

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
53	Fuel Station Entries Name: Dixon Location: Barnsley Road, Wombwell, BARNSLEY, South Yorkshire, S73 8DU Brand: Obsolete Premises Type: Not Applicable Status: Obsolete Positional Accuracy: Automatically positioned to the address	A13SW (SW)	153	-	439105 403995
54	Fuel Station Entries Name: Auto Trade Centre Location: Wombwell Lane, Wombwell, BARNSLEY, South Yorkshire, S73 8EP Brand: Obsolete Premises Type: Not Applicable Status: Obsolete Positional Accuracy: Automatically positioned to the address	A17SE (NW)	555	-	438632 404505

Map ID	Details	Quadrant Reference (Compass Direction)	Estimated Distance From Site	Contact	NGR
55	Areas of Adopted Green Belt Authority: Barnsley Metropolitan Borough Council, Planning Department Plan Name: Barnsley Unitary Development Plan Status: Adopted Plan Date: 31st December 2000	A13NE (NE)	32	6	439246 404212
56	Nitrate Vulnerable Zones Name: Not Supplied Description: NVZ Area Source: Department for Environment, Food and Rural Affairs (DEFRA - formerly FRCA)	A13NW (W)	0	7	439196 404153

Agency & Hydrological	Version	Update Cycle
Contaminated Land Register Entries and Notices Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Environmental Health Department	July 2011 November 2011	Annual Rolling Update Annual Rolling Update
Discharge Consents Environment Agency - North East Region	January 2012	Quarterly
Enforcement and Prohibition Notices Environment Agency - North East Region	April 2012	Quarterly
Integrated Pollution Controls Environment Agency - North East Region	October 2008	Not Applicable
Integrated Pollution Prevention And Control Environment Agency - North East Region	January 2012	Quarterly
Local Authority Integrated Pollution Prevention And Control Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Planning Department	December 2011 September 2011	Annual Rolling Update Annual Rolling Update
Local Authority Pollution Prevention and Controls Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Planning Department	December 2011 September 2011	Annual Rolling Update Annual Rolling Update
Local Authority Pollution Prevention and Control Enforcements Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Planning Department	December 2011 September 2011	Annual Rolling Update Annual Rolling Update
Nearest Surface Water Feature Ordnance Survey	December 2011	Quarterly
Pollution Incidents to Controlled Waters Environment Agency - North East Region	December 1998	Not Applicable
Prosecutions Relating to Authorised Processes Environment Agency - North East Region	April 2012	Monthly
Prosecutions Relating to Controlled Waters Environment Agency - North East Region	April 2012	Monthly
Registered Radioactive Substances Environment Agency - North East Region	January 2012	Quarterly
River Quality Environment Agency - Head Office	November 2001	Not Applicable
River Quality Biology Sampling Points Environment Agency - Head Office	January 2011	Annually
River Quality Chemistry Sampling Points Environment Agency - Head Office	January 2011	Annually
Substantiated Pollution Incident Register Environment Agency - North East Region - Ridings Area Environment Agency - North East Region - Yorkshire Area	January 2012 January 2012	Quarterly Quarterly
Water Abstractions Environment Agency - North East Region	January 2012	Quarterly
Water Industry Act Referrals Environment Agency - North East Region	January 2012	Quarterly
Groundwater Vulnerability Environment Agency - Head Office	January 2011	Not Applicable
Drift Deposits Environment Agency - Head Office	January 1999	Not Applicable
Bedrock Aquifer Designations British Geological Survey - National Geoscience Information Service	September 2011	Annually
Superficial Aquifer Designations British Geological Survey - National Geoscience Information Service	September 2011	Annually

