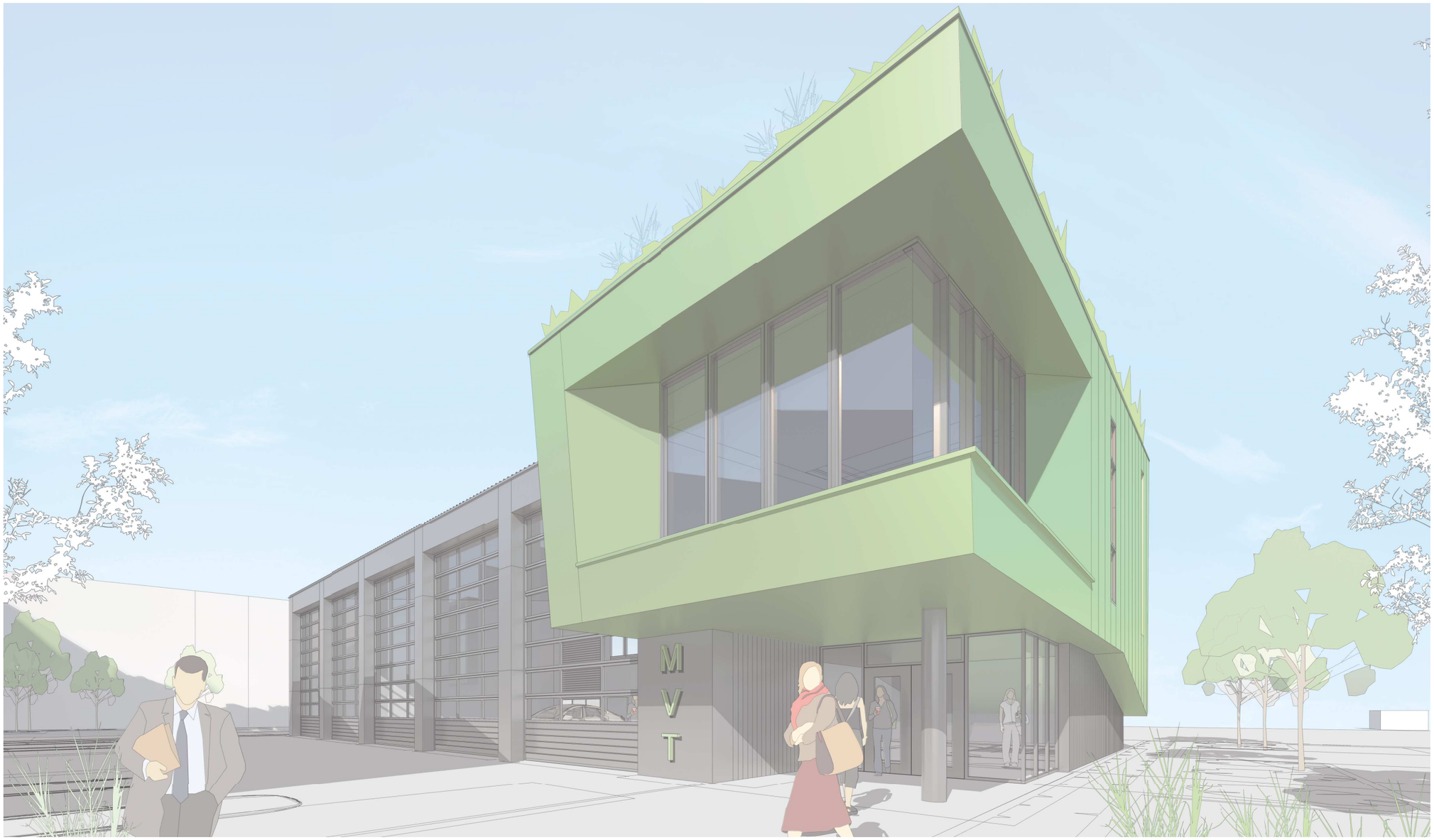


Planning Statement

Automotive Technologies Centre (Barnsley College Honeywell Campus), Barnsley

Revision A

1.0 Introduction

2.0 The Site

3.0 Planning History

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- 5.1 National Planning Policy Framework
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This Planning Statement has been prepared by Stem Architects Ltd on behalf of Barnsley College and accompanies a planning application for a proposed new campus building known as the Automotive Technology Centre containing the college's automotive technology courses. The building will include a large internal space for the repair of vehicles accessed via sectional shutter doors with hydraulic lifting equipment and specific allocation for electric and hydrogen powered vehicles. In addition the building will contain classrooms for teaching, as well as welfare facilities including changing rooms, staff room and WC provision.

