

Yorkshire Land Limited
PO Box 785
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5th December 2016

Dear Steven,

LAND AT LAIRDS WAY, PENISTONE – POTENTIAL RESIDENTIAL DEVELOPMENT - INDEPENDENT SUSTAINABILITY & DELIVERABILITY ASSESSMENT

Further to your recent instructions, we write to provide you with an independent assessment of the sustainability and deliverability credentials of the Lairds Way, Penistone site when considered against the relevant policies set out within the National Planning Policy Framework (NPPF) and local planning guidance.

PB Planning has over 13 years' experience in securing planning consent for residential development. PB Planning is headed up by Paul Butler, a chartered Town Planner, whom previously worked for a 5-year period as the Head of Planning in the Yorkshire Region for a national house builder, gaining a critical knowledge of the deliverability of residential development sites. In the last 7 years, Paul has successfully obtained planning permission for over 4,000 homes across the Region on a diverse range of sites. Prior to this role, Paul's experience included working for the national town planning consultancy's Nathaniel Lichfield & Partners (NLP) and Barton Willmore.

Our assessment has considered the following evidence base and planning policy documentation: -

- National Planning Policy Framework
- National Planning Practice Guidance
- Barnsley Unitary Development Plan
- Barnsley Core Strategy
- Publication Draft Barnsley Local Plan
- Barnsley Planning Advice Note 30: Sustainable Location of Housing Sites
- Barnsley Strategic Housing & Employment Land Availability Assessment
- Manual for Streets
- Planning History Search
- Yorkshire Land Limited's Penistone Railway Station Report

This assessment firstly considers the sustainability credentials of the potential development of the site for residential use, prior to an analysis of whether it could be considered a deliverable residential development site.

SITE DESCRIPTION

The proposed development site was formerly an engineering works. The site is currently vacant, but contains some dilapidated building structures associated with the site's previous use. The site measures approximately 1.28 hectares in size. It is unequivocal that the site represents previously developed land.

The site is located on the opposite side of the railway line to Penistone Train Station. The railway line provides the site's western and southern boundary. The site is bounded to the north by Sheffield Road. The site is bound by the east to a site that benefits from planning permission for residential development of 36 homes. Planning permission for 36 homes at the adjacent site was only recently obtained on the 18th November 2016 (Ref. 2016/0954). The permission therefore establishes an up to date precedent that residential development in this location of Penistone is acceptable.

With regards to access to services, Manual for Streets published in 2007 highlights that walking offers the greatest potential to replace short car trips, particularly those under 2km. The site is located just 480 metres from the centre of Penistone and is therefore accessible within easy walking and cycling distance from the town centre. The town centre of Penistone contains a significant number of services and facilities. Bus stops are located along Sheffield Road, again within walking distance of the site. A number of bus services operate along Sheffield Road providing connectivity from Penistone to Barnsley, Sheffield, Holmfirth and a number of settlements along each route.

By virtue of its location on the opposite side of the railway line which bounds the site, Penistone Train Station is located within walking and cycling distance from the site. Penistone Train Station provides direct services to Barnsley, Huddersfield and Sheffield.

Vehicular and pedestrian access is provided to the site via Lairds Way. We understand that Yorkshire Land Limited (YLL) constructed the access to Lairds Way in 1997 with its own funding. This roadway has been duly adopted by BMBC. This Roadway forms the only access to the application site. At BMBC's request, Lairds Way was constructed as a 7.3 metre carriageway with footpaths.

The site represents a redundant, dilapidated, previously developed site located in the centre of Penistone. The site is located in a sustainable location in respect of access to services and facilities. Planning precedent of the acceptability of the site for residential use has recently been established by Barnsley Metropolitan Borough Council (BMBC) in their approval of an application for 36 homes on land which lies adjacent to the site. The adjacent site also represented previously developed land.

PLANNING HISTORY SEARCH

In order to fully understand the development context of the site in the preparation of this assessment we have undertaken a full planning history search. The planning history search identified the following previously submitted planning applications at the site: -

Application Ref.	Date Submitted	Proposed Development	Decision	Date of Decision
B/91/0467/PU	13/11/1991	Change of use of land for the sale and repair of caravan/camping equipment	31/10/1991	Refused
B/95/1002/PU/LC	26/10/1995	Certificate of lawful use granted for use of land for General Industry (Class B2 of the Town and Country Planning (Use Classes) Order, 1987) with ancillary storage	05/10/1995	Approved
B/95/0341/PU	18/09/2000	Change of use of land and buildings for use as processing and storage of water containers.	16/11/1999	Refused

The planning history search of the site provides evidence of the site's former uses. It has also confirmed that there are no previous planning applications at the site for residential use. As identified above, the precedent of residential development being suitable on a previously developed site in this location of Penistone has been established by BMBC's approval of application Ref. 2016/0954 for 36 homes in November of this year.

LOCAL PLANNING POLICY CONTEXT

The relevant local planning policy background to the site dates back to the adoption of the Barnsley Unitary Development Plan (UDP) in December 2000. The UDP was intended to guide land use planning in the Borough over the period 1986 to 2001.

