2021/1693
Applicant: Mr Rob McKenzie

Erection of Automotive Technology Centre building on the site of the existing multi-use games area (MUGA) which is proposed to be re-located (separate planning application 2021/1678) and associated provisions including roller shutter doors, classrooms, changing rooms, staff room and WC provision

Barnsley College, Construction Centre, Honeywell lane, Barnsley, S75 1BP

Site Description

The application site refers to the Honeywell Lane site owned and operated by Barnsley College. Specifically, the red line boundary includes the access road from Honeywell Lane, to the North, and an existing MUGA located towards the South of the site. The MUGA is situated between various College buildings to the South, West and North, with a car park to the immediate South and a railway line to the immediate East. The Construction Centre (The CUBE) is located to the West of the site and to the South is the Think Low Carbon Centre with both providing facilities for practical courses in relation to trade and industry. The site is located on the outskirts of Barnsley Town Centre – c 400m to the North of the Town Hall, but falls just outside of the Town Centre Boundary. The site falls within the Urban Fabric, with the campus nestled in between various pockets of residential dwellings. The nearest residential dwellings to the application site are located to the East on the other side of the adjacent railway track – c. 40m to the East. The MUGA is bounded on all sides by approx. 3m high mesh fencing coloured in green with various gates allowing access into the site.

The only vehicular access into the site is from Honeywell Lane to the North – which runs from West to East, parallel to the front of the Honeywell campus which is largely a mixture of detached buildings of various uses, green space and outdoor sporting facilities. Within the site itself is a series of traffic-calmed roads with speed bumps and restrictions. There are various car parks scattered across the campus in various locations including 2 x car parks immediately adjacent to the existing MUGA – to the North and South, respectively.










Planning History

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

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

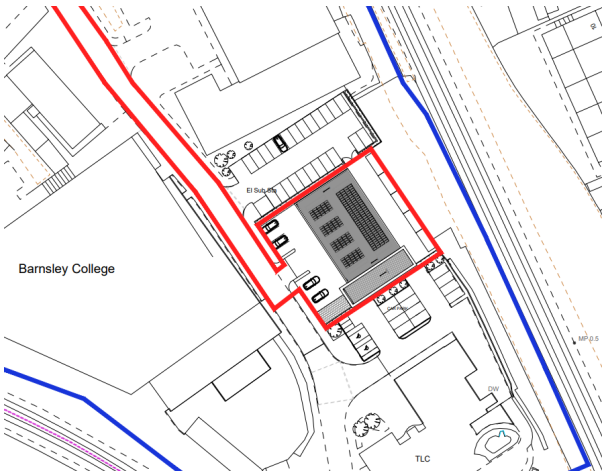
2009/0609: Mixed use development of residential, offices and relocation of college sports hall and tennis courts (Reserved Matters) – Approved subject to legal agreement

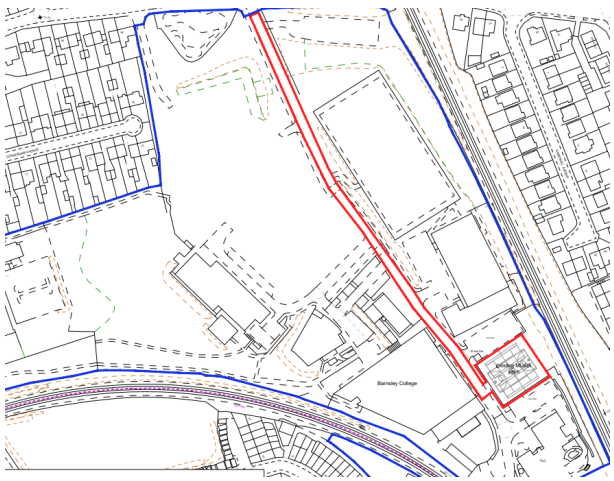
2010/1464: Erection of two storey extension to Sports Centre Learning Facility to create additional storage with classrooms and ancillary facilities above – Approved with conditions