The site currently contains an existing MUGA (multi-use games area) pitch used for sporting activities in relation to sport and physical education courses at the college. It is proposed that this will be relocated to an alternative location on campus freeing up the site which is well located from an accessibility point of view for vehicles, parking and students for the proposed use. Automotive technology courses are currently run within an existing building on Old Mill Lane to the south of the site; however as part of a move to centralise the college's campus and to provide space to expand the building in the future it is proposed to be moved.

This statement has been prepared to provide an assessment of the main planning issues raised by this application as well as to cover the key design principles and concepts applied to the proposed development. The planning issues considered include relevant planning policy, both locally and nationally within the National Planning Policy Framework (NPPF).

This statement should be read in conjunction with other documents prepared and submitted as part of the planning application.



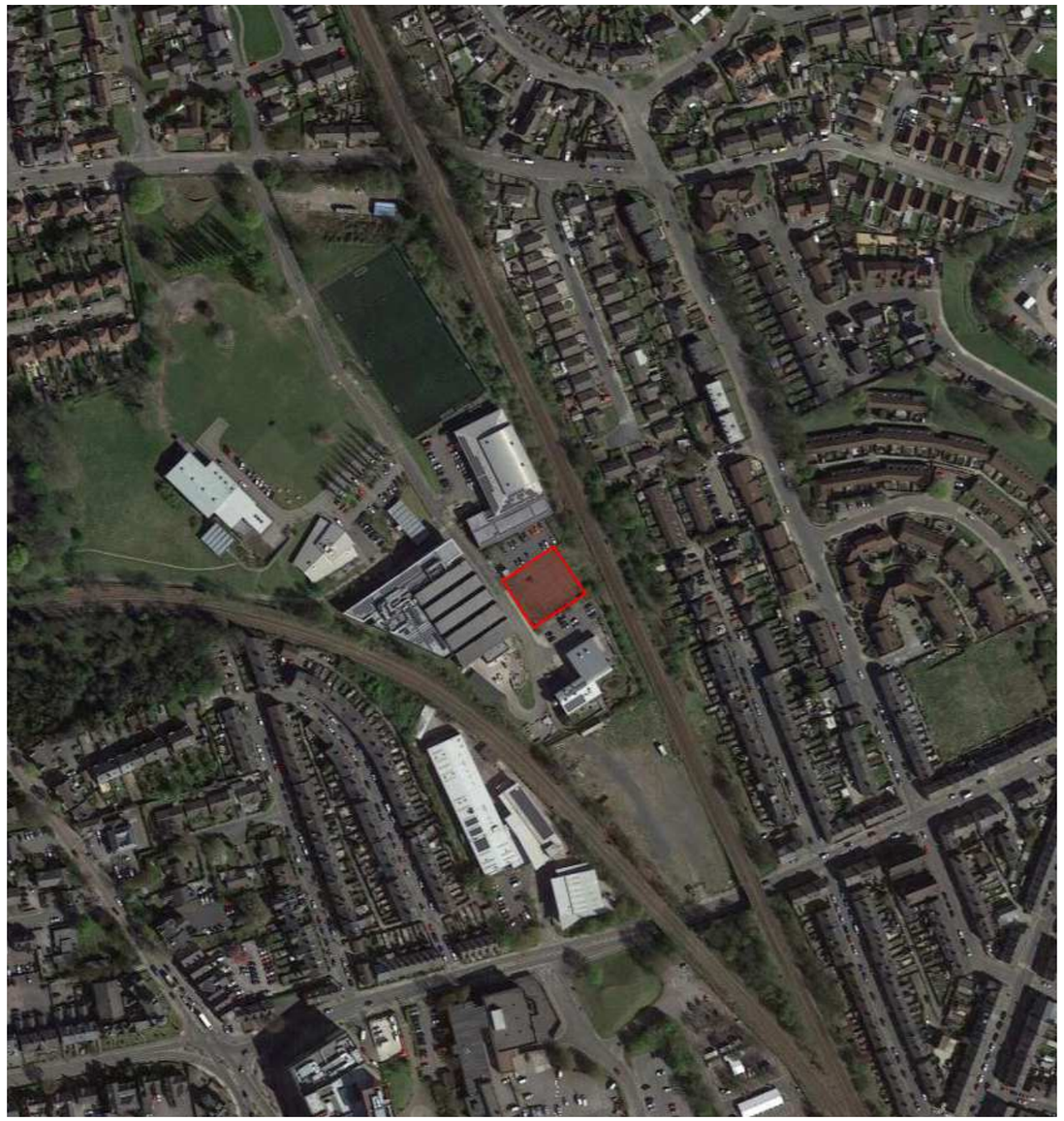
Photograph of existing MUGA pitch on site at Honeywell Campus



