Travel Plan

Coal Drops, St Mary's Street, Penistone

On behalf of

Fairbank Investments Ltd

September 2026

Document Control

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Acknowledgements

Reference is made within this report to the Framework Travel Plan prepared by Sanderson Associates Consulting Engineers.

GoogleMyMaps, OpenRouteService and OpenCycleMap have been used to generate figures included in this report for illustrative purposes only.

Extracts from the CIHT publications “Providing for journeys on foot” and “Buses in Urban Developments Guidance” have been used within this report.

An extract from the Barnsley Council Cycle Map has been included in this report.

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1. Introduction

1.1 Background

1.1.1 The National Planning Practice Guidance (NPPG) defines travel plans as "long-term management strategies for integrating proposals for sustainable travel into the planning process".

1.1.2 Fairfield Associates Ltd has been commissioned by Fairbank Investments Ltd to prepare a Travel Plan which seeks to secure discharge of Condition 13 of Barnsley Metropolitan Borough Council (BMBC) planning application reference 2025/0161. For ease of reference Condition 13 is replicated below with a copy of the full Decision Notice attached at **Appendix A.**

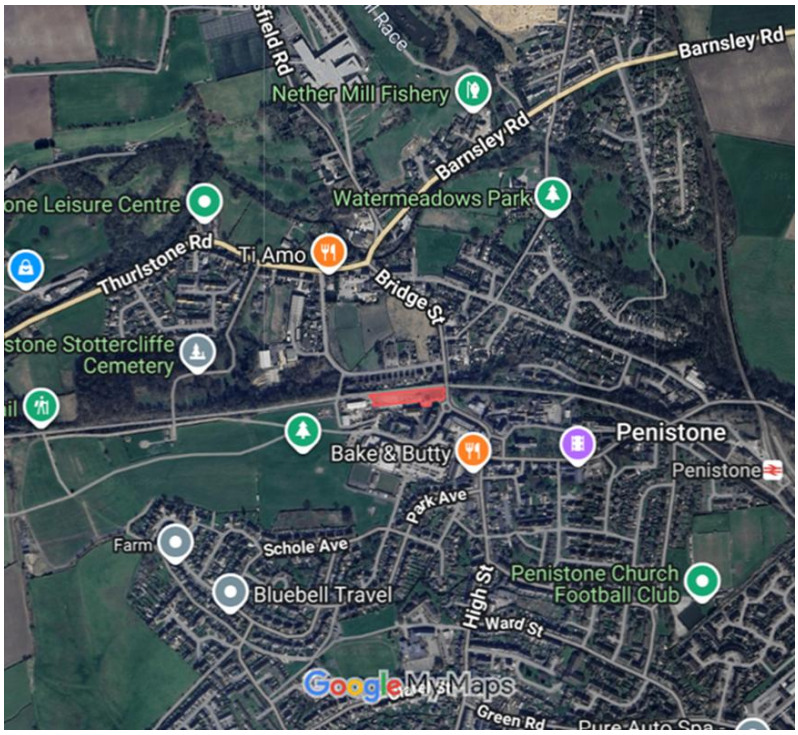
"*The development hereby permitted shall not be commenced until an updated addendum Travel Plan has been submitted, approved and signed off by the LPA.*

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment".

1.2 Site Context

1.2.1 The development site is situated within the market town of Penistone to the west of the St. Mary's Street roundabout, and comprises of the Victorian railway Coal Drops, signal house and railway siding which previously formed part of the old Penistone to Woodhead trainline. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Site Location Plan . [GoogleMyMaps]



1.2.2 The Trans Pennine Trail, which is a national coast to coast route for recreation and transport for walkers, cyclists and (in parts) horse riders, forms the northern boundary of the site.

1.2.3 Vehicular access to the site is via an unnamed road off Stottercliffe Road, to the west of the roundabout junction with Bridge Street, Market Lane and St Mary's Street. Pedestrian access is via public footpaths to the west, north and east of the site

1.3 Scope of Report

1.4 The original planning submission was supported by a Framework Travel Plan which was prepared by Sanderson Associates Consulting Engineers.

1.5 This updated Travel Plan proposes initiatives and measures to encourage travel to the site by a variety of methods especially active and sustainable modes. This will ensure that the operation of the development accords with Local and National Government Policies which seek to protect and enhance the environment and to reduce reliance on the private car.

1.6 Building on the information submitting in the Framework Travel Plan this document enhances the clear and unambiguous objectives which are designed to influence less dependence upon the private car. A package of measures is proposed to encourage and facilitate less car dependence by visitors and staff and a time bound programme of implementation is also set out.

1.7 It is widely acknowledged that an effective Travel Plan can achieve the following:-

- → Reduce traffic congestion and increase accessibility by all transport modes to services, jobs and education
- → Reduce energy consumption
- → Reduce carbon emissions and air pollution
- → Encourage active, healthy lifestyles
- → Better manage car parking pressures
- → Improve road safety
- → Reduce the need for new development to increase existing road capacity or provide new roads
- → Switch investment from parking and roads infrastructure to economic growth and the environment.

2. The Proposed Development

2.1 Overview

2.1.1 The development proposals comprise the redevelopment of the Grade 2 listed Victorian Coal Drops and signal house (Regency House), along with development of the adjacent brownfield area of land to the west.

2.1.2 The development proposes of a mix of uses including a restaurant unit, retail units within the Coal Drop arches, office space, hybrid office/light industrial units; and a 1Bed Airbnb unit. A proposed site layout plan and lower ground floor plan of the proposed restaurant and retail units are attached at **Appendix B**.

2.2 Proposed Access Arrangements

2.2.1 The development layout proposes three access points into the site from the unadopted access road which runs along the southern boundary of the development. Each access will provide access to the proposed parking areas.

2.2.2 Pedestrian movements will be accommodated by the creation of a footway to the southern edge of the development site which will connect to the adopted footway on Stottercliffe Road.

2.3 Parking Provision

2.3.1 The development proposes three areas of car parking across the site which are designed to meet the requirements of the various uses which will operate from the site. A Car Parking Management Plan has also been prepared and submitted to the Council as required by Condition 12.

2.3.2 As can be seen from the site layout plan attached at Appendix B a total of 38 car parking spaces, including 4 disabled spaces and 4 van loading spaces (1 each for the light industrial units). A dedicated parking space is also proposed for the Airbnb unit.

2.3.3 In terms of cycle parking a total of 25 cycle hoops will be provided across the site to support all elements of the development. These cycle hoops will accommodate 50 cycles and will play a key role in encouraging users of the site to use this active mode of transport.

3. Travel Plan Vision, Objectives and Targets

3.1 Travel Plan Vision

3.1.1 The Vision for this Travel Plan is defined as:-

> To make Coal Drops a destination which all employees, visitors and customers can access via active and sustainable transport modes thereby reducing their reliance on the private car and in doing so reduce the impact of the development on the local environment.

3.2 Travel Plan Objectives and Aims

3.2.1 To achieve the Vision set out above, the overall aim of this Travel Plan is to reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable travel.

3.2.2 This Travel Plan, therefore, aims to:-

- → Promote the attractiveness of the development to employees, visitors and customers by emphasising its accessibility credentials to a range of active and sustainable travel modes; and
- → Reduce the effect the development has on the environment and the local highway network by actively encouraging and promoting the use of the available active and sustainable travel options ahead of less sustainable modes such as single person trips by car or van.

3.2.3 The key objectives of this travel plan are:

- → To minimise single occupancy vehicle trips.
- → To encourage travel by active and sustainable modes, by effective communication and promotion of the available active and sustainable travel modes.
- → To minimise the amount of car parking required to support the operation of the development as a whole by reducing travel by car.
- → To set and agree appropriate targets that are regularly reviewed and amended if required to reflect changing circumstances.
- → To monitor travel patterns and performance against defined targets.
- → To provide a long-term commitment to sustainable transport provision and patronage.

3.2.4 It is particularly important that employees based at the development, as well as visitors and customers, are made aware of the sustainable transport alternatives that are available to assist and encourage their use in order that positive benefit can be taken from these and so that the number of trips made by public transport, cycle or walking are increased.

3.2.5 By monitoring the effectiveness of the initial measures contained within the Travel Plan they will likely evolve throughout the lifetime of the Plan to ensure that targets set for modal shift are met.

3.2.6 The Travel Plan will remain an evolving document that will grow and develop with time. The Travel Plan will be updated at the time of each annual review to include the results of the travel surveys. Any alterations to agreed targets and measures contained within the Travel Plan will be agreed with Barnsley Metropolitan Borough Council prior to implementation.

3.3 Travel Plan Targets

3.3.1 Targets are fundamental in the monitoring of the progress and success of the Travel Plan. They are measurable goals by which the effectiveness of the Travel Plan will be assessed. Travel Plan targets should be "SMART" – Specific, Measurable, Achievable, Realistic and Time-related.

3.3.2 The Framework Travel Plan submitted in support of the planning application identified the targets set out in **Table 1** below:-

Table 1 – Travel Plan 5 Year Targets ***[Framework Travel Plan]***

Objective	Target	% Change
1. Reduce the frequency of single person car journeys	Reduce proportion of single person car-based visitor trips	-10%
	Reduce proportion of single person car based staff trips	-10%
2. Increase site accessibility via active and sustainable transport modes	Increase the proportion of visitors travelling by active and sustainable modes of travel	+10%
	Increase the proportion of staff travelling by active and sustainable modes of travel	+10%

3.3.3 Notwithstanding the above, specific targets will be set once baseline travel surveys have been undertaken following the occupation of 50% of the development floor area. This level of occupation is considered to be appropriate as it will enable a representative sample of users to be surveyed.

