

Barnsley Metropolitan Borough Council
Head of Planning

11 June 2025

Karen.Smith@sandersonassociates.co.uk
By Email only

Our ref : 153625-001

Dear Sir

Planning Application reference 2025/0161 – Proposed mixed use scheme consisting of: Conversion of Grade II listed Coal Drops into Class E retail; new build extension to Coal Drops with Class E restaurant unit; Conversion of existing Regency House into Air BnB unit; and new build office and light industrial units (Class E) at Penistone Coal Drops, Regency House, Land at St Mary's Street, Penistone, Sheffield, S36 6DT

Sanderson Associates Consulting Engineers are appointed to advise the applicant for the above development on traffic and transportation matters and as such this letter has been prepared in response to the Highway Development Management consultation response dated 15 May 2025. A copy of this consultation response is attached at **Appendix A**.

For ease of reference extracts from the Highway officer comments are extracted and shown in *italics* with our response below.

BMBC Highways Development Management Comment 1

Upon reviewing the site layout, it is evident that the proposed car parking provision of 31 spaces falls significantly short of the 57 spaces recommended in accordance with Barnsley Council's Parking SPD. While the applicant suggests that the site's sustainable location mitigates this shortfall—given proximity to public transport and the adjacent Trans Pennine Trail—the nature of the proposed uses means that the parking deficiency remains a concern.

Sanderson Associates Response

The submitted Transport Assessment (TA) acknowledges the parking requirements for the various proposed uses when viewed against the Council's SPD. These are set out in Table 6 of the TA which notes that 29 spaces would be required for the proposed Pavilion Restaurant alone with further provision potentially required for the Coal Drop Arches A1 shops although they do fall below the 1000sqm threshold.

However, it should be acknowledged that the Coal Drop Arches and adjacent Signal House are Listed Buildings and that a primary objective of the proposed development is to preserve and enhance these special buildings and bring them back into productive use thereby securing their future.

Furthermore, the provision of parking spaces at this level would occupy a large portion of the remaining site and would in effect prohibit the development of the larger office block which is an essential aspect of the

viability of the development, and financially supporting the preservation of the Arches and Signal House by bringing them back into active use.

Additionally, it is considered that the proposed uses of the Coal Drop Arches and the proposed Pavilion Restaurant are entirely complementary to other retail, leisure and hospitality opportunities in Penistone Town Centre and as such the occurrence of linked trips cannot be discounted which would reduce the level of parking required. It is noted that no allowance for this has been made in the accompanying TA in order to provide a robust assessment

The proximity of the application site to the Town Centre where extensive public transport opportunities exist is also a further factor in our view that the level of parking proposed is sufficient to serve the development.

In terms of reviewing parking provision against planning policy guidance your attention is drawn to Paragraph 115 of the NPPF (last revised in December 2024) which states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;”

It is considered that the proposed development is fully compliant with the above for the following reasons:-

- It actively encourages sustainable travel by not over providing parking on site when alternative provision is available within Penistone Town Centre;
- The **vision** for the site has been set out in this letter, the accompanying TA and other supporting documents. The **vision** which can be defined as being “*to preserve and enhance these special buildings and bring them back into productive use thereby securing their future*” requires financial support from the remainder of the site which, if additional parking is required, cannot be implemented.
- The type of development proposed is again focused on the preservation of the Listed Buildings. However, the creation of small light industrial and office units will provide opportunities for local small businesses to flourish in Penistone. This objective of the development will also assist in keeping parking requirements to a minimum by encouraging active and sustainable travel to the site by the occupiers. The accompanying Travel Plan will focus on these travel modes and the availability of 10 regular bus services per hour (peak daytime frequency) as set out in the TA as well as the proximity of the rail station will provide excellent opportunities for occupiers of the units to travel sustainably.
- The proximity of the application site, in close proximity to Penistone Town Centre, provides ample opportunities for linked trips to take place on several levels. For example, customers visiting the Town Centre could then visit the proposed Pavilion restaurant for coffee or a meal; staff based in the light industrial/office units are able to visit shops within the Town Centre and customers of the Coal Drop Arches retail units are also likely to visit other shops/cafés in the adjacent Town Centre. This cross-over of activity all reduces the number of actual trips and consequently the parking for vehicles within the site.

As such, it is considered that the application of the parking guidance is not suitable for this site.

BMBC Highways Development Management Comment 2

In addition, the layout of the parking areas raises further issues. When scaled, individual spaces appear to fall slightly below the minimum 5.0m x 2.5m dimensions, and several bays may prove difficult to access and manoeuvre within. In particular, the longitudinal bays along the site frontage are likely to require reversing out of the site or complex turning movements within the site, both of which are undesirable.

Sanderson Associates Response

With regards to the query on the dimension of the parking bays, please see Drawing 153625-004 Rev A, attached at **Appendix B**, which demonstrates the dimensions of the various types of parking bay proposed within the site which are considered to be in accordance with the Councils guidance.

The Highway Officers comments reference “*longitudinal bays along the site frontage*” and we have assumed that this refers to the three parallel bays within the central part of the site. In order to clarify the vehicle manoeuvres which would be required to access and egress these bays please see Drawing 153628-003 Rev A, attached at **Appendix C**.

This demonstrates that all three bays can be utilised without undue manoeuvring and without any impact outside of the site boundary. For clarity the entry manoeuvre to the innermost parallel bay is shown over the lower left and lower central viewport as combining the various vehicle tracks would make the individual movements indistinguishable.

Drawing 153625-003 also demonstrates the accessible bay in the central area being utilised.

Whilst undertaking a due diligence check of all other bays within the proposed site a further bay was identified as requiring a minor amendment to the proposed landscaping to facilitate which has been taken on board. Drawing 163625-002, attached at **Appendix D**, shows the revised arrangement and the vehicle manoeuvre.

