

Pell Frischmann

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OXSPRING FIELDS

Sustainability &
Accessibility Study

January 2015

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1.0 INTRODUCTION

- 1.1 Pell Frischmann and PB Planning have been commissioned to carry out a Sustainability & Accessibility Study for Yorkshire Land Limited (YLL), the findings of which are contained within this report, with regard to potential housing development on a site adjacent to B6462 Sheffield Road, at the south eastern edge of Oxspring, known as Oxspring Fields.
- 1.2 The Oxspring Fields proposals have the potential to accommodate approximately 150 dwellings and to facilitate the delivery of the Strategic Public Transport Interchange for Penistone, a Community Centre/Sports Pavilion and enhanced recreational facilities including a new country park.
- 1.2 Barnsley Metropolitan Borough Council (BMBC) is currently consulting on its Local Plan Consultation Draft 2014. This document provides local planning policy for the future development of Barnsley up to the year 2033. The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work in the Borough.
- 1.3 One particular objective is to widen the choice of high quality new homes and while the focus for growth is to be within Urban Barnsley and the principal towns, the Local Plan also recognises that there is a need to ensure that other settlements within the Borough are able to provide appropriate levels of growth and regeneration critical to maintaining sustainable local communities.
- 1.4 This study sets out the sustainability and accessibility credentials of the Oxspring Fields development proposals against the National Planning Policy Framework's objective to deliver sustainable developments. It provides clear, demonstrable evidence that the Oxspring Fields development proposals are situated in a highly sustainable location given the accessibility of the site and its connectivity to a wide range of services and facilities.
- 1.5 The study concludes that the Council in their review of future housing allocations should set this site apart from others as a result of its potential to significantly enhance the sustainability and accessibility of not only its immediate surroundings but also Penistone and the wider western area of the Borough.

2.0 SUSTAINABILITY ASSESSMENT

2.1 National Planning Policy Framework Context

2.1.1 The National Planning Policy Framework (The Framework) is clear in Paragraph 6 that the purpose of the planning system is to contribute to the achievement of sustainable development. In Paragraph 7 it identifies the three dimensions to sustainable development as follows:-

- **An economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- **A social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and*
- **An environmental role** – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.*

2.1.2 The Framework identifies that these should not be considered in isolation because they are mutually dependent. The document makes it clear that economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. The Framework states in Paragraph 8 that to achieve sustainable development:

“economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.”

2.1.3 Paragraph 9 of the Framework further identifies that sustainable development involves seeking positive improvements in the quality of the built, natural and

historic environment, as well as in people's quality of life, which includes but is not limited to the following:

- *Making it easier for jobs to be created in cities, towns and villages;*
- *Moving from a net loss of bio-diversity to achieving net gains for nature;*
- *Replacing poor design with better design;*
- *Improving the conditions in which people live, work, travel and take leisure;*
and
- *Widening the choice of high quality homes.*

2.1.4 The delivery of sustainable development should be considered in association with the Framework's commitment to significantly boosting the supply of housing as prescribed in Paragraph 47.

2.1.5 This section of the report responds to the Framework's planning policy objectives in respect of achieving sustainable development. Using evidence from documentation that has previously been submitted to the Council; the Council's own evidence base; and the representations which this report accompanies, we will now identify how the development of the Oxspring Fields site would enable the mutual delivery of economic, social and environmental benefits to Oxspring, Penistone and the wider Borough.

2.2 Economic and Social Role

2.2.1 Barnsley Metropolitan Borough Council have stated in a number of their strategies and policies that the Borough is trailing behind the Yorkshire & Humber and national averages in relation to a wide range of economic indicators. Which is leading to significant social imbalances.

2.2.2 In particular the Council's Economic Strategy entitled "*Growing Barnsley's Economy (2012 – 2033)*" recognises that housing plays a key role in both stimulating and supporting economic growth. Importantly, the report acknowledges the need to deliver a step change in the quality and mix of housing available in the Borough. To ensure the delivery of these aspirations the Strategy recognises that the Council will need to work in collaboration with the private sector to deliver a housing mix which meets the future requirements of the Borough.

2.2.3 The table below summaries the economic and social benefits that the development would deliver to the local area.

Economic & Social Benefits – Oxspring Fields		
Capital Expenditure of £18m	65 Person-Years (FTE) construction jobs generating £16.65m GVA from indirect employment.	Providing a major contribution to delivering low density housing to re-balance the Borough's Housing Supply
46 direct construction jobs	New Homes Bonus of £1,249,248 & £208,208 additional Council Tax receipts per annum.	Provision of £1m funding and the land required to deliver a new Strategic Public Transport Interchange
£11.8m GVA of Direct Employment	New first occupation Retail & Leisure Expenditure of £715,000 & ongoing expenditure of £2,621,438 each year by new residents	Delivery of significant community and recreation benefits including funding towards a Community Centre (£500k), provision of a new park and enhancements to existing pedestrian and cycle routes.

2.3 Boosting Local Investment & Employment Opportunities

2.3.1 The development of the site will deliver an £18m investment to Oxspring and Penistone over a 5 year build period. This level of investment will deliver a wide range of direct and indirect economic benefits to the area and the wider Borough, stimulating employment growth during and post construction.

2.3.2 Yorkshire Land Limited (YLL) is a small privately owned family business that has successfully developed land around the Penistone and Western Rural District for over 27 years. YLL have been instrumental in delivering a number of housing sites in the Western Rural part of Borough, bringing tens of millions of pounds of investment to the area. Their focus has been to provide tangible benefits to enhance the local environment as part of their development schemes without the receipt of grant funding of any type.

2.3.3 YLL is a local company with a local focus. It is this focus that ensures that any future developer of its sites maintains the same ethos.

2.3.4 In respect of the Oxspring Fields site, due to its size it is envisaged that it would be delivered by a national house builder. Though national companies, a large proportion (usually 70% and above) of the workforce for each of their housing

sites are drawn locally. It is therefore highly likely that a large majority of the 46 proposed construction jobs will be taken up by the local workforce. Furthermore, local businesses will also benefit from trade links established through the construction of the development, meaning that a large proportion of the 65 indirect jobs would be supported locally from suppliers of construction materials and equipment.

2.3.5 Following the construction of the development, new employment opportunities will be created and existing facilities/services will be sustained as a result of the spending patterns of new residents within Oxspring, Penistone and the local area. It is estimated that the development will generate £2,621,438 of spending power to the local retail and leisure economy each year.

2.3.6 The development will also deliver significant economic gains through the Government's New Homes Bonus incentive and annual Council Tax payments. At a time when local authorities budgets are being reduced these areas of financial gain can provide beneficial ways in which Councils can continue to support their communities.

2.4 Delivering the Right Type of Homes in the Right Location

2.4.1 The development can deliver a major contribution to ***delivering low density housing to re-balance the Borough's housing supply***. As identified above the Council's Economic Strategy identifies the importance of changing the housing mix within the Borough, particularly in terms of delivering lower-density housing and increasing the breadth of housing supply. It is well documented that Barnsley has experienced the trend of more people on higher and medium incomes moving out of the Borough than are moving in, which of course can be attributed to the fact they are unable to find suitable housing options to meet their needs.

2.4.2 As identified above, the Framework defines the social role of sustainable development as supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations.

2.4.3 The Council's Economic Strategy identifies that if left to market forces the economic performance gap between Barnsley and the region is likely to widen

thus, placing the Borough in an even less favourable position for inward investment, indigenous business growth and generally providing local residents with lower levels of new economic opportunities. An identified issue that requires tackling to solve the economic issues of the Borough is the *“inadequate supply of appropriate development sites, executive housing”*.

2.4.4 The Economic Strategy is clear in its response to this issue:

“Housing plays a key role in both stimulating and supporting Economic growth. The member led Economy Working Group has clearly recognised the need to change the housing mix within the Borough particularly in respect of delivering lower density and increasing the breadth of housing supply.”

2.4.5 The Council’s Housing Strategy for the period 2014-2033 reiterates the key messages of the Economic Strategy. It again identifies the key objective of increasing the number of larger (4 and 5 bed) family/higher value homes across the Borough and specifically identifies the objective of delivering *“c.2500 larger family/higher value homes”* in the strategy period.

2.4.6 With regard to the figures presented in the table above, the Housing Strategy also identifies that without the implementation of its objective the Council would limit the important benefits that housing growth can deliver in the form of receipts from Council Tax, New Homes Bonus and Community Infrastructure Levy.

2.4.7 In respect of the type of new homes required, the Barnsley Strategic Housing Market Assessment (SHMA) (November 2014) again acknowledges that the provision of new dwellings is needed to support economic growth and to address social imbalances by developing executive housing which could pull higher income earners into Barnsley. Indeed the SHMA states that a challenge for the Borough *‘must be to provide more large houses in the better areas of Barnsley MB to retain, and also attract, mid-upper income households.’*

2.4.8 The SHMA states that executive housing provision will have a role in responding to *“the need for diversification and expansion of the sub-regional economy and in contributing towards achieving wider population and economic growth objectives for the Region”*.

- 2.4.9 The SHMA identifies that in terms of locations for “executive” family housing it was agreed by all of the housing developers consulted that the western area of the Borough would *“provide more favourable locations for executive type housing giving good access to the motorway network, Leeds and Sheffield”*. The SHMA goes further to state that none of the developers consulted were currently developing executive housing in Barnsley due to *“the tough market conditions, access to finance/mortgages and general economic climate as the main reasons”*. Finally, the SHMA states that it was felt that any significant development of executive housing in Barnsley would need to coincide with an improvement in local economy.
- 2.4.10 In summary the SHMA states that overall there is a short fall of all property types in the Borough, but specifically in detached family house types. It concludes that future development should focus on addressing identified shortfalls to reflect household aspirations by delivering a house type mix that should take account of the identified imbalances.
- 2.4.11 All of the evidence highlighted above clearly points to a need for more executive housing in the west of the Borough in order to stem the flow of higher income households out of the Borough in search of larger properties, and also to attract the higher income population into Barnsley. The level of executive housing currently being developed in the Borough falls a long way short of achieving these aims.
- 2.4.12 In addition the Council’s current inability to demonstrate a deliverable 5 year housing land supply provides further weight to the argument that the Council need to focus on ensuring the delivery of the right type of homes in the right locations.
- 2.4.13 The development of the Oxspring Fields site can make a significant contribution to meeting these identified housing needs.
- 2.4.14 Whilst the focus so far has been on the delivery of much needed “executive” family homes, the development proposals will also seek to meet the other identified housing aspirations of the local area.

- 2.4.15 The development proposals will deliver a viable level of affordable housing on-site to contribute to meeting the affordable housing needs of the Village. The Oxspring Neighbourhood Development Plan Group have identified that there is a need to deliver new affordable homes for existing residents of the Village that cannot currently afford to buy a property. As a direct response, the Oxspring Fields proposals seek to deliver circa 36 new affordable homes. These homes would be delivered on site at no cost to the public purse and would in due course be transferred to a Registered Provider for management in perpetuity.
- 2.4.16 The Oxspring Neighbourhood Development Plan Group have identified the potential to deliver new homes in the Village on smaller sites rather than sites of the size of the Oxspring Fields site. Small sites, and even a collection of small sites, do not have the potential to deliver the identified level of affordable housing due to issues associated with viability and of course the Council's affordable housing threshold as identified in Draft Policy H8 of the emerging Local Plan which identified that only sites of 15 or more dwellings will be required to deliver affordable homes.
- 2.4.17 The delivery of high quality low density homes at the Oxspring Fields site will provide a significant contribution to meeting the Council's economic and housing objectives and in doing so mutually deliver the economic and social roles of sustainable development as identified in the Framework.

2.5 Delivering Enhancements to Community and Social Infrastructure

- 2.5.1 As identified above, the Framework defines the social role of sustainable development as creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being.
- 2.5.2 Furthermore, Paragraph 8 of the Framework identifies that economic growth can secure higher social and environmental standards, which can be used to address significant barriers to investment that can lead to a lack of housing.
- 2.5.3 The Oxspring Fields development would deliver both of these objectives through the delivery of the funding and land required for the ***delivery of a new Strategic***

Public Transport Interchange in Penistone. The scale of benefit that this investment can deliver to the area is exceptional.

