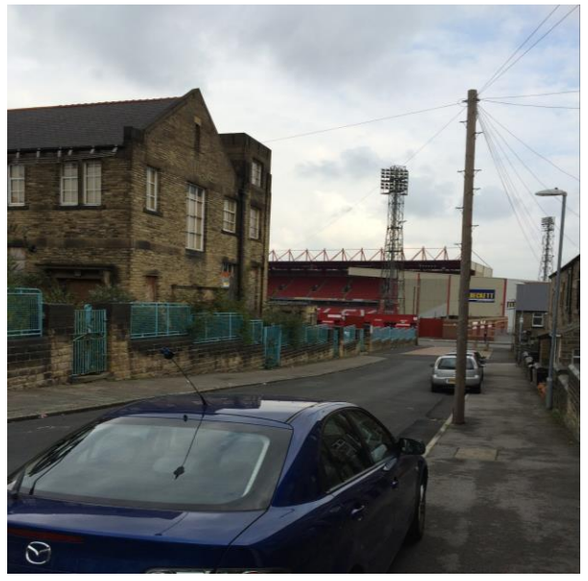








Grove Street Redevelopment | Barnsley

Design Brief for Residential Development: April 2015

coda planning

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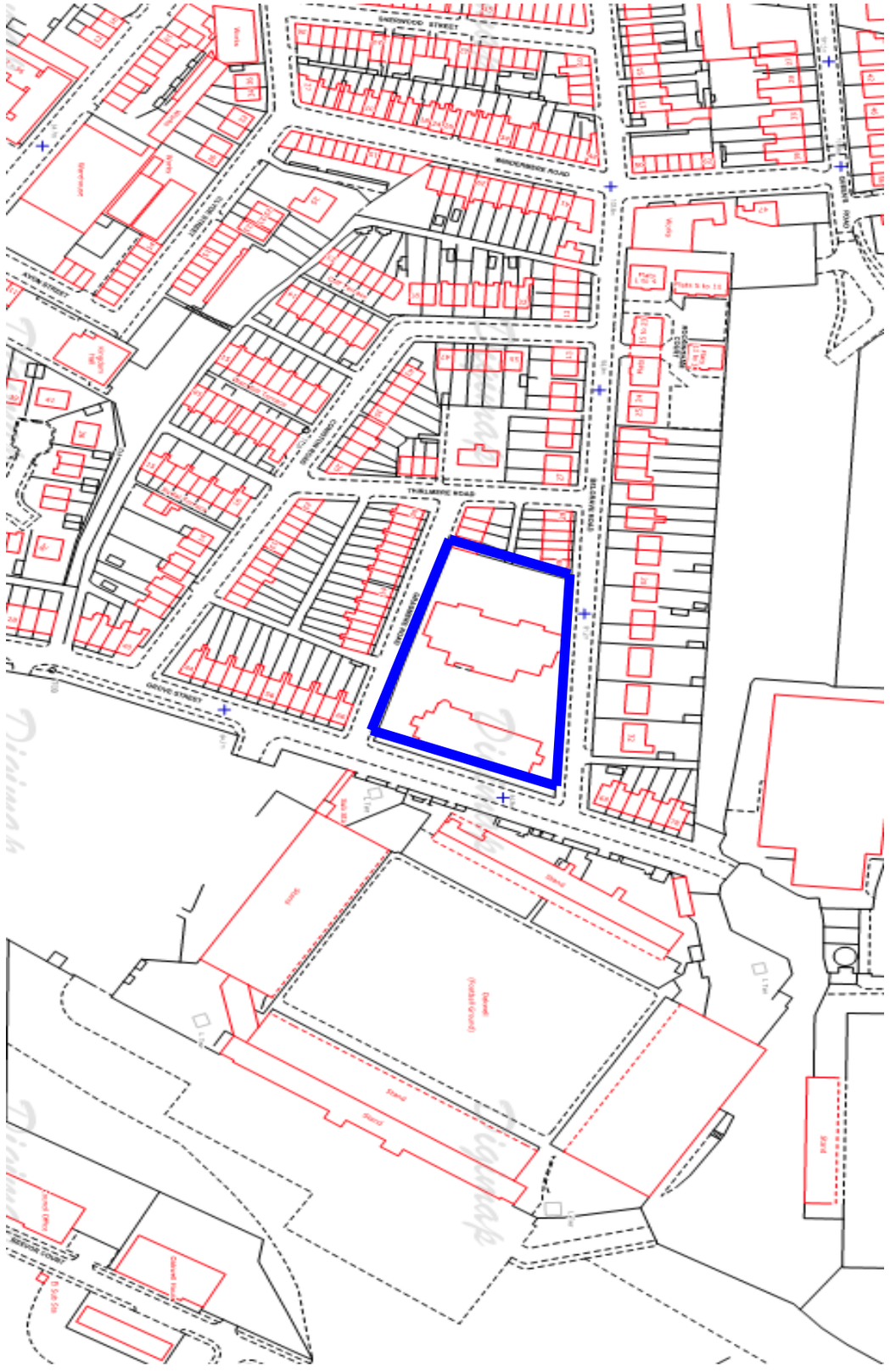
This document examines the redevelopment potential of the site of the former Grove Street Primary School in Oakwell, Barnsley.