Agency & Hydrological	Version	Update Cycle
Source Protection Zones Environment Agency - Head Office	December 2011	Quarterly
Extreme Flooding from Rivers or Sea without Defences Environment Agency - Head Office	February 2012	Quarterly
Flooding from Rivers or Sea without Defences Environment Agency - Head Office	February 2012	Quarterly
Areas Benefiting from Flood Defences Environment Agency - Head Office	February 2012	Quarterly
Flood Water Storage Areas Environment Agency - Head Office	February 2012	Quarterly
Flood Defences Environment Agency - Head Office	February 2012	Quarterly
Waste	Version	Update Cycle
GS Recorded Landfill Sites British Geological Survey - National Geoscience Information Service	June 1996	Not Applicable
Historical Landfill Sites Environment Agency - North East Region - Ridings Area Environment Agency - North East Region - Yorkshire Area	January 2012 January 2012	Quarterly Quarterly
Integrated Pollution Control Registered Waste Sites Environment Agency - North East Region	October 2008	Not Applicable
Licensed Waste Management Facilities (Landfill Boundaries) Environment Agency - North East Region - Ridings Area Environment Agency - North East Region - Yorkshire Area	January 2012 January 2012	Quarterly Quarterly
Licensed Waste Management Facilities (Locations) Environment Agency - North East Region - Ridings Area Environment Agency - North East Region - Yorkshire Area	October 2011 October 2011	Quarterly Quarterly
Local Authority Landfill Coverage Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Environmental Health Department	May 2000 May 2000	Not Applicable Not Applicable
Local Authority Recorded Landfill Sites Barnsley Metropolitan Borough Council - Environmental Health and Trading Standards Rotherham Metropolitan Borough Council - Environmental Health Department	May 2000 May 2000	Not Applicable Not Applicable
Registered Landfill Sites Environment Agency - North East Region - Ridings Area	March 2003	Not Applicable
Registered Waste Transfer Sites Environment Agency - North East Region - Ridings Area	March 2003	Not Applicable
Registered Waste Treatment or Disposal Sites Environment Agency - North East Region - Ridings Area	March 2003	Not Applicable

Hazardous Substances	Version	Update Cycle
Control of Major Accident Hazards Sites (COMAH) Health and Safety Executive	December 2011	Bi-Annually
Explosive Sites Health and Safety Executive	December 2011	Bi-Annually
Notification of Installations Handling Hazardous Substances (NIHHS) Health and Safety Executive	November 2000	Not Applicable
Planning Hazardous Substance Enforcements Rotherham Metropolitan Borough Council Barnsley Metropolitan Borough Council - Planning Department	November 2011 October 2011	Annual Rolling Update Annual Rolling Update
Planning Hazardous Substance Consents Rotherham Metropolitan Borough Council Barnsley Metropolitan Borough Council - Planning Department	November 2011 October 2011	Annual Rolling Update Annual Rolling Update
Geological	Version	Update Cycle
BGS 1:625,000 Solid Geology British Geological Survey - National Geoscience Information Service	August 1996	Not Applicable
BGS Estimated Soil Chemistry British Geological Survey - National Geoscience Information Service	January 2010	Variable
BGS Recorded Mineral Sites British Geological Survey - National Geoscience Information Service	October 2011	Bi-Annually
Brine Compensation Area Cheshire Brine Subsidence Compensation Board	November 2002	Not Applicable
Coal Mining Affected Areas The Coal Authority - Mining Report Service	August 2011	As notified
Mining Instability Ove Arup & Partners	October 2000	Not Applicable
Non Coal Mining Areas of Great Britain British Geological Survey - National Geoscience Information Service	February 2011	Not Applicable
Potential for Collapsible Ground Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Potential for Compressible Ground Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Potential for Ground Dissolution Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Potential for Landslide Ground Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Potential for Running Sand Ground Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Potential for Shrinking or Swelling Clay Ground Stability Hazards British Geological Survey - National Geoscience Information Service	February 2011	Annually
Radon Potential - Radon Affected Areas British Geological Survey - National Geoscience Information Service	July 2011	As notified
Radon Potential - Radon Protection Measures British Geological Survey - National Geoscience Information Service	July 2011	As notified
Industrial Land Use	Version	Update Cycle
Contemporary Trade Directory Entries Thomson Directories	February 2012	Quarterly
Fuel Station Entries Catalist Ltd - Experian	November 2011	Quarterly