BMBC Highways Development Management Comment 3

Cycle parking provision also appears inadequate, particularly given the site’s intention to attract users of the Trans Pennine Trail and the limited vehicle parking proposed. A greater quantity of secure, accessible cycle storage should be provided.

Sanderson Associates Response

Through liaison with Axis Architecture, cycle parking provision has been increased across the site. This is demonstrated on Drawings 27845_A(01)02_P03 (proposed site plan) and Drawing 27845_A(02)04-P02 (Coal Drops - upper ground floor), attached at **Appendix E**, and includes the following:-

- Additional 6 cycle hoops to the rear of the proposed Pavilion Restaurant which would be located under the cover of the overhanging roof. These cycle parking spaces would be of particular benefit to visitors to the Pavilion Restaurant from the adjacent Trans Pennine Trail. (See Coal Drops upper ground floor plan at Appendix E)

Appendix A

BMBC Highway Development Management Consultation Response



PLANNING CONSULTATION RESPONSE

Application No	2025/0161
Proposal	Penistone Coal Drops, Regency House, Land at St Mary's Street, Penistone, Sheffield, S36 6DT
Address	Mixed use scheme consisting of: Conversion of Grade II listed Coal Drops into Class E retail; new build extension to Coal Drops with Class E restaurant unit; Conversion of existing Regency House into Air BnB unit; and new build office and light industrial units (Class E)
Date of Consultation Reply	15/5/2025
Consultee	Highways Development Control

Consultation Assessment and Justification

Good Afternoon,

Thank you for consulting Highways Development Control on the above application.

This proposal was the subject of a pre-application enquiry in late 2024, during which the applicant was advised to submit a Transport Assessment and Travel Plan. These documents have been submitted and are noted.

Upon reviewing the site layout, it is evident that the proposed car parking provision of 31 spaces falls significantly short of the 57 spaces recommended in accordance with Barnsley Council's Parking SPD. While the applicant suggests that the site's sustainable location mitigates this shortfall—given proximity to public transport and the adjacent Trans Pennine Trail—the nature of the proposed uses means that the parking deficiency remains a concern.

In addition, the layout of the parking areas raises further issues. When scaled, individual spaces appear to fall slightly below the minimum 5.0m x 2.5m dimensions, and several bays may prove difficult to access and manoeuvre within. In particular, the longitudinal bays along the site frontage are likely to require reversing out of the site or complex turning movements within the site, both of which are undesirable.

Cycle parking provision also appears inadequate, particularly given the site's intention to attract users of the Trans Pennine Trail and the limited vehicle parking proposed. A greater quantity of secure, accessible cycle storage should be provided.



BARNSLEY

Metropolitan Borough Council

I would ask that the applicant revisits the site layout to address the above concerns in the first instance. Comments from the Council's Transportation Policy team on the submitted Travel Plan have been requested and will be forwarded once received.

