WEST ROAD, POGMOOR

development proposal

february 2011

coda

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Introduction

West Road, Pogmoor has become an area forgotten by the ravages of time. Pogmoor is a highly desirable and sort after residential area comprising several housing pockets. West Road is surrounded by residential properties and has historically been an area that has housed dirty industrial uses quite out of keeping with the character of the area.

A whole new re-development of the West Road area is proposed based on foundations and principles already accepted by the Local Planning Authority and Development Agency; consents already exist for the former Remploy Site and Pogmoor West End Club for residential development. Key to making the re-development of this area work is the removal of the inappropriate uses and replacing these with modern employment facilities that reflect the sectors in which jobs are available and are likely to continue to be created in the future; these areas by their very nature are more acceptable uses for locations adjacent to residential zones.

This document is intended to give an appraisal of the wider context of the site(s) at West Road, Pogmoor, culminating in a proposal for the site(s) redevelopment. The planning application is for a proposed mixed use development comprising commercial units and residential development. The scheme also makes provision for social care needs including the care of children in the 0-3 years age group and the elderly, with employment provision around these services being integrated within the scheme. It is anticipated that providing social requirements that reflect the community's daily needs will lead to long term job stability and the further overall sustainability of the area of the site that has been designated to providing employment.

The levels of proposed job creation will far outweigh the sites potential at present. The proposal area at current does not have a single permanent employee, although a large area of 'employment' zoned land will be re-developed for alternative use, consideration must be given to the wide scale regeneration of the area and the cost of providing suitable employment accommodation to meet modern needs and uses. The proposal will remove the current visual eyesore and provide an environmental clean up of the site whilst creating housing opportunities, of which a number will be 'affordable homes' or socially provided homes, job creation, convalescent and residential care provision.

Emphasis cannot be placed heavily enough on the reasons for why a full scale re-consideration of the zoning of the West Road area requires a holistic approach. The proposal is considered a step towards re-thinking the way in which society works and lives, taking into account the Local Authorities own moto ' Remaking Barnsley'. Not only is there a requirement for job creation in the Borough, there is both a general housing and social housing shortfall that needs to be met. This proposal goes someway to addressing a great many needs that are of concern to local residents whilst removing an area of discord and dereliction and remaking it into a practical solution to a long term problem. Common sense dictates that short stop measures are not long term solutions. This proposal is a long term solution for regenerating the area.

Operating within the principles set out by the Local Development Framework an exciting vision and master plan for three adjoining brownfield sites on West Road has been created. A comprehensive re-development of the whole area is proposed in an attempt to regenerate what has become a blight to the local area, increasingly unattractive to business users and consequently attracting crime and vandalism due to the general lack of viable use.

A brief examination of the regional and local and historical context serve as an overview, testifying how history has shaped the surrounding area and the use of these sites, providing an explanation of why such unsatisfactory uses have become part of a residential area. Justification for the proposed development set within the context of local and national planning policy will be followed by details of the strategy for the redevelopment of the site(s).



Area Analysis

- Regional Context
- Local Context
- Historical Maps
- Pogmoor Today

Regional Context

Barnsley Metropolitan Borough is one of four districts in South Yorkshire, lying about 15 miles north of Sheffield and 20 miles south of Leeds. The Borough covers a large and diverse area 24 miles across, from the Pennines in the West to the Dearne Valley lowlands in the East.

The western half of the Borough is of a rural character whilst the East is far more densely populated with a scattering of urban areas around the main town. Barnsley was a major centre of the coal mining industry until the industry which shaped the character of the town was effectively closed down during 1984-1994. The Borough is now adjusting to a more diverse future that is predominantly based around the service, retail and leisure industries.

The population of the Borough was estimated to be 225,200 in 2008 according to ONS Mid-Year Population Estimates. Almost 40% of the Borough's population live in the 'Barnsley Urban Community Area' in the centre of the Borough with a further 35% living in surrounding towns and villages, chief amongst these being Wombwell, Darfield, Cudworth, Royston, Darton and Dodworth. There are also more outlying areas in the Eastern half of the Borough at the Dearne in the East and Hoyland in the South.

The Eastern half of Barnsley is generally a deprived area with low incomes and a high proportion people not working, mainly long term sick. The legacy of the former coal mining industry pervades the area, giving rise to poor health and weak housing markets. The most deprived areas are Thurnscoe, Athersley/New Lodge, Kendray, Grimethorpe, Goldthorpe, Lundwood and Worsbrough Common. There are also some relatively prosperous areas, notably parts of Darton, Dodworth and the suburbs of Pogmoor and Gawber, near the hospital.

The Western half of the Borough, generally West of the M1, is centred on the small market town of Penistone, and contains only 21,000 people (10% of the total). This is an area of rolling hills with many villages, livestock farms and wooded areas, rising to uninhabited moorland reaching 1,600 feet at the top of the Pennines. The Penistone area is a far more affluent area than the east with conditions similar to or better than the national average. In a wider regional context Barnsley is in the favourable economic position of sitting within Leeds City Region and Sheffield City Region and will contribute to and benefit from the growth ambitions of these city regions. Barnsley has been described as a satellite location for commuters to these centres.