The UDP is divided into two parts. The first part containing Borough wide policies, and the second part containing community area based policies. The development site is located in the Penistone Community Area. The northern section of the site is currently allocated for mixed use development under Policy PE3/3 of the UDP. The allocation also includes land located to the east of the site which has already been developed for residential use (a scheme which YLL were involved with) and the adjacent land to the site which has recently been granted planning permission for 36 homes.

In addition, in respect of the southern section of the site, the UDP identifies in Policy PE19/1 (Penistone Railway Station) that improvements to the infrastructure of the bus and rail network will be undertaken at Penistone Railway Station in the form of *“An area of unused land to the east of the railway station is to be levelled and hard-surfaced to provide parking facilities for passengers. Access will be required through the former Cammell Laird site”*. This area of unused land relates specifically to the southern element of the development site.

Policy H1 of the UDP identified a housing requirement for 10,750 new homes to be completed in the Borough in the period 1986-2001. Policy H2 further stated that the Council would ensure that sufficient land was made available to meet identified housing need and to ensure that a five-year supply is available at all times during the plan period.

Policy H3 of the UDP provided details of the identified housing sites and supply that would deliver the Borough’s housing needs. The UDP identified Penistone as being located within the Western Housing Strategy Area alongside Hoyland and the Western Rural area of the Borough where 2,904 homes of the total identified 12,580 home supply would be located. More specifically 611 of the Borough’s identified 12,580 home supply were proposed to be located in Penistone.

In the period since 2001 BMBC have undertaken a review of the UDP. Initially in the form of the Barnsley Core Strategy and more latterly through the preparation of the emerging Barnsley Local Plan. This review process, as identified below, proposes to remove the site’s mixed use site and transport infrastructure site allocations. Rendering the site as previously developed land located within the defined settlement limits of Penistone.

The Barnsley Core Strategy, adopted September 2011, provides the Borough’s spatial strategy objectives over the period 2008 to 2026. Core Strategy Policy CSP8 identifies Penistone as a Principal Towns and one of the Borough’s most sustainable locations for growth after the Main Urban Area of Barnsley. Principle Towns, such as Penistone, are identified as a priority for development and the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. Policy CSP9 of the document identifies that 21,500 net additional homes will be delivered over the plan period (2008 to 2026) and that the Council will maintain a minimum 5-year supply of deliverable housing sites. Policy CSP10 of the document identifies that Penistone will deliver 1,100 of the 21,500 homes to be built within the Borough. Policy CSP15 identifies an affordable housing target for developments in Penistone of 25%, subject to viability testing.

With regards to housing mix and efficient use of land, Policy CSP14 identifies that housing proposals will be expected to include a broad mix of house size, type and tenure to help create mixed and balanced communities. The policy identifies that priority will be given to the development of previously developed land and we will seek to achieve between 55% and 60% of homes to be built on previously developed land. In respect of the density of housing schemes, a minimum density of 40 dwellings per hectare will be expected, rising to 45 dwellings per hectare within good public transport corridors.

In May 2016 BMBC published their Publication Draft Barnsley Local Plan in June 2016. The proposed plan period remains as 2014 to 2033.

Again, Penistone is identified as a “Principal Town” and Policy LG2 of the document confirms this status. With regard to future housing development Policy H1 identifies that 20,900 net additional homes will be delivered over the period 2014 to 2033 and that the Council will maintain a minimum 5-year supply of deliverable housing sites. Policy H2 of the document identifies that Penistone will deliver 1,026 of the 20,900 homes to be built within the Borough over the identified plan period. Policy H8 identifies an affordable housing target for developments in Penistone of 30%, subject to viability testing.

As identified above, the Draft Local Plan does not seek to allocate the site for any use. Rendering it a previously developed site located within the defined settlement limits of the Principle Town of Penistone. Policy H6 of the Draft Local Plan identifies that proposals for residential development on sites above 0.4 hectares which are not shown as housing sites on the Policies Maps will be given priority where they are located on previously developed land; located within a Principal Town; located within the built-up area; accessible by public transport; and have good access to a range of shops and services.

The development of homes at the proposed development site is therefore fully in compliance with the Borough’s housing distribution strategies over the last 30 years, ranging from 1986 to 2016. With regard to site specific policies, it is our view that the site’s historical planning history has led to its proposed de-allocation within the emerging Draft Barnsley Local Plan. Which would result in any proposed development for residential use being entirely compliant with the policies of the Draft Local Plan and in particular Policy H6.

The site has been available for development for the majority of the last 30 years and particularly since it was purchased by YLL in 2007. The enclosed Penistone Railway Station Report prepared by YLL identifies the substantial measures that YLL have sought to take over the last 9 years to facilitate the comprehensive development of the site for a Public Transport Interchange. However, at the point of writing this letter there is no immediate prospect of the delivery of the Public Transport Interchange at the site or a mixed-use development on the northern section of the site.

