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Wentworth Way Industrial Estate Tankersley, Barnsley

Transport Statement

Final Report for:



July 2024

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Document Control

Document: Transport Statement
Client: Biffa
Project Number: 16-2245
Document Number: 001
Status: Final
Issue: 2

Prepared: MC
Checked: TC
Date: 23rd July 2024

Issue Number:	Date:	Revision Details:
1	12 th June 2024	1 st Issue
2	23 rd July 2024	2 nd Issue (Updated site plans)
3		

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT has been instructed by Biffa to prepare a Transport Statement [TS] to support proposals for a new staff car park access and additional car parking at the Company Shop Group site located off the Wentworth Way Industrial Estate in Tankersley. **Figure 1.1** illustrates the site location.
- 1.1.2 The grid reference for the site is SK 33695 99712 (SK336997) and nearest postcode is S75 3DH.

Figure 1.1: Site Location



- 1.1.3 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

Scope

1.2.1 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 provides an assessment of the additional traffic associated with the proposed development.
- A summary and conclusion are set out in Section 5.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 Site Description

2.1.1 **Figure 2.1** provides an extract of the existing site layout with the proposed red line boundary whilst **Appendix A** provide the full drawing.

Figure 2.1: Existing Site Layout



2.1.2 The total parking capacity at the existing site is 140 with an addition 10 HGV loading bays, this is categorised by the following:

- 131 Ordinary Spaces;
- 2 EV Charging Spaces; and
- 7 Disabled Spaces.

2.2 Staff Numbers

2.2.1 **Table 2.1** summaries the current staff numbers at the site. With a provision of 140 car parking spaces this equates to a parking provision of 58%.