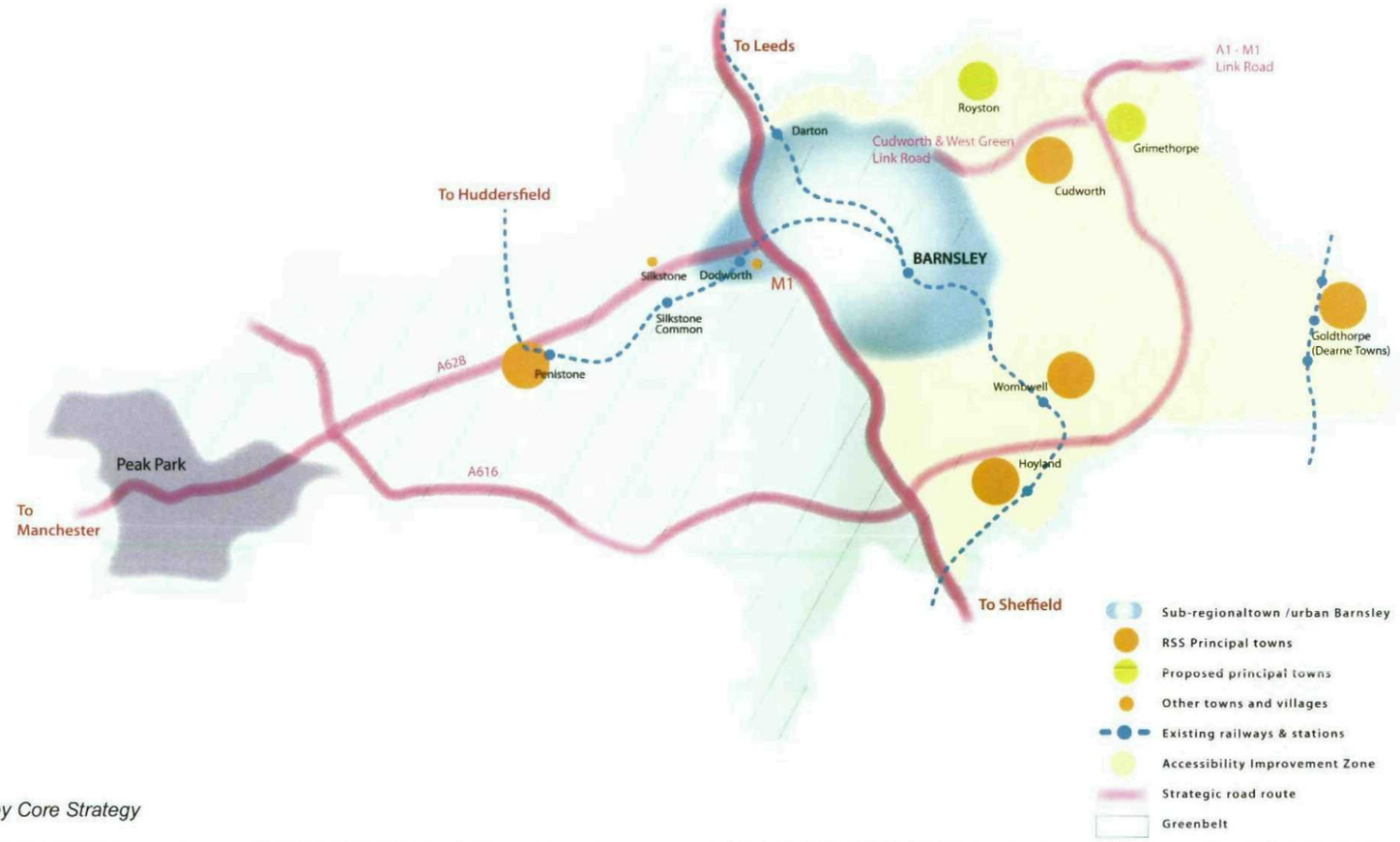


Image courtesy of the Barnsley Core Strategy

Local Context

The Town Centre is largely surrounded by residential areas offering a wide range of house types and environments. Centrally located within the district, the 'Barnsley Urban Community Area' is the largest settlement in terms of the Borough's population and contains most of its major facilities. This area includes Athersley and Carlton in the North, Worsbrough in the South, Barugh and Higham in the West and West Green, Lundwood and Ardsley in the East.

Some of the Western parts of the Community Area are particularly well placed in terms of access to the M1 motorway and the Town Centre. These neighbourhoods have new employment sites and established employment sites with capacity for further development. The same neighbourhoods have proved attractive for new housing development and could continue to provide housing for local needs as well as some opportunities in support of inward investment.

Being able to boast the enviable position of two distinct M1 Junctions (36 and 37) makes Barnsley a prime location for commuters into Wakefield and Leeds to the North and Rotherham and Sheffield to the South. Good commuter links are not restricted to cars, rail links provide a main line to Leeds and Sheffield and Westwards to Huddersfield and onwards to Manchester. An improved Transport Interchange incorporates the rail and bus facilities in the town centre. These transport link with the M1 have encouraged the development of business parks at both Junction 36 and 37. There is a significant amount of un-developed land at J37 currently in the ownership of Yorkshire Forward that is due to be released to the market within the next 2 years. It is anticipated that swathes of land with good highways networks are to be released as employment land in the LDF.

Looking ahead the 'Barnsley Urban Community Area' is where most development is intended to take place within the Borough in order to enhance Barnsley's role as a sub-regional town within the Sheffield and Leeds City Regions. It gives the greatest opportunities to make the best use of previously developed land which is accessible by public transport. As such it is where most new housing development is intended to be concentrated.

The main area that we are concerned with for the purpose of this document is primarily Pogmoor and to a lesser extent, its immediate environs extending to Dodworth Road in the South, Stocks Lane and Summer Lane to the East and the hospital to the North. These areas fall within the 'Barnsley Urban Community Area' and will form the focus of the further studies regarding the site(s) and its immediate context. This area is highlighted within the purple box on the map below and will be the focus of subsequent historical and local studies.

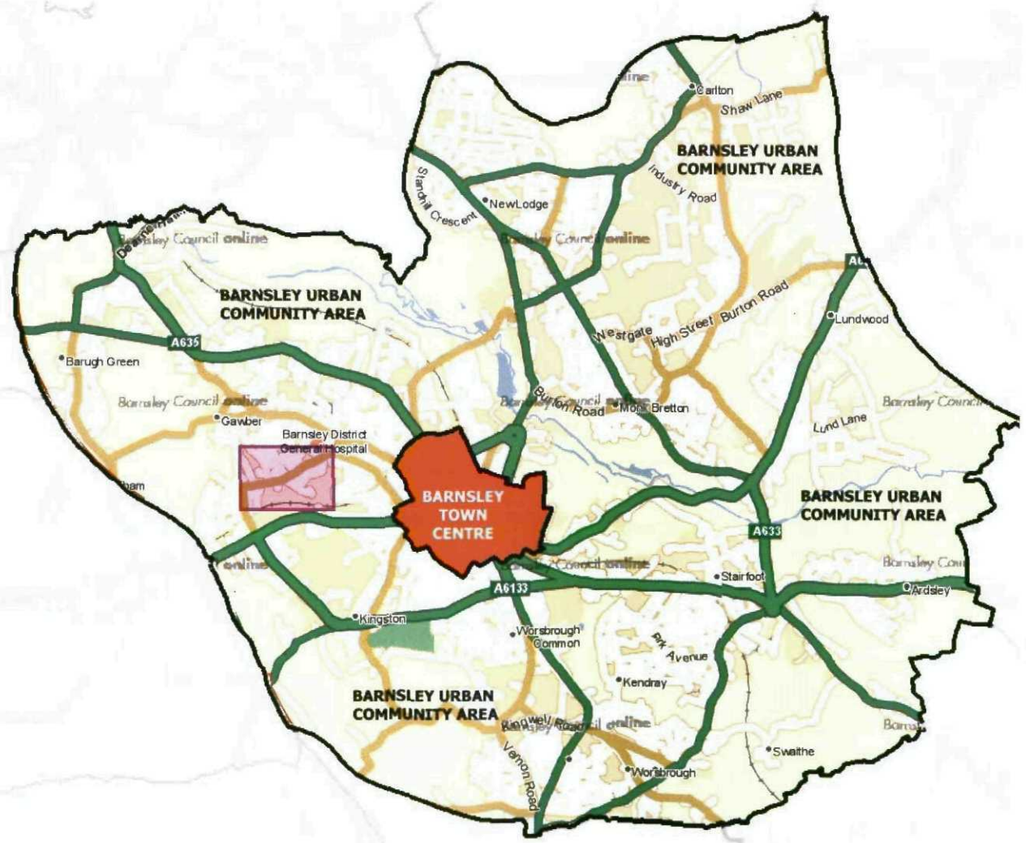
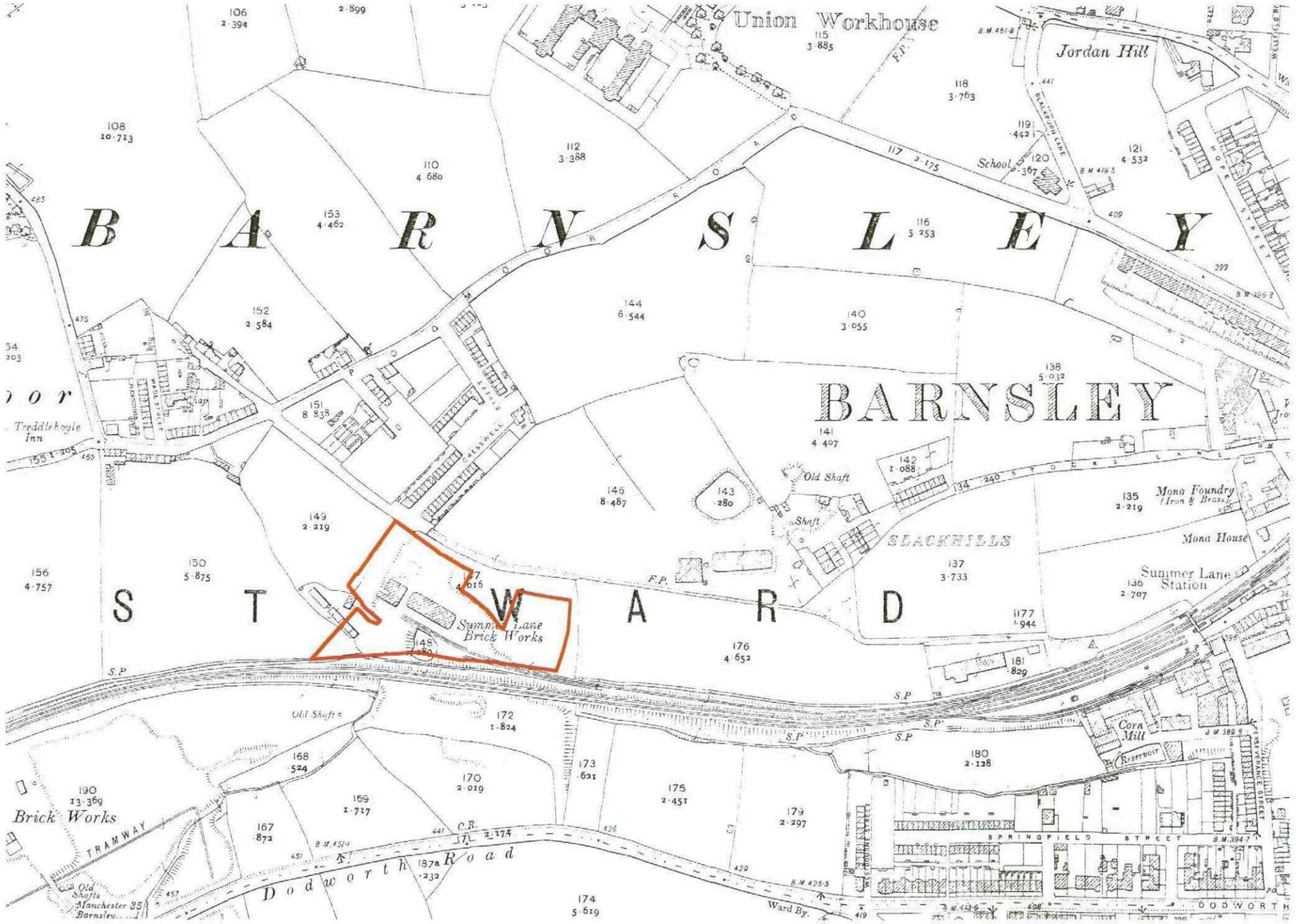


