



PLANNING CONSULTATION RESPONSE

Application No	<u>2026/0491</u>
Proposal	Change of use from equestrian to residential Change of use from Use Class C3 (Dwellinghouse) to Use Class C2 (Residential Institutions) to operate as a residential care home for adults and young adults with autism and learning disabilities, together with extensions, alterations and conversion of outbuildings, including retrospective planning permission for the erection of Outbuilding 2.
Address	134 Church Hill, Royston, Barnsley, S71 4AQ
Date of Consultation Reply	20/07/26
Consultee	Highways Development Control

Consultation Assessment and Justification

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

The site comprises an existing detached residential property on the northern side of Church Hill, served by two existing vehicular accesses positioned on either side of the dwelling. I am mindful that planning permission was granted in 2024 for extensions and alterations to facilitate multigenerational living and that the level of parking available was considered acceptable in connection with that domestic use. However, the current application seeks a materially different use of the site as a Class C2 residential care home and the parking and vehicle requirements must therefore be considered against the proposed operation.

Having reviewed the submitted information, I note that the development would provide accommodation for a maximum of seven residents across the main dwelling, annex and Outbuilding 2. Outbuilding 1 would provide a dedicated therapy room for use by external professionals. The Design and Access Statement indicates that the home would operate on a 24-hour basis, with daytime shifts between 8.00am and 8.00pm and night shifts between 8.00pm and 8.00am. It states that an average of six staff would be present overnight, that staffing levels may vary according to residents' needs and that the service would employ a maximum of eight full-time-equivalent staff.

The staffing information provided is not presently sufficient to establish the likely maximum parking demand. In particular, the stated provision of eight full-time-equivalent posts does not appear consistent with an average of six waking-night staff being present throughout every night, even before daytime, managerial, administrative or ancillary staffing is considered. No information has been provided regarding the maximum number of staff present during the daytime or the extent of overlap during the 8.00am and 8.00pm shift



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changes. Clarification is therefore required regarding the total number of employees, the proposed staffing rota and the maximum number of staff who may be present on site at any one time, including shift handovers, staff meetings, training and the use of agency staff.

The Design and Access Statement anticipates only two or three visitors to the property per week. However, this figure is not supported by any explanation and does not identify whether it includes visits from relatives and friends, social workers, care coordinators, advocates, healthcare professionals, therapists or other visiting professionals. This is particularly relevant as Outbuilding 1 is specifically proposed to accommodate a therapy room for external professionals. The likely frequency, duration and timing of these visits should therefore be identified, together with the potential for visits to coincide with peak staff attendance.

It is noted that residents would not have access to their own vehicles. Nevertheless, this does not remove the transport requirements associated with seven residents. Further information is required regarding how residents would travel to medical appointments, education, employment, day services and social activities, including whether any staff cars, pool cars, minibuses or wheelchair accessible vehicles would be based at the premises. The arrangements for taxis, patient transport and other pick-up and drop-off activity should also be explained.

The submitted information states that eight parking spaces would be available within the site, primarily for staff. However, the proposed site plan does not identify eight individual parking bays, their dimensions or how the parking areas would operate. Instead, general gravelled areas are shown on either side of the property. No accessible parking bay is identified, notwithstanding the provision of wheelchair accessible accommodation within Outbuilding 2, and it has not been demonstrated that eight vehicles could be parked while maintaining sufficient space for vehicles to manoeuvre.

A revised site plan should therefore be submitted showing the location and dimensions of all proposed parking spaces, including an appropriately positioned accessible space. The plan should demonstrate that vehicles can enter, park, manoeuvre and leave the site safely without obstructing either vehicular access. Swept paths should also be provided for the largest vehicle that is reasonably expected to attend the premises, taking account of any minibus, wheelchair accessible vehicle, delivery vehicle or patient transport vehicle associated with the operation.

While the applicant refers to local bus services, cycle parking and a proposed Cycle to Work scheme, these measures do not in themselves demonstrate that the operational parking demand can be accommodated.

Should the applicant wish to provide additional information to address the above, I would be happy to reassess the application.

Many thanks,

Sarah Sharp
Senior Engineer
Highways Development Control



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NO OBJECTION*	Defer for amends/further information*	OBJECT
<u>Consultation Condition(s):</u>		
<u>Consultation Informative(s):</u>		
<u>Planning Obligations required</u>		