Former Grove Street Primary School

Grove Street, Barnsley

Planning Statement

Prepared by: Adam Murray
Client: Bapp Management
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DEMOLITION OF FORMER SCHOOL BUILDINGS AND DEVELOPMENT OF 32 RESIDENTIAL DWELLINGS AND ASSOCIATED INFRASTRUCTURE

Grove Street, Barnsley

Introduction

1.1 The following report has been prepared by Coda Planning Ltd on behalf of Bapp Management in support of a planning application for the proposals noted above.

Location

2.1 This site is located approximately 700m to the east of Barnsley town centre in the Oakwell area. It is currently occupied by former units and associated storage space, however, the site is surrounded by residential uses to the north, south and west. These uses consist predominantly of traditional terraced properties with smaller quantities of semi-detached dwellings. To the immediate east of the land is Oakwell, the stadium of Barnsley Football Club. The site is in close proximity to a number of amenities and services on the nearby Pontefract Road, which also benefits from frequent bus route. The large variety of employment and retail amenities of Barnsley centre is also a short distance away.

Aerial image showing approximate site boundary edged red





2.2 The photograph above shows Oakwell stadium in its position directly opposite the site over Grove Street.





2.3 The photographs above show rows of terraced dwellings on Grove Street and Grasmere Road respectively.



2.4 The photographs above and below show different dwelling types in the area, these on Belgrave Road. However, these are relatively few and the predominant house type is the terraces shown previously.



The Site

3.1 The site (approx. 0.47ha) sits at a gradient sloping from west to east towards Grove Street and Oakwell stadium. In its current state it is made up of the disused buildings of the former Grove Street Primary School and as such is in D1 use. In addition to this, up to 50% of the site consists of hardstanding that once formed a car park and school playground, and a small area of grass is also present. The disuse of the site and its buildings have resulted in it falling into a state of considerable disrepair and this is evident from the image below.

3.2 The site has previously been subject to a planning application (and subsequent permission) for residential development by converting the existing buildings to form 24no apartments. This permission (2008/0274) has since lapsed and it is considered that the delivery of apartments in this location is unviable. As previously shown the predominant use in the surrounding area is of dwellings suitable for occupation by families and it is considered that this is the most appropriate use for the site in question.



Proposals



4.1 The proposals for the site comprise the following:

- Demolition of the existing former school buildings on site.
- Development of 32no dwellings – 9 x 2 bed terraced units, 15 x 3 bed terraced units, 8 x 3 bed semi detached units.
- All semi detached units have 2 off street car parking spaces each. The terraced units have 1 off-street car parking space each.

4.2 As evident from the proposed layout above, access to the site will be from the frontages along Grove Street, Grasmere Road and Belgrave Road.

Supporting Documents

Bat Survey & Method Statement

5.1 This survey, conducted by Estrada Ecology Ltd, establishes that a single species of bat was recorded emerging from the existing primary school building during the activity surveys that took place.

5.2 It concludes that in light of this bat presence, in order for works to be conducted on site a mitigation strategy method statement must be provided to outline the manner in which development can be safely commenced. This is provided as part of the application and as such this matter is fully addressed.

5.3 It should be noted that the mitigation strategy states that the proposals are for the erection of 33no dwellings on the site. Since this document was produced the proposals have been amended to just 32no dwellings, but this has no material impact on the recommendations made.

Financial Viability Assessment

5.4 Pursuant to pre-application discussions between Coda Planning and the Local Authority (Joe Jenkinson and James Hyde) BNP Paribas Real Estate have produced a Financial Viability Assessment in order to demonstrate that the scheme is not able to deliver a contribution towards affordable housing.

5.5 The document concludes that this is the case, stating that: "the proposed 32 dwelling development **cannot** currently viably support any affordable housing". In addition to this it finds that it is also not viable to develop the public green space and/or retain the existing two-storey building, as required by a covenant from the 2007 sale of the western half of the site. As a result it can be concluded that these aspects should not be sought by the Local Authority as part of the proposal.

Relevant Policy

6.1 In determining the application the most relevant planning policy documents include the following:

- National Planning Policy Framework (NPPF)
- Barnsley Local Development Framework Core Strategy
- South Yorkshire Residential Design Guide
- Designing New Housing Development SPD
- Barnsley Housing Strategy 2014-2033

Sustainable Development

6.2 The NPPF states at paragraph 14 that at the heart of the document is a presumption in favour of sustainable development, which should be seen as a 'golden thread' running through both plan-making and decision-taking. It is established that: "For decision taking this means: approving development proposals that accord with the development plan without delay".