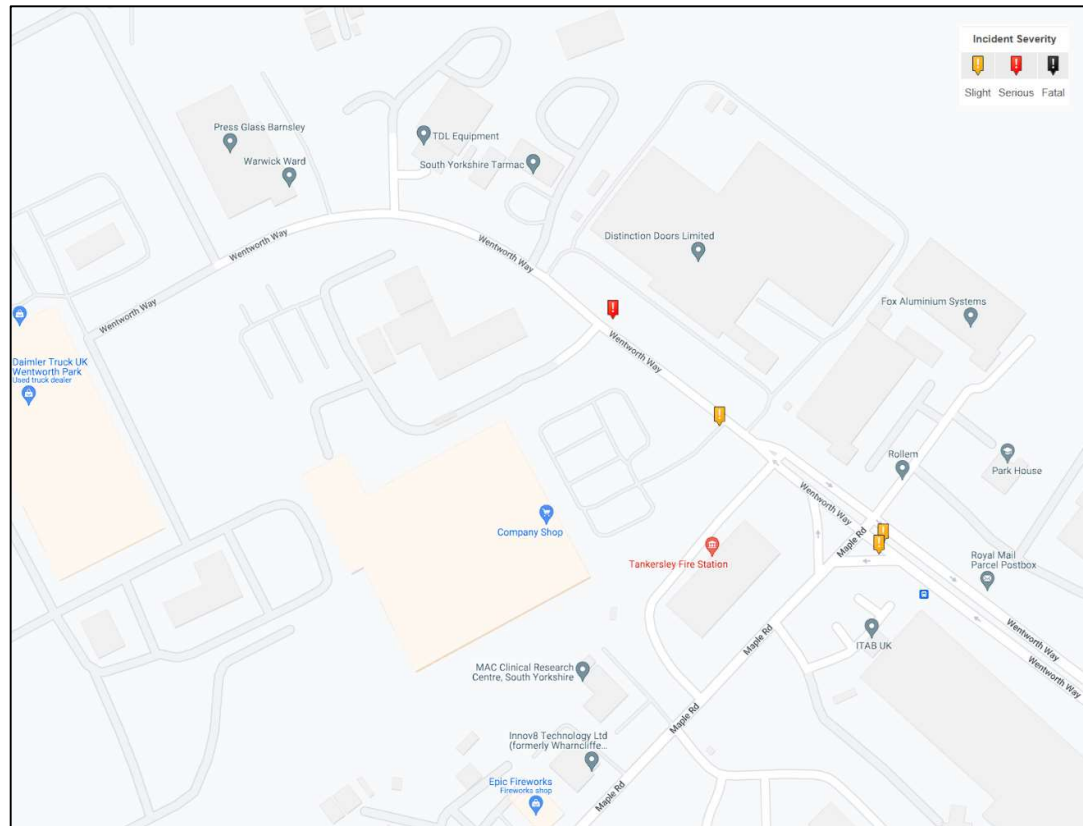
Table 2.1: Staff Numbers

Shifts	Total Heads
Ops AM Shift 6am - 2.30pm	75
Ops PM Shift 2.30pm - 10pm	35
Ops Night Shift 9.45pm - 6.15am	23
Store AM shift 6am - 2.30pm	34
Store PM shift 1.30pm - 10pm	9
Store Night Shift 10pm - 6am	8
Office and Café 8.30am - 5pm	43
Visitors & Contractors 8.30am - 5pm	13
Total	240

2.2 Accident Analysis

2.3.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the 5-year period of 2018-2022. **Figure 2.2** shows an extract of the accident plot.

Figure 2.2: Crashmap Accident Plan



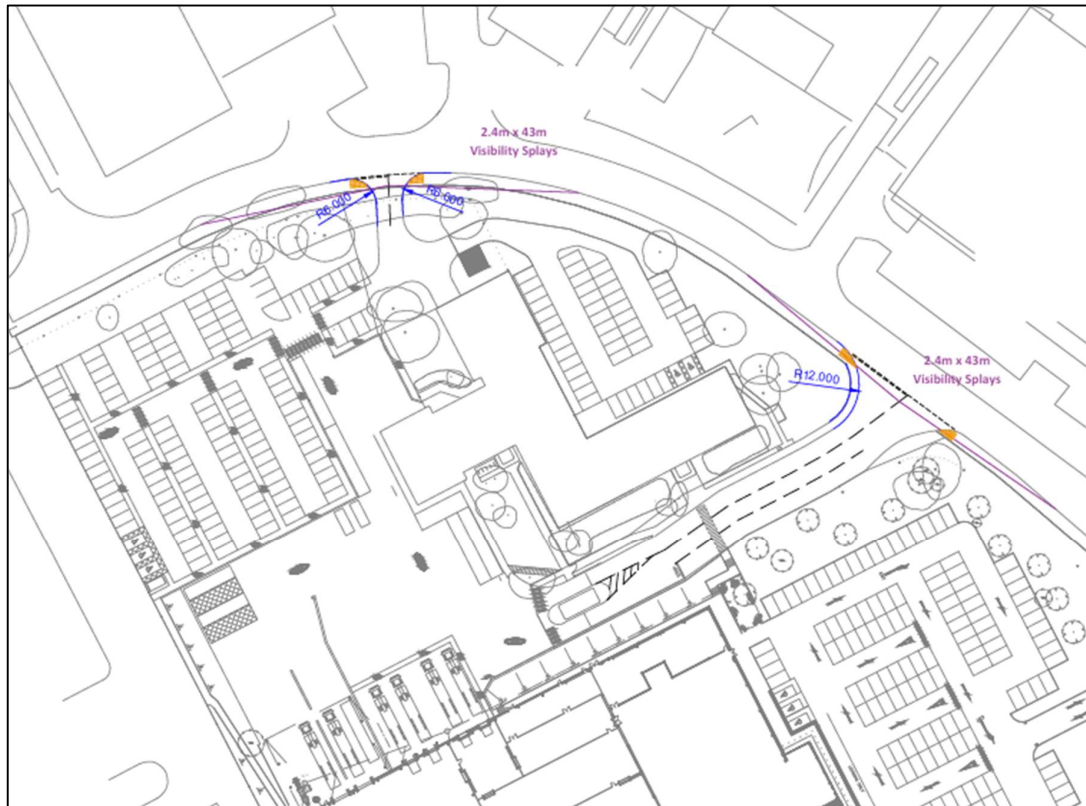
- 2.3.2 As shown from the plan above there has only been 1 serious accident within the vicinity of the site access off Wentworth Way over the 5-year period. Another slight accident was recorded at the Company Shop customer access.
- 2.3.3 There have been 2 slight accidents at the Wentworth Way / Maple Road crossroads junction to the east of the development site.
- 2.3.4 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.