Sensitive Land Use	Version	Update Cycle
Areas of Adopted Green Belt Barnsley Metropolitan Borough Council - Planning Department Rotherham Metropolitan Borough Council	May 2011 May 2011	As notified As notified
Areas of Unadopted Green Belt Barnsley Metropolitan Borough Council - Planning Department Rotherham Metropolitan Borough Council	May 2011 May 2011	As notified As notified
Areas of Outstanding Natural Beauty Natural England	February 2012	Bi-Annually
Environmentally Sensitive Areas Natural England	February 2012	Annually
Forest Parks Forestry Commission	April 1997	Not Applicable
Local Nature Reserves Natural England	February 2012	Bi-Annually
Marine Nature Reserves Natural England	February 2012	Bi-Annually
National Nature Reserves Natural England	February 2012	Bi-Annually
National Parks Natural England	February 2012	Bi-Annually
Nitrate Sensitive Areas Department for Environment, Food and Rural Affairs (DEFRA - formerly FRCA)	February 2012	Not Applicable
Nitrate Vulnerable Zones Department for Environment, Food and Rural Affairs (DEFRA - formerly FRCA)	February 2012	Annually
Ramsar Sites Natural England	February 2012	Bi-Annually
Sites of Special Scientific Interest Natural England	February 2012	Bi-Annually
Special Areas of Conservation Natural England	February 2012	Bi-Annually
Special Protection Areas Natural England	February 2012	Bi-Annually

A selection of organisations who provide data within this report

Data Supplier	Data Supplier Logo
Ordnance Survey	 Ordnance Survey [®] Licensed Partner
Environment Agency	 Environment Agency
Scottish Environment Protection Agency	 SEPA Scottish Environment Protection Agency
The Coal Authority	 THE COAL AUTHORITY
British Geological Survey	 British Geological Survey NATURAL ENVIRONMENT RESEARCH COUNCIL
Centre for Ecology and Hydrology	 Centre for Ecology & Hydrology NATURAL ENVIRONMENT RESEARCH COUNCIL
Countryside Council for Wales	 CYNGOR CEFN GWLAD CYMRU COUNTRYSIDE COUNCIL FOR WALES
Scottish Natural Heritage	 SCOTTISH NATURAL HERITAGE
Natural England	 NATURAL ENGLAND
Health Protection Agency	 Health Protection Agency
Ove Arup	 ARUP
Peter Brett Associates	 pba peterbrett

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3	British Geological Survey - Enquiry Service British Geological Survey, Kingsley Dunham Centre, Keyworth, Nottingham, Nottinghamshire, NG12 5GG	Telephone: 0115 936 3143 Fax: 0115 936 3276 Email: enquiries@bgs.ac.uk Website: www.bgs.ac.uk
4	Landmark Information Group Limited 5 - 7 Abbey Court, Eagle Way, Sowton, Exeter, Devon, EX2 7HY	Telephone: 01392 441761 Fax: 01392 441709 Email: cssupport@landmarkinfo.co.uk Website: www.landmarkinfo.co.uk
5	The Coal Authority - Mining Report Service 200 Lichfield Lane, Mansfield, Nottinghamshire, NG18 4RG	Telephone: 0845 7626848 Email: thecoalauthority@coal.gov.uk
6	Barnsley Metropolitan Borough Council - Planning Department Central Offices, Kendray Street, Barnsley, South Yorkshire, S70 2TN	Telephone: 01226 770770 Fax: 01226 772599 Website: www.barnsley.gov.uk
7	Department for Environment, Food and Rural Affairs (DEFRA - formerly FRCA) Government Buildings, Otley Road, Lawnswood, Leeds, West Yorkshire, LS16 5QT	Telephone: 0113 2613333 Fax: 0113 230 0879
8	Natural England Northminster House, Northminster Road, Peterborough, Cambridgeshire, PE1 1UA	Telephone: 0845 600 3078 Fax: 01733 455103 Email: enquiries@naturalengland.org.uk Website: www.naturalengland.org.uk
-	Health Protection Agency - Radon Survey, Centre for Radiation, Chemical and Environmental Hazards Chilton, Didcot, Oxfordshire, OX11 0RQ	Telephone: 01235 822622 Fax: 01235 833891 Email: radon@hpa.org.uk Website: www.hpa.org.uk
-	Landmark Information Group Limited The Smith Centre, Henley On Thames, Oxfordshire, RG9 6AB	Telephone: 0844 844 9952 Fax: 0844 844 9951 Email: customerservices@landmarkinfo.co.uk Website: www.landmarkinfo.co.uk

Please note that the Environment Agency / SEPA have a charging policy in place for enquiries.