4. Roles and Responsibilities

4.1 Overview

4.1.1 It is widely acknowledged that the key to the successful implementation of a Travel Plan is the appointment of a Travel Plan Coordinator who will be allocated sufficient time and resources to fulfil the role and its responsibilities. Such an appointment is, therefore, identified as **Travel Plan Measure 1** as set out in **Table 2** below :-

Table 2 – Travel Plan Measure 1 – Appointment of Travel plan Coordinator

Travel Plan Measure 1

Measure	Appoint a Travel Plan Coordinator
Timescale	6 months prior to first occupation and retained for 5 years
Purpose	To implement and manage the Travel Plan
Responsibility	Fairbank Investments Ltd

4.2 Travel Plan Coordinator

4.2.1 Fairbank Investments Ltd (as initial developer of the site) has appointed Fairfield Associates Ltd to fulfil the role of Travel Plan Coordinator for the various elements of the Coal Drops development. Contact details are provided below:-

→ **Karen Smith, Director, Fairfield Associates Ltd – info@fairfieldassociates.co.uk**

4.2.2 The TPC will have responsibility for the implementation and management of the Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives for a period of five years from first occupation of the development.

4.2.3 The TPC will liaise with each occupying company and establish a point of contact who will act as Travel Plan Representative.

4.2.4 The main duties of the TPC's will include:

→ Responsibility for the implementation of the Travel Plan
→ Liaison with Fairbank Investments Ltd to feedback progress on the Travel Plan and to secure appropriate support and funding.
→ Being first point of contact across the development for travel and access related issues.
→ Undertake appropriate liaison with the Council and other stakeholders such as South Yorkshire Mayoral Combined Authority (SYMCA) and public transport operators.
→ Preparing a Travel Information Pack for issue to all occupying companies upon first occupation.
→ Undertake regular monitoring and review exercises and report results to the Council.
→ Raise awareness of the Travel Plan amongst employees based at the development.
→ Ensuring that travel information provided to employees and visitors is up-to-date.

5. Monitoring and Review

5.1 Overview

5.1.1 For a Travel Plan to be successful it must be supported by appropriate monitoring and review procedures that will measure the effectiveness of the Travel Plan and reinforces the process where necessary.

5.2 Initial Travel Survey

5.2.1 A key aspect of the Travel Plan is the survey which gathers information on the travel patterns and preferences of employees based at the development as well as visitors and customers.

5.2.2 Travel Plan Measure 2, set out in **Table 3**, below, relates to the initial survey which will take place to establish a baseline modal split position for the development which will then be used to set targets for the next 12 months and to identify appropriate measures.

Table 3 – Travel Plan Measure 2 – Initial Travel Survey

Travel Plan Measure 2

Measure	Undertake travel survey of users of all occupied units to provide an initial baseline modal split and to inform targets
Timescale	Within 3 months of the occupation of 50% of the development floor space
Purpose	To record travel patterns and assist setting of targets and actions
Responsibility	Travel Plan Coordinator

5.2.3 The initial baseline travel survey will be undertaken following the occupation of 50% of the development floor area. This level of occupation is considered to be appropriate as it will enable a representative sample of users to be surveyed. An example Staff Travel Questionnaire is attached at **Appendix C**.

5.3 Monitoring and Annual Review

5.3.1 The Travel Plan will be monitored on an annual basis for the five-year period the TPC is appointed. The monitoring process will include a full survey of the users of occupied units at the development.

5.3.2 An Annual Monitoring Report (AMR) will also be produced which will set out the results of the travel survey and compare them against targets set for the previous 12 months. The AMR will set out appropriate site-specific measures that are considered necessary to ensure on-going effectiveness of the Travel Plan and it will be submitted to the Council for review and discussion.

5.3.3 Following the completion of the annual monitoring report, the Travel Plan will be reviewed as appropriate and any further actions/measures will be identified and implemented to progress and, if necessary, improve the Travel Plan to meet objectives and targets. This review should be undertaken in consultation with BMBC and any other relevant stakeholders.

5.3.4 A summary of **Travel Plan Measure 3** is set out in **Table 4** below:-

Table 4 – Travel Plan Measure 3 – Monitor and Review Travel Plan

Travel Plan Measure 3

Measure	Monitor and Review Travel Plan
Timescale	Annually for Five Years
Purpose	To monitor the effectiveness of the Travel Plan
Responsibility	Travel Plan Coordinator

6. Accessibility by Sustainable Transport Modes

6.1 Overview

6.1.1 This section of the Travel Plan includes an assessment of the accessibility of the site by active and sustainable modes of transport including:-

- → Walking
- → Cycling
- → Public Transport – Bus and Rail

6.2 Walking

Existing Pedestrian Facilities

6.2.1 Walking is a sustainable mode of transport that can replace a number of local car trips which contribute to congestion and pollution. As a mode of active travel, walking offers physical benefits and has also been linked to improvements in mental wellbeing.

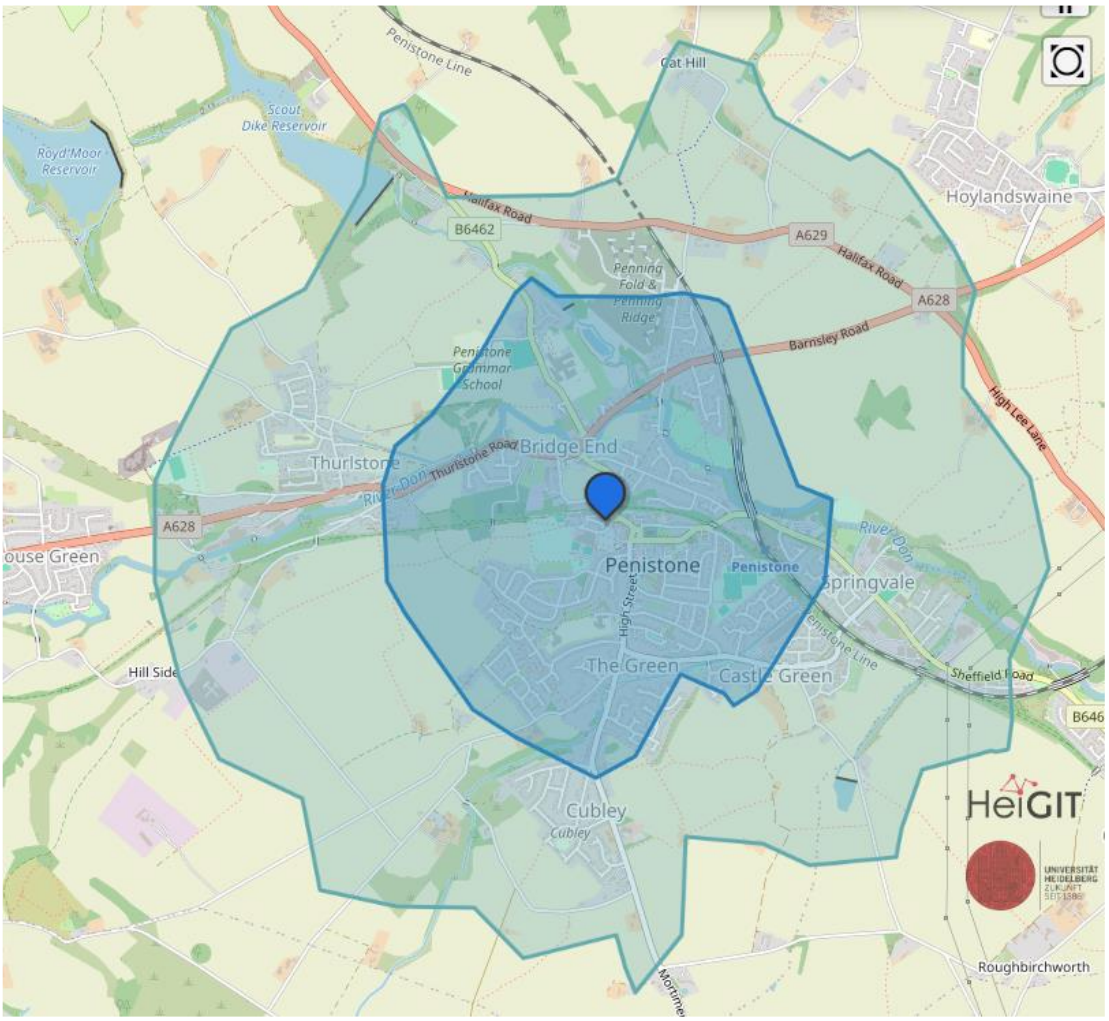
6.2.2 The length of a journey a person considers to be 'walkable' often depends on the purpose of that journey. The CIHT publication "Providing for Journeys on Foot" has produced guidelines on suggested acceptable walking distances for varying journey purposes, shown in **Table 5**, below:-

Table 5 – Extract from Providing Journeys on Foot, Walking Distances [CIHT]

Suggested Acceptable Walking Distance			
	Town Centres (m)	Commuting/ Sight-seeing (m)	**Elsewhere (m)**
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

6.2.3 In line with the 'acceptable' and 'preferred maximum' walking distances for commuting, school and sight-seeing set out in the table above, **Figure 2,** overleaf, identifies 1000m and 2000m walking isochrones centred on the site. These provide an indication of the areas considered to be within walking distance for staff, visitors and customers.

Figure 2 - Indicative Walking Isochrones (1km and 2km) *[OpenRouteService]*



6.2.4 From the above it is evident that the site is located within the 'acceptable' commuting and sight-seeing walkable distance of central residential areas of Penistone, with the outlying residential areas of Springvale, Thurlstone, Castle Green and Cubley located within 2km walk of the site.