Consequently, given the site’s previously developed nature, we believe that it is prudent to consider an appropriate, viable, alternative use for the site. Especially given that the site is currently an eyesore situated in a prominent location in Penistone. It is our view that residential development would be an appropriate alternative use for the site.

Whilst we understand that YLL are still enthusiastically pursuing the delivery of a Public Transport Interchange at the site, it is clear to us that the site’s redevelopment for residential use would be entirely compliant with current local planning policy guidance for the following reasons: -

- It is located within the defined settlement limits and built up area of the Principle Town of Penistone;
- It could make a positive contribution to delivering Penistone’s proposed 1,026 housing requirements (discussed further below);
- It is located on previously developed land;
- It is highly accessible by public transport; and
- It is located within 480m of Penistone Town Centre and thus accessible on foot or bicycle to a range of shops and services.
- It is located adjacent to an Important recreational and Tourism asset; the Trans Pennine Trail

Each of the above points will be considered in further detail in the sustainability and deliverability assessment provided below.

SUSTAINABILITY ASSESSMENT

The NPPF 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 three dimensions to sustainable development, which are 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.*

The NPPF identifies that these three roles 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 NPPF 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.”

Paragraph 9 of the NPPF 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.*

The NPPF identifies a number of core planning principles within Paragraph 12. Of particular relevance to the development site the guidance identifies that in both plan making and decision taking, planning should: -

- *proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.*
- *Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework; and*
- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*

The assessment below considers the merit of the site against each of the NPPF's identified roles of Sustainable Development.

Economic & Social Role

BMBC 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.

We believe that development of the Lairds Way, Penistone site for residential use can provide an important contribution to increasing the breadth of housing in the Borough through the delivery of an appropriate mix of housing that can aid in meeting the Borough's and Penistone's housing needs.

In accordance with Policy CSP14 of the Core Strategy, on account of the site's connectivity to public transport services, the residential development of the site at a density of 45 dwellings per hectare could deliver 60 new homes. Of which up to 15 homes (25%) could be made available as affordable housing.

With specific regard to the economic role of sustainable development, the development of the site would deliver close to a £6.2 million pounds' worth of construction investment to the local area and the wider Borough. The level of investment envisaged would deliver a wide range of direct and indirect economic benefits to the area, stimulating employment growth during and post construction.

The development has the potential to deliver 159 new direct and indirect construction jobs over the 10-year build period. A large proportion of the workforce for housing developments are drawn locally. It is therefore highly likely that the majority of any future construction jobs will be taken up by the local workforce. Furthermore, local business will also benefit from trade linkages established through the construction of the development, meaning that a large proportion of the indirect jobs would be supported locally from suppliers of construction materials and equipment.

Following the construction of the residential development, new employment opportunities could be created and existing facilities/services sustained as a result of the spending patterns of new residents within the local area. It is estimated that the development could generate approximately £1.4 million pounds each year of spending power to the local retail and leisure economy of Penistone.

The development could deliver significant economic gains through the Government's New Homes Bonus incentive of approximately £550,000 and annual Council Tax payments of approximately £91,800. At a time when local authority's budgets are being reduced these areas of financial gain can provide beneficial ways in which Councils can continue to support their communities.

On account of the above we believe that the development of the Lairds Way site for residential use will deliver significant economic benefits to both the local area and the wider Borough and will meet the Government's economic objectives of sustainable development.

Turning to the social role of sustainable development, we believe that the development of the Lairds Way site for residential use can contribute to supporting a strong, vibrant and healthy community by providing a supply of housing that is required to meet the needs of the present and future generations.

Paragraph 47 of the NPPF identifies that in order to boost significantly the supply of housing Local Planning Authorities are required to ensure that they meet in full their objectively assessed needs for housing and in doing so demonstrate annually a 5-year supply of deliverable housing sites.

At present, it is well known that BMBC cannot demonstrate a 5-year land supply of deliverable residential development sites across the Borough. It is also highly likely that BMBC will be unable to do so until the Draft Local Plan is adopted, which is anticipated to be late 2018. Two years from now.

Within Penistone there has been an historical under delivery of housing. Future under delivery is predicted as well. The Core Strategy identifies the need to deliver 1,100 homes in Penistone in the period 2008 to 2026. Which equates to 61 homes a year over this period. In the 8-year period from 2008/09 to 2015/16 468 homes have been delivered in Penistone against a requirement of 488 homes. A deficit of 20 homes.

At present, there is an extant housing supply of 258 homes in Penistone. The five-year housing requirement for Penistone is 305 homes (61 homes x 5 years), which increases to 320 when a 5% NPPF buffer is included in the calculation. This figure then increases to 340 homes when the 20 home historical deficit is taken into account. This equates to a new annual housing target of 68 homes for Penistone. Meaning that there is currently a 3.79-year supply of housing land within Penistone, a deficit of 82 homes. For clarity, this calculation has been undertaken without a detailed assessment of the identified extant housing supply and therefore an acceptance that this number of homes is deliverable.

