
**CONVERSION OF PUBLIC HOUSE INTO
BEDSIT ACCOMMODATION**

AT

THE RAILWAY HOTEL

**STATION ROAD
WOMBWELL
BARNSELY**

**DESIGN AND ACCESS
STATEMENT**

PREPARED BY

WHITE AGUS PARTNERSHIP

CONTENTS

1. Background
 2. The site
 3. Planning Policy Background & Design Considerations
 4. Access
 5. Conclusions
-

1 BACKGROUND

This statement has been prepared to support a Full Town & Country Planning application for the conversion of an existing public House into residential bed-sit accommodation.

2 THE SITE

The site is situated adjacent Station Road, Wombwell.

The property is generally two storeys with a combination of pitched and flat roofed areas with external walls in stone or rendered.

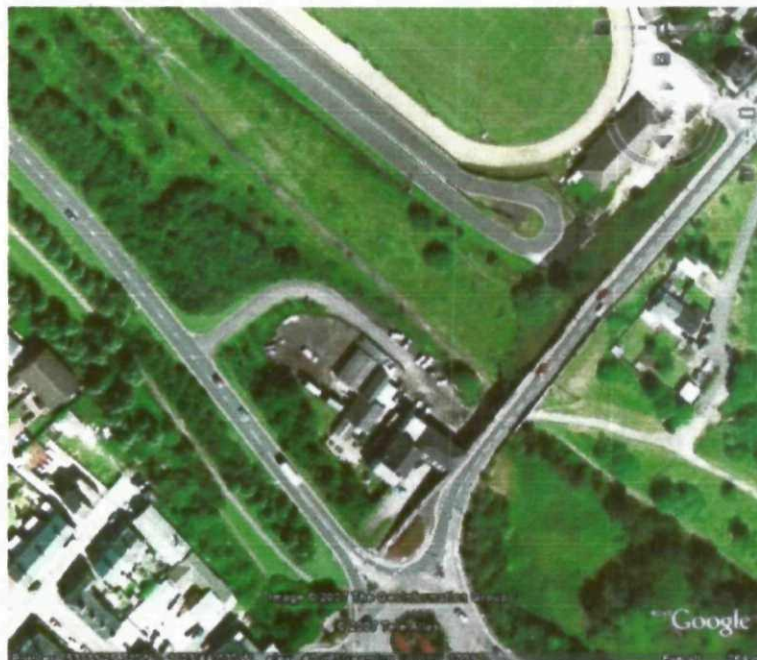
The ground floor is set down approximately 4m from Station Road level and is currently ten bed-sits.

The first floor level is a Public House with associated living accommodation. Pedestrian access is provided from the Station Road level with vehicular access from the Wombwell bypass via Bow Lane.

The site is situated to the north west of the Wombwell bypass with Station Road to the east. There are industrial/commercial premises immediately to the west on Bow Lane.

A disused/abandoned railway line is to the north of the site with recreational areas beyond.

The retail/commercial centre of Wombwell is within walking distance to the south west.



3 PLANNING POLICY BACKGROUND & DESIGN CONSIDERATIONS

Both vehicular and pedestrian access routes will be retained. The use as Public House will cease and the whole property will become residential

The use is compatible with the existing round floor residential use. No extensions are proposed and the development will not cause any increased overlooking or overshadowing.

Wombwell town centre is within walking distance to provide local shopping, access to other ser and good public transport links.

The size of accommodation will be appropriate for the location when assessed in relation to other residential developments in the locality and market forces.

The size and location of openings has been determined with full regard to the scale of building, orientation of accommodation and requirements for means of escape and ventilation.

4 ACCESS

The existing access and parking provision that serves the Public House and existing bed-sits will be retained.

Pedestrian links to the Town Centre are to be retained.

Any increase ion traffic movements to and from the site will not significantly change and therefore there are no adverse effects upon highway safety.

Turning provision is proposed within the site to ensure that vehicles leaving the site may do so in forward gear.

5 CONCLUSIONS

The site is designated as within a housing policy area as shown on the LPA Unitary Development Plan and involves the conversion of an existing building.

The current relationship, with a Public House directly above residential accommodation is not ideal as there are potential conflicts regarding noise and disturbance.

Although the Public House could be extensively refurbish to act as a social and community facility the location and facilities available are limiting. It is more likely that social/community activities would take place at more easily accessible premises within the Town Centre. In addition the car parking is limited.

There will be no adverse effect upon the visual amenity of the area.

Residential development on the site is compatible with the general character of the site

The development is within an existing settlement, close to existing amenities and public transport links.

The access meets the requirements with regard to highway safety.

Because the scheme is small in scale it will not impact on the community infrastructure, services or facilities.
