



SLC Property

New Park and Ride Facility to Serve Existing Penistone Railway Station

Planning Statement

PSF-SLC-XX-REP-PTY-0003

October 2026

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1 Introduction

1.1 Applicant and Agent

- 1.1.1 SLC Property Ltd (the Agent) has been instructed on behalf of Barnsley Metropolitan Borough Council (BMBC) (the Applicant) to prepare and submit a full planning application for a new station car park adjacent to Penistone Railway Station (“the proposed development”).

1.2 Purpose of this Pre-Application Statement

- 1.2.1 The purpose of this Planning Statement is to describe the proposed development and application site and assess the proposals against the relevant national and local planning policy framework and other material considerations relevant to the determination of the application.

1.3 Strategic Need for the Scheme

- 1.3.1 The existing car park at Penistone Railway Station provides approximately 15 spaces, including two accessible bays, and is regularly at capacity. This can discourage potential passengers from choosing to travel by rail. The proposed development will substantially increase station parking provision, with the submitted layout providing 101 car parking spaces overall. The additional capacity is intended to accommodate existing suppressed demand and projected future growth in rail use at Penistone.
- 1.3.2 The provision of additional station parking at Penistone is supported by a number of strategic documents for the area, including:
- Barnsley MBC Infrastructure Delivery Plan (2015)
 - Barnsley Transport Strategy (Moving from A to B: 2030)
 - Penistone Neighbourhood Development Plan (2019)

1.4 Pre-Application Engagement

- 1.4.1 Formal pre-application advice was received on 8 June 2026 (Ref: 2026/ENQ/00195). The pre-application enquiry sought confirmation that the principle of development was acceptable and clarification of the nature, extent and scope of the supporting surveys and assessments required to accompany a subsequent planning application.
- 1.4.2 The response confirmed that there was no objection to the principle of the development, subject to the submission of appropriate supporting information and technical assessments. These have subsequently been undertaken and, where necessary, appropriate mitigation measures have been incorporated into the proposals.

- 1.4.3 Following the pre-application advice and subsequent design development, a number of amendments have been made to the proposed layout. The previously proposed steps between the car park and station access have been removed as suitable gradients and at-grade access can be achieved without them. The proposed ramp to Platform 1 has similarly been removed as at-grade access is achieved through the final layout. Motorcycle parking has been relocated from the south-western part of the site to the north-western end of the car park, providing a wider and clearer pedestrian route between the station and Lairds Way.
- 1.4.4 The proposed additional connection via the existing mothballed steps has also been removed following discussions with BMBC, having regard to safety, maintenance and accessibility considerations. EV provision has also been refined through the detailed development of the scheme.
- 1.4.5 The Applicant has continued to engage proactively with the Local Planning Authority and relevant stakeholders in advance of submission of the application.

1.5 Pre-submission stakeholder engagement

- 1.5.1 A three-week non-statutory public engagement exercise was undertaken between 15 June and 6 July 2026. This provided an opportunity for residents, businesses and other stakeholders to find out more about the station project and provide feedback while the proposals were being developed ahead of submission of the planning application.
- 1.5.2 Three engagement drop-in sessions were held on 18, 23 and 25 June 2026. The first was held between 2pm and 6pm at St John's Community Centre in Penistone. The second was held between 10am and 2pm at Wortley Wagyu Café, Wortley. The third was held between 10am and 2pm at St Aidan's Church and Community Hall, Sheffield Road, Oxspring.
- 1.5.3 Officers from Barnsley Metropolitan Borough Council, SLC Property, SLC Projects, SYMCA, Northern and Network Rail were in attendance to allow for the opportunity for members of the public to discuss the station proposals.
- 1.5.4 Attendees were encouraged to provide feedback through the online response form, although paper copies were also made available at the events. Responses received in paper form were subsequently entered into the online form by the project team for analysis.
- 1.5.5 Further information on the feedback received is available in the Statement of Community Engagement submitted in support of this application.

1.6 Relationship with wider proposals

- 1.6.1 A new accessible footbridge incorporating lifts and stairs is also proposed at Penistone Railway Station to replace use of the existing barrow crossing for passenger access between platforms. The anticipated increase in station patronage associated with the proposed car park would increase the operational risk associated with the existing crossing. The existing arrangement also

presents accessibility constraints for passengers with reduced mobility and other accessibility needs. The footbridge will therefore provide a safer and more accessible connection between the station platforms and complement the proposed car park. Network Rail has confirmed that the proposed car park cannot become operational until the new footbridge is operational.

- 1.6.2 Reconfiguration of the existing station forecourt is also proposed, including additional pedestrian crossing points and a widened concourse area. Accessible parking and pick-up/drop-off provision will be retained.
- 1.6.3 For clarity, this application **does not** seek consent for the proposed footbridge or the reconfiguration of the existing station forecourt. The proposed footbridge is subject to a separate consenting process under Part 18 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015. The reconfiguration of the existing station forecourt is being progressed separately under Part 8 of Schedule 2 to the same Order. References to these works within this Planning Statement are therefore provided for the purposes of understanding the wider station project and do not form part of the development for which full planning permission is sought.

1.7 Supporting Information

- 1.7.1 This Planning Statement should be read in conjunction with the drawings and supporting documents submitted as part of the planning application, as set out in the accompanying covering letter.

