

Penistone Park and Ride

Meeting held Thursday 29 April 2014

Present :-

Steve Moralee – BMBC Planning

Matthew Smith – BMBC Planning

Gavin Bland – SYPTE Project Manager

Matthew Reynolds – SYPTE Planning Officer

Steven Green – Yorkshire Land

Sam Green – Yorkshire Land

David Walton – Walton & Co – Planning & Local Government Lawyers

GB tabled the outline plans for the park and ride suggesting that they were indicative layouts which, subject to design alterations confirmed that SYPTE's aspirations could be met with either of the plots of land off Lairds Way – with a preference to the site closest to the station. The issues for review / consideration included the provision of a bus turning area and location of disabled spaces.

GB stated that SYPTE had met Network Rail (NWR) and that NWR would require any development in the area which increased rail patronage to provide a footbridge at the station. This would cost an estimated £1.25M which NWR believed was a robust cost estimate based on previous schemes. NWR confirmed the site to be the 17th riskiest on the LNE and based on the status of the station could bid for £729,000 from a £95M national pot for crossing upgrades in CP5 Apr 2014 – Mar 2019. NWR are confident that a bid submitted by July 2014 should secure the funding, but beyond that date the CP5 pot could be over-subscribed and CP6 funding allocations could not be guaranteed. NWR stated that technically speaking and cost increases would have to be met by third parties.

GB confirmed the shortfall for the footbridge construction to be around £500,000 and the cost to construct the car park to be circa £500,000 based on the Elsecar project, but subject to ground conditions etc.

DW stated that the two figures were convenient in that these matched the figures YL had considered to be appropriate contributions should they obtain planning permission for two of their proposed development sites in the Penistone area.

StG outlined the Well House Lane and Oxspring sites citing their fit to developments in green belt, their proximity to the Trans Pennine Trail (TPT) and public transport links. If approved YL would be willing to provide £500,000 for building a community centre in Oxspring, donate part of the Lairds Way site to

SYLTE (if SYLTE or third party should in the future charge for parking YL would seek to recover some of the profit from the parking), provide £500,000 for the footbridge and £500,000 for the construction of a car park. StG highlighted aspirations for a café facility, toilets, information centre etc on the site to improve the customer offer and possible employment units on the remainder of the site, and suggested SYLTE don't need to be constrained to taking minimal space.

SM cautiously welcomed the proposals although suggested the add ons to the car park would not be able to be supported by the public sector and gave caution to the possibility of vacant / derelict units if these were not commercially viable so a simpler scheme may be preferable.

SM stated that BMBC were reviewing the Development Sites and Policies document which includes a review of the Green Belt. The draft would be completed in July for internal review, but not ready for consultation until September 2014 after which YL would be in a position or otherwise to submit planning applications on the proposed sites. SM asked StG whether YL had a plan B, which StG suggested the discussed option was the only considered option at the moment.

GB commented that if a decision on the developments could not be made before July 2014 this could jeopardise the possibility of obtaining NWR funding for the footbridge – **GB to discuss timescales and commitments required for a crossing replacement bid with NWR.**

MR to set up another meeting with all parties to discuss allocations in October 2014.

GB questioned what would happen if only one site would become permitted development. DW stated the land / funding made available would be a commercial decision based on which site was brought forward taking into consideration all scheme costs including infrastructure relating to the development, eg the Well House Lane site had considerable road infrastructure costs which would reduce the profit on this site. StG confirmed the Oxspring site was their preferred site.

SM questioned what options were available should neither site be approved. StG suggested that if neither site could be progressed YL would have to consider their options for the Lairds Way site taking into consideration the success the Co-op had in appealing and obtaining planning permission for housing on the whole of their site.

Discussion was held relating to political support for either scheme and it was agreed that political support would be subject to the time of consultation, safety of seats and opinions of the residents and members representing the Penistone area.

Bid to create bus interchange

By Ed Elliot

PLANS to create a bus interchange and park-and-ride facility on derelict land next to Penistone's railway station are at 'an advanced stage'.

Developer Steven Green, managing director of Yorkshire Land Limited, bought the Lairds Way site for more than £500,000 in 2007 and has held numerous discussions about the project with Barnsley Council and South Yorkshire Passenger Transport Executive.

He also envisages building a tourist information centre on the site, along with toilets, a cafe and, possibly, office space,

and said Penistone desperately needs the facilities.

"If the council wanted to get behind it I can see no reason why this time next year these works can't be commencing," he said.

"This would become a well-used public asset and one of which Penistone could be immensely proud of."

The proposal, however, does hinge on Yorkshire Land, which relocated from Penistone to North Yorkshire in 2007, securing permission to build two housing developments.

Mr Green wants to build on a site to the east of Oxspring and on one to the north of Pen-

istone, both of which Yorkshire Land has 'legal options' on.

If planning permission was granted, Yorkshire Land would offer £1m — £500,000 for each housing site — and the land towards the interchange as a contribution to the community, known as section 106 money.

Penistone Town Councillor Andrew Millner, who was a councillor on the Penistone west ward of Barnsley Council until last Friday, is keen to see the interchange created and said the facility was something the public asked for in Penistone's community-led plan.

"I think the current bus service and the bus stop we've got

in the centre of Penistone on Market Place is ineffective and dangerous and leads to congestion," he said.

"An interchange will lead to an improvement in the provision of bus services for the town, which we're desperate for."

Julie Hurley, an SYPTE director, said: "We have for some time identified a need in the Penistone area for a park-and-ride facility and are in the early stages of discussions to try to facilitate this.

"Until there is an outcome to these discussions there is little more we can say at this stage."



JUST THE TICKET: Developer Steven Green on the proposed site for Penistone's new transport interchange.

Mr Stephen Green
Yorkshire Land Limited
Tattersall House
East Parade
Harrogate
North Yorkshire
HG1 5LT

12th June 2014

Your Ref

Our Ref **PEN.1.1**

Ask For **Matt Reynolds**

Direct Line **0114 2211262**

Email Matthew.Reynolds@sypte.co.uk

Dear Stephen,

Transport Considerations for Potential Housing Site Allocations in Penistone and the Surrounding Area

Following our recent correspondence, South Yorkshire Passenger Transport Executive (SYPTe) welcomes the opportunity to comment on the 'Transport Considerations' document which has been completed by Pell Frischmann for two sites in the Penistone Area. This response confirms SYPTe's acknowledgement that Yorkshire Land Limited wish to progress these sites within the forthcoming Barnsley Metropolitan Borough Council (BMBC) Sites and Places Development Plan Document. SYPTe therefore provide this response as impartial feedback to outline and ratify the conclusions and recommendations made by Pell Frischmann.