6.2.5 There are a number of local facilities and amenities available within 1km walking distance of the site including:

- → Penistone Railway Station
- → GPs and Dentists
- → Tesco Superstore
- → Penistone Market
- → Pharmacies
- → Bars, restaurants, cafes and shops
- → Cinema
- → Hairdressers
- → Opticians

6.2.6 Whilst it is acknowledged that there is a variety of local facilities and amenities within the 'acceptable' distance of 1km, the quality and availability of pedestrian infrastructure must also be taken into account when considering the overall accessibility of the site.

6.2.7 Footways are present to St Mary's Street, Bridge Street and Market Lane with pedestrian guard rails in place on St Mary's Street to the north of the carriageway up to the entrance to the Royal British Legion Club.

6.2.8 To facilitate safer pedestrian crossing movements, dropped kerbs with tactile paving are present on both St. Mary's Street and Market Lane. Dropped kerbs are also present at the crossings surrounding the roundabout at the junction of Bridge Street/Stottercliffe Road.

6.2.9 To the north of the site is a section of the Trans Pennine Trail, a coast-to-coast walking route popular with hikers, cyclists and other tourists who visit the area. Further information can be found at https://www.transpennine trail.org.uk/ To the east of the site, the Trans Pennine Trail connects the site directly to Penistone Station. To the west the trail continues towards the Peak District National Park.

Measures to Encourage Walking

6.2.10 The TPC and appointed Travel Plan Representatives will actively promote the benefits of walking for general health and wellbeing. For example, taking a brisk, 10-minute walk every day has lots of health benefits and counts towards the recommended 150 minutes of weekly exercise. Regular brisk walking can:

- → Help to maintain a healthy weight.
- → Prevent or manage health conditions.
- → Strengthen bones and muscles.
- → Improve your mood.
- → Improve balance and coordination.

6.2.11 **Travel Plan Measure 4 (Walking),** set out in **Table 6**, below, relates to preparation of a Travel Information Pack which will provide advice on the benefits of walking and other active and sustainable travel modes.

Table 6 – Travel Plan Measure 4 – Travel Information Pack (Walking)

Travel Plan Measure 4 (Walking)

Measure	Prepare Travel Information Pack (TIP) for issue to all occupied units. TIP will include advice on walking routes and links for further advice on the benefits of walking.
Timescale	Prior to Occupation
Purpose	To encourage journeys on foot
Responsibility	Travel Plan Coordinator

6.2.12 A draft Travel Information Pack (TIP) is attached at **Appendix D**.

6.2.13 A number of useful links are provided in **Table 7** below:-

Table 7 – Useful Links – Walking

Weblinks to Walking Information
https://www.nhs.uk/live-well/exercise/running-and-aerobic-exercises/walking-for-health/
https://www.barnsley.gov.uk/services/sport-and-leisure/walking-in-barnsley/
https://visitpenistone.co.uk/walks/walks

6.2.14 The Travel Plan Coordinator and nominated Travel Plan Representatives will investigate the potential to set up a 'Walking Buddy' scheme which offers a journey matching service, for those who may feel vulnerable travelling alone or simply prefer travelling with company.

6.2.15 The Travel Plan Co-ordinator will regularly review the level of staff and visitors walking to the site and consult with Travel Plan Representatives to establish measures to encourage walking as a sustainable mode of transport.

6.3 Cycling

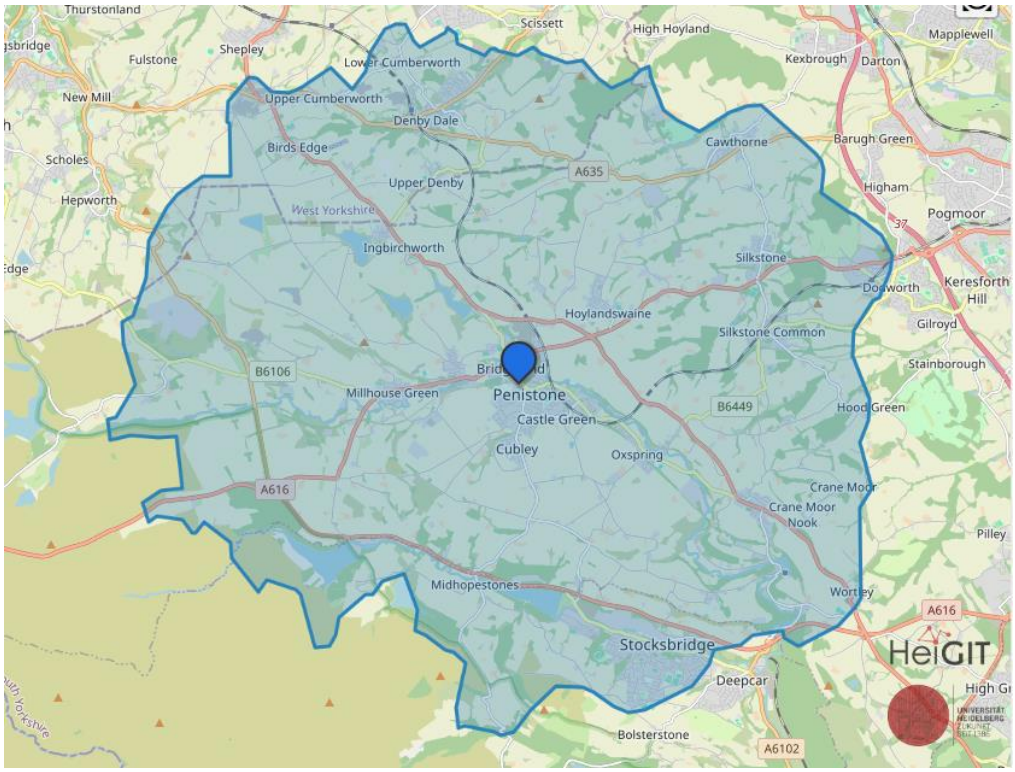
Existing Cycling Facilities

6.3.1 As with walking, cycling is an active and sustainable mode of transport that can be used to replace private cars on certain journeys, which reduces congestion and pollution. A bicycle is typically more economical to purchase and maintain than a car, meaning cycling can also provide social equity benefits, such as allowing people without cars access to destinations they may otherwise be unable to reach.

6.3.2 CIHT's Planning for Cycling (2014) states that: "*The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips*."

6.3.3 A 5-mile (~8km) journey by cycle is considered to be achievable by many people. **Figure 3,** overleaf, identifies destinations that lie within 8km of the site access.

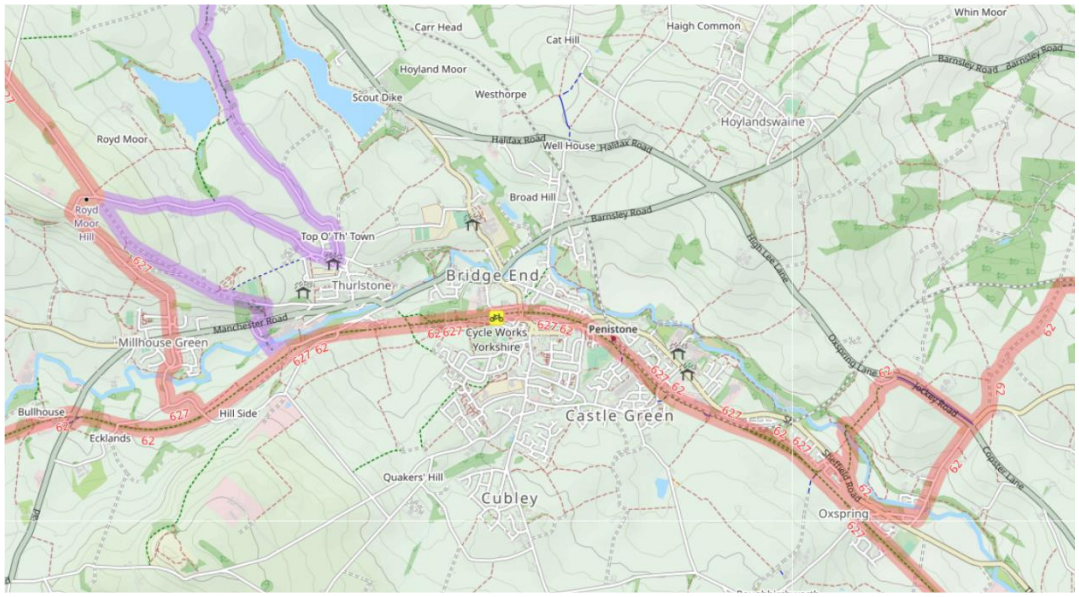
Figure 3 - Indicative Isochrone for Cycling (8km) *[OpenRouteService]*



6.3.4 **Figure 3**, above, demonstrates that much of the local area and neighbouring villages are accessible by cycle including the settlements of Denby Dale, Ingbirchworth, Stocksbridge, Wortley and Silkstone.

6.3.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 4,** below, provides a map detailing the available cycling infrastructure near the site.

Figure 4 - Cycle Infrastructure Available Near Site *[OpenCycleMap]*



6.3.6 From the above assessment it is considered that a satisfactory level of cycle infrastructure is available in the local area with National Cycle Route access to the north of the site, providing access towards the Peak District National Park to the west, Barnsley to the east and Sheffield to the south. In terms of road cycling, the roads in the area are generally considered appropriate for cycling.

Measures to Encourage Cycling

6.3.7 Travel Plan Measure 5, as set out in **Table 8**, below, relates to the provision of secure cycle storage facilities within the site for staff as well provision of short stay cycle parking in the form of Sheffield Stands for customers and visitors. The location of the cycle parking facilities is detailed on the site layout plan attached at Appendix B and a draft TIP attached at Appendix D.