1.8 Structure of this statement

- Section 2 describes the application site and the surrounding area.
- Section 3 sets out the proposed development.
- Section 4 identifies the relevant planning policy context at both national and local level.
- Section 5 provides the planning case for the development, assessing the proposals against the identified policies.
- Section 6 identifies other material considerations relevant to the determination of any future planning application.
- Section 7 provides a summary of the case for development

2 Site Context

2.1 Introduction

- 2.1.1 This section provides an overview of the application site and its surrounding context, including existing land uses and the key physical and environmental characteristics which have informed the evolution of the proposed development.
- 2.1.2 The description is informed by a review of the site, publicly available mapping and planning data, together with information contained within the supporting plans and documents accompanying this planning application.
- 2.1.3 This contextual understanding has been used to ensure that the proposed development responds appropriately to the site's characteristics, its relationship with Penistone Railway Station and the surrounding area.

2.2 Site Location

- 2.2.1 The site is located immediately to the east of Penistone Railway Station, within the administrative area of Barnsley Metropolitan Borough Council.
- 2.2.2 The site comprises a broadly triangular parcel of land extending to approximately 0.8 hectares, situated to the south of Sheffield Road (B6462), to the west of Lairds Way, and to the east of the Sheffield–Huddersfield railway line.
- 2.2.3 The site is currently vacant and comprises a mixture of previously developed land and areas of unmanaged vegetation. Remnants of former structures and hardstanding are present within the site, reflecting its historic use, alongside areas of grassland and scrub.
- 2.2.4 The site is currently accessed from Lairds Way, which forms the eastern boundary of the site and provides a direct connection to Sheffield Road (B6462) and the wider highway network.
- 2.2.5 The site contains a number of existing trees and areas of vegetation, which contribute to the visual character of the site and provide a degree of enclosure along parts of the site boundary.
- 2.2.6 The site is located immediately adjacent to an operational railway station and within walking distance of Penistone town centre, providing access to a range of local services, facilities and public transport connections.
- 2.2.7 The site's characteristics and location adjacent to an established transport node are key factors which have informed the development of the proposed station car park.

2.3 Site Boundaries and Surroundings

- 2.3.1 The site lies within the administrative area of Barnsley Metropolitan Borough Council and is positioned at the interface between the railway station environment and the wider town.
- 2.3.2 The northern boundary of the site is defined by Sheffield Road (B6462), which forms a key route through Penistone. Beyond Sheffield Road lies the River Don corridor, which represents a notable environmental feature within the wider landscape context.
- 2.3.3 To the east, the site is bounded by Lairds Way, beyond which lies predominantly residential development. Existing vegetation along this boundary provides a degree of visual separation between the site and adjacent properties.
- 2.3.4 To the west, the site adjoins the operational railway and Penistone Railway Station, with the railway infrastructure forming a prominent feature within the immediate context of the site.



Figure 1 – Site Location Plan

2.4 Planning History

- 2.4.1 A review of the planning history relating to the application site and its immediate surroundings was undertaken on 15 September 2026 using the Barnsley Metropolitan Borough Council Public Access Planning Register.

- 2.4.2 The review sought to identify any historic planning permissions, refusals or other relevant applications relating to the site which may be material to the consideration of the current proposals.
- 2.4.3 The search indicates that the application site itself has a relatively limited planning history, reflecting the fact that the land has remained largely vacant for a number of years following the cessation of its previous industrial uses.
- 2.4.4 The following applications are considered to be of relevance to the site:

Application Reference	Description	Permission	Date
B/95/1002/PU/LC	Certificate of Lawful Use for general industrial use (Class B2) with ancillary storage.	Approved	10.1995
B/95/0341/PU	Change Of Use of land and buildings for processing and storage of water containers.	Refused	09.2000
B/91/0467/PU	Change of use of land for the sale and repair of caravan and camping equipment.	Refused	10.1991

Figure 2 – Planning History Table

- 2.4.5 A number of applications have also been identified within the surrounding area, including proposals for residential development on land to the south and east of the application site. This includes outline permission for residential development on land off Lairds Way, which has subsequently been implemented. These applications provide context to the development of the surrounding area but do not relate directly to the application site.
- 2.4.6 Overall, the review of the planning history has not identified any recent permissions relating directly to the application site which would materially constrain the proposed development.

3 The Proposed Development

3.1 Introduction

- 3.1.1 This section provides an overview of the proposed development which forms the basis of this planning application. It should be read in conjunction with the submitted Design and Access Statement and associated plans.

3.2 Description of the Proposed Development

- 3.2.1 The proposals comprise the construction of a new station car park on land immediately to the east of Penistone Railway Station. The proposed description of development is as follows:

‘Construction of a new car park to serve Penistone Railway Station with associated access, landscaping, lighting, drainage, utilities, relocation of the existing substation, boundary treatments and other ancillary works.’

3.3 Elements of the proposed development

- 3.3.1 Figure 3 summarises the principal elements of the proposed development which are the subject of this application for planning permission.

Figure 3 – Elements of the proposed development

Development Proposals	
Site Layout	The overall arrangement of the proposed development, including the car park layout, access, pedestrian routes and boundary treatments, is shown on drawing PNS-SLC-XX-DRG-CIV-9012 Rev P01 Proposed Site Plan.
Car Parking (including current parking provision)	The proposed car park provides 101 car parking spaces overall, including accessible parking and EV provision. The scheme includes 12 spaces with EV charging provision and 18 spaces with passive EV provision/ducting. Five motorcycle parking spaces and three pick-up/drop-off spaces are also provided.
Vehicular Access	Vehicular access will be provided via the existing spur from Lairds Way, which connects with the B6462 Sheffield Road.
Pedestrian and Cycle Access	Dedicated pedestrian connections are provided between Lairds Way, the proposed car park and Penistone Railway Station, including at-grade access between the car park and Platform 1. Covered cycle parking is also provided