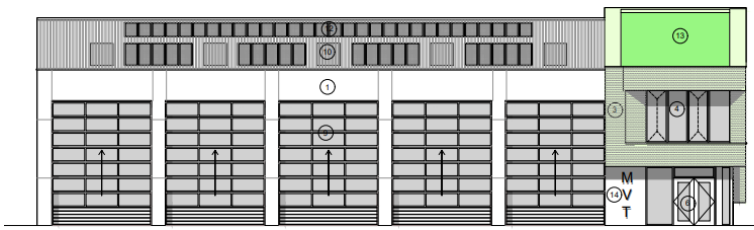
Proposed Development

The applicant is seeking approval for the erection of a part single, and part two storey building located on the existing Multi Use games Area (MUGA) pitch, effectively replacing the MUGA pitch in the process. The building is somewhat rectangular in shape with 5 x large metal vertically sliding doors located onto the frontage. The building is constructed and finished in cladding and render panels, coloured in a mixture of light grey and green. The building measures 32m in length and 18m in length, with the first floor being irregular in shape and projecting further than the ground floor dimensions. The building is set within the middle of the site with the rear elevation distanced at 8m from the rear boundary line and 3 parking spaces on the rear boundary line.

There is a car park located to the front of the building which can accommodate 6 car parking spaces including 2 EV charging points, alongside proposed cycle and motorcycle parking. The building will be known as the Automotive Technology Centre and will contain the college's automotive technology courses. Internally, it will include a large space for the repair of vehicles accessed via sectional shutter doors with hydraulic lifting equipment and specific allocation for electric and hydrogen powered vehicles. The building will contain classrooms at the first floor for teaching as well as welfare facilities including changing rooms, a staff room and W/C provision.