This response has only singled out sections of the Pell Frischmann document where SYPTe consider our input to be beneficial. Therefore not all sections of the document have been referenced.

- Section 2.1.5 The location of new housing developments in this area of the Barnsley (and South Yorkshire) must take into consideration that it will fall within the labour catchment area of Central and Greater Manchester. The document currently refers to potential commuter traffic to Barnsley, Sheffield, Leeds, and Huddersfield but currently omits westbound movements to Manchester. A more detailed study would identify exact origin and destinations but for the time being reference should be made to Manchester within this statement.
- Section 2.1.6 This section states that at peak times traffic builds up around Penistone and causes journey time severance within the local area with a subsequent impact on the operation of emergency vehicles. Although SYPTe support this point and this can be anecdotally proven, a statement like this will require survey data as back up evidence.
- Section 2.1.7 SYPTe support this statement. The report states that at peak hours, the existing road traffic backs into Penistone. This needs to be quantified and also we need to understand specific junctions where this is happening. As it is highly likely that the vast proportions of traffic movements from the site(s) are likely to be eastbound, development towards the eastern side of Penistone will help ensure that additional traffic arising from the proposed growth of Penistone will not add to the existing congestion.

Section 2.1.8 and Table 2.1 The site scoring methodology has been conducted incorrectly. There is an assumption in the Pell Frischmann assessments that the 'availability of rail and bus' is measured upon access to a bus stop. Section 5.7 to section 5.10 of the Barnsley LDF: Housing Assessment Methodology Update April 2010 (revised July 2012) clearly states that assessment should not be simply measured to any nearby bus stop, but to a bus stop with a defined level of service (i.e. access to a bus stop with 6 buses per hour serving that stop).

The BMBC Housing Assessment Methodology uses assumptions that have been advised by SYPTTE regarding the selection criteria for housing allocations. SYPTTE support the prioritisation of housing developments which are located in areas that are within an accessible walking distance from the Core Public Transport Network. The assessment carried out by Pell Frischmann does not assess the sites in accordance with the methodology.

The nearest bus stop to the site is located on Barnsley Road (A628) and is served by a total of 3 buses per hour (the service 20, 24, 92 and 92A). As there are no other stops within a 400m actual walking route and Penistone station is beyond 800m, the scoring of 3 for the 'availability of rail and bus' for the Halifax Road site should be replaced with a scoring of 0.

Section 2.1.11 This statement is important and is worth including. If the development is proposing improvements to the local area through improved access to amenities, it should be highlighted to the Local Planning Authority. SYPTTE fully support the use of local communities being integrated into large residential developments as this can significantly reduce the need to travel through the promotion of short, walkable trips to local convenience stores etc.

Section 2.2.4 Same comment as Section 2.1.5.

Section 2.2.5 **The proximity to the Trans Pennine Trail (TPT) is a very good feature for this site and this should not be overlooked. The high levels of accessibility to the TPT promote this site as a very sustainable option given the connections to a high quality walking and cycling network. Although this is not picked up within site assessment criteria, this should to be stated within any supporting document. As the site is within 2km from the station, SYPTTE would deem it acceptable to expect a proportion of cycle based park and riding from Penistone, as well as a higher proportion of cycling trips for commuter purposes.**

Section 2.2.6 and Table 2.2 As with Section 2.1.8 and Table 2.1, the site scoring methodology has been used incorrectly. The nearest bus stop to the site is located on Sheffield Road and is served by a total of 3 buses per hour (the service 21, 21A, 24 and 29). As there are no other stops within a 400m actual walking route with a 6 or more buses per hour and Penistone station is beyond 800m, the scoring of 3 for the 'availability of rail and bus' for the Sheffield Road site should be replaced with a scoring of 0.

SYPTTE would suggest that as there are potential contributions to assist in the development of Penistone Station, an additional 1 point should be added to the 'potential for the site to be accessed by public transport in the future'. However, it is unclear how the assessment criteria applied by BMBC accommodates this.

Section 3 As a general point, SYPTTE has to remain impartial during the site selection process and we are refrained from commenting on many of the statements made within Section 3 of this document. These are issues which need to be addressed by BMBC as Highways and Planning Authority. However, SYPTTE is able to comment on the public transport related issues that have been raised. As Pell Frischmann has incorrectly scored the two sites at Halifax Road and Sheffield Road, SYPTTE has deemed it acceptable practise to check the scores given for the other 'comparable' sites mentioned. We have concluded the following;

Site at New Smithy Drive (LD2) – this site would score 0 for ‘availability of rail and bus’. The current score of 3 needs to be reduced as the closest bus stop on Manchester does not form part of the Core Public Transport Network. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should also be reduced to 0 as it is highly unlikely that a bus operator would divert an existing service to specifically serve this site (given the scale of development).

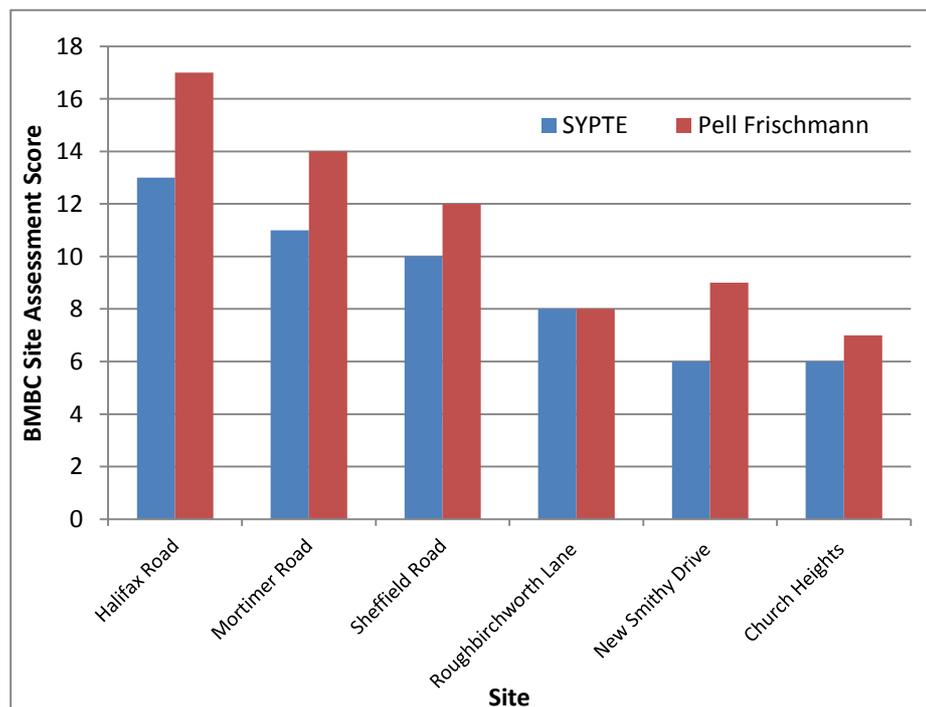
Site east of Mortimer Road, Cubley (PEN6) - this site would score 0 for ‘availability of rail and bus’. The current score of 3 needs to be reduced due to the fact that bus services accessible from the bus stops on Mortimer Road do not reach the 6 BPH threshold. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ is acceptable as it is reasonable to anticipate that given an increase in 100 dwellings, bus operators may consider serving the site.