Development Proposals	
	within the development. The TransPennine Trail is located within the wider station environment.
Landscaping and Biodiversity	The proposals incorporate the retention of existing vegetation where practicable alongside new tree, scrub and grassland planting and landscape features associated with the drainage strategy. These measures provide for the retention, enhancement and creation of habitats within the site. The BNG assessment confirms that the statutory 10% biodiversity net gain cannot be achieved within the application site alone. A requirement for 5.515 off-site biodiversity units has been identified. It is anticipated that these units will be secured through the imposition of a planning condition on any imposed permission, outlining the requirement for a Biodiversity Gain Plan.
Boundary Treatment	Existing boundary treatments will be retained where appropriate, including the existing wall along the eastern boundary and sections of palisade fencing along the western boundary. Palisade fencing will be locally realigned where required, with timber post-and-rail fencing and associated access gates also provided as part of the development.
Drainage	The application site is predominantly located within Flood Zone 1. The submitted Flood Risk Assessment and Drainage Strategy identifies the existing flood risk affecting the site and sets out the proposed surface water drainage arrangements. Surface water will be managed through a positive drainage system incorporating channels and gullies, drainage pipes and manholes, attenuation storage and flow control via a Hydro-Brake, before discharge to the existing surface water sewer.
Lighting	Lighting is proposed throughout the car park and along the approach from Lairds Way to provide an appropriate level of illumination for users of the development. The submitted Light Spill Assessment considers the potential effects of the proposed lighting on surrounding receptors and demonstrates that the scheme can operate without unacceptable effects on neighbouring amenity.
Signage	Appropriate signage will be provided to direct pedestrian, cycle and vehicular movements through the site and towards station facilities. Associated highway markings along the access road will also be refreshed where required.
Services and Utilities	The existing DNO substation within the site will be relocated as part of the proposed development.

Development Proposals

Ground Conditions and Mining Risk	The site lies within a Coal Mining Development High Risk Area. The submitted Mining Risk Assessment and ground investigation information have considered the potential risks associated with historic mining and ground conditions. The preliminary mining risk to the proposed development is assessed as Very Low to Low, with no recorded underground workings identified within the influencing distance of the site. Appropriate measures will be implemented where required in accordance with the findings and recommendations of the submitted assessments.
CCTV	CCTV is incorporated within the proposed development to provide surveillance of key areas of the car park and associated facilities. Four cameras are proposed to monitor different areas of the car park, with additional cameras associated with the waiting and cycle shelters. The CCTV provision will contribute to the safety and security of users of the development.

4 Planning Policy Context

4.1 Introduction

- 4.1.1 The purpose of this section is to provide an overview of the relevant planning policies and other considerations pertaining to the site.
- 4.1.2 In England, there is a hierarchical structure of policy covering national and local planning. At a national level the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At a local level, development plans set out planning policy for the area.
- 4.1.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

4.2 National Planning Policy Framework (NPPF) (September 2026)

- 4.2.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced.
- 4.2.2 Planning law requires that applications for planning permission be determined in accordance with development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 4.2.3 The purpose of the planning system is to contribute to the achievement of sustainable development by managing the use and development of land in the long-term public interest. The Framework seeks to achieve sustainable development through economic, social and environmental objectives which should be pursued in mutually supportive ways.
- 4.2.4 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible

services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 4.2.5 Policy S3 establishes a presumption in favour of sustainable development. For decision-taking, development proposals within settlements are considered under Policy S4, while proposals outside settlements are considered under Policy S5. In all locations, proposals which accord with both an up-to-date development plan and the national decision-making policies in the Framework should be approved without delay.
- 4.2.6 Policy DM3 relates to the determination of development proposals and requires local planning authorities to work positively and proactively with applicants, take a proportionate approach to planning matters, have regard to pre-application engagement and consider whether otherwise unacceptable development can be made acceptable through planning conditions or obligations.
- 4.2.7 Policy DMI relates to the preparation of development proposals and encourages early engagement with the local planning authority, local community and other relevant stakeholders. The proposed development has been informed by pre-application engagement with BMBC and wider stakeholder and public engagement, as detailed earlier in this Planning Statement.
- 4.2.8 The following chapters of the NPPF have been identified as particularly relevant to the proposed development;
 - Chapter 4 – Achieving Sustainable Development (SI-6);
 - Chapter 5 – Meeting the Challenge of Climate Change (CC1-3);
 - Chapter 12 – Making Effective Use of Land (LI-3);
 - Chapter 14 – Achieving Well-Designed Places (DPI-4);
 - Chapter 15 – Promoting Sustainable Transport (TRI-8);
 - Chapter 17 – Pollution, Public Protection and Security (PI-6);
 - Chapter 18 – Managing Flood Risk and Coastal Change (FI-9);
 - Chapter 19 – Conserving and Enhancing the Natural Environment (NI-6); and
 - Chapter 20 – Conserving and Enhancing the Historic Environment (HEI-10).

4.3 Local Plan Context

4.3.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

4.3.2 The principal components of the statutory development plan relevant to the proposed development are the Barnsley Local Plan (adopted January 2019) and the Penistone Neighbourhood Development Plan (made August 2019).

