SLC Property

Design and Access Statement

Penistone Station

PSF-SLC-XX-REP-PTY-0005

V2.0 08/10/2026



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1 Introduction

1.1 Purpose of Statement

1.1.1 The purpose of this Design and Access Statement (DAS) is to set out the design rationale for the submitted scheme. The statement identifies the site constraints, opportunities and technical requirements that have informed the design of the proposed development.

1.1.2 This DAS has been prepared to support an application for full planning permission for the construction of a new station car park at Penistone Railway Station, together with associated access, landscaping, lighting, drainage, utilities, boundary treatments, the relocation of existing substation and other ancillary works.

1.1.3 The proposed development forms part of a wider programme of improvements at Penistone Railway Station, which also includes a new accessible pedestrian footbridge incorporating stairs and lifts, together with improvements to the existing station forecourt. These elements are being progressed separately and do not form part of this planning application.

1.2 Scheme Context

1.2.1 Penistone is a market town located approximately 7 miles west of Barnsley. Penistone Railway Station is located approximately half a mile southwest of the town centre and is accessed from Sheffield Road (B6462).

1.2.2 Penistone Railway Station is the only railway station within the town and provides an important public transport connection for residents of Penistone and surrounding communities, with rail services providing connections towards Sheffield and Huddersfield.

1.2.3 Existing dedicated parking provision at the station is limited. The proposed development will substantially increase station parking capacity on land immediately to the east of the railway, improving access to rail services and supporting the station's role as a local transport interchange.

1.3 The Scheme

1.3.1 The wider Penistone Station improvement scheme seeks to address existing constraints associated with station parking, accessibility and interchange between different modes of transport.

1.3.2 The proposed station car park will provide additional parking capacity for existing and future station users, together with accessible parking, pick-up/drop-off provision and facilities for motorcycles and bicycles. The development is intended to improve access to the station and support interchange with rail services.

1.3.3 The car park is being progressed alongside a new pedestrian footbridge incorporating stairs and lifts, which will provide a safer and fully accessible step-free connection between the station platforms. Although subject to a separate consenting process, the two elements have been developed in a coordinated manner, particularly in relation to pedestrian movement and accessibility within the wider station environment. The proposed car park will not become operational until the new footbridge is operational, thereby ensuring that the anticipated increase in station patronage does not increase the safety risk associated with use of the existing barrow crossing.

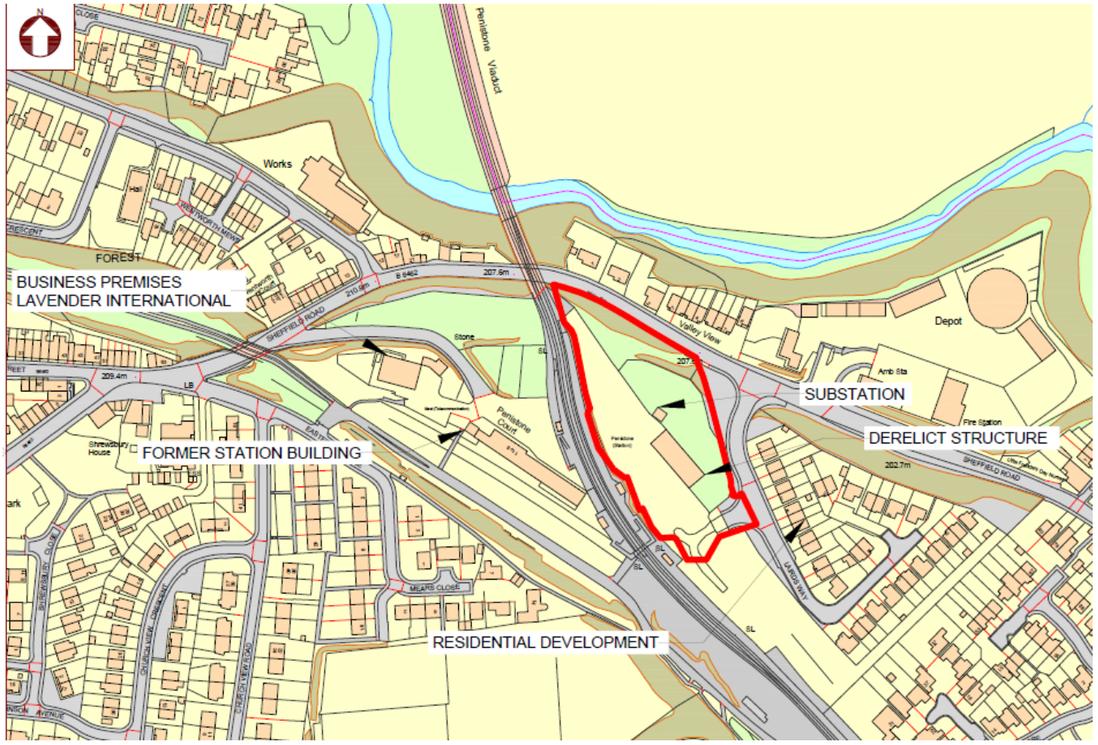


Figure 1 – Extract taken from Site Location Plan (PNS-SLC-XX-DRG-EMF-0001 P01)

1.4 Planning Application

1.4.1 This Design and Access Statement (DAS) has been prepared on behalf of Barnsley Metropolitan Borough Council (BMBC) to assist the Council, as Local Planning Authority (LPA), in its consideration of a full planning application for the development of a new station car park on land immediately to the east of Penistone Railway Station.

1.4.2 The application seeks full planning permission for:

"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."

1.4.3 The application forms part of a wider programme of improvements at Penistone Railway Station intended to enhance accessibility, support increased use of rail services and improve the station's function as a local transport interchange.

1.4.4 For clarity, this application relates solely to the proposed station car park and associated works falling within the application boundary. A new pedestrian footbridge incorporating stairs and lifts is also being progressed at Penistone Railway Station to replace the existing barrow crossing and provide a fully accessible, step-free connection between the station platforms. The footbridge does not form part of this full planning application and is subject to a separate consenting process.

1.4.5 Notwithstanding the separate consenting processes, the car park and footbridge have been developed as complementary elements of the wider station improvement scheme. Their relationship has informed the design of the car park, particularly in respect of pedestrian movement, accessibility and integration with the station. References to the proposed footbridge within this DAS are therefore provided for contextual purposes only.

1.4.6 The proposals have been informed by an iterative design process, including formal pre-application engagement with the LPA, technical assessment and wider stakeholder and public engagement. Formal pre-application advice was received on 8 June 2026 (Ref: 2026/ENQ/00195), which raised no objection to the principle of the development, subject to the satisfactory consideration of relevant technical matters.

1.5 Proposed Development

1.5.1 The proposed development comprises a new station car park on land immediately to the east of Penistone Railway Station. The development will substantially increase parking capacity for station users and support interchange with rail services.

1.5.2 The application site extends to approximately 0.8 hectares and comprises a broadly triangular parcel of land situated between the Sheffield–Huddersfield railway line to the west, Lairds Way to the east and Sheffield Road (B6462) to the north. The land comprises a mixture of previously developed land, unmanaged vegetation and areas of former hardstanding.

1.5.3 The submitted layout provides 99 car parking spaces within the proposed station car park, comprising 89 standard spaces, five accessible spaces and five enlarged spaces. This includes 12 spaces with active electric vehicle charging provision and 18 spaces with passive provision. The development also includes two pick-up/drop-off spaces, five motorcycle spaces and covered cycle parking.

1.5.4 Vehicular access will be provided from the existing access spur from Lairds Way, which connects with Sheffield Road (B6462). The internal layout provides circulation through the car park and has been designed to accommodate the operational requirements of the station, including access for rail replacement buses and emergency vehicles when required.

