

Parking Survey and Additional Comments – St Barnabas Hall October 2024

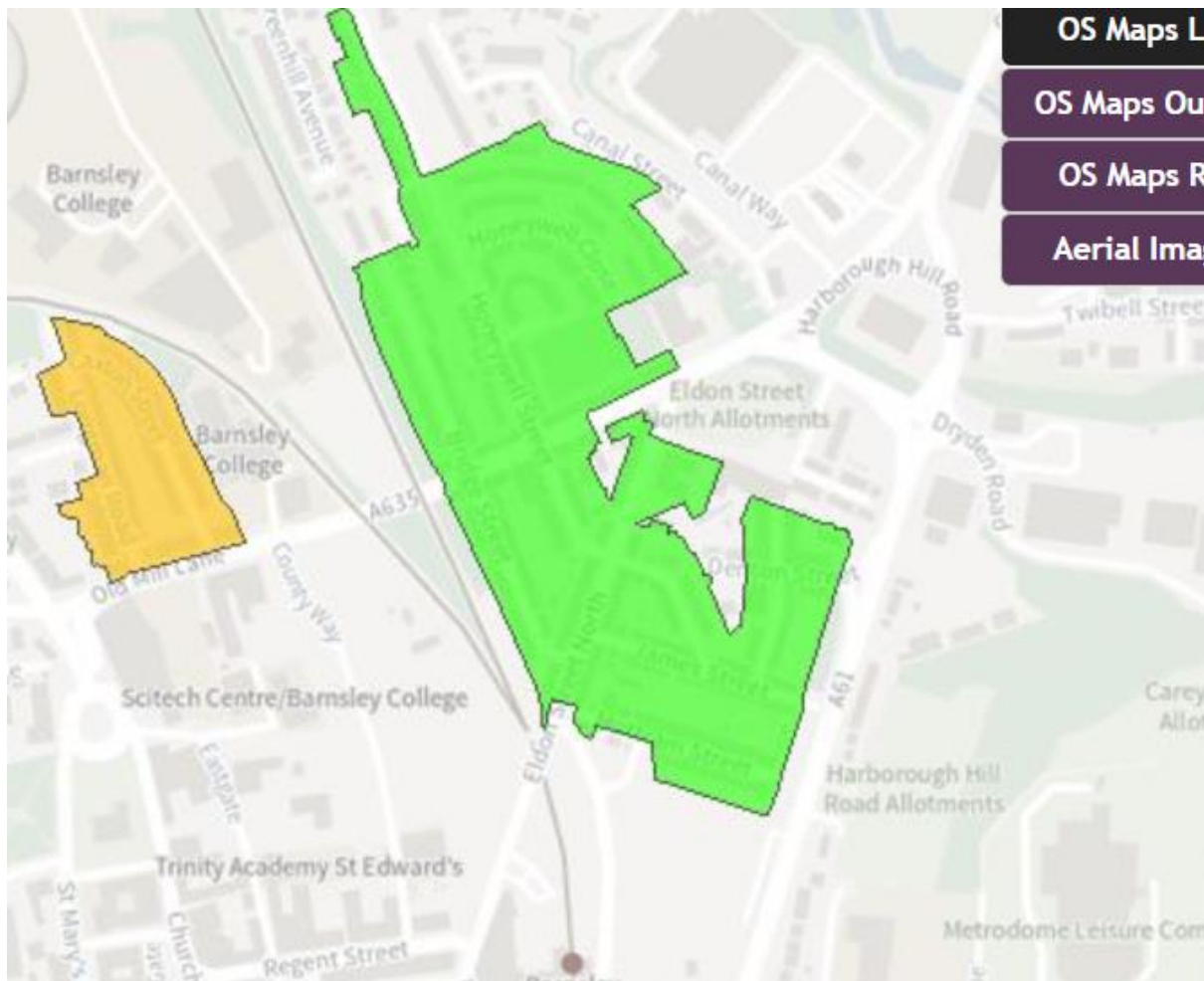
Introduction

St Barnabas Hall is sited on the corner of Old Mill Lane and Honeywell Street. An application has been submitted to convert the site into 9 x 1 bed dwellings.