Site at Church Heights (LD7) - The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should be reduced to 0. The size of the site and the anticipated yield of 50 dwellings mean that the commercial benefits from a bus service diversion would be minimal and therefore unlikely to happen.

Site at Roughbitchworth Lane (LD10) - this site would score 0 for ‘availability of rail and bus’. The nearest bus stops are located approximately 600m from the site, on Sheffield Road and have a service frequency of 3 buses per hour. The score of 1 for ‘potential for the site to be accessed by public transport in the future’ should be reduced to 0 given the unlikelihood of a bus operating along Roughbitchworth Lane and into the site. Given the tight access roads and the scale of development, bus services will most likely continue along Sheffield Road without any diversion, therefore leaving the site disconnected from public transport services.

Section 4

SYPTE generally support the comments concluded by Pell Frischmann. Even though the methodology was interpreted differently between Pell Frischmann and SYPTE, from the sites identified, both parties have maintained the same level of prioritisation, as seen below;



Both the Pell Frischmann and the SYPTE assessment shows that the top three sites are Halifax Road, Mortimer Road and Sheffield Road.

Section 4.6
and 4.7

SYPTE support the on-going 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. However, it must be noted that this is an element of the scheme that would be confirmed through a detailed design of the scheme (it is only preliminary at this point).

I hope the above comments are useful and if you have any further queries or require additional information, please do not hesitate to contact me.

Yours faithfully



Matthew J Reynolds
Planning Officer

South Yorkshire Passenger Transport Executive
11 Broad Street West
Sheffield S1 2BQ

T: 0114 2211262

E: matthew.reynolds@sypte.co.uk

[SYPTE](#) is a member of the [Travel South Yorkshire](#) partnership.

Mr Matthew Smith

Development Management Section
Barnsley MBC
Westgate Plaza
Barnsley
S70 9FE

8th May 2013

Your Ref: 2012/1363

Our Ref: 455

Ask For: Matt Reynolds

Direct Line: 0114 2211262

Email: Matthew.Reynolds@sypte.co.uk

Dear Matthew,

Thank you for consulting South Yorkshire Passenger Transport Executive (SYLTE) on this planning application. Following consultation with local transport operators and a Land Use and Transport Integration (LUTI) assessment, I would like to set out SYLTE's recommendations for the site

Application Ref: 2012/1363

Description: Residential development (Outline)

Site Allocation and Station Park and Ride

- 1.1 It our understanding the site's current status in the UDP is for Transportation Use (Rail and Bus Facility). The reason behind this allocation is because SYLTE has strong aspirations to build an extension to the existing car park at Penistone station which is currently operating significantly above capacity. This plot of land is the preferred location for additional car parking and will provide the local roads with much needed relief from existing obstructive on street parking. SYLTE is developing proposals for the plot of land to be used as a Park and Ride for the Penistone area, with the objective to displace existing commuter from the road to the rail network.
- 1.2 SYLTE have secured funding within this year's capital programme (2013/14) for an initial feasibility study of the site for use as a Park and Ride. This study will ascertain the likely costs and high level business case for the development of the land at Lairds Way into a car park extension.
- 1.3 Based on the indicative proposals, SYLTE do not require the whole plot of land (see below map);

The green area is the boundary for this application. The red area shows the land required/wanted for any future Park and Ride scheme. The area to the west of Lairds Way is the ideal location for station related car parking as it remains close to the station platforms and utilises land suitable for this kind of development. The proportion of the site to the east of Lairds Way is therefore not required for transport purposes. SYLTE requests that upon the approval of this application, regard is given to the future safeguarding of the red area shown on the map for a future Park and Ride scheme.



- 1.4 In relation to the future development of the land to the west of Lairds Way, SYPTTE would not object to housing or employment development as long as there is suitable provision for a Park and Ride scheme. This could be completed in a similar fashion to Wombwell Park and Ride, as the adjoining development provided an integrated Park and Ride facility within the development proposal. Further study needs to be completed regarding the scale of the Park and Ride requirement (this will be completed later in the financial year).

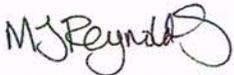
LUTI Scoring

- 2.1 SYPTTE supports new development in locations which have access to the existing core public transport network. This development complies with policies set out in the BMBC LDF Core Strategy (CSP 25) and Policy I of the Sheffield City Region Transport Strategy. The site has scored 'Green' through an SYPTTE LUTI assessment therefore proving that the site has access to an attractive public transport service (train services from Penistone)

To summarise, SYPTTE have no objection to the development and allocation of this site for housing. However, the site to the west of Lairds Way remains a priority for SYPTTE as this is the preferred location for additional station car parking.

I hope the above comments can be taken into consideration in your appraisal of the application and if you have any further queries or require additional information, please do not hesitate to contact me.

Yours sincerely



Matthew J Reynolds
Planning Officer

South Yorkshire Passenger Transport Executive
11 Broad Street West
Sheffield S1 2BQ

T: 0114 2211262

E: matthew.reynolds@sypte.co.uk

[SYPTTE](#) is a member of the [Travel South Yorkshire](#) partnership.