1.5.5 Dedicated pedestrian routes are incorporated through the car park to provide clear and convenient connections towards the station and Lairds Way. The layout has been developed to prioritise pedestrian movement between the parking areas and station while minimising potential conflict with vehicles.

1.5.6 The development also incorporates landscaping, lighting, drainage infrastructure, utilities, boundary treatments and ancillary station facilities. These elements have been coordinated with the parking and circulation layout to provide a functional and integrated development.

1.5.7 Existing vegetation and ecological features have informed the development of the layout and landscape proposals. Existing vegetation is retained where practicable, with new planting and habitat creation incorporated to mitigate identified effects, integrate the development into its surroundings and contribute towards Biodiversity Net Gain.

1.5.8 The submitted scheme therefore seeks to make efficient use of land immediately adjacent to an existing railway station while balancing parking and operational requirements with pedestrian safety, accessibility, landscape integration, biodiversity and the environmental characteristics of the site.

1.6 Wider connectivity and Sustainable Travel

1.6.1 The proposed development is intended to support the role of Penistone Railway Station as a local transport interchange and improve opportunities for residents of Penistone and surrounding communities to access the rail network.

1.6.2 The development will improve opportunities for interchange between different modes of travel through the provision of additional station parking, accessible parking, pick-up/drop-off facilities, motorcycle and covered cycle parking and dedicated pedestrian routes.

1.6.3 The site also benefits from connections to the surrounding pedestrian and cycle network, including the Trans Pennine Trail within the wider station environment to the west of the operational railway. The proposed pedestrian routes through the development will provide connections between Lairds Way, the car park and Penistone Railway Station, supporting access to the station by walking and cycling.

1.6.4 Penistone Railway Station provides rail connections towards Sheffield and Huddersfield and serves Penistone and surrounding communities. The proposed development will support opportunities for journeys which may otherwise be undertaken wholly by private car to transfer to rail for the longer-distance element of the journey.

1.6.5 The development therefore supports improved access to public transport and interchange between different modes, contributing to wider objectives for sustainable travel and reducing reliance on the private car for longer-distance journeys.

1.7 Mobility and Transport

1.7.1 The design of the proposed car park has considered the requirements of different users and modes of travel. In addition to car parking, the submitted layout incorporates accessible and enlarged spaces, pick-up/drop-off provision, motorcycle parking and covered cycle parking.

1.7.2 Dedicated pedestrian routes provide connections between the parking areas, Lairds Way and Penistone Railway Station. The layout has been developed to provide clear and convenient pedestrian movement and minimise potential conflict between pedestrians and vehicles.

1.7.3 The accessibility of the car park has also been coordinated with the wider station improvement programme. The separately progressed footbridge and lifts will provide a safer, step-free connection between the station platforms. The proposed car park will not become operational until the new footbridge is operational, ensuring that increased passenger movements associated with the car park do not increase the safety risk associated with use of the existing barrow crossing.

1.7.4 Vehicular access will be provided via the existing access spur from Lairds Way, with the internal layout designed to accommodate the operational requirements of the station. The transport implications of the development, including parking demand, traffic generation, access, highway operation and pedestrian and cycle movement, are considered in detail within the submitted Transport Assessment.

2 Application site

2.1 Site description and surroundings

2.1.1 The application site is located immediately to the east of Penistone Railway Station, within the administrative area of Barnsley Metropolitan Borough Council.

2.1.2 The site comprises a broadly triangular parcel of land extending to approximately 0.8 hectares. It is situated to the south of Sheffield Road (B6462), to the west of Lairds Way and immediately to the east of the Sheffield–Huddersfield railway line.

2.1.3 The site comprises a mixture of previously developed land, areas of hardstanding and unmanaged vegetation, including grassland, scrub and established trees and vegetation. Remnants of former structures and hardstanding reflect the site's previous uses.

2.1.4 Penistone Railway Station is located immediately to the west of the application site and forms an established transport facility serving Penistone and surrounding communities. The station provides rail services between Sheffield and Huddersfield, with onward connections to the wider regional rail network.

2.1.5 The wider station environment reflects Penistone's historic relationship with the railway. The Trans Pennine Trail follows the former railway corridor to the west of the operational railway and provides an established walking and cycling route through the area.

2.1.6 The site is located within walking distance of Penistone town centre and immediately adjacent to the railway station. Sheffield Road also accommodates existing public transport connections, providing opportunities for interchange between different modes of travel.

2.1.7 Existing dedicated parking provision at Penistone Railway Station is limited. The existing station environment also presents accessibility constraints, particularly in relation to movement between the station platforms. These matters have informed the wider programme of improvements being progressed at Penistone Railway Station.

2.1.8 The eastern boundary of the site is formed by Lairds Way, beyond which lies predominantly residential development. Sheffield Road (B6462) lies to the north, while the operational railway forms the site's western boundary. The River Don corridor is located beyond Sheffield Road to the north.

2.1.9 Existing trees and vegetation are present within and around the site, including established vegetation along parts of the site boundaries. These features contribute to the existing character and enclosure of the site and have been considered through the arboricultural, ecological and landscape assessment of the proposals.

2.1.10 Vehicular access to the site is available from the existing access spur from Lairds Way, which connects with Sheffield Road (B6462) and the wider highway network.

2.1.11 The application site therefore comprises land immediately adjacent to an operational railway station, with an existing relationship to the local highway, pedestrian and public transport networks.

2.1.12 These characteristics provide the context within which the proposed station car park has been developed.

2.2 Local Road Network

2.2.1 The application site is accessed from Lairds Way, which forms a priority-controlled junction with the B6462 Sheffield Road. Sheffield Road forms part of the classified highway network and is subject to a 30mph speed limit in the vicinity of the site.

2.2.2 Lairds Way provides access to existing residential development and the access spur serving Penistone Railway Station.



Figure 2 - Aerial Image Depicting the Site Location in Relation to local road network (Source: Google Maps, 2026)

2.3 Public Rights of Way and other Routes

2.3.1 The Trans Pennine Trail (TPT) passes through the wider station environment and follows the former railway corridor to the west of the operational railway line. The TPT provides an established long-distance walking, cycling and equestrian route and forms an important component of the wider active travel network surrounding Penistone Railway Station.

2.3.2 Existing pedestrian and cycle connections within the wider station environment provide opportunities for movement between Penistone Railway Station, the Trans Pennine Trail and surrounding areas. The relationship between these routes and the proposed Station Car Park has been considered as part of the development of the scheme.

2.3.3 The proposals are intended to maintain appropriate access to the existing pedestrian, cycle and Public Rights of Way network during the operation of the development.

2.3.4 The development will complement the surrounding active travel network through the provision of pedestrian connections and dedicated cycle parking within the Station Car Park, helping to facilitate combined cycle and rail journeys.