4.3.3 The following policies of the Barnsley Local Plan are considered particularly relevant to the proposed development:

- Policy SD1- Presumption in Favour of Sustainable Development
- Policy GD1 – General Development
- Policy LC1 – Landscape Character
- Policy LG1 – City Regions
- Policy T1 – Accessibility Priorities
- Policy T3 – New Development and Sustainable Travel
- Policy T4 – New Development and Transport Safety
- Policy BIO1 – Biodiversity and Geodiversity
- Policy D1 – High Quality Design and Place Making
- Policy HE1 – The Historic Environment
- Policy GI1 – Green Infrastructure
- Policy CC1 – Climate Change
- Policy CC3 – Flood Risk
- Policy CC4 – Sustainable Drainage Systems (SuDS)
- Policy CL1 – Contaminated and Unstable Land
- Policy Poll1 – Pollution Control and Protection

4.3.4 The relevant policies of the Penistone Neighbourhood Plan (2019) are as follows:

- Policy LE1 – Increase the vitality of Penistone town centre

5 Planning Case for Development

5.1 Introduction

- 5.1.1 This section summarises the evidence that demonstrates how the proposed development accords with the Local Plan, Neighbourhood Plan and relevant national planning policies.

5.2 Case for the Development

Principle of Development

- 5.2.1 The proposed development comprises the construction of a new station car park on land immediately adjacent to Penistone Railway Station. The development is intended to support the operation of the existing station by providing additional parking capacity and enhancing its function as a local transport interchange.
- 5.2.2 The principle of development in this location is supported by Policy LE1 of the Penistone Neighbourhood Development Plan, which supports additional car parking provision associated with Penistone town centre. The proposed development would increase parking provision adjacent to the railway station and support its role as a local transport interchange.
- 5.2.3 The proposals also make effective use of underutilised land which contains areas of previously developed land associated with its former uses. This approach is consistent with the objectives of Policy L1 of the NPPF and Policy CC1 of the Barnsley Local Plan.

Achieving Sustainable Development

- 5.2.4 Policy SD1 of the local plan confirms that development proposals will be supported where they take a positive approach that reflects the presumption in favour of sustainable development, as sets out in the NPPF. The proposed development pursues the three pillars of sustainable development as follows:

Economic Objective:

- The scheme will facilitate and encourage the use of existing public transport infrastructure and therefore facilitate increased access to employment and training opportunities for residents.

Social Objective:

- The scheme will provide a safe and secure car park facility, with appropriate lighting and CCTV provision to encourage all parts of the community to use the transport services and railway station.
- The scheme will encourage a sub-modal shift to more sustainable methods of transport within the local area.

- The development includes facilitating infrastructure improvements to the cycle and footways adjacent to the site, providing a safe and pleasant route for pedestrians and cyclists.
- The development would provide transport infrastructure that would encourage sustainable travel and could accommodate future increases to patronage.

Environmental Objective:

- The scheme proposes the re-use of a brownfield site which is currently overgrown and not maintained.
- The scheme will ensure public transport infrastructure in Penistone is more convenient to use. The consequential modal shift will assist in improving local air quality, and a reduction of greenhouse gas emissions and carbon emissions from a reduction of cars on the road network.
- The development will deliver 10% Biodiversity Net Gain (BNG), including 5.515 biodiversity units of off-site compensation, alongside boundary planting and habitat enhancements within the site.

Design and Visual Amenity

- 5.2.5 Policy GD1 of the Barnsley Local Plan requires development to be compatible with neighbouring land uses and to avoid unacceptable impacts on amenity, whilst Policy D1 requires development to achieve a high standard of design that responds positively to local context and character.
- 5.2.6 Chapter 14 of the NPPF similarly emphasises that good design is a fundamental aspect of sustainable development and should contribute positively to making places better for people.
- 5.2.7 The proposed development has been designed to function as an extension of the existing railway station infrastructure and is therefore appropriate in terms of its use, layout and overall character within the context of the surrounding transport corridor.
- 5.2.8 Residential properties are located to the east of the site along Lairds Way. The layout, landscaping, boundary treatments and lighting have been developed having regard to these neighbouring receptors, while the submitted Noise Assessment and Light Spill Assessment demonstrate that the proposed development would not result in unacceptable effects on residential amenity.
- 5.2.9 The scheme incorporates a range of boundary treatments which respond to the existing character and operational requirements of the site. The existing wall along Lairds Way will be retained and repaired where necessary, while existing palisade fencing along the railway boundary will be retained or locally realigned where affected by the development. Timber post-and-rail fencing and associated access gates will also be provided where appropriate.
- 5.2.10 The retention and repair of the existing wall along Lairds Way, together with the proposed landscaping and boundary treatments, will assist in maintaining an appropriate appearance along the site frontage and integrating the development with its surroundings.

- 5.2.11 The boundary treatments have also been developed having regard to the operational and safety requirements associated with the adjoining railway environment and relevant Network Rail and Northern requirements.
- 5.2.12 Soft landscaping and planting will further assist in integrating the development within its surroundings, providing visual screening and softening the appearance of the proposed car park.
- 5.2.13 The hard landscaping strategy will provide durable and accessible surfaces for vehicle circulation, parking and pedestrian movement, with materials selected having regard to the railway setting and surrounding context. The hard landscaping will be coordinated with planting, drainage and boundary treatments to provide a coherent overall development.
- 5.2.14 Lighting will support the safe use of the station car park during hours of darkness, with lighting provided within the car park and along the approach from Lairds Way. The submitted Light Spill Assessment demonstrates that light spill onto neighbouring properties will be limited, with a maximum predicted level of 0.55 lux at the assessed residential receptors along Sheffield Road and Lairds Way.
- 5.2.15 The lighting design will be coordinated with the proposed landscaping and boundary treatments to minimise unnecessary light spill and its effects on neighbouring receptors.
- 5.2.16 The submitted Existing and Proposed Cross Section illustrates the relationship between the proposed development, existing site levels and the surrounding context and assists in demonstrating the visual effects of the development.
- 5.2.17 Further detail regarding the proposed boundary treatments, landscaping and relationship with the surrounding area is provided within the submitted Landscape Plan and Existing and Proposed Cross Section.
- 5.2.18 The proposals are therefore considered to accord with the design and amenity requirements of Policies GD1 and D1 of the Barnsley Local Plan and the relevant design objectives of the NPPF.