Table 8 – Travel Plan Measure 5 – Provision of Cycle Parking

Travel Plan Measure 5

Measure	Provision of long and short stay cycle parking facilities.
Timescale	Prior to Occupation
Purpose	To encourage journeys by cycle
Responsibility	Fairbank Investments

6.3.8 The Travel Plan Representatives will promote health events such as 'National Bike Week' and 'Cycle to Work Day' to staff and visitors, as well as environmental, health and wellbeing benefits associated with cycling.

6.3.9 The Travel Plan Coordinator will consult with the Highway Authority and Public Rights of Way Officer regarding any defects on the network, and any areas that could be improved.

6.3.10 The Travel Plan Coordinator will regularly review the level of staff and visitors cycling to the site and consult with them which will assist in establishing meaningful measures to encourage cycling as a sustainable mode of transport.

6.3.11 The Travel Plan Co-ordinator will ensure that a 'spares and tools' box for unexpected repairs for cyclists is available and maintained at the site.

6.3.12 The Travel Plan Co-ordinator will investigate the potential to set up a 'Cycling Buddy' scheme which offers a journey matching service, for those who do not wish to travel alone.

6.3.13 The Travel Plan Co-ordinator will investigate forming a Bicycle Users Group (BUG) to encourage cycling and organise promotional events.

6.3.14 The governmental Cycle to Work Scheme is a salary sacrifice scheme where an employee gives up part of their pre-tax salary to hire a cycle at reduced cost. Interest-free loans for cycle equipment purchase are also available as part of this scheme. Travel Plan Representatives will be required to explore the feasibility of such a scheme for their organisation. Staff will be encouraged to research whether their employer is a part of this scheme. Further details of the cycle to work scheme can be found at: https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance

6.3.15 Cycling journey planners will be promoted to staff such as CycleStreets (https://www.cyclestreets.net) .

6.3.16 Information on cycle routes is also provided by Barnsley Council and Visit Penistone at: https://www.barnsley.gov.uk/whats-your-move/find-your-move/cycling/

https://visitpenistone.co.uk/see_and_do_sport/cycling

6.3.17 In addition to the above, **Travel Plan Measure 4 (Cycling)**, set out in **Table 9**, below, relates to preparation of a Travel Information Pack which will provide advice on the benefits of cycling and other active and sustainable travel modes. A draft TIP is attached at Appendix D.

Table 9 – Travel Plan Measure 4 – Travel Information Pack (Cycling)

Travel Plan Measure 4 (Cycling)

Measure	Prepare Travel Information Pack (TIP) for issue to all occupied units. TIP will include advice on cycling routes and infrastructure as well as links for further advice on the benefits of cycling.
Timescale	Prior to Occupation
Purpose	To encourage journeys by cycle
Responsibility	Travel Plan Coordinator

6.4 Public Transport - Bus

Existing Facilities for Buses

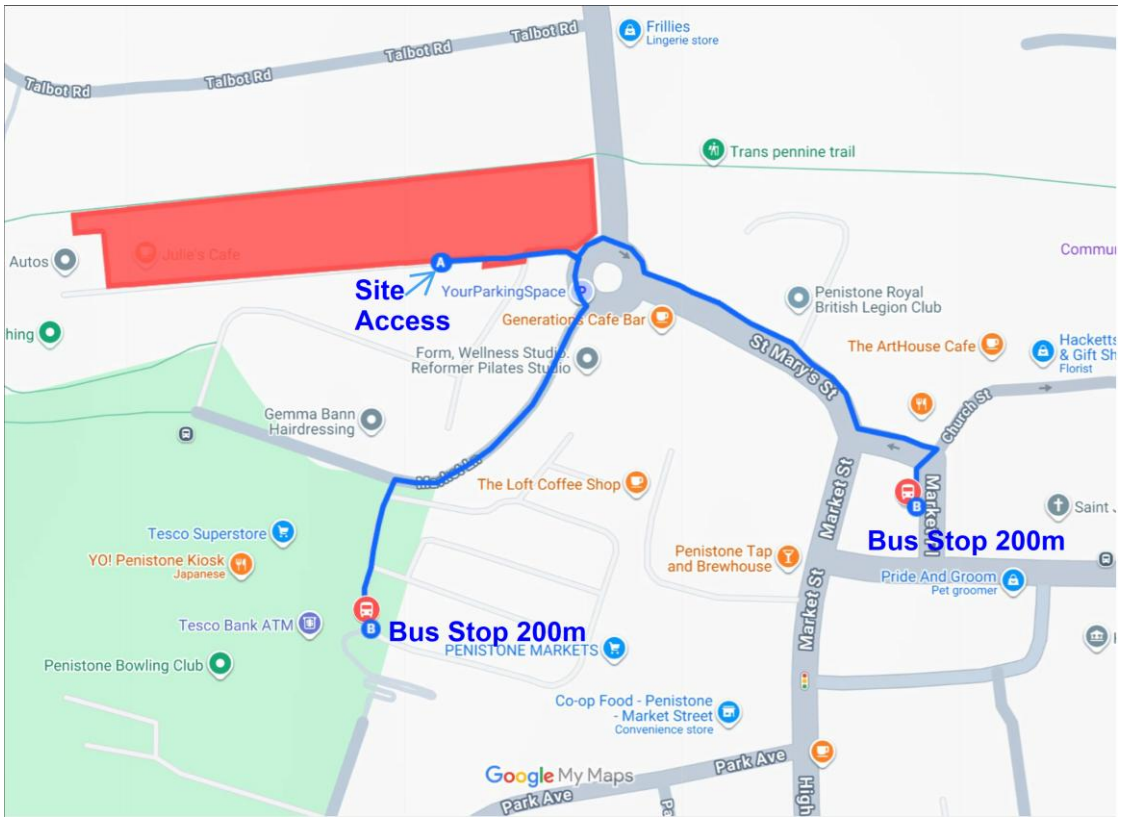
6.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas". The guidance also outlines the recommended maximum walking distance for different situations, which is shown in **Table 10**, below.

Table 10 - Recommended maximum walking distances to bus stops [CIHT]

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

6.4.2 The nearest bus stops to the site, shown in **Figure 5** below, are on Market Lane at the Tesco Superstore, and on Market Place/St. Mary's Street which are both within approximately 200m walk of the site.

Figure 5 – Bus Stop Location ***[GoogleMyMaps]***



6.4.3 Details of the facilities and services available at the stops are given in **Table 11**.

Table 11 – Bus Stop Information

Bus Stop Location	Bus Stop Information		
Market Place/St. Mary's Street, Penistone	Reference	→	37055128
	Direction of travel	→	North
	Distance from site	→	200m
	Facilities	→	Pole with flag; service information
	Services	→	20, 21, 21a, 23, 24, 24a, 25, 25a, 26, 29, 350
Market Lane adj. Tesco Store Penistone	Reference	→	37027559
	Direction of travel	→	East/West
	Distance from site	→	150m
	Facilities	→	Stop is outside Tesco Supermarket
	Services	→	25, 25a, 26

6.4.4 The services through the bus stops are detailed in **Table 12**.

Table 12 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
20	Millhouse Green - Barnsley Town Centre / Barnsley Town Centre – Millhouse Green	30 minutes	No service	No service
21/21a	21 – Market Place at Market Place / St Mary's Street - Barnsley Town Centre 21a – Crow Edge – Barnsley Town Centre / Millhouse Green - Barnsley Town Centre	60 minutes	3 services	1 service every 2 hours
23	Unsliven Road by Unsliven Road/Manchester Road - Millhouse Green	3 services (5 services Saturday)	No Service	No service
24	Ingbirchworth - Market Place at Market Place/St Mary's Street	1 Service every 2 hours each way	1 service each way	No service
24a	Market Place at Market Place/St Mary's Street - Eldon Street at Barnsley Interchange	No service	2 services each way	1 service every 2 hours
25	Market Place at Market Place/St Mary's Street – Penistone circular	60 minutes	No service	No service
25a	Holmfirth - Market Place at Market Place/St Mary's Street	1 service each way	No service	No service
26	Penistone - Thurgoland	60 minutes	No service	No service
29	Holmfirth - Sheffield Centre	1 service every 3 hours	1 service every 3 hours	1 service every 2 hours
350	Market Place at Market Place/St Mary's Street – Holmfirth / Holmfirth - Market Place at Market Place/St Mary's Street	60 minutes	No service	No service

6.4.5 The site benefits from regular bus services to the local area (10 regular service buses per hour peak daytime frequency). Destinations include Barnsley town centre, Sheffield city centre and Holmfirth where further connections are available by bus and rail. Some services are available into the evenings and on Sundays which may be appropriate for staff commuting to the site, or leisure related visitors.

Measures to Encourage Bus Patronage

6.4.6 Information on the facilities available in the vicinity of the site will be included in the Travel Information Pack, as set out in **Table 13**, overleaf, which summarises **Travel Plan Measure 4 (Public Transport - Bus)**. A draft TIP is attached at Appendix D.

Table 13 – Travel Plan Measure 4 (Public Transport – Bus)

Travel Plan Measure 4 (Public Transport – Bus)

Measure	Prepare Travel Information Pack (TIP) for issue to all occupied units. TIP will include links to journey planners and timetables.
Timescale	Prior to Occupation
Purpose	To encourage journeys by bus
Responsibility	Travel Plan Coordinator

6.4.7 A copy of the TIP will also be displayed in communal areas and each Travel Plan Representative will be required to place this information on the company website. Links to applicable websites will also be included. Information will include locations of nearest stops and stations, routes and sources of further information, including operators' websites and apps.

6.4.8 The Travel Plan Coordinator will provide each occupied unit with information about bus travel including destinations, service frequencies and the location of the nearest bus stops to the site.