In accordance with Paragraph 47 of the NPPF additional land is therefore required to be released for residential development immediately in order to boost the housing land supply of the Borough and Penistone.

With specific regard to affordable housing, it is our understanding that in the 6-year period 2009/2010 to 2014/2015, 41 affordable homes have been delivered in Penistone against a requirement of 90 affordable homes. Of the 258 home extant housing supply in Penistone, only 20 affordable housing properties are due to be delivered against a 25% target of 65 affordable homes.

In accordance with Paragraph 50 of the NPPF additional land is therefore required to be released for residential development immediately in order to boost the affordable housing land supply of the Borough and Penistone.

The development of the site offers the opportunity to deliver high quality homes for first time buyers through to families on a previously developed site located within the urban fabric of Penistone. Penistone is identified as a Principal Town which is a priority for development and a main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities. With regards to the Lairds Way site, the site is located within walking and cycling distance of a range of leisure and community services. The development of the site for residential use would therefore help to sustain local services and facilities by providing new retail and leisure expenditure.

The site's size and shape offers the potential to deliver a high quality residential development scheme that will complement the character of the settlement, creating an attractive place to live. The site's redevelopment for residential use would also, importantly, remove an existing eyesore situated in a prominent location in Penistone.

The development of the site could deliver up to 60 dwellings and include a mix of 2, 3 and 4 bed homes. The amount, tenure, type and size of the proposed housing can be negotiated with BMBC in the future to ensure that the development fully meets BMBC's requirements. We therefore believe that the development of the site could make an important contribution to meeting the market housing and affordable housing needs of the local area and the wider Borough.

Finally, with regard to the northern section of the site's allocation for mixed use development (which could include employment use), Paragraph 22 of the NPPF identifies that the long-term protection of employment sites where there is no reasonable prospect of them being used for that purpose should be avoided. The guidance further states that in such cases applications for alternative uses for land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

As identified above, the site has been available for development for the majority of the last 30 years and particularly since it was purchased by YLL in 2007. The enclosed Penistone Railway Station Report

prepared by YLL identifies the substantial measures that YLL have sought to take over the last 9 years to facilitate the comprehensive development of the site. However, at the point of writing this letter there is no immediate prospect of a mixed-use development coming forward on the northern section of the site.

Consequently, given the site's previously developed nature and the identified housing needs of the Borough and Penistone, we believe that it is prudent to consider an alternative residential use at the site. Especially given that the site is currently an eyesore situated in a prominent location in Penistone. It is our view that residential development would be an appropriate alternative use for the site.

On account of the above we believe that the development of the Lairds Way, Penistone site would meet BMBC's and the Government's social objectives of sustainable development.

Environmental Role

The NPPF identifies the environmental role of sustainable development as contributing to protecting and enhancing our natural, built and historic environment.

It is clear from our review of the site's existing character and its former uses that it will meet the environmental role of sustainable development prescribed in the NPPF.

The site's redevelopment would comply with the guidance presented in Paragraph 12 of the NPPF, which seeks the development of land of lesser environmental value and encourages the effective use of land by reusing sites that have been previously developed.

The site's historic use as railway sidings to Penistone Railway Station renders it as having no current environmental value. The site did not form part of the former Cammell Laird Steel Foundry which was located to the south and east and therefore would not require any significant remediation works to prepare it for housing development, unlike the adjacent site to the east of Lairds Way, which was recently granted planning permission for the development of 36 dwellings (BMBC Planning Reference 2016/0954)

In respect of other potential environmental matters, we have undertaken our own assessment of the area and believe that there are: -

- No identifiable highways constraints on account of the status of Lairds Way;
- No potential drainage constraints that could not be overcome through modern, standard, drainage techniques;
- No identifiable areas of ecological or arboricultural value that could not be appropriately mitigated;
- No issues in respect of flood risk as the site is located in Flood Risk Zone 1;
- No adjacent land uses that would adversely impact on the amenity of any future residential development of the site; &
- No issues in respect of Air Quality.

The site is also sustainably located. It is located just 480 metres from the centre of Penistone and is therefore located within easy walking and cycling distance from the town centre. Bus stops are located along Sheffield Road, again within walking distance of the site. By virtue of its location on the opposite side of the railway line which bounds the site, Penistone Train Station is also located within walking and cycling distance from the site.

The residential development of the Lairds Way site would comply with the environmental role of sustainable development as prescribed by the NPPF. The site's historic use as railway sidings renders it as having no current environmental value. There are no other environmental concerns associated with the development of the site. The redevelopment of the site would also remove an existing eyesore situated in a prominent location in Penistone.

