

Barnsley MBC
Planning Department
PO Box 634
Barnsley
S70 9GG

17 February 2026

Ref MJB/JB 22.05

FAO Laura Bennett

Dear Laura

Re: Erection of Commercial Building with Mixed Use; 1-3 Church St, Staincross, Barnsley, S75 6BU

Thank you for your email dated 17th December regarding the proposals for mixed commercial development at Church Street Staincross. Reading through the responses it would appear that there is general support however there are some comments from Highways which I would like to address.

Highways comments state that the parking provision proposed for the proposed commercial building are acceptable to HDC officers, the development 'removes off-street parking provision for the existing business in the former police station.'

They have also stated that 'A funeral director, or another A1 use, would be highly likely to require off-street parking for company vehicles, staff, and customers.' This statement relates to an earlier planning application for Change of Use of the former police station to a funeral director, ref 2019/0177 when the council added the A1 designation to the approval notice.

Since the planning reforms in September 2020 funeral directors (and similar uses) are classified under Use Class E (Commercial, Business and Service) and not 'Non-Food Retail' as has been suggested. The parking requirement therefore is not one space per 20sqm but, can vary between 1 space per 10-35sqm. The site is in a highly sustainable location with excellent public transport links and therefore it is not unreasonable to apply a requirement for parking at the upper end of the scale, i.e. 1 space per 35sqm of floor area, resulting in a requirement for 6 spaces.

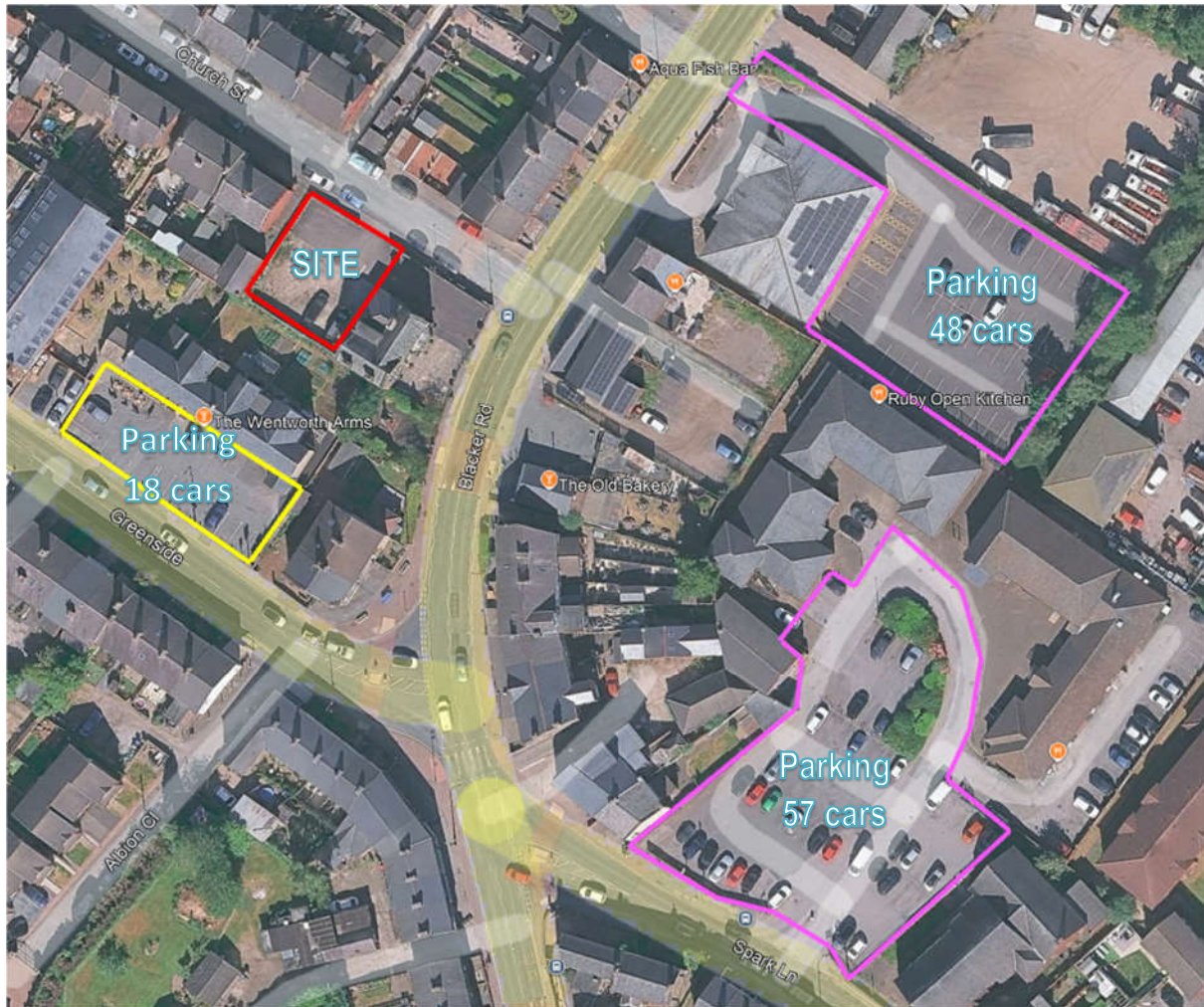
An amended Block Plan ref BP01 has been provided which shows the existing parking provision for the funeral directors (which is leased to them by the applicant). It demonstrates that they can accommodate 6 parking spaces within their land without the need to use the proposed development site. Two oversized spaces can be accommodated for funeral cars and a further four spaces can be allocated for staff and visitors. The applicant would also be willing to allow shared use of the disabled parking space shown on the application site for visitors to the Funeral Directors.

It should also be noted that free parking is available within the village at two locations edged purple on the plan below, one of which is within 100meters of the site on the opposite side of Blacker Road to the east providing 45 parking spaces plus 3 disabled spaces, 48 in total. The other is located off Spark Lane to the south east which is 125meters from the site and provides 57 parking spaces. These are not over subscribed and there is always parking available.

In addition, the applicant, who also owns the Wentworth Arms PH edged in yellow on the plan has a notice in the car park inviting local people to use the pub car park during times that the public house is closed further increasing the amount of free parking locally.



Given that fact that adequate parking for the funeral director can be provided on site and there are over 110 free parking space within a short distance of the site, there is no reason for staff or visitors to the funeral directors to park on the road creating any adverse impact upon highway safety.



Having considered the Highways comments and based upon the fact that adequate provision for the adjacent funeral director is available on site, the location is highly sustainable with many similar commercial uses which function perfectly well given the regular public transport links and extensive free public parking that is available close by, we consider that the proposals are unlikely to create any significant highways issues and that the proposals should be considered to be acceptable.

Yours sincerely

M J Booth
MBooth Design