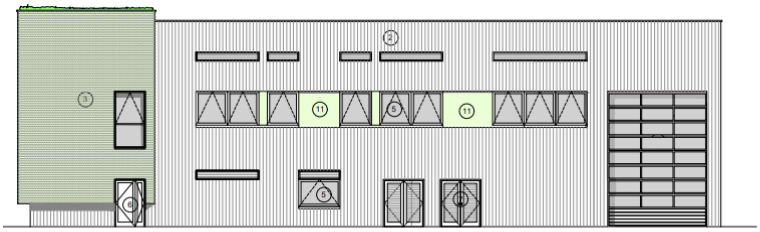




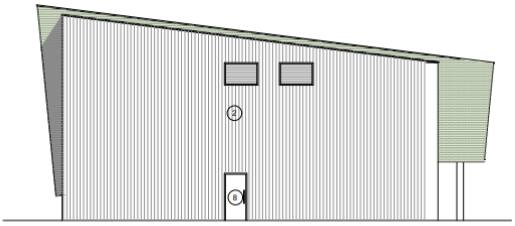
Proposed West Elevation
1:200 @ A3



Proposed South Elevation
1:200 @ A3

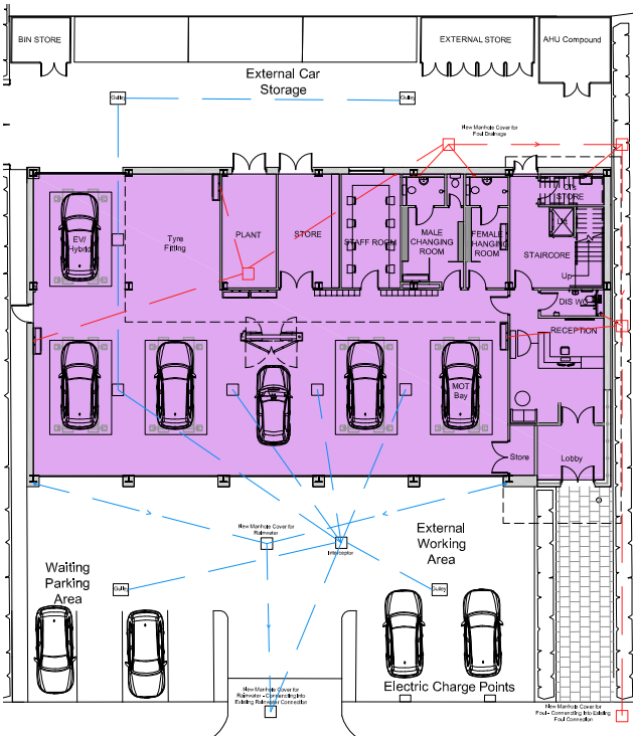


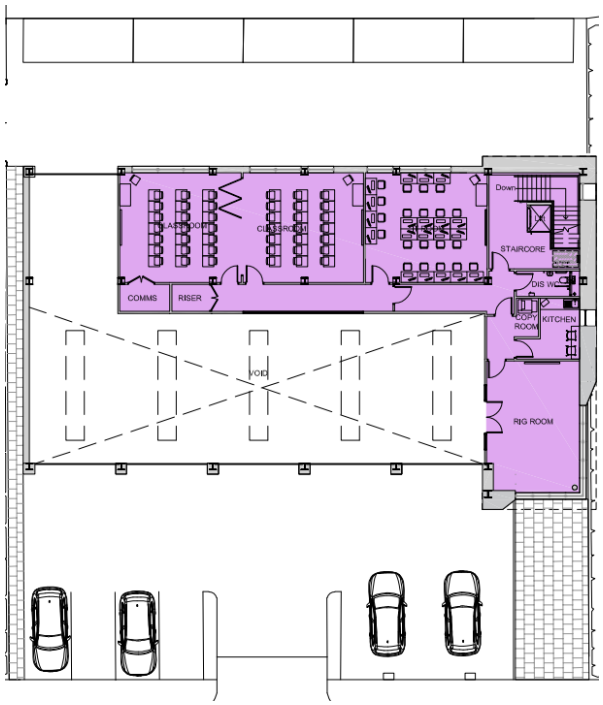
Proposed East Elevation
1:200 @ A3



Proposed North Elevation
1:200 @ A3

Proposed ground and first floor plans





Policy Context

Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making. The development plan consists of the Core Strategy, saved Unitary Development Plan policies. The Council has also adopted a series of Supplementary Planning Documents and Supplementary Planning Guidance Notes, which are other material considerations.

Local Plan

The Local Plan (adopted January 2019), alongside the Joint Waste Plan and relevant neighbourhood plans, form the statutory development plan for Barnsley. It establishes policies and proposals for the development and use of land up to the year 2033 and will be used when considering planning applications and to coordinate investment decisions that affect the towns, villages and countryside of Barnsley. The Local Plan

supersedes the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011). In reference to this application, the following policies are relevant:

SD1: Presumption in favour of Sustainable Development – When considering development proposals, The Local Planning Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

GD1: General Development – Development will be approved if there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents.

LG2: The Location of Growth – Priority will be given the development in the following locations:

- Urban Barnsley
- Principal Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (which includes Thurnscoe and Bolton on Dearne), Penistone and Royston; and
- Villages.

Urban Barnsley will be expected to accommodate significantly more growth than any individual Principal Town, and the Principal Towns will be expected to accommodate significantly more growth than the villages, to accord with their place in the settlement hierarchy.

E4: Protecting Existing Employment Land – Land or premises currently or last used for employment purposes will be retained in order to safeguard existing or potential jobs. The development of employment land and premises for non-employment uses will only take place if:

- Development would not result in a significant loss of existing jobs or employment potential;
- There will still be an adequate supply of employment land or premises in the locality; and
- The land or premises cannot satisfactorily support continued employment use.

If the above criteria can be satisfied then redevelopment will be allowed.

D1: High Quality Design and Place Making – Development is expected to be of a high quality design and will be expected to respect, take advantage of and reinforce the distinctive, local character and other features of Barnsley.

T3: New Development and Sustainable Travel – New development will be expected to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists.