6.4.9 Each nominated Travel Plan Representatives will advise staff and visitors that information is available via the internet and up to date bus timetables can be found at https://www.travelsouthyorkshire.com/ and https://www.southpenninect.co.uk/BusServices with journey planners available at https://www.traveline.info/ .

6.4.10 The Travel Plan Representatives will promote bus travel to staff and visitors. Details of different bus tickets on offer are available at: https://www.barnsley.gov.uk/services/roads-travel-and-parking/public-transport/ or https://www.travelsouthyorkshire.com/en-gb/ticketsandpasses

6.5 Public Transport - Rail

Existing Facilities for Rail

6.5.1 The nearest train station to the site is Penistone station. It is on the Penistone Line, which connects Huddersfield with Sheffield via Barnsley. The station is approx. 700m from the site. The station can be accessed a number of ways: a 10-minute walk or 4-minute cycle along the Trans Pennine Trail, an 8-minute bus journey (every 60 minutes).

6.5.2 The station is a Category B accessible station, with a degree of step free access to all platforms. Level access to the Huddersfield platform is available, however, access to the Sheffield platform is via a barrow crossing. The station is unstaffed, however, there is a 24-hour helpline in operation. There are 16 sheltered bicycle stands available with CCTV in operation.

6.5.3 There are hourly train services to Huddersfield via Honley, and Sheffield via Barnsley which provide further options for commuters and for visitors to the site. Further connections can be made at Sheffield, Huddersfield, and Barnsley. Rail travel options from these stations include links to Leeds, Manchester, Bradford, Nottingham, Derby, London, Liverpool and Edinburgh.

6.5.4 The site is, therefore, considered to be well placed for rail transport due to the hourly service into Barnsley, Sheffield and Huddersfield.

Measures to Encourage Rail Patronage

6.5.5 Details of the facilities and services available at the nearest rail station will be included in the Travel Information Pack, as set out in **Table 14**, below, which summarises **Travel Plan Measure 4 (Public Transport - Rail)**. A draft TIP is attached at Appendix D.

Table 14 – Travel Plan Measure 4 (Public Transport – Rail)

Travel Plan Measure 4 (Public Transport – Rail)

Measure	Prepare Travel Information Pack (TIP) for issue to all occupied units. TIP will include links to journey planners and timetables.
Timescale	Prior to Occupation
Purpose	To encourage journeys by rail
Responsibility	Travel Plan Coordinator

6.5.6 A copy of the TIP will also be displayed in communal areas and each Travel Plan Representative will be required to place this information on the company website. Links to applicable websites will also be included. Information will include the location of the nearest train station, and sources of further information, including operators' websites and apps.

6.5.7 The Travel Plan Representatives will provide staff and visitors with information about rail travel including destinations, service frequencies and how to access Penistone Station from the site.

6.5.8 The Travel Plan Representatives will advise staff and visitors that information is available via the internet and up to date rail timetables can be found at https://www.northernrailway.co.uk/stations/penistone or https://www.nationalrail.co.uk/ .

6.5.9 The Travel Plan Representatives will promote the Railcard scheme to staff and visitors which, for qualifying demographics, for £30 per year gives a 1/3 discount on rail fares. Travelers aged 16-17 are also eligible for the 16- 17 Saver Railcard, which for the same £30 fee allows 50% off Anytime, Off-Peak, Advance and Season tickets. More information can be found at https://www.railcard.co.uk/ .

6.6 Accessibility Summary

6.6.1 The site is considered to benefit from good active and sustainable travel links. The whole of Penistone sits within 2km of the site, which accords with the preferred maximum walking distance when travelling for commuting, school, or sight-seeing. Large parts of Penistone are within 1km of the site.

6.6.2 Access to National Cycle Routes exists to the north of the site and cycle paths are also present in the vicinity of the site. The roads in the local area are also generally considered acceptable for cycling. The Trans Pennine Trail coast-to-coast route passes immediately to the north of the site and will attract tourists and those travelling to the site for leisure purposes.

6.6.3 The site benefits from regular bus services, with a peak service rate of 10 buses per hour. Regular services to Barnsley town centre are also available, including in the evening which may be suitable for those commuting for work, or accessing the site for leisure.

6.6.4 Rail travel is also possible with regular services to Huddersfield, Barnsley and Sheffield, where connecting journeys can also be made.

7. Other Measures

7.1 Car Sharing

7.1.1 As set out in **Table 15**, below, Travel Plan Measure 6, relates to Car Sharing which will be promoted and encouraged by the Travel Plan Co-ordinator, with the support of the nominated Travel Plan Representative from each occupied unit.

Table 15 – Travel Plan Measure 6 – Promotion of Car Sharing

Travel Plan Measure 6

Measure	The TPC will encourage car sharing amongst employees and will facilitate matches where possible. Alternative transport will be provided in case of emergencies. The Lift Share scheme will be promoted by the TPC https://www.liftshare.com/uk
Timescale	Throughout life of Travel Plan
Purpose	To encourage car sharing journeys
Responsibility	Travel Plan Coordinator

7.1.2 Further information on the benefits of Car Sharing will be included within the Travel Information Pack.

7.1.3 Car Share schemes:

- → Provide a cheap way to get around
- → Reduce traffic and congestion
- → Reduce harmful pollutants such as CO_2 Improve air quality
- → Reduce parking demand
- → Create opportunities for businesses and the local community to work together
- → Create opportunities to meet other people from the local area
- → Improve relations with the local community

7.1.4 Through analysis of the completed travel survey questionnaires the Travel Plan Co-ordinator will identify individuals who express an interest in car sharing and travel from similar destinations.

7.1.5 The Travel Plan Representatives will ensure that alternative transport arrangements can be made if a pre-arranged ride home needs to be changed or cancelled.

7.2 Reducing the Need to Travel to Site

7.2.1 The Travel Plan Co-ordinator will collaborate with the appointed Travel Plan Representatives to discuss the possibility of remote working, where suitable, to reduce the need to commute to the site.

7.3 Taxis

7.3.1 Taxi and Private Hire services are useful for staff and visitors that do not have access to a car. Uber is available in Penistone, which can pick staff and visitors up any location. Information on Uber can be found at: https://www.uber.com/gb/en/r/cities/taxi/penistone-eng-gb/

8. Action Plan

8.1 **Table 16**, below, sets out the proposed Actin Plan for implementation of the Travel Plan. It clearly identifies timescales for each action and who is responsible.

Table 16 – Action Plan

Reference	Travel Plan Measure	Purpose	Timescale	Responsibility
TPM1	Appoint Travel Plan Coordinator	To implement and manage the Travel Plan	6 months prior to occupation	Fairbank Investments
TPM2	Undertake initial travel survey	To record travel patterns and assist setting of targets and actions	Within 3 months of the occupation of 50% of the development floor space	TPC
TPM3	Monitor and Review Travel Plan	To monitor the effectiveness of the Travel Plan	Annually for 5 years	TPC
TPM4	Prepare and issue Travel Information Pack (TIP) providing information on Walking, Cycling and Public Transport (Bus and Rail)	To encourage journeys on foot, by cycle and by bus and rail	Prior to occupation	TPC
TPM5	Provide Cycle Parking	To encourage journeys by cycle	Prior to occupation	Fairbank Investments
TPM6	Promote Car Sharing	To encourage car sharing journeys	Throughout life of Travel Plan	TPC/TPR's

Appendix A

Decision Notice – Planning Reference 2025/0161

BARNSLEY
Metropolitan Borough Council

Growth and Sustainability
Regeneration and Culture
Planning, Policy and Building Control

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2025/0161

To AXIS Architecture + Design Management Ltd.
Talbot Chambers
2-6 North Church Steet
Sheffield
S1 2DH

DESCRIPTION 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) - (Amended Plans - Minor alteration to the red-line boundary to include access road)

LOCATION Penistone Coal Drops, Regency House, Land at St Mary's Street, Penistone, Sheffield, S36 6DT

Permission is **granted** for the proposals which were the subject of the Application and Plans registered by the Council on 25/04/2025 and described above.

The approval is subject on compliance with the following conditions:

1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2 The development hereby approved shall be carried out strictly in accordance with the amended plans and specifications as approved and as follows unless required by any other conditions in this permission:

- Location Plan - Drawing No 27845 A(00) 01 Rev P01
- Proposed Site Plan – Drawing No 27845 A(01) 02 Rev P06
- Proposed Office Block (GF Plan) Drawing No 27845 A(02) 11 Rev P03
- Proposed Office Block (FF Plan) Drawing No 27845 A(02) 12 Rev P03
- Proposed Office Block (Roof Plan) Drawing No 27845 A(02) 13 Rev P03
- Proposed Office Block (Elevations 1 of 2) Drawing No 27845 A (04) 11 Rev P03
- Proposed Office Block (Elevations 2 of 2) Drawing No 27845 A (04) 10 Rev P02
- Proposed Industrial Block (GF Plan) Drawing No 27845 A(02)20 Rev P02
- Proposed Industrial Block (FF Plan) Drawing No 27845 A(02)21 Rev P02
- Proposed Industrial Block (Roof Plan) Drawing No 27845 A(02)22 Rev P02
- Proposed Industrial Block (Elevations 1 of 2) Drawing No 27845A(04)21 Rev P02
- Proposed Industrial Block (Elevations 2 of 2) Drawing No 27845A(04)20 Rev P02
- Proposed Coal Drops (Elevations 1 of 2) Drawing No 27845 A (04)04 Rev P01
- Proposed Coal Drops (Elevations 2 of 2) Drawing No 27845 A (04)03 Rev P01
- Proposed Coal Drops (Roof Plan) Drawing No 27845 A (02) 05 Rev P01
- Proposed Coal Drops (LGF Plan) Drawing No 27845 A (02) 03 Rev P01
- Proposed Coal Drops (UGF Plan) Drawing No 27845 A (02) 04 Rev P02
- Proposed Signal House (Floor Plans) Drawing No 27845 A (02) 10 Rev P01