The site is located approximately 700m to the east of Barnsley Town Centre and is mainly characterised by traditional, terraced residential units with some semi detached housing located to the north, west and east of the proposed site. The remaining land use in the area is occupied by former industrial units and associated storage space, along with Oakwell Stadium, the home of Barnsley Football club.

The site is currently derelict, made up of the disused buildings of the former Grove Street Primary School. Here, there are two main buildings which range from 2-4 storeys in height, with the latter occupying the western side of the site and the former to the east. The school building is of historical significance within the area and reinforces the physical and architectural continuity within the area through the predominance of local pitched-face stone. As such, it previously made positive contribution to the street scene, however, due to its dilapidated condition it is now seen as a negative feature in an aesthetically sensitive area.

Given the close proximity of the site to a number of amenities and services on the nearby Pontefract Road as well as the Town Centre, there is a clear opportunity to redevelop the site in order to maximise the potential of the area as a residential centre and to increase in the available employment market within the area. This document sets out how this could be achieved through an initial characterisation appraisal of the area, followed by an urban analysis study that identifies key opportunities and challenges for redeveloping the site. This is used to inform a design process that culminates in a redevelopment of the site.





+ Site Photos





1. Front entrance/building to the school – as viewed from Grove Street



2. Main school building - as viewed from Grove Street

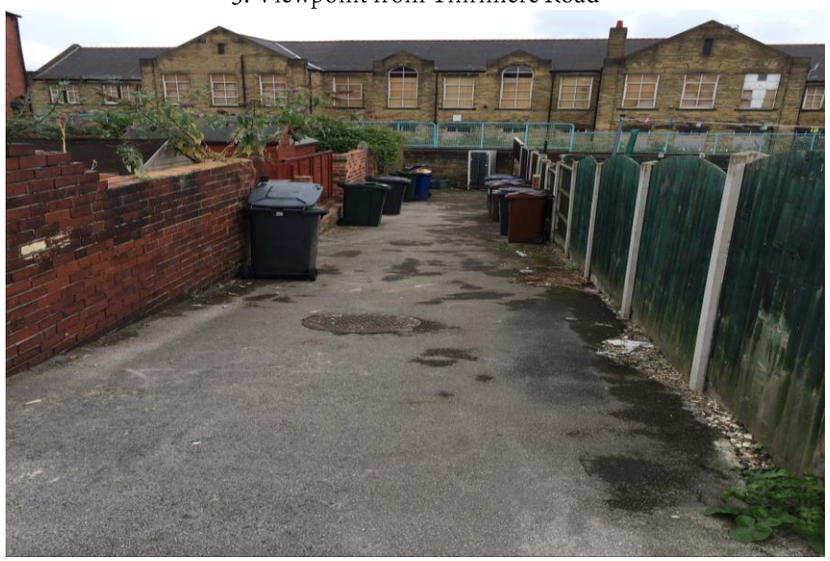
4. Main school building/ Oakwell Stadium - from top of Grasmere Road



5.Main school building as viewed from Belgrave Road



3. Viewpoint from Thirlmere Road



+ Characterisation

This part of the document is intended to give an appraisal of the wider context of the site. Through undertaking a site visit and a photographic survey it has been possible to observe the following characteristics that define the area:

- The proposal site lies on the western edge of the town centre and has easy access to the Dearne Valley Green Belt/Barnsley Canal. The area has only seen incremental development over the past decade, particularly in relation to residential developments such as Rockingham Court and Market Court to the east and north of the site.
- Grove St has access to recreational fields and green spaces that provide a positive landscaping aspect to the area and are open for all to use. Apart from these services there is the Metropolitan Leisure Complex. This, along with Oakwell Stadium, contribute to the area's character and significance within the local community (Fig.4 & 7).
- Further to this, in recent years the area has become an established employment centre, with several industries located within the immediate proximity (i.e. Pontefract Road).
- Despite recent developments, Grove St and the area still remains historically synonymous with coal mining. This is reflected in the terraced architecture and physical make-up of the area: both of which contribute to the area's historical significance and 'sense of place' (Fig.1). This consists of terraced architecture, the use of traditional plot patterns and locally sourced stone and/or red brick in the physical appearance of the area (Fig.5 & 6.).
- The area sits on a gradient sloping west to east towards Oakwell Stadium as well as south to north towards Thirlmere Road. Despite this topographic challenge, the area is characterised by a permeable, tight urban grain that is easy to access from main thoroughfares such as Pontefract and Belgrave Roads (Fig.2.).
- Generally, the buildings within the area range from 2-3 storeys in height (Fig.1.). Few structures, including Oakwell and the derelict school, rise notably higher (Fig.3 & 4.). However, these view points are altered due to the varied gradient of the area the area.
- Finally, the overall area is permeable and legible as a result of its fine urban grain and visual continuity. For those who are disabled, due to the variation in gradient, the area may be more difficult to access.


Fig.1.


Fig.2.


Fig.3.



Fig.4.


Fig.5.


Fig.6.

Fig.7.



Fig.8.



Fig.9.

+ Site Analysis

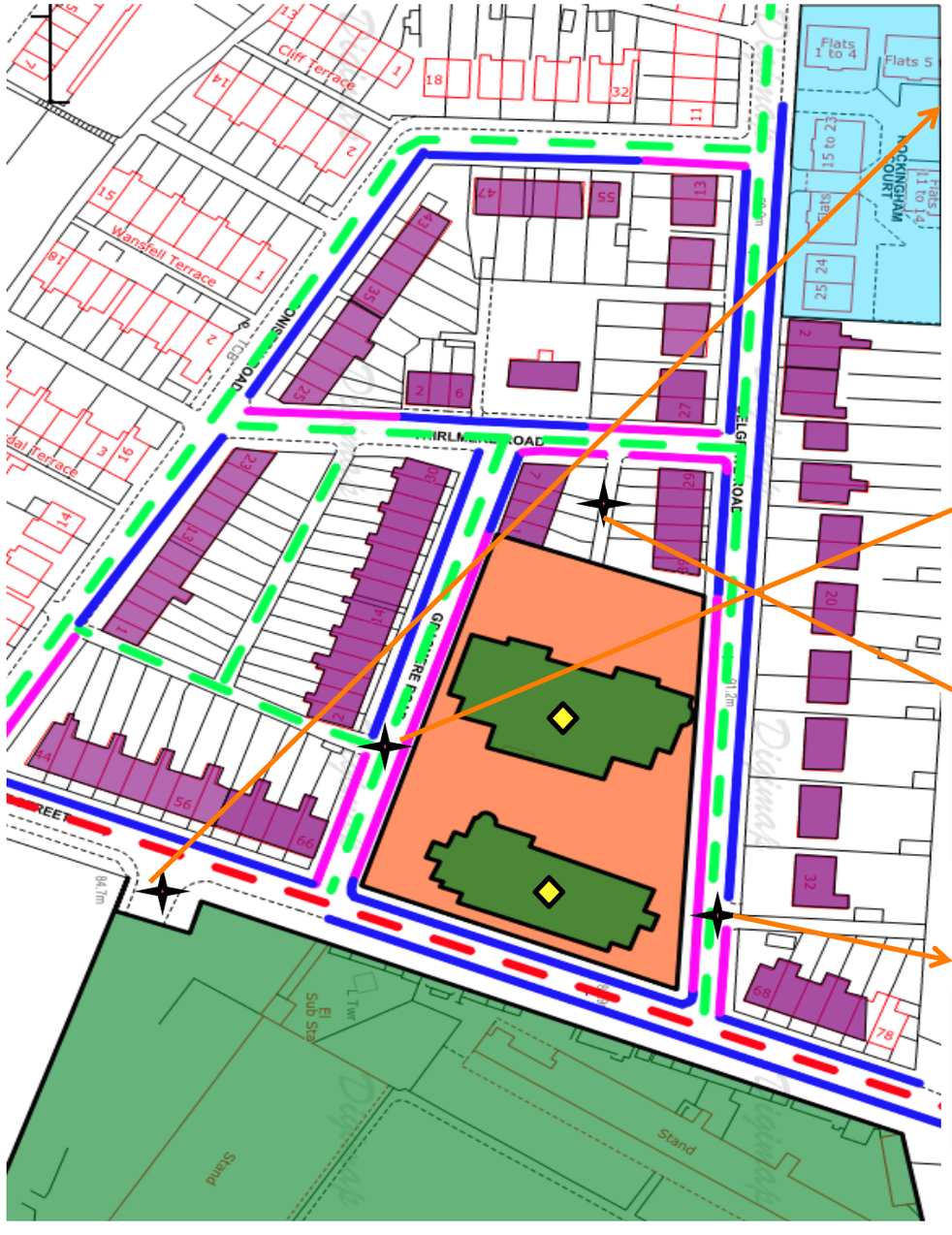
This section is intended to analyse the key urban design opportunities and challenges presented by the proposed site and inform the design direction.