T4: New Development and Transport Safety – New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Poll1: Pollution Control and Protection – Development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air, surface water and groundwater, noise, smell, dust, vibration, light or other pollution which would unacceptably affect or cause a nuisance to the natural and built environment or to people. Developers will be expected to minimise the effects of any possible pollution and provide mitigation measures where appropriate.

I2: Educational and Community Facilities – The Local Planning Authority will support the provision of schools, educational facilities and other community facilities. New schools, educational and community facilities such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship, should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport. Such uses will be protected from development unless it can be demonstrated that the sites and premises are no longer required by the existing or an alternative community facility.

CC2: Sustainable Design and Construction - Development will be expected to minimise resource and energy consumption through the inclusion of sustainable design and construction features, where this is technically feasible and viable. All non-residential development will be expected, to achieve a minimum standard of

BREEAM 'Very Good' (or any future national equivalent). This should be supported by preliminary assessments at planning application stage.

I1: Infrastructure and Planning Obligations – Development must be supported by appropriate physical, social, economic and communications infrastructure, including provision for broadband.

GS1: Green Space – The Council will work with partners to improve existing green space to meet the standards in our Green Space Strategy.

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

In respect of this application, the policies above are considered to reflect the 4th Core Principle in the NPPF, which relates to high quality design and good standard of amenity for all existing and future occupants of land and buildings. They also reflect the advice in paragraph 124 (general design considerations) and paragraph 130, which state that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'.

SPDs/SPGs

SPD 'Parking' provides parking requirements for all types of development.

Siting of new buildings provides guidance and design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

Other material considerations

South Yorkshire Residential Design Guide - 2011

Consultations

Highways DC – The proposed development provides 9 additional car parking spaces, including two EVCP and areas for cycle and motorcycle parking. All car parking spaces have sufficient room to manoeuvre and turn within the site. In terms of intensification of use of the site, the proposals would result in a negligible increase in vehicular traffic on the local highway network. The site is in a sustainable location and is readily accessible both on-foot and by public transport. It is therefore considered that the proposals to have minimal impact upon the highway and as such they are considered acceptable from a highways development control perspective. Subject to conditions, no objections are raised to the proposed development.

Drainage – No objection but recommended a condition requiring the develop to submit further details.

Network Rail – No objection in principle to the development but some requirements which must be met. It is imperative that the developer liaises with Network Rail's Asset Protection Team prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety. Details to be discussed and agreed will include construction methodology, earthworks and excavations, use of crane, plant and machinery, drainage and boundary treatments. It may be necessary for the developer to enter into a Basic Asset protection agreement (BAPA). It is imperative that drainage associated with the site does not impact on or cause damage to railway assets. Surface water must flow away from the railway, there must be no ponding of water adjacent to the boundary and any attenuation scheme within 30m of the railway boundary must be approved by Network Rail in Advance.

Superfast South Yorkshire – No objection raised but requested a condition for details to facilitate of gigabit-capable full fibre broadband for the development.

Sport England – The loss of the MUGA will be mitigated by the construction on a different part of the campus and there is no objection to this arrangement. A condition is required that requires the replacement MUGA to be operational prior to the development commencing.

SYMAS – The site is not within a Coal Authority Mining Referral Area and therefore the site not considered to be at risk from coal mining legacy issues and a CMRA is not required. SYMAS records indicate that the site is covered by made ground and a recorded category 4 landfill site of unknown thickness. The site should therefore be assessed from a Geo-environmental perspective. Site investigations to evaluate the made ground and mitigation in the form of appropriate foundation design is likely to be required. A follow up email confirmed that no conditions were necessary.

Pollution Control – The development is unlikely to have an adverse impact on health and the quality of life of those living and/or working in the locality, so approval is recommended.

Reg Services (Sustainable Travel) - I note that the Transport Statement in support of this application states that 9 car parking spaces will be provided with 2 spaces allocated for electric vehicle charge points. This is satisfactory. The Council's minimum specification for charge points is "mode 3", 7 kW, 32 AMP. I note also that the proposed Automotive Technology Centre will provide training for repair of electric / hydrogen powered particles and should the College wish to install charge points which surpass the Council's minimum specification, this will also be satisfactory.