Reason: In the interests of the visual amenities of the locality in accordance with Local Plan Policy D1 High Quality Design and Place Making

3 All new external materials shall match or harmonise with the existing or historic materials. No above ground construction works shall commence until a representative sample of all new external materials has been submitted to, and approved in writing by, the Local Planning Authority, and the development shall proceed in strict accordance with these details as approved.
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

4 The stone used at the eastern end of the Office Building and within the stone plinth to this building shall be in coursed pitched face natural sandstone.
No above ground construction works shall commence until a one-metre-square sample panel of stonework showing the pointing and coursing has been constructed on site and the details approved in writing by the local planning authority. The approved panel shall be retained on site until construction of the building has been completed. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

5 The re-pointing used in the Coal Drops and Regency House shall be a pure lime / aggregate mix. Pointing used in the Office Block and Industrial Block shall match (visually) with the lime pointing of the Coal Drops / Regency House. Raking out of OPC shall utilise handheld plugging chisels or Arbortech's with slim line heritage blades to a depth of 35mm. Raking out shall not utilise angle grinders due to the risk of overcuts to arises. Once prepared the joints shall be brushed back by hand and thoroughly wetted to the back of the open joint with a hand spray to avoid suction and cracking. Thereafter the joints shall be pointed with either:

1 part NHL3.5 lime to 3 parts washed river or well graded grit sand). The joints should be flush pointed followed by stippling or brushing back to reveal the texture of the aggregate and the arises of the stone blocks to aid curing and create a slightly concave joint.
Or
1 part unslaked powdered quicklime (or 15mm kibble) to 3 parts well graded reiver sand. The aggregate will require sieving to ensure compatibility with the joint width / height. The mortar shall be as dry as possible before pointing at the top of the wall and working downwards to allow cleaning below. The mortar should be packed as tightly as possible into the back of the joint using and pointing key or spatula and finished to a flush or slightly rebated joint. Thereafter pointing should be mist sprayed to control drying and shall be protected from sun, wind, and rain with hessian etc.
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

6 Prior to the Coal Drops building being brought into use, details of the proposed Interpretation board/ interface, that explains the historic significance of the site, are to be submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

7 Stone from the part demolished retaining wall shall be retained where practically possible and re-used to construct the new retaining wall adjacent to Regency House / Office Block. Any new stone required is to match in profile, coursing pattern and pointing.
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

8 Details of the boundary treatment to the north of the site bounding the TPT are to be submitted to, and approved in writing by, the Local Planning Authority, before that part of the development commences. The scheme shall then proceed in accordance with the approved details
Reason: In the interests of the preserving and enhancing the architectural or historic interest of the area in accordance with Local Plan Policy HE3

9 Details of the proposed buffer stops, including material and methods of construction, are to be submitted to and approved by the Local Authority before that part of the development commences. The scheme shall then be implemented in accordance with the approved details
Reason: To ensure an authentic replication of the original in accordance with Policy GD1

10 Details of how the original timber beams are to be visually represented, within the archway units, and from the terrace above, are to be submitted and approved by the Local Authority prior to construction. The scheme shall proceed in accordance with the approved details.
Reason: In the interests of the preserving and enhancing the architectural or historic interests of the structure in accordance with Local Plan Policy HE3

11 No development shall take place unless and until full surface water drainage details, have been submitted to and approved in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure the proper drainage of the area in accordance with Local Plan Policy CC1

12 No building (or use) herby permitted shall be occupied or (use commenced) until a car park management plan setting out how the car park will be managed has been prepared, submitted to and approved in writing by the LPA. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.
Reason: To ensure the safe operation of approved car park(s).

13 The development hereby permitted shall not be commenced until an updated addendum Travel Plan has been submitted, approved and signed off by the LPA.
Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

14 No development shall take place until a survey of the condition of the adopted highway to be used by construction traffic has been submitted to and approved in writing by the LPA. The extent of the area to be surveyed must be agreed by the LHA prior to the survey being undertaken. The survey must consist of:
i. A plan to a scale of 1:1250 showing the location of all defects identified
ii. A written and photographic record of all defects with the corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of survey

Reason: In the interests of highway safety in accordance with Policy T4 of the Local Plan

15 On completion of the development, a second condition survey of the adopted highway shall be carried out to identify defects attributable to the traffic associated with the development. It shall be submitted for the written approval of the Local Planning Authority. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: To ensure that any damage to the adopted highway sustained throughout the development process is identified and subsequently remedied at the expense of the developer in interests of highway safety in accordance with Policy T4 of the Local Plan.

16 Prior to the first occupation of the development hereby permitted, the proposed accesses, on-site car and cycle parking, and turning shall be laid out in accordance with the approved plan. Parking areas accessed from the approved streets must be properly consolidated and hard surfaced and drained into the site and subsequently maintained in good working order at all times thereafter for the lifetime of the development.
Reason: To ensure that there are adequate parking facilities to serve the development which are constructed to an acceptable standard in accordance with Local Plan Policy T4

17 Prior to the commencement of any works, the applicant shall submit to the Local Planning Authority for their approval a noise management plan detailing how they will control noise during construction. Once approved the applicant shall adhere to the noise management plan at all times.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

18 Prior to the commencement of any works, the applicant shall submit to the Local Planning Authority for their approval dust management plan detailing how they will control dust during construction. Once approved the applicant shall adhere to the dust management plan at all times.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

19 Prior to the 'short let accommodation' being brought into use, the mitigation measures described in report 'Proposed Mixed Use Development Coal Drops, St Mary's Street, Penistone, S36 6DT' produced by Environmental Noise Solutions Limited dated 4 March 2025, ref: NIA-11677-25-11902-v1 Coal Drops, Penistone, shall be implemented. The scheme shall be maintained and not altered without the prior permission of the Local Planning Authority.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

20 Before any part of the development is brought into use, a Noise Impact Assessment confirming details of the fixed plant associated with the proposed development shall be carried out. The Noise Impact Assessment shall demonstrate that the cumulative noise rating level of fixed plant and equipment will not exceed the levels specified in report 'Proposed Mixed Use Development Coal Drops, St Mary's Street, Penistone, S36 6DT' produced by Environmental Noise Solutions Limited dated 4 March 2025, ref: NIA-11677-25-11902-v1 Coal Drops, Penistone. Should these levels not be achieved, required mitigation measures shall be identified in order to reduce the impact.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and follow the principles contained in BS 4142:2014 Methods for rating and assessing industrial and commercial sound.

The results of this assessment shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented before the building is first occupied or the use commences and shall be thereafter maintained, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

21 No development shall commence until a Phase 2 contaminated land investigation and associated Phase 3 remediation strategy, together with a timetable of works, has been submitted to and approved by the Local Planning Authority (LPA).

The Phase 2 contaminated land investigation should include the elements as described in "Phase 1 Environmental Desk Study Report" carried out by Rogers Geotechnical Services Ltd, dated 20 September 2025 ref: C3669/23/E/5578 and a report provide to the Local Planning Authority to include: geotechnical recommendations, contamination assessment, contamination remediation strategy, any recommendations for further work if required and include validation reports where site remediation is necessary.

The approved Phase 3 remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If during the works, contamination is encountered which has not previously been identified, then all associated works shall cease until the additional contamination is fully assessed and an appropriate remediation scheme approved by the LPA.

Upon completion of the Phase 3 works, a Phase 4 verification report shall be submitted to and approved by the LPA. The verification report shall include details of the remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the verification report together with the necessary documentation detailing what waste materials have been removed from the site. The site shall not be brought into use until such time as all verification data has been approved by the LPA.

Reason: To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with the National Planning Policy Framework and Local Plan Policy CL1

22 Prior to the first occupation of the development, the private access road, including the area shown as "red hatched" on the approved site plan, shall be surfaced in a bound material and constructed to a standard that prevents the discharge of surface water, mud, or debris onto the public highway. Details of the materials and construction method shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of surfacing works. The surfacing shall be completed in accordance with the approved details before the development is brought into use.
Where the private road connects to the public highway, no works shall commence within the highway boundary until the developer has entered into a Section 278 Agreement with the Highway Authority to secure the necessary works to the public highway. These works shall be completed prior to first occupation unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure a safe connection between the private road and the public highway.

23 Upon commencement of development, full details of both hard and soft landscaping works, including details of the species, positions and planted heights of proposed trees and shrubs; together with details of the position and condition of any existing trees and hedgerows to be retained shall be submitted to and approved in wriitng by the Local Planning Authority. The approved hard landscaping details shall be implemented prior to the occupation of the building(s).
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy BIO1 Biodiversity.

24 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

i. The parking of vehicles of site operatives and visitors
ii. Means of access for construction traffic
iii. Loading and unloading of plant and materials
iv. Storage of plant and materials used in constructing the development
v. Measures to prevent mud/debris being deposited on the public highway.

Reason: In the interests of highway safety, residential amenity and visual amenity and in accordance with Local Plan Policy T4 New Development and Transport Safety and Local Plan Policy D1 High Quality Design and Place Making.