- 2.5.4 YLL are offering as part of their Oxspring Fields proposals, in combination with their scheme at Wellhouse Lane, Penistone (a draft housing allocation), to facilitate the delivery of a new Strategic Public Transport Interchange at Penistone Train Station. A scheme which would also include a 100 space car park, a pedestrian bridge crossing, a tourist information centre, café and toilets.
- 2.5.5 The provision of these facilities will generate major economic benefits to the area. They will deliver enhanced facilities for communities, local businesses and promote tourism in this area of the Borough. The facility will deliver a great sustainable benefit to Penistone and its environs, which include Oxspring, leading to a much improved Public Transport service, reducing congestion on the local road network and ultimately addressing significant barriers to the future growth of the area.
- 2.5.6 Importantly, the delivery of the facility would also enhance the prospect of delivering the Council's proposed employment allocation "P2" located on Sheffield Road.
- 2.5.7 In order to ensure the proposal is truly deliverable YLL have entered into a number of discussions with South Yorkshire Passenger Transport Executive (SYPTTE) and the Council about the delivery of this long-standing strategic objective which is one of only three such transport sites/projects proposed in the Borough.
- 2.5.8 In these discussions it has been made clear that the benefits of the provision of the Strategic Public Transport Interchange are acknowledged and supported by SYPTTE. In their letter to YLL dated 12.06.14 they identify that:-
- SYPTTE support the ongoing and shared aspiration of Yorkshire Land Limited for the development of Penistone Station through improved park and ride facilities. The current proposals for the park and ride provision include an interchange facility which would help ease the bottleneck around Market Place and St Mary's Street. The interchange facility away from the*

main Penistone thoroughfare would help alleviate local congestion problems and make better use of the street scene.

- 2.5.9 In addition, the Penistone Community Led Parish Plan (2013) identifies support towards the delivery of the Strategic Public Transport Interchange. The Plan identified parking issues and bus connectivity as being a barrier towards the growth of the area's tourism industry. The Plan identifies the obstruction to the provision of the facility as being funding and the land's private ownership. As a consequence it considers the delivery of the facility as being an important, but long term opportunity.
- 2.5.10 Whilst the cost of delivering these facilities is substantial, YLL are committed to their delivery. The funding being offered by YLL towards the provision of the facility is £1m alongside the "gifting" of the required land (which is currently in their ownership) at nil cost, and which has a current market value of £750k. This equates to a total contribution of £1.75m.
- 2.5.11 As a result of YLL's commitment we understand that Network Rail has secured part of the funding for the proposed footbridge until the autumn 2014 after which, if sufficient progress is not made, the funding will lapse. It is fundamental that **both** of YLL's land interests in the area are brought forward as part of the Council's emerging Local Plan. One of which at Wellhouse Lane, Penistone is currently identified as a draft housing allocation.
- 2.5.12 The Oxspring Fields development can deliver major economic benefits to the area through the facilitation of the much desired Strategic Public Transport Interchange in Penistone in the short term. The investment being offered can help to remove infrastructure barriers to the growth of new homes whilst delivering other significant benefits in the form of enhancing the tourism and employment offer of the area.
- 2.5.13 In addition to the above, the development proposals will also enable the delivery of significant community and recreation benefits including ***funding towards a Community Centre/Sports Pavilion, provision of a new Country park and enhancements to existing pedestrian and cycle routes.***

2.5.14 From a review of the Oxspring Neighbourhood Development Plan's meeting minutes we have been able to identify the group's aspirations for enhancing the community's social infrastructure. The following projects were identified as being able to improve the social elements of the Village and the well-being of current and future residents.

**Oxpring Neighbourhood Development Plan Group – Community Social
Infrastructure Enhancement Aspirations**

- **School** – *the School is considered to be a success within the Village and one of the best examples of 'Community spirit' working at its best. However it is at capacity (despite the web page stating that it isn't), and resources are under stress. Proposed are suggestions about the future of the school:-*
 - **Build a new school** *at the heart of the community, which is inclusive of sports, health and leisure facilities (to follow), possibly to include a preschool nursery, which would develop the community even further. **Concern** – there is a suggestion that the school could be closed and pupils moved to a Penistone based facility, as such Oxspring needs to grow, develop, and improve.*
 - *If a complete rebuild of the school does not take place then significant investment in buildings and resource need to be allocated to the current site (physical space is an issue). It was noted that there is the possibility of government funding for new schools – more details required.*

- **Developing a community spirit** – *It is felt that Oxspring is seen by many residents and visitors as a crossroads and place to simply pass through. However during recent resident's group survey, community spirit is an often mentioned as a priority. It is proposed that in future building and community projects, we should drive towards creating a 'heart' to the village. This could be achieved with a new development that included –*
 - *School*
 - *Pre School*
 - *Sports and fitness – Gym, Tennis , badminton etc*
 - *Changing rooms / toilet facilities (for visitors to the village as well/Pennine trail)*
 - *Community Meeting and function facilities (possibly using a private company to run the non-educational facilities)*
 - *Youth Club / After School club*
 - *Health care (as Thurgoland), with drop in facilities for Dentist, Chiropody, Opticians etc.*
 - *Post Office/ Cash and banking facilities*

The preference for a site would be central, that could be developed to be the 'Heart of The Village.

- **Youth (10 – 17)** – *It was felt that the village offered very little for younger people to become involved in. A School/Heart of the Village will assist in this,*

- **Sports and Leisure** – *School /Heart of Village project would include much of this.*

- **Cycling** – we have an amazing cycling facility, and should maximise this. Required are Better access for all, but particularly families and larger cycles. Cycle Hire/Repair/Accessories. Improved signposting and advertising. Lock and leave areas.
 - **Aligned with Cycling** – camping, caravan parking, toilet, and accommodation, along with catering and refreshment. Parking for people wishing to join the trail at Oxspring.
 - **The Trunce** is the largest regular gathering in the Oxspring/Penistone area – maximise it, signpost it, advertise it and create facilities around it – Changing, parking, Toilets, catering etc. This could be used as an important landmark for Oxspring.
 - General Changing rooms and keep fit facilities, indoor and outdoor. Good Companions, Gardening Clubs (allotments used), and Films clubs as suggested as possible ideas.
-
- The river and banks offer a significant opportunity to open up, develop footpaths, picnic areas, etc Village shopping facilities, possibly tea room/coffee shop, are vital in developing a social heart to the village.
 - **Older Residents** – A community health care facility, either as part of Heart of Village project or individual (as Thurgoland). It is felt that this would allow independent older people to remain as part of the community.

2.5.15 The development of the Oxspring Fields proposals provide the potential to deliver each of the Village's aspirations.

2.5.16 With regard to the provision of enhanced education facilities the development proposals would be required to deliver a financial contribution towards improving the school's facilities to cater for the pupil places required by the development. The required contribution can usually equate to £13,000 per primary school place and using the standard calculation of 1 place for every 4 homes provided, this could result in a financial contribution of up to £455,000 being delivered to improve the school's facilities. Progressing with a strategy of smaller housing sites would raise concerns over the provision of such a contribution on grounds of viability.

2.5.17 Should in the future it be decided that building a new school would be the most viable way forward then we would reason that the most appropriate site for the school would be on land to the West of Roughbitchworth lane, currently identified as site "SAF 18" in the emerging Local Plan. The land is situated in close proximity to the existing school site and the delivery of a school in this location would have far less of an impact on the Green Belt than residential development. We refer you to the previously submitted Landscape Statement prepared by Smeeden Foreman (May 2014).

2.5.18 The development proposals for the Oxspring Fields site include a £500k contribution towards the delivery of a new Community Centre/Sports Pavilion to be at the “Heart of the Village”. We understand that this is a long-standing aspiration of the Village and that there is planning permission in place for the facility, but that a lack of the required funding has led to its non-delivery at this time. The contribution to be provided by YLL can therefore be used to draw further funding from other sources.

2.5.19 The image below is taken from the Smeeden Foreman Landscape Statement (May 2014) that has previously been submitted to the Council and identifies an artist’s impression of how the facility could look.

Proposed community/sports centre and improvements to playing fields area



Fig C: Proposed community/sports centre and improvements to playing fields area

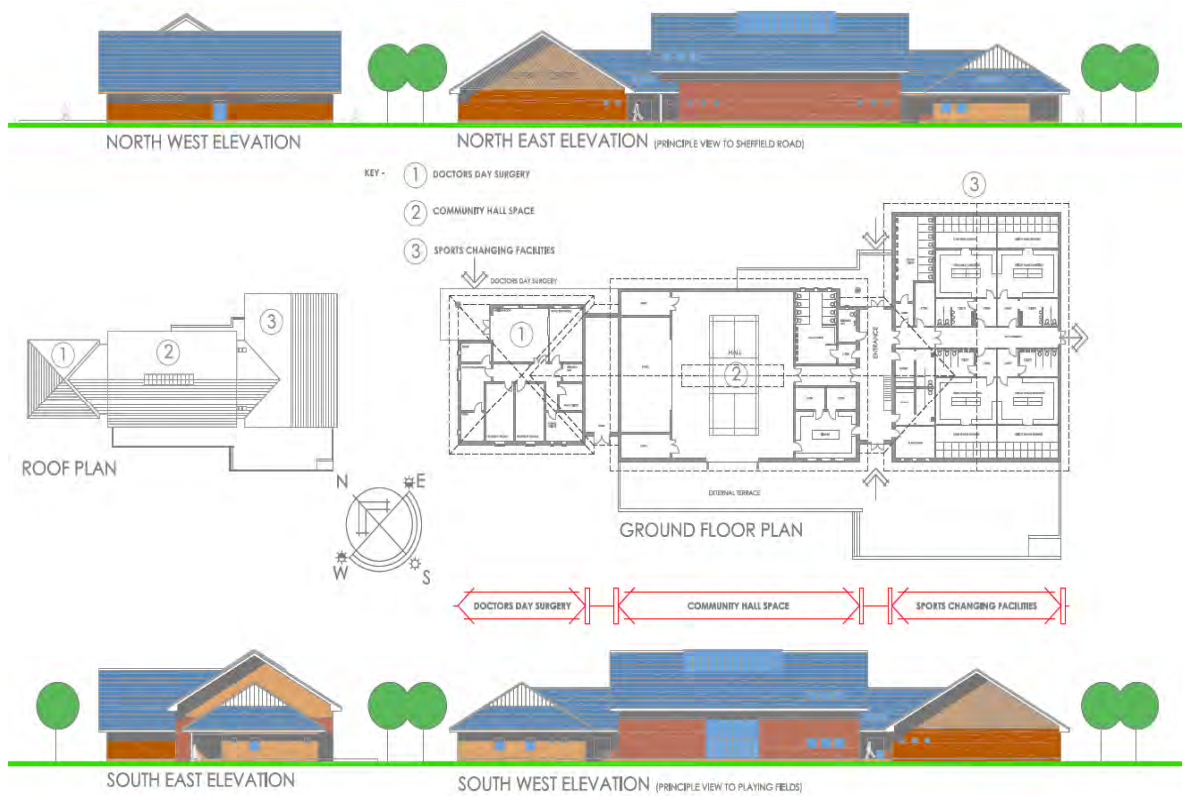
2.5.20 In addition to the provision of the financial contribution YLL would also like to work with the Oxspring Neighbourhood Development Plan Group on the detailed design of the facility and of course the process of delivering it.

2.5.21 In accordance with the aspirations of the Oxspring Neighbourhood Development Plan Group it is envisaged that the facility could cater for sports/fitness, youth and after school clubs e.t.c providing such facilities as; changing rooms; toilets; meeting and function rooms; and health facilities such as a Dr’s surgery. The

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facility is proposed to be located in the historic centre of the Village. Its delivery alongside, and as part of, the Oxspring Fields proposals will re-centralise the Village's services and facilities enabling the creation of a "heart" to the Village as desired by the Oxspring Neighbourhood Plan Group.

2.5.22 A more detailed potential design of the type of Community Centre/Sports Pavilion that could be delivered is identified below and provided in Figure 2.1.



2.5.23 In addition to the delivery of a financial contribution towards the delivery of a community facility at the historic centre of the village, the Oxspring Fields proposal also seeks to provide a new country park. The detailed design of the country park will be consulted on with the local community to ensure that it meets the aspirations of the Village. However, at this stage it is considered that the country park could deliver such features as footpaths, trim trails, picnic areas, general kick about areas and play space. The country park will deliver a substantial enhancement to the Village's current recreational offer.

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2.5.24 The image below identifies the indicative masterplan for the development and identifies how the position of the new country park would enable the proposed residential element to be integrated into the Village, with that the country park's location on the eastern boundary would provide an appropriate long term defensible boundary for the Green Belt. The indicative masterplan is contained within Figure 2.2.



2.5.25 In order to provide a comprehensive vision for the delivery of enhanced community and social infrastructure in the Village, the development proposals will also seek to upgrade riverside walkways and access to the Trans Pennine Trail.

2.5.26 YLL own land along the River Don corridor to the north of the Village (Known as the Rocher Valley) and as part of the Oxspring Fields development proposals they are willing to offer enhancements to improve accessibility to the river side to include the identified aspirations of footpaths and picnic areas, and the creation of a Parish Fishing Club. The plan below identifies the area of YLL's ownership which stretches along the River Don corridor from the Millstones development to

Willow Lane, an existing footpath, which abuts the Western extent of the Rocher. This provides evidence of their capability to deliver the identified enhancements.