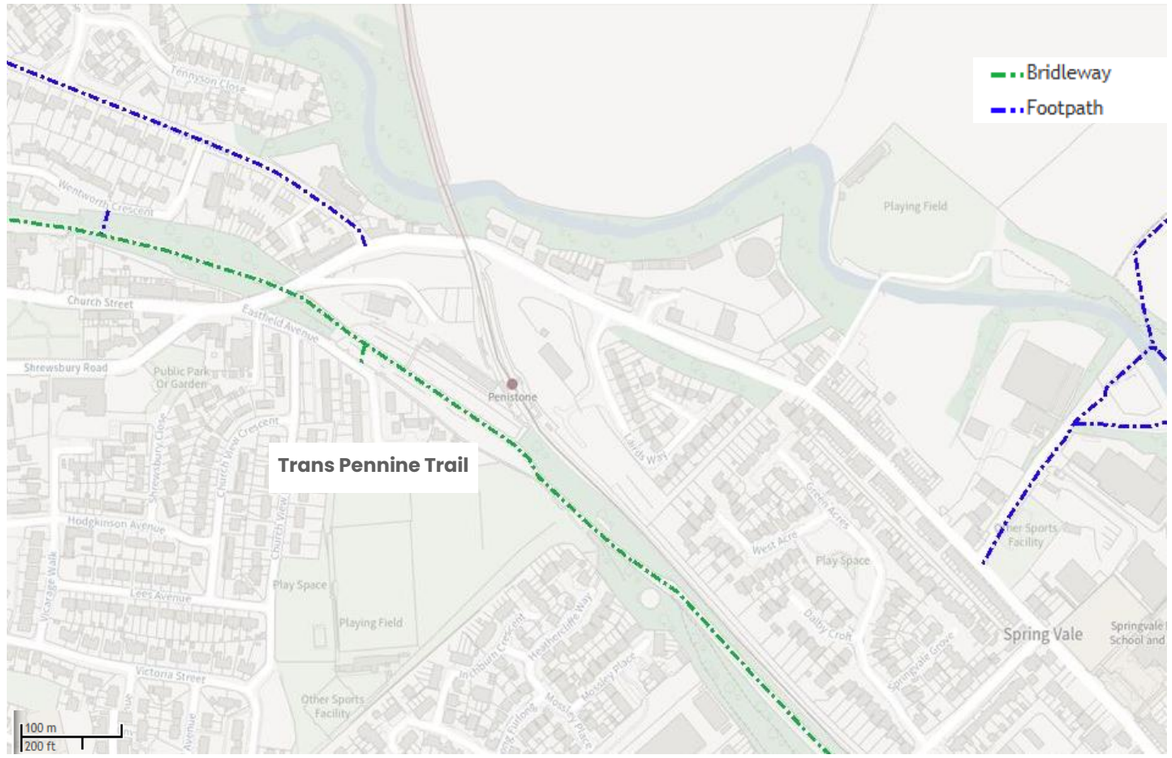


Figure 3 - PROW Map via Barnsley Council

2.3.5 Vehicular access to the site is provided via the existing access spur from Lairds Way, which connects with the B6462 Sheffield Road. The proposed station car park will retain and utilise this established access arrangement.

2.3.6 No alterations are proposed to the existing Lairds Way/Sheffield Road junction. Internal circulation within the development has been designed to accommodate normal car park traffic together with operational requirements including rail replacement bus and emergency vehicle access.

2.3.7 Existing pedestrian connections within the station environment will be retained and supplemented by dedicated pedestrian routes through the proposed car park, providing connections between Lairds Way, the parking areas and Penistone Railway Station.

2.3.8 The Transport Assessment considers the proposed access arrangements, development-related traffic and the operation of the surrounding highway network and concludes that the development would have a negligible residual impact on the B6462 Sheffield Road/Lairds Way junction.

2.4 Local Cycle Network

2.4.1 The application site is located in proximity to the Trans Pennine Trail, which passes through the wider station environment along the former railway corridor to the west of the operational railway. The Trail provides an established traffic-free walking and cycling route through Penistone and forms part of the wider active travel network.

2.4.2 The proximity of the Trans Pennine Trail and existing connections within the station environment provides opportunities for passengers to access Penistone Railway Station by bicycle and combine cycling with onward journeys by rail.

2.4.3 The proposed development will complement these existing connections through the provision of dedicated covered cycle parking within the station car park. The cycle parking is positioned close to the station and pedestrian network to provide convenient access for passengers travelling to the station by bicycle.

2.4.4 Further consideration of the existing walking and cycling network and the accessibility of the development by active modes is provided within the Transport Assessment.

3 Historical Context

3.1 Historical Development

3.1.1 The development of Penistone during the nineteenth century was closely associated with the expansion of the railway network. The arrival and subsequent development of railway infrastructure established Penistone as an important location within the regional transport network and contributed to the growth and development of the town.

3.1.2 The railway network developed progressively during the nineteenth century, establishing connections between Penistone and the surrounding settlements and industrial centres, including Huddersfield, Sheffield and Barnsley. This contributed to Penistone's development as a transport and commercial centre and established the railway as an important element of the town's historic character.

3.1.3 The present Penistone Railway Station dates from the later nineteenth century and formed part of this wider expansion of the railway network. The station and associated railway infrastructure illustrate the historic development of the railway and its contribution to the growth of Penistone. Surviving elements of the historic station environment include the former station building and former turntable, both of which are locally listed and contribute to an understanding of the site's railway heritage.

3.1.4 Although the wider railway network has changed considerably since the nineteenth century, Penistone Railway Station remains operational and continues to perform its established transport function. The station retains its historic relationship with the railway corridor, while the surviving station building and associated railway infrastructure remain important elements of the historic station environment.

3.1.5 The station environment has continued to evolve in response to changing operational and passenger requirements. The proposed station car park represents a further phase in this evolution, providing contemporary transport infrastructure associated with the continuing operation of Penistone Railway Station.

3.2 Heritage Assets

3.2.1 The application site forms part of the wider historic railway environment at Penistone and lies immediately adjacent to Penistone Conservation Area. The station environment also contains locally listed heritage assets associated with its historic railway use, including the former station building and former turntable. These assets contribute positively to the historic character and significance of the station environment and provide evidence of the development of the railway in Penistone.

3.2.2 The existing operational railway station and railway corridor are not identified as designated heritage assets in their own right. Nevertheless, the relationship between the operational station, Penistone Conservation Area and surviving locally listed railway infrastructure contributes to the historic character of this part of Penistone.

3.3 Penistone Conservation Area

3.3.1 Penistone Conservation Area lies immediately adjacent to the station environment. Conservation areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

3.3.2 The Conservation Area encompasses the historic core of Penistone and reflects the historic development and distinctive character of the town. Traditional building forms and materials, including the prevalent use of local stone, together with the historic street pattern and surviving nineteenth-century development, contribute to this character.

3.3.3 The relationship between Penistone Railway Station, the Conservation Area and the locally listed railway assets contribute positively to the historic character of the surrounding area. The Conservation Area Appriasal identifies the station environment as being of local heritage significance, with the surviving railway assets providing a locally distinctive reminder of Penistone's development as a railway town.

3.4 Listed and Locally Listed Heritage Assets

3.4.1 Within the immediate station environment, the locally listed former station building and former turntable are of particular relevance to the application site. These surviving assets illustrate the nineteenth-century development of the railway and contribute to the historic character of the station environment.

3.4.2 Statutorily listed buildings and structures are also present within the wider surroundings of the application site, including Penistone Railway Viaduct. The relevance of these assets principally relates to the contribution made by the application site to their setting and the potential for the proposed development to affect that contribution.

3.5 Relationship of the Proposed Development to the Historic Environment

3.5.1 The proposed Station Car Park has been developed within the context of the site's established railway use and historic station environment. The development would not require the demolition or loss of the locally listed former station building or former turntable, and the historic railway alignment and overall legibility of the station environment would be retained.

3.5.2 The proposed development comprises infrastructure directly associated with Penistone Railway Station and its continuing transport function. Although it will introduce new development within the station environment, its use remains closely related to the railway and represents a contemporary phase in the continued evolution of the site.

3.5.3 on the above assessment and the relationship between the assets, the proposals are not anticipated to materially affect the significance or setting of Penistone. The wider proposals are not anticipated to materially affect the significance or setting of Penistone Conservation Area or the locally listed

heritage assets within the station environment. It also recognises that investment in accessibility and station infrastructure supports the continued use of Penistone Station for its established railway purpose.