6.3 In the case of this planning application this is relevant subject to a number of potential constraints to development on the site that are reflected in both local and national policy. These include highways/car parking, design and the presence of the former school buildings. It is considered that such constraints can be overcome by these proposals which, as such, are in accordance with both national and local policy including Barnsley's Core Strategy.

6.4 As it is the case that the development proposals accord with the development plan, it can therefore be asserted that, in line with the NPPF's presumption in favour of sustainable development, they should be viewed favourably.

6.5 In addition to this policy reasoning, it is evident that the proposals are within a sustainable, brownfield location, within walking distance of the myriad services, amenities and public transport options presented by Barnsley Town Centre, the development of which would contribute to the continuing growth of the local sustainable and vibrant community.

6.6 The NPPF makes clear that the development of brownfield land in this manner is a significant priority, so much so that its 'Core Planning Principles' section includes a point regarding the encouragement of effectively redeveloping brownfield land. This is sustainable not only environmentally, but economically and socially too. This is due to the significant benefits represented by the transformation of a site from what is arguably a blight on the

urban environment, to an aesthetically positive development that will help to revitalise the Oakwell area.

Principle of Residential Development

6.7 One of the main primary goals set out by the NPPF is to boost significantly the supply of housing. This is discussed at length in paragraph 47; which determines that Local Planning Authorities need to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing.

6.8 To this end, Barnsley's 2014-2033 Housing Strategy establishes that c.1,300 new dwellings per year are required to be built in the metropolitan area during the strategy period. This is a significant volume of housing and these proposals will help to meet this objective.

6.9 This document especially sets out that Barnsley is in particular need of family housing and it is clear that these proposals will help to deliver this. Further, they are able to do so in a central brownfield location. Owing to these aspects of the development site and the design of the proposals, they can be considered to be highly sustainable.

6.10 CSP 14 Housing Mix and Efficient Use of Land supports this in that it sets out that priority will be given to the development of previously developed land- the aim is for 55-60% of all new dwellings to be on brownfield land.

6.11 CSP 8 The Location of Growth states that priority will be given to development in Urban Barnsley which "will be expected to accommodate significantly more growth" than other locations. As previously established these proposals represent an opportunity to deliver a significant volume of housing in a location that is not only within 'Urban Barnsley' but in a highly central location. As such it is considered that this development should be lent particular priority due to its sustainable, brownfield location with Urban Barnsley and the fact that, as set out, considerable precedence is given to the objective of sustainable development.

Heritage & Conservation

6.12 As previously highlighted, the presence of the former Grove Street Primary School buildings could arguably represent a constraint against any development on site that intends to demolish these structures.

6.13 The NPPF sets out in broad terms that the planning system should endeavour to make decisions that contribute towards the conservation and the enhancement of the historic environment. This is expressed especially in paragraph 131 which outlines that particular

account should be taken of the desirability of sustaining heritage assets and of new development making a positive contribution to local character and distinctiveness.

6.14 Further to this, CSP 30 The Historic Environment states that the management, conservation and enjoyment of Barnsley's historic environment will be positively encouraged. Despite the fact that the existing buildings are neither listed nor located in a Conservation Area they may still be viewed as making a valuable contribution to Barnsley's historic environment and it is agreed that it would be desirable to retain them if possible.

6.15 However, it is considered that the existing buildings are unable to deliver a viable or marketable residential product- as such for development to take place on the site and to move it forward from its current derelict state it is necessary for them to undergo demolition. Having met with the Council and engaged in discussion in this regard it has been established that this would be acceptable.

6.16 In addition to this the design of the proposals will reflect the typical urban grain of the vicinity –predominantly terraced housing facing onto the road- and as such it can be asserted that they improve and enhance the area's local distinctiveness, therefore fulfilling the requirements of policy of this sort.

Car Parking & Highways

6.17 CSP 25 New Development and Sustainable Travel establishes that new development will be expected to be located and designed to reduce the need to travel and be accessible to public transport. The sustainable location of the proposal site has been previously discussed and is also relevant in this regard, in that the nearby amenities and sustainable travel options will reduce the need of future occupiers to travel by unsustainable methods.

