

Design & Access Statement



Residential Development - outline

Demolition & Change of use from Factory & Warehouse to Residential Housing Scheme
at Wembley Works, Hemingfield Road, Wombwell, Barnsley S73 0LY

J O B N U M B E R

1992

C L I E N T

Resource Medical (UK) Ltd

D A T E

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Prepared By:

Cadvis3d
Architectural Design Services
237 Wakefield Road
The Towers
Lepton
Huddersfield
West Yorkshire
HD8 0DH

Tel: 01484 937123

Web: www.cadvis3d.co.uk

Email: info@cadvis3d.co.uk

1. Existing use of site

1.1 Brownfield site comprising of large brick built factory over 3 floors, with warehousing and associated car parking and direct access from Hemingfield Road. Site area is 0.48ha.

1.2 Site and building are currently vacant, after previously being used for various business uses including pharmacy supplies, MOT garage, bespoke vehicle engineers and Food producers. However these have now relocated and the site now un-used.

1.3 Site slopes away from from the highway to the East, down to the rear boundary, towards the existing railway line

1.4 Opposite the site are residential dwellings to the West and small commercial / industrial units to the north. The area is predominantly residential housing on all sides, with only two smaller sites of commercial / industrial land in the area.

1.5 The site is not located in a conservation area, nor is it listed. It is located within the settlement boundary of the town and outside green belt or protected areas as shown on the Barnsley 2019 UDP Maps and part of the urban fabric.

2. Proposal

2.1 The application is for outline planning permission with all matters reserved and looks to establish whether the scale and nature of the proposed development would be acceptable to the local planning authority, before a fully detailed proposal is put forward.

2.2 The application is accompanied by an indicative layout. The indicative layout sets out a linear development reflecting the site shape indicating dwellings of varying styles and sizes, including affordable / first time buyers / help to buy

2.3 The indicative layout reflects a mixture of housing including larger semi detached and smaller 3 storey townhouses to reflect local need. (Please note: The applicant is willing to adjust the ratio to match the councils expectations / local requirements / need if required and is open to suggestion on housing numbers, etc)

2.4 A modern mixture of materials in brick, stone and render which reflect the surrounding properties. (Although more modern styles could be applied if considered acceptable)

2.5 The indicative layout shows an adoptable highway through part of the site, which would form a cul-de-sac, with one access onto Hemingfield road, with turning space and good sight lines.

2.6 The indicative layout includes a large amount of green space, landscaped areas fronting the highway, with plentiful gardens for each plot and a mixture of tarmac and varying colour block sets forming parking spaces and access

2.7 Larger semi-detached dwellings will have private driveways, accessed directly from Hemingfield Road, matching the style of the existing properties opposite to the west.

2.8 The installation of an acoustic fence and evergreen planting is proposed to the rear of the plots overlooking the railway and all the houses will incorporate triple glazing

2.9 An existing sub-station will need to be removed or relocated (depending on existing use to be confirmed by the relevant utility company)

3. Evaluation

3.1 The proposals utilise a large vacant building / site which is beyond economic repair. It would be unfeasible to convert this building to flats due to costs and also local need, with more homeowners looking to buy houses, instead of flats

3.2 The site is well located for local amenities , motorway networks and is well located to integrate with the existing housing stock and should be classed as infill.

3.3 Since the application seeks outline approval, with all matters reserved there is plenty of scope of adjustments to be made, either by the developer or the council by way of condition at a later date.

3.4 The surrounding area is predominately housing, so the proposals would integrate and the surrounding area

4. Layout & Highways

4.1 Although the application is submitted in outline, the indicative proposals do show how the site could improved by good quality landscaping and highways design.

4.2 The buildings are set back from the main highway and the proposed new cul-de-sac provides a safe and attractive street scene, which lessens the impact of the development on the street and softens the overall outlook.

4.3 The indicative layout provides adequate parking space for 2No vehicles for each property, whilst the larger semi-detached dwellings have ample parking for three / four vehicles

4.4 The properties all adhere to development guidelines in terms of space standards and distance from neighbors, etc.

5. Planning Policy

5.1 Refer to submitted Planning Statement

6. Conclusion

6.1 The development will integrate well into the existing setting and make use of a derelict, vacant site which is not suitable for conversion and is not fit for modern industry to utilise effectively. Therefore these proposals make best use of the site, providing opportunities for a good mixture of modern family homes with predominately affordable / help to buy housing for first time buyers.

End of Report