Acorn House, Wombwell Proposed Change of Use

Transport Statement

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29th October 2012

Badingham

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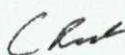
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FIGURES

Figure 1	Site Location Plan
Figure 2	Aerial Photo

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Appendix 1	Bus Timetables
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SECTION 1: INTRODUCTION

General

- 1.1 This Transport Statement has been prepared by Badingham Limited on behalf of GB Cullet Ltd in respect of a planning application for change of use from glass recycling (northern yard), concrete storage (central yard area) and steel fabrication (southernmost yard and building) to a Specialised Waste Transfer Station with Treatment including de-lamination for the purpose of glass recycling at Acorn House, Mitchell's Enterprise Park, Wombwell. Both uses fall under the Sui Generis Use Class.
- 1.2 Barnsley Metropolitan Borough Council (BMBC) is the local planning and highway authority for the area. The site lies within the Stairfoot ward.
- 1.3 This Transport Statement sets out the transport issues relating to the proposed development (existing conditions) and details of the development proposals (proposed development) as outlined in 'Guidance for Transport Assessment' published by the Department for Transport in March 2007.

SECTION 2: POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF)

- 2.1 The NPPF was published in March 2012 with an aim to strengthen local decision making and reinforce the importance of up-to-date plans. It outlines the Government's presumption in favour of sustainable development based upon 12 core land use planning principles. The new planning framework replaces a number of previous documents including Planning Policy Guidance 13 - Transport.
- 2.2 The Framework recognises that transport policies have an important role to play in facilitating sustainable development as well as contributing to wider sustainability and health objectives. It reinforces the need for the transport system to be balanced in favour of sustainable transport modes, giving people a real choice about how to travel.
- 2.3 The requirements for a Transport Assessment to accompany significant developments are maintained. In the formulation of development plans local authorities should ensure developments that generate significant movements are located where *'the need to travel will be minimised and the use of sustainable transport modes can be maximised'*.

2.4 Developments should be located and designed *where practical* to:

- accommodate the efficient delivery of goods and supplies; and
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.

2.5 Implementation of the new framework seeks that full weight will continue to be given to relevant policies adopted since 2004. After a 12-month period following publication, due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework.

Local Policy

Adopted Core Strategy

2.6 The Core Strategy was adopted by full council on 8th September 2011 and forms part of the statutory development plan. This sets out the council's vision for the future development of Barnsley up to 2026 and is the principal, overarching document in the Local Development Framework. The following transport policy is relevant to this application.

Policy CSP28: Reducing the Impact of Road Travel

2.7 'We will reduce the impact of road travel by:

- developing and implementing robust, evidence based air quality action plans to improve air quality;
- working with our sub regional partners, fleet and freight operators to improve the efficiency of vehicles and goods delivery, and reduce exhaust emissions; and
- implementing measures to ensure the current road system is used efficiently.

Local Transport Plan (LTP3)

- 2.8 The South Yorkshire Local Transport Plan partnership is made up of the four Local Authorities in South Yorkshire (Barnsley, Doncaster, Rotherham and Sheffield) and the South Yorkshire Passenger Transport Executive. The partnership coordinates and implements South Yorkshire's transport strategy.
- 2.9 The 3rd Local Transport Plan covers the period 2011 to 2015 and sets out the following four goals alongside the need to keep people and goods moving effectively
- 2.10 The first goal is for the transport system to support the economic growth of the region, which requires improved connectivity to local and national destinations by reducing congestion, unreliability and overcrowding.
- 2.11 The second goal is for the transport system to enhance social inclusion and health.
- 2.12 The third goal is to reduce the emissions from vehicles, since they lead to air pollution and climate change, by establishing an integrated approach to transport and land use planning, which will promote sustainability.
- 2.13 The fourth goal is to make transport increasingly safe and secure, especially to those who are currently at a higher risk.

Acorn House

- 2.14 This *Transport Statement* seeks to identify how the objectives identified by the policy context are achieved by the proposed change of use.

2.15 In preparing this *Transport Statement* we have therefore made reference to the following national standards and guidelines:

- *Transport Assessment Best Practice* (TfL, May 2006);
- *Guidance on Transport Assessment* (Department for Transport, March 2007);

SECTION 3: EXISTING CONDITIONS

Site Location

- 3.1 The site is located on the north eastern edge of Wombwell, approximately 1 mile northeast of Wombwell town centre. Acorn House is located on Mitchell's Enterprise Park, which takes its access from Bradberry Balk Lane. Refer to Figure 1 Site Location Plan and Figure 2 Aerial Photo.