Many thanks,

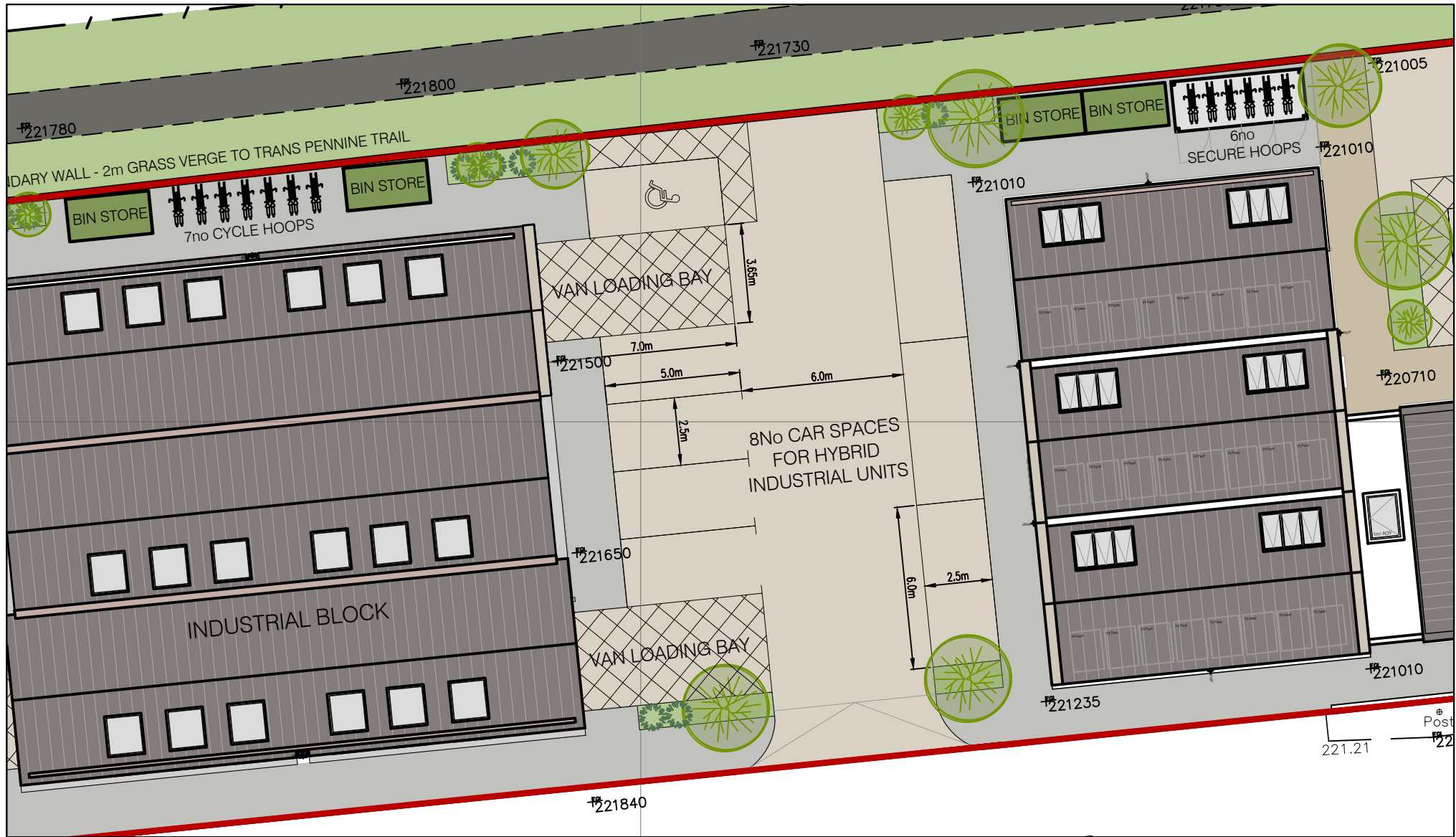
Sarah Sharp
Senior Engineer

NO OBJECTION*	Defer for amends/further information*	OBJECT*	