Sustainability Assessment Conclusion

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

Our review has established that the development of the site for residential use could make a positive contribution towards achieving the three mutually dependent dimensions of sustainable development. It has identified the following: -

- **An economic role** – *the development proposals could deliver economic investment through the delivery of a suitable mix of new homes that will provide new employment opportunities, increased spending in local facilities and substantial financial contributions towards improvements such as education and local infrastructure.*
- **A social role** – *the redevelopment of the site for residential development would support strong, vibrant and healthy communities, which would make an important contribution to the Borough's housing supply by helping to meet the identified housing needs of the area through the delivery of a high quality residential development which can meet the needs of first time buyers, families and those in affordable housing need.*
- **An environmental role** – *the development proposals will contribute to protecting and enhancing the natural, built and historic environment of the area through the delivery of a sympathetically designed scheme situated in a sustainable location.*

In conclusion, it is our professional view that the residential development of the Lairds Way, Penistone site would fully accord with the economic, social and environmental dimensions of sustainable development, as prescribed by the NPPF. Overall there are no adverse environmental impacts that would significantly and demonstrably outweigh the identified benefits of the proposed development.

BMBC's Planning Advice Note 30: Sustainable Location of Housing Sites (PAN30) identifies specific criteria to measure a site's sustainability credentials. Enclosed with this letter is a completed assessment of the Lairds Way site. We have identified a total score of 47 for the site. PAN30 identifies that sites which score 22 or over are considered to be sustainable and meet the requirements of the document. This assessment has therefore corroborated the findings of our assessment of the site against the NPPF's sustainability credentials.

When assessed against national and local planning policies, on either an individual basis or in combination, the development proposals fully comply with planning guidance in respect of sustainable development. Therefore, on account of the guidance presented within Paragraph 14 of the NPPF which identifies a presumption in favour of sustainable development, it is our view that in principle any application relating to the re-development of the site for residential use should be approved without delay.

DELIVERABILITY ASSESSMENT

With regards to the assessment of residential development sites, a further planning policy test of the NPPF to consider the site's credential against is "deliverability".

Paragraphs 47 and 159 of the National Planning Policy Framework (NPPF) provide clear guidance that in order to boost significantly the supply of housing land local planning authorities should in their Local Plans identify specific *deliverable* sites that can provide 5 years' worth of housing land and *developable* housing sites for the period beyond this. A local planning authority's housing land allocations should therefore be capable of delivering sufficient housing over 5 and at least 15 year periods, unless they believe this period should be extended. One such reason for extension to this period is to ensure long term permanence to the Green Belt.

Footnotes 11 and 12 of paragraph 47 of the NPPF provide the definition of “*deliverable*” and “*developable*” residential development sites.

Footnote 11 identifies that “*to be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a real prospect that housing will be delivered on the site within five years, and in particular that development of the site is viable.*” Footnote 12 states that “*to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.*”

The NPPF is clear that sites considered to be *deliverable* are considered to represent better planning prospects than those identified as *developable*, and consequently they should take preference in the identification/allocation of housing land.

In accordance with Footnote 11 of Paragraph 47 of the National Planning Policy Framework, we have therefore assessed the deliverability of the site in respect of whether it is available now, is a suitable location for development now, and whether a viable housing development could be achievable within the next five years. Our conclusions are as follows: -

Suitability

We believe that the site is located in a suitable location for residential development now, within the urban fabric of the Principal Town of Penistone. As identified above, a sustainable development can be delivered at the site with pedestrian and cycle access to existing services, facilities and public transport. A suitable vehicular access in the form of the adopted highway ‘Lairds Way’ already serves the site. In addition, there are no perceived technical constraints that would preclude the development of the site for residential use. The site’s historic use as railway sidings renders it as having no current environmental value. Residential development is considered a suitable alternative use for the site, the development of which can meet identified market and affordable housing needs. The site’s redevelopment will also remove an existing eyesore situated in a prominent gateway location to Penistone.

Availability

The site is available for development now as the landowners have been actively seeking the site’s redevelopment for a period of 9 years. YLL, the landowners, have also made contact with PB Planning to provide this assessment of the site’s planning prospects for residential development. The site is therefore available for residential development as there are no legal or ownership constraints.

Achievability

On account of our experience of the housing industry and local housing market, we are extremely confident that a viable housing development can be delivered on the site within the next 5 years. Detailed planning permission has recently been obtained for 36 homes on land adjacent to the proposed development site. Furthermore, YLL’s knowledge of the site’s historical use, and indeed how to remediate it effectively and efficiently following their involvement in the Greenacres housing site, provides them with unrivalled knowledge of the viability implications associated with the site’s redevelopment. It is envisaged that the redevelopment of the site for residential use will provide a viable vehicle to enable the remediation of the site. Therefore, the site is considered to be achievable for residential development now as there is a realistic prospect that the site can deliver new homes within the next 5 years.

Deliverability Conclusion

It is our view that the site can be considered a deliverable residential development site and its release would deliver significant economic, social and environmental benefits in the form of: -

- Construction Investment to the area;
- Creation of Direct & indirect employment opportunities;
- A mix of homes to deliver identified housing needs;
- Increased expenditure from residents to the area;
- Council Tax Payments & New Homes Bonus Payments which will help to sustain Council's services;
- The remediation of a previously developed site; and
- The removal of an existing eyesore situated in a prominent location in Penistone

Based on the justification provided above, we consider that the development of the Lairds Way, Penistone site would create a sustainable, high quality and accessible residential development which will provide significant social and economic benefits to the local area and the wider Borough.

