BARNSLEY
Metropolitan Borough Council

PLANNING CONSULTATION RESPONSE

Application No	2026/0875
Proposal	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
Address	Land to the west of Lairds Way, Spring Vale, Sheffield
Date of Consultation Reply	
Consultee	Highways DC

Consultation Assessment and Justification

The Transport Assessment submitted as part of this application explains that the proposals include the following:

- A total of 100 parking spaces, including five accessible parking bays and five enlarged spaces in accordance with the standards of the Parking SPD1 and 12 EV charging spaces (of which one will be laid to accessible standards). In addition to this EV parking provision, a further 18 spaces will be EV charging capable, with the ability to provide EV charging facilities in future when the demand arises for them;
- In line with the requirement in the Parking SPD, 5% of total provision will be made for motorcycles;
- Reconfiguration of the existing station car park situated to the west of the rail station;
- Provision of a cycle shelter;
- A total of 2no. drop-off/taxi bays will be provided, alongside a waiting shelter; and,
- The proposals have been designed to enable a rail replacement bus to drop-off/collect passengers, when required.

The facilities will, in part, replace the existing 15-space car park to the west of the railway line. This will become a short stay drop off point with a reduced capacity of three spaces (two of which will be marked as accessible parking bays).

The submitted Transport Assessment provides evidence, extrapolating growth factors that have been derived from the TEMPro database and using Junctions 11 software, that Lairds Way will continue to operate well below capacity and that there will be no significant impact on the local highway network.

Swept path analysis of a large car, a fire appliance, and a bus has been supplied. In the cases of the bus and fire appliance, the vehicle runs through a parking space. Whilst this space appears to be removed from the submitted layout drawing, there is nothing to prevent a vehicle parking in the same space albeit not within a marked bay. It may therefore be prudent to landscape the area to prevent injudicious parking whilst still maintaining the necessary sweep to allow large vehicles to make a turning manoeuvre. It should also be noted that the tracking overruns the verge in more than one location.

The radii on the access to the south of the site looks particularly tight and should be provided at a minimum of 6.0m.

Aside from the advice above, the scheme is acceptable from the perspective of highway development control, and the scheme is welcomed as it encourages sustainable transport use.

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Please add the following conditions to the decision notice.

NO OBJECTION*		

Consultation Suggested Conditions:

Prior to the first occupation of the development hereby permitted, the proposed accesses, driveways, on-site car parking and vehicle turning shall be laid out in accordance with the approved plan. Vehicle parking areas accessed from the approved access 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; to ensure adequate provision for the disposal of surface water and to prevent mud/debris from being deposited on the public highway; and to prevent the migration of loose material on to the public highway to the detriment of road safety and in accordance with Local Plan Policy T4 New Development and Transport Safety.

No works shall commence on site until a scheme for the parking of bicycles complying with LTN 1/20 Cycle Infrastructure Design has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.
Reason: In the interests of encouraging the use of sustainable modes of transport in accordance with Local Plan Policy T3.

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 statement shall include but not be restricted to:

i. Site working hours and delivery hours which should avoid peak hours
ii. The parking of vehicles of site operatives and visitors
iii. Any temporary access to the site
iv. Loading and unloading of plant and materials
v. Storage of plant and materials used in constructing the development
vi. Arrangements to receive abnormal loads or unusually large vehicles
vii. Methods of communicating the Construction Management Plan to the workforce, visitors and neighbouring residents and businesses
viii. Measures to prevent mud/debris being deposited on the public highway.

The submitted Construction Traffic Management Plan (CTMP) shall be adhered to throughout the construction period.
Reason: In the interests of highway safety, in accordance with Local Plan Policy T4 New development and Transport Safety.

Consultation Informative(s):

Roads other than agreed shared private drives shall be constructed to an adoptable standard and offered for adoption on completion under (the provisions) Section 38 of The Highways Act (1980). Engineering and surface water drainage details shall be submitted for inspection and approval in writing by the (Local Planning Authority) Highways Authority before works commence on site. The applicant should make contact with Highways Development Control, Tel. 01226 772033/772170. Email. HighwaysDC@barnsley.gov.uk as soon as possible to arrange the setting up of the agreement.

No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for highway adoption have been submitted to and approved in writing by the LPA. The development shall, thereafter, be constructed in accordance with the approved details unless otherwise agreed in writing with the LPA. Reason: To ensure that the internal streets are planned and approved in good time to a satisfactory standard for use by the public in the interests of highway safety.

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Planning permission does not infer any other consent is given and it is the responsibility of the applicant to ensure that all other permissions are in place before development commences. The developer must contact Highways, Engineering & Transportation on 01226 773555 prior to any work commencing on site, to gain all necessary technical and legal approvals relating to the creation/alteration/reinstatement and removal of vehicular accesses to the highway.

Planning Obligations required:

None