**LETTER WRITTEN BY THE LEADER OF BARNSLEY METROPOLITAN
BOROUGH COUNCIL COUNCILLOR SIR STEPHEN HOUGHTON CBE**



BARNLSLEY
Metropolitan Borough Council

Councillor Sir Stephen Houghton C.B.E.,
Leader of the Council

Leader's Office
PO Box 634, Barnsley S70 9GG
Telephone Barnsley 012261 773450
Email clirstephennoughton@barnsley.gov.uk

22nd October 2013

Mr. G. Breatley
2 Wood End Court
Didwath
Barnsley S75 3UA

c/o AD Planning and Transportation
AD Environmental Services
Passenger Transport Executive

Dear Mr. Breatley

Thank you for your letter of the 15th October 2013 regarding future development in the Penistone area.

Can I welcome your considered approach to what is being suggested, albeit it is still in the consultation phase at the present time. I do recognise that additional housing will have an impact on infrastructure, not just road and rail but things such as schools and medical services. Clearly it will be important that these issues are taken into consideration before any decisions are made.

I will pass copies of your correspondence on to the Planners so that they can give appropriate consideration and also to the Highways Department and South Yorkshire Passenger Transport Executive as you will appreciate that the provision of a rail station goes under their remit, but I am happy to support and encourage them to provide improvements to Penistone as and when resources allow.

Once again thank you for taking the time to write to me.

Yours sincerely

Councillor Sir Stephen Houghton CBE
Leader of the Council

The following text is extracted exactly as it is written in a letter signed by Councillor Sir Stephen Houghton CBE (Leader of Barnsley Metropolitan Borough Council) dated 22 October 2013, sent in response to a letter received from a citizen residing within the Borough:

TEXT:

Dear Mr Brearley,

Thank you for your letter of the 15th October 2013 regarding future development in the Penistone area.

Can I welcome your considered approach to what is being suggested, albeit it is still in the consultation phase at the present time. I do recognise that additional housing will have an impact on infrastructure, not just road and rail but things such as schools and medical services. Clearly it will be important that these issues are taken into consideration before any decisions are made.

I will pass copies of your correspondence on to the Planners so that they can give appropriate consideration and also to the Highways Department and South Yorkshire Passenger Transport Executive as you will appreciate that the provision of a rail station goes under their remit, but I am happy to support and encourage them to provide improvements to Penistone as and when resources allow.

Once again thank you for taking the time to write to me.

Yours sincerely

Councillor Sir Stephen Houghton CBE
Leader of the Council

Stop
Look
Listen
Beware
of trains

Warning
Do not trespass
on the Railway
Penalty £1000





Penistone

Way Out

Welcome to the Penistone Line

WELCOME

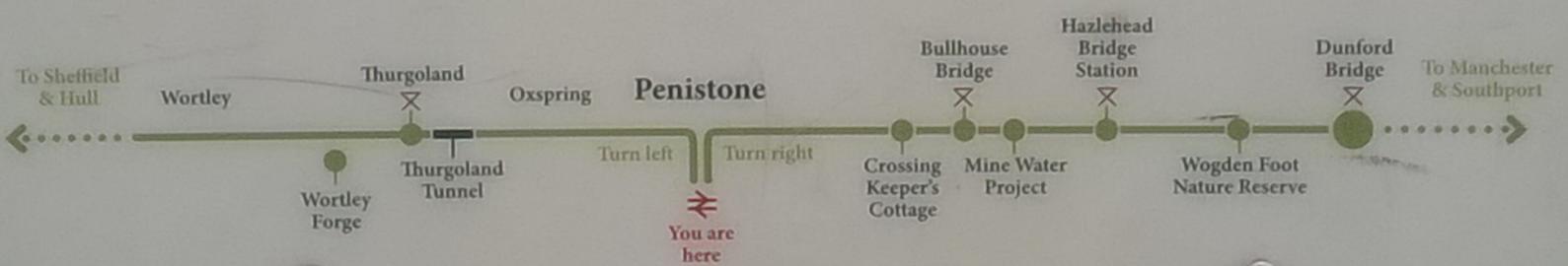


WELCOME

TO THE

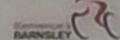
TRANS PENNINE TRAIL

Part of the National Cycle Network



Trans Pennine Trail

Trans Pennine Trail

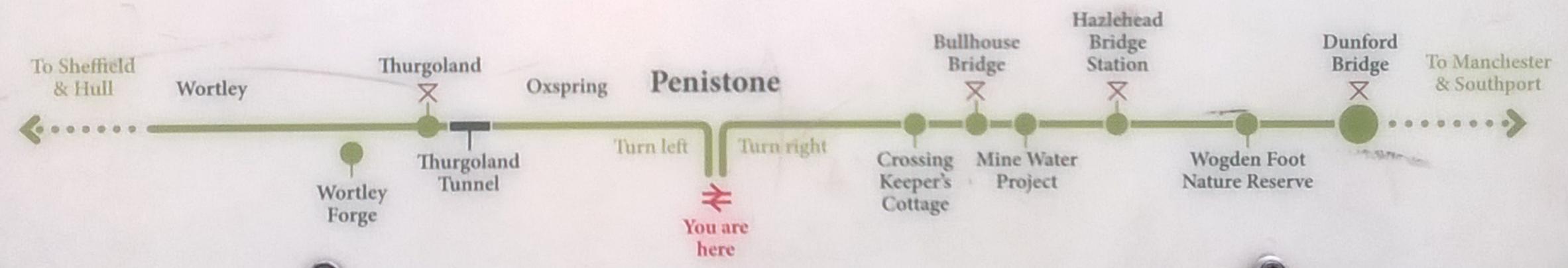


WELCOME

TO THE

TRANS PENNINE TRAIL

Part of the National Cycle Network



Forge

↖
You are
here

Cottage



Trans Pennine Trail
conservation volunteers
Penistone - Dunford Bridge

Trans Pennine Trail





NOWHERE TO PARK: Trevor Harris outside his vehicle-crowded bungalow. Picture: Wes Hobson. PD077673

Pensioners hit by parking clampdown at railway station

By Paul Whitehouse

A PARKING clampdown on commuter traffic around Penistone railway station has left pensioners living on a nearby street unable to leave their vehicles near their homes because the street is clogged with workers' vehicles.

Eastfield Avenue is one of the closest non-restricted roads to the station and is occupied almost exclusively by retired people.

But resident Trevor Harris, 68, said if they used their own vehicles during the day, it was now impossible to re-park close to their homes because the spaces were invariably taken by people travelling by train.

The situation had emerged since parking tickets had started to be issued against drivers parking on the approach road to the station.

That is officially a no-parking zone but had been used historically by drivers until recently when Northern Rail, which is responsible for the site, began issuing penalties.