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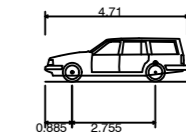
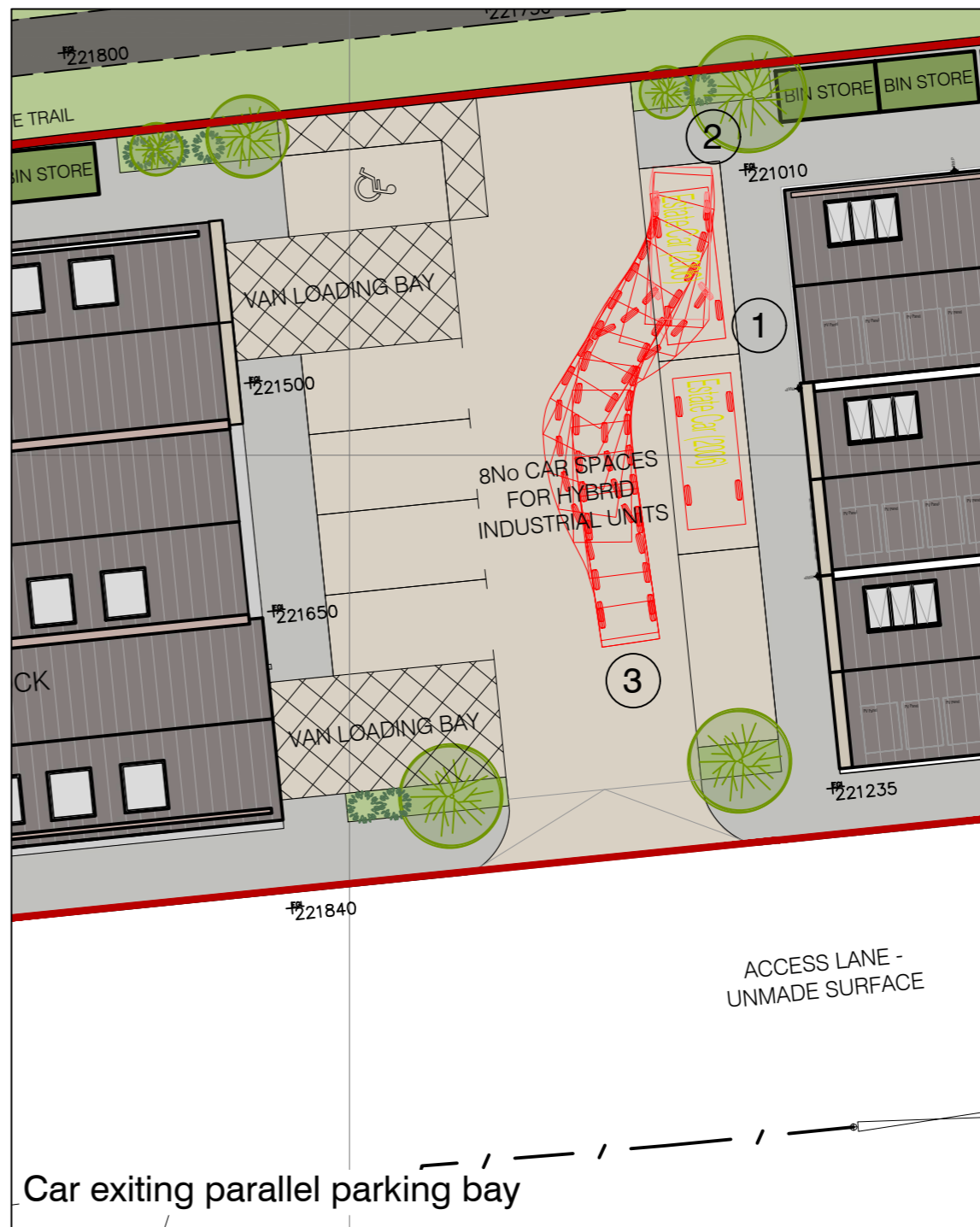