3.5.4 The layout, landscaping, lighting and boundary treatments associated with the proposed station car park have been developed with regard to the site's relationship with the historic station environment and nearby heritage assets.

3.6 Conclusion

3.6.1 The historic environment has been considered throughout the development of the wider Penistone Station improvement scheme. The proposed station car park represents a continuation of the established transport function of the site and would retain the locally listed former station building and former turntable.

3.6.2 It is anticipated that there will be no material effect on the significance or setting of Penistone Conservation Area or the locally listed heritage assets within the station environment. The proposed development is therefore considered capable of being accommodated within the existing station environment while maintaining its established railway character and relationship with surrounding heritage assets.

4 Involvement

4.1 2026 Public Consultation

4.1.1 Barnsley Metropolitan Borough Council (BMBC), working with the wider project team, undertook pre-application engagement in relation to the proposed improvements at Penistone Railway Station. The engagement provided local residents, businesses, community groups and other stakeholders with an opportunity to understand the proposals, ask questions and provide feedback while the scheme was still being developed and in advance of the submission of the relevant planning applications.

4.1.2 The main period of public consultation ran for three weeks between 15 June and 6 July 2026. The consultation related to the wider Penistone Station improvement proposals, comprising the proposed Station Car Park and the separately progressed accessible footbridge and lifts.

4.1.3 A range of communication and engagement methods were used to raise awareness of the proposals and provide accessible opportunities for participation. This included targeted stakeholder engagement, online and printed information, social media, direct correspondence and face-to-face engagement. Feedback could be provided electronically, by email or letter and through paper response forms.

4.2 Three public drop-in events were held during the consultation period:

- 18 June 2026 at St John's Community Centre, Penistone;
- 23 June 2026 at Wortley Wagyu Café, Wortley; and
- 25 June 2026 at St Aidan's Church and Community Hall, Oxspring.

4.2.1 Representatives from BMBC, SLC Property, SLC Projects, South Yorkshire Mayoral Combined Authority, Northern and Network Rail attended the events, providing members of the public with an opportunity to discuss the proposals directly with the project team. More than 100 people attended the drop-in events.

4.2.2 The consultation was also promoted through a letter drop to over 6,000 local residents and businesses, direct contact with 37 named stakeholders, BMBC's website and social media channels, and the Penistone Town Council website. BMBC received 162 written responses through the online response form, email and paper forms.

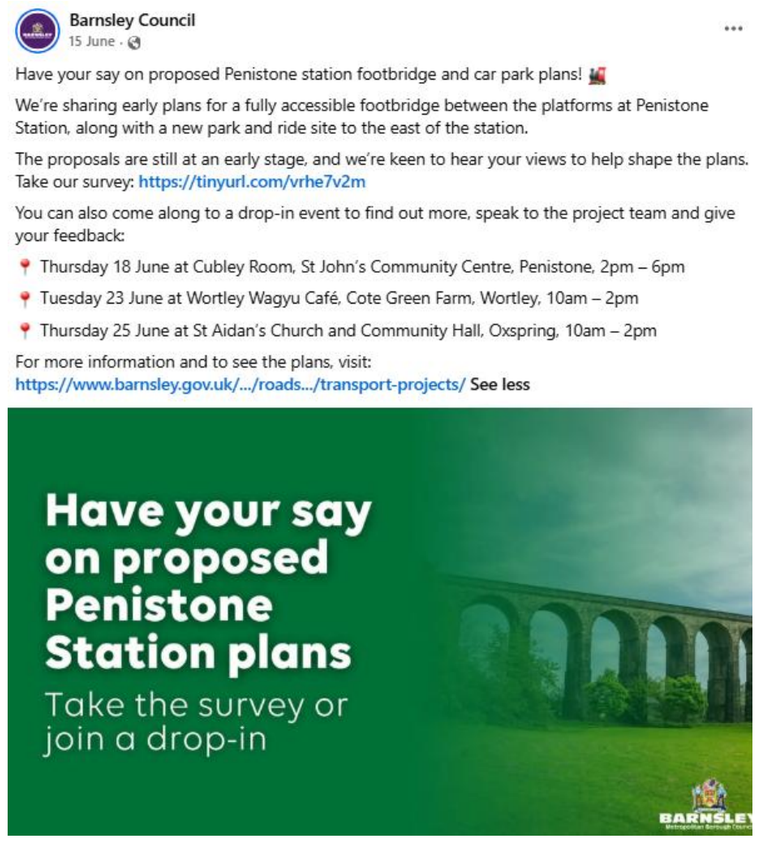
4.2.3 Further details of the engagement undertaken, feedback received and the project team's response are provided within the Statement of Community Engagement submitted in support of the application.

4.3 Aims and objectives of consultation

4.3.1 The objective of the pre-application engagement were to:

- Share information on the proposals for Penistone Railway Station with local residents, businesses and other stakeholders;
- Provide information in a variety of formats to enable informed participation and maximise the reach of the engagement;
- Provide opportunities to comment through both electronic and non-electronic methods;
- Enable two-way dialogue between members of the public, stakeholders and the project team;
- Understand levels of support and areas of concern associated with the proposals; and demonstrate how feedback had been considered in the continued development of the proposals.

4.3.2 The consultation was undertaken while the proposals were being developed, enabling feedback to inform the ongoing evolution of the scheme and the supporting technical assessments where appropriate.



4.4 Consultation Feedback and Design Response

4.4.1.1 The public engagement generated a total of 162 written responses. Overall, the feedback demonstrated support for the wider Penistone Station improvement project, with 71% of respondents indicating support for the project as a whole. Improved accessibility, increased parking provision and improved public transport connectivity were among the elements of the proposals valued by respondents.

4.4.1.2 Additional station parking was particularly well received. The subsequent 'You Said, We Did' exercise identified that 73% of respondents considered additional station parking to be an important or very important element of the proposals. Respondents nevertheless raised questions regarding the appropriate amount of parking and the justification for the proposed capacity.

4.4.1.3 Other recurring themes included pedestrian access and connectivity, the effect of traffic on residents of Lairds Way, lighting and security, landscaping, cycle parking, integration with other public transport services and the range of facilities available at the station.

4.4.1.4 The feedback received has been considered by BMBC and the wider project team during the continued development of the proposals and supporting technical assessments. The consultation process has therefore provided an important means of understanding local priorities and identifying matters requiring consideration as the scheme has progressed.

4.4.1.5 Further information regarding the consultation methodology, responses received, key themes and the project team's response is provided within the submitted Statement of Community Engagement, which should be read alongside this Design and Access Statement.

5 Site Analysis

5.1 Introduction

5.1.1 The development of the proposed station car park has been informed by an understanding of the physical, environmental and operational characteristics of the application site and its surroundings. The site analysis has considered the opportunities presented by its location immediately adjacent to Penistone Railway Station, together with the constraints associated with the existing site, surrounding land uses, transport network and environmental conditions.

5.1.2 These considerations have informed the layout and design of the submitted development. The principal opportunities and constraints identified through the design development process are summarised below, with more detailed consideration provided through the technical assessments submitted in support of the planning application.

5.2 Key Physical and Technical Opportunities

5.2.1 The application site presents a number of opportunities which have informed the development of the proposed Station Car Park, including:

- making efficient use of land immediately adjacent to an existing railway station;
- increasing station parking capacity and supporting access to rail services;
- improving interchange between private vehicles, rail, walking and cycling;
- providing dedicated accessible parking in close proximity to the station;
- improving pedestrian connections between the proposed car park, Lairds Way and Penistone Railway Station;
- providing dedicated motorcycle and covered cycle parking;
- complementing the wider programme of accessibility improvements at Penistone Railway Station;
- improving the landscape treatment and environmental quality of the site;
- providing opportunities for ecological enhancement and Biodiversity Net Gain;
- incorporating an appropriate surface water drainage solution;
- providing a coordinated approach to lighting, boundaries and ancillary infrastructure; and
- reinforcing the site's established relationship with the railway and its continuing transport function.

