# design, access and planning statement

Wednesday, 18 November 2015

Contents:


- Site location
- Context and site analysis
- Site photos
- Design narrative and initial options
- Pre-Application advice
- Current scheme proposals


Pre-application submission made on behalf of:-

**Mr Julian Bowerman**
The Oaks

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location plan







Site aerial plan

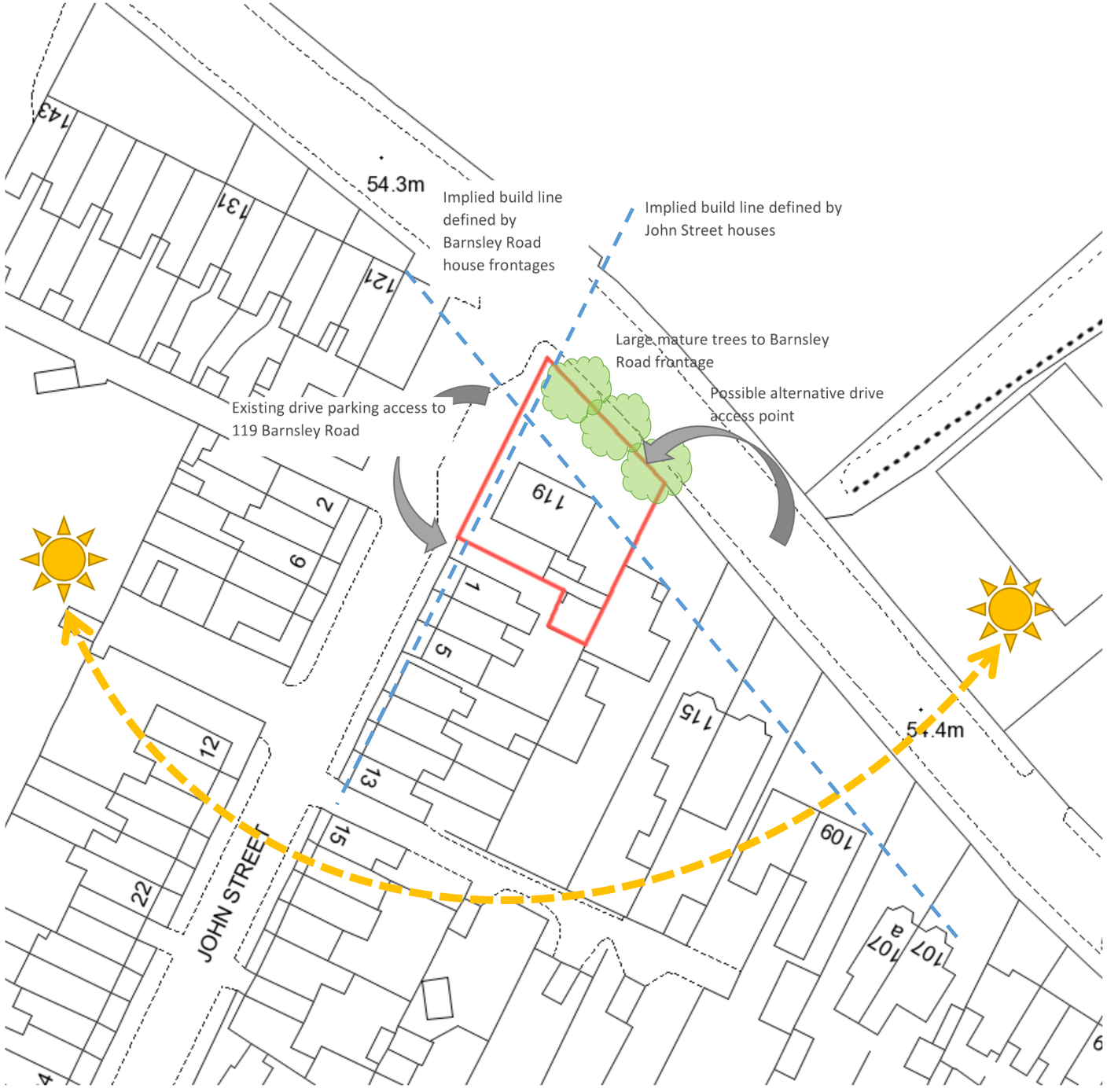


View from junction of Barnsley Road




View from junction of Barnsley Road and John St

Location




**Site Analysis – Key Areas**

**Access**

The existing property has drive access and parking directly off John Street as shown with parking spaces to the south-eastern corner of the site.