Photograph of existing Automotive Technologies Centre on Old Mill Lane

The proposed site is located on the existing Barnsley College Honeywell Campus adjacent existing college buildings on the campus. The campus is located to the north of the town centre and forms the main college campus area in the town. The site is access via existing vehicle access into the campus along Honeywell Lane to the north with direct access to the site from the road and neighbouring car parking. Immediately to the east of the site is an existing railway track which runs on a north-south axis along the campus. There is another railway track which diverges to the south turning towards the west which bounds the campus to the south west of the proposed site.

Other college buildings are located close to the site. Immediately to the west of the site is the Construction Centre (the CUBE) and to the south is the Think Low Carbon Centre both providing facilities for practical courses in relation to trade and industry. To the north is the main building of the Honewell Sports Village which provides facilities for sports and physical education courses. The existing MUGA pitch forms part of these facilities which will be relocated on the campus to a more suitable location freeing up the site for a more appropriate use close to existing vehicular access and car parking.



Aerial map showing location of proposed site at Honeywell Campus

The proposed site has been subject to several planning applications through the recent history of the site. Below are listed relevant historic planning applications for the development of the site and surrounding area relevant to the site with the earliest being in 1987 (earlier planning records are not available on the Barnsley Borough Council Planning Explorer):

Reclamation of land by tipping and regrading (expired 30/06/89)
Ref: B/87/0674/BA | Decision Unknown

Erection of music centre
Ref: B/95/1386/BA | Decision Unknown

Mixed use development of residential, offices and relocation of college sports hall and tennis courts (outline)
Ref: 2005/1507 | Approved with Conditions

Construction of new sports hall, with related and additional teaching spaces and outdoor all-weather surfaces
Ref: 2006/0900 | Approved with Conditions

Mixed use development of residential, offices and relocation of college sports hall and tennis courts (reserved matters)
Ref: 2009/0609 | Approved subject to Legal Agreement

Erection of two storey extension to Sports Learning facility to create additional storage with classrooms and ancillary facilities above
Ref: 2010/1464 | Approved with Conditions

4.1 National Planning Policy Framework

It is a legal requirement that decisions on planning applications must follow the policies set out in the adopted development plan, unless other material considerations indicate that a different decision should be made. The above principle was set out in Section 54A of the Town & Country Planning Act 1990 and subsequently taken forward through Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (which amends and supplements the 990 Act).

In this instance the local adopted development plan is the Barnsley Borough Council Local Plan, with the implications of policies within this plan explored below. First however, it is useful to consider the national policy context which sets out the overarching planning policies and guidance on the delivery of sustainable development through the planning system.

The Government published the NPPF on 27th March 2012 which sets out the overarching policy priorities for the planning system, against which local plans will be prepared and decisions made on planning applications. The purpose of the planning system, as recognised by the NPPF, is to "…contribute to the achievement of sustainable development" (Para 6). The framework replaces most of the Planning Policy Statements (including PPS1 and PPS4).

A presumption in favour of sustainable development embodies the NPPF, being seen as "…a golden thread running through both plan-making and decision making" (Para 14). The NPPF confirms that development proposals, which accord with the development plan, should be approved without delay. Where the plan is absent, silent or relevant policies are out-of-date; permission should be granted unless any adverse impacts would outweigh the benefits or specific policies within the Framework indicates that developments should be restricted.

Two of the key elements for delivering sustainable development are building a strong, competitive economy and ensuring the vitality of town centres. Para 18 states that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

Para 56 states that the Government attaches great importance to high quality design since this is a key aspect of sustainable development. Decisions should aim to ensure that developments are high quality and achieve the following (Para 58):

- Function well and add to the overall quality of an area;
- Establish a strong sense of place;
- Optimise the potential of the site to accommodate development;
- Respond to local character and reflect the identity of local surroundings;
- Create safe and accessible environments; and
- Are visually attractive with good architecture and landscaping.

Para 92 of the NPPF suggests that planning policies and decisions should "...plan positively for the provision of... local services to enhance the sustainability of communities and residential environments". This ties into the viability of town centres and ensuring that they prosper and continue to provide the services the community requires to develop skills in young people.