3.0 DEVELOPMENT PROPOSALS

3.1 *Proposed Development*

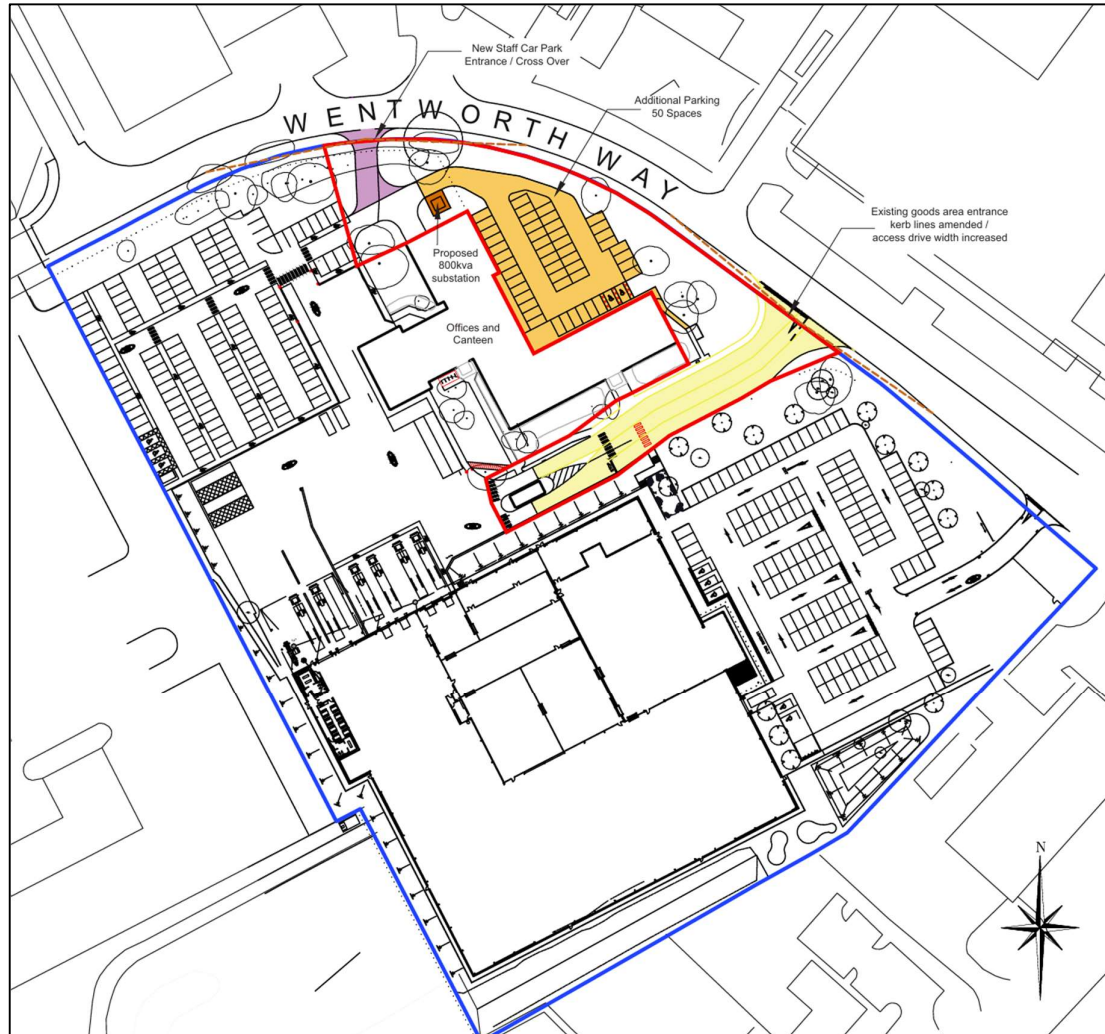
- 3.1.1 The site currently experiences car parking issues with overspill car parking along Wentworth Way during shift change times which can equate to 50 cars. In addition to this there are issues with HGVs queuing back from the access onto Wentworth Way.
- 3.1.2 The proposals are for the provision of a new staff car park access with an additional 50 car park located adjacent to the offices and canteen building. An 800kva substation is also being proposed whilst the main HGV access is to be widened and improved.
- 3.1.3 The proposals are to mitigate the existing problems at the site in order to improve pedestrian and highway safety.
- 3.1.4 The new car park access is to include a 6m access with 6m radii on both sides and visibility splays of 2.4m x 43m in accordance with the 30mph Wentworth way speed limit.
- 3.1.5 The widening of the main HGV access is to provide additional HGV layover space with the introduction of an additional entry lane to the site barriers.
- 3.1.6 **Figure 3.1** provides an extract of the proposed site access arrangement, whilst **Appendix B** provides the full plan.