Alternative drive access to be looked at directly off Barnsley Road similar to existing properties 115 and 117 subject to Highway comments in relation to traffic speed and separation to John Street/Barnsley Road junction.

**Orientation**

The existing property has main elevations facing north-east towards Barnsley Road and to the John Street frontage. Secondary windows exist to the remaining elevations facing No 1 John Street and 117 Barnsley Road.

**Adjacent Neighbours**

The property forms the corner plot between John Street and Barnsley Road having a strong, close frontage to John Street with neighbouring properties formed by No 1 John Street and No 117 Barnsley Road. These properties generally have a 'side gable' elevation facing the site which will allow some flexibility in accommodation distribution and position.

The property has no properties facing it from across Barnsley Road although a new housing development has just commence but with large level differences ie lower down that Barnsley Road it is difficult to assess whether any future properties will influence or have an impact on the Barnsley Road fronatage.

**Tree and vegetation.**

Large mature trees existing to the Barnsley Road frontage directly behind a low boundary wall to back of public footpath. A grassed lawn area exists to the front facing Barnsley Road with hardstandings to the south western drive and south-eastern corner adjacent to No 117 Barnsley Road.

**Topography**

Albeit the site can be regarded as generally flat John Street has a medium fall to it rising up from the Barnsley Road junction and so a level difference exists between the side driveway and the front garden.

The frontage across Barnsley Road is generally flat with no difference in levels in any direction.

**Existing Building Height and vernacular**

The existing property is a two storey dwelling matching the housing and architecture of the properties along John Street with string brick external walls and profiled tile hipped roofs.

The Barnsley Road frontage has large bay windows to the ground floor which connects with some of the larger Victorian semi-detached and detached properties to No 115 and 117 Barnsley Road.

Properties to No 115 Barnsley Road has additional accommodation to the roof space as evident by gable roof windows. And additional building height.



1. View from John Street to side



2. View looking up John Street



3. Internal view of drive/parking



4. Frontage view from garden facing Barnsley Road



5. View from Barnsley Road to No 117 and 119



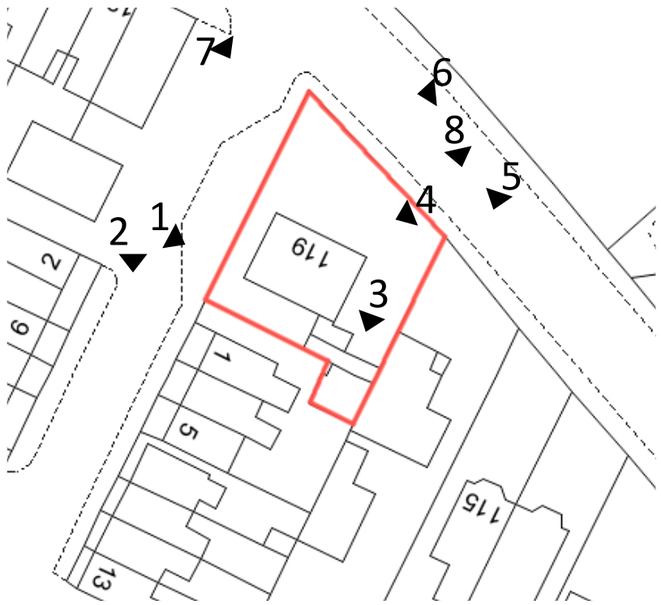
6. View from Barnsley Road towards junction with John Street