Para 96 of the NPPF states that "to ensure faster delivery of other public service infrastructure such as further education colleges... local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities" and plans such as aiming to centralise existing college facilities such be supported to enable the security of the future of educational establishments and to free up suitable land for alternative development suitable to it's location.

4.2 Barnsley Local Plan

The Barnsley Borough Council Local Plan was adopted in January 2019 and replaced the Barnsley Borough Council Core Strategy and Unitary Development Plan. The plan is now the main relevant planning policy document for Barnsley and the surrounding borough.

As part of the design process we have reviewed the proposals against the above document and consider that the main policy relevant to the proposals are as follows:

- Policy SD1: Presumption in Favour of Sustainable Development
- Policy GD1: General Development
- Policy LG2: The Location of Growth
- Policy E1: Providing Strategic Employment Locations
- Policy E4: Protecting Existing Employment Land
- Policy T3: New Development and Sustainable Travel
- Policy T4: New Development and Transport Safety
- Policy D1: High Quality Design and Place Making
- Policy CC1: Climate Change
- Policy CC2: Sustainable Design and Construction
- Policy RE1: Low Carbon and Renewable Energy
- Policy I2: Educational and Community Facilities

Policy SD1: A Presumption in Favour of Sustainable Development

This policy reiterates the overarching policy priority within the NPPF of delivering sustainable development and refers to development being required to improve economic, social and environmental conditions. The proposals will improve existing education facilities within the town on former brown field land which has been historically reclaimed and on a site which is currently an area of hardstanding in relation to sports facilities on the Honeywell Campus. It creates an opportunity to improve the viability of the campus site; open other better located sites for other uses and ultimately improve social and cultural opportunities to young people in Barnsley. The site is sustainably located in the centre of the Honeywell campus close to the existing town centre and will potentially serve to ultimately increase job opportunities as well as developing skills in young people. The proposals will give an opportunity to improve sustainability aspects of the building as opposed to the former building and future proof facilities moving forward.

Policy GD1: General Development

This policy sets out general policy for the approval of development proposals. This includes whether proposals are compatible with neighbouring land uses, whether they will adversely impact on future potential development and the existing environment; as well as providing adequate access and landscaping to ensure assimilation with surrounding context. The proposals fit with the surrounding land use set within the exising Honeywell Campus, provide adequate access from existing vehicular and pedestrians accesses into the campus and is easily assimilated into its surrounding context by existing college buildings to the north, south and west suggesting that the general principle of these proposals would be acceptable under this policy.

Policy LG2: The Location of Growth

The priority of locations for development is defined within this policy with the urban core of Barnsley being at the top of this hierarchy accommodating a significant amount of growth in the area. The Honeywell Campus close to the town centre therefore correlates with the highest level of development hierarchy.

Policy E1: Providing Strategic Employment Locations

This policy primarily relates to the allocation of employment land in sustainable locations. Whilst this does not directly relate to the proposals the policy encourages Barnsley town centre as the focus for employment in new technologies such as that being provided within the proposed scheme including the provision of facilities for the repair of electric and hydrogen powered vehicles.

Policy E4: Protecting Existing Employment Land

In this policy, it suggests that premises currently used for employment purposes should be retained in order to safeguard existing or potential jobs. The proposals aim to improve resources within the Church Street campus building, thus improving the viability of the building to serve Barnsley College in the 21st Century and retaining the building for education and educational employment purposes.

Policy T3: New Development and Sustainable Travel

This policy expects development to be located and designed to reduce the need for travel and to promote public transport, cycling and walking; and to provide suitable provision to enable this. Whilst the proposals are a building for the repair of motor vehicles which will ultimately result in motor vehicle movements to and from the site, the proposals will be located centrally within Barnsley and within the college campus to ensure that students and staff can maximise the opportunities for access to the building via sustainable means.

Policy T4: New Development and Transport Safety

This policy expects development to be designed to provide suitable and safe access to the proposals. This includes ensuring that existing highway provision is suitable for the proposals. As the site is currently served by robust vehicle access into the campus and directly up to the site, along with proposed parking; it is considered that this is sufficient to provide suitable and safe vehicular access.

Policy D1: High Quality Design and Place Making

This policy is concerned with ensuring that proposals reflect a high quality design and generally respect local character. This includes protecting views to important buildings and landmarks and considering heritage and townscape character. It also includes contributing to place making by complimenting and enhancing existing context, making proposals accessible and inclusive, using high quality materials and good architectural quality. The design represents a contemporary, attractive design which is reflective of the wider modern Honeywell Campus and therefore appropriate within it's setting. High quality design and materials are proposed; with the proposals being only two storey having a limited impact in any wider views across the town.