Figure 3.1: Proposed Site Layout



- 3.1.7 The updated site layout is provided in **Figure 3.2**. **Appendix C** provides the full plan.

Figure 3.2: Proposed Site Layout



4.0 TRAFFIC IMPACT

4.1 *Traffic Impact*

- 4.1.1 The proposals would not generate additional traffic to the site. The proposals are to mitigate the existing problems at the site in order to improve pedestrian and highway safety.
- 4.1.2 The increase in parking to 190 spaces equates to a parking provision of 79% although it should be noted, the increased parking requirements occur during shift changes which has historically lead to the offspill parking along Wentworth Way. The proposals for additional car parking is to ensure that during shift times, there is sufficient parking capacity within the site so to avoid the need for staff to park along the highway which currently presents a highway safety issue.
- 4.1.3 In addition to the above, the widening of the main HGV access would provide additional HGV layover space within the access road with the introduction of a secondary entry lane to the site. This would reduce the current problem with HGVs overspilling into Wentworth Way when waiting to enter the site.
- 4.1.4 The provision of a new staff car park access this would reduce the conflict between HGVs and cars at the main access.
- 4.1.5 The proposal provides a betterment to the existing operations of the site in regards to pedestrian and highway safety.
- 4.1.6 Paragraph 115 of the NPPF states that: "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". The proposed development would have a positive impact on the highway network.

5.0 SUMMARY AND CONCLUSION

5.1 Overview

- 5.1.1 Cora IHT has been instructed by Heaton Planning to prepare a Transport Statement to support proposals for a new staff car park access and additional car parking at the Company Shop Group site located off the Wentworth Way Industrial Estate in Tankersley.
- 5.1.2 The site currently experiences car parking issues with overspill car parking along Wentworth Way during shift change times which can equate to 50 cars. In addition to this there are issues with HGVs queuing back from the access onto Wentworth Way.
- 5.1.3 The proposals are for the provision of a new staff car park access with an additional 50 car park located adjacent to the offices and canteen building. An 800kva substation is also being proposed whilst the main HGV access is to be widened and improved.
- 5.1.4 The proposals are to mitigate the existing problems at the site in order to improve pedestrian and highway safety.
- 5.1.5 The increased parking of 50 spaces allows for the efficient parking of shift workers during shift changes so that they don't park along Wentworth Way. This would remove the existing car parking along Wentworth Way which currently presents a highway safety issue.
- 5.1.6 In addition to the above, the widening of the main HGV access would provide additional HGV layover space within the access road with the introduction of a secondary entry lane to the site. This would reduce the current problem with HGVs overspilling into Wentworth Way when waiting to enter the site.
- 5.1.7 With the provision of a new staff car park access this would reduce the conflict between HGVs and cars at the main access. The proposal, therefore, provides a betterment to the existing operations of the site.
- 5.1.8 Paragraph 115 of the NPPF states that: "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". The proposed development would have a positive impact on the highway network.

5.2 Conclusion

- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – EXISTING SITE LAYOUT PLAN