BMBC's 2016 Strategic Housing and Employment Land Availability Assessment (SHELAA) looks to have assessed the northern section of the site (Site Ref. 1012) and the southern tip of the site as part of a larger parcel of land that includes the adjacent site which benefits from planning permission (Site Ref. 917). Though it must be said that the site maps for the SHELAA are not 100% clear. Nevertheless, the SHELAA identifies the two sites as being vacant previously developed land, with no significant development constraints. Site Ref.917 is considered suitable for housing and employment uses with a potential to deliver 50 homes. Site Ref.1012 is considered to be suitable for employment use, but with the potential to deliver 41 homes.

Notwithstanding the findings of BMBC's 2016 SHELAA, it is our view that the Lairds Way site can be considered a deliverable residential development site in accordance with the findings of the assessment undertaken in this letter.

Overall there are no adverse environmental impacts that would significantly and demonstrably outweigh the identified benefits of the proposed development. For the reasons identified above we consider that the development of the site could comply fully with national and local planning guidance in respect of deliverability.

CONCLUSION

It is our professional and independent view that the redevelopment of the Lairds Way, Penistone site (which is identified edged red on the plan provided with your instruction letter) for residential development would be entirely in accordance with national and local planning guidance.

The site is located within the defined settlement limits and built up area of the Principle Town of Penistone. The site is located on previously developed land and its redevelopment would remove an existing eyesore situated in a prominent location in Penistone.

The site's redevelopment for residential use could make a positive contribution to delivering Penistone's and the Borough's identified housing needs. The site is located in a highly sustainable location, within 480m of Penistone Town Centre and within walking distance of existing bus stops and Penistone Train Station.

The Lairds Way, Penistone site can be considered a deliverable residential development site. Based on the justification provided above, we consider that the site would create a sustainable, high quality and accessible residential development which will provide significant social, economic and environmental benefits to the local area and the wider Borough.

When assessed against national and local planning policies, on either an individual basis or in combination, the development proposals fully comply with planning guidance in respect of sustainable development. Therefore, on account of the guidance presented within Paragraph 14 of the NPPF which identifies a presumption in favour of sustainable development, it is our view that in principle any application relating to the re-development of the site for residential use should be approved without delay.

Following your review of this letter should you need any further information, or clarity on any of the specific points made, then please do not hesitate to contact me.

Yours sincerely,



PAUL BUTLER
Director

Enc.

- BMBC Planning Advice Note 30 – Lairds Way, Penistone - Site Assessment

3 . Housing Development Sustainability Checklist

This checklist should be completed and submitted, as part of any planning application, for all housing developments proposed in the borough above 0.4 hectares. Applications for smaller sites which form part of a larger site over the 0.4 hectare threshold, that may have potential for residential development, should also be accompanied by a completed checklist.

Guidance to Applicants

This Checklist should be included at the front of any other information that you wish to submit in support of the sustainability of your proposal.

The checklist is intended to establish whether the site is sustainably located. By completing the Checklist you are providing a concise summary of the key factors in determining the sustainability of the location of your housing application.

Applicant Details

Applicant Name	Yorkshire Land Limited	Date	Dec -16
Site Address	Lairds Way, Penistone		

Checklist

Table 3.1

STEP 1 - KEY LOCATION & SITE REQUIREMENTS			
	Applicant (please tick applicable statement)	Score	For office use only
1a - Relationship to Core Strategy Settlement Hierarchy			
a) The site is located within Barnsley sub regional town (as shown in appendix 1 – plan 1)		10	

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b) The site is located within a principal town (as shown in appendix 1 – plans 2 – 8)	<input checked="" type="checkbox"/> Yes	6	
c) The site is located in one of the other settlements (as listed and defined in appendix 2)		2	
d) The site is not located within any of the settlements covered by a), b) or c) above		0	
<p>NOTE: Boundaries are shown on the maps in Appendix 1 for Barnsley, as the Sub Regional Town, and the Principal Towns. Hoyland principal town, following the examination and subsequent adoption of the Core Strategy, now also includes the settlement of Birdwell. The map of Hoyland principal town has not been amended to reflect this but the boundary for Birdwell is defined by the UDP green belt as shown on the UDP proposals map for Hoyland. Additionally Grimethorpe, following the examination and subsequent adoption of the Core Strategy, is now part of Cudworth principal town. Its boundaries remain as shown on the map in appendix 1.</p> <p>The boundaries shown on these maps describe the geography of these settlements as 'places' and are not to be interpreted as defining development limits. The maps are based on the Councils interpretation of the boundaries in August 2009. The boundaries shown on these maps will be revised as the LDF Development Sites and Places DPD advances to take account of changes to the Core Strategy, including those described above. All other settlements where PAN30 applies are listed in Appendix 2.</p>			
For a site to be sustainable it must score at least 6 for step 1a			
1b - Reuse of Land			
a) The site is brownfield (It is occupied by a permanent structure (excluding agriculture or forestry) or has been cleared but any evidence of structures or activities has not yet blended into the landscape ⁽¹⁾)	<input checked="" type="checkbox"/> Yes	10	
b) The site is a brownfield/greenfield mix with more than 70% of its area brownfield		6	

1 Where it can be demonstrated that a site has been intentionally greened after clearance to improve its appearance in the interim until it is re-developed, it will continue to be considered as previously developed and will not normally be considered to have blended into the landscape (as set out in the exceptions to the definition of previously developed land laid out in annex B of PPS3). Any potential greenspace function of the land would need to be considered in the context of existing green space policies.