Policy CC1: Climate Change

This policy seeks to reduce the causes and impacts of climate change. Preferences towards previously developed land, the reduction of emissions and the delivery of renewable energy. The proposals will use existing brown field land centralising college facilities and providing the opportunity for a new energy efficient building which accommodates the repair of sustainable technologies within modern motor vehicles.

Policy CC2: Sustainable Design and Construction

Further to Policy CC1, this policy encourages sustainability standards on non-residential development where technically feasible.

Policy RE1: Low Carbon and Renewable Energy

This policy sets out targets for new development to include appropriate design measures to reduce carbon emissions, meet compliance targets within Building Regulations and promote the production of renewable energy. The proposed building will be designed to meet with these goals and encourage a reduction in carbon emissions. Solar panels have been proposed to the roof to aid this.

Policy I2: Educational and Community Facilities

This policy supports the provision of the development of schools, educational facilities and other community facilities including the proposed use of the building. It also suggests that this provision should be centrally located close to the communities they serve. The provision of the building on the Honeywell Campus will ensure the provision of college educational facilities on a dedicated site in the town centre; rather than the dispersed provision of further education facilities across Barnsley.

5.1 Concept Design

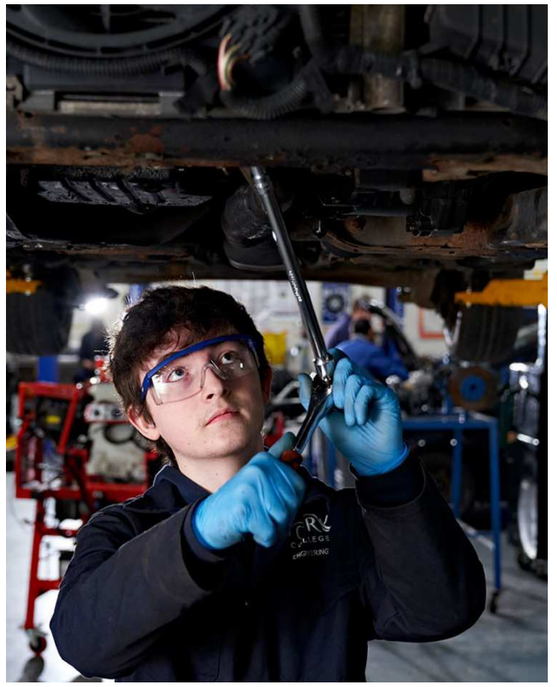
The aim of the proposals is provide a state of the art, contemporary automotive technologies centre in the heart of the Barnsley College Honeywell Campus. The proposals are part of Barnsley College's masterplan to centralise their facilities into one unified campus within the centre of the town and to allocate existing sites for more appropriate development.

The proposed building will provide a new home for the college's automotive technology courses which are currently based in a building on Old Mill Lane to the south of the site. Whilst this building is of a similar size to the proposed, it is on a constrained site whereby it can not be reasonably expanded and the courses facilitated within the building are currently at maximum capacity in terms of student numbers. The proposed site provides future scope to extend the building into neighbouring car park areas at a later date.

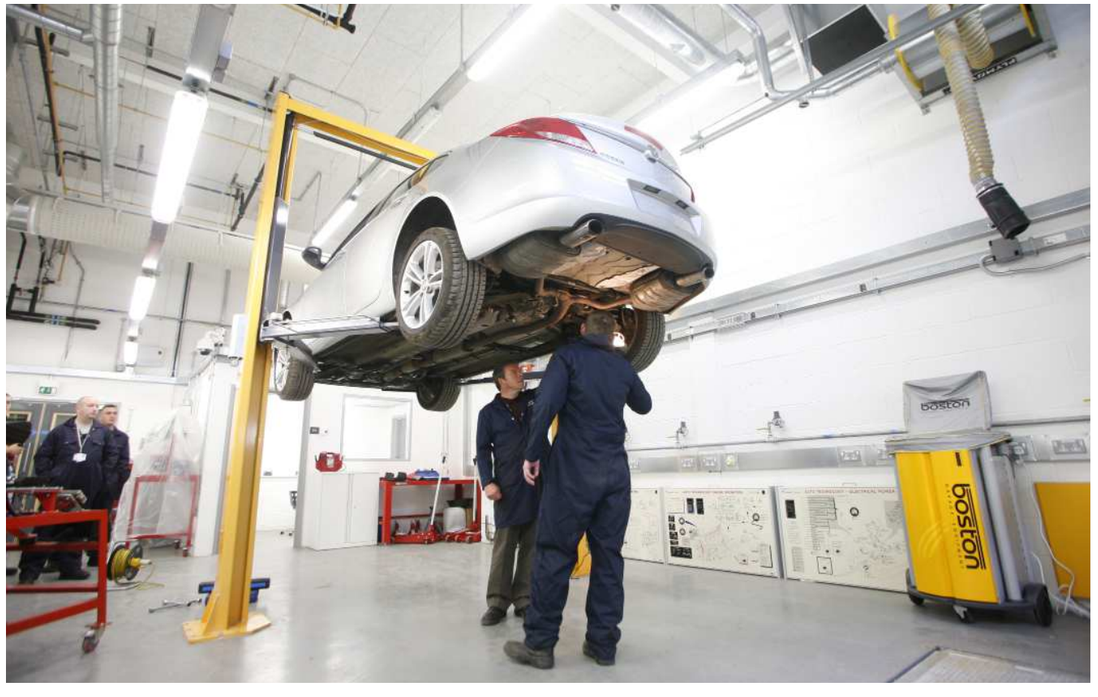
The building will be a modern facility with the provision to provide training for the future of automotive technologies including electric/hybrid and hydrogen powered vehicles as the industry becomes more environment friendly in line with government ambitions. This ensures the facility and courses are future proofed and in addition with the scope to expand means the building will have a longer life span.