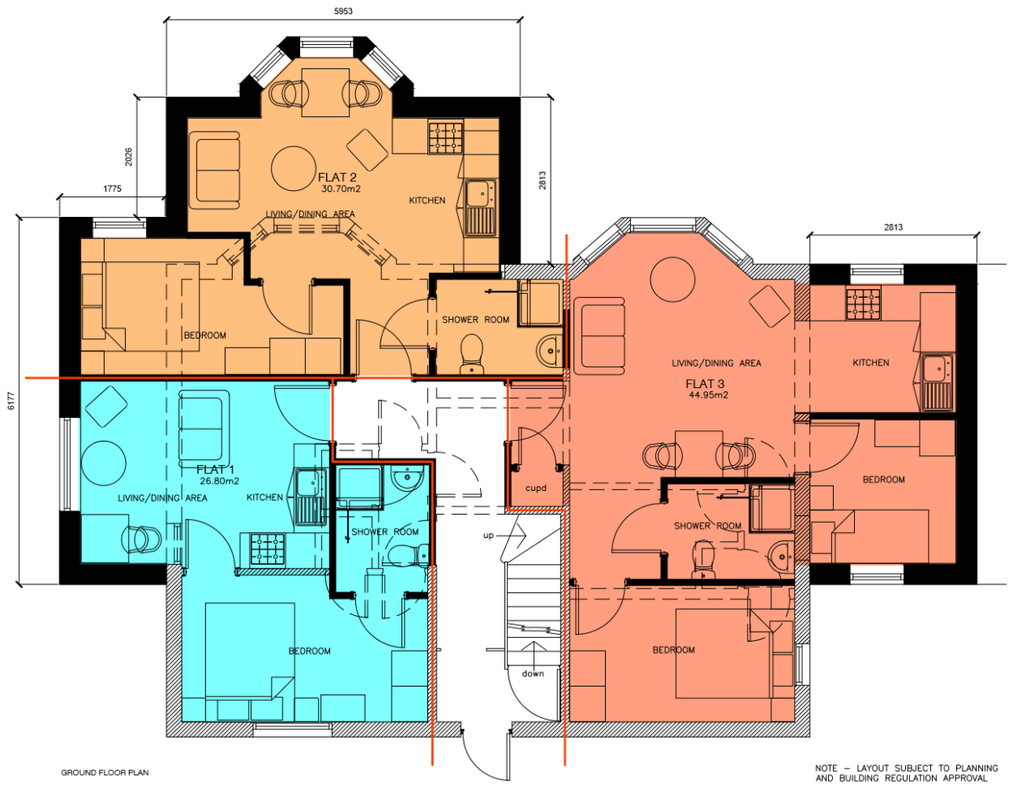
7. View from John Street/Barnsley Road Junction



8. View from Barnsley Road




## Site Photos




GROUND FLOOR PLAN

# Extend and Refurbishment (previously Option C)

Existing building retained and extended re-modelled to provide 2 additional flats.

**Design Narrative**

The scheme options that have been developed have centred around two basic themes:-

Demolition of the existing property and new build flats with central shared core and amenity.

Maintain existing property and extend in various locations to rationalise existing layout and increase flat numbers either per floor or via additional floor afforded by removing roof and adding new floor above.