The company has since overturned some of the tickets it has issued, but Mr Harris said he understood that motorists responsible for repeat offences were being subjected to a penalty.

There are around a dozen parking bays for commuters at the station, with the rest allocated to businesses with prem-

ises there. Mr Harris said: "Eastfield Avenue is just street parking.

"It is all elderly people and I am getting fed up with carrying my shopping bag from either up the road or down the road, because there is no space to park when I come back from the shops.

"All we want is something sorting out because we don't want to be turned into a car park.

"We have had cars which have been left parked on the street for a fortnight.

"People just say they have a right to park here. Instead of doing something about the problem, they have just moved it onto us.

"It is the residents who lose out," he said.

Mr Harris said he had been told the parking clampdown was a result of problems with buses being able to negotiate the station access and turn around.

Penistone Town Council is aware of the situation and last week Coun Brenda Hinchliff called for fresh public parking to be made available.

South Yorkshire Passenger Transport Executive has expressed an interest in creating a bus interchange in the area, which could include parking, but available land is in private hands.

Councillors believe it is

unlikely to become available in the near future, meaning there is no obvious solution to the problem.

Meanwhile, one of those who was given a parking ticket on the first day of enforcement says her appeal against the fine has been rejected by Northern Rail.

The company apologised through the Chronicle and suggested those who felt they had been unfairly treated should contact them.

But Julie Rhodes was told her car, which had been left on the approach road to the station, was causing an obstruction and the fine stood.

"I was astonished when I got a ticket. I wasn't causing an obstruction, there were no yellow lines on the road and the signs were difficult to see.

"The signage is completely inadequate, the sign on the approach is up a pole."

Penistone Town Council has been told that some fines have been cancelled but Mrs Rhodes said: "If they have overturned one, they should overturn them all.

"The ticketing has been inconsistent and the reasons given are inconsistent," she said.

The company had told her enforcement was taking place as a result of complaints from lorry drivers about restricted access, she said.

Rural areas miss tourism boom, MPs told

COX: The MP urged her colleagues to save themselves by the attack, the court heard

out of the car. "He had a gun in his hand, he raised his arm and he shot Jo in the head," she said. "She fell backwards onto the ground and there was blood pouring down her face."

The written statement from 67-year-old Bernard Carter Kenny led his attempt to stop Mair making his second assault charge MP.

Mrs Kenny heard a bang, saw Cox roll into the road and get out of his car. "I was shocked," she said. "Just as I got short of the car, he turned around and saw me. He shoved the knife in and it went in the stomach. The blood

"In that instant our lives changed forever."

Fazliza Aswat,
Jo Cox's office manager

was pouring out between my fingers. I saw the blood and I thought 'Oh my God!'

Mrs Cox was staggered to a nearby sandwich shop, where staff dragged her inside and tended to him.

Meanwhile, Mair finished his attack on the MP and disappeared off down Market Street.

Mrs Cox, 53, of Lowdown Lane, Birkenhead, denies murdering Mrs Cox on June 16. He also denies possession of a firearm with intent to commit murder, possession of an offensive weapon - a dagger - causing grievous bodily harm with intent to Mr Kenny.

The case continues.

OPPORTUNITIES ARE being missed to attract international visitors to the British countryside, Sir Gary Verity told MPs.

Britain welcomed a record of more than 36 million overseas visitors in 2015 and the weak pound so far this year is continuing to boost the tourism industry, yet the Welcome to Yorkshire

chief said a variety of issues were preventing rural areas from realising the full benefits.

He identified poor ticketing arrangements for public transport, a lack of roadside signage, patchy mobile phone signals and closures of public toilets and tourist information centres among the reasons why half of

visitors to the UK do not venture beyond London.

Sir Gary also called for the Government to match fund bids by the private sector to attract tourists, while his counterpart, Jude Leitch, director of Northumberland Tourism, claimed that Whitehall funding was failing rural regions.

Ms Leitch said smaller areas of the country where tourism bodies cannot afford to take their focus off attracting their lifeblood of domestic visitors had no choice but to rely on Visit England to lure tourists out of towns and cities.

The regional tourism chiefs were summoned to address

Continued on Page 2.

Story's bid to become Yorkshire MEP suffers setback in the courts

JAMES REED
POLITICAL EDITOR
Email: james.reed@ypn.co.uk
Twitter: @jamesreedTP

FORMER OLYMPIC rower Alex Story has lost a significant battle in his attempt to become Yorkshire's new MEP.

Mr Story was refused an injunction which would have prevented the vacant seat being offered to Leeds councillor John Procter.

Leeds City Council chief executive Tom Riordan, acting as the European elections returning officer for Yorkshire, will invite Coun Procter to take the seat unless Mr Story mounts a further legal challenge today.

Mr Riordan said: "The judge dismissed Mr Story's application and refused his request to appeal.

"However, I have agreed to grant him a further 24 hours to approach the Court of Appeal himself.

"Unless otherwise directed by



ALEX STORY: Rower refused injunction to prevent seat going to Tory rival.

formal offer of the seat to John Procter at 4.30pm tomorrow."

