

Glass Recycling (UK) Ltd

**Glass Recycling (UK), 418
Carlton Road, Barnsley**

Transport Statement

September 2021



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

Glass Recycling (UK) Ltd

**Glass Recycling (UK), 418 Carlton Road
Barnsley**

Transport Statement

September 2021



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CONTENTS

	Page Number
1.0 INTRODUCTION AND BACKGROUND INFORMATION	1
2.0 EXISTING CONDITIONS	3
3.0 DEVELOPMENT PROPOSALS	5
4.0 TRANSPORT CONSIDERATIONS	6
5.0 SUMMARY AND CONCLUSIONS	7

FIGURES

Figure 1	Site location
Figure 2	Accident Data Taken from CrashMap (2016-2020)

DRAWINGS

F21122/01	Swept Path Assessment (16.5m Articulated Vehicle)
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APPENDICES

Appendix A	Proposed Site Plan
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1.0 INTRODUCTION AND BACKGROUND INFORMATION

- 1.1 Bancroft Consulting were appointed by Glass Recycling (UK) Ltd to provide highways and transportation advice in support of a planning application at Glass Recycling UK in Barnsley. The proposals comprise the erection of a new building, that would operate as a glass processing facility, in support of the existing operations at the site. A copy of the latest proposed site plan can be seen at **Appendix A**, whilst **Figure 1** shows the site in context with its local area.
- 1.2 This Transport Statement has been produced with the objective of demonstrating to the local highway authority that the proposals would not generate any significant increases in traffic and that a suitable provision of car parking would be provided. It also aims to demonstrate how a satisfactory operational strategy would continue as per the existing arrangements. This report has been prepared to support an upcoming planning application to Barnsley Metropolitan Borough Council, which as a Unitary Authority is both Local Planning and Local Highway Authority.
- 1.3 This Transport Statement considers current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, July 2021). In respect of highways and transportation issues, Paragraph 110 of the NPPF sets out the following requirements:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

1.4 In terms of highway impact, Paragraph 111 of the revised NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

1.5 To inform this Transport Statement, a site visit and meeting with the applicant has been undertaken. This included an onsite visit and meeting on 7 September 2021 between 0945 and 1145 hours. During this visit, observations were made of the existing site access arrangement and surrounding highway layout.

2.0 EXISTING CONDITIONS

2.1 Site Details

2.1.1 The existing Glass Recycling (UK) site comprises of substantial glass recycling facility and is located to the north of Carlton Road within the Carlton industrial estate area of Barnsley. It comprises a mix of existing buildings and external storage areas. The existing operations employ around 70 people. Further detail of the operations that take place within the site is provided below. **Figure 1** shows that the site is bound by Carlton Road to the south and Longfields Road to the west, with a low level of residential development on the opposite side of Laithes Lane / Carlton Road to the south.

2.1.2 The Glass Recycling (UK) site is a long-standing employment site and includes facilities relating to the recycling and processing of glass within the depot.

2.2 Site Activity

2.2.1 The glass recycling operations on the site are undertaken in several large buildings, and in addition there are areas of hardstanding, storage, and parking on site. The processing includes receipt of glass materials, and the site has a license to process up to 400,000 tonnes per year, which will remain same with these proposals. Once the glass has arrived on site, it is stored in bays until it is ready to be processed. Conveyor belt systems are used within the site to carry the glass through each part of the factory and through the sorting processes.

2.2.2 Once the glass has been sorted it goes through several processing stages, including crushing and screening; ferrous metal removal; stone and ceramic removal; vacuuming; none-ferrous metal removal; small ceramic and stone removal and then final checks. Once the processing has been completed the end products are ready for delivery to clients and customers off-site.

2.2.3 The site currently employs 70 people, with most staff working shift patterns, with a split of staff on-site covering the 6am to 2pm: 2pm to 10pm and 10pm to 6am shifts. Typically, there are no more than 34 people on site at any given time.