2.5.27 Furthermore, as part of the new Country Park proposals, located to the Eastern boundary of the site, a new access to the Trans Pennine Trail will be constructed, to make Oxspring a “hub” of pedestrian and cycle journeys along its routes. Such measures could include the provision of a cycle hire shop, a café and additional car parking facilities in the south eastern corner of the country park. Such measures are attainable and YLL are willing to work with the local community towards their delivery.

2.6 Economic & Social Role Summary

2.6.1 Overall, the Oxspring Fields proposals have the potential to deliver a wide ranging, exceptional level of economic and social benefits to Oxspring, Penistone and the wider area. Benefits that none of the other proposed housing allocations can deliver.

2.6.2 The delivery of the proposals will ensure that Oxspring is not seen by residents and visitors as a cross roads and place to simply pass through. The proposals will deliver new investment; deliver new employment opportunities; contribute to meeting identified housing aspirations; improve the transport sustainability of the area; increase the area's tourism and employment offer; and through the delivery of a new community facility and country park provide the opportunity to create a truly sustainable "Heart" for the village of Oxspring.

2.6.3 The evidence provided above identifies the exceptional economic and social benefits that the development can deliver, and which will not be viable without it. Importantly, it is clear that these benefits will also deliver a number of environmental improvements to the area and this is discussed further below.

2.7 Environmental Role

2.7.1 The Framework identifies the environmental role of sustainable development as contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.7.2 This section of the statement identifies how the development proposals will not only protect the natural environment of Oxspring, but also provide the potential to deliver substantial enhancements to it.

2.7.3 A number of documents have been produced by Smeeden Foreman and Pell Frischmann (Transport and Sustainability consultants) to assess the impact of the Oxspring Fields proposal on the area's natural environment in. These reports have previously been submitted to the Council and covered a wide area of environmental considerations including landscape, ecology, accessibility and settlement form. The key conclusions of these reports are provided here. A detailed assessment of the site's accessibility is provided in the later sections of this report.

2.8 Settlement Form & Character

2.8.1 The Oxspring Fields site sits within clear and well defined boundaries (the B6462 road to the North, the Trans Pennine Trail to the South, the largely disused

Industrial Site the East and the Village recreation ground to the West). The development respects the linear settlement pattern which has evolved over the last two centuries.

2.8.2 The Village lies adjacent to the town of Penistone and indeed shares its facilities and services given their close proximity and connectivity. Such is the relationship between the settlements that the draft employment land allocation “P2 – Sheffield Road” which will serve Penistone is actually located within the village boundary of Oxspring.

2.8.3 There is an historic acknowledgement of the close relationship of Oxspring and Penistone. The Barnsley Unitary Development Plan (UDP) identifies in Paragraph 4.12 that:-

“Oxpring is one of the locations in the Western Community Area for additional development because of its physical relationship to the Penistone Urban Area and because it has the infrastructure capacity to accommodate some further development without serious detriment to the quality and character of the Green Belt. If in the long term there is a need to release further land for housing than there is the scope to accommodate additional development”

2.8.4 Since the adoption of the UDP the close physical relationship between the two settlements has only improved, and indeed could be further enhanced through the delivery of the infrastructure proposed by the Oxspring Fields development and the development of the proposed employment allocation “P2 - Sheffield Road” which is located within the Oxspring village boundary.

2.8.5 The proposed Oxspring Fields development would provide an appropriate long term defensible boundary to the Eastern extent of the Village and the wider Green Belt in this location.

2.9 Access and connectivity

2.9.1 The proposed development represents an opportunity to create a well-connected and natural residential extension to the historic linear settlement pattern along this area of the River Don valley. Transport links, local services and recreational

facilities are all easily accessed from the site due to its close proximity to key cycling, walking and road routes.

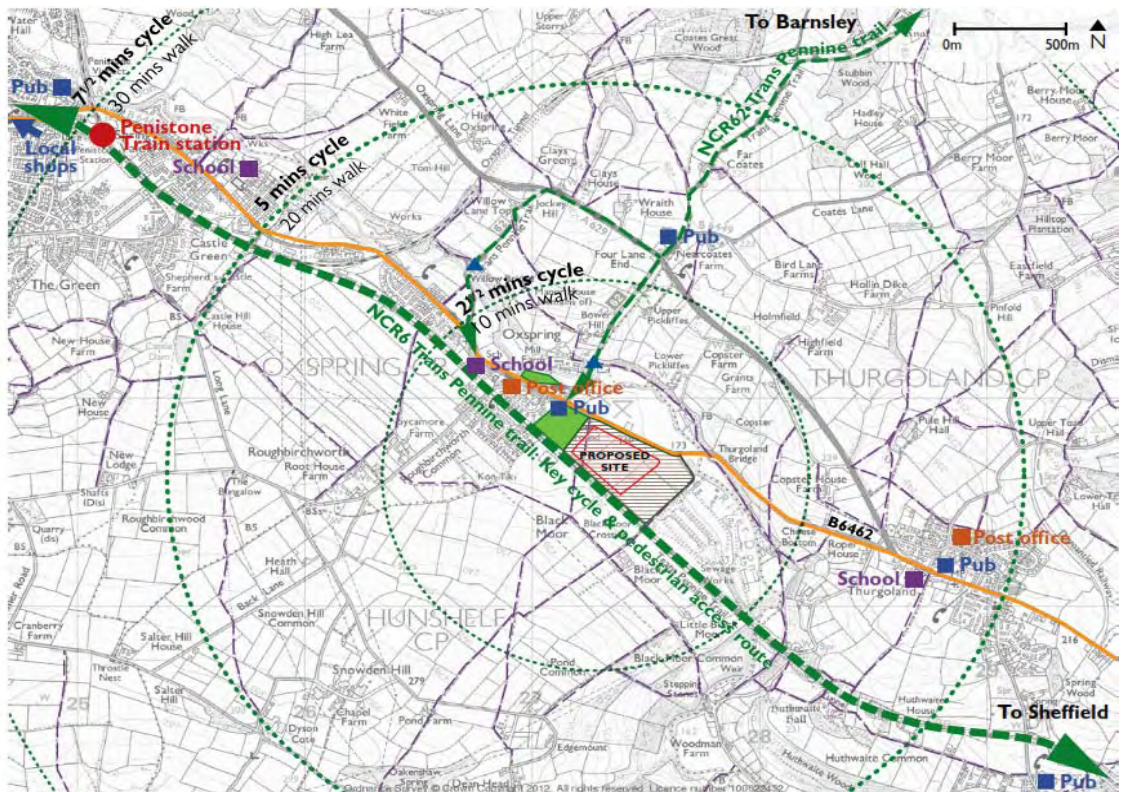


Fig 2: Map showing connectivity to local services and key pedestrian and cycle routes in the area

- 2.9.2 Local services, such as the post office, village store, school, playing fields, playground, church, and village pub are all easily accessed within a 7 minute walk or a 2 minute cycle. The proposed community centre/sports pavilion would be located within the Historical centre of the Village on the existing recreation ground.
- 2.9.3 Beyond the village, the Trans Pennine cycle and pedestrian trail connects the proposed site to Penistone and its railway station (less than 30 mins walk or a 7 minute cycle).
- 2.9.4 From Penistone station, trains connect to:-
- Barnsley (15mins)
 - Huddersfield (30mins) – a railway station which provides direct trains to London via Birmingham
 - Wakefield (43mins)
 - Sheffield (45 mins) - a railway station which provides direct trains to London via Leicester
 - Leeds (60mins)

- 2.9.5 Barnsley (43mins) and Sheffield (63mins) are also easily reached by cycle along the Trans Pennine cycle routes that lead from the site. Penistone also has many other facilities including schools, sports clubs, cinema, local shops and a supermarket, providing a large number of services within easy cycling or walking distance of the proposed site.
- 2.9.6 The facilitation of the Strategic Public Transport Interchange by the development proposals will have significant environmental benefits in the form of increasing sustainable transport modes and reducing the reliance on the private car. It will also reduce congestion within the central area of Penistone.
- 2.9.7 Furthermore, the fact that the site is situated along the B6462 Sheffield Road enables this site to directly connect to the major road network in the area without drawing additional traffic through existing residential areas both during and post construction.
- 2.9.8 The proposed site will have a positive impact on the area's connectivity and facilities including:-
- New connectivity to and from the site and Trans Pennine trail, Direct connectivity to the B6462 from the site, drawing both construction and residential traffic along the main road route rather than through existing residential areas.
 - The local community will benefit from access to improved recreational facilities, including community centre/sports pavilion and improved sports grounds, play area, and new recreational opportunities through the proposed country park to be situated adjacent to the southeast site boundary.
- 2.9.9 The proposed new foot/cycle and road connections to the Transpennine trail and B6462 will ensure that residents will be able to take full advantage of the myriad of walking routes in the valley, local services, and excellent road and rail connections to nearby regional centres.

2.10 Landscape & Green Belt Impact

- 2.10.1 The Oxspring Fields development proposal represents a natural extension of the historic linear settlement pattern along the River Don valley between two clear, strong and defensible boundaries; the B6462 Road and the Trans Pennine Trail.
- 2.10.2 Furthermore, the site is also sandwiched between two existing areas of development; the village recreation ground to the northwest and the largely disused industrial site to the southeast, creating clear, well defined barriers to prevent further expansion.
- 2.10.3 The proposed site is already afforded some screening from existing landform, vegetation and urban development. The development offers the potential for this to be strengthened by shrub and woodland mitigation and ground modelling adjacent to the southwest site boundary, screening views from receptors that may overlook the site.
- 2.10.4 In addition, repairs and restoration to dry stone walls and boundary strips adjacent to the B6462 will help further improve the experience along the approach to Oxspring for users of the road and receptors to the northeast.
- 2.10.5 The extract below taken from the Smeeden Foreman Landscape Statement identifies the proposed mitigation in further detail.

Proposed sketch plan, access and mitigation



Fig A: Proposed site plan, access and mitigation

2.10.6 The Smeeden Foreman Landscape Statement concludes that the future development of the site would harm none of the 5 purposes of Green Belt. The extract from the document, below, identifies the findings of the assessment that was undertaken.

GREENBELT 5 PURPOSES CHECKLIST	OXSPRING FIELDS
1) Checks the unrestricted sprawl of large built-up areas	YES - Decreases potential for sprawl being contained within well defined, strong boundaries
2) Prevents neighbouring towns merging into one another	YES - Does not encroach on any neighbouring settlements
3) Assists in safeguarding the countryside from encroachment	YES - Due to strong physical boundaries, this site is a natural end to development in this area. Significant provision for mitigation proposals will help to blend the site in to the landscape
4) Preserves the setting and special character of historic towns	YES - Preserves historic development pattern of Oxspring, improves village approach, restores drystone walls and includes a generous amount of woodland, mitigation planting and habitat development
5) Assists in urban regeneration, by encouraging the recycling of derelict and other urban land	YES - Provides partial assistance with regeneration of derelict land around Penistone station through funds generated from the development of this site

2.10.7 Further to the above assessment it is important to identify that the Council's own SHLAA process identified that:

- The site was recorded as having defensible boundaries;
- The site was assessed as not being likely to lead to coalescence of settlements;
- It was considered that development at the site would not adversely affect the character or setting of the settlement;

- The site's release would not have an impact on the openness of the countryside; and
- The development of the site would round off the settlement.

2.10.8 It is acknowledged in the emerging Local Plan that the Council will be required to release land from the Green Belt in order to meet their objectively assessed housing needs. As a consequence a full Green Belt Review has been undertaken by Consultants Arup Ove in conjunction with the Council.

2.10.9 Smeeden Foreman have prepared a response to the Council's Green Belt Review on behalf of YLL in respect of the Oxspring Fields proposals. The response dated 23rd December 2014 is contained in Appendix A and concludes that:-

"It is our assessment that the aspirations of the Neighbourhood Plan committee to deliver benefits for Oxspring; the resolve of the planning officer to respect and reflect the historic pattern of the settlement of Oxspring; and the support provided by the Green Belt Study for Pen11 all serve to question the value of the proposed SAF18 designation and reinforce our positive assessment of the landscape benefits, amongst others, that would arise were the Oxspring Fields site to become the preferred option to deliver the Council's objectives for a mix of housing types for Oxspring".

2.10.10 In accordance with the Framework (Paragraphs 83 & 84) Green Belt boundaries should only be altered in exceptional circumstances and to promote sustainable patterns of development. From a Borough wide position the requirement to release sufficient land to achieve the new homes required to deliver the Council's ambitious growth agenda has already been established.

2.10.11 The release of the Oxspring Fields site would contribute to the Council's growth agenda, however, when considered in isolation there will not be many other sites that can deliver the "exceptional circumstances" which needs to be given substantial weight in the allocation of future housing allocations by the Council.