Image courtesy of Barnsley Council Online

Historical Maps



This map shows the development of the area in 1906 with the approximate location of the site highlighted in red.

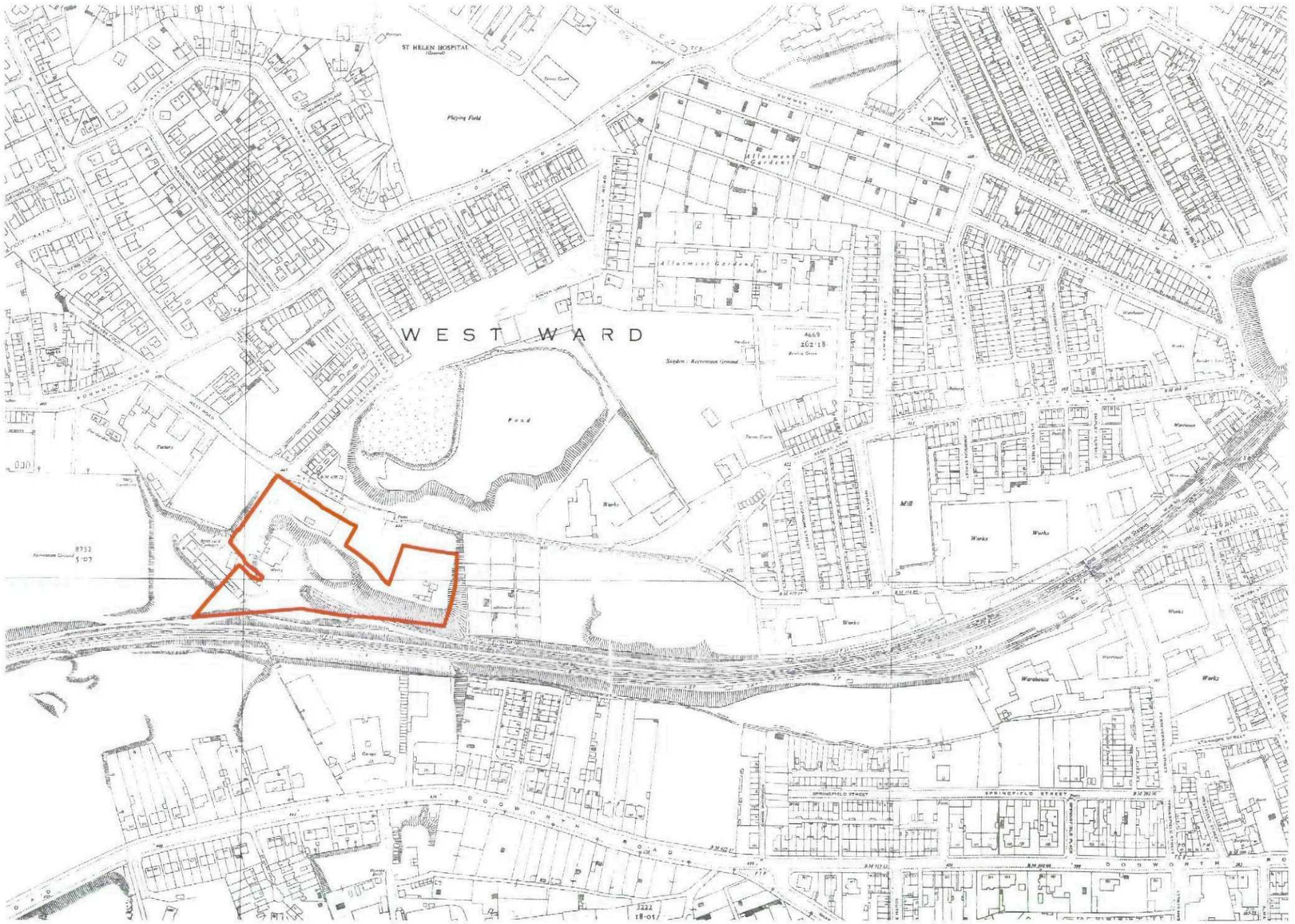
It shows a mainly rural landscape consisting of a patchwork of fields interspersed with pockets of industrial and residential development. There are however clear signs of housing growth in the areas immediately to the West of the town centre with residential terraces beginning to extend outwards from the centre along Summer Lane and Dodworth Road.