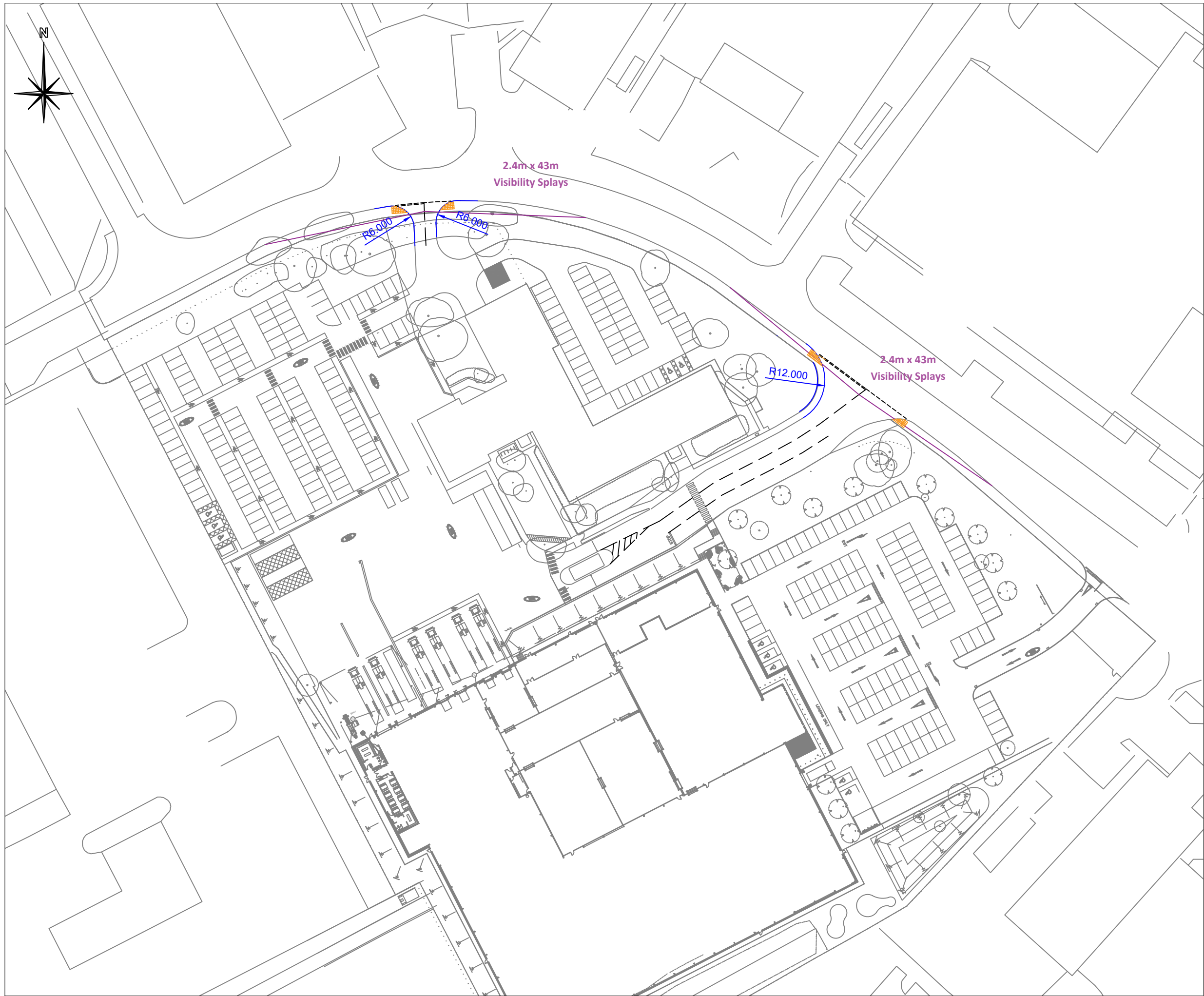


- Application Area
- Other land in control of the applicant
- Existing access roads, hardstanding and parking areas
- Existing grassland and planting
- Existing Buildings

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PROJECT		Wentworth Way	
LOCATION		Wentworth Way Industrial Estate	
DRAWING TITLE		Existing site Layout	
DRAWING No. D.002		COMPUTER REF. BAB030200	
DRAWN	SM	DATE	May 24
SCALE(S)		1:1,000@A3	