Pedestrian access to the proposed dwellings would be from Old Mill Lane and Honeywell Street. There is no off-street vehicular parking at St Barnabas. Parking on Old Mill Lane is not permitted due to double yellow lines. Therefore, it is expected that any car owners of the new dwellings would park on Honeywell Street.

The section of Honeywell street adjacent to St Barnabas Hall is a residential street dominated by terraced housing. There are 24 houses in total. The east side of Honeywell Street has double yellow lines. Parking on Honeywell Street is limited to a marked bay on the west side. Parking in the bay is limited to permit holders only between the hours of 8am and 6pm Monday to Saturday (Zone C). The extent of the parking permit zone is shown in picture 1:

Picture 1: Extent of permit zone (highlighted green)



The marked bay on Honeywell Street runs along the majority of the west side of the street. The marked bay can accommodate approximately 13 vehicles. A picture of Honeywell Street and the marked bay is shown in picture 2.

The surrounding streets are also dominated by terraced with on street parking and covered by the same permit zone.

Picture 2: Honeywell Street: Double yellow lines and marked bay



Parking Survey

A parking survey has been conducted to consider the on-street parking demand along Honeywell Street. Four visits were made to Honeywell Street:

- 20th September 2024 @ 17:23 (Friday late afternoon/ evening – during permit hours)
- 1st October 2024 @ 17:56 (Tuesday evening – during permit hours)
- 3rd October 2024 @ 12:37 (Thursday lunchtime – during permit hours)
- 17th October 2024 @ 20:16 (Thursday evening – outside permit hours)

The results of the survey are:

- 20th September: Capacity of 13 spaces. 10 spaces in use. 3 spaces available
- 1st October 2024: Capacity of 13 spaces. 8 spaces in use. 5 spaces available.
- 3rd October 2024: Capacity of 13 spaces. 10 spaces in use. 3 spaces available.
- 17th October 2024: Capacity of 13 spaces. 10 spaces in use. 3 spaces available

Photographs of the survey are provided in Appendix 1.

Parking Permit Zone

As shown in picture 1, Honeywell Street is within a parking permit zone. Permits are required for parking on Honeywell Street during the hours of 8am to 6pm Monday to Saturday. The Residents Parking Information Sheet by Barnsley Council states that permits are issued dependant on capacity.

Part 5.1 states that “To ensure the scheme is fair, equitable and auditable to all residents and businesses, the Council will issue each additional permit in the context of all applications for additional permits received. If capacity still remains after all second permits have been issued, third tier applications will be considered, then fourth tier etc. until all spaces have been

allocated. In doing this, the Council will also recognise capacity issues on heavily congested streets within the Zone; this may mean that applications for additional permits may not be approved.

Any additional permits issued in the previous year will not automatically be renewed. Permit issue will be reviewed annually and be subject to capacity assessments.

A consultation was carried out with the Residents Parking Team at Barnsley Council. Their comments are:

- There is no real capacity in the immediate vicinity for the conversion of St Barnabas Hall into 9 1 bed apartments.
- If there was any spare capacity it would be at the far end on Honeywell Street which is the other side of Old Mill Lane, and some distance away.
- We need to be fair to the existing residents who already have permits and utilise visitor vouchers within the scheme. They may already have raised their own objections to the proposed development.
- Please note particularly in Zone B, we have issues where landlords have purchased houses into HMOs comprising of two or more flats with tenants having one or two vehicles. They are only limited to two vehicles.
- There haven't been any vouchers issued to St Barnabas Hall since February 2023 (16 books have been issued to them since 1.1.2022).