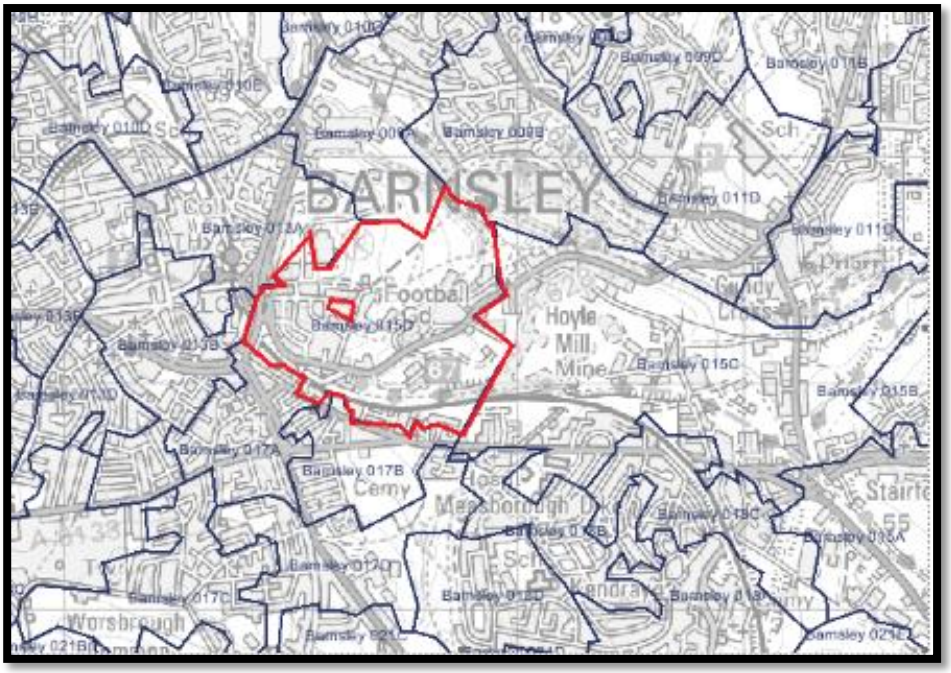
6.18 Policy CSP 27 Parking Strategy states that maximum car parking standards will be established as part of a wider parking strategy within the Barnsley area. In this regard, it is evident that the proposals are in line with the guidelines established in Barnsley's Parking Supplementary Planning Document. This document states that 3+ bedroom dwellings within the Barnsley Urban area must not exceed a maximum of 2 spaces per dwelling and, as these proposals identify 1 space per dwelling, this requirement is met.

6.19 The National Planning Policy Framework sets out similar requirements in section 4 'Promoting sustainable transport', which states in paragraph 34 that development generating significant movement should be located where the need to travel will be minimised. As per previous discussion on this topic, it is evident that the minimal (but acceptable) parking

provision along with the highly sustainable location of the development site is in accordance with the general thrust of this policy direction.

6.20 In addition to the above; local census data (right) has been obtained which demonstrates that over 80% of the local residents of this lower layer super output area – Barnsley 015D i.e. surrounding area (shown in plan below), have access to only one or less (zero) vehicles per household. Therefore, it is considered that to provide for more vehicle spaces per unit in this proposal would not only be inappropriate but would also be contrary to the national and local planning policy emphasis on sustainable development and sustainable transport as discussed above.

	2011	
Cars	Number	%
All categories: Car or van availability	870	100.0
No cars or vans in household	300	34.5
1 car or van in household	410	47.1
2 cars or vans in household	144	16.6
3 cars or vans in household	15	1.7
4 or more cars or vans in household	1	0.1



Design

6.21 As previously referred to, the NPPF sets out the desirability of new development making a positive contribution to local character and distinctiveness. It is considered that the designs proposed clearly fulfil this in that they echo the predominant residential vernacular in the surrounding area. This is detailed further in the accompanying "Development Design Brief".

Conclusions

7.1 The proposals detailed above comply with all relevant national and local planning policy in the delivery of residential development on the site in question.

7.2 The development will respect and enhance the characteristics of the surrounding area and the street scene in which it will be set.

7.3 Developing the site in the manner proposed will deliver sustainable residential development and contribute towards the fulfilment of Barnsley's housing requirement.