Northern Yard

- 3.2 GB Cullet Ltd (GBC) has been recycling glass out of the northern yard at Acorn House on Mitchell's Enterprise Park since 2008. Off-cuts of glass are collected from double glazing manufactures, returned to site and prepared by GBC, for onward recycling at 'float glass manufacturers'.
- 3.3 GBC operate a fleet of four HGV's comprising of three skip loading vehicles with draw-bar trailer capability for collection of waste material and one articulated bulk tipping vehicle for the re-distribution of processed material.
- 3.4 There are currently 14 full time employees at GBC, two directors, one office/admin, four HGV drivers and seven general operatives. The designated operating centre for HGV's is located on the Carlton Industrial Estate in Barnsley, which is where the four HGVs are parked over night. The HGV employees therefore travel either by public transport or by private vehicle to Barnsley, whereupon they travel to and from Mitchell's Enterprise Park in the HGVs. Of the remaining staff, only 5 travel to the site in a private car, resulting in 2 remaining parking spaces which are available for visitors. Refer to the site plan contained within Appendix 2.

Central Yard

- 3.5 The central yard was previously used as a concrete storage yard, although the site has been un-used for the past couple of years. No information is available on the number of vehicle trips or staffing levels relating to the concrete storage yard.

Southern Yard

- 3.6 Acorn House and the southern yard were previously occupied by JGP Fabrications, who were steel fabricators. Before JGP went into administration, they had 120 off and on site employees, with 18 people permanently based at Acorn House. This resulted in at least 20 employees on site at any one time, with frequent visits from off-site employees and contractors.

Local Highway Network

- 3.7 Bradberry Balk Lane has an approximate northeast / southwest alignment. It has a general carriageway width of 7m together with street lighting along its length and a footpath located along the northern side of the carriageway. Bradberry Balk Lane connects with the A633 to the south in the form of a roundabout and with the B6096 to the north east, via Netherwood Road and Pitt Street.

SECTION 4: ACCESSIBILITY & SUSTAINABILITY

- 4.1 This section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport.

Pedestrians

- 4.2 As discussed within Section 3.0 of this report, a footpath is located along the northern side of Bradberry Balk Lane, connecting the site to the residential areas of Wombwell. At the roundabout junction with the A633, pedestrians are able to cross the carriageway via refuge islands on all four arms of the roundabout.

Cycling

- 4.3 The Trans Pennine Trail (National Cycle Route 62) is an off road route, located to the north of the site, which links Glasson just south of Lancaster with Selby in Yorkshire, via Blackpool, Preston, Southport, Stockport and Doncaster.

Buses

- 4.4 The nearest bus stops to the proposed development site are located on Barnsley Road at a distance of some 420m for north bound buses and 460m for south bound buses.
- 4.5 The nearest bus stops are served by the No. 22 service operated by First and the No. 222, 226 and 229 services operated by Stagecoach. Bus information is contained in Appendix 1, with weekday information summarised in Table 4.1 below:

Service	Route	First Bus	Daytime Frequency	Last Bus
22	Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Rawmarsh – Rotherham	06:33	Every 10 mins	19:24
222	Barnsley – Wombwell – West Melton – Wath upon Dearne – Swindon – Mexborough – Conisbrough – Doncaster	05:16	Every 30 mins	22:58
226	Barnsley – Stairfoot – Wombwell – Wath upon Dearne – Bolton upon Dearne – Goldthorpe – Thumscoe	05:28	Every 30 mins	23:43
229	Barnsley – Wombwell – Brampton – Wath upon Dearne – Swinton – Rawmarsh – Rotherham	06:08	Every 30 mins	23:36

Table 4.1 - Summary of Bus Services

Trains

- 4.6 Wombwell has its own railway station, which provides regular and frequent services to major destinations with connections to the wider national rail network as summarised in Table 4.2 below.