Drainage - There are no drainage details shown on the plans submitted, with the application form describing foul to discharge to "Mains" and surface water to "Watercourse". Therefore, it is not possible to make any constructive comments regarding this application; however, it is noted that the area is well served by sewers and that a conditional approval is appropriate in this case.

Urban Design Officer – The building opposite the site, the Construction Centre, was originally proposed to have just black brickwork at ground floor level, facing the access road. Concerns were rasied that this would look too 'gloomy' for students walking towards the adjacent Think Low Carbon Centre (which itself is in subdued colours). As a consequence, the architects amended the design by inserting patterns of square buff bricks into this elevation which considerably uplifts and enlivens this long walkway. Requested a lighter colour than black, which will be a good foil for the green.

Yorkshire Water – No objection but recommended several conditions.

Ward Councillors – No comments

Pollution Control – The suggested condition referring to further details being submitted upon commencement of development are considered appropriate.

Enterprising Barnsley – Supports the application.

Representations

Neighbour notification letters were sent to neighbouring properties and a site notice was placed nearby; no comments were received.

Assessment

Principle of Development/Loss of Open Space

The application site is located firmly within the Barnsley College Honeywell Campus and is to support the ongoing development of the College within the region, and will be utilised for the College's automotive technology courses. Local Plan Policy I2 states that the Local Planning Authority will support the provision of schools, educational facilities and other community facilities, which should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport.

The proposed building will replace an existing MUGA and whilst open/green space is generally protected, it is the College's intention on replacing the MUGA elsewhere on the campus. Indeed, there is a separate planning application (2021/1678) submitted alongside the proposed development which at the time of writing, is at an advanced stage. Sport England have been consulted on the proposal and have not objected given that the MUGA pitch is being replaced and re-located within the site – subject to a condition which

requires the developer not to commence development until the replacement MUGA has been installed on site. Given the timeline of development, work on the proposed development will take longer than the proposed replacement MUGA and other areas on site have been outlined for outdoor sport/activities to replace the existing MUGA. The agent has informed the LPA that the existing MUGA is not being used for these activities currently in anticipation of its removal. It is therefore considered to be fair to re-word the condition to ensure that the replacement MUGA will be installed prior to first occupation of the building.

The proposed development is considered to support the existing use and growth of the Barnsley College Honeywell Campus offering more teaching space, without changing the character of the area significantly or how it relates to the surrounding area. The proposed development is therefore considered to be in compliance with Local Plan Policy GD1 and I2 and is acceptable in principle.

Visual Amenity

The Honeywell campus is made up of detached buildings which all follow similar design characteristics in terms of their general appearance, but there is a variety of different building detailing, external materials, size and structure. The immediate adjacent buildings are the CUBE to the West, The Sports Academy to the North and the Think Low Carbon Centre to the South which are constructed from a mixture of black cladding with buff brick detailing, white render and red brick, respectively. All of these buildings are also different in terms of their structure, shape, roof style and general appearance. This serves as the backdrop for what is a fairly diverse educational campus with a variety of different building forms. The proposed building is located on the existing MUGA site which is well within the campus, towards the Southern boundary – approximately 270m from the site entrance off Honeywell Street. Like most buildings on the campus, it is not visible until one is firmly within the Campus grounds and the proposed building will also be largely screened by surrounding buildings. The main access into the site is from Honeywell Street with the Sports Academy directly to the North which would largely screen the building on approach. There are some nearby properties c.50m to the East which would likely have views onto the building but there is a railway track in between and also several trees on the respective boundary lines which would obscure the views into the site.