2.11 Ecology

2.11.1 The development of the Oxspring Fields site will have no adverse effect on protected species provided precautions are implemented to safeguard such interests. The development of the site, through recreational enhancements, would provide the opportunity to make significant enhancements to the ecological value of the site for wildlife, including bats and multiple UKBAP, Barnsley BAP and Bird of Conservation Concern "priority" and "Red List" species.

2.11.2 The proposed mitigation provides a net improvement in habitat, recreational and visual amenity to the area. Furthermore new habitat areas will connect to and help strengthen the existing green infrastructure network that links South Yorkshire with the Peak District and beyond. The proposals have the potential to deliver buffer strips to improve the section of the Transpennine green corridor adjacent to the southwest boundary, and additional woodland planting will add and connect to an increasing matrix of woodland in the area.

2.12 Leisure and Recreation

2.12.1 Above we identify the many benefits that the site could deliver to the local community in respect of leisure and recreation facilities. Oxspring residents would benefit from a new community centre/sports pavilion and the proposed country park area would provide an additional recreational facility for local residents, with increased opportunities for circular walks and connectivity to the wider network of existing local walking and cycle routes including the Trans Pennine Trail.

2.12.2 These proposals would combine to create a high provision of sustainable linked recreational facilities which would service this proposed development and local area. This is illustrated in the plan below taken from the Smeeden Foreman Landscape Statement.



2.13 Flood Risk & Drainage

2.13.1 There are no known constraints in terms of flooding or drainage.

2.13.2 The site is not considered to be at risk from flooding as highlighted by its location in Flood Risk Zone 1 on the Environment Agency's National flood risk maps.

2.13.3 Both surface water and foul drainage can be delivered through free flow gravity connections to the River Don and the trunk sewer outfall respectively. The form and nature of the drainage infrastructure will be determined through more detailed discussions with Yorkshire Water and service providers in due course.

2.14 Environment Role Summary

2.14.1 The evidence provided above clearly identifies that the Oxspring Fields proposals would fulfil the environmental role of sustainable development as prescribed by the Framework.

2.14.2 Not only will the proposals ensure the protection of the area's natural environment, but it will also provide substantial enhancements in the form of landscape improvements; improved accessibility and transport sustainability; and substantial enhancements to the Villages leisure and recreational facilities.

2.15 Sustainability Assessment Conclusion

2.15.1 The Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development.

2.15.2 The evidence provided above establishes the contribution that the Oxspring Fields development proposals can make towards achieving the three mutually dependent dimensions of sustainable development. It has identified the following:

- **An economic role** – *the development proposals will deliver substantial economic investment through the delivery of the right homes in the right location and through facilitating the delivery of the infrastructure required to deliver housing growth including the Strategic Public Transport Interchange in the Principal Town of Penistone.*
- **A social role** – *the development proposals will support strong, vibrant and healthy communities, by supplying the identified housing needs of the area and through providing funding towards the delivery of exceptional community infrastructure projects that reflect the community's needs such as the Strategic Public Transport Interchange, a Community Centre/sports pavilion and enhanced recreational facilities including a new country park.*

- ***An environmental role*** – *the development proposals will contribute to protecting and enhancing our natural, built and historic environment in the form of landscape improvements including; improved accessibility and transport sustainability; and substantial enhancements to the Villages leisure and recreational facilities.*

2.15.3 The development of the Oxspring Fields site would enable the delivery of the mutual objectives of enhancing the economic, social and environmental characteristics of Oxspring, Penistone and the wider Barnsley area as a whole.

2.15.4 In accordance with the Framework there are exceptional circumstances for the removal of this site from the Green Belt to enable its allocation for the development of new homes, recreational facilities and the delivery of the Penistone Strategic Transport Interchange. We ask which of the other sites in the Penistone area can deliver equivalent benefits to the local community.

2.15.5 In order to demonstrate the sustainability of the development proposals the proceeding sections of this report provide full details in respect of the accessibility of the site and its connectivity to a wide range of services and facilities.

3.0 OXSPRING FIELDS ACCESSIBILITY ASSESSMENT

3.1 Site Location, Access and Highways Impact

- 3.1.1 Oxspring Fields adjoins the eastern boundary of Oxspring in very close proximity to the Waggon and Horses Public House which forms the historic centre of Oxspring. Oxspring is located to the south east of Penistone and is physically related to the Town. The site is bound to the north east by B6462 Sheffield Road, to the south east by a track and largely disused industrial site, to the south west by the Trans Pennine Trail and to the North West by Oxspring Recreation Ground and its car park.
- 3.1.2 As identified in the preceding section of this study, the Oxspring Fields proposals have the potential to accommodate approximately 150 dwellings and to facilitate the delivery of the Strategic Public Transport Interchange for Penistone, a Community Centre/Sports Pavilion and enhanced recreational facilities including a new country park.
- 3.1.3 Along the frontage of the site, Sheffield Road has one lane in each direction and is approximately 6 metres wide. Currently Sheffield Road is subject to the National Speed Limit along the site frontage with the 30 mph speed limit that is in place through the village starting at the access to the Recreation Ground car park.
- 3.1.4 Access into Oxspring Fields will be directly from B6462 Sheffield Road with one or two points of access being easily achievable. To the south east B6462 leads to A629 Halifax Road at a priority junction close to the centre of village of Thurgoland. A629 Copster Lane can also be reached via Bower Hill, just to the north west of the site. Therefore work, educational and leisure-related trips to and from places such as Barnsley, Sheffield, Leeds, Wakefield and Huddersfield can access the wider highway network without the need to travel directly through Oxspring village or the congested A628 / Bridge Street junction in Penistone. This is shown in **Figure 3.1**.
- 3.1.5 A very important consideration in the selection of suitable sites particularly those for large scale development and one that is commonly overlooked is the impact of construction traffic during the build period. During construction, which could take

between 2-4 years, this site can easily be accessed by construction traffic without the need for this traffic to travel through the centre of Oxspring or Penistone.

3.1.6 This access to the wider highway network without the need to travel through Penistone is a key consideration as at the present time the centre of Penistone suffers from traffic congestion particularly at peak times when significant queues develop on all three arms of the traffic signal controlled junction of A628 Barnsley Road / Bridge Street / A628 Thurlstone Road. Queuing traffic towards the junction on A628 Barnsley Road can also affect traffic wishing to turn right out of Huddersfield Road towards the Town Centre. Significant improvements to this junction will not be possible without acquiring property as there are buildings located at the back of footway on both sides of Penistone Road and Bridge Street. Barnsley Road runs over a bridge on the immediate approach to the junction and therefore improvements to this arm will require major structural work to the bridge.

3.1.7 It is evident that at peak times, traffic backs all the way into Penistone, causing further congestion in and around the Town Centre. Not only is this undesirable for general traffic but the Emergency Services, being situated at Springvale also become constrained when responding to emergency call outs. The approval of draft allocation site 'H80 - Land North & East of Joan Royd Lane, Cubley' will only exacerbate these problems.

3.1.8 The Trans Pennine Trail lies directly to the south west of the Oxspring Fields site and therefore provides easy cycle and pedestrian access along flat terrain into Penistone Town Centre and the key employment areas in Springvale.

3.2 Local Facilities and Employment

3.2.1 The Department for Transport publication 'Manual for Streets', March 2007, states that *“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km”*.

3.2.2 Oxspring Post Office and General Store is within 800m walking distance of the centre of Oxspring Fields as is Oxspring Primary School. The Waggon and

Horses Public House is within 500m. The proposed Community centre / Sports pavilion building on the adjacent Recreation Ground, which has the potential to accommodate a drop-in doctor's surgery, will be within 300m. These local facilities and their close proximity to Oxspring Fields are shown in **Figure 3.1**.

3.2.3 In line with the aspirations of the Local Plan, it is considered that the development of Oxspring Fields will assist in maintaining and enhancing the facilities within this sustainable local community.

3.2.4 The Local Plan Consultation 2014 Draft contains only one allocation in Penistone for an Employment Site, this location is within the Oxspring Parish Boundary. Site Ref: P2, Land North of Sheffield Road, opposite the Marrtree Business Park (Oxspring Sidings) also in Oxspring, is within a 2km walking distance of the Oxspring Fields proposals, with the existing Wintwire Ltd Business Park complex being closer at around 1.5km. Oxspring Fields is therefore within a reasonable walking distance of the major employment opportunities in Penistone.

3.2.5 Recognition of the good location of Oxspring in the 'Western Rural Community Area' is a long standing matter as it was identified by the Inspector at the Public Inquiry into the Barnsley Unitary Development Plan. In the Inspector's Report, 1997, it is stated at para. 13.4.219 that:

"I consider that Oxspring is well located in the Community Area for additional housing development. This is particularly in light of its relationship to Penistone and the proposed allocation of land for employment development at the former Oxspring Sidings (WR8/1)."

3.3 Walking and Cycling

3.3.1 As noted in Section 3.2, the DfT publication 'Manual for Streets', March 2007, states that walkable neighbourhoods are characterised by access to a range of facilities within 800m and that walking has the potential to replace trips by car that are less than 2km. Planning Policy Guidance 13 (PPG13), January 2011, notes that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. The wide range of facilities, primary education and employment opportunities that are within 2km walking distance of Oxspring Fields is shown in **Figure 3.2**.

- 3.3.2 In terms of cycle access, Planning Policy Guidance 13 (PPG13) states that *“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport.”* The Department of the Environment publication [1996] ‘PPG13: A Guide to Better Practice’ provides further guidance on acceptable cycling distances and states that the bicycle is an ideal mode of transport for journeys under 8.0 kilometres. While PPG13 has now been cancelled there is no reason to assume that the acceptable walking and cycling distances that it recommends are no longer valid.
- 3.3.3 As already demonstrated, Oxspring Fields is within easy acceptable walking distance of local facilities and Penistone’s key employment opportunities. In terms of cycling, the key employment facilities are within very easy reach either by road or on the Trans Pennine Trail which is traffic-free. In terms of cycling forming part of a longer journey by public transport, Oxspring Fields is only 3.0km from Penistone Station along the Trans Pennine Trail and from the station are direct connections to Barnsley, Huddersfield and Sheffield with ongoing connections to Wakefield and Leeds. The 5km Cycling Catchment is shown in **Figure 3.3** and it can be seen that this includes the whole of Penistone and Stocksbridge as well as the villages of Silkstone, Silkstone Common, Thurlstone and Hoylandswaine.
- 3.3.4 The Local Plan Consultation 2014 Draft notes that one of the challenges for ‘Transport’ is reducing the need to travel, particularly by car. Furthermore it is noted that where transport is necessary, the challenge is to make it easier for people to travel between home and health, education, leisure, countryside and work opportunities within the borough by walking, cycling and public transport.
- 2.3.4 One of the key ways of meeting this challenge is clearly locating development in places where these modes of sustainable travel will be an attractive choice. Oxspring Fields would deliver adjacent a new drop-in doctor’s surgery, a facility that can only be facilitated by this development and would benefit all of the local community and will also be within easy walking distance of Oxspring Primary School. Secondary education at Penistone Grammar School is within 5km and therefore accessible by cycle (there are also existing School Bus services which operate from Oxspring) as are the excellent additional local facilities in Penistone Town Centre itself.

3.4 Public Transport

- 3.4.1 Bus stops within 400m of the centre of the site are served by routes 21, 21A and 29. Route 21 provides an hourly weekday service to Barnsley with the journey taking around 28 minutes. Route 29 is to Sheffield, also with an hourly weekday service and a journey time of around 60 minutes.
- 3.4.2 As already identified, Penistone Station is 3.0km from Oxspring Fields by cycle along the Trans Pennine Trail. Penistone Station is on the Pennine Line, which runs between Huddersfield and Sheffield calling at Lockwood, Berry Brow, Honley, Brockholes, Stockmoor, Shepley, Denby Dale, Penistone, Barnsley, Meadowhall and Sheffield. There is an hourly service Monday to Saturday with a two-hourly service on Sunday. A new direct route from Huddersfield to London will soon become operational and easily accessible by Penistone Train Station.
- 3.4.3 YLL has the ability to facilitate the delivery of the proposed Strategic Transport Interchange for Penistone which will provide much needed essential facilities for passengers including safe, secure, covered cycle parking. Another key benefit of the interchange is the ability to relocate the existing bus layover from its current location in Market Place where at the present time 11 services need to stop and wait at a single bus stand. This causes congestion in this busy and constrained part of the Town Centre which would be alleviated by a relocation of the layover and bus interchange facilities to the proposed Penistone Transport Interchange at the railway station.
- 3.4.4 Oxspring Fields is situated in a highly sustainable location given the accessibility of the site and its connectivity to a wide range of services, facilities and employment opportunities. However, what sets this site apart from others is its potential to significantly enhance the sustainability of not only its immediate surroundings but also Penistone and the wider western area of the Borough.