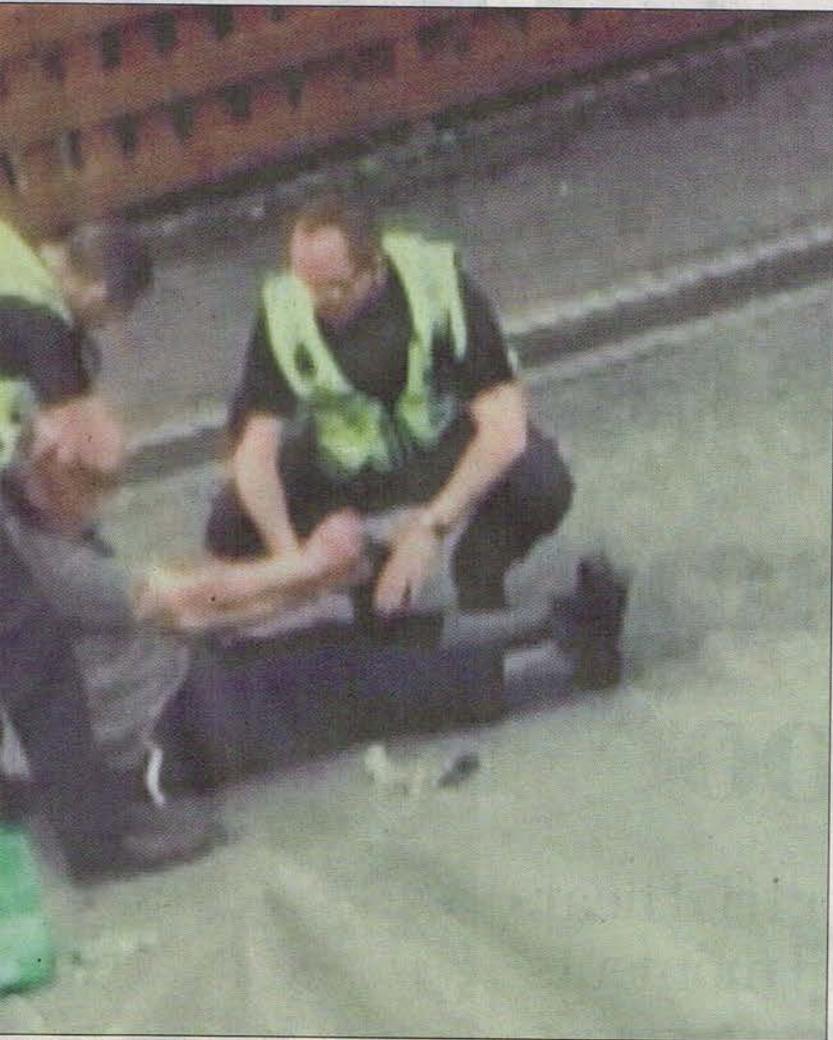
The row began after former MEP Timothy Kirkhope was awarded a peerage.

As the second candidate on the Conservatives' Yorkshire list at the 2014 European elections, Mr Story was initially offered the vacant seat. However, the Conservative Party refused to endorse his candidacy and instead backed

OYSTER PERPETUAL
DAY-DATE 40



'tackled' man murdering MP



by West Yorkshire Police showing police officers standing over Thomas Mair.

knife in Mair's
asked about
it was in the
l.
own mobile
d by a resi-

dent, which showed part of the arrest made by the officers.

A firearms officer was later tasked with making the weapon safe at the scene.

PC Ben Marston said he ini-

tially peered into the bag and saw a scrunched up carrier bag that looked like it had "fresh, wet blood" on it and the end of "what was clearly a rifle".

After putting on a forensic suit and gloves, he removed the gun and found both the barrel and stock had been cut short. There were two unused bullets in the magazine and a third in the chamber, and the safety catch of the gun was off at the time.

Other items in the holdall included a dagger-like knife, a wallet containing a library card and a leaflet about the EU referendum.

A gold cylindrical item containing a knife, a bag of bullets, two sets of keys and a black base-



Countryside missing out on boom in tourism, MPs told

From Page 1.

England's rural coast and countryside.

Sir Gary said Yorkshire tourism has enjoyed three consecutive years of record growth, starting from playing host to the Grand Depart of the Tour de France, but he warned that Yorkshire and the rest of Britain could do more to ensure rural areas benefit from the UK's growing popularity.

"The direction of travel is positive but there is a lot more we can do and that we need to do collectively because we are missing opportunities," he said.

Sir Gary said it was "crackers" overseas visitors could not buy a train ticket in a city in mainland Europe that would take them beyond the capital via London.

Ms Leitch said cuts to bus services was another barrier.

"You can get to a mainline train station but often you cannot get any further," she said. "In Northumberland, 96 per cent of our visitors come by car and when you're trying to maintain a beautiful landscape the sustainability of that is very questionable."

Sir Gary said there needs to be more brown tourist signs on major highways. "I have failed to persuade the Highways Agency that on the main roads through Yorkshire, we should have signs to our three National Parks. If we want to say to people there are some really nice things you might want to look at, a sign would not be the most ridiculous thing."

VisitBritain has made £40m available to tourism groups to help attract overseas visitors via its Discover England Fund, but Ms Leitch claimed the public body's sister organisation VisitEngland was not funded sufficiently enough "to effectively promote rural tourism abroad".

Calculator on IVF success is launched



Penistone





Parking area for
Disabled Persons
Blue Badge holders only
£50 penalty for
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Partington

Way Out







Caution
Construction
Work Ahead

Caution
Construction
Work Ahead



cuss whether the plans should be resubmitted."

Cherished building at risk

I HAVE to admire Sarah Catterall (see page one).

She has made a rather valiant last-minute attempt to save Fulford Hall at the old Penistone Grammar School site.

She applied to English Heritage to have the building listed and is waiting tentatively for a response to find out the hall's fate.

I didn't grow up in Penistone and I didn't study at the old Penistone Grammar but I know quite a few folk who did and they all seem to cherish this building. I know on my visits to the old school, I was always struck by its beauty and grand presence. It would likely throw an almighty spanner in the works if it is saved but it would still be a shame to see it go. Fingers crossed Sarah!

W. Street will close

Building deserves saving

**JOE UNSWORTH, Penistone
Town Councillor**

I WAS dismayed to learn of the proposal to demolish Fulford, the former Penistone Grammar School building, as part of a residential development, and pleased to see that Sarah Catterall has started a campaign to save the building.

I chaired the PGS school governing body from 1997 to 2007. While I was a governor the governing body welcomed and agreed to the proposal to build a new school under Barnsley Council's Advanced Learning Centre scheme.

As part of a land swap agreed by the Foundation Trust with Barnsley Council, and approved by the Charity Commission, the north end of the site, including Fulford, transferred to the ownership of Barnsley Council.

I recall verbal assurances that Barnsley Council would seek to keep Fulford as part of any re-development of the site, since it was the most impressive of the old school buildings. We were pleased at the prospect that Fulford, a building of character and historic importance, would survive.

I appreciate that Barnsley Council wishes to maximise the capital receipt for sale of the site, but given the iconic importance of the Fulford building to the school and the town I ask Barnsley Council to think again.

Call for talks to save old Fulford building

COUN STEVE WEBBER, Mayor of Penistone

I AM sure I speak for my colleagues when I say how disappointed I am that the old Fulford Building at Penistone Grammar School now appears to be under threat of demolition, and I thank my town councillor colleague, Joe Unsworth, for his support in last week's Chronicle letters' section.

Nearly two years ago now, both myself, Coun Millner and previous Barnsley councillor colleague Coun Steve Marsh were made aware that, following completion of the new Penistone Grammar School, the area towards the north of the school would be made available for development and the preferred option would be housing.

