high with a C8/80/15 galvanised wire mesh stock proof fencing attached.

ACCESS

14. VEHICULAR AND PEDESTRIAN ACCESS

- 14.1. The site is not well served by public transport, hence access by car is essential for disabled anglers.
- 14.2. There are currently no existing parking arrangements for disabled users close to the site of the fishing platform next to Worsbrough Reservoir.
- 14.3. Other able bodied anglers park either at Wigfield Farm, off Haverlands Lane, or the informal car park opposite the lay-by where Haverlands Lane crosses the Trans Pennine Trail.
- 14.4. With very limited vehicle movements daily, this off-road parking proposal accessed off an existing lay-by is likely to reduce the numbers of cars parking along Haverlands Lane and thus improve highway safety.

15. INCLUSIVE ACCESS

- 15.1. This proposal is specifically aimed at providing dedicated space for disabled users close to the fishing platform adjacent Worsbrough Reservoir.
- 15.2. Less able visitors will be able to reach the fishing pegs directly from this parking area with all paths connecting the car park and the fishing platform accessible for those using wheelchairs, for those with walking difficulties, or for those who have other conditions which restrict or impair their mobility.

16. EMERGENCY SERVICES ACCESS

- 16.1. During the summer 2019, an incident occurred which required access to the Reservoir edge by both Police and South Yorkshire Fire and Rescue Service.
- 16.2. On that occasion, emergency vehicles were prevented from getting close to the water; but with the development of an accessible track leading to a hardstanding adjacent the disabled anglers' fishing pegs, emergency services access will be improved.

17. PHOTOGRAPHS

- 17.1. The following annotated photograph shows the site of the proposed gated access of the existing lay-by on Haverlands Lane. To the left are the maintenance access and the personnel and bridleway access gates to the Trans Pennine Trail (TPT).



- 17.2. The existing farm access gates into the field with the reservoir beyond and the proposed car park below the land horizon to the left.



- 17.3. A view west from the path to the Reservoir (not the TPT) through a replanted gap in the hedgerow back up the line of the proposed access track which will sit close to the hedgerow to the right.



- 17.4. The proposed access to the Reservoir looking from the site of the proposed car park through the hedgerow with the dedicated disabled anglers' fishing platform to the right next to the jetty.