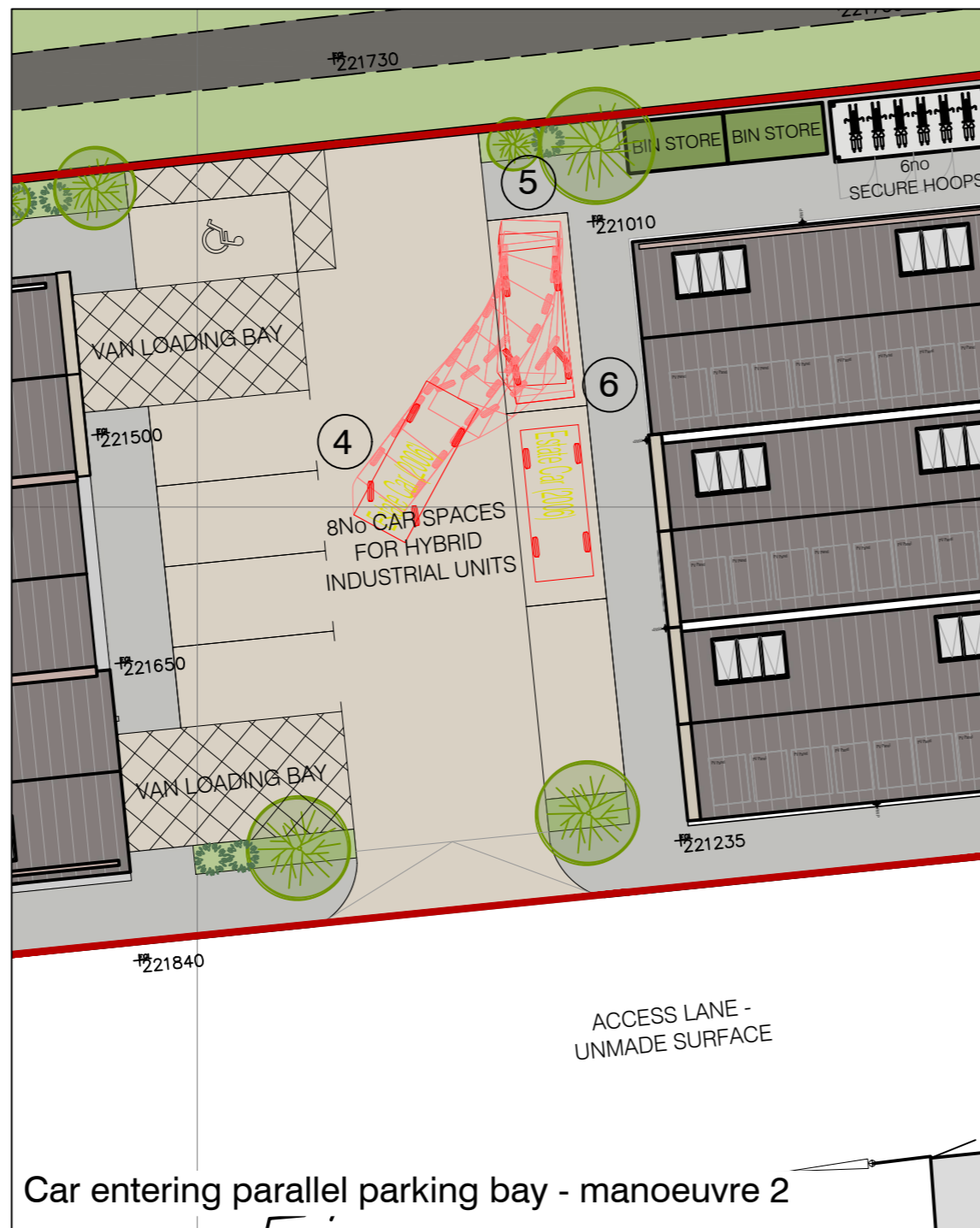
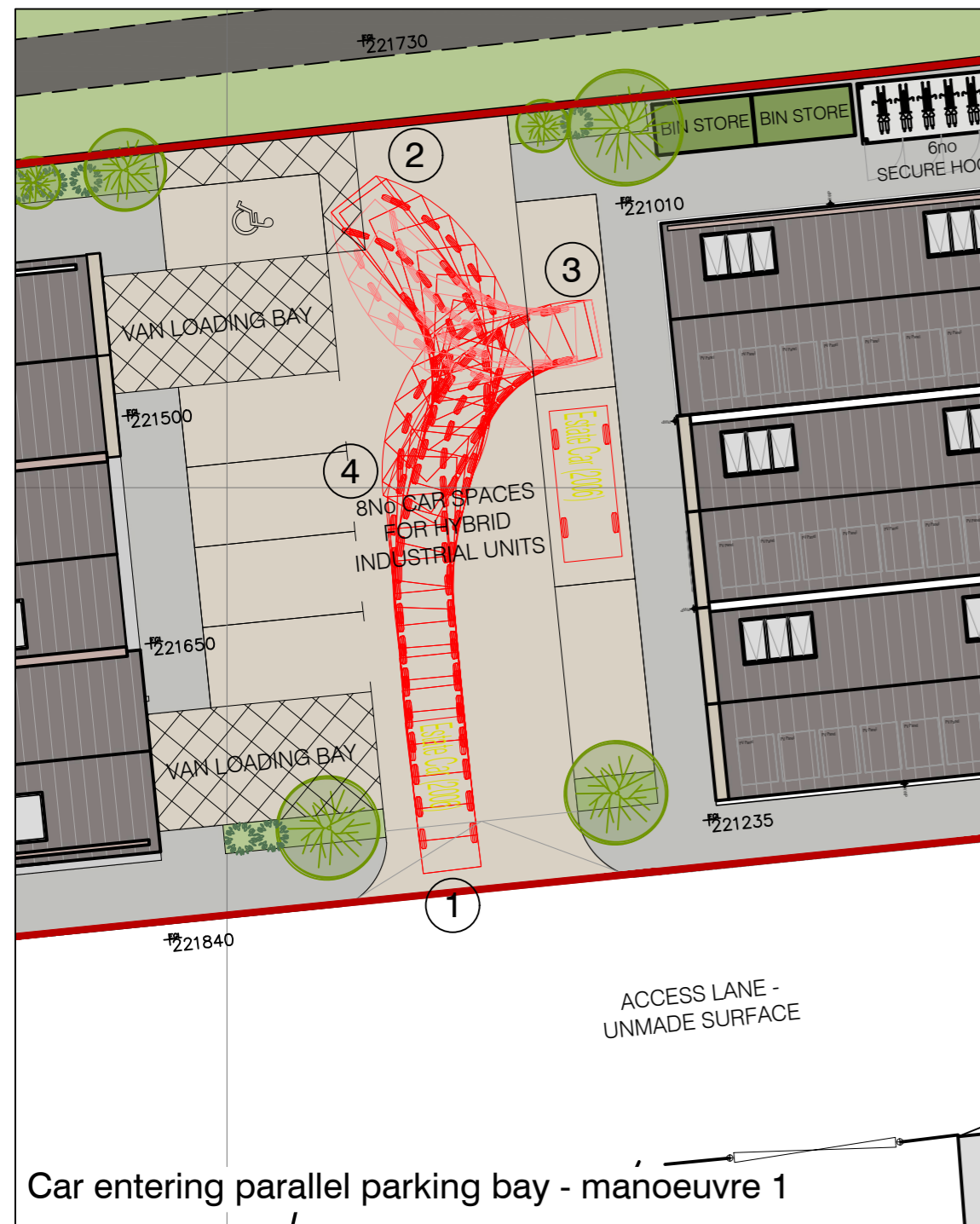
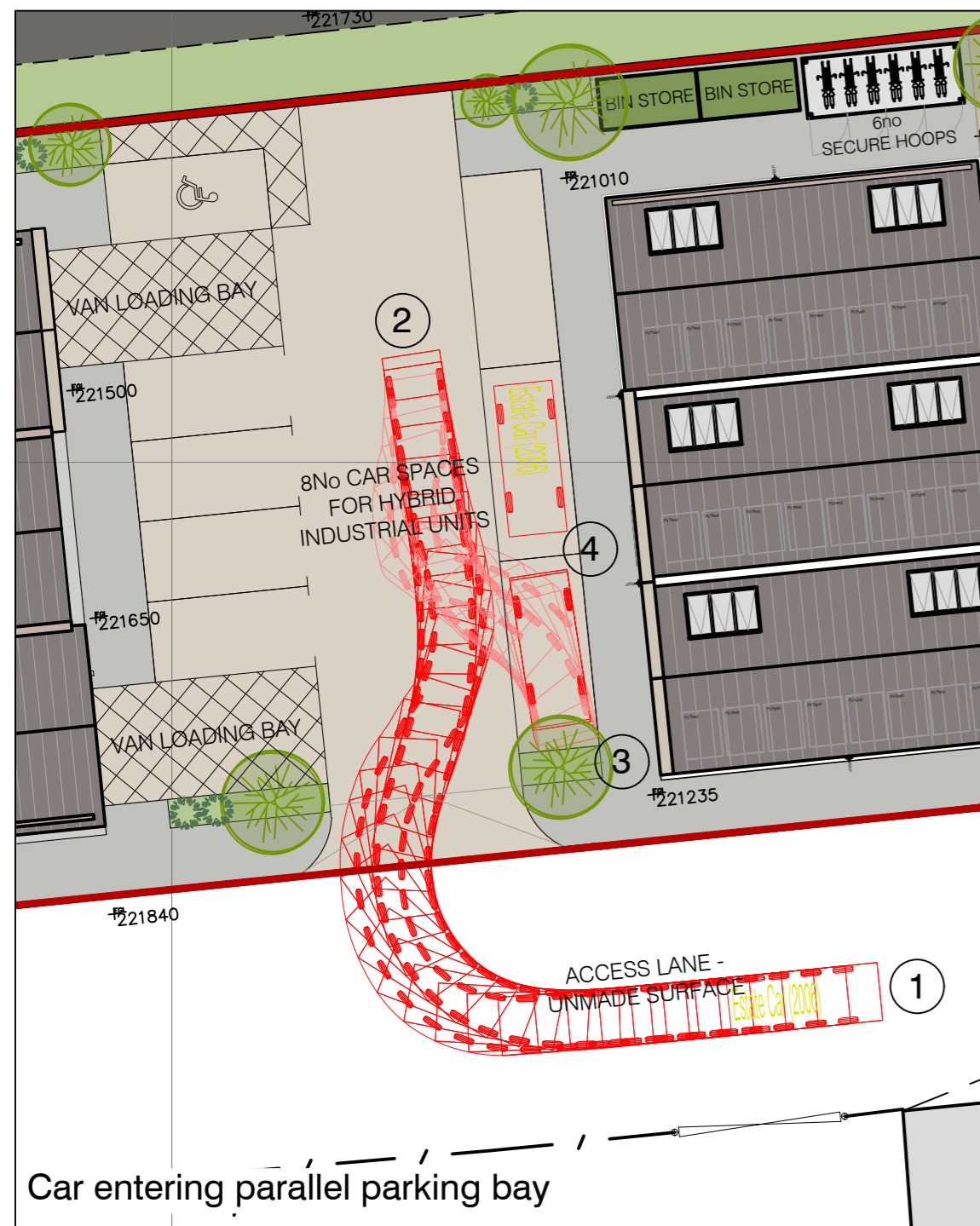
Consultation Suggested Conditions:

Consultation Informative(s):

Planning Obligations required:



Drawn AA	Scale 1:200
Checked KS	Date June 2025
Approved KS	Drawing Number 153625-004A
	Size A4



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

Rev	A	Layout updated	AA	Jun 25	KS
		Amendment	Drawn	Date	Checked

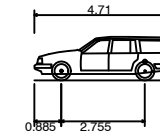
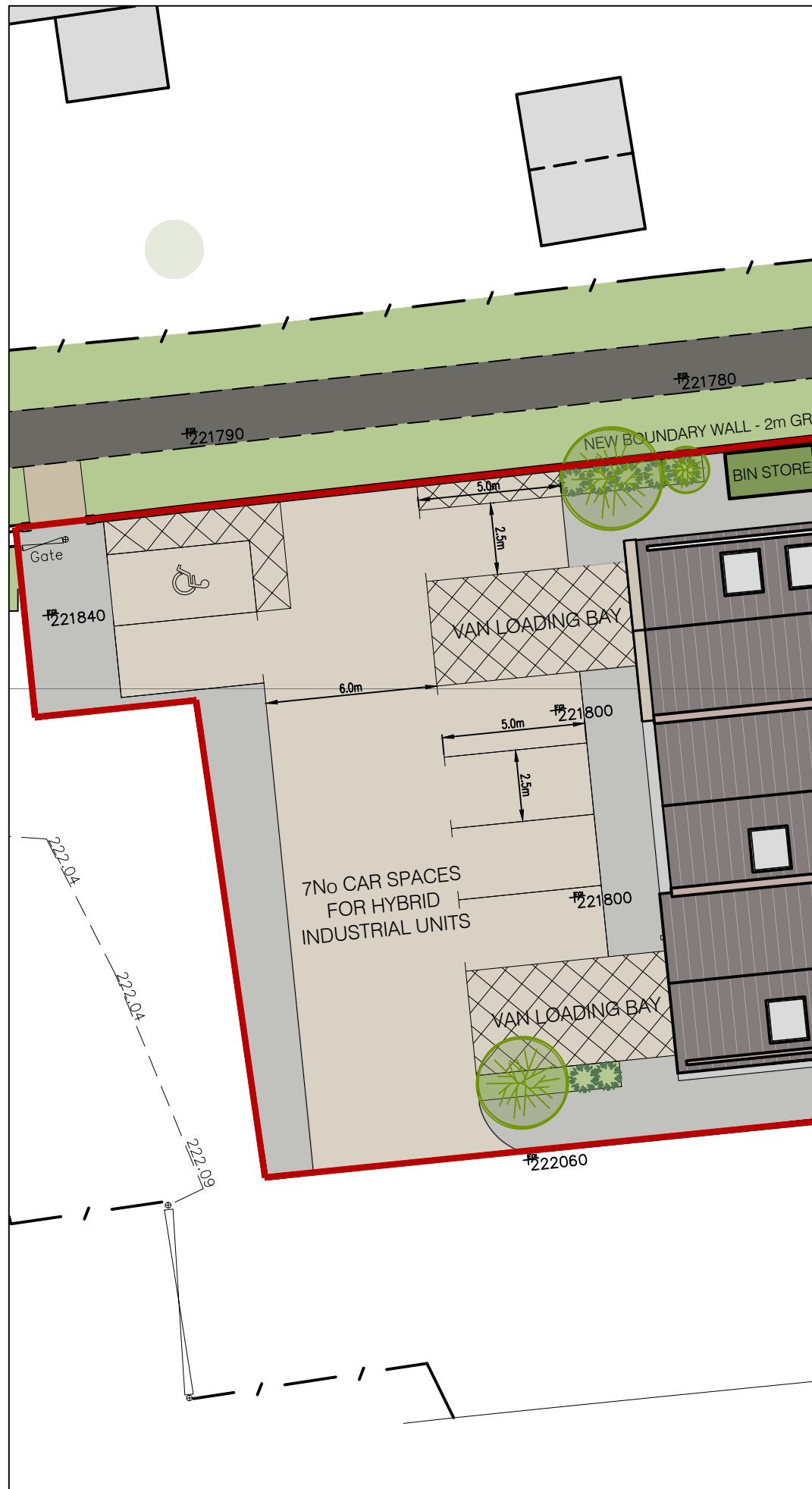
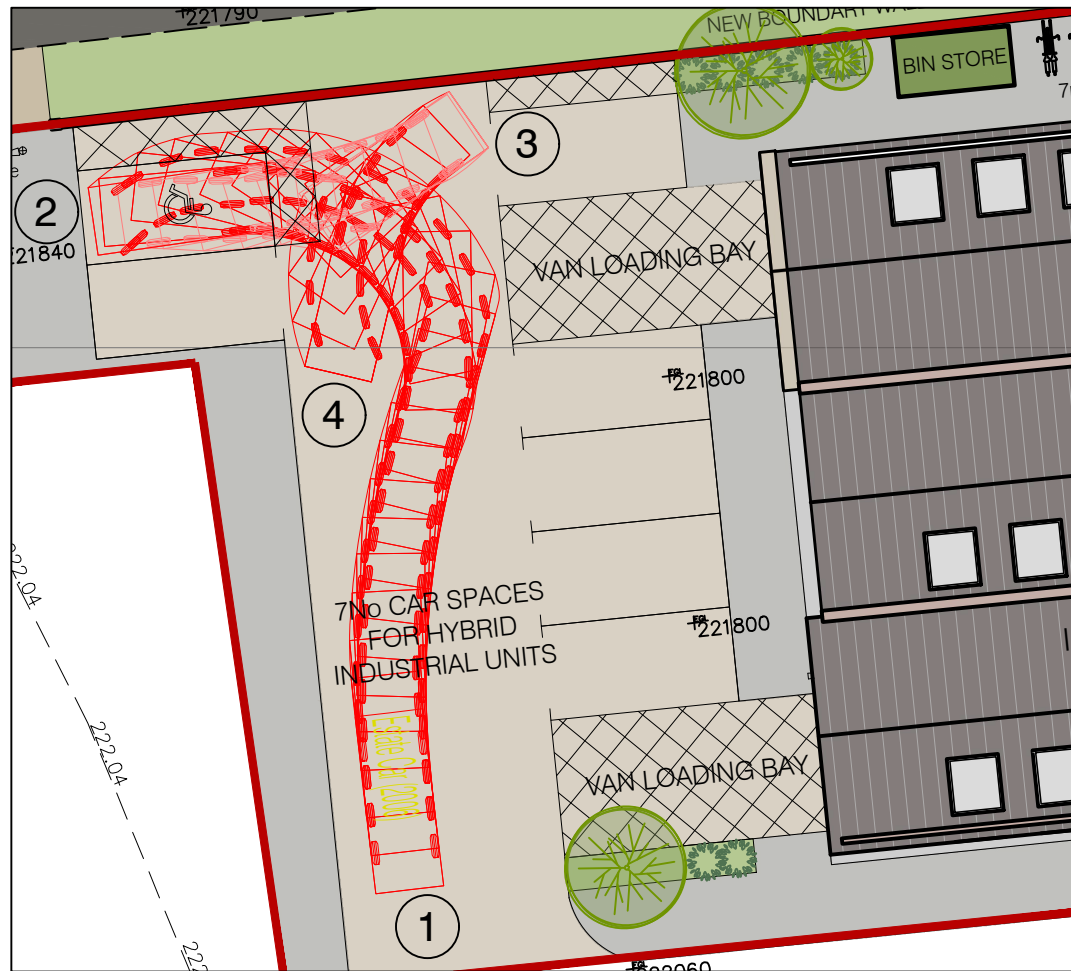