2.3 Highway Layout

- 2.3.1 The site is currently served via a priority-controlled junction at the southern edge of Carlton Road. The Carlton Road access serves all HGVs and large vehicles entering the site only, with a one-way system in force. The one-way system results in all HGVs and lorries entering the site via the Carlton Road access and leaving the site via the Longfields Road access. This system means that there is no conflict with opposing internal movements.
- 2.3.2 Carlton Road extends broadly in an east/west direction along the site's southern boundary and is subject to a 30mph speed limit. The carriageway is approximately 11.5 metres wide and features a single lane in each direction. It is bound by a footway along its northern and southern edges, which both measure approximately 3.0 metres wide, and include sections of shared footway/cycleway provision. Carlton Road forms a roundabout junction with Longfields Road and Laithes Lane to the west and a priority-controlled junction with Industrial Road immediately to the east.
- 2.3.3 The site also has a secondary point of vehicular access at its western boundary from Longfields Road. Longfields Road extends in a north/south direction along the site's western boundary. At the site access, the carriageway is approximately 10 metres wide, with wide footways provided on both sides. Longfields Road provides access to a variety of employment units located to the west of the site.

2.4 Highway Safety

- 2.4.1 To establish the extent of accidents that have occurred in the vicinity of the site, the 'CrashMap' website (www.crashmap.co.uk) was examined to identify any accidents that occurred in the sections of Carlton Road and Longfields Road. This data is summarised in Figure 2 and shows that between 2016 and 2020 (inclusive), that there has been one recorded accident on Carlton Road in the approach to the roundabout about Longfield. This accident was classified as 'slight'. There have also been a small number of accidents at the Carlton Road / Industry Road junction, however, these are considered to have negligible relevance to Glass Recycling site access.

3.0 DEVELOPMENT PROPOSALS

- 3.1 **Appendix A** contains the latest site layout, which shows the proposed development comprising a new building to located in the northeast of the site. The proposals involve construction of a new processing facility building that would be erected where there is currently external storage of materials. The applicant has confirmed that the new building will increase and improve the processing capacity, which will allow the site to improve the recycling percentage of the materials processed through the site. Importantly, this will not alter the quantity of materials in or out of the site, it will only change the 'quality' of the processed materials.
- 3.2 The proposed building would be served by a conveyor belt joining it to the existing operations on site. Therefore, there would be no specific vehicular access / servicing arrangements required for the proposed building. As described above, the previously agreed 'one-way system' (accepted by the LHA) for HGVs moving through the site will not be altered by the proposals and will remain in operation.
- 3.3 The applicant has confirmed that the proposals will result in up to 12 new staff. Given the shift patterns and the anticipated level of additional staff, this increase in staff would result in a maximum of 4 additional staff on-site in any given shift (i.e., there would be no more than 38 people on site at any given time). The applicant has confirmed that any associated increase in vehicles to the site can be accommodated within the existing (70) car parking spaces provided on site.

4.0 TRANSPORT CONSIDERATIONS

4.1 Change in Traffic Conditions

4.1.1 The applicant has confirmed that the proposals would not result in any increase in HGV / lorry movements as a result of the proposed building. The existing level of activity of approximately 450 movements per week, will remain the same. The only increase in traffic would be associated with the increased number of staff at the site.

4.1.2 Considering the above, the proposed building could generate an additional 8 two-way movements arriving and departing at shift change over and 24 two-way daily movements associated with the increase in staff. This level of activity is minimal and will have no significant off-site impacts. Furthermore, given that the traffic increases are negligible and that the vehicle types visiting the site would remain the same, the existing site access arrangements will continue to be suitable without any improvements.

4.2 Parking

4.2.1 No new parking will be provided as part of the proposed development and the applicant has confirmed that the small increase in staff parking can be accommodated within the existing car parking provision (70 spaces) currently available on site.