We were informed the Fulford Building was probably unsuitable for conversion into housing due to the building's construction, such as the internal layout of floor heights and room sizes but that the redevelopment of the building would be explored.

As local borough councillors, Couns Millner, Rusby and myself remain fully committed to seeing this building retained, and just over a week ago I requested a further meeting with senior planning officers to discuss this element of the works.

I sincerely hope a developer will come forward with a positive plan for redevelopment that will see the shell of the building retained.

We are prepared to enter into dialogue with Barnsley Council planning officers to see this occur and I have also written to the relevant council executive director to request an urgent meeting to discuss this further.

I have nothing but praise for the local residents who wish to see this iconic building retained, particularly as it has such strong associations with the education and upbringing of so many local residents.

Our ref: DRW.LA

Your ref:

Date: 04 April 2014

Mr Stephen Moralee

Head of Planning, Building Control & Sustainability
Barnsley Metropolitan Borough Council
Corporate Mail Room
PO Box 634
Barnsley
S70 9GG

Dear Mr Moralee

Oxspring Fields – Land at Sheffield Road

I understand from our client Mr Green of Yorkshire Land Ltd (“YLL”) that you have asked on two occasions for the details of two sites which are being promoted in the emerging allocations documents. This letter is in regard to the site at Oxspring Fields (Land at Sheffield Road); please see the enclosed SHLAA submission, prepared and submitted by Spawforths on 1st November 2013 on behalf of our client.

As we have previously discussed at our meeting with South Yorkshire Passenger Transport Executive (“SYPTTE”), this is one of the sites which can contribute to the substantial upgrading of the facilities at Penistone Rail Station. In my view, this would be wholly compliant with the CIL Regulations. The funding for the Rail and bus interchange together with car parking would be in addition to the usual requirements for affordable housing and public open space contributions.

You will note within the enclosed representations that the proposed allocation adjoins the existing Oxpring recreation ground. It is very well contained by strong logical and enduring boundaries which would form long term Green Belt protection which will also be enhanced by additional landscaping. Once again, it will be possible to make a substantial contribution towards the proposed Penistone Rail and Bus interchange. I consider that this would comply with the CIL Regulations given its proximity to Penistone. In addition, it is proposed to provide a contribution to the Parish Council to facilitate the delivery of a community pavilion building to be provided on the recreation ground, this would be in addition to the usual requirements for affordable housing and public open space contributions

The Site is deliverable, being available now, and capable of being delivered immediately but certainly within 5 years of adoption of the DPD.

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The site is free from any other physical constraints and there are no impediments therefore to bringing the site forward.

The site will again meet the Council's aspiration to provide high quality family housing, which accords with the Council's Housing Strategy 2014-2033 (Cab.9.4.2014/6.3) report, recognising the need to provide larger family housing together with higher value housing in Barnsley.

It is also understood that the existing housing proposal, identified in the DPD with site reference LD10, does not command local support and has attracted local objection. SHLAA Site Ref: 341 also identifies the site as having bad neighbours with potential for mitigation. Furthermore, the proposed residential boundary simply cuts across open land (as can be seen from the attached aerial photograph and DPD Map) it is unmarked and lacks strong, logical or enduring boundaries contrary to NPPF Green Belt Policy. Spawforths made objections to site LD10 on behalf of our client YLL (copy attached) recommending that Oxspring Fields presents the best opportunity to deliver executive housing in Oxspring and that site LD10 be put back into the Green Belt.

In contrast, the site proposed by YLL (Oxspring Fields) is encompassed by Sheffield Road, the Trans Pennine Trail, Oxspring recreation ground and the proposed landscaped woodland edge 'End Stop Zone' that will provide a long term Green Belt boundary alongside Back lane.

Taking all of the above matters into consideration, I consider that this is a suitable, deliverable and achievable site having regard to the policies in the NPPF and the Council's own adopted housing and economic strategies.

Yours sincerely



David Walton

Our ref: LA.DRW

Your ref:

Date: 10 April 2014

Mr Stephen Moralee

Head of Planning, Building Control and Sustainability
Barnsley Metropolitan Borough Council
Corporate Mail Room
PO Box 634
BARNSLEY
S70 9GG

Dear Mr Moralee

Wellhouse Lane, Penistone – Proposed Housing Allocation

I understand from our client Mr Green of Yorkshire Land Ltd (“YLL”) that you have asked on two occasions for the details of two sites which are being promoted in the emerging allocations documents. This letter is in regard to the site at Penistone (Wellhouse Lane); please see the enclosed SHLAA representation which was submitted by Walton & Co on 1st November 2013.

As we have previously discussed at our meeting with South Yorkshire Passenger Transport Executive (“SYPTTE”), this is one of the housing sites which can contribute to the substantial upgrading of the facilities at Penistone Train Station. In my view, this would be wholly compliant with the CIL Regulations. The funding for the proposed rail and bus interchange together with car parking would be in addition to the usual requirements for affordable housing and public open space contributions.

I consider that the Wellhouse Lane Site is in a highly sustainable location. It is located within one mile of Penistone train station and all essential amenities. Furthermore, the renowned Penistone Grammar School is located just 200 metres from the site and to facilitate a link with the development, a walkway is proposed from the Site across Scout Dyke to the school.

The Site is deliverable, being available now, and capable of being delivered immediately but certainly within 5 years of adoption of the DPD.

The Site is bounded by Strong, Logical and Enduring boundaries formed by the existing highways along Well House Lane and Halifax Road, part of the proposed site is already situated within the Penistone community area boundary.

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The proposed new access and roadway linking Wellhouse lane to Halifax road would offer significant improvement to the existing residential developments and vehicular traffic using Wellhouse Lane.

The Council's Housing Strategy 2014-2033 (Cab.9.4.2014/6.3) report recognises the need to provide larger family housing together with higher value housing in Barnsley. It also identifies that in order to provide such high quality family housing, some development in the Green Belt will be required.

The Wellhouse Lane Site would provide an attractive and suitable location to provide, large family homes, increasing the profile of the borough, attracting inward investment and meeting the needs of the Housing Strategy. With a proposed density of 25 dwellings per hectare, allowing for open space provision the site could accommodate up to 250 high quality family homes, providing a range of accommodation which is currently required within the Borough.

Taking all of the above matters into consideration, I consider that this is a suitable, deliverable and achievable site having regard to the policies in the NPPF and the Council's own adopted housing and economic strategies.