5.3 Key Physical and Technical Constraints

5.3.1 The design of the proposed development also needs to respond to a number of existing physical, environmental and operational constraints. These include:

- the site's position immediately adjacent to the operational railway;
- the relationship between the car park and existing station;
- the existing vehicular access from Lairds Way and its connection with Sheffield Road;
- the relationship with nearby residential properties and other sensitive receptors;
- existing pedestrian and cycle routes within the wider station environment;
- existing trees, vegetation and habitats within and around the site;
- the site's relationship with Penistone Conservation Area and the historic railway environment;
- existing ground conditions, including the site's previous uses and wider coal mining context;
- flood risk, surface water management and drainage requirements;
- the need to accommodate safe and legible vehicle and pedestrian circulation; and
- the operational relationship between the proposed car park and wider station improvement scheme.

5.3.2 These constraints have been considered throughout the development of the scheme and have informed the layout, landscape proposals and technical mitigation incorporated within the submitted development.

5.4 Flood Risk and Drainage

5.4.1 Flood risk and surface water management have been considered as integral components of the development of the proposed station car park. A Flood Risk Assessment and Drainage Strategy has been prepared in support of the planning application and has informed the submitted layout and drainage proposals.

5.4.2 The application site is predominantly located within Flood Zone 1 and is therefore at low risk of flooding from rivers and the sea. Areas of Flood Zones 2 and 3 are present close to the northern boundary of the site, associated with the River Don corridor beyond Sheffield Road. The submitted Flood Risk Assessment considers the relationship between the proposed development and these areas in further detail.

5.4.3 The proposed development will introduce additional impermeable surfaces associated with the car park, access and pedestrian areas. The drainage strategy has therefore been developed to manage surface water runoff from the proposed development in a controlled manner and avoid increasing flood risk elsewhere.

5.4.4 Infiltration testing undertaken as part of the ground investigation identified variable infiltration rates and the use of infiltration as the primary means of surface water disposal is not recommended. Direct discharge to a watercourse is also not considered practicable. The proposed strategy therefore comprises a positive drainage system incorporating gullies and carrier pipes, attenuation storage and flow control prior to discharge to the existing drainage network.

5.4.5 Surface water runoff from the proposed impermeable areas will be collected through the drainage network and conveyed to below-ground attenuation storage. A flow control device will restrict the rate of discharge from the site, with attenuation providing storage for excess runoff during storm events.

5.4.6 The drainage strategy has been developed to accommodate the design rainfall event, including an allowance for climate change. The detailed drainage arrangement is shown on the submitted Proposed Drainage Plan (Drawing Ref. PNS-SLC-XX-DRG-DGE-9001), with further information provided within the Flood Risk Assessment and Drainage Strategy submitted in support of the application.

5.4.7 The proposed drainage infrastructure has been coordinated with the car park layout, landscaping and other site infrastructure. This ensures that surface water management forms an integrated component of the submitted design while maintaining the operational requirements of the station car park.

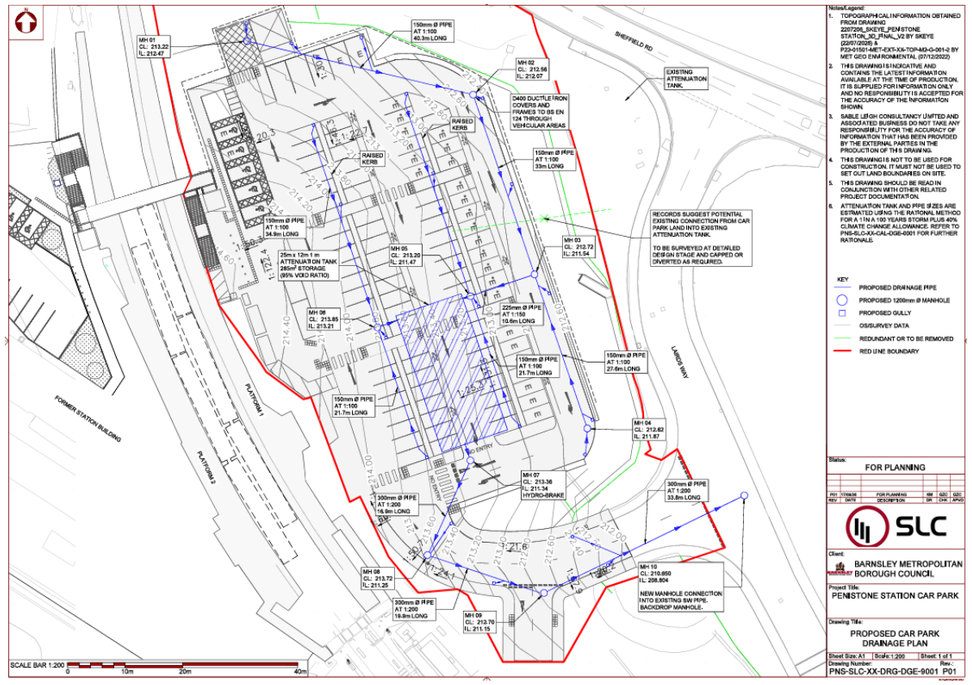


Figure 4 - Drainage Strategy (SLC)

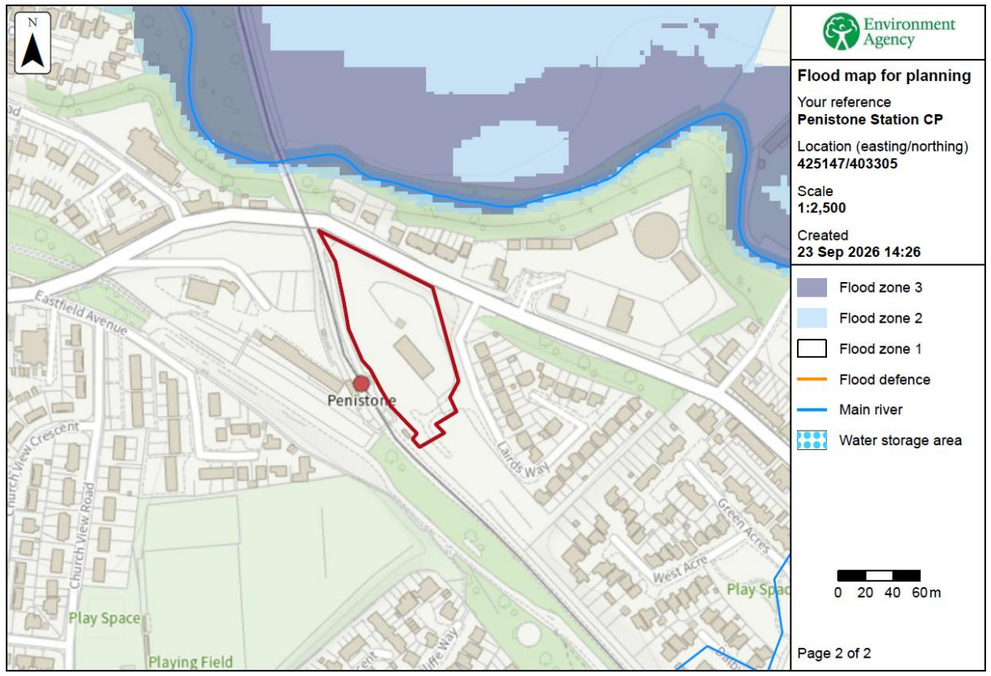


Figure 5 - Flood Risk of the Site (Environment Agency)

5.5 Rights of Way and Active Travel Routes

5.5.1 The existing pedestrian and cycle network has been considered in the development of the proposed station car park. The Trans Pennine Trail passes through the wider station environment along the former railway corridor and provides an established connection to the wider walking, wheeling and cycling network.