Opportunities

- The ability to create a residential area in-keeping with the historic character and significance of the area whilst also maintaining outstanding contemporary design.
  - This will contribute to the sense of identity within the area and further complement the historically significant buildings in the immediate proximity of the site.
  - The aim of the development will be to, where possible, take cues from significant building materials and architectural features central to the design.
- Maintain and create active street frontages as well as the visual and physical continuity of the area- further contributing to the legibility and robustness of the area's design.
- Maximise the potential of the surrounding area through the replacement of an area of dereliction and provide a new housing development that is responsive to the character of the area. This will also maximise the employment market within the area, taking advantage of the area's proximity to major employers and the town centre.
  - This will have a positive influence on the local economy and may lead to further development in the future.
- Create sustainable and viable development that positively contributes to the socio-economic diversity within the area.

Challenges

- The development needs to take into consideration the potential issues with match day traffic and the associated increase in footfall from Oakwell Stadium at weekends.
- The area is currently densely populated meaning that the correct measures need to be implemented within the development so as to not negatively impact on the amenity of existing residents in the surrounding area.
- The site is compact, and the provision for on site car parking will be limited. However, due to the site's proximity to the town centre, it will allow for those in the area to maximise alternative, healthier modes of sustainable transport i.e. public transport, walking, cycling etc.
- The development has to be responsive to the topography of the area and establish the necessary measures in order to make the area accessible for all: in compliance with the NPPF and DDA policy.



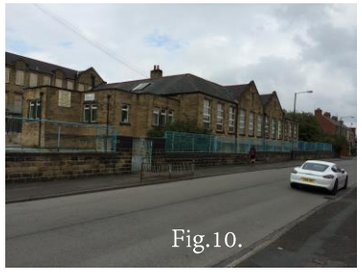

Fig.10.



Fig.11.


Fig.12.


Fig.13.

+ Physical Analysis – Design


Fig.14.

The development will retain the architectural features and physical layout of the surrounding area, contributing to the site's legibility, permeability and 'sense of place'.

In doing so, the development will retain the simple and robust façade associated with terraced housing in order to maintain an element of visual continuity within the area. Furthermore, the use of materials to reflect the surrounding dwellings will, where possible, further add to the visual appropriateness and understanding of the area, making it easy to navigate as well as minimising the visual impact of the development on an architecturally sensitive streetscape (Fig.17).

In terms of architectural features, the use of low boundary walls will help provide an enclosed space at the front of the dwelling, providing a physical distinction between public and private space without creating any significant visual intrusion into the streetscene.

The proposal will aim to deliver private, enclosed garden access along with ancillary car parking spaces for those within the development. The latter will reduce the need to provide on-road car parking and minimise the associated negative visual impact.