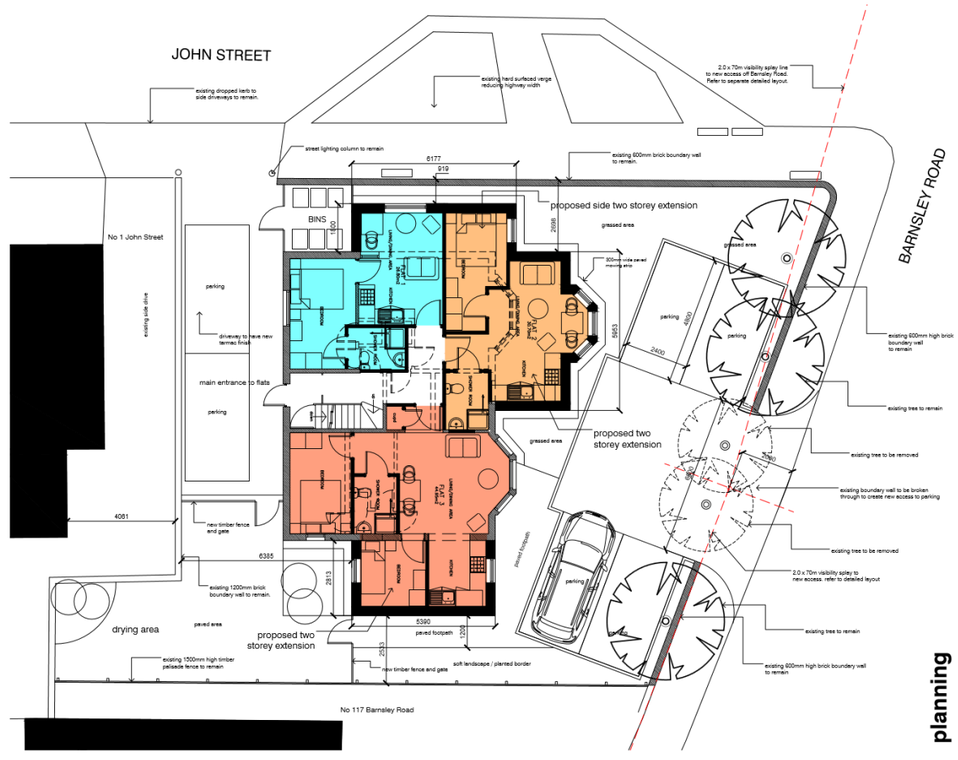
We have looked at the restrictions generated by the site in that implied building lines appear to existing along Barnsley Road running parallel with road and coinciding with furthermost corners of existing properties.

Also we have been mindful to assume the retention of the existing mature trees and boundary treatments to reduce the impact of any new development.

Options have also been shown both maintaining the existing parking access point off John Street as well as looking at an alternative off Barnsley Road subject to Highways approval.

The new build option shows 6 flats via 2 full floors plus a roof space floor to reduce massing height to match existing properties.

The conversion option (shown adjacent ) shows a numerous extension to generate 3 flats per floor which, if the existing roof remains in place a scheme total of 6 flats. This involves extending the building on 3 different elevations to create 3 flats per floor = 6total.



Place

Environment & Transport

BARNSLEY Metropolitan Borough Council

**To:** Development Management
Fao Graham Northern

**My Ref:** 2015/ENQ/00539 **Your Ref:**

**Date:** 11th November 2015 **Tel:** B Wilson **Ext:** 2177

Barnsley Road, Wombwell
Apartments

Reference is made to the above.

There are no objections to the proposed development in a highway context but I would comment as follows:-

1. Parking must be in accordance with the SPD –Parking.
2. All vehicles must be able to manoeuvre within the site to enter and leave in a forward gear.
3. The access must be capable of accommodating two way traffic flows.
4. An access on Barnsley Road would require sight lines, having the dimensions 2.4m x 90m, such that there is no obstruction to visibility at a height exceeding 1,05m above the nearside channel level of the adjacent highway.

Hopefully, these comments will prove of assistance.

For and on behalf of
Head of Highways, Engineering & Transportation

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**Pre-Application Advice – Planning and Highways.**

**Advice and information provided by Graham Northern – Barnsley Planning:-**

*"With regard to the John Street scheme I have looked over the details and looking at both schemes suggested scheme option B looks the more feasible, as it retains access from John Street rather than creating a new access off the more heavily trafficked Barnsley Road. Additionally after consultation with our tree officer he is of the view that option A would result in the loss of at least 2 trees as such again option B seems the better. A tree survey would be required with the planning application to demonstrate the trees can be retained despite the proposals.*

*I note Option C to extend the property also proposes to create access off Barnsley Road and forms both access and hardstanding close to the mature trees which should be retained. Although I have not received any comments as yet from highways I would envisage that they are likely to prefer the existing access option rather than the creation of a access onto Barnsley Road however once they send their comments I will forward them on. "*

*Graham Northern via email dated 28th September 2015.*

***Graham Northern Bsc, MA***
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*Development Management*
*Development Service*
*Barnsley Metropolitan Borough Council*

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