5.5.2 Existing pedestrian access between the station and the Trans Pennine Trail will be retained. The proposed development will supplement existing connections through dedicated pedestrian routes between Lairds Way, the car park and Penistone Railway Station, while covered cycle parking is incorporated to support journeys combining cycling and rail.

5.5.3 The Transport Assessment identifies the site as being well connected by non-car modes, including bus, walking, wheeling and cycling.

5.6 Transport and Highway Impact

5.6.1 A Transport Assessment has been prepared to assess the transport and highway implications of the proposed development. Traffic surveys undertaken in September 2026 identified highway network peak hours of 08:15–09:15 and 16:45–17:45. The assessment considers the operation of the B6462 Sheffield Road/Lairds Way junction under 2026 baseline and 2031 future-year scenarios, including the additional vehicle movements associated with the proposed development.

5.6.2 The assessment adopts a robust approach by applying the anticipated development demand to the identified highway network peak periods, notwithstanding that rail-related demand is expected to occur more sporadically and, in part, outside the busiest periods on the highway network.

5.6.3 Junction modelling demonstrates that the B6462 Sheffield Road/Lairds Way junction would continue to operate comfortably within capacity in all scenarios assessed. The Transport Assessment therefore concludes that the residual impact of the proposed development on the local highway network would be negligible.

5.6.4 A review of personal injury collision data identified no recorded collisions within 100 metres of the B6462 Sheffield Road/Lairds Way junction during the five-year period from 2020 to 2024.

5.7 Air Quality

5.7.1 The application site is not located within an Air Quality Management Area (AQMA). The potential for effects upon local air quality has nevertheless been considered in the context of the proposed transport use and the relationship of the site with nearby residential development.

5.7.2 During construction, activities including earthworks, construction traffic, plant and the handling of materials have the potential to generate temporary dust and emissions. These effects can be appropriately managed through standard construction management and good-practice measures.

5.7.3 During operation, vehicle movements will occur as passengers arrive at and depart from the station car park. The development is, however, intended to support interchange with rail and enable passengers to undertake the longer-distance element of journeys by public transport.

5.8 Construction and Operational Noise Impact

5.8.1 The existing noise environment is influenced principally by road traffic, together with activity associated with the operational railway and surrounding area. Residential properties on Lairds Way, to the east of the application site, represent the closest noise-sensitive receptors to the proposed development.

5.8.2 A Noise Assessment has been prepared by Sharps Redmore to assess the potential noise effects associated with the proposed station car park. The assessment considers the existing noise environment, activity within the proposed car park and changes in road traffic noise associated with vehicles accessing the development.

5.8.3 An environmental noise survey was undertaken between 11 and 13 August 2026 to establish existing ambient noise conditions at the nearest residential receptors. The survey identified road traffic on Sheffield Road as a principal influence on the existing noise environment, together with occasional vehicle movements on Lairds Way and other surrounding activity.

5.8.4 Operational noise associated with the car park has been assessed having regard to vehicle movements, manoeuvring, parking activity and events such as car door and boot closures. The assessment predicts that noise associated with operation of the car park would remain below the prevailing ambient noise environment at the nearest residential receptors.

5.8.5 Changes in road traffic noise associated with the development have also been assessed. The predicted increases in combined noise levels are approximately 0.7 dB during the daytime and 0.5 dB during the night-time period, representing a negligible change in the existing noise environment.

5.8.6 The Noise Assessment concludes that operation of the proposed development would not result in a significant adverse noise impact upon surrounding residential receptors.

5.9 Ecology and Biodiversity

5.9.1 Ecological considerations have informed the development of the proposed station car park from an early stage. Ecological survey work has been undertaken to establish the baseline conditions of the site, identify habitats and species which may be affected by the development and inform appropriate avoidance, mitigation and enhancement measures.

5.9.2 The site comprises a mixture of previously developed land, hardstanding, grassland, scrub, trees and other vegetation. These habitats provide ecological value within the wider station environment and have been considered alongside the operational requirements of the proposed development.

5.9.3 Bat survey work recorded bat activity associated with the site, including species using the area for foraging and commuting. No evidence of roosting bats was identified within the surveyed buildings, structures or trees. Appropriate precautionary measures will be incorporated during construction and the landscape and lighting proposals have been developed with regard to the ecological use of the site.

5.9.4 Invertebrate surveys undertaken between July and September 2026 recorded 137 species, including four nationally notable species. The site was assessed as being of District (Low) importance for invertebrates. Recommendations include the retention or creation of habitat features such as open mosaic habitat, bare ground, short turf, scrub, deadwood and flower-rich vegetation where appropriate.

5.9.5 The proposed landscape and biodiversity strategy incorporates new planting and habitat creation intended to mitigate habitat loss and provide ecological enhancement. The detailed landscape proposals will also provide an opportunity to incorporate appropriate measures identified through the ecological assessments, including relevant recommendations arising from the invertebrate survey. It is anticipated that the final details of these measures will be secured through an appropriately worded planning condition.

5.9.6 A Biodiversity Net Gain Assessment has been undertaken using the statutory biodiversity metric. The assessment identifies a baseline value of 7.55 habitat units and a post-development on-site value of 2.79 habitat units, representing an on-site change of -63.13%.

5.9.7 The mandatory 10% Biodiversity Net Gain requirement cannot therefore be achieved wholly within the application site. The assessment identifies a requirement for 5.515 biodiversity units to be delivered through off-site compensation, including habitat provision necessary to satisfy the applicable trading rules. The detailed mechanism for securing the required Biodiversity Net Gain will be set out through the Biodiversity Gain Plan, which is anticipated to be secured by planning condition should planning permission be granted.

5.9.8 Appropriate measures will be incorporated during site clearance and construction to avoid or minimise effects upon protected and notable species and retained habitats, with longer-term habitat management forming part of the ecological and landscape strategy for the completed development.

5.10 Trees and Arboriculture

5.10.1 Trees and established vegetation form an important component of the existing site and its boundaries and have been considered throughout the development of the proposed layout. An Arboricultural Survey and Arboricultural Impact Assessment have been prepared in support of the application.

5.10.2 The arboricultural survey identifies 34 individual trees and 12 groups of trees within the surveyed area. These comprise one Category A tree, four Category B trees, 25 Category C trees and four Category U trees, together with 12 Category C groups.

5.10.3 The proposed development requires the removal of three individual trees (T10, T11 and T12), the complete removal of Groups G02 and G03 and partial removal of Groups G01, G04, G05, G06 and G07. The majority of the affected vegetation is Category C, with no Category A trees proposed for removal.

5.10.4 The layout retains the principal established vegetation along the Lairds Way and Sheffield Road boundaries, helping to maintain existing landscape structure and screening around the site. New planting is proposed as part of the submitted landscape strategy to complement retained vegetation and contribute to the landscape and biodiversity objectives of the development.

5.10.5 The Arboricultural Impact Assessment also identifies limited incursions into the Root Protection Areas of retained trees. These impacts can be appropriately managed through careful working methods and arboricultural supervision.

5.10.6 Retained trees and vegetation will be protected during construction through appropriate tree protection measures. A detailed Arboricultural Method Statement, including tree protection fencing, construction methods within Root Protection Areas and arboricultural supervision, is anticipated to be secured by planning condition should planning permission be granted.