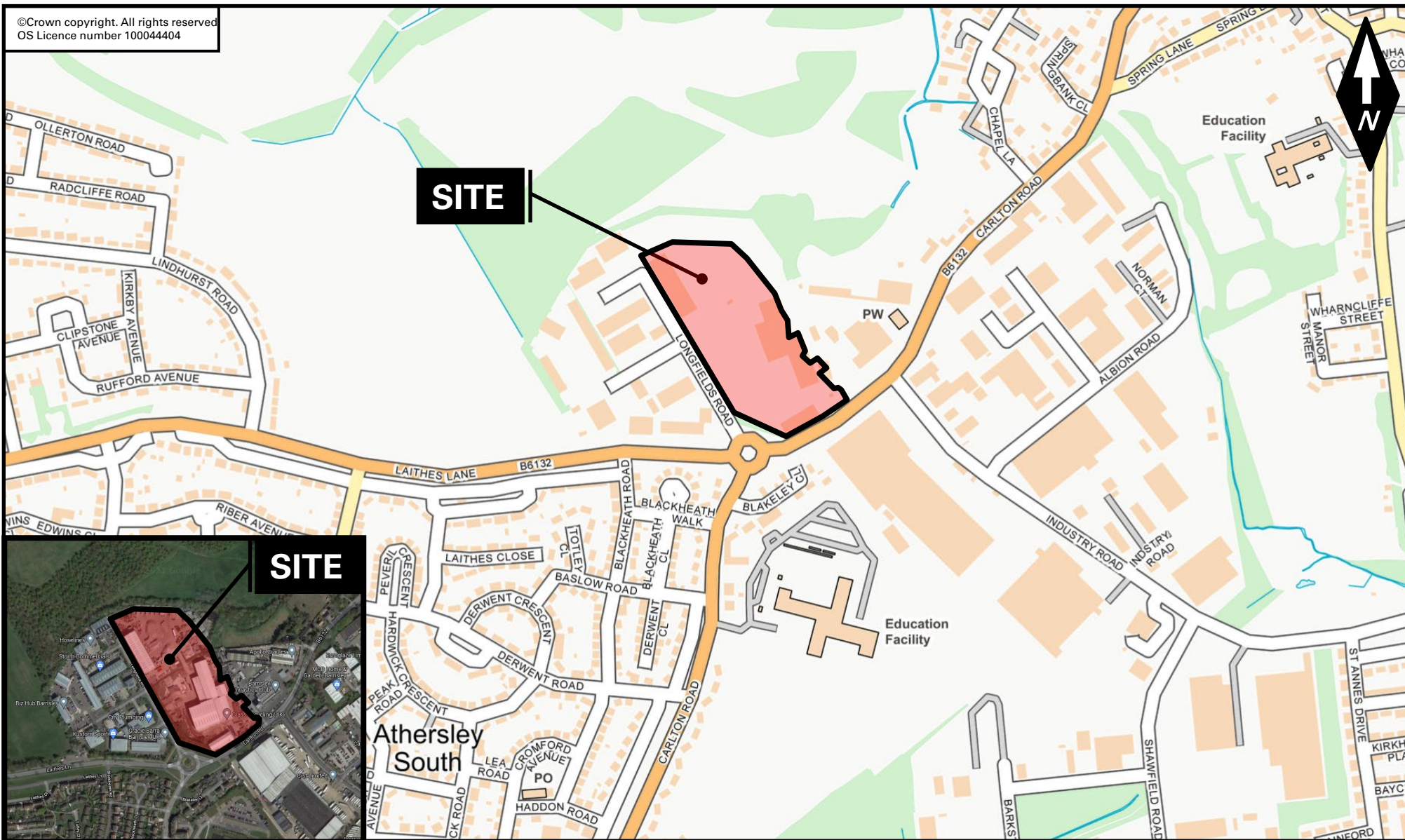
4.3 On-site HGV and Large Vehicle Arrangements

4.3.1 The latest site plan at **Appendix A** shows the location of the proposed building and illustrates that the building would not provide any additional vehicular access or loading areas specifically for the new building.