Notwithstanding the above, high-quality design for all developments is paramount no matter where the site is located or its visibility. Clearly, the site is well used by students and staff and full assessment against Local Planning Design Policies will be necessary. The proposed building is somewhat rectangular in shape with a slightly sloped roof with solar panels, finished with green and grey cladding. The building has a mixture of different window/door styles of different sizes including 5 floor-to-ceiling metal hydraulic doors on the frontage given that the intended use of the building is for automobile repair/technology. These are considered acceptable features and is clearly to support the intended use of the building. The Council's Urban Design Officer has been consulted on the proposed development and has not objected to the proposal but did request a lighter colour to complement the green cladding, rather than black. As a replacement, the agent suggested the use of a light grey (RAL7016) and green (RAL 6018). The Urban Design officer was re-consulted on the amended colour palette and raised no objections. The development will form a new access off the road into the front of the site and also through the existing car park to the North to the rear. The surfacing materials have not been confirmed but the LPA will add a condition ensuring that this is hard surfacing rather than loose material (i.e. gravel). This is a higher quality surfacing material than gravel and will relate better to the wider Campus. Several other conditions will be attached to ensure high quality design such as the requirement for a landscaping scheme to be submitted and approved by the LPA upon commencement, and confirmation of boundary treatments.

All in all, the proposed building is considered to fit in well with the overall design characteristics of the college campus, which is characterised by detached, individually-designed buildings catered around their existing and intended uses. The proposed development is considered to be in compliance with Local Plan Policy D1: High Quality Design and Place Making and is acceptable in terms of visual amenity, subject to conditions.

Residential Amenity

Generally, the campus is located in close proximity to residential dwellings but the site itself is located firmly within the campus towards the Southern boundary away from nearby residential dwellings on Honeywell Lane. The building is located centrally within the actual plot with a distance of 8m from the rear elevation to the rear boundary line. The closest residential properties are located c. 60m to the East away (measured from the rear elevation of the building) on Windham Close and Bridge Gardens, with a railway line and trees in between the neighbouring properties and the proposed building. The proposed building is fairly modest in size compared to other buildings on the campus and given the significant distance raised above, will have

little overshadowing or overbearing impact on the aforementioned neighbouring properties. The Council's SPD for Residential Amenity and the Siting of Buildings states that any building at single or two storey heights should be a minimum of 25m from the windows of any habitable rooms in any nearby dwelling or the distance required by the 25- and 45-degree rules for access to daylight, whichever is the greater. The aforementioned separation distance is clearly greater than the minimum distance expected in the SPD.

The proposed use of the building for motor vehicle repair and other servicing will increase the noise and general disturbance in the area to the neighbouring properties, but as mentioned there is a fair distance to these properties. The agent has confirmed that the building will be used 8:30am-5pm Monday to Friday during college hours only with no weekend or evening use. A preliminary noise survey was submitted which did not highlight any issues with noise pollution, but a full Noise Impact Assessment was not submitted which fully assessed the impact on neighbouring properties. A condition will be attached which requires the submission of this supporting document upon commencement, alongside noise attenuation measures including an acoustic barrier/fencing on the rear boundary line. Generally, it is considered that the neighbouring properties are at a fair distance from the site with primarily the internal area of the building and front part of the site being used for vehicle repair and teaching, with the rear part of the site being used just for storage. There will be some associated noise to the neighbouring properties from the existing day-to-day ongoings on the campus site which has a wide range of different educational uses and activities, and also from trains passing the site on the adjacent railway line.

The proposed development is considered to be in compliance with Local Plan Policy GD1: General Development and is acceptable in terms of residential amenity, subject to conditions.

Highways Safety

By its very nature, the proposed development will likely increase the amount of vehicular movements both to and within the site, but largely the building is for educational purposes rather than business use so these movements can be appropriately controlled. There is parking within the site but these are for the storage of cars that are utilised by the students for training purposes, with visitors to the facility needing to park elsewhere on the site. The proposed development sits within the general campus site which has multiple car parking areas which students use on a first come basis. More widely, the campus is in an edge of Centre location, in walking distance from the Town Centre which provides substantial pubic transport links and wider car parking for students and staff. Colleagues in Highways have been consulted on the proposal and have too mentioned that the site is an edge of centre sustainable location and no objections were raised. The proposed development is therefore not considered to result in a significant detrimental impact on the local highways network which would warrant a refusal from a highways safety perspective, in line with Local Plan Policy T4: New Development and Highway Safety.