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c) The site is a brownfield/greenfield mix with less than 70% of its area brownfield		2	
d) The site is greenfield		0	
For a site to be sustainable it must score at least 6 for 1a & 1b combined			
Step 1 sub-total		16	

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Table 3.2

STEP 2 - LAND USE & URBAN FORM			
	Applicant (please tick applicable statement)	Score	For office use only
2a - Location within Settlement			
a) The site is entirely within the built up area <i>(See figure 3.1 below)</i>	<input checked="" type="checkbox"/>	10	
b) The site is on the edge of the settlement but not projecting into the countryside <i>(See figure 3.2 below)</i>	<input type="checkbox"/>	6	
c) The site is on the edge of the settlement <u>and</u> projecting into the countryside <i>(See figure 3.3 below)</i>	<input type="checkbox"/>	2	
d) The site is wholly outside or is unrelated to any settlement	<input type="checkbox"/>	0	
For a site to be sustainable it must score at least 6 at step 2a			
		<input checked="" type="checkbox"/> 10	

Figure 3.1 Within the built up area

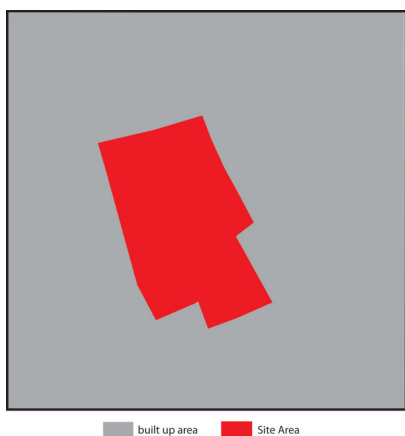


Figure 3.2 Edge of a settlement not projecting into the countryside

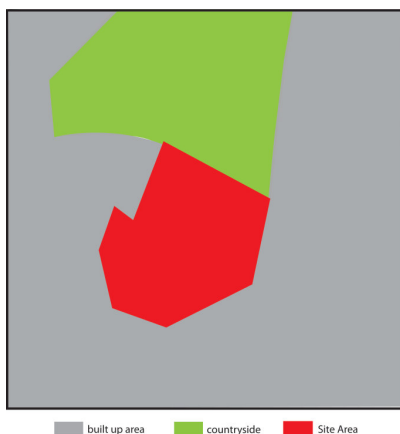
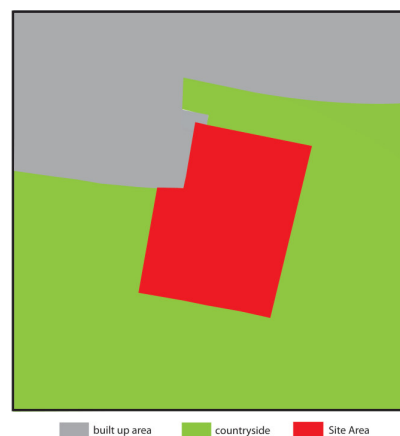


Figure 3.3 Edge of settlement, projecting into countryside



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Table 3.3

2b - Current UDP Notation			
	Applicant (please tick applicable statement)	Score	For office use only
<p>NOTE: Where a site is covered by more than one notation on the UDP proposals maps the Council will take a practical approach. This will usually result in the notation that receives the highest score in the checklist being used for the purposes of scoring. However there may be circumstances where this is not appropriate and this will have to be determined on an application by application basis.</p>			
<p>a) The site is a UDP Housing Proposal OR</p> <p>b) The site is a redundant school site which has become available for disposal and redevelopment under the Building Schools for the Future Programme which is:</p> <p>1) NOT in the UDP Green Belt and;</p> <p>2) Has satisfied the requirements of Core Strategy policy CSP43: Educational Facilities and Community Uses</p>		10	
<p>c) The site is a:</p> <ul style="list-style-type: none"> • UDP housing policy area • UDP employment proposal • UDP employment policy area • UDP Area of Investigation for Potential Employment Development • Area of greenspace that is included on the Councils greenspace register or is land that functions as greenspace • UDP urban greenspace proposal • UDP allotments 	<div style="border: 1px solid black; background-color: yellow; padding: 2px; display: inline-block;">Yes</div>	1	