Transport, Accessibility, and Movement

- 5.2.19 Policies T1, T3 and T4 of the Barnsley Local Plan seek to improve accessibility, promote sustainable travel choices and ensure that development provides safe and convenient access for all users.
- 5.2.20 Policy LG1 further supports development which strengthens connectivity between Barnsley and the wider Leeds and Sheffield City Regions, recognising the importance of transport infrastructure in supporting economic growth.
- 5.2.21 The proposed development directly supports these objectives by enhancing the role of Penistone Railway Station as a local transport interchange and improving access to rail services through the provision of additional station parking.
- 5.2.22 The promotion of sustainable travel is central to the proposals. The site is located immediately adjacent to Penistone Railway Station, with bus stops located on Sheffield Road and connections to

the local pedestrian and cycle network, including the TransPennine Trail within the wider station environment.

- 5.2.23 The development includes covered cycle parking, accessible parking and dedicated pedestrian routes connecting Lairds Way, the proposed car park and Penistone Railway Station. These measures will provide safe and convenient access for pedestrians, cyclists and users with reduced mobility.
- 5.2.24 By increasing parking capacity at the station, the proposals will facilitate greater use of rail services for commuting and other journeys, thereby supporting modal shift away from private car travel over longer distances.
- 5.2.25 Vehicular access to the site will be provided via the existing spur from Lairds Way, which connects to the adopted highway network via Sheffield Road (B6462). Pedestrian access will also be provided from Lairds Way, with onward connections through the car park to the station.
- 5.2.26 The internal layout provides clear and safe movement through the site, including dedicated pedestrian routes linking the parking areas with the station and appropriate provision for vehicular circulation.
- 5.2.27 The submitted Transport Assessment has considered highway safety and network capacity. No personal injury collisions were recorded within 100m of the Lairds Way/Sheffield Road junction during the five-year period from 2020 to 2024. Junction modelling for the 2031 Do Something scenario demonstrates that the junction would continue to operate significantly below theoretical capacity, with a maximum RFC of 0.12. The residual impact of the proposed development on the highway network is therefore assessed as negligible.
- 5.2.28 The proposals are therefore considered to accord with Policies T1, T3, T4 and LG1 of the Barnsley Local Plan and the relevant sustainable transport objectives of Chapter 15 of the NPPF.

Climate Change

- 5.2.29 Policy CC1 of the Barnsley Local Plan seeks to reduce the causes of climate change and promote sustainable patterns of development.
- 5.2.30 The NPPF similarly seeks to support the transition to a low-carbon economy and promote sustainable patterns of transport and development.
- 5.2.31 The proposed station car park will support these objectives by facilitating greater use of rail for longer-distance journeys and supporting more sustainable travel patterns. The proposals also make effective use of underutilised land immediately adjacent to existing public transport infrastructure.
- 5.2.32 The development will also provide 12 spaces with EV charging provision and a further 18 spaces with passive EV provision, enabling additional charging infrastructure to be provided in response to future demand.

- 5.2.33 The proposals are therefore considered to support the objectives of Policy CC1 of the Barnsley Local Plan and the relevant climate change objectives of the NPPF.

Flood Risk and Drainage

- 5.2.34 Policies CC3 and CC4 of the Barnsley Local Plan require development to appropriately manage flood risk and incorporate sustainable drainage measures.
- 5.2.35 The application site is predominantly located within Flood Zone 1 and is therefore at a low risk of fluvial flooding. The submitted Flood Risk Assessment and Drainage Strategy also considers surface water flood risk affecting the site, including the potential effects of climate change.
- 5.2.36 A drainage strategy has been developed to ensure that surface water runoff from the proposed development is appropriately managed and that the development does not increase flood risk elsewhere.
- 5.2.37 Infiltration has been considered in accordance with the drainage hierarchy; however, ground investigation identified variable infiltration rates and infiltration is therefore not recommended as the primary drainage solution. Discharge to the nearby River Don is also not considered feasible due to the intervening highway network and existing development.
- 5.2.38 The proposed drainage strategy therefore provides for discharge to the existing surface water sewer within Lairds Way, subject to the necessary approval from Yorkshire Water.
- 5.2.39 Surface water runoff will be managed through a positive drainage system incorporating channels and gullies, drainage pipes and manholes, attenuation storage and flow control through a Hydro-Brake prior to discharge to the existing surface water sewer. The drainage strategy has been designed to accommodate the 1 in 100-year rainfall event including an allowance for climate change. Further detail is provided within the submitted Flood Risk Assessment and Drainage Strategy.
- 5.2.40 The proposed drainage measures are therefore considered to accord with Policies CC3 and CC4 of the Barnsley Local Plan and the relevant flood risk and drainage requirements of the NPPF.

Ecology, Trees, and Biodiversity

- 5.2.41 Policies GI1 and BIO1 of the Barnsley Local Plan require development to protect and enhance green infrastructure and biodiversity.
- 5.2.42 The NPPF similarly seeks to protect and enhance biodiversity and requires development to respond appropriately to ecological constraints and opportunities.
- 5.2.43 A Preliminary Ecological Appraisal and Preliminary Roost Assessment was undertaken by Thomson Environmental Consultants in March 2026 and subsequently revised in August 2026.
- 5.2.44 This was followed by an Ecological Impact Assessment (EclA), which assessed the ecological characteristics of the site and identified a range of habitats, including grassland, woodland, scrub

and urban habitats, together with areas of priority Open Mosaic Habitat. The EcIA was informed by a range of ecological surveys undertaken between February and September 2026, including a Reptile Survey, Bat Emergence Survey and Invertebrate Assessment.