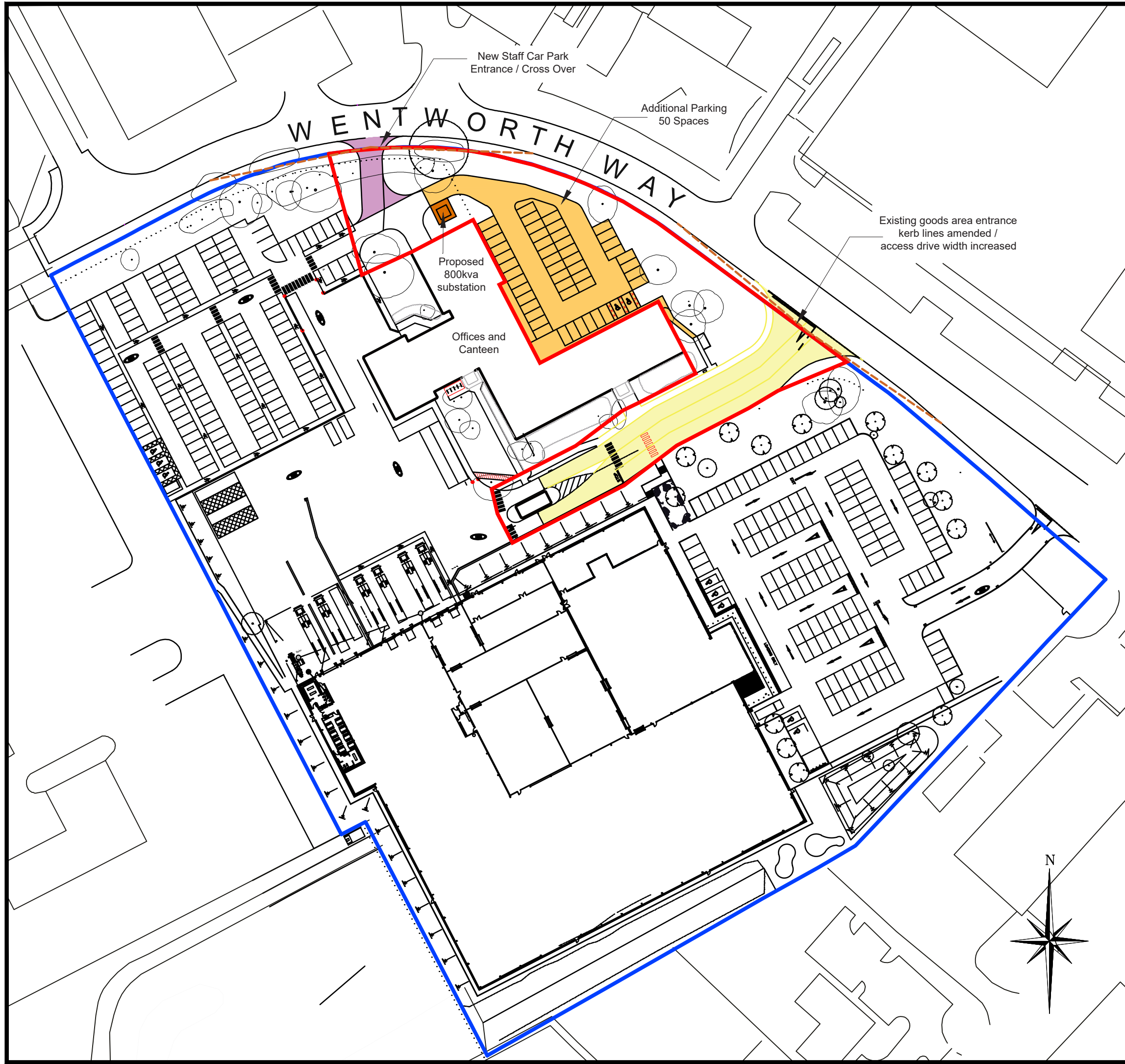
APPENDIX B – PROPOSED SITE ACCESS ARRANGEMENT



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

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Client Biffa				
Project Wenworth Way Industrial Estate Tankersley, Barnsley				
Title Proposed Access Arrangement				
Drawing Status				
Job No.16-2245				
Drawn MC	Checked TC	Scale at A3 1:1000	Date 12/06/24	Issue Date -
Drawing No.001				-

APPENDIX C – PROPOSED SITE LAYOUT PLAN



- Application Site
- Other land in control of the applicant
- Visibility Splays
- Proposed Service Road
- Proposed Staff Car Park Entrance / Cross Over
- Proposed car parking
- Proposed 800kva substation

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PROJECT		Wentworth Way	
LOCATION		Wentworth Way Industrial Estate	
DRAWING TITLE		Proposed Site Layout	
DRAWING No.		D.003	COMPUTER REF. BAB030300
DRAWN	SM	DATE	May 24
SCALE(S)		1:1,000@A3	