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<p>d) The site is within or partly within</p> <ul style="list-style-type: none"> • the UDP greenbelt <p>or is allocated in the UDP as:</p> <ul style="list-style-type: none"> • safeguarded land • Urban land to remain undeveloped • Site for travellers • Minerals planning permission • Minerals consultation area • Minerals area of search • Nature conservation site • Site of special scientific interest • Old Moor Wetlands Centre <p>Or is shown on the Environment Agency flood maps as functioning floodplain</p>		0		
For a site to be sustainable it must score at least 8 for step 2 a & b combined				
Step 2 SUB-TOTAL			11	

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Table 3.4

STEP 3 - ACCESS TO LOCAL SERVICES & PUBLIC TRANSPORT			
	Applicant (please tick applicable statement)	Score	For office use only
3a - Public Transport Accessibility			
<p>The South Yorkshire Passenger Transport Executive will be able to assist with this analysis. Applicants should contact them at: SYPTE, 11 Broad Street West, Sheffield, S1 2BQ or by telephone: 0114 221 1262. See Annex 1 for an easy way to find the centre of the site. If you undertake your own research you must submit your researched information for verification purposes.</p> <p>Accessibility to public transport should be assessed with regard to a sites proximity to the Core Public Transport Network (CPTN) in the borough as defined within the Sheffield City Region Transport Strategy (LTP3). This includes the core bus corridors with six or more buses per hour and the railway network. A catchment area buffer should then be applied to the CPTN access points (railway stations and the core bus corridors) based on a 400 metre walk to access bus services and an 800 metre walk to access a railway station. These need to be weighted to allow for the fact that most walks will not be on a straight line basis and SYPTE can supply details of how this is done. A sites distance from the CPTN should be measured from its centre point in order to reflect the majority site coverage. Following this, sites should be graded as green, amber or red using the following criteria and the relevant score applied.</p>			
a) The site is graded as green as it falls completely within the CPTN buffer and requires minimal (if any) public transport intervention.	<input checked="" type="checkbox"/>	10	
b) The site has been graded as amber as it bridges over the CPTN buffer or its centre point is outside the 333 metre weighted buffer but within the 400 metre buffer (plus 20% and actual straight line walking distance). The 400 metre buffer represents a 'cushion' that will capture the sites that are just outside the CPTN. Amber sites reflect the need that transport interventions need to be		6	

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considered as the site has a degree of restriction to public transport use.			
c) The site has been graded as red as it falls completely outside the CPTN buffer. This means that development on the site is not desirable as the site has very limited access to public transport as it is outside of the specified walking catchment area.		0	
For a site to be sustainable it must score at least 6 at step 3a			
3b - Access to Local Services			
Below are 2 lists of services/facilities. List 1 shows essential services and facilities and list 2 shows other services and facilities. We want to know how many of these services are within 800m of the centre of your site. See Annex 1 for an easy way to find the centre of the site. Please submit this information on a map to a known metric scale and with a linked schedule of names and postal addresses. Then answer the following questions:			
a) The centre of the site is within 800m of all essential facilities plus five or more from the list of other services	<input checked="" type="checkbox"/>	10	
b) The centre of the site is within 800m of all essential facilities		6	
c) The centre of the site is within 800m of three or less of the essential facilities		2	
d) The centre of the site is beyond 800m of three or less essential facilities		0	
For a site to be sustainable it must score at least 8 for step 3a & b combined			
Step 3 SUB -TOTAL		20	

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TOTAL SCORE (STEP 1 + STEP 2 + STEP 3)	47	
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Table 3.5

List 1 - Essential services/ facilities	
Primary school	Doctors practise - one or more doctors
Local convenience store - any shop selling at least a small range of everyday essential items	Public open green space - generally urban green space shown on UDP/LDF proposals maps (excluding allotments)

Table 3.6

List 2 - Other services / facilities		
Secondary School	Job Centre	Post Office
Benefit agency	Church	Petrol Station
Retail (e.g. shopping parade)	Tertiary college	Village / community hall
Public House	Banking facility	Library
Hospital	Sports centre	Chemist
Health centre / clinic - Providing a range of health related community services such as district nursing, chiropody, occupational therapy etc.		
Supermarket - self service shop selling mainly food often with car parking (PPS4 definition)		

Overall Score

To be considered potentially sustainable the site must:

- Meet the minimum score required at step 1a and 1b and also achieve the minimum score required for these steps combined
- Meet the minimum score required at step 2a and 2b and also achieve the minimum score required for these steps combined
- Meet the minimum score required at step 3a and 3b and also achieve the minimum score required for these steps combined

If the site has achieved the required score at all the above steps the total score achieved should then be applied to the following table:

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Table 3.7

Site Total Score	Result
21 or below	Site is not sustainable and fails the requirements of PAN30
22 or over	Site is sustainable and has met the requirements of PAN30

Annex 1 - Finding the centre of a site

To find the centre of the site, draw a box around the site, draw two lines from corner to corner and the centre is where the diagonal lines meet. This is demonstrated in the diagram below.