25 Prior to the first occupation of the Restaurant, Office Block and Light Industrial Unit hereby permitted, a Final BREEAM Certificate shall be submitted to and approved in writing by the Local Planning Authority, confirming that the development has achieved a minimum rating of BREEAM 'Very Good'.
In the event that the rating is not achieved, a report shall be submitted to the Local Planning Authority identifying the reasons and setting out any remedial measures to be undertaken. The development shall thereafter be carried out in accordance with the approved remedial measures.
Reason: In the interests of sustainability in accordance with Policy CC2 of the Local Plan

26 The Biodiversity Gain Plan shall be prepared in accordance with the Ecological documents submitted with the application by Middleton Bell Ecology reference dated 12/02/2025
Reason: In the interests of clarification and to help deliver a biodiversity net gain on site in accordance with Schedule 7a of the Town and Country Planning Act 1990.

27 The development shall be completed in line with the recommendations in the Ecological Impact Assessment Report (12th February 2025, document ref: MBE/ECO/2024/023/01) and the conditions of the planning permission. All the recommendations shall be implemented in full according to the timescales laid out, unless otherwise agreed in writing by the Local Planning Authority, and thereafter permanently maintained for the stated purposes of biodiversity conservation.
Reason: In the interests of protecting and enhancing biodiversity in accordance with Policy BIO1 of the Local Plan

28 The premises hereby permitted shall only be open to customers and/or operate within the following hours:

Coal Drops Retail Units: 08:00 to 20:00 Monday to Sunday (including Bank Holidays)
Restaurant: 08:00 to 23:00 Monday to Sunday (including Bank Holidays)
Office Block: 08:00 to 20:00 Monday to Sunday (excluding Bank Holidays)
Light Industrial Unit: 08:00 to 20:00 Monday to Sunday (excluding Bank Holidays)

Reason: To protect the amenity of nearby residents and other occupiers, and to ensure that the development does not result in unacceptable levels of noise or disturbance outside of reasonable hours, in accordance with Policy POLL1 of the Local Plan.

29 The external seating area belonging to the proposed Restaurant shall not be used outside the following hours:

Monday to Sunday 9:00 - 20:00

Reason: To protect the amenity of nearby residents and other occupiers, and to ensure that the development does not result in unacceptable levels of noise or disturbance outside of reasonable hours, in accordance with Policy POLL1 of the Local Plan.

30 No deliveries for any part of the development shall take place outside the following hours:

8:00 - 18:00 Monday to Friday
9:00 - 13:00 Saturdays

There shall be no deliveries on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers by preventing noise and disturbance during unsociable hours, in accordance with Policy POLL1 of the Local Plan.

31 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Local Plan Policies GD1 General Development Policy and POLL1 Pollution Control and Protection.

32 There shall be no burning of any material on the development site during the demolition and construction phases.
Reason: To reduce or remove adverse impacts on health and quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1

33 The holiday let hereby approved shall be used for holiday purposes only and not as a permanent residence.
Reason: To ensure the property is used appropriately to increase the supply of holiday accommodation in the Borough.

34 The holiday let unit shall only be occupied as a holiday let and shall not be occupied by any individual family or group for more than 4 weeks in any one period of 12 months.
Reason: To ensure the property is used appropriately to increase the supply of holiday accommodation in the Borough

Informative(s)

Pursuant to article 35 (2) of the Town and Country Planning (Development Management Procedure) Order 2015 (as amended), the Local Planning Authority have, where possible, made a pre-application advice service available, and otherwise actively engaged with the applicant in dealing with the application in a positive and proactive manner.

1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should
be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is
encountered on site call the emergency line 0800 288 4242.
Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

2 The granting of planning permission does not in any way infer that consent of the landowner is given. Therefore, the consent of all relevant landowners is required before proceeding with any development, including that of the Council as landowner.

If it should transpire that the applicant does not own any of the land included in this consent, then it is the responsibility of the applicant to seek all necessary consents and approvals of the landowner.

3 Public Rights of Way may be affected during the construction stage of this development, and you should contact the Public Rights of Way team to discuss the possible need for a temporary closure or diversion.
Contact details are as follows:-
Post: Public Rights of Way, Barnsley MBC, PO Box 601, Barnsley, S70 9FA.
Telephone: (01226) 787650
Email: publicrightsofway@barnsley.gov.uk

4 The Town and Country Planning Act has been amended to make every grant of planning permission deemed to have been granted subject to the following General Biodiversity Gain Condition:
The development may not be begun unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority; and
(b) the planning authority has approved the plan.
The purpose of the General Biodiversity Gain Condition is to secure the 'Biodiversity Objective', which requires the post-development biodiversity value to exceed the pre-development biodiversity value of the on-site habitat by at least 10%.
Biodiversity net gain can be achieved through habitat creation or enhancement on-site or off-site; the purchase of biodiversity units from a habitat bank; or as a last resort through the purchase of statutory credits; or a mixture of these.

5 The General Biodiversity Gain Condition has a separate legal basis in contrast to other planning conditions and will apply to all planning permissions, unless exempt. The General Biodiversity Gain Condition will therefore not appear on the decision notice along with the list of planning conditions imposed on the application, rather it will be referenced separately.
The General Biodiversity Gain Condition cannot be varied or removed by an application under Section 73 of the Town and Country Planning Act. It also cannot be discharged as part of the grant of planning permission.

Please be aware that the Council monitors construction sites and open land within the vicinity of such sites in an attempt to prevent fly tipping (i.e. unauthorised deposit of waste on land), which is illegal under the Environmental Protection Act 1990. The penalties for fly-tipping can include:

- a fine of up to £50,000 and
- up to six months imprisonment on conviction.

Therefore, if necessary, please ensure that all demolition waste and waste associated with the construction of any development is disposed of via approved methods and that documents are retained to prove this.

Signed: Dated: 10 October 2025

Garry Hildersley
Head of Planning, Policy & Building Control
Growth & Sustainability Directorate

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State for the Environment, Transport and Regions under Section 78 of the Town and Country Planning Act. If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions giving under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

STATUTORY BIODIVERSITY NET GAIN CONDITION

DEEMED CONDITION

(As required Schedule 7a of the Town and Country Planning Act 1990 (as amended) and inserted by the Environment Act 2021

Development may not be begun unless:

1. A Biodiversity Gain Plan has been submitted to the planning authority; and
2. The Local Planning Authority has approved the plan.

The Biodiversity Gain Plan must include:

a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
b) the pre-development biodiversity value of the onsite habitat;
c) the post-development biodiversity value of the onsite habitat;
d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
e) any biodiversity credits purchased for the development; and
f) any such other matters as the Secretary of State may by regulations specify.

In addition, under Articles 37C(2) and 37C(4) of The Town and Country Planning (Development Management Procedure) (England) Order 2015, the following specified matters are required, where development is not to proceed in phases:

g) name and address of the person completing the Plan, and (if different) the person submitting the Plan;
h) a description of the development and planning permission reference number (to which the plan relates);
i) the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
j) the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
k) a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
l) (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
m) pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
n) a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
o) if habitat degradation has taken place:
    i. a statement to this effect,
    ii. the date immediately before the degradation activity,
    iii. the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
    iv. any available supporting evidence for the value.

INFORMATIVE 1
When calculating the post-development biodiversity value of a habitat, the Local Planning Authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed. This must be secured either by a planning condition, planning obligation, or conservation covenant

INFORMATIVE 2
The General Biodiversity Gain Condition has a separate legal basis in contrast to other planning conditions and will apply to all planning permissions, unless exempt. The General Biodiversity Gain Condition will therefore not appear on the decision notice along with the list of planning conditions imposed on the application, rather it will be referenced separately.
The General Biodiversity Gain Condition cannot be varied or removed by an application under section 73 of the Town and Country Planning Act. It also cannot be discharged as part of the grant of planning permission.

INFORMATIVE 3
A Biodiversity Net Gain Template can be found here:
https://www.gov.uk/government/publications/biodiversity-gain-plan

INFORMATIVE 4
The statutory deemed condition above is relevant to all major applications submitted since 12th February 2024 and to all non-major applications submitted after 2nd April 2024, unless exempt. The onus is on the applicant/agent to notify the Local Planning Authority at developmentmanagement@barnsley.gov.uk if the application was exempt and provide the reasons for the exemption. Exemptions can be found at this link https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments

Appendix B

Proposed Site Layout Plans

TRANS PENNINE TRAIL

NEW BOUNDARY WALL - 2m GRASS VERGE TO TRANS PENNINE TRAIL

NEW BOUNDARY WALL - 2m GRASS VERGE TO TRANS PENNINE TRAIL

BIN STORE

BIN STORE

7no CYCLE HOOPS

BIN STORE

BIN STORE

6no SECURE HOOPS

16no PARKING SPACES
(inc 2no DISABLED BAYS
1no AIRBNB BAY)

6no CYCLE HOOPS
(below canopy)

COAL DROPS PAVILION

8no PARKING SPACES
(inc 1no DISABLED BAY
2no LARGE VAN BAYS)

VAN PARKING BAY

VAN PARKING BAY

14no PARKING SPACES
(inc 1no DISABLED BAY
2no LARGE VAN BAYS)

INDUSTRIAL BLOCK

VAN PARKING BAY

VAN PARKING BAY

OFFICE BLOCK

1no SPACE FOR AIRBNB

2no CYCLE HOOPS

1:12 ACCESS RAMP

SIGNAL HOUSE

4no CYCLE HOOPS

BRIDGE STREET

ROOF PLAN

ACCESS LANE - UNMADE SURFACE

RED HATCH - AREA OF ROAD SURFACE MADE GOOD

STOTTERCLIFFE ROAD

P05	ACCESS POINT TO TPT AT WEST OF SITE REMOVED | JW	13/08/2025
P04	INDUSTRIAL BLOCK DESIGN REVISED, AND PARKING LAYOUT AMENDED, FOLLOWING LA COMMENTS | JW	09/07/2025
P03	CYCLE PARKING AMENDED; CHANGES MADE TO PARKING TO ACCOMMODATE TRACKING | JW	09/06/2025
P02	PLANNING ISSUE | JW	25/02/2025
P01	TREES ADDED FOLLOWING ECOLOGY REVIEW | JW	29/01/2025
-	DRAWING ISSUE | AXIS	24/01/2025

FILE X:\27845_OldCoalDrops\Drawing\CAD 27845_A(01)XX_Site Plan.dwg TAB |A(01)xx — Last Printed 08.13.2025 17:12:20

Revision

AXIS architecture
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

A1 Scale	A3 Scale	Date	Drawn By
1:200	1:400	JAN 2025	A X i S

Drawing Number: 27845 A(01) 02
Revision: P05

PLANNING

© COPYRIGHT EXISTS ON ALL DESIGN AND INFORMATION SHOWN
DO NOT SCALE for manufacture. Verify all dimensions prior to construction

Appendix C

Example Staff Travel Questionnaire

FAIRFIELD ASSOCIATES

Staff Travel Survey Questionnaire

Thank you for taking part in this Travel Survey which is being conducted on behalf of Fairbank Investments Ltd. Your feedback is essential in helping us understand how staff travel to and from work. This information will enable us to design a Travel Plan that supports your needs and promotes sustainable travel options.