There are also a number of industrial premises including the Corn Mill and the Mona Foundry. At the heart of this area lies the Summer Lane Railway station serving the line that runs between Barnsley and Huddersfield. There is a concentration of railway tracks and spurs that service industrial premises suggesting an intensification of activity in this area and a driver for future growth.

Heading further out from the town other notable features include the colliery at the head of Stocks Lane and the Union Workhouse which is the site of the present day hospital. Further West and to the North of the West Road site are the early signs of some residential development along Pogmoor Road. On the site itself is the Summer Lane Brick Works and associated cottages which is also served by a spur from the railway line.

Base map courtesy of Ordinance Survey

Historical Maps



This map shows the development of the area in 1966 with the approximate location of the site highlighted in red.

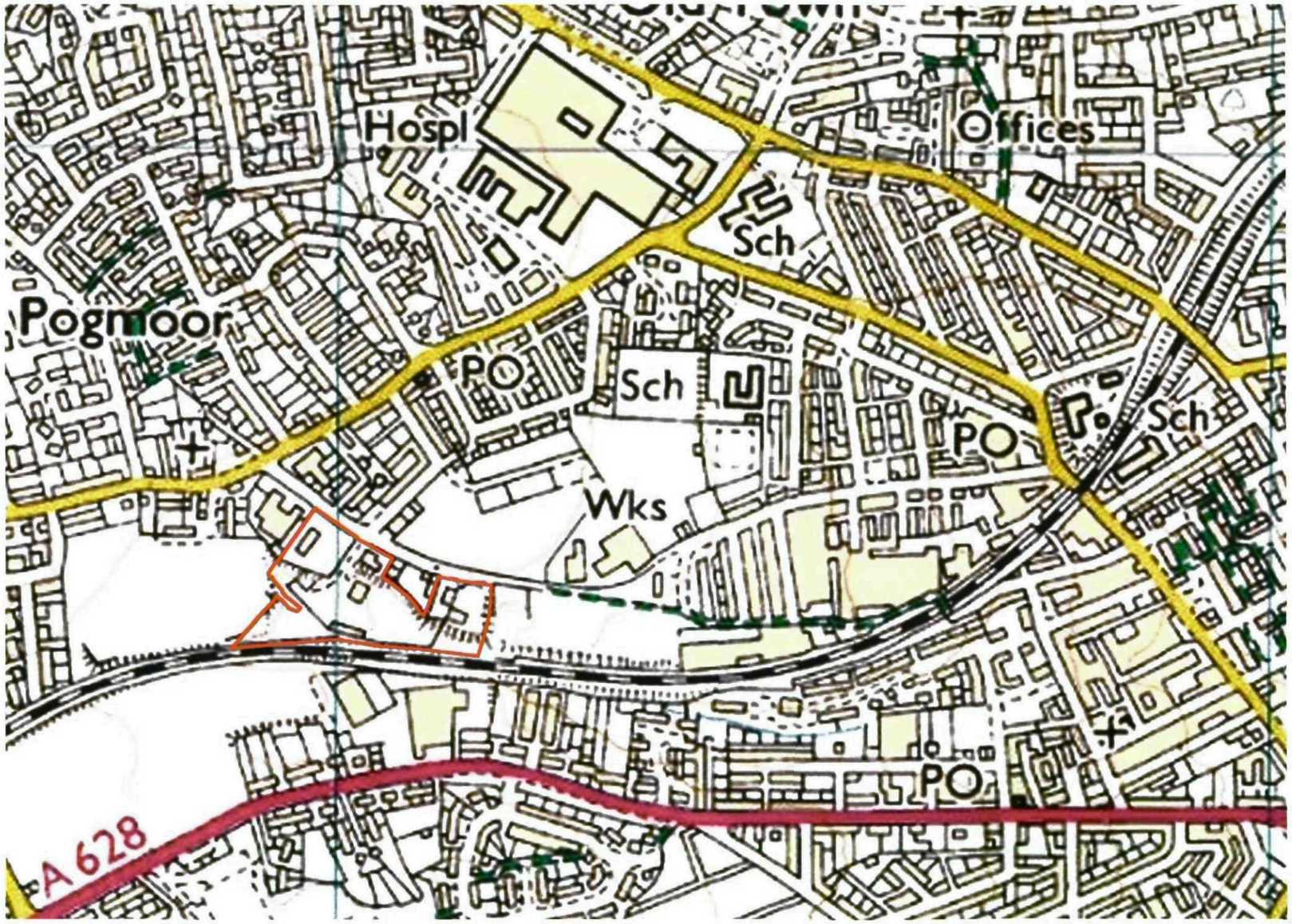
There has been a significant amount of urban growth since 1906 with the areas around Summer Lane and Dodworth Road now dominated by terraced housing. Another notable feature is the appearance of a large number of allotment gardens at the top of Summer Lane near the intersection with Pogmoor Road. The colliery at the head of Stocks Lane has now gone and has been replaced by subsequent industrial buildings/works. Whilst significant industrial premises remain in an around Stocks Lane the character of this area is changing with the addition of a number of streets containing terraced housing.

Further West the large area of fields that previously surrounded the old colliery now seems to have acquired a number of recreational uses including tennis courts, a bowling green, a recreation centre and a pond. There has been substantial residential development further along Dodworth Road and Pogmoor itself is virtually unrecognisable from 60 years ago. This area has grown into an established residential suburb of the town with significant housing areas to the North of Pogmoor Road and a number of terraced streets to the South.

On the site itself the bulk of the Brick Works has been demolished although it appears some activity on the site remains with the retention of one of the buildings and the cottages. Other significant changes along West Road include the appearance of some allotment gardens to the East of the site and the development of a factory building at the intersection with Pogmoor Road.

Base map courtesy of Ordinance Survey

Historical Maps



This map shows the development of the area in the present day with the approximate location of the site highlighted in red.

There have been some additions to the housing stock around Summer Lane and Dodworth Road but the current situation remains relatively unchanged to what it was back in 1966. There are still some prominent industrial and commercial buildings but the Summer Lane Railway Station no longer remains. The railway line itself has been substantially downgraded and is now only a single track with all the spurs and sidings having been removed.

The most notable addition to the entire area represented by the map is the present day hospital and the continued expansion of housing development, which now comprises the dominant use, especially around the Pogmoor area. Some of the recreational uses remain although these have evolved over the years with the tennis courts and pond no longer present. The allotment gardens have also disappeared although a new provision for these has been made within the central recreation ground.

The factory building on the intersection with Pogmoor Road has been demolished and West Road itself now comprisies a scattering of industrial premises. On the site itself nothing remains of Brick Works with the remaining associated buildings having been demolished many years ago. On the site itself nothing remains of the brick works as the remaining associated buildings were demolished many years ago. The site is now vacant.

Base map courtesy of Ordinance Survey

Pogmoor Today

As we have seen in the previous historical study, Pogmoor has enjoyed a century of strong urban growth, particularly during the period 1906-1966. From small beginnings at the intersections of West Road and Intake Lane with Pogmoor Road, the area has rapidly evolved into an established and popular residential suburb of Barnsley. The historical studies show that as Pogmoor has evolved and grown, so has its character been increasingly defined as a predominantly residential area.