6 Design Approach

6.1 Introduction

6.1.1 This section explains the design principles that have informed the proposed station car park at Penistone Railway Station. The design has evolved in response to the site's relationship with the railway station, its physical and environmental characteristics, operational requirements and the opportunities and constraints identified through the site analysis.

6.1.2 The principal objective has been to provide additional station parking within a safe, accessible and legible layout that supports interchange with rail services and integrates appropriately with the wider station environment.

6.1.3 Particular consideration has been given to vehicular and pedestrian movement, inclusive access, operational requirements, existing vegetation, landscaping, lighting, drainage and the relationship with the historic station environment.

6.1.4 The design has also been coordinated with the wider station improvement programme, including the separately progressed accessible footbridge and lifts. Although these works do not form part of this planning application, their relationship with the car park has informed pedestrian movement and accessibility within the wider station environment.

6.2 Use

6.2.1 The principal use of the application site will be as a station car park serving Penistone Railway Station. The proposed use responds directly to the site's location immediately adjacent to the station and its established transport context.

6.2.2 The development will provide additional station parking together with pick-up/drop-off, motorcycle and covered cycle parking provision. Associated pedestrian infrastructure will connect these facilities with the station and surrounding pedestrian network.

6.2.3 Landscaping, lighting, drainage, utilities, boundary treatments and other ancillary infrastructure are incorporated as integral components of the development, supporting its safe and effective operation and integration within the surrounding environment.

6.3 Layout

6.3.1 The submitted layout has been developed in response to the triangular form of the application site, its relationship with the operational railway and station to the west, Lairds Way to the east and Sheffield Road to the north, together with the environmental and operational constraints identified through the site analysis.

6.3.2 Parking is arranged around an internal circulation system designed to make efficient use of the available land while maintaining clear routes for vehicles and pedestrians. Vehicular access is provided from the existing access spur from Lairds Way.

6.3.3 Pedestrian movement has been a key consideration in the development of the layout. Dedicated pedestrian routes provide connections between the parking areas, Lairds Way and the station, with the arrangement seeking to minimise conflict between pedestrians and vehicles.

6.3.4 The layout has evolved through design development to improve pedestrian movement and accessibility. Proposed steps between the car park and station access were removed after design development demonstrated that appropriate gradients could be achieved without them, providing a more inclusive route through this part of the site.

6.3.5 Motorcycle parking was also relocated from the south-western area of the car park to the north-western end of the site. This provides greater width and reduces obstruction along the principal pedestrian route between the station and Lairds Way.

6.3.6 Earlier proposals for an additional ramp connection to Platform 1 and a connection via the existing mothballed steps were removed during design development. Level access to Platform 1 can be achieved without the additional ramp, while the mothballed steps will remain closed due to safety, maintenance and accessibility considerations and the limited reduction in walking distance that their reopening would provide.

6.3.7 Landscaping, drainage, lighting, utilities and other infrastructure have been coordinated with the parking and circulation layout. Existing vegetation is retained where practicable, with new planting and habitat creation incorporated around and within the development.

6.4 Access

6.4.1 The access strategy has been developed to provide safe and convenient access for vehicles, pedestrians and cyclists while maintaining an appropriate relationship with the existing highway network and railway station.

6.4.2 Vehicular access is provided from Lairds Way via the existing access spur from Sheffield Road (B6462). The internal circulation arrangement provides access to the parking areas and has been tested against the requirements of standard vehicles, rail replacement buses and emergency vehicles.

6.4.3 A 2.2m height restriction barrier is proposed at the car park entrance. This will restrict access by larger vehicles during normal operation while accommodating standard vehicles, including larger modern SUVs. The barrier will be capable of being opened when access is required for emergency vehicles and rail replacement buses.

6.4.4 Dedicated pedestrian routes provide connections between the parking areas, Lairds Way and Penistone Railway Station. The removal of proposed steps and relocation of motorcycle parking have helped provide a more accessible and unobstructed pedestrian route through the development.

6.4.5 Accessible parking is located to provide convenient access towards the station, while covered cycle parking provides facilities for passengers accessing the station by bicycle.

6.4.6 The separately progressed footbridge and lifts will provide a step-free connection between the station platforms. The car park and footbridge have been developed as complementary elements of the wider station improvement scheme, although the footbridge does not form part of this planning application.

6.4.7 The Transport Assessment considers the highway and access implications of the submitted development and demonstrates that the B6462 Sheffield Road/Lairds Way junction would continue to operate comfortably within capacity following development, with the residual impact on the highway network assessed as negligible.

6.5 Appearance and Materials

6.5.1 The proposed development principally comprises a surface station car park and therefore involves limited built form. Its appearance will be influenced primarily by the treatment of parking and circulation areas, landscaping, lighting, boundaries, signage, cycle parking and other ancillary infrastructure.

6.5.2 The design seeks to provide a coordinated and functional appearance appropriate to the site's transport use while responding to the surrounding station environment. Materials and finishes have been selected having regard to durability, maintenance, accessibility and the character of the site and its surroundings.

6.5.3 Landscape treatment forms an important component of the submitted design. Existing vegetation is retained where practicable, with new planting incorporated to soften areas of hardstanding, provide visual containment and contribute towards ecological and biodiversity objectives.

6.5.4 Boundary treatments respond to operational and safety requirements while maintaining an appropriate relationship with the railway, Lairds Way, surrounding properties and wider station environment.

6.5.5 Ancillary features including the covered cycle shelter, lighting columns, signage and other infrastructure have been coordinated with the wider layout to provide a coherent development and limit unnecessary visual clutter.

6.6 Parking Provision

6.6.1 The provision of additional station parking is a principal component of the proposed development. The submitted scheme provides 99 car parking spaces within the application site, substantially increasing the parking capacity available at Penistone Railway Station.

6.6.2 The parking layout incorporates standard, accessible and enlarged spaces together with active and passive provision for electric vehicle charging. Pick-up/drop-off spaces, motorcycle parking and covered cycle parking are also provided as part of the wider layout.

6.6.3 Accessible parking is positioned in close proximity to the station and pedestrian routes to provide convenient access for passengers with reduced mobility. The arrangement of the remaining parking areas has been coordinated with pedestrian routes and internal vehicle circulation to provide safe and convenient movement through the site.

6.6.4 Electric vehicle charging provision has been refined during design development following consideration of relevant standards and discussions with the intended station operator. The submitted scheme incorporates both active charging spaces and passive provision to enable future expansion of charging infrastructure.

6.6.5 Parking provision has been balanced against the need to accommodate landscaping, drainage infrastructure, pedestrian routes, lighting, retained vegetation and other operational requirements. The resulting layout therefore seeks to maximise the effective use of the site without compromising its wider functional and environmental requirements.

6.7 Lighting, Safety and Security

6.7.1 Lighting forms an important component of creating a safe and usable station car park, particularly during periods of darkness. The submitted lighting design provides illumination to parking areas, pedestrian routes and other locations where required to support safe movement through the development.

6.7.2 The lighting scheme has been designed to provide appropriate illumination while limiting unnecessary light spill towards neighbouring residential properties, ecological receptors and the surrounding environment. Further assessment of the lighting proposals is provided within the submitted lighting information.

6.7.3 The layout itself contributes towards safety and security through clear and legible pedestrian and vehicle routes and appropriate visibility across the car park. Landscaping has been coordinated with these routes to avoid unnecessarily obstructing important sightlines or creating concealed areas.

6.7.4 Lighting columns and associated infrastructure have been coordinated with parking spaces, pedestrian routes, landscaping, trees and other infrastructure to minimise physical and visual clutter.