The existing MUGA pitch on the site can be easily relocated to a more suitable location within the campus away from the access road and nearby buildings; ensuring that the existing infrastructure can be effectively used for facilities such as this that require good access provision for vehicles and are near facilities within other buildings on campus.

The proposed building also provides an opportunity to offset carbon emissions (particularly in relation to the industry it represents) and sustainable technologies such as solar panels and a green sedum roof will help to do this. The further move to more sustainable automotive technologies will also aid in the facility continuing to be increasing sustainable in the future.







The design of the proposed concept plan arrangement includes the following key points:

1. **Large workshop space for vehicle repair**: Purposely designed repair space with hydraulic lifting equipment and dedicated space for electric vehicle repair and in and out MOT bay.

2. **Main entrance and reception**: Contemporary main entrance including waiting area for visitors and access to classrooms etc. for staff and students. Dedicated pedestrian walkway to main entrance.

3. **Changing rooms and WC provision:** Dedicated changing rooms for students using repair space with suitable WC provision including seperate disabled provision.

4. **Waiting parking area**: Parking provision to the front of the building for vehicles waiting to be repaired within the centre.

5. **External working area:** External working area to front of building including electric charge points for electric and hybrid vehicles.

6. **External car storage:** External vehicle storage to rear with separate access including access through building for vehicles awaiting repair or collection etc. Allows for possible expansion of the building in the future as electric and hydrogen cars become more prevalent. Future proofing the centre.

7. **Foul and surface water drainage:** Foul and surface water drainage runs of building to connect into existing campus systems.