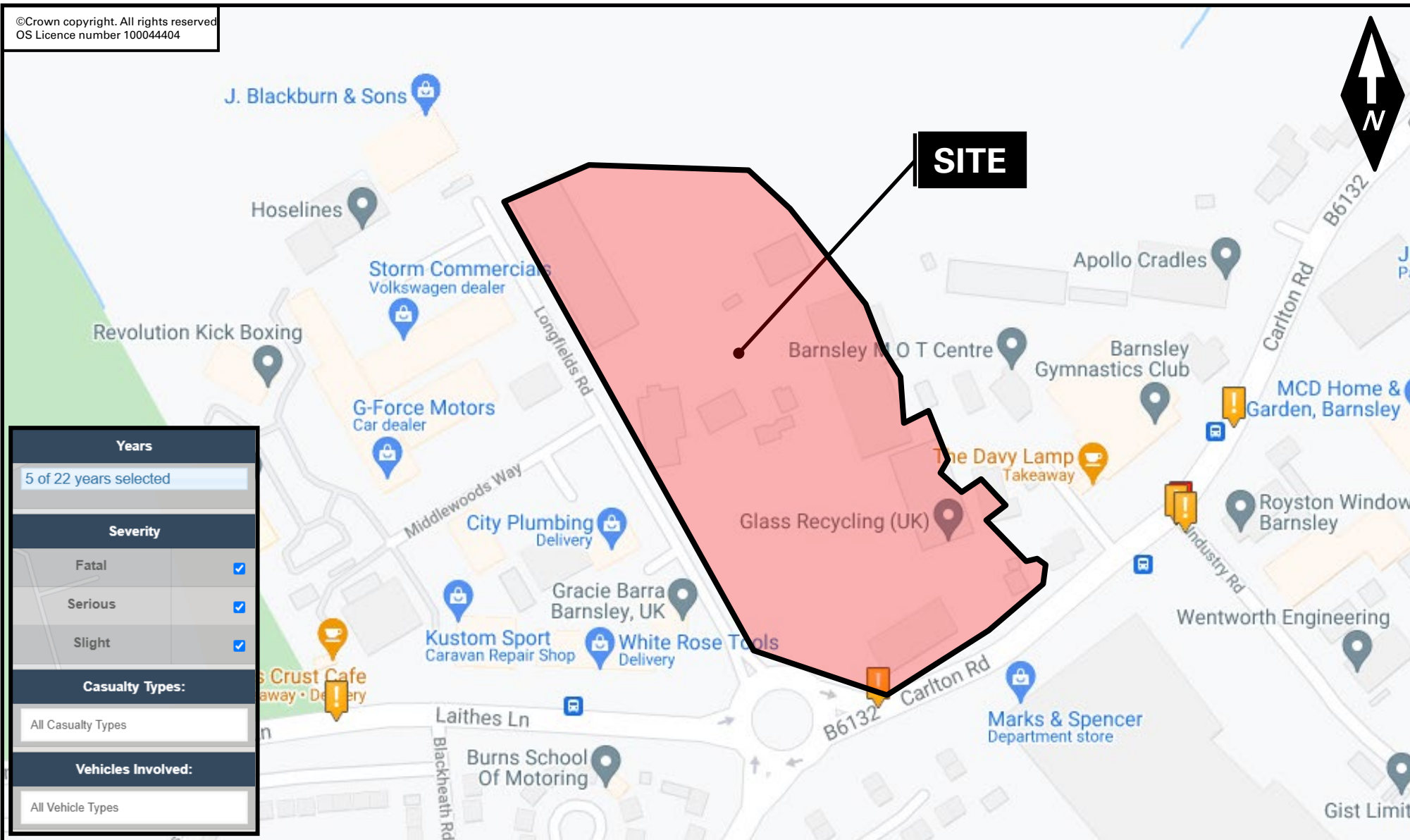
4.3.2 **Drawing Number F21122/01** shows how a HGV could manoeuvre through the site, following the 'one-way system' as previously described.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 Bancroft Consulting were appointed by Glass Recycling (UK) Ltd to provide highways and transportation advice in support of a full application for a new building within the existing glass recycling depot in Barnsley. A copy of the latest site plan can be seen at **Appendix A**, whilst **Figure 1** shows the site in context with its local area.
- 5.2 The proposed development would generate a minimal number of additional movements, which would be outside the typical peak periods due to the shift patterns operated by the site. These movements would have a negligible impact and there would be no off-site implications. This would not result in any significant intensification to the detriment of highway safety and could be satisfactorily accommodated by the existing accesses with Carlton Road and Longfields Road.
- 5.3 The additional cars parked within the site during any given shift can be accommodated within the existing 70 parking spaces currently provided on site.
- 5.4 The proposed site layout will not impact on the current arrangements for HGVs manoeuvring through the site and the new building would not have any individual or specific servicing or vehicle access requirements. **Drawing Number F21122/01** shows how a HGV can travel through the site and manoeuvre within the site following the 'one-way system' requiring vehicle access the site via the Carlton Road access and exit via the Longfields Road access.
- 5.5 Overall, this Transport Statement has demonstrated how the development should not generate any adverse traffic impacts, provides a satisfactory provision of parking, and maintains the accepted movement strategy for large vehicles through the site. This should address the local highway authority's requirements and demonstrate how the proposed development meets the requirements of Paragraph 110 and 111 of the National Planning Policy Framework.