4.0 SUMMARY AND CONCLUSIONS

4.1 Pell Frischmann and PB Planning have been commissioned to carry out an Accessibility & Sustainability Study for Yorkshire Land Limited (YLL), the findings of which are contained within this report, with regard to potential housing development on a site adjacent to B6462 Sheffield Road, at the south eastern edge of Oxspring, known as Oxspring Fields.

4.2 This study has assessed the sustainability and accessibility credentials of the Oxspring Fields development proposals against the National Planning Policy Framework's objective to deliver sustainable developments.

4.3 The Oxspring Fields proposals have the potential to accommodate approximately 150 dwellings and to facilitate the delivery of the Strategic Public Transport Interchange for Penistone, a Community Centre/Sports Pavilion and enhanced recreational facilities including a new country park.

4.4 The evidence provided within the study establishes the contribution that the Oxspring Fields development proposals can make towards achieving the Framework's three mutually dependent dimensions of sustainable development. It has identified the following:-

- **An economic role** – *the development proposals will deliver substantial economic investment through the delivery of the right homes in the right location and through facilitating the delivery of the infrastructure required to deliver housing growth including the Strategic Public Transport Interchange in the Principal Town of Penistone.*
- **A social role** – *the development proposals will support strong, vibrant and healthy communities, by supplying the identified housing needs of the area and through providing funding towards the delivery of exceptional community infrastructure projects that reflect the community's needs such as the Strategic Public Transport Interchange, a Community Centre/sports pavilion and enhanced recreational facilities including a new country park.*
- **An environmental role** – *the development proposals will contribute to protecting and enhancing our natural, built and historic environment in the form of landscape improvements including; improved accessibility and transport sustainability; and substantial enhancements to the Villages leisure and recreational facilities.*

- 4.5 The development of the Oxspring Fields site would enable the delivery of the mutual objectives of enhancing the economic, social and environmental characteristics of Oxspring, Penistone and the wider Barnsley area as a whole.
- 4.6 Oxspring Fields is within acceptable walking distance of the key local facilities; the Post Office and General Store, Oxspring Primary School and the Waggon and Horses Public House.
- 4.7 The Local Plan Consultation 2014 Draft contains only one allocation in Penistone for an Employment Site, this location is within the Oxspring Parish Boundary. Site Ref: P2, Land North of Sheffield Road, opposite the Marrtree Business Park (Oxpring Sidings) also in Oxspring, is within a 2km walking distance of the Oxspring Fields proposals, with the existing Wintwire Ltd Business Park complex being closer at around 1.5km. Oxspring Fields is therefore within a reasonable walking distance of the major employment opportunities in Penistone. For cyclists, these employment areas are very easily reached via the Trans Pennine Trail, a traffic-free route.
- 4.8 Recognition of the good location of Oxspring in the 'Western Rural Community Area' is a long standing matter as it was identified by the Inspector at the Public Inquiry into the Barnsley Unitary Development Plan. In the Inspector's Report, 1997, it is stated at para. 13.4.219 that:
"I consider that Oxspring is well located in the Community Area for additional housing development. This is particularly in light of its relationship to Penistone and the proposed allocation of land for employment development at the former Oxspring Sidings (WR8/1)."
- 4.9 In terms of cycling forming part of a longer journey by public transport, Oxspring Fields is only 3.0km from Penistone Station along the Trans Pennine Trail and from the station are direct connections to Barnsley, Huddersfield and Sheffield with ongoing connections to Wakefield and Leeds.

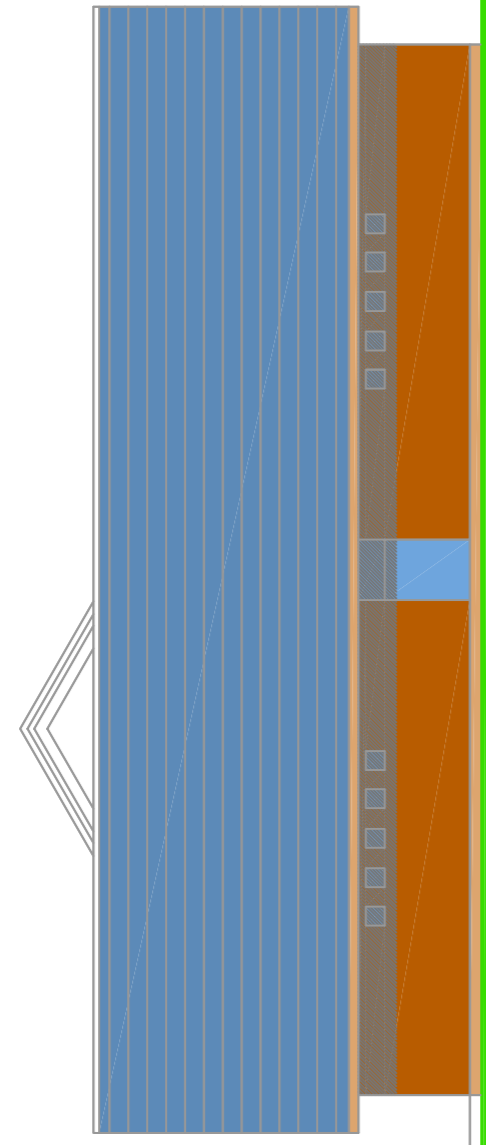
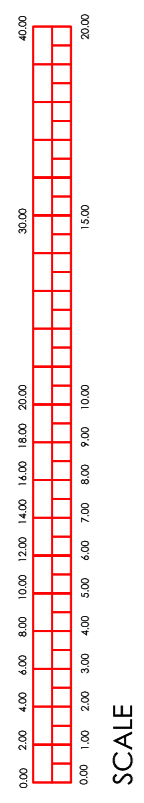
- 4.10 YLL has the ability to facilitate the delivery of the proposed Penistone Transport Interchange which will provide much needed essential facilities for passengers including safe, secure, covered cycle parking. Another key benefit of the interchange is the ability to relocate the existing bus layover from its current location in Market Place where at the present time 11 services need to stop and wait at a single bus stand. This causes congestion in this busy and constrained part of the Town Centre which would be alleviated by a relocation of the layover and bus interchange facilities to the proposed Penistone Transport Interchange at the railway station.
- 4.11 That the site is easily accessible from the wider highway network, A629 to A61 south to Sheffield and A628 west to the M1, without the need to travel through Penistone is also a key consideration in its selection as a suitable site for housing as at the present time the centre of Penistone suffers from traffic congestion particularly at peak times when significant queues develop on all three arms of the traffic signal controlled junction of A628 Barnsley Road / Bridge Street / A628 Thurlstone Road. During construction, which could take between 2-4 years, this site can easily be accessed by construction traffic without the need for this traffic to travel through the centre of Oxspring or Penistone.
- 4.12 In summary, this study has assessed the sustainability and accessibility credentials of the Oxspring Fields development proposals against the National Planning Policy Framework's objective to deliver sustainable development. It provides clear, demonstrable evidence that the Oxspring Fields development proposals are situated in a highly sustainable location given the accessibility of the site and its connectivity to a wide range of services and facilities.
- 4.13 The study concludes that the Council in their review of future housing allocations should set this site apart from others as a result of its potential to significantly enhance the sustainability and accessibility of not only its immediate surroundings but also Penistone and the wider western area of the Borough.
- 4.14 In accordance with the Framework there are exceptional circumstances for the removal of this site from the Green Belt to enable its allocation for the development of new homes, recreational facilities and the delivery of the Penistone Strategic Transport Interchange.

- 4.15 We ask which of the other sites in the Penistone area can deliver equivalent benefits to the local community.