Client
 Fairfield Business Park Ltd

Project Title
 Land at St. Mary's Street
 Penistone

Drawing Title
 Swept Path Analysis of
 Parking Areas

Scale	1:200	Drawn By	AA
Drawing Size	A2	Checked By	KS
Date	February 2025	Approved By	KS
Drawing Number	153625-003	Rev	A



Estate Car (2006)
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

Rev	Amendment	Drawn	Date	Checked



T 01924 844080 mail@sandersonassociates.co.uk
 F 01924 844081 www.sandersonassociates.co.uk

Project Name
**Land at St Mary's Street
 Penistone**

Drawing Title
**Swept Path Analysis of
 Western Parking Area**

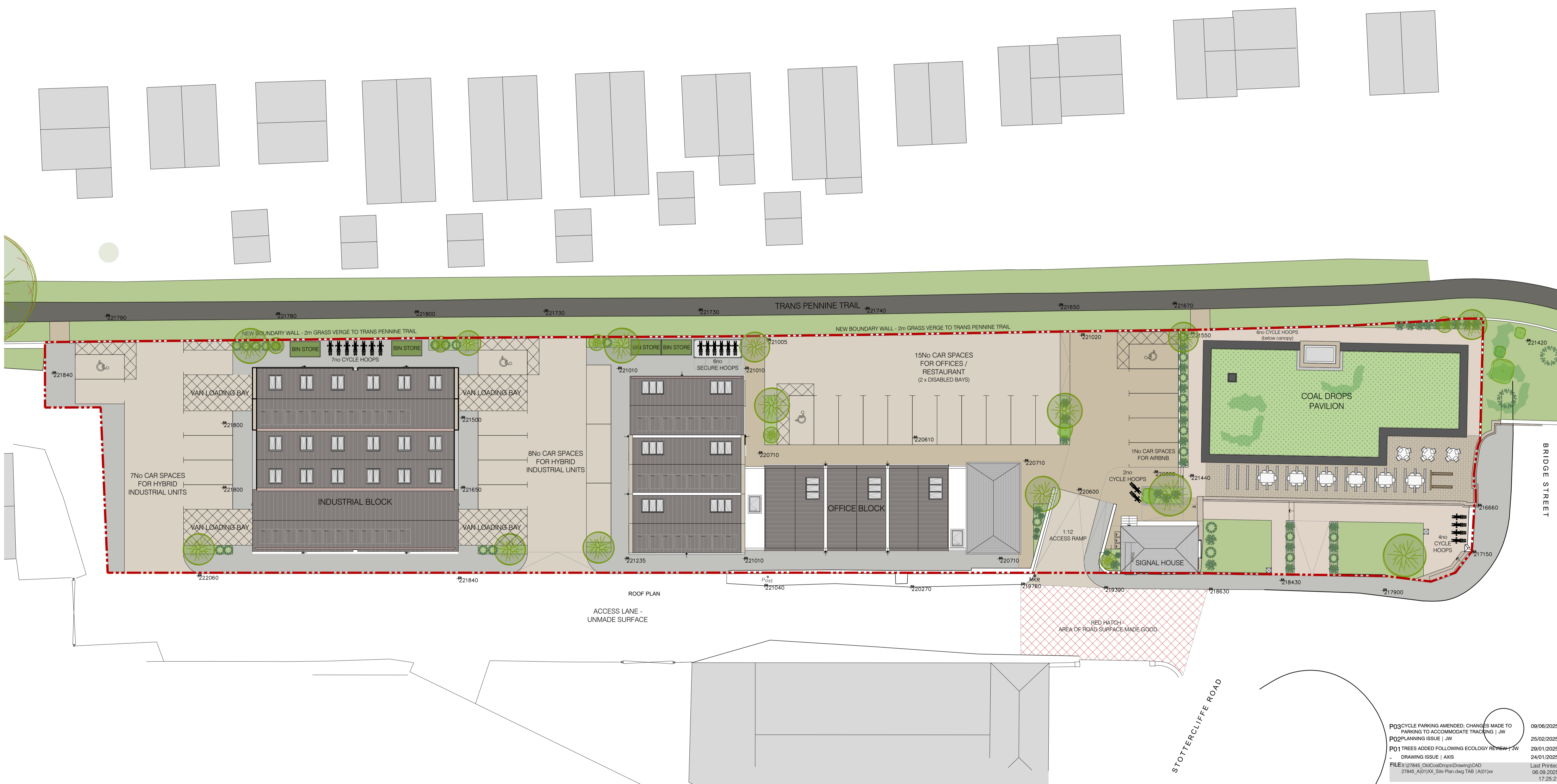
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Date	June 2025	Approved By	KS

Drawing Number	153625-002	Rev	
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Appendix E

Drawing 27845_A(01)02_P03 (proposed site plan)

Drawing 27845_A(02)04-P02 (Coal Drops - upper ground floor)