Housing

Pogmoor has a wide variety and type of good quality housing stock which has consistently proven attractive to all ages and income groups. The accommodation ranges from two bedroom terrace houses suitable for first time buyers and lower income groups, semi detached three and four bedroom homes suitable for professional couples and those with young families, through to larger detached homes and substantial bungalows suitable for higher income groups, established families and retirement age groups. The type and age of residential properties ranges from terraced and semi detached housing built in the earlier parts of the 20th century to later developments of detached properties built in the 1970's and 80's. Generally speaking the older properties give way to newer housing stock as you move across the suburb from East to West.



Terraced housing on Pogmoor Road



Detached homes on West Moor Crescent

Employment and Industry

Pogmoor benefits from being within 10 minutes of the Town Centre and a close proximity to a number of business/industrial and retail areas. Employment at West Road on any scale has been declining since the Brickworks closed with nearby Capital Park and Claycliffe Business Park having proven to be a much more attractive location for business and industry, a situation which only highlights the lack of use for the site in its present condition. Difficulties particularly arise for those businesses operating HGV's or vehicles fitted with tachographic equipment as it is readily accepted that at busy periods it can take some 40 minutes to reach J37 of the M1, thus restricting the capabilities of those driving under the tachograph requirements.

At present there are understood to be less that 10 people working along the whole of West Road and underutilisation of such a large area requires addressing. Indeed the proposed development will create job opportunities for those living in the locality. The needs of the local community are of paramount importance as is providing employment that is reflective of the skill already possessed and attempting to attract employers to an area by way of an appropriate scheme suitable to their needs alongside existing and new uses.

Local services and facilities

Pogmoor has a number of local services and facilities that provide for its residents. There are a couple of convenience stores selling general supplies, a post office, a petrol station, a bathroom showroom, two hairdressers, hot and cold food outlets, an off licence and several local public houses. In addition the area is well served by community facilities including a Methodist Church, nearby primary schools on Summer Lane and in Gawber and Barnsley Hospital NHS Foundation Trust. The area also enjoys the benefit of a number of recreation grounds, one of which includes a series of allotment gardens. The provision of all of these services and facilities contributes to the attractiveness and popularity of the area as well as the sustainability of the community.



Local shops on Pogmoor Road



Local supermarket on Pogmoor Road

Transport and Infrastructure

Pogmoor is particularly well placed in terms of access to the M1 motorway and the Town Centre. The area is located approximately half a mile from Junction 37 of the M1 which makes it a very attractive place to live for commuters who travel by car to nearby towns, cities or places of work. The area is also well served by bus routes which provide easy access to other parts of the town and the main bus and train stations located in the Town Centre.



Site Analysis

- Site Location
- Site History
- Site A
- Site B
- Site C
- Summary



Site Location

The 'site' as described is a large tract of mostly vacant land fronting West Road in Pogmoor, Barnsley.

The map on this page identifies the site outlined in red within the context of its immediate surroundings. West Road intersects with Pogmoor Road, the main artery connecting the hospital through to a primary crossroads near Junction 37 of the M1. The site is surrounded to varying degrees by residential sphere's, to the North of the site is an area of open space/ playing fields, to the West a further area of community recreation space.

indicative only

Site History

The site(s) are located on West Road in the Pogmoor area of Barnsley and is split into 3 separate adjacent sites to enable development to take place more effectively.

This is a reflection of the current economic position. The larger site is comprised of the individual sites identified as Site A, Site B and Site C.

The map on this page illustrates their relationship to one another and their respective designations are identified in the key below:



SITE A

SITE B

SITE C

indicative only

Site A

This site is the largest of the three. A brick works was initially developed on the site almost a century ago due to large deposits of clay being found on this and neighbouring land. After this the site was used in a refuse destruction operation and subsequently a haulage yard operated by RJ Norman, the most recent use being a skip yard / transfer station with the last use having ceased some eight years ago.

Although the site has actively been made available to the market no viable employment use has been found. The site is at present deemed acceptable for a range of 'B' class uses (subject to consent) many of which are likely to produce noxious or dirty emissions and be subject to planning restrictions resulting in a narrow range of possible end users. The expanse of the site means that security is a continuing concern and to secure the site for any business use would be a potentially prohibitive capital start up cost thus narrowing the range of possible end users further. Part of this site is a former engineering works that has suffered an arson attack after years of vandalism.

Feedback received from the business community who have viewed the site indicate that they would potentially make noise and require vehicular movements at anti-social hours, this again may be restricted by planning conditions. These factors make the newly constructed Capital Park and Claycliffe Business Park a much more attractive location for end users.

The current economic difficulties are not considered to be a major factor in the vacancy of this site or the other vacant sites along West Road as the lack of use or interest in the sites pre-dates the current economic downturn. Although having a history of providing a base for HGV operations, the site is no longer considered appropriate to such users; a similar appraisal of the site has been given by those operating skip / waste transfer operations although other concerns from these operators related to continual complaints from residents in the Pogmoor area regarding smells, noise and debris blowing out of the site. There is a history of enforcement action and conditions attached to the provision of many of the historical uses of the site which again reflects the unsuitability of the site within the market place for industrial uses.

The derelict building fronting West Road has been subject to much vandal damage which eventually culminated in an arson attack, so that now only the structural frame remains. At present the whole of the Western side of West Road is subject to vandalism due to the large scale dereliction and vacancy of the former employment uses. It is understood that at the present time the whole of West Road provides employment to less than 10 people.

The site has an area of approximately 13,266 square metres.

- The Northern boundary of the site comprises West Road with only three remaining occupied units backing on to the site which operate between 8.30am and 5.50pm.

- To the East lies Site 'C' a former industrial site which has been excavated for ash. The long term use for the land is uncertain.

- To the South of the site is the main Barnsley to Huddersfield railway line. Crossing over the line further South a residential development is underway by Bellway Homes on a former car showroom and servicing garage.

- To the West of the Site is a large open green space, the driving test centre and Site 'B', yet another failed industrial site that is now vacant and likely to fall into decline.



Interior of the site showing ongoing excavations for ash



Vacant former industrial site facing West Road



The derelict and heavily vandalised building facing West Road

Site B



Exisiting premises currently subject to a winding up operation



The driving test centre on West Road



Vacant office/building facing West Road

Sometime between 1966 and 1973 this site was occupied by Coltons and used as a haulage yard, this occupation also included an area of the site being used as a stable and allotment for the personal use and pleasure of the Colton family. Subsequent users were RJ Norman who operated a Haulage Yard after ceasing to use the neighbouring site (Site A). At the height of this operation some 40 HGV's used this as a base / stop over location.

The last 10 years have seen the site being used for a variety of ventures that have all re-located to more appropriate locations. The site has been offered in whole and part to the market but the main office/building to the front of the site has remained vacant over the long term and the remainder of the site is currently being used as a winding up operation. No members of staff are employed on any of the site and the winding up operation is being carried out by a third party based elsewhere.

Although there is an office building and a large unit still present on this site they are not particularly appealing to the market and require major renovations or improvement to be competitive at any level to secure any form of long term tenure, the cost associated with such works not being reflected in any revenue return.