- 5.2.45 The assessment also considered the site's relationship with the wider ecological network, including the River Don approximately 33m to the north and areas of woodland and other priority habitats within the surrounding area.
- 5.2.46 Existing trees and vegetation will be retained where practicable, maintaining habitat connectivity and opportunities for nesting birds, small mammals and foraging bats.
- 5.2.47 The EcIA recommends the preparation and implementation of a Construction Ecological Management Plan (CEMP) to protect retained habitats and minimise pollution and disturbance during construction.
- 5.2.48 The establishment and management of retained and created habitats will also be subject to post-construction monitoring through a Habitat Management and Monitoring Plan.
- 5.2.49 The proposals incorporate ecological enhancements, including bat boxes within appropriate dark areas, bird boxes within retained vegetation and hibernacula and refugia for amphibians and invertebrates. These measures will be secured through an Ecological Enhancement Plan.
- 5.2.50 An invertebrate assessment undertaken between 16 July and 3 September 2026 recorded 137 species, including four species of national conservation status, and identified the site as being of District (Low) importance. The assessment identified open and patchy swards, scrub fringes, deadwood and flower-rich areas as important habitat features. The proposed habitat retention and enhancement measures will help maintain these ecological functions where practicable.
- 5.2.51 The Arboricultural Survey, undertaken in March 2026 and subsequently updated in September 2026, identified 34 individual trees and 12 groups. The assessment has informed the layout through the retention of existing trees where practicable, with higher-value trees prioritised for retention. Appropriate tree protection measures will be implemented during construction in accordance with the recommendations of the arboricultural assessment.
- 5.2.52 The development is subject to the statutory Biodiversity Net Gain requirement. The final BNG assessment identifies that the required 10% net gain cannot be achieved entirely within the application site and identifies a requirement for 5.515 off-site biodiversity units, subject to the applicable trading rules. The delivery of the statutory Biodiversity Net Gain will be secured through the Biodiversity Gain Plan.
- 5.2.53 Subject to the implementation of the recommended mitigation, compensation and enhancement measures, the EcIA concludes that there would be no residual negative effects on designated sites, with effects on priority habitats, protected species and notable species expected to be neutral or minor positive in the medium to long term.
- 5.2.54 The proposals therefore demonstrate that biodiversity and arboricultural matters have been appropriately considered through habitat and tree retention, mitigation, ecological enhancement

and Biodiversity Net Gain. The development is consequently considered to accord with Policies GI1 and BIO1 of the Barnsley Local Plan and the relevant objectives of the NPPF.

Ground Conditions and Environmental Health

- 5.2.55 Policy CL1 of the Barnsley Local Plan requires development to appropriately consider issues relating to land contamination and stability, including those associated with former mining activity.
- 5.2.56 The site is located within a Coal Mining Development High Risk Area and ground investigation and mining risk assessments have been undertaken to assess the potential risks associated with historic mining and ground conditions.
- 5.2.57 The Ground Investigation Report identifies a general sequence of Made Ground over the Pennine Lower Coal Measures, comprising weathered mudstone over interbedded mudstone, siltstone and sandstone. The submitted information concludes that the risks associated with the proposed car park development are capable of being appropriately managed through the detailed design and construction process.
- 5.2.58 Policy PolI1 of the Barnsley Local Plan requires development to minimise pollution and protect environmental quality. Potential effects associated with lighting and noise have therefore been considered through the technical assessments submitted with the application.
- 5.2.59 The proposed lighting has been designed to provide appropriate illumination of the car park and approach from Lairds Way whilst minimising unnecessary light spill. The submitted Light Spill Assessment identifies a maximum predicted light spill of 0.55 lux at the assessed residential receptors along Sheffield Road and Lairds Way.
- 5.2.60 The Noise Assessment, informed by surveys undertaken between 11 and 13 August 2026, concludes that predicted noise associated with activity within the car park would remain below the existing daytime and night-time ambient noise climate and relevant guideline values.
- 5.2.61 In addition, the predicted increase in road traffic noise at properties on Lairds Way is less than 1 dB during both daytime and night-time periods, representing a negligible change to the existing noise environment.
- 5.2.62 The Noise Assessment therefore concludes that the proposed development would not give rise to significant adverse noise effects.
- 5.2.63 The proposals are therefore considered to accord with Policies CL1 and PolI1 of the Barnsley Local Plan and the relevant requirements of the NPPF.

Heritage

- 5.2.64 Policy HE1 of the Barnsley Local Plan and the relevant policies within Chapter 20 of the NPPF seek to conserve and enhance the historic environment and ensure that the significance of heritage assets is appropriately considered in the determination of development proposals.

- 5.2.65 The application site does not contain any designated heritage assets and is not located within a Conservation Area. Penistone Conservation Area lies to the north-west of the site and is separated from the application site by the railway. The railway nevertheless forms part of the wider historic and industrial character of Penistone.
- 5.2.66 Having regard to the nature, scale and location of the proposed development, the proposals are not considered to result in harm to the significance or setting of nearby heritage assets. The development would support the continued use and accessibility of Penistone Railway Station while retaining the established railway character of the wider site.
- 5.2.67 The proposed development is therefore considered to accord with Policy HE1 of the Barnsley Local Plan and the relevant historic environment policies of the NPPF.