Yours sincerely



David Walton

Our ref: DRW.ET.LA

Your ref:

Date: 10 April 2014

Stephen Moralee

Head of Planning, Building Control & Sustainability
Barnsley Metropolitan Borough Council
Corporate Mail Room
PO Box 634
Barnsley
S70 9GG

Dear Mr Moralee

Penistone Station

I understand from our client Mr Green of Yorkshire Land Ltd ("YLL") that you have asked on two occasions for the details of two sites which are being promoted in the emerging allocations documents. Please see the enclosed documents for both Penistone (Wellhouse Lane) and Oxspring Fields (Land at Sheffield Road).

As you are also aware YLL do own land which adjoins the Penistone Rail Station Platform and are extremely keen to work with South Yorkshire Passenger Transport Executive ("SYLTE") and yourselves to promote a rail and bus interchange together with car parking for the station. It may also be possible to produce further facilities for public transport users and or creation of some small business units. Plainly it is not now possible to promote the rest of the site given the successful appeal by the Co-op. Nevertheless, we do look forward to working with you in relation to the remaining part of the site which YLL does own.

Plainly however, the cost of these works is substantial. The land itself stands in the company books at a considerable sum and if car parking is also to be laid out and other facilities are to be provided, then a further substantial amount of capital expenditure will also be required.

As you will be aware from our meeting with yourself, Mahmood Azam, SYLTE and our client at YLL, it is proposed that the funding could be found as part of a Section 106 package from the two discussed sites at Penistone and Oxspring, which I consider would be wholly appropriate and lawful. However, I consider that these sites would meet the statutory tests for compliance in accordance with the CIL regulations as being necessary and appropriate in scale and kind.

Penistone Station is a substantial public asset and coupled with a provision for a rail and bus interchange would be a very significant enhancement for public transport which would benefit both of the two sites which Yorkshire Land are proposing to bring forward. In that regard, both of the sites are immediately available within single ownership and can viably make additional contributions to the public transport benefits. I have suggested.

Yours sincerely

pp: CALS

David Walton

Ms Diana Terris

Chief Executive

Barnsley Metropolitan Borough Council
Town Hall
BARNSLEY
S70 2TA

BY E-MAIL

13th August 2014

Dear Diana,

RE: BARNSELY LOCAL PLAN REPRESENTATIONS – LAND AT WELLHOUSE LANE, PENISTONE (BARNSELY SHLAA SITE REF. 680) AND LAND AT OXSPRING FIELDS, SHEFFIELD ROAD, OXSPRING (BARNSELY SHLAA SITE REF. 681) – YORKSHIRE LAND LIMITED

We are writing to express our reservations about the Planning Policy Team's handling and consideration of the representations that we have made in support of our client's (Yorkshire Land Limited) sites at Wellhouse Lane in Penistone and at Oxspring Fields, Sheffield Road, Oxspring.

Our client has been involved in extensive discussions in recent months with representatives of South Yorkshire Passenger Transport Executive (SYPTe) and the Council's Former Head of Planning, Stephen Moralee about delivery of a rail and bus interchange, a pedestrian bridge crossing and a 100-space car park at Penistone Rail Station, which the Council has identified as one of only three 'Integrated Transport Sites' in the Borough. Provision of a public transport interchange at Penistone station is a long-standing strategic objective for Barnsley Metropolitan Borough Council.

Whilst the cost of delivering these improvements will be substantial our client has pledged to commit land and financial contributions arising from development of the above sites to realise the works. On the strength of that commitment, Network Rail has secured part of the funding for the footbridge at Penistone Station until Autumn 2014 after which, if progress is not made, it will have to be returned as 'not required' to deliver the pedestrian crossing at Penistone Rail Station.

Spawforths

Junction 41 Business Court, East Ardsley, Leeds, West Yorkshire. WF3 2AB

t: 01924 873873, f: 01924 870777, mail@spawforths.co.uk, www.spawforths.co.uk

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Extensive written representations have been made to the Council to confirm the position, the most recent being correspondence and enclosures submitted to Peter Taylor, The Council's Interim Head of Planning, on 11th July 2014.

It is therefore most galling that we have now been advised by South Yorkshire Passenger Transport Executive (SYPTe) that Paula Tweed, who leads the Council's Planning Policy Team, apparently has no knowledge of the relationship between our clients' aforementioned sites and the planned improvement works to Penistone rail station. This is frankly intolerable and is completely at odds with the positive working relationship that the Council suggests it wants to have with the development industry. As you will no doubt appreciate, it is very worrying for all concerned since public funds have been assigned on the proviso that funding support from the development of our client's sites in Penistone and Oxspring are likely to be forthcoming should the Council decide to support them as allocation sites in the Barnsley Local Plan.

Incidentally, both our client's sites scored very well (Category 1) when assessed against other available sites by Peter Brett Associates in preparation of the Council's Strategic Housing Land Availability Assessment (SHLAA).

Both sites are in single ownership and are the subject of a legal option agreement to bring the sites forward for residential development. There are no physical constraints that would preclude development of either site. Both sites are deliverable, being available now and capable of delivering development in the next five years.

Future allocation and development of these sites for housing would contribute, through the transfer of land and a global financial contribution of £1 million, to the substantial upgrade of facilities, including the rail and bus interchange with car parking, at Penistone Rail Station.

Consequently, the likelihood of their allocation for development in the Barnsley Local Plan should not be an unexpected outcome.

By the Council's own admission, it does not have a Five Year Supply of Available Housing Land. There is a significant under supply of suitable development sites and it is evident that more sites and associated development outlets will need to be identified as potential housing allocation sites in the forthcoming Barnsley Local Plan if the Council's ambition to achieve its housing requirement, including the 1,200 low

density family homes identified in its Economic Strategy, is to be achieved and the plan be found sound through the Examination process.

Given the urgent timescales involved in reporting the Council's recommendations on preferred housing allocations in the Barnsley Local Plan to Elected Members, we respectfully invite you to address the matter with Peter Taylor and confirm that the submissions and evidence we have submitted to date and the findings contained therein, will inform the Council's selection of potential housing allocation sites in the forthcoming Barnsley Local Plan.

Yours sincerely



PAUL BEDWELL, BA (Hons), Dip TRP, MRTPI

Director

paul.bedwell@spawforths.co.uk

Cc: Mr Steven Green, Yorkshire Land Limited
Cllr Sir Stephen Houghton, Barnsley MBC
Mr Peter Taylor, Barnsley MBC
Ms Paula Tweed, Barnsley MBC

Our Ref. P0-TP-SPA-LT-P3759-0008-A