P03 CYCLE PARKING AMENDED- CHANGES MADE TO PARKING TO ACCOMMODATE TRACING JW	09/06/2025
P02 PLANNING ISSUE JW	25/02/2025
P01 TREES ADDED FOLLOWING ECOLOGY REVIEW JW	28/01/2025
- DRAWING ISSUE AXIS	24/01/2025
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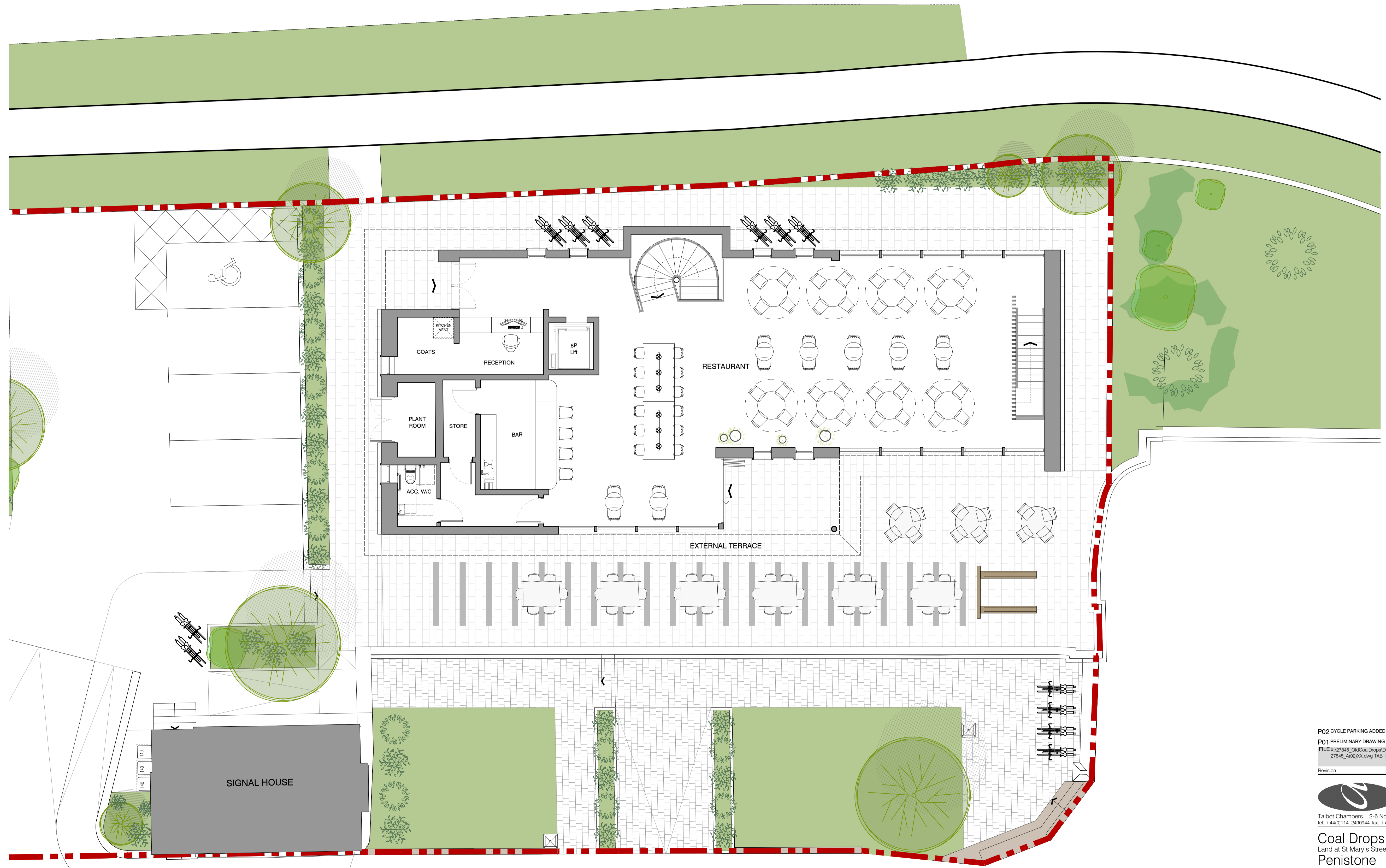
Talbot Chambers 2-6 North Church Street Sheffield S1 2DH
 tel: +44(0)114 2490944 fax: +44(0)114 2490966 www.axis-architecture.com

Coal Drops
 Land at St Mary's Street
 Penistone
 Fairbank Investments Ltd

Proposed Site Plan

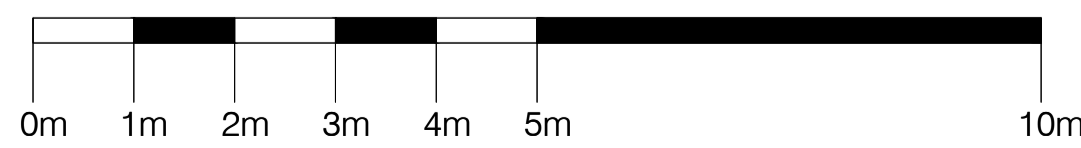
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Drawing Number				Revision
27845 A(01) 02				P03

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UPPER GROUND FLOOR

SCALE BAR



P02 CYCLE PARKING ADDED TO REAR OF PAVILION | JW 09/06/2025
 P01 PRELIMINARY DRAWING ISSUE | BY AXIS 27/02/2025
 FILE X:\27845_CoalDrops\Drawing\CAD 27845_A(02)XX.dwg TAB | A(02)04 Last Printed 06.09.2025 17:30:35



Talbot Chambers 2-6 North Church Street Sheffield S1 2DH
 tel: +44(0)114 2490944 fax: +44(0)114 2490966 www.axis-architecture.com

Coal Drops
 Land at St Mary's Street
 Penistone
 Fairbank Investments Ltd

Proposed Coal Drops
 Upper Ground Floor

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Drawing Number
27845 A(02) 04 P02

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