6 Material Considerations

6.1 Introduction

- 6.1.1 Planning law requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.1.2 A material consideration is any matter relating to the use and development of land that is relevant to the determination of a planning application. Whilst there is no definitive list of such considerations, a range of policy, guidance and site-specific matters may be taken into account, with the weight attributed to each being a matter for the decision-maker.
- 6.1.3 This section identifies the additional policy documents, guidance and other considerations which do not form part of the statutory Development Plan but are relevant to the determination of the proposed development.

6.2 National Design Guide (2021)

- 6.2.1 The National Design Guide provides national guidance to support the delivery of well-designed, sustainable and enduring places and expands upon the design principles set out within the NPPF.
- 6.2.2 The Guide identifies ten characteristics of well-designed places, including context, identity, built form, movement and nature. These characteristics are relevant to the proposed development, particularly in respect of its relationship with Penistone Railway Station, accessibility and integration with the surrounding environment.
- 6.2.3 The proposed development has been designed having regard to the existing station and transport infrastructure, the form of the application site and its relationship with the operational railway, Lairds Way and Sheffield Road. The layout provides clear routes for vehicular and pedestrian movement, including dedicated pedestrian connections between the car park, Lairds Way and the railway station.
- 6.2.4 The principles of nature and context are also reflected through the retention of existing vegetation where practicable and the incorporation of new planting and habitat creation. Landscaping has been coordinated with the parking layout, pedestrian routes, drainage and lighting to assist in integrating the development with its surroundings.
- 6.2.5 The proposals therefore respond to the relevant principles of the National Design Guide through their consideration of context, movement, accessibility, landscape, biodiversity and the character of the existing station environment.
- 6.2.6 The proposals therefore respond to the key principles of the National Design Guide through their consideration of context, movement, accessibility, landscape, biodiversity and the character of the existing station environment. The principles set out within the Guide reinforce those contained

within the Development Plan and have informed the submitted design. As such, the document is a material consideration in the determination of the application

6.3 Supplementary Planning Documents (SPDs)

Parking SPD (November 2019)

- 6.3.1 The Barnsley Parking Supplementary Planning Document (SPD) provides guidance on parking provision across the Borough, although it does not prescribe specific standards for railway stations or station car parks of this nature.
- 6.3.2 In the absence of defined standards for this type of development, the SPD provides a framework for considering parking provision having regard to the scale, nature and function of development. It also provides guidance in relation to cycle and motorcycle parking.
- 6.3.3 The Parking SPD requires non-residential parking bays to measure 5.0m by 2.5m. The proposed layout provides parking spaces in accordance with these dimensions.
- 6.3.4 The proposed development provides 101 car parking spaces overall, including accessible parking and EV provision, together with five motorcycle parking spaces and covered cycle parking. The overall level and composition of parking provision has been informed by the operational requirements of Penistone Railway Station, the Transport Assessment and the physical constraints of the site.
- 6.3.5 The proposals are therefore considered to respond appropriately to the relevant principles and requirements of the Parking SPD.

Sustainable Travel SPD (July 2022)

- 6.3.6 The Sustainable Travel SPD provides guidance on promoting sustainable modes of transport and reducing reliance on private vehicles and is relevant to the proposed development.
- 6.3.7 The SPD also provides guidance in relation to electric vehicle charging infrastructure, including reference to the requirements of Approved Document S of the Building Regulations.
- 6.3.8 The proposed development provides 12 spaces with EV charging provision, comprising eight standard, two enlarged and two accessible spaces, together with a further 18 spaces with passive EV provision.
- 6.3.9 The proposals will increase parking capacity immediately adjacent to Penistone Railway Station and provide associated pedestrian, cycle and electric vehicle infrastructure. The development therefore supports improved access to rail services and more sustainable travel patterns.
- 6.3.10 The proposals are therefore considered to accord with the relevant objectives of the Sustainable Travel SPD.

Development on Land Affected by Contamination SPD (November 2019)

- 6.3.11 The Development on Land Affected by Contamination SPD provides further guidance on the implementation of Local Plan Policy CL1, particularly in relation to land contamination and stability.
- 6.3.12 The site is located within a Coal Mining Development High Risk Area. Ground investigation and mining risk assessments have therefore been undertaken to identify potential risks associated with historic mining and ground conditions.
- 6.3.13 The submitted technical information demonstrates that ground conditions and mining risks associated with the proposed development are capable of being appropriately managed through the detailed design and construction process.
- 6.3.14 The proposals are therefore considered capable of satisfying the relevant requirements of the SPD and Policy CL1 of the Barnsley Local Plan.

Biodiversity and Geodiversity SPD (March 2024)

- 6.3.15 The Biodiversity and Geodiversity SPD sets out the Council's approach to the protection and enhancement of biodiversity and geodiversity through the planning process. The ecological surveys and assessments submitted in support of the application have informed the development in accordance with these principles.
- 6.3.16 The proposals incorporate habitat retention, enhancement and creation where practicable. The BNG assessment identifies that the statutory 10% Biodiversity Net Gain cannot be achieved entirely within the application site and identifies a requirement for 5.515 off-site biodiversity units, subject to the applicable trading rules. The delivery of the statutory Biodiversity Net Gain will be secured through the Biodiversity Gain Plan.

Trees and Hedgerows SPD (May 2019)

- 6.3.17 The Trees and Hedgerows SPD provides guidance on the consideration of existing trees and hedgerows within development sites. The Arboricultural Survey and assessment submitted with the application have informed the development in accordance with the principles of the SPD.
- 6.3.18 The Arboricultural Survey identifies 34 individual trees and 12 groups within and adjacent to the site, including one Category A tree, four Category B trees, 25 Category C trees and four Category U trees.
- 6.3.19 The proposals have sought to retain existing trees where practicable, with higher-value trees prioritised for retention. Appropriate protection measures will be implemented for retained trees during construction in accordance with the recommendations of the arboricultural assessment. Further consideration of arboricultural matters is provided in Section 5.2 of this Planning Statement.