Also included within Site B is the driving test centre which is currently a going concern. However under new Government announcements it is likely that the test centre will cease to be a necessity which would create yet another vacant building and surrounding site along West Road. It may be possible to incorporate the DVLA building as part of the scheme at a later time.

The site has an area of approximately 5,300 square metres.

- The Northern boundary of the site comprises West Road.

- To the South and East lies a former industrial site that is being excavated for ash (Site A) and the long term use for this land is uncertain.

- To the West of the Site is the vacant former Remploy site and a large recreation ground.



Interior of the site showing the extent of the ongoing excavations for ash

Site C

This formed part of the Brickworks around the beginning of the century and became part of the Refuse Destruction operation by 1929.

Around 1960 a works was erected on the site and this subsequently became a warehouse; this being the last employment use on the site. Although the site was made available to the market the only viable use was found to be the extraction of ash from the site. This present use has resulted in the removal of the building and the excavation of the whole site. It is not clear what use the site may have once the ash has been completely excavated. The nature of the ash excavation means that once complete there will be no employees on this site and yet another vacant site will be fronting West Road.

The site has an area of approximately 3,550 square metres.

- The Northern boundary of the site comprises West Road.

- To the East lie further recreational grounds and open spaces.

- To the South of the site is the main Barnsley to Huddersfield railway line. Crossing over the line further South a residential development is underway by Bellway Homes on a former car showroom and servicing garage.

- To the West lies a former industrial site that is vacant (Site A) and the long term use for this land is uncertain.



View of the the site(s) from the recreation ground across West Road with housing areas to the right



Housing area directly opposite the site(s) across West Road



Looking down West Road towards the site(s) from the junction with Pogmoor Road

Summary

There is little social or economic value attached to these sites in the current context and whilst they continue to be zoned for employment use.

It has been previously accepted that West Road is a prominent location as a residential area, this was reflected in both the former Pogmoor West End Club site and the former Remploy (employment site) being granted planning consent for residential use. Similarly, the Royston Lead Works on Stocks Lane was granted consent for residential use.

These departures from the UDP confirm that the West Road vicinity as an employment location based on current and historical uses is now an outdated and undesirable use. This was further highlighted in the April 2010 review of employment sites which did not include West Road as an area for continued employment use. It is considered that in already accepting that residential is a more appropriate re-use along West Road, that it would be to desirable to incorporate an element of employment use within the context of a wider 'mixed' development, in order to mitigate the loss of employment status at these sites. Accordingly the proposals involve the creation of 'cleaner' office and service based employment opportunities that will be more in keeping with the character and nature of the surrounding area. The proposal does not involve the loss of any permanent current jobs at the site(s).

An examination of the immediate neighbourhood highlights how the present uses and current state of the site(s) create an unsatisfactory relationship with the existing residential areas which define the character of the area. The likelihood of the site(s) falling into further decline for the reasons stated in this report will only increase the social, visual and economic blight that the site(s) represents, not only to the adjacent housing and recreational areas, but to the wider areas of Pogmoor and Barnsley itself.



Development Strategy

- Relevant Planning History & Policies
- Zoning
- Access & Parking
- Massing

Relevant Planning History & Policies

The site(s) are currently classed as Employment Land in the Barnsley UDP and so present a departure from the historical use for the site(s), although as outlined above it is accepted by the existing consents for residential use that have already been granted in the vicinity that the current and historic uses are no longer desirable.

It is acknowledged that the proposal for the site(s) represents a departure from the preferred employment use identified in the UDP. However it is felt that employment is no longer a viable use for the site(s) and we therefore propose that they be re-designated as suitable for housing by means of satisfying the criteria set out in SPG 24 'Re-Use of Employment Areas'.

The criteria are addressed in the order with which they are set out in SPG 24:

1. There are no jobs on the site(s) therefore redevelopment of the site for non-employment use will not result in the loss of any jobs.

2. The proposed development will have an acceptable relationship with surrounding land uses and comply with other relevant policies in the UDP by means of:

- The site(s) is located within an established residential area that has adequate schools, shops and other facilities for the benefit of residents. It is also located close to the regular bus routes on Pogmoor Road, is just over half a mile away from the M1 and Barnsley Town Centre is a 15 minute walk away.

- The occupants will not suffer unsatisfactory living conditions with neighbouring uses due to the nature of the surrounding uses, the positioning of the residential properties and the inclusion of the 'tree buffer zones' along the significant boundaries.

- The proposal will be able to meet the requirements of UDP policies ES7 or ES8 where it is suspected that the land is contaminated.



Claycliffe Business Park

3. There are significant and vacant tracts of land nearby that lay within an Employment policy area which could be developed for employment purposes in the future. These are the larger sites located at Claycliffe and Capital Park where a vast proportion of units and vacant land exists for occupation. These are a mixed availability for both sale and let. It is anticipated that the former schools sites that are being replaced with new education facilities as well as other sites owned by Barnsley MBC will be re-deployed as employment site under the Local Development Framework later this year.

The LDF will also take into account of the significant land holding of Yorkshire Forward and couple with this new employment sites that are understood to be opened up in the greenbelt, these locations again being more attractive to businesses. The historic uses of the vacant sites along West Road have a long standing history of enforcement action due to the close proximity of the residential areas which makes the area less attractive to business users.

A) There are no existing buildings on the site that are able to meet these requirements.

B) The existing site(s) is derelict and offers little environmental benefits for the local residents and the area. It is also a visual blight and is likely to remain so unless viable alternative uses can be found.

C) The site(s) is suitably located close to the strategic highway network but this has not prevented it from falling into continual decline for employment use over many years.

D) The site(s) has been marketed for employment uses at a realistic price for over 8 years without significant interest.

We feel that the site(s) meets the criteria set out in SPG 24 'Re-Use of Employment Areas' and that not being able to pursue alternative uses will only result in the further deterioration of the site(s), ensuring they will continue to be a lingering social, visual and economic blight on the area for the foreseeable future.



Capitol Park

Relevant Planning History & Policies

This is an outline application and the layouts are indicative only, there are a great number of possible proposed layouts, house types and employment uses that may be deemed acceptable and accordingly it has been considered more appropriate to split this site into three separate site areas for three separate applications. Should one or more element a one of the sites be considered inappropriate to be controlled by the implementation of conditions it will not result in the whole of the redevelopment being refused consent.