Coal Mining risk

The site is not located within a defined Coal Mining High Risk Area and a Coal Mining Risk Assessment is therefore not necessary. Colleagues in SYMAS have been consulted and have stated that they see no risk to land stability or developing this site and further site investigations will be necessary at Building Control stage which would flag any issues from this perspective.

Flood Risk

The site is not in a defined flood risk zone and a flood risk assessment is therefore not required for this development.

Drainage

The submitted information was limited for colleagues in Drainage to give a full assessment of the proposal, but a condition was recommended which required further details prior to development commencing.

Other matters

The site is immediately adjacent to two railway lines and Network Rail have therefore been consulted on the proposal. No objection has been raised from Network Rail but several measures need to be taken into account by the developer and further information is necessary. Network Rail have requested the following measures:

1. The developer is required to liaise with Network Rail's Asset Protection Team prior to any work taking place on site to ensure that the development can be undertaken safely and without impact to operational railway safety.
2. Construction details including methodology, earthworks and excavations, use of crane, plant and machinery.
3. Boundary treatment details.
4. Surface Water must flow away from the railway and there must not be any ponding of water adjacent to the boundary. Any attenuation scheme within 30m of the boundary must be approved by Network Rail in Advance.

All of the above will be covered under planning conditions requiring the developer to submit further details prior to commencement. Network Rail have also stated that the developer may be required to enter into a Basic Asset Protection Agreement (BAPA).

Conclusion

The proposed development is for the removal of the existing Multi-Use Games Area (MUGA) on the Barnsley College Honeywell Campus to be replaced by a detached Automotive Vehicle Centre for educational purposes. The MUGA is due to the replaced elsewhere on site with a separate application (2021/1678) currently being assessed by the Local Planning Authority, which is at an advanced stage, with work due to commence shortly after a decision has been met – should this application be approved. The proposed development is to support the educational use of the College Campus and does not change the character of the area or its relationship with the surrounding area, in line with Local Plan Policies I2 and GD1.

The proposed building is set firmly within the College Grounds towards the Southern boundary line, c. 270m from the site entrance off Honeywell Lane, not being visible from the entrance itself and is largely screened by other buildings on site to the immediate North, West and South. The general design of the building is considered to be appropriate and fits in well with the surrounding campus area, which is characterised by detached, individually designed buildings with a variety of structures, roof styles and external materials. The building therefore retains its own individual architectural style but still fits in well with the character of the campus. The Urban Design Officer has not objected to the proposal but has requested that a lighter colour cladding is to be used rather than the originally proposed black. The agent submitted further details changing the black to a light grey (RAL 7016) and green (RAL6018) which is considered appropriate. Conditions will ensure good levels of design such as landscaping and hard surfacing for parking areas etc.

There are residential properties located c.50m to the East of the site on Windham Close and Bridge Gardens on the other side of the adjacent railway line. The proposed development is not considered to have a direct impact on residential amenity enjoyed by these neighbouring properties in terms of overlooking, overshadowing or loss of outlook. But the proposed development is considered to result in an increase in the amount of noise and general disturbance. However, the building will be operated during college times (8:30am to 5pm) with most of the activities will occur internally and on the front part of the site, with the rear part largely being for storage etc. A condition will be attached which requires the development to submit a full noise survey and appropriate noise attenuation measures such as acoustic barrier fencing.

Several internal and external consultees have been consulted on the application, none of which have directly objected to the proposal subject to further details which will be covered under a series of planning conditions – outlined below. All in all, the proposed development is considered to be in compliance with relevant Local and National Planning Policies and is recommended for approval subject to conditions.

Recommendation

Approve subject to conditions