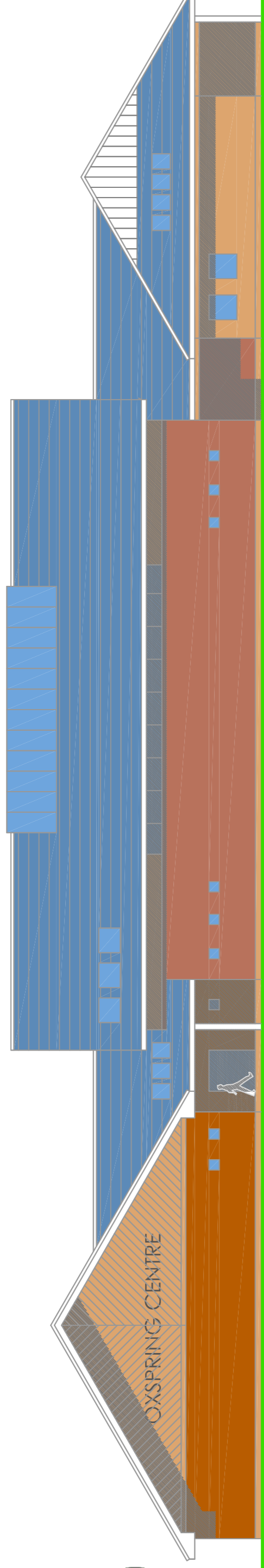
FIGURES

FIGURE 2.1

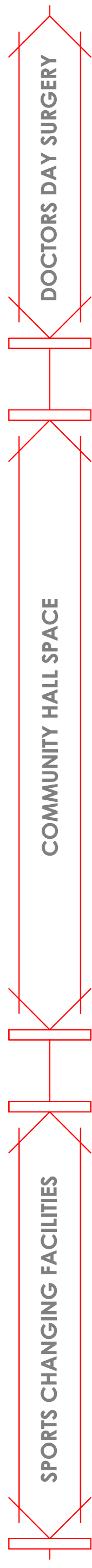
PROPOSED DESIGN OF THE COMMUNITY CENTRE/SPORTS PAVILION



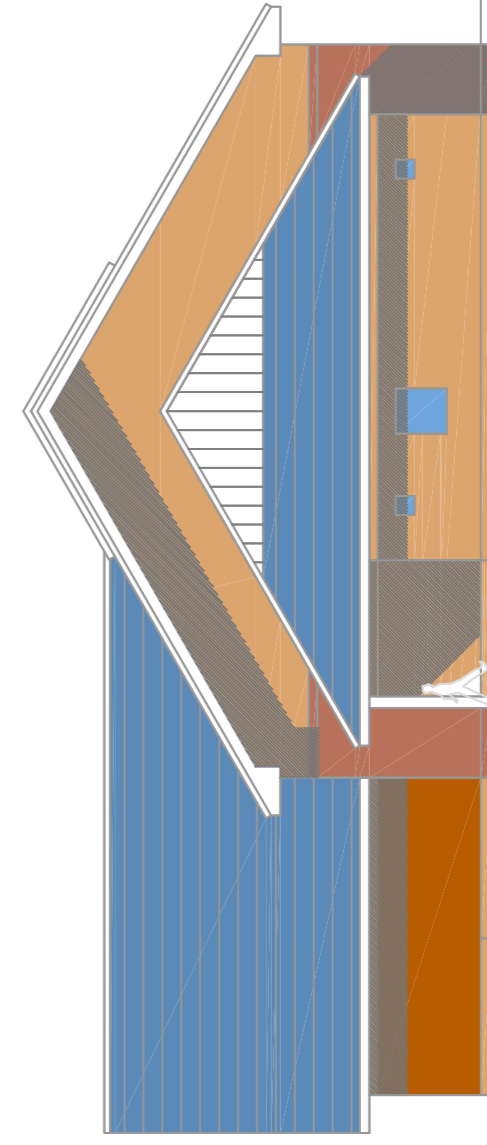
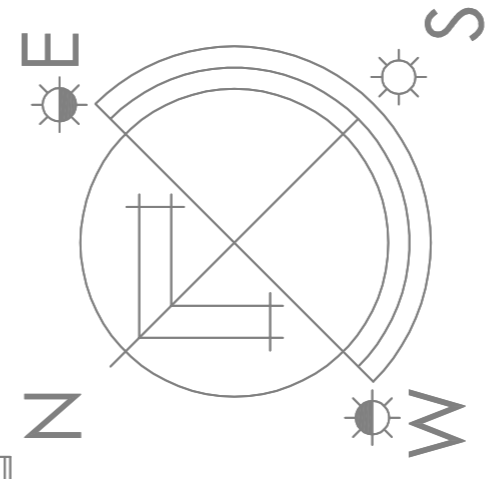
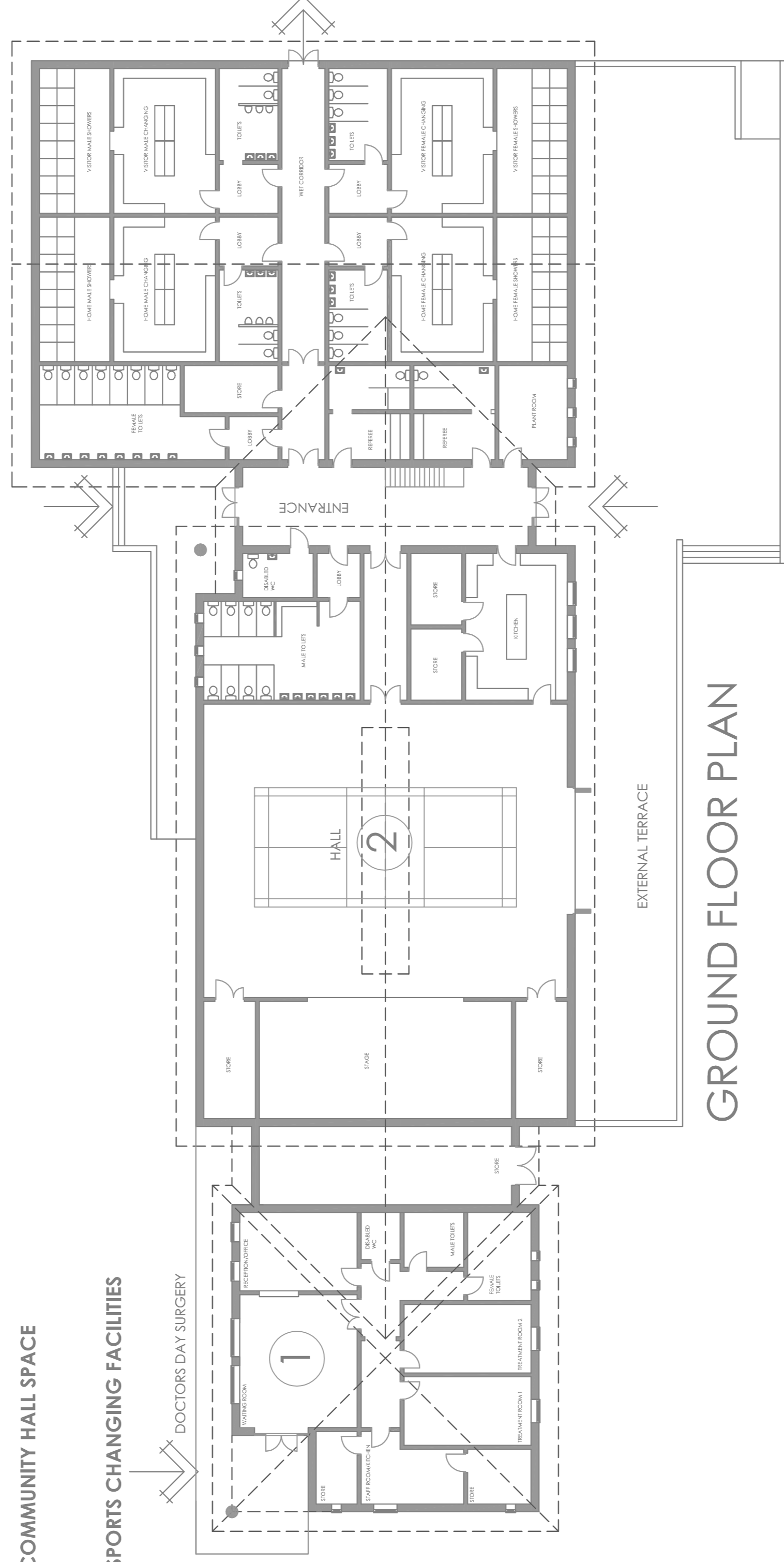
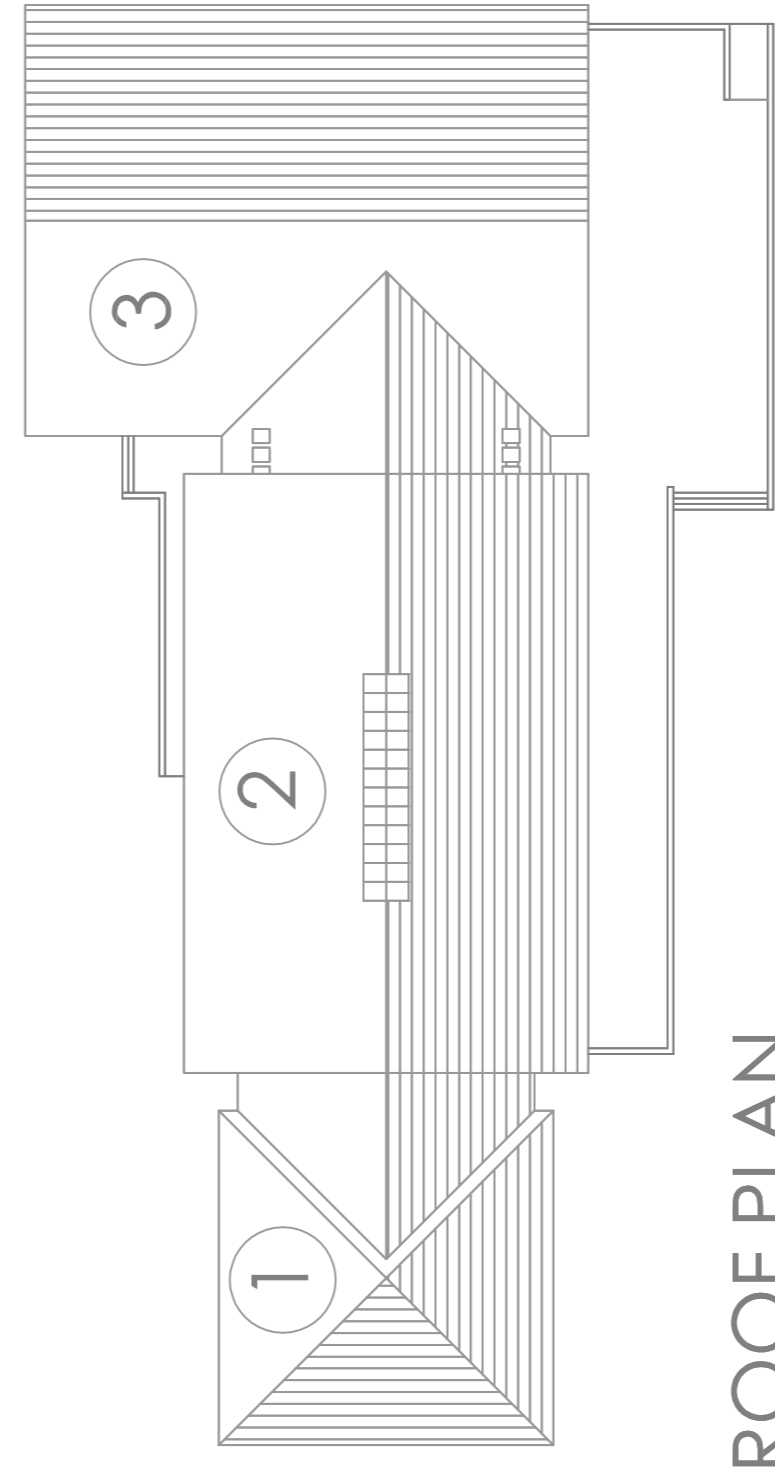
NORTH WEST ELEVATION



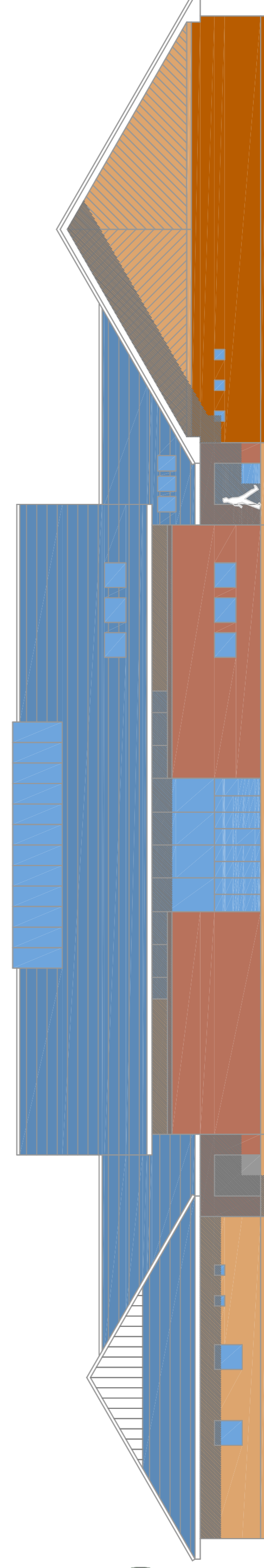
NORTH EAST ELEVATION (PRINCIPLE VIEW TO SHEFFIELD ROAD)



- KEY -
- ① DOCTORS DAY SURGERY
 - ② COMMUNITY HALL SPACE
 - ③ SPORTS CHANGING FACILITIES



SOUTH EAST ELEVATION



SOUTH WEST ELEVATION (PRINCIPLE VIEW TO PLAYING FIELDS)

YORKSHIRE LAND LTD

PROPOSED COMMUNITY BUILDING - SHEFFIELD ROAD , OXSPRING

FIGURE 2.2

OXSPRING FIELDS INDICATIVE DEVELOPMENT MASTERPLAN



- ① LINKS TO TRANS PENNINE TRAIL
- ② HILL TOP MONOLITH FEATURE
- ③ WILDLIFE POND AND ATTENUATION BASIN
- ④ EXERCISE AREAS (AS PART OF THE 'TRIM TRAIL')

END STOP ZONE
 DESIGNED TO EMULATE A
 NATURAL LANDSCAPE FEATURE
 TO REMAIN WITHIN THE
 GREENBELT. APPROX 15ACRES.

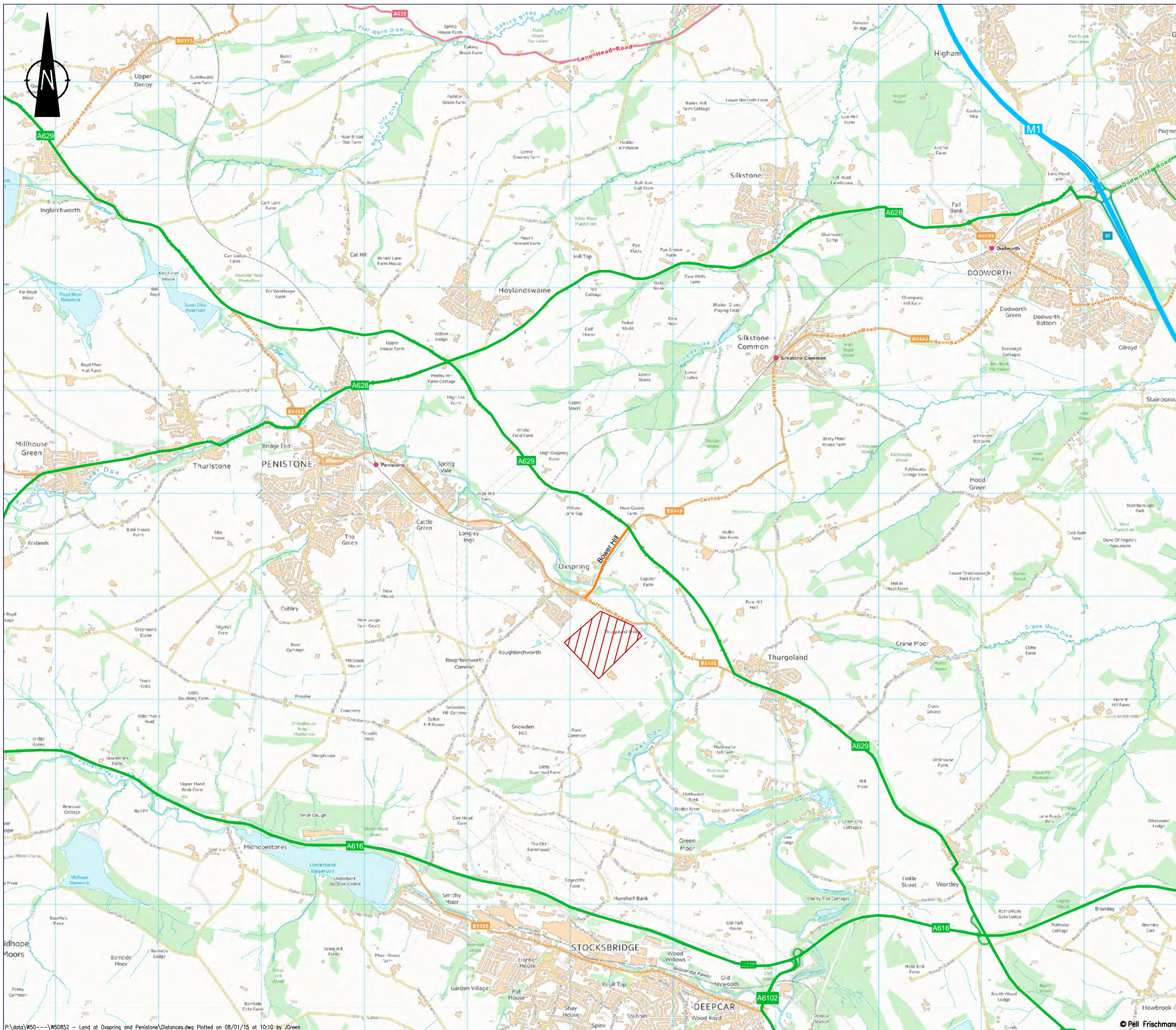


CLIENT: BARRAT DAVID WILSON HOMES	DRAWING NUMBER: MASTERPLAN 01
PROJECT: OXSPRING	SCALE @ A1: 1:1250
DRAWING: ILLUSTRATIVE MASTERPLAN	DRAWN: JRP DATE: 11.12.2014
	CHECKED: DATE:

ILLUSTRATIVE MASTERPLAN

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FIGURE 3.1
LINKS TO LOCAL AND STRATEGIC HIGHWAY NETWORK



KEY

-  Oxspring Fields
-  A Roads
-  M1
-  Bower Hill

REV	DESCRIPTION	DRN	CHK	APP	DATE
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Architect/Client/Contractor

Yorkshire Land Ltd

Project

Oxspring Fields

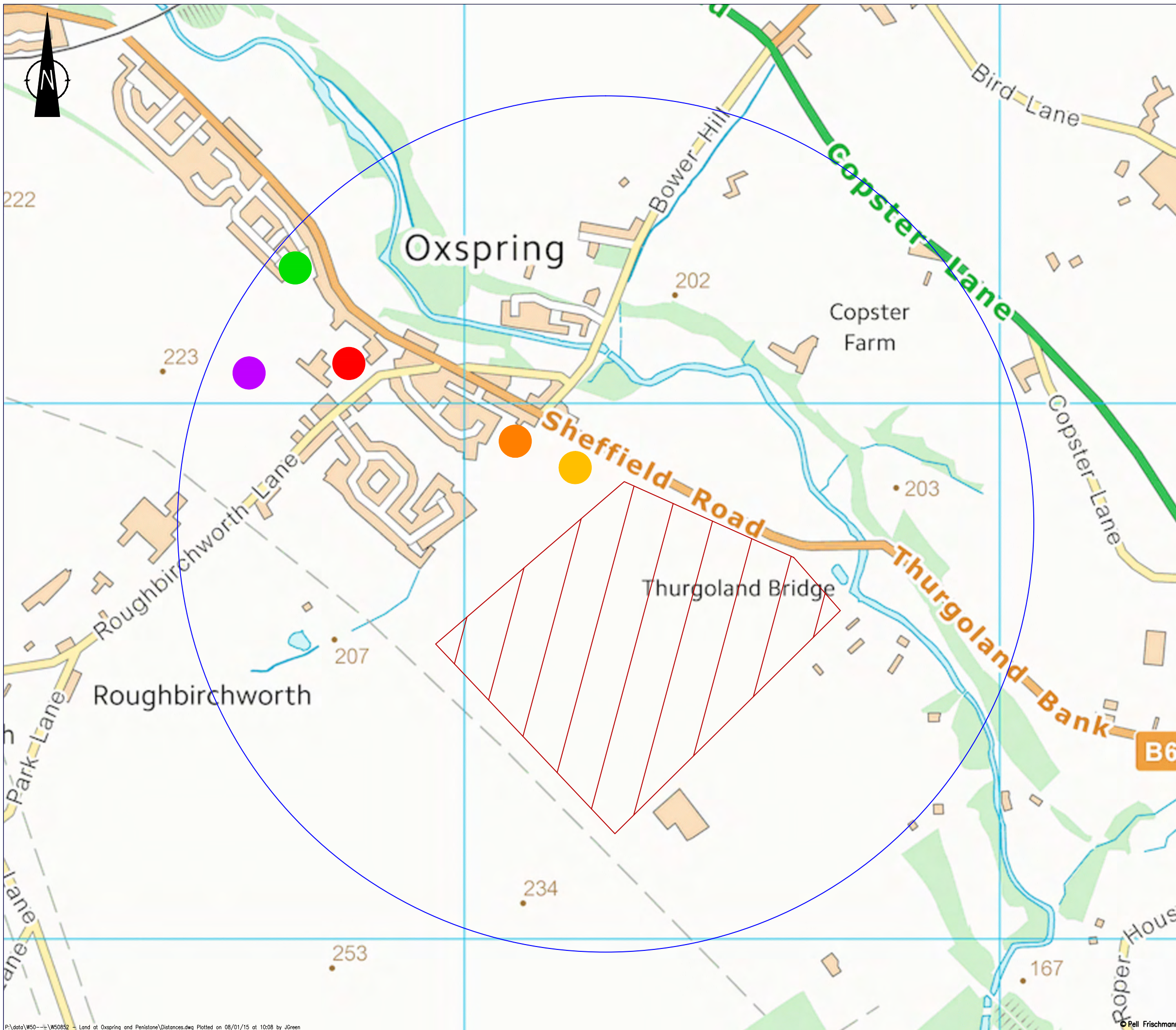
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Links to Local & Strategic Highway Network

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Designed	EG	DEC 2014		
Checked	EG	DEC 2014	Drawing Status	Draft
Approved	EG	DEC 2014		
Drawing No.				Revision

Figure 3.1

FIGURE 3.2
LOCAL FACILITIES



KEY

-  Oxspring Fields
-  800m Walking Distance Isochrone
-  Proposed Community Centre
-  The Waggon and Horses
-  Oxspring Post Office
-  Oxspring Primary School

REV	DESCRIPTION	DRN	CHK	APP	DATE
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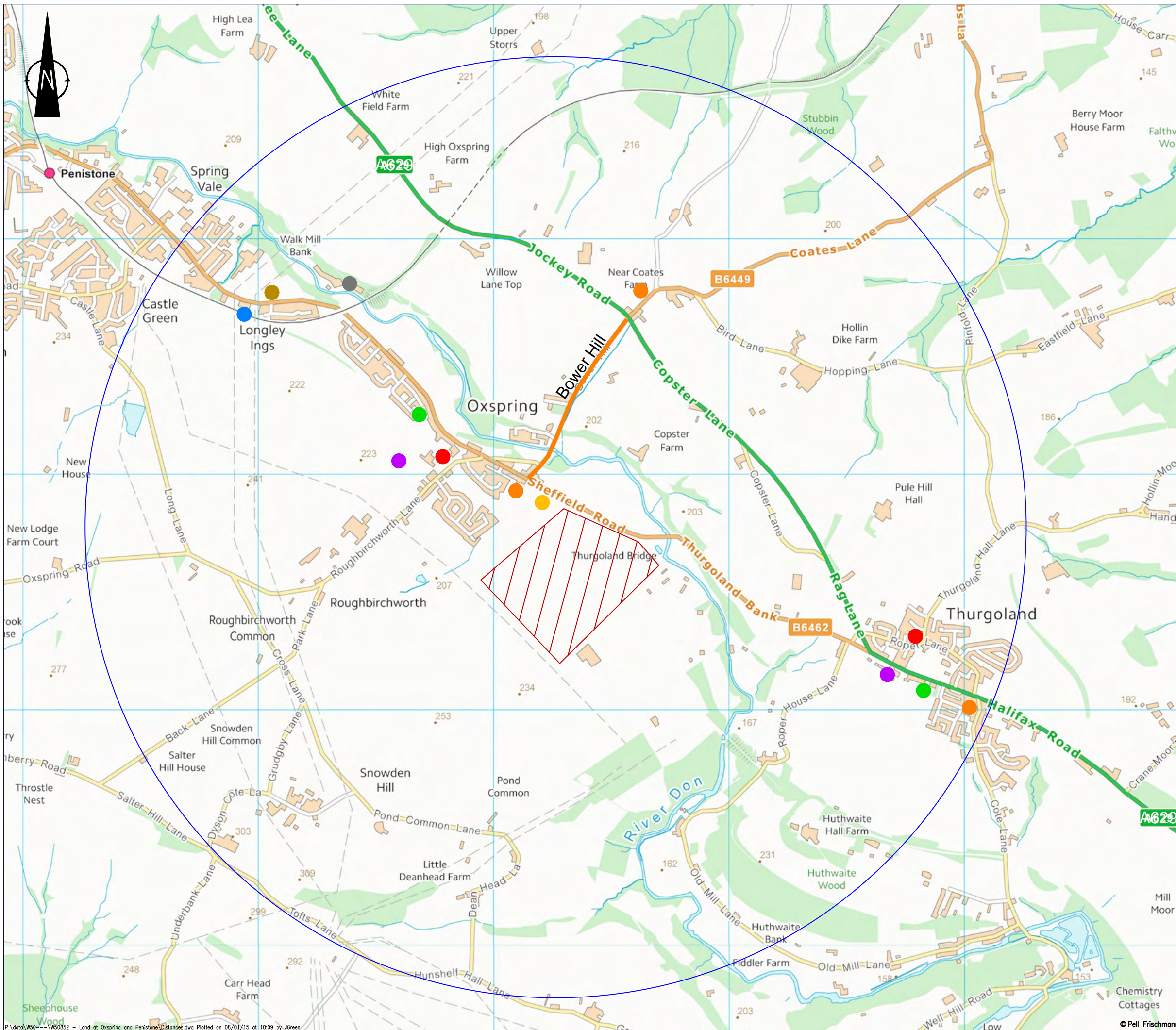
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Local Facilities

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Designed	EG	DEC 2014		
Checked	EG	DEC 2014	Drawing Status	Draft
Approved	EG	DEC 2014		

Drawing No.	Revision
Figure 3.2	-

FIGURE 3.3
2KM WALKING CATCHMENT



KEY

-  Oxspring Fields
-  800m Walking Distance Isochrone
-  Proposed Community Centre
-  The Waggon and Horses
-  Oxspring Post Office
-  Oxspring Primary School
-  Site Ref P2: Land North of Sheffield Road
-  St Aidan's, Oxspring
-  Oxspring Wire Mills Industrial Units
-  Martree Business Park
-  Travellers Inn
-  Thurgoland C of E Primary School
-  Holy Trinity, Thurgoland
-  Thurgoland Post Office
-  Green Dragon Inn

REV	DESCRIPTION	DRN	CHK	APP	DATE
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Drawing Title

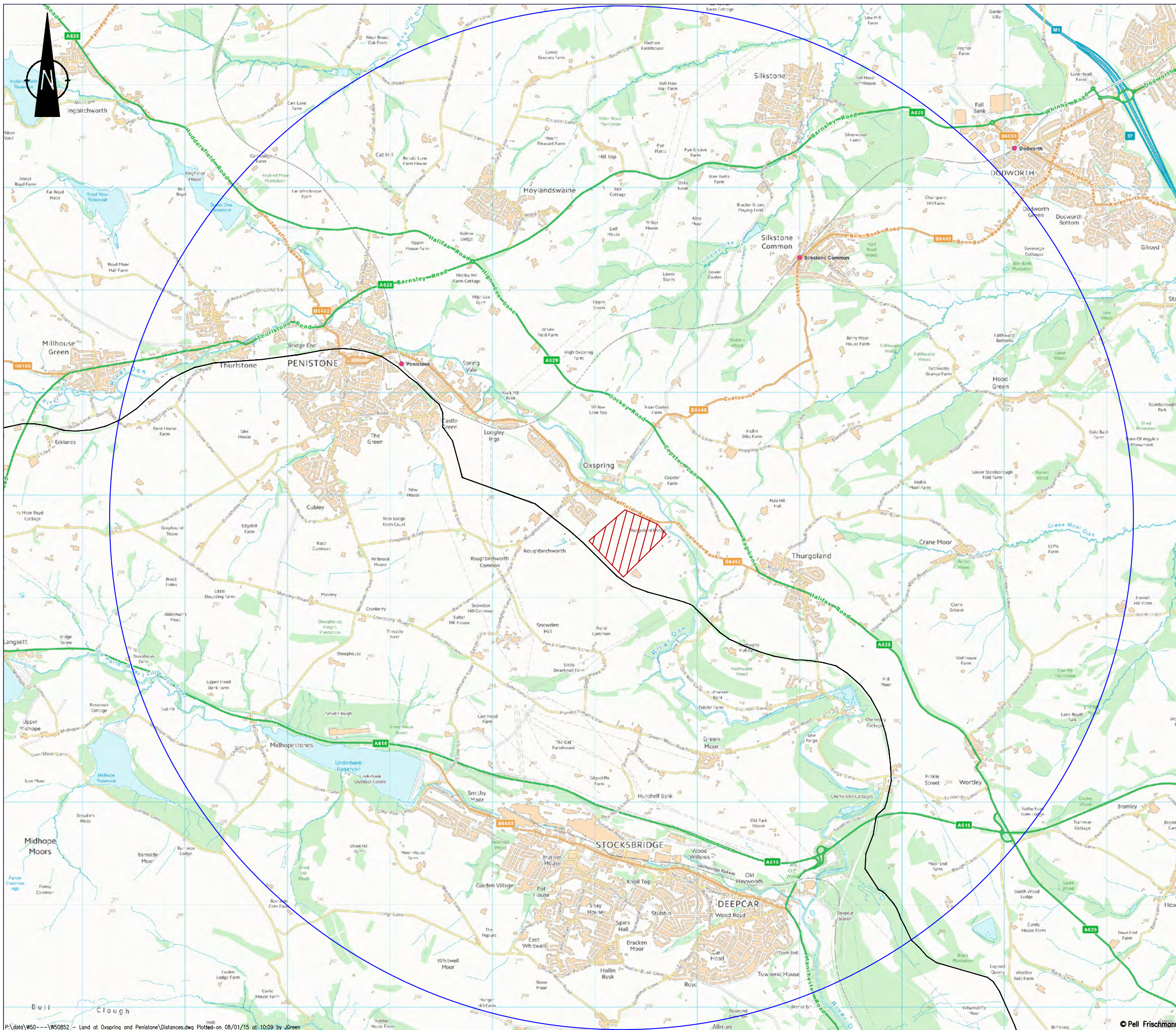
2km Walking Catchment

	Name	Date	Scale	
Drawn	JG	DEC 2014	Not to Scale	
Designed	EG	DEC 2014	File No.	TBC
Checked	EG	DEC 2014	Drawing Status	Draft
Approved	EG	DEC 2014		
Drawing No.				Revision