As the individual sites will considered on their individual merits and not just as a 'collective whole', paragraph 84 of Circular 11/95 'Use of conditions in planning permission' will be taken into consideration. This paragraph is highlighted below:

Conditions Altering the Nature of the Development
Modifying proposed development

Paragraph 84: *If some feature of a proposed development, or the lack of it, is unacceptable in planning terms, the best course will often be for the applicant to be invited to modify the application (if the modification is substantial, of course, a fresh application will be needed). It may however, depending on the case, be quicker and easier for the local planning authority to impose a condition modifying in some way the development permitted. The precise course of action will normally emerge during discussion with the applicant. A condition modifying the development, however, cannot be imposed if it would make the development permitted substantially different from that comprised in the application. It would thus be legitimate to require by condition that a factory proposal, for example, should include necessary car parking facilities, but wrong to grant permission for a development consisting of houses and shops subject to a condition that houses be substituted for the shops. Whether a modification would amount to substantial difference will depend upon the circumstances of the case, but a useful test will be whether it would so change the proposal that those interested in it would wish to comment on the modification.*

Precedents

In terms of local precedents the Barnsley Development Agency raised no objection to the application for the Remploy site on West Road to be re-used for residential purposes on the grounds that there was no loss of employment and was recommended by BMBC Planning Department for granting of residential permission because all issues raised within SPG 24 could be complied with and that there was an acceptable relationship with adjacent users. A similar decision was given for the residential consent for the Pogmoor West End Club. Capital Park which is already available in the market has some 25 acres of vacant employment land as per enquiries made last year. There are also a large number of various sized vacant units capable of immediate occupation at both Stocks Lane and Claycliffe Park. It is therefore arguable that there are still more viable and better employment sites within the locality, in turn the LDF will make significant increased provision for employment land long term and provide more appropriate locations for some of the less desirable uses.



Former Remploy site: already has benefit of being granted change of use to residential



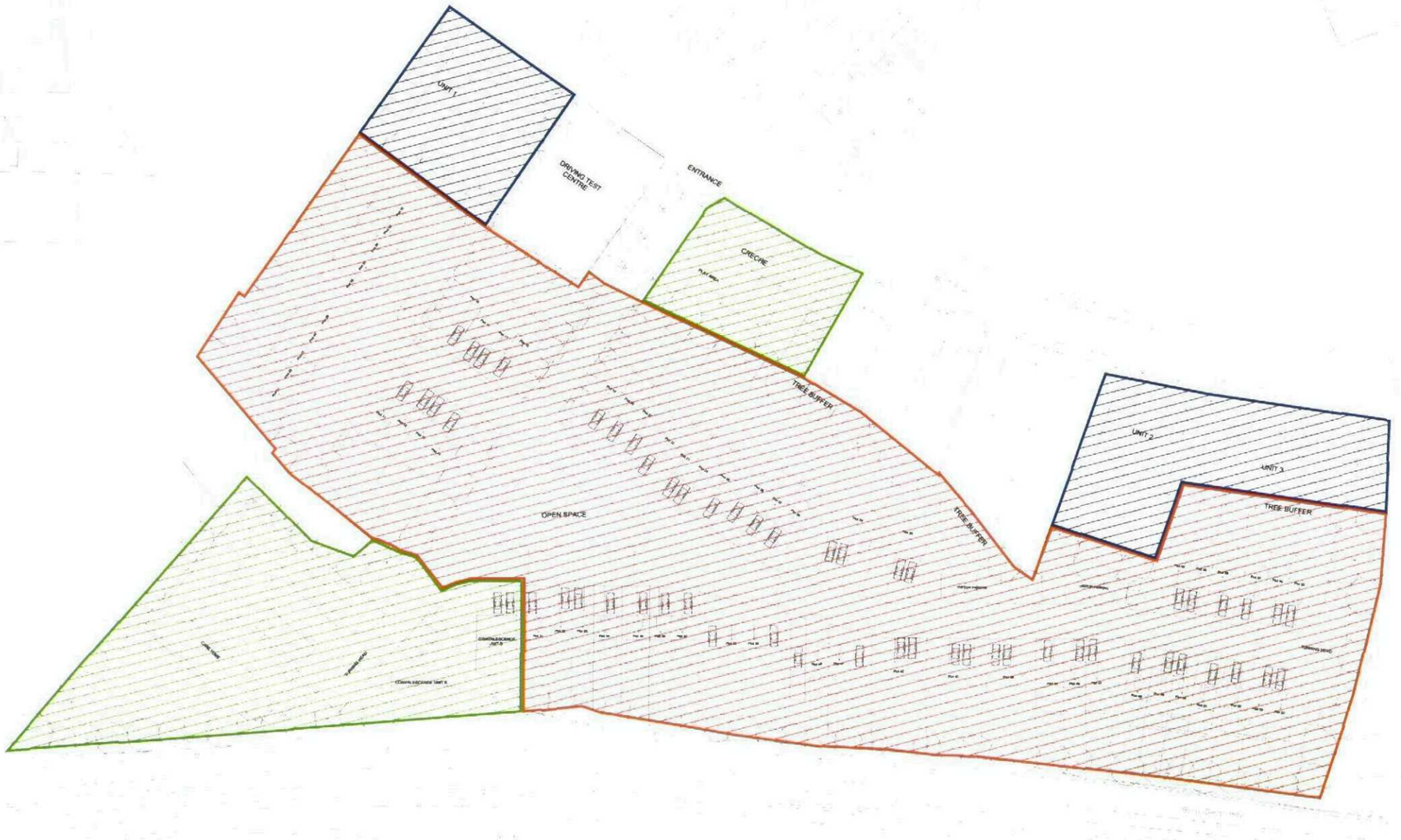
Site of former Pogmoor West End Club: already has benefit of being granted change of use to residential

Zoning

The proposed development proposes primarily employment uses along West Road. This preserves and enhances the current employment frontage to West Road by replacing vacant and derelict sites with modern facilities that cater for current and future employment requirements.

There is also the provision for a number of care facilities within the development including a creche which occupies a site fronting West Road next to the main entrance into the development. Further within the site there is a care home and two convalescence units.

The bulk of the site(s) is given over to residential use. This will form the dominant use and be complimentary to the proposed type of employment uses and the care facilities.



Residential Use

Care Facilities (Employment providing)

Employment Use

indicative only



Access & Parking

All drawings are indicative and the final scheme may offer different access and parking arrangements. The proposed employment uses will have direct pedestrian and vehicular access onto West Road, as does the creche facility. Parking for these uses is also provided directly off West Road for the convenience of the end user and to enhance visibility and surveillance.

A main entrance leads past the creche into the heart of the site, providing both vehicular and pedestrian access to the residential elements and further care facilities. It is proposed that all residential units have a minimum of one parking space in addition to the provision of a number of visitor spaces positioned around the site.

Vehicular Routes
Vehicular access to all facilities on site to include traffic calming meaures and materials to promote a high quality urban environment

Pedestrian Routes
Clearly defined pedestrian routes comprising of well defined footpaths and crossovers to be incorporated within traffic calming measures.

indicative only

Massing

The massing of the buildings ranges from 1 story bungalows through to a 3 storey building. Some of the buildings have accomodation in the roof and all are designed in a traditional pitched roof form to match the character of the surrounding residential areas.