Our goal is to:

- Reduce single-occupancy car journeys
- Encourage the use of active and public transport
- Create a cleaner, healthier environment for everyone
- Improve health and well-being
- Help reduce congestion and pollution

Please take a few minutes to complete this short survey. All responses will remain confidential and will not be shared with third parties. Your input will make a real difference in shaping a travel plan that benefits both staff and the wider community.

About You

Please provide the following information to help us understand your travel needs:

1. **Place of Work** (which unit at Coal Drops are you based in?) .....
2. **Home Postcode** (this will only be used to identify your general area) **.....**
3. **Employment Status**

☐ Full-time
☐ Part-time

If part time, how many days a week do you work?.....

4. **Typical Working Hours -** Please give the times you normally arrive at, and leave, work.

.....

5. **Mobility Needs -** Do you have any mobility difficulty which affects your transport choices?

☐ Yes
☐ No

About Your Travel

6. **Main Mode of Travel** (Please tick your primary way of travelling to and from work)

☐ Car - Driver Alone ☐ Car share - as driver ☐ Car share - as passenger ☐ Walk

☐ Cycle ☐ Bus ☐ Train ☐ Motorcycle

☐ Taxi ☐ Work from home ☐ Other – please specify .....

FAIRFIELD ASSOCIATES

7. Parking – If you currently drive to work, either as a driver alone or as a car share driver, where do you park your car?

☐ Within Coal Drops ☐ Public Car Park ☐ On-street

8. Willingness to Try Alternatives - If you currently drive to work alone, would you be willing to try more environmentally friendly options such as walking, cycling, public transport or car sharing some of the time?

☐ Yes – Please see Q9
☐ No – Please go to Q10

9. If you answered Yes to Q8 please select which mode of alternative transport you would consider.

☐ Walk ☐ Cycle ☐ Bus ☐ Rail

☐ Car share - as driver ☐ Car Share – as passenger ☐ Other – please specify ……

10. Barriers to Sustainable Travel – Are there any barriers that make it difficult for you to use these environmentally friendly options?

☐ Yes –
☐ No

Please use the space below to provide any other comments you wish to make in relation to this survey or any other travel to work related matter.

Thank you for completing this survey!

Please now return it to Fairfield Associates at info@fairfieldassociates.co.uk

Appendix D

Draft Travel Information Pack

Travel Information Pack

This Travel Information Pack includes information on sustainable travel options (walking, cycling, public transport, greener vehicle use) to encourage members of staff to consider using these modes.

This will help the Travel Plan in its aims to

- Reduce single-occupancy car journeys
- Encourage the use of active and public transport
- Create a cleaner, healthier environment for everyone
- Improve health and well-being
- Help reduce congestion and pollution

Active Transport

There are many benefits to be gained from walking/running and cycling including:

- Improved mental and physical health and well-being
- Increased connectivity with surroundings
- Increased sense of community
- Avoiding congestion
- Reduced pollution and emissions leading to improved air quality
- Reduced travel costs

Further information on the benefits of walking and cycling can be found at the sites below.

Sheltered and secure cycle parking is provided on site.

If you want to gain more cycling confidence before heading onto the roads, information on FREE lessons can be found at Bikeability.

The website also includes cycle maps along with tips and advice.

If you want to plan your journey, Google Maps can be used to search destinations and will suggest a route by walking, cycling and public transport, as will Traveline.

Cyclestreets also provides a planner and Cycling UK provides information on cycle routes.

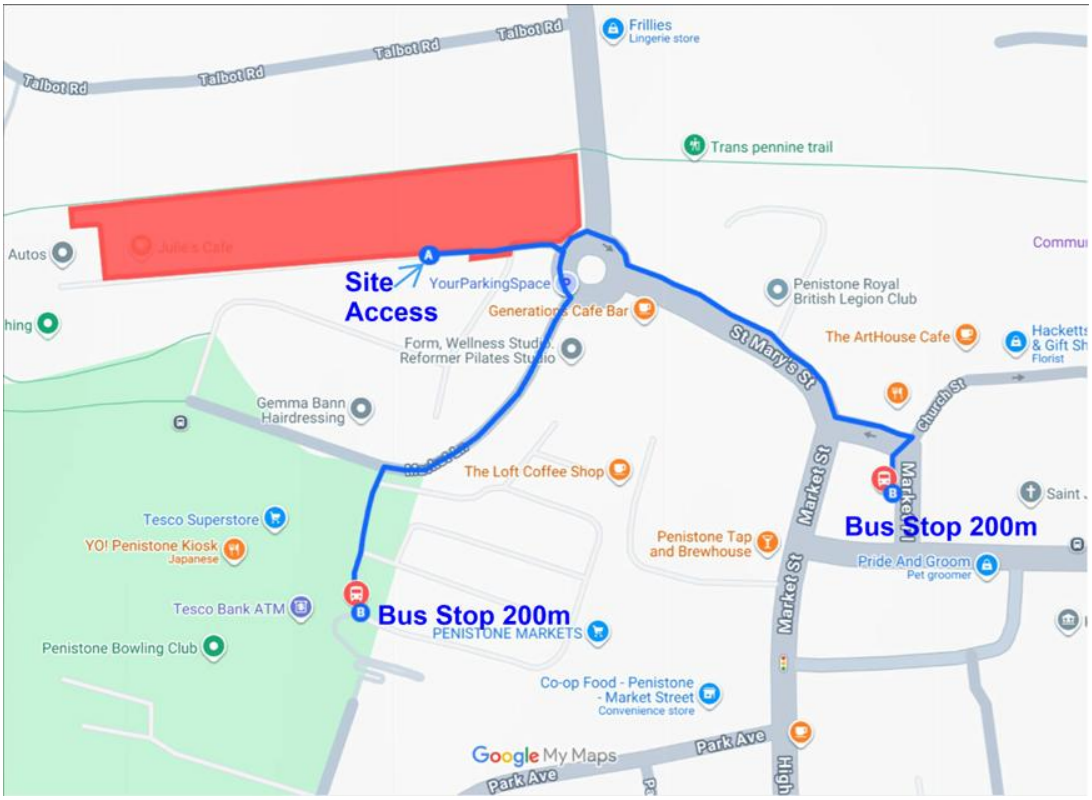
FAIRFIELD ASSOCIATES

Public Transport

There are also many benefits to be gained from using public transport including:

- ❖Reduced journey times
- ❖Reduced congestion
- ❖Reduced emissions
- ❖You can use the time to read, work or even nap!

The closest bus stops to the development are located at Market Place/St Mary's Street and on Market Lane adjacent to the Tesco Store approximately 200m (4-minute walk) from the site as indicated below.



Timetable information is available at Travel South Yorkshire where a bus map, journey planners and real time information is available. Information on fares, including season tickets, can also be found here. Nextbuses can be used to see the next buses arriving at your stop.

Travel South Yorkshire

NextBuses

The closest train station to the site is Penistone station and the station can be reached by walking or cycling, taking approximately 10 minutes to walk or 4 minutes to cycle. The station is managed by Northern Rail, their websites and apps provide information on routes, timetables and tickets as well as live train information. National Rail provide information on station facilities and travel further afield.

National Rail

NORTHERN

GET IT ON Google Play

Download on the App Store

FAIRFIELD ASSOCIATES

Greener Car Use

It might be that use of a car is unavoidable but there are ways to make it more sustainable

- Car Sharing

  If you share your journey with someone else it can reduce your costs, congestion, pollution and parking problems. Information can be found at Liftshare.

- Electric Vehicles

  Electric vehicles (EV) are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information can be found at the Energy Saving Trust.

- Vehicle Maintenance and driving style

  Ensuring your vehicle's tyres are correctly inflated, reducing its loading, getting regular services and driving smoothly can all reduce fuel consumption having a positive impact on the environment and also reducing running costs.

  The AA provide information on saving fuel and money when driving.

Other Options

- Motorcycling

  Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. Guidance on travelling by motorcycle, including training, can be found on the government website and at Bikesafe.

- Taxi

  Taxis can provide a convenient mode of transport for those who drive or only need limited use of a vehicle. Uber operate in Penistone as well as many local private firms. These can be booked online or by phone as well as apps for taxis that can be downloaded and used 24/7. The proposed car parking can be used for taxi pick-up/drop-offs.

Travel Plan Coordinator

For further information, or any assistance, please contact the Travel Plan Coordinator Fairfield Associates at info@fairfieldassociates.co.uk or 01226 899135