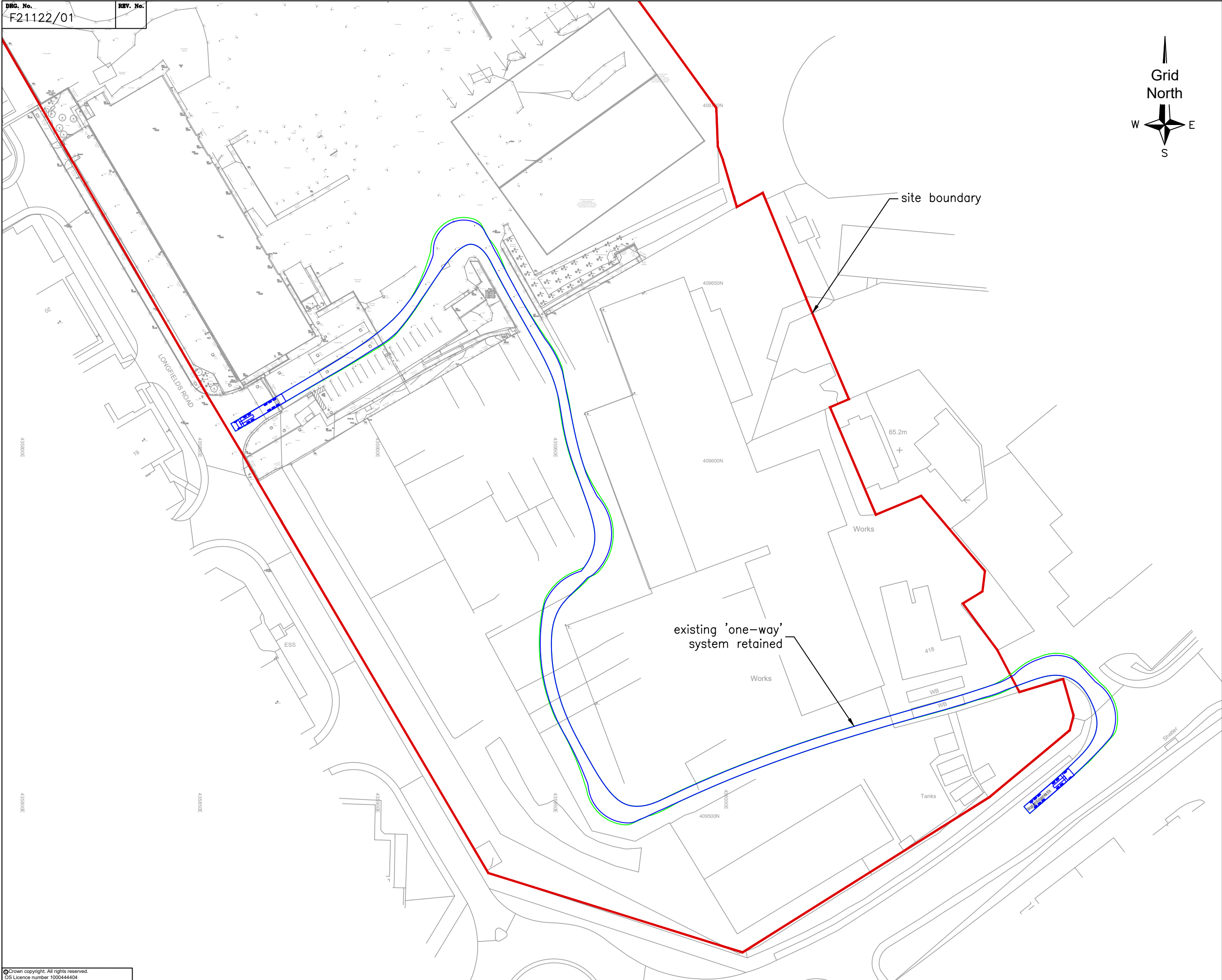


SCALE: Do Not Scale	CLIENT: GLASS RECYCLING (UK) LTD	JOB TITLE: GLASS RECYCLING, BARNLEY		
DATE: 14.09.21	TITLE: DETAILED SITE LOCATION PLAN		JOB NUMBER: F21122	FIGURE: 1
DRAWN: MB				