Finally, the proposal will also aim to maximise the site by the use of plot patterns in accordance with the physical fabric of the surrounding area. As seen in Fig 14, the area is characterised by a block pattern, forming a tight urban grain whilst contributing to the area's 'sense of place' and historic character. Here, the development will provide 3 active frontages facing Grove St, and Belgrave and Grasmere Roads. There will be no frontage provided along Thirlmere Road, yet this will reinforce and extend the urban fabric of the area along Belgrave and Grasmere Road, contributing to its visual continuity. This design will not include the rear access thoroughfares evident within the surrounding area. Instead, the development will be one collective entity with private spaces bounded off by protected garden space. This will prevent access to these dwellings via a rear access route and therefore reduce the threat of anti-social behavior and any issues relating to security.


Fig.15.




Fig.16.




Fig.17.

+ Physical Analysis – Amenity & Use

Fig.18.



Amenities within the vicinity


1


2


3


4


5


6


7


8


9

The development has been identified as a sustainable and robust location for development due to its proximity to major amenities, employment centres and Barnsley Town Centre.

Located within a mile radius of the proposed site are all the major retail and employment facilities situated within the town centre as well as the industrial centre in and around Pontefract Road. This makes the proposal site an economically sustainable location to establish more housing as it will increase the employment market within the vicinity resulting in an increase in economy prosperity within the area and the associated potential for growth.

Further to this, the area is also situated within a mile of two major forms of transport infrastructure within the town, the train station and the recently regenerated bus station. These transport modes will provide sustainable access to the town and the proposal site to all over the region. Furthermore, the area's proximity to the town centre will promote the use of healthier and more sustainable modes of transport to access its services: an objective in compliance with both local and national planning policy.

This promotion of a healthier and more sustainable lifestyle is further substantiated through the area's access to various sporting facilities and green space. Immediately adjacent to the site, those within the area have access to recreational green space in the form of Barnsley Canal and Dearne Valley Country Park. Despite the canal currently being declared 'unused' by the town council, it is still seen as a major feature within the landscape and is also seen as an access point into the country park. The park itself is a major asset within the landscape of the area and is currently used by the local population for an array of activities such as walking, cycling and is responsible for housing a variety of wildlife as a selected local nature reserve.

Furthermore, there are several purpose built sports facilities within the area, the main one being the Metrodome Leisure complex, providing facilities that promote a wide variety of activities for all age ranges.

Fig.19.



+ Physical Analysis – Proposed Development

This proposal will culminate in the development of 32no residential dwellings with access to front and rear amenity space, 1 private car parking space per terraced dwelling and 2 per semi-detached dwelling.

The proposed car parking will reduce the amount of on street parking associated with terraced developments. This issue would be exacerbated should the facilities not be provided and would therefore detrimentally impact upon the aesthetic of the area and become an issue of safety and security in general, and especially on match days at the adjacent Oakwell Stadium.

Each unit will comprise of 2 or 3 bedrooms, ranging from 67-87sqm per unit with further access to kitchen, bathroom and living facilities. The development will be fronted along 3 main facades with no thoroughfare access to the rear of the dwellings, with greater garden space the preferred feature within the design.

This proposal is a holistic and sustainable approach to replace such a prominent, yet derelict, feature in an architecturally sensitive area with residential units that will contribute to the area's 'sense of place' and visual legibility.

The main underlying principle of the design is that it is highly appropriate within the existing urban fabric and sensitive vernacular of the surrounding area. In addition to this, the proposal is not only aimed at being responsive to the character of the surrounding area, but will also maximise the potential of the site in relation to its density, sustainable location and amenity.

In summation, the key driver of the proposed development is to provide good quality housing suitable for first time buyers and low income households within close proximity of the town centre and public transport. This increases the ability of those with limited resources to participate more fully in the local and regional economy.

In terms of the challenges previously highlighted in this report, the development will:

- Follow the existing urban grain of the surrounding densely populated area. This will maintain the plot pattern of the area and therefore remain legible to those living in the vicinity.

- Provide one car parking space per dwelling and therefore promote opportunities to maximise the area's sustainable location and proximity to the town centre. This move is further substantiated by the fact that 81.6% of households in the area have access to either 1 or 0 private vehicles.