1 storey pitched roof

2 storey pitched roof

2 storey pitched roof, accomodation in roof

3 storey pitched roof, accomodation in roof

Key Views & Focal points

indicative only





indicative only

Employment for Business

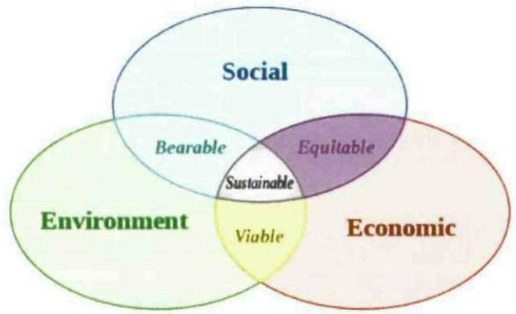
The employment uses will occupy sites facing West Road to provide designated seperate employment uses along this frontage. The design of the units will be in keeping with the traditional style of the surrounding residential properties and the proposed residential designs for the development.



proposed style of employment buildings



provision for up to 80 jobs



will help to create a sustainable community

Employment for Care Provision

The scheme makes provision for social care needs including the care of children in the 0-3 years age group and the elderly. There is also the provision of some convalescence facilities. These uses are providing employment whilst addressing social aspects.



creche



residential care home



convalescence facilities



indicative only



indicative only

Residential

There will be a varied mix of residential accomodation including terraced, semi detached and detached two, three and four bedroomed properties. All will have generous gardens, sufficient parking spaces and be of a traditional two storey, pitched roof design in keeping with the surrounding residential areas. Some of the homes will provide additional accomodation in the loft to enhance living space and increase plot efficiency. In keeping with local and national and policy it is anticipated that there will be some social/affordable housing provision.



typical house types



attractive streetscapes



traditional design

Open & Green Space

Substantial open and green space for the amenity of the residents will be provided with the inclusion of generous gardens to all properties that will be a minimum of 10m in length. There is also on site provision for open space and landscaped areas, in addition to generous planting to soften the development and provide a buffer between the residential and commercial elements.



tree buffer zone



generous rear gardens



open space



indicative only



indicative only

Accomodation Schedule

Site A

Creche
Approximately 4000 sqft split over two floors with associated parking. This facility could accomodate up to three full and seven part time jobs. This unit has direct access to West Road.

Commercial/Office Unit Two
Approximately 5500 sqft over two floors with associated parking. This unit could potentially accomodate 17-34 jobs depending on the type of end user and their requirements. This unit has direct access to West Road.

Care Home
60 beds over three floors with associated parking. This facility could provide the equivalent of 30 full time jobs based on a 24 hour care provision.

Two Convalescence Units
Each single storey unit is approximately 1000 sqft and together could provide the equivalent of six full time jobs based on a 24 hour care provision.

29 houses
Offering a range of accomodation from 3 bedroom terraced houses to four bedroom detached family homes.

Accomodation Schedule

Site B

Commercial/Office Unit One
Approximately 6000 sqft split over two floors with associated parking. Could potentially accomodate 18-36 jobs depending on the type of end user and their requirements. This unit has direct access to West Road.

Driving Test Centre
The existing test centre is to be retained although the number of jobs it provides is uncertain, as is it's long term future. This facility has direct access to West Road.

18 houses
Offering a range of 3 bedroom terraced houses. Access to all the properties within this site will be via the main access road into the site(s) incorporated within Site A.



indicative only

Accomodation Schedule



Site C

Commercial/Office Units Three & Four
Approximately 4500 sqft split over two floors with associated parking. Could potentially accomodate 14-18 jobs depending on the type of end user and their requirements. This unit has direct access to West Road.

13 houses
Offering a range of 3 bedroom terraced houses. Access to all the properties within this site will be via the main access road into the site(s) incorporated within Site A.

indicative only



indicative only

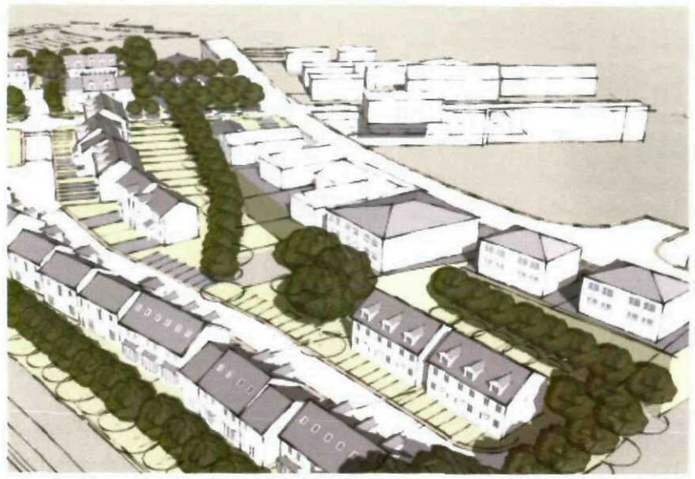
A Mixed Community

Whilst the individual sites offer potential in isolation, there is an opportunity for additional benefits to be derived by combining the sites to anchor a wider and more comprehensive development for the area.

There is the opportunity to create a truly mixed community which maintains employment uses at the site(s). This development proposes the removal of the inappropriate uses and the replacement of vacant and derelict sites with modern employment facilities that reflect the sectors in which jobs are available and are likely to continue to be created in the future. These types of employment uses by their very nature would be more acceptable for locations such as this, adjacent to the existing residential areas of Pogmoor. The accomodation schedule shows that there is the potential to provide for 40-80 jobs at this location and the opportunity for a further 39 jobs to be created by the provision of the care facilities. This is a substantial increase on the current numbers of jobs provided at this location.

The inclusion of a residential use is a crucial element in creating a successful mixed community at this location. This will not only completely regenerate the site(s), but make a significant contribution to the long standing reputation and popularity of Pogmoor as an attractive place to live. The provision of a number of accomodation types is an opportunity to deliver more diversity and choice to the market whilst simultaneously enhancing the urbanity with architectural forms that reinforce and strengthen the character of the area. Similarly the inclusion of the care facilities will encourage an environment that is welcoming and appealing to all ages groups.

A thriving community is the key to all successful urban regeneration. Offering choice, encouraging diversity and mixing uses within the framework of the LDF will reverse the long standing decline of the employment sites on West Road and ensure that this area will develop as a sustainable and mixed use neighbourhood within the 'Barnsley Urban Community Area'. Although a mixed development, care has been taken to ensure that no one use is detrimental to the amenity of the other. By offering a range of housing types and a variety of employment uses, this proposal strives towards developing Pogmoor as a community where living, working, healthcare and education are all within walking distance.







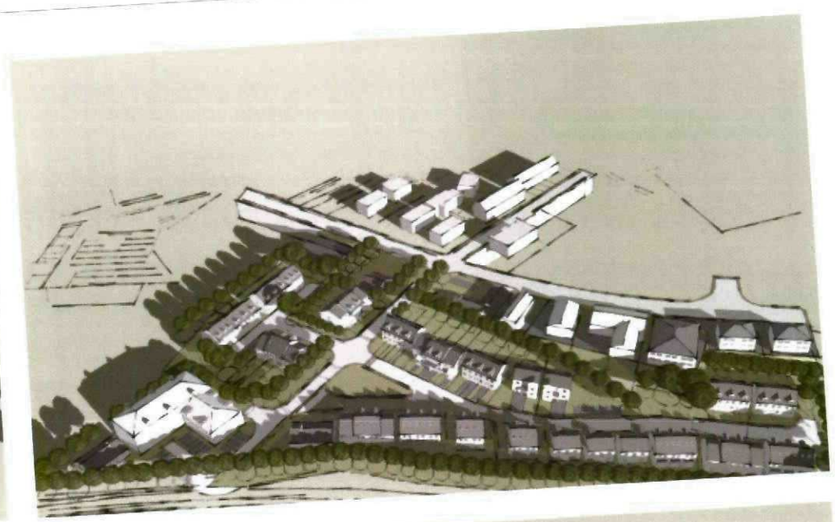
Visualisations

indicative only

Visualisations

indicative only













Visualisations

indicative only