Years	
5 of 22 years selected	
Severity	
Fatal	☒
Serious	☒
Slight	☒
Casualty Types:	
All Casualty Types	
Vehicles Involved:	
All Vehicle Types	

SCALE: Do Not Scale	CLIENT: GLASS RECYCLING (UK) LTD	JOB TITLE: GLASS RECYCLING, BARNSELY		
DATE: 14.09.21	TITLE: ACCIDENT DATA TAKEN FROM CRASHMAP (2016-2020)		JOB NUMBER: F21122	FIGURE: 2
DRAWN: MB				



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NOTES:

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REV.	DATE	DESCRIPTION	BY	CHK'D
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CLIENT
GLASS RECYCLING (UK) LTD

CONTRACT
GLASS RECYCLING, BARNSELY

TITLE
SWEPT PATH ASSESSMENT
(16.5M ARTICULATED VEHICLE)



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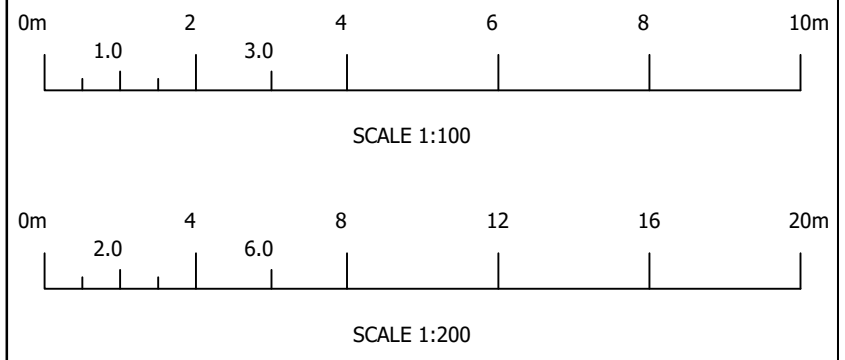
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WM	20.09.21
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RT	20.09.21
SCALE 1:1000@A3	STATUS PRELIMINARY
DRG. NO.	REV
F21122/01	

APPENDIX A – LATEST SITE PLAN

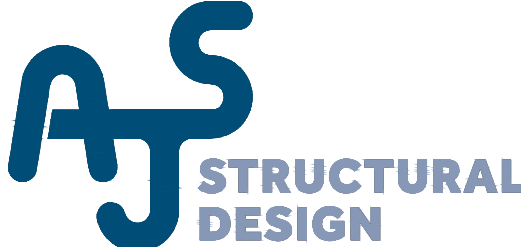


Proposed Site Plan
Scale 1 : 500

- Notes:**
- 1) The contractor to confirm details of the existing structure are correct prior to commencement of any works. If there are any discrepancies please contact us.
 - 2) Soakaways are to be a minimum of 5.0m away from any building and 10.0m away from any water course.
 - 3) All drainage details are indicative and should there be any discrepancies, please contact us to review or agree with the building control officer.
 - 4) Contractor to locate the position of any existing services prior to excavation.
 - 5) In any project in which a Party Wall Agreement is required, it is the contractor/ client responsibility.
 - 6) UNLESS NOTED OTHERWISE BELOW, AJS STRUCTURAL DESIGN LTD (THE DESIGNER) HAS NOT IDENTIFIED ANY SIGNIFICANT RISK ASSOCIATED WITH THE DESIGN INTENT SHOWN ON THIS DRAWING WHICH COULD NOT BE MANAGED SAFELY BY A COMPETENT CONTRACTOR.



Rev.	Revision Description	Drm	Date



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Contract Title:

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418 Carlton Road, Barnsley
S71 3HX

Drawing Contents:

New Industrial Warehouse
Proposed Site Plan

Drawing Status:

preliminary

Drawn by:	Date:	Scale:
JT	May 2021	as shown @ A1

Drawing No:	P2
A4315 - 007	



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