6.8 CCTV and Telecoms

6.8.1 CCTV and associated telecommunications infrastructure are incorporated within the proposed development to support the safety and security of passengers and other users of the station car park.

6.8.2 The proposed CCTV provision includes cameras positioned to provide surveillance across key areas of the car park and principal movement routes, together with additional CCTV provision associated with the waiting shelter. The infrastructure has been coordinated with the car park layout, pedestrian routes, lighting, landscaping and other proposed infrastructure.

6.8.3 The location and arrangement of the proposed CCTV and telecommunications infrastructure are shown on the submitted Telecoms Removed/Modified/Proposed Assets Overview Plan – Car Park (Drawing PNS-SLC-XX-DRG-TEL-0002-P03).

7 Appearance

7.1 Design Principles

7.1.1 The appearance of the proposed development has been considered in the context of its principal function as a station car park and its location immediately adjacent to Penistone Railway Station. As a predominantly surface-level development with limited built form, its character and appearance will principally be established through the arrangement of parking and circulation areas, landscaping, surfacing, boundary treatments, lighting and ancillary infrastructure.

7.1.2 These elements have been considered collectively to provide a coordinated development rather than an extensive area of functional hardstanding.

7.1.3 The principal design objectives are to:

- provide a functional and legible station car park appropriate to its setting;
- provide clear and convenient pedestrian connections between the parking areas and railway station;
- provide an inclusive environment which can be used safely and conveniently by a range of users;
- integrate the development with its surroundings through landscaping and boundary treatment;
- respond appropriately to existing vegetation and the environmental characteristics of the site;
- have regard to the historic station environment and adjacent Penistone Conservation Area;
- minimise unnecessary visual clutter through the coordinated treatment of lighting, signage, boundaries and other infrastructure;
- use robust and durable materials appropriate to the operational requirements of the development; and
- incorporate landscape and ecological enhancement as an integral component of the overall design.

7.1.4 These principles are reflected in the submitted treatment of the parking areas, pedestrian routes, landscaping and ancillary infrastructure.

7.2 Connectivity and Legibility

7.2.1 The relationship between the proposed station car park and Penistone Railway Station is fundamental to the appearance and legibility of the scheme. The development has been designed to read as part of the wider station environment, with clear pedestrian connections towards the station.

7.2.2 The arrangement of parking, circulation and pedestrian routes provides an understandable hierarchy of movement through the site, with dedicated pedestrian connections between the parking areas, Lairds Way and the station.

7.2.3 Landscaping, lighting, signage and ancillary infrastructure have been coordinated with these routes to maintain their visibility and legibility and avoid unnecessary obstruction or visual clutter.

7.2.4 The relationship with the separately progressed accessible footbridge and lifts has also informed passenger movement within the wider station environment, although these works do not form part of this planning application.

7.3 Hard Landscape and Materials Strategy

7.3.1 The hard landscape strategy provides the functional framework for the station car park, comprising surfaces for vehicle circulation, parking and pedestrian movement together with associated kerbs, boundaries and ancillary features.

7.3.2 Materials and finishes have been selected having regard to their function and the need to provide a robust and durable development capable of accommodating regular vehicle and pedestrian use. The treatment of pedestrian areas provides appropriate distinction from vehicular areas and supports safe and accessible movement through the site.

7.3.3 Hard landscape areas have been considered alongside planting, drainage and boundary treatments to reduce the visual dominance of hardstanding and integrate the development with its surroundings.

7.3.4 The treatment of the development also has regard to its position within the established railway environment and relationship with Penistone Conservation Area. The approach is not intended to replicate historic materials or features, but to provide a restrained and coordinated appearance which does not detract from the character of the surrounding station environment.

7.3.5 Ancillary elements including cycle parking, signage, lighting columns, the height restriction barrier and boundary treatments have been coordinated with the wider layout to meet operational requirements while limiting unnecessary visual clutter.

7.4 Soft Landscape Strategy

7.4.1 Soft landscaping forms an important component of the proposed development, helping to integrate the station car park into its surroundings and providing a visual and environmental counterbalance to the areas of hardstanding required for parking and circulation.

7.4.2 The landscape strategy responds to the existing characteristics of the site, including established trees and vegetation, the railway boundary, Lairds Way and neighbouring land uses. Existing vegetation is retained where practicable, including the principal established vegetation along the Lairds Way and Sheffield Road boundaries.

7.4.3 New tree, scrub and grassland planting is proposed within and around the development to soften views of parked vehicles and hardstanding, provide landscape structure and contribute to the

environmental quality of the site. Planting has been coordinated with pedestrian and vehicle visibility, lighting, drainage and operational requirements.

7.4.4 The landscape strategy also contributes to the ecological objectives of the development through the retention, enhancement and creation of habitats within the site. The statutory Biodiversity Net Gain requirement cannot be achieved entirely within the application site and will therefore be delivered through a combination of the proposed on-site habitats and the necessary off-site biodiversity provision.

7.4.5 The detailed landscape treatment will have regard to site conditions, long-term establishment and maintenance, biodiversity value and the character of the surrounding area. The detailed proposals will also provide an opportunity to incorporate appropriate measures arising from the ecological assessments, including relevant recommendations of the invertebrate survey.

7.4.6 The landscape proposals therefore form an integral component of the overall design, providing landscape structure and ecological value within and around the parking areas rather than functioning solely as perimeter mitigation.

7.5 Lighting and Ancillary Infrastructure

7.5.1 Lighting columns and associated infrastructure have been integrated with the layout of the development and coordinated with parking areas, pedestrian routes, landscaping and trees to provide a coherent overall appearance.

7.5.2 Ancillary elements, including signage, cycle parking, the height restriction barrier, boundary treatments and other station infrastructure, have similarly been coordinated with the wider layout. Their positioning and specification seek to meet the operational requirements of the development while limiting unnecessary visual clutter.

7.5.3 Further consideration of the role of lighting in supporting safety and security is provided in Section 6.7, with CCTV and telecommunications infrastructure considered separately in Section 6.8.

8 Conclusion

8.1.1 The proposed development will provide a new station car park to serve Penistone Railway Station, making more effective use of land adjacent to the station and substantially increasing the availability of station parking.

8.1.2 The design has been informed by the site's physical, environmental and operational context, including its relationship with the operational railway, Lairds Way and Sheffield Road, nearby residential properties, existing vegetation and habitats, and the historic station environment. These considerations have informed the layout, access and circulation arrangements, landscaping, lighting, drainage, boundary treatments and associated infrastructure.

8.1.3 The submitted layout provides for safe and legible movement through the site, including dedicated pedestrian connections between Lairds Way, the car park and the station, together with accessible parking, motorcycle parking, covered cycle parking and associated passenger facilities. Lighting and CCTV provision will also contribute to a safe and secure station environment.

8.1.4 The development has been designed alongside the wider programme of improvements at Penistone Railway Station, including the proposed accessible footbridge, lifts and stairs, which are subject to a separate consenting process. Together, these improvements are intended to improve accessibility and interchange at the station and support increased use of rail and other sustainable modes of travel.

8.1.5 The application is supported by a range of technical and environmental assessments which have informed the submitted design and identified appropriate mitigation where required. These demonstrate that matters including access and transport, drainage and flood risk, noise, ecology and biodiversity, arboriculture, ground conditions and lighting have been appropriately considered as part of the development.

8.1.6 Overall, the proposed development represents a coordinated and context-responsive improvement to Penistone Railway Station. The scheme will deliver additional station parking and improved pedestrian and interchange facilities while responding appropriately to the environmental, operational and amenity considerations identified through the design and assessment process.