Comments of the Parking Survey and Site

- 1) The section of Honeywell Street has 24 terraced properties. There are 13 on street parking spaces available. Therefore, the number of parking spaces for existing residents is much lower than modern standards. Despite this, the parking survey found that there was always capacity at various times of the day, including in the evenings when the parking permit zone is not operational/ out of hours. Evenings are expected to generate the highest demand for spaces as it when residents return home from work. However, on the evening visits there were always at least 3 spaces out of 13 available. Therefore, the street is generally operating between 61% and 76% of capacity.
- 2) Honeywell Street has 24 terraced houses. The maximum number of vehicles parked on Honeywell Street was 10 at any one time, which is averaging at 0.41 cars per property parked on Honeywell Street at any one time. Given they are terraced houses, the majority would be 2-bedroom dwellings. Owing to the close proximity to the town centre, train station and bus station, it is unsurprising that the on street parking levels are low.
- 3) The scheme proposed for St Barnabas is 9x 1-bedroom dwellings. Whilst lesser bedrooms to the terraces, even using the ratio of 0.41 cars per property, this scheme would generate an average of 3.69 cars at any one time on the street. Whilst this brings Honeywell Street up to capacity, there is still sufficient capacity. Therefore, residents would not be detrimentally affected, nor would highway safety be compromised.
- 4) The scheme has provided a bike store for residents.

- 5) St Barnabas Hall is two substantial sized church buildings and have previously benefited from voucher booklets for visitors. This would cease by the conversion to residential. If the buildings were re-used for their original purpose as a place of worship and community hall, this is highly likely to lead to significant on street capacity problems when the buildings are open.
- 6) The Parking SPD states that 9 off street parking spaces are recommended for 9x 1 bed dwellings. The SPD also states that a place of worship the size of St Barnabas should provide 58 spaces (1 space per 10sqm). When taking this as its plainly read, the scheme would significantly decrease on street parking.
- 7) It's likely that residents have had the benefit of additional parking on their street due to two underused buildings but if these were put back into full use, the existing use may create parking issues.
- 8) The applicants of the scheme are the owners of the building, and they will be retaining this as part of their housing stock on a long-term basis. Whilst outside of the control of the planning application, the owners would be willing to negotiate with the residents parking team for the future residents and apply for a limited number of permits for the whole development (i.e 2 or 3 permits) and advertise the properties as having no available parking, if the 2-3 permits are already taken. In any event, the Residents Parking Team have control over the number of permits issued.

Final Comments

It is acknowledged that the proposed development will add some pressure on the parking availability of Honeywell Street and it may bring it to maximum capacity on many days. Nevertheless, it is felt that the capacity is there for the proposed scheme, without causing an adverse impact to existing residents.

St Barnabas Hall are two large church buildings, dating back to the 1930s and 1890s. The stone built Catholic Church is considered to have the most historic significance. It is presumed that the Council would resist demolition and seek to retain both buildings in the interests of preserving their historic and architectural interest and the character of the area. As set out in the supporting statement, the buildings are no longer used for their original purpose and a new use must be found for the two buildings. They cannot be left empty as this would have financial implications for the owner, it increases the risk of vandalism and conflicts with the NPPF aims of securing uses for underutilised buildings.

Even with an alternative use of commercial or community use (subject to planning), these would be car generating uses. For instance, a nursery or offices would generate vehicles from staff and visitors, which would be at a higher level than 9 x 1-bedroom dwellings.

The proposal is for 9x 1 bedroom dwellings. It would be a low-density development creating spacious sized apartments and the number of bedrooms in each dwelling has been kept to the minimum. The smallest apartment is 70m, which is the same size as an average 2 bed dwelling. However, this scheme proposes only 1 bedroom in each dwelling. The owner has tried to ensure this scheme has the least impact upon parking.

It is acknowledged that there is a planning balance to make with the scheme and it is hoped that taking the above into consideration, the balance lies in favour of planning permission being granted.



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20 September 17:23

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20 September 17:24

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1 October 17:56

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17 October 20:16

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