Figure 3.3

P:\data\W50 - W50852 - Land at Oxspring and Penistone\Distances.dwg Plotted on 08/01/15 at 10:09 by JGreen

FIGURE 3.4
5KM CYCLING CATCHMENT



KEY

-  5km Cycling Distance Isochrone
-  Oxspring Fields
-  Trans-Pennine Trail

REV	DESCRIPTION	DRN	CHK	APP	DATE
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Oxpring Fields

Drawing Title

5km Cycling Catchment

	Name	Date	Scale	
Drawn	JG	DEC 2014	Not to Scale	File No.
Designed	EG	DEC 2014		
Checked	EG	DEC 2014	Drawing Status	Draft
Approved	EG	DEC 2014		
Drawing No.				Revision

Figure 3.4

APPENDICES

APPENDIX A

SMEEDEN FOREMAN OXSPRING FIELDS GREEN BELT REVIEW RESPONSE

Yorkshire Land Ltd.,
PO Box 785,
Harrogate,
HG19RT

The logo for Smeeden Foreman, featuring the company name in a bold, sans-serif font. The text is white and set against a background of two horizontal bands of green, with the top band being a lighter shade than the bottom band.

23rd December 2014.

Dear Mr Green,

Land at Sheffield Road, Oxspring.

Thank you for drawing my attention to the video showing a meeting between members of the Neighbourhood Planning Committee and Helen Willows from BMBC planning: <http://www.oxspringplan.org.uk/about/videos/>. I am sure that you are heartened by the aspirations of the Neighbourhood Planning Committee representatives who appear to have many of the objectives that the site you are promoting is uniquely able to deliver, such as social housing and the improved recreational facilities and changing rooms, in addition to improved access to the Transpennine Trail and access for recreational walking to the Oxspring Roacher and river corridor. Of particular interest with respect to the landscape issues which we previously addressed in our report 'Oxpring Fields, Landscape Statement' of May 2014, was the strong guidance given by the planning officer that any new development proposals should reflect the historic development pattern of Oxspring.

Our earlier landscape statement included extract from historic maps (see page 17) and shows the early settlement pattern focused on the road junction near the current school and 'Wagon & Horses' pub. As the settlement developed the focus remained in the river valley, between the old railway and the River Don, and extended westwards towards Penistone. This rational growth of the settlement was disrupted in the 1990's by the residential development south of the Transpennine Trail along Roughbirchworth Lane. This aberration in the historic development pattern of Oxspring might have been unhelpfully reinforced by the adjoining sites identified previously by BMBC as LD10 and in the Local plan Consultation Draft (Policies map 51) as SAF18., a copy of which I have attached. I understand, however that this area is unlikely to 'come forward' within the plan period as the landowner wishes to continue agricultural operations, and which I hope will prevent the reinforcement of past mistakes made in ignoring the historic development pattern.

Landscape Architects ■ Urban Designers ■ Ecologists ■ Horticulturists

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Tel: 01423 863369 Fax: 01423 313107 Email: office@smeedenforeman.co.uk www.smeedenforeman.co.uk

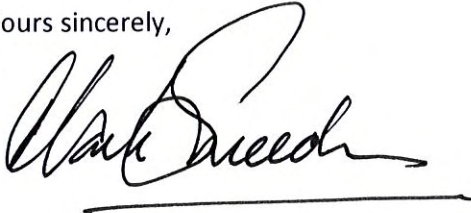
The SAF18 area is within the parcel of land described as Pen 11 in the Barnsley Green Belt Review, Penistone and Neighbouring Villages, (Oxspring, Thurlstone and Millhouse Green), prepared for the Council by Arup. This study excludes SAF18 as 'safeguarded land', a decision which prevents the study from being a tool to examine the potential for this undeveloped area to fulfil Green Belt purposes. Our report reinforced what is apparent to even casual observation which is that the SAF18 site is as equally capable of supporting Green Belt purposes as any other area with Pen11. Furthermore it was our opinion that development of SAF18 was harmful to the Green Belt, in part because there was a danger of coalescence with the hamlet of Roughbirchworth and most importantly because it entirely ignored the important principle that new Green Belt boundaries should be clearly defined by enduring physical boundaries. The SAF18 site does not even accord with existing field boundary walls! The Arup report also includes the assessment that "The Green Belt in PEN10 has sought to focus development to other areas of land within Oxspring, although the area of safeguarded land off Roughbirchworth road will appear to weaken the integrity of the Green belt." This comment is included in their assessment of the objective of assisting in Urban Regeneration, but should be applied equally to their consideration of the protection of the countryside from encroachment and of preventing the merging of neighbouring settlements.

The Green Belt Assessment in the section on 'Level of Containment' includes the statement that "Whilst the Green Belt boundary is slightly irregular to the north and south of the Transpennine Trail and produced land which is partially contained within the built form, the resulting development is unlikely to have a strong functional relationship with the existing built form of Oxspring. Therefore there is little opportunity for consolidation within this area." This is undoubtedly true with respect to SAF18 and accords with our own study. However this would be completely untrue with respect to the Oxspring Fields site where the historic settlement pattern of Oxspring is closely reflected and where extending the built form further to the east would balance more recent development towards Penistone in the west and re-centre the village around the historic core and community facilities.

The Green Belt Assessment considers the Green Belt function of preventing neighbouring towns from merging with each other and identifies the need to maintain separation between Oxspring and Thurgoland further to the east along Sheffield Road. This separation is currently a result of distance, but is strongly reinforced by topography, with Thurgoland being located on the steeply rising valley side on the opposite bank of the River Don from Oxspring. The river corridor is an important barrier as it is extensively wooded. On the Oxspring side of the river the Cheese Bottom Sewage works and the largely disused industrial site provide incongruent elements within the rural landscape, but which are included within the Green Belt. I have looked at the scheme for the Oxspring Fields site produced by JRP and note that a substantial part of the eastern extent of the site has been retained, as was the case at the time of our assessment, as a gently mounded woodland recreational area (copy of which is attached). This would extend the landscape qualities of the adjacent dismantled railway and could form the enduring physical boundary that should determine the extent of Green Belt designations. Once constructed this area could be retained within the Green Belt. The containment of the Oxspring Fields site is reinforced by the Arup report which contains the statement "The Transpennine Trail within a dismantled railway could represent a strong internal boundary, should the Green Belt Area be considered for sub-division." This reflects our own analysis of the area and supports the use of this feature as an enduring physical internal Green Belt boundary which would define the Oxspring Fields site from the wider landscape rising above the river valley.

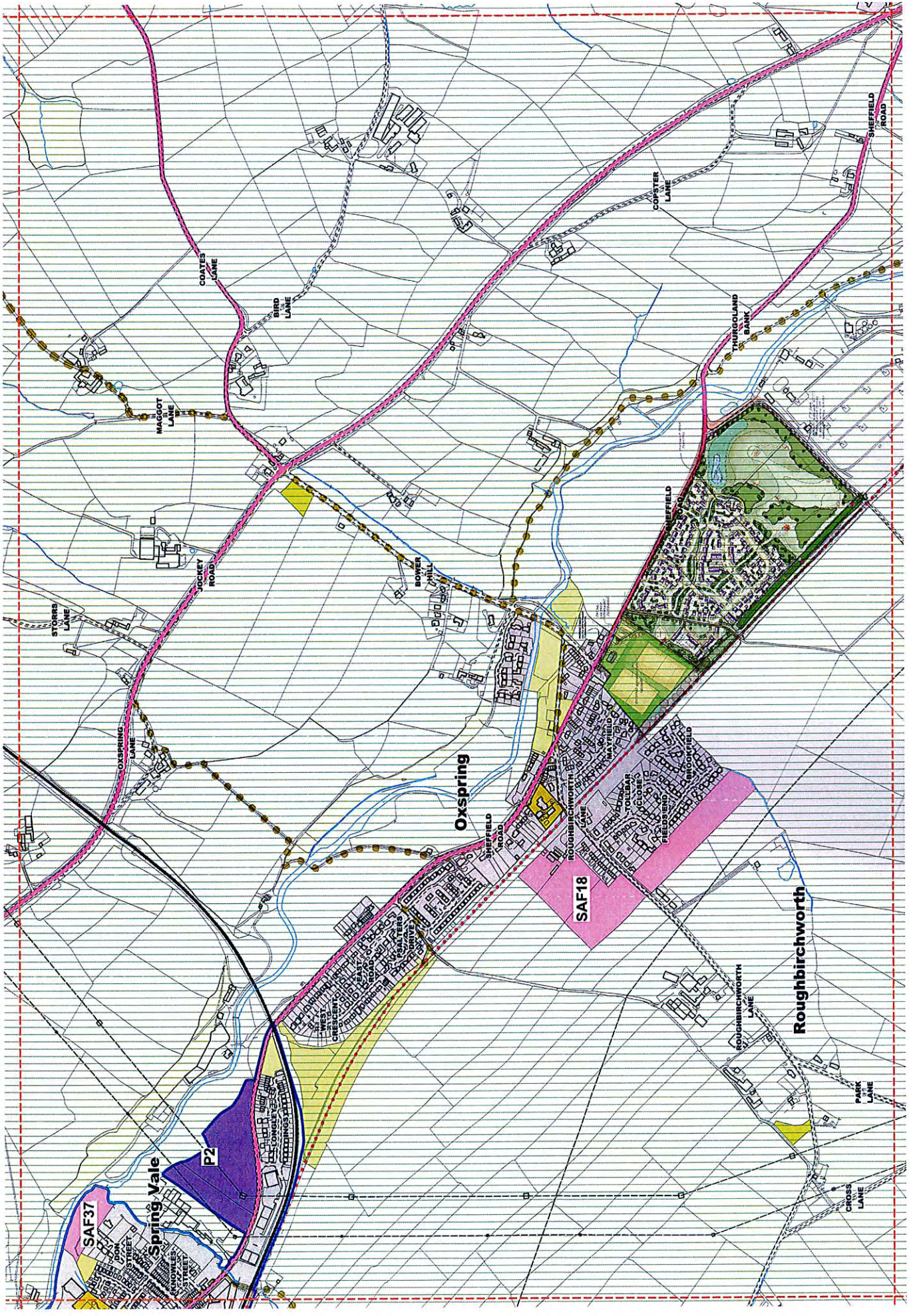
It is our assessment that the aspirations of the Neighbourhood Plan committee to deliver benefits for Oxspring; the resolve of the planning officer to respect and reflect the historic pattern of the settlement of Oxspring; and the support provided by the Green Belt Study for Pen11 all serve to question the value of the proposed SAF18 designation and reinforce our positive assessment of the landscape benefits, amongst others, that would arise were the Oxspring Fields site to become the preferred option to deliver the Council's objectives for a mix of housing types for Oxspring.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mark Smeeden', written over a horizontal line.

Mark Smeeden
BA DipLA DipHort MIHort CMLI
Chartered landscape Architect.

Enclosures: Copy BMBC Local Plan Consultation Draft 2014 – Policies Map 51.
JRP Oxspringfields Masterplan.



BMBC LOCAL PLAN CONSULTATION DRAFT 2014 - POLICIES MAP 51