PROPOSED FLOOR PLAN LEVEL 01

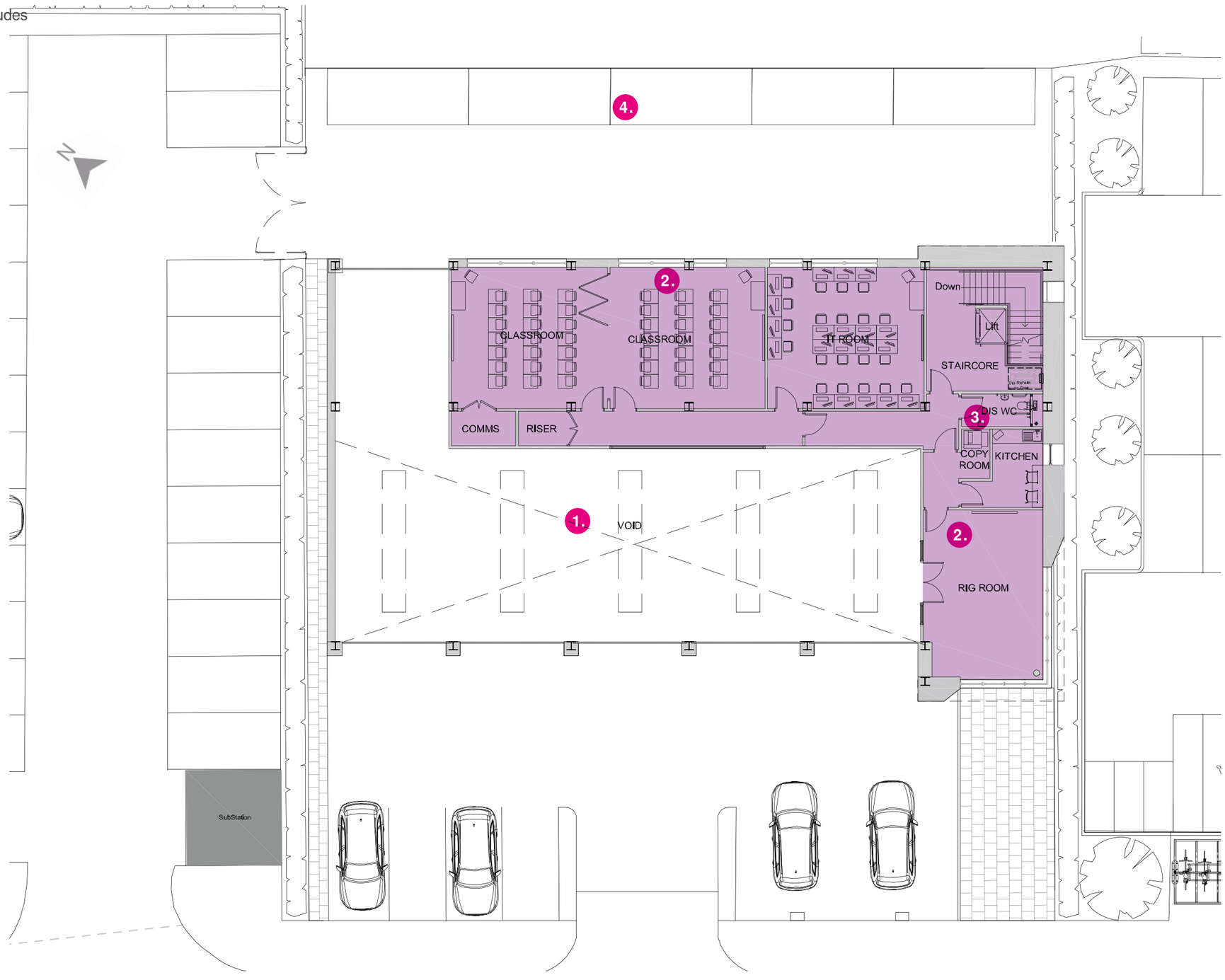
The design of the proposed concept plan arrangement includes the following key points:

1. **Double height vehicle repair space**:
Double height vehicle repair space to allow height for hydraulic lifting equipment with extensive roof lighting providing natural light into space. Internal windows provide views down from classroom areas into repair space.

2. **Classroom teaching spaces**:
Flexible teaching spaces for desk based learning as part of automotive technology courses.

3. **Kitchen provision:**
Kitchen provision for use by staff.

4. **Potential for expansion:**
Existing areas of car parking provide possible areas for expansion of the building in the future as electric and hydrogen cars become more prevalent. Future proofing the centre.



PROPOSED FLOOR PLAN LEVEL 02

The design of the proposed concept plan arrangement includes the following key points:

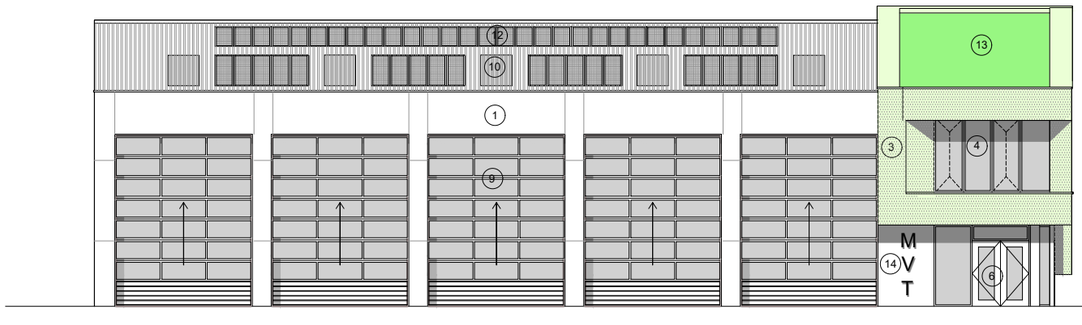
1. **Solar panels to roof:**
Banks of solar panels to flat roof providing opportunity to feed renewable energy back into the grid.

2. **Large roof lighting**:
Large roof lights providing natural lighting into double height repair space and classroom.