Destination	Frequency of direct trains Mon-Sat (off peak) per hour	Frequency of direct trains Sundays per hour
Barnsley	2	1
Huddersfield	1	1 every 2 hours
Wakefield Kirkgate	1	1 every 2 hours
Leeds	1	1 every 2 hours
Meadowhall	2	1
Sheffield	2	1

Table 4.2 - Summary of Rail Services

Car Share

- 4.7 In addition to national schemes, Car Share South Yorkshire (www.southyorkshire.liftshare.com) is a local car share scheme operating in South Yorkshire.

Summary

- 4.8 The site is located within walking distance of public transport stops, which are served by regular and frequent bus services to local towns, providing opportunities for sustainable travel.

SECTION 5: PROPOSED DEVELOPMENT

General

- 5.1 The proposed change of use is required in order to permit GBC to expand their operation in 2012/13. This expansion will involve the commissioning of a de-lamination processing plant for laminated safety glass and expansion of the waste types handled in the external yard areas.
- 5.2 Prior to this proposal, the machinery was in use at Cross Green Industrial Estate, Leeds, where GBC currently move material from Mitchell's Enterprise Centre to the Leeds site. The proposed change of use will no longer require these movements to take place, as the material would be processed at Acorn House, once the machinery has been relocated.
- 5.3 In order to facilitate the change of use, a maximum of 17 new members of staff will be employed over a two year period.

Proposed Means of Access

- 5.4 All HGVs travelling to and from the site will be required to visit the northern yard in order to use the weighbridge. There is currently sufficient space within the northern yard for HGVs to enter and exit the site in forward gear and there is sufficient capacity within the central yard for other HGVs to wait without impacting on the turning circle in the northern yard and the access route.

Proposed Parking

5.5 BMBC's Supplementary Planning Document on Parking (March 2012) sets out the parking standards that apply to all new developments. Although this proposal is not a new development, the document can be considered to provide guidance. In relation to the Sui Generis use class, the document states that they should be considered on their own merits.

5.6 As stated in Section 3, the previous use by JGP Fabrications required 18 employees based at the site, compared to the maximum number of 17 employees that would be required by GBC. Since the number of employees will be reduced (especially when account is made of the former concrete storage yard for which there is no information available on staffing levels) no amendments to the existing parking are deemed necessary.

Routing and Distribution

5.7 All HGVs will enter and exit Mitchell's Enterprise Park, via the A633 to the south of the site, which forms part of the South Yorkshire Strategic Road Network and is a road suitable for use by HGVs.

Hours of Operation

- 5.8 Deliveries and collections are to be restricted to 08:00 to 17:00 on weekdays and 08:00 to 12:00 on Saturdays, in line with the existing planning consent. Although, permission is being sought for overnight working in relation to the delamination processing plant, there will be no associated vehicle movements to and from the site at night.

SECTION 6: TRIP GENERATION

GB Cullet Ltd – Northern Yard, Existing Use

- 6.1 The traffic flows associated with the existing GBC use (northern yard) are set out below.
- 6.2 The current volume of material collected for re-cycling is approximately 25,000 tonnes per annum. Two of the skip loaders are capable of transporting 16 tonnes, one skip loader is capable of transporting 24 tonnes, and the bulk tipper is capable of transporting 30 tonnes. In real terms this translates to an average collection and transport rate of 21.5 tonnes per vehicle or 1,163 vehicle movements per annum to collect and return material to site. However, there are occasions when the vehicles do not operate at full capacity and some single trips are made which will impact on vehicle movements (approximately 15%) giving a more realistic total of 1,337 vehicle movements per annum. This equates to 111 vehicle movements per month, 222 two-way trips per month.
- 6.3 Re-distribution of processed material is performed solely by bulk tipping vehicles able to transport a maximum of 30 tonnes, giving a re-distribution rate of 833 vehicles per annum. Some of this work is carried out with GBC's own bulk vehicle, but the majority of work is given to haulage contractors.
- 6.4 Deliveries currently take place between 08:00 and 17:00 Monday to Friday and 08:00 and 12:00 on Saturdays. For the purpose of this report, we have assumed that all deliveries take place during the weekday, in order to provide a worst case scenario.