6.4 Barnsley Transport Strategy (Moving from A to B: 2030)

- 6.4.1 The Barnsley Transport Strategy sets out the Council's vision for a more connected, accessible and sustainable transport network, with an emphasis on improving access to public transport, supporting sustainable travel and improving connectivity.
- 6.4.2 The Strategy recognises the role of transport interchanges and improved access to rail infrastructure in supporting more sustainable travel patterns.
- 6.4.3 The proposed development supports these objectives by providing additional parking capacity at Penistone Railway Station and improving opportunities for access to rail services from Penistone and its wider catchment.
- 6.4.4 The development will therefore support the role of Penistone Railway Station as a local transport interchange and facilitate opportunities for a greater proportion of longer-distance journeys to be undertaken by rail.
- 6.4.5 The proposals are therefore considered to align with the relevant objectives of the Barnsley Transport Strategy.

6.5 Barnsley Infrastructure Delivery Plan (2016)

- 6.5.1 The Barnsley Infrastructure Delivery Plan identifies infrastructure required to support planned growth and regeneration across the Borough. The document identifies improvements at Penistone Railway Station, including station parking and accessibility improvements, as part of the infrastructure requirements for the Borough.
- 6.5.2 The proposed development will contribute to the delivery of these identified improvements through the provision of additional station parking at Penistone Railway Station.

6.6 South Yorkshire Mayoral Combined Authority

- 6.6.1 The South Yorkshire People's Network and associated long-term Transport Vision, published in March 2026, set out aspirations for improvements to public transport connectivity across South Yorkshire, including improvements to rail services and infrastructure.
- 6.6.2 The Transport Vision identifies Penistone Line and station enhancements within its longer-term programme. The proposed development is consistent with these wider aspirations by improving infrastructure at Penistone Railway Station and supporting improved access to rail services.

6.7 Summary

- 6.7.1 This section has identified a number of material considerations relevant to the proposed development, including national design guidance, supplementary planning documents and local and regional transport and infrastructure strategies.

- 6.7.2 These considerations provide further support for the proposed development, particularly in relation to design, accessibility, sustainable transport, biodiversity, ground conditions and the delivery of improvements at Penistone Railway Station.
- 6.7.3 Taken together with the assessment against the Development Plan set out in Section 5, there are no identified material considerations which indicate that planning permission should be withheld.

7 Case for Planning Permission to be granted

7.1 Introduction

- 7.1.1 This section brings together the assessment presented within this Planning Statement and provides a reasoned conclusion in support of the proposed development.

7.2 Accordance with Local and National Policies

- 7.2.1 This Planning Statement has demonstrated that the proposed development accords with the relevant policies of the Development Plan and the NPPF.

- 7.2.2 In particular, the proposals align with:

- Policy GD1, through the delivery of development that is compatible with surrounding land uses and would not give rise to unacceptable impacts on residential amenity;
- Policy LG1, by supporting connectivity between Penistone and the wider Sheffield and Leeds City Regions;
- Policies T1, T3 and T4, by improving access to sustainable transport infrastructure and providing safe and appropriate access and movement for users of the development;
- Policy D1, through a design which responds appropriately to the site and surrounding context and incorporates landscaping and appropriate boundary treatments;
- Policies G11 and B101, through the retention and enhancement of habitats where practicable, ecological mitigation and enhancement measures and the delivery of the statutory Biodiversity Net Gain;
- Policy CC1, by supporting more sustainable travel patterns and making effective use of underutilised land adjacent to existing public transport infrastructure;
- Policies CC3 and CC4, through the appropriate management of flood risk and surface water drainage;
- Policy CL1, through the appropriate assessment and management of ground conditions and mining risk; and
- Policy P111, through the assessment and appropriate management of potential noise and lighting effects.

- 7.2.3 At the national level, the proposals are consistent with the relevant objectives of the NPPF, including achieving sustainable development, meeting the challenge of climate change, making effective use of land, achieving well-designed places, promoting sustainable transport and conserving and enhancing the natural environment.

- 7.2.4 The proposed development will provide additional parking capacity immediately adjacent to Penistone Railway Station, improving opportunities to access rail services and supporting the station's role as a local transport interchange. The development will also make effective use of underutilised land while incorporating appropriate measures in respect of accessibility, landscaping, biodiversity, drainage, ground conditions, noise and lighting.
- 7.2.5 The proposals are also supported by wider transport and infrastructure objectives, including those identified within the Barnsley Infrastructure Delivery Plan and the Barnsley Transport Strategy Moving from A to B: 2030, which recognise the importance of improvements to transport infrastructure and access to rail services.
- 7.2.6 Taken as a whole, the proposed development accords with the Development Plan and is supported by relevant national planning policy and other material considerations. There are no identified adverse impacts which would warrant withholding planning permission.

7.3 Conditions

- 7.3.1 Where necessary, appropriate planning conditions can be used to secure mitigation and other measures identified within the supporting technical assessments submitted with the application.
- 7.3.2 The Applicant respectfully requests the opportunity to review and agree the wording of any proposed pre-commencement conditions prior to the granting of planning permission.

7.4 Additional information

- 7.4.1 Should any additional information, clarification or further details concerning the proposed development be required during the determination period, these will be provided upon request.
- 7.4.2 The Applicant will continue to work proactively with the Local Planning Authority and relevant consultees throughout the determination of the application to address any matters which may arise.

Document ends