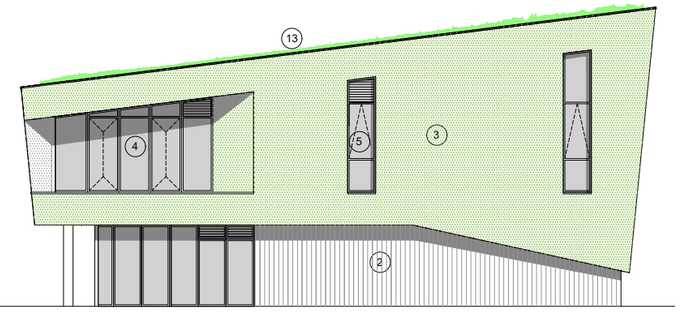
3. **Green roof:**
Sedum green roof to feature roof aiding in reducing the impact of the building on the environment and helping to limit impact of carbon emissions.



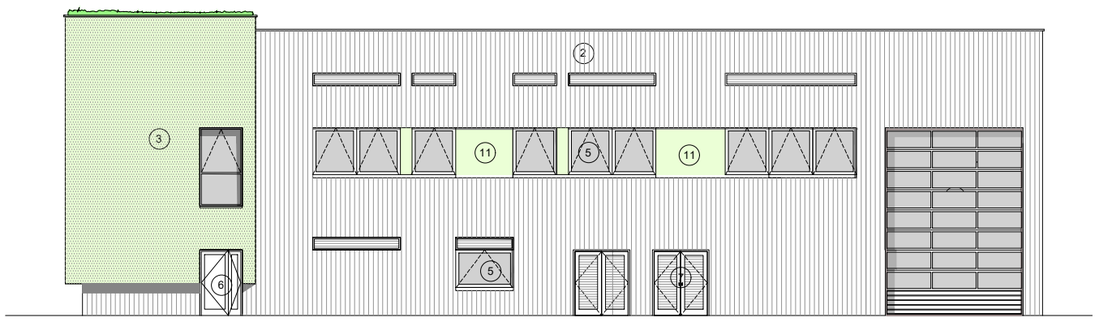
PROPOSED ROOF PLAN



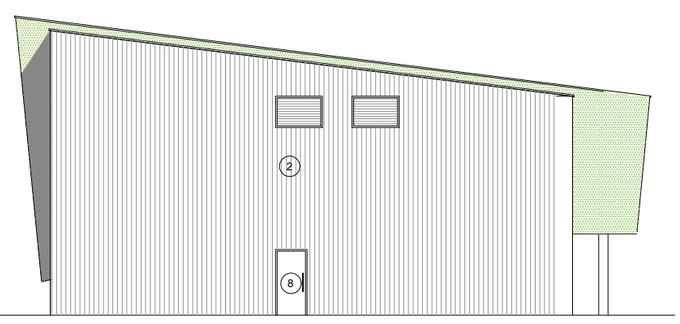
Proposed West Elevation
1:200 @ A3



Proposed South Elevation
1:200 @ A3



Proposed East Elevation
1:200 @ A3



Proposed North Elevation
1:200 @ A3

1. Black Insulated Flat Cladding Panel
2. Black Insulated Plank Cladding Panel
3. Green Insulated Render Panels
4. Glazed Curtain Walling with Parallel Push Wind
5. Black Framed Aluminium Windows
6. Black Framed Glass Double Doors
7. Black Framed Lourved Double Doors
8. Black Framed Solid Doors
9. Aluminum High Thermal Insulated Sectional Doors with glazing
10. Black insulated corrugated metal roof sheets with translucent sheets for roof lights
11. Green Press Metal Panels
12. Solar Panels
13. Sedum Roof
14. Fret-cut Building Signage

PROPOSED ELEVATIONS

1. Black Aluminium Framed Windows & Doors
2. Black Aluminium Thermally Insulated Sectional Glazed Doors
3. Black Insulated Flat Cladding Panels
4. Black Insulated Corrugated Cladding Panels
5. Solar Panels
6. Sedum Green Roof














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The proposals outlined in this document will result in a fit for purpose and future proofed, attractive and contemporary building. It is proposed to use high quality contemporary materials to fit to provide an attractive and long lasting building to add to the portfolio of college buildings on the campus. The proposed building will fit in with other contemporary buildings within the Honeywell Campus and be sustainably located within existing college infrastructure as part of the move to centralise the college's facilities towards the Honeywell Campus. It is considered that the proposals ultimately comply with the aspirations of the NPPF and are in line with the policies set out above from the Barnsley Local Plan.



Photograph of existing MUGA pitch on site at Honeywell Campus



Visualisation of proposed new Automotive Technologies Centre