6.5 Weekday trip rate information for the existing GBC operation is summarised in Table 6.1 below:

Type of Traffic Movement	Amount of material per annum	Type of Vehicles Used	Number of Vehicles per annum	Two-way Daily Flow
Collection of Glass for recycling	25,000 tonnes	Skip Loader and Bulk Tipping Vehicles	1,337	10
Re-distribution of processed material	25,000 tonnes	Bulk Tipping Vehicles	833	6
Staff	-	Cars	1,155*	10
			3,325	26

Table 6.1 - Summary of Existing Weekday GBC Vehicle Trips

*5 members of staff working 5 days a week, 52 weeks a year minus 4 weeks holiday and 9 bank holidays = 5 x (231 working days a year) = 1,155

6.6 It should be noted that there are also direct movements of material to the process at Leeds (as discussed in Section 5.0 of this report) which are not included in the above calculations as they do not currently travel via the site.

Concrete Storage Yard – Current Permitted Use

6.7 As discussed within Section 3.0, there is no information available as to the traffic flows associated with the concrete storage yard.

JGP Fabrications – Current Permitted Use

6.8 As discussed within Section 3.0, JGP had 120 off and on site employees, with 18 people permanently based at Acorn House. In addition, JGP experienced daily deliveries of steel stock to site by HGV's at a rate of up to 5 per day with frequent movement of employees and contractors visiting the site at a rate of up to 10 per day.

6.9 Weekday trip rate information for the JGP operation is summarised in Table 6.2 below:

Type of Traffic Movement	Type of Vehicles Used	Number of Vehicles <u>per annum</u>	Two-way <u>Daily Flow</u>
Deliveries of Steel Stock	HGVs	1,300	10
Staff	Cars	6,468*	56
		7768	66

Table 6.2 - Summary of Weekday JGP Vehicle Trips

*Based on 18 workers based at the site and an additional 10 off-site employees/contractors visiting the site each day.

GB Cullet Ltd – Proposed Extension

6.10 Initial calculations indicate an additional 500 tonnes per month of material will be returned to the new site for processing, resulting in a direct increase of re-distribution from the site of the same volume.

6.11 This additional volume of 6,000 tonnes per annum (500 tonnes per month) may increase, where the planning and environmental permit applications are for a maximum of 60,000 tonnes, when considering the existing and proposed uses together. For the purpose of this report, the maximum tonnage has been assumed as a worst case scenario, equating to an additional maximum tonnage of 35,000 tonnes per annum. Applying the same transport rate of 21.5 tonnes per vehicle as per the current operation, the movement of this additional material translates to an extra 3,256 vehicle movements per annum (1,628 collections and 1,628 re-distributions).

6.12 Additional employees will be required to facilitate the de-lamination process, a maximum of 17 in total to be employed over a two year period in line with volume projections.

6.13 Deliveries will continue to take place between 08:00 and 17:00 Monday to Friday and 08:00 and 12:00 on Saturdays. Again, for the purpose of this report, we have assumed that all deliveries take place during the weekday, in order to provide a worst case scenario.

6.14 Weekday trip rate information for the proposed operation is summarised in Table 6.3 below:

Type of Traffic Movement	Amount of material per annum	Type of Vehicles Used	Number of Vehicles per annum	Two-way Daily Flow
Collection of Glass for recycling	35,000 tonnes	Skip Loader and Bulk Tipping Vehicles	1,628	13
Re-distribution of processed material	35,000 tonnes	Bulk Tipping Vehicles	1,628	13
Staff	-	Cars	3,927*	34
				60

Table 6.3 - Summary of Additional Proposed Weekday GBC Vehicle Trips

*Based on 17 members of staff, all travelling by car

Development Impact

6.15 Table 6.4 below shows a comparison of the proposed use with the previous JGP use:

Company	Two-way Daily Flow		
	HGVs	Cars	All Vehicles
Previous JGP use	10	56	66
Proposed GBC use	26	34	60
Comparison	+ 16	- 22	- 6

Table 6.4 – Comparison Summary of Additional Proposed GBC Vehicle Trips

6.16 It can be seen from Table 6.4 above that the proposed change of use will result in a reduction in overall traffic volumes, with an increase of 16 two-way HGV movements and a decrease of 22 two-way movements by private cars. It should be noted that this is a worse case situation, as no traffic flow information is available in relation to the central yard (which was previously utilised as a concrete storage yard) and no trips associated with this permitted use have therefore been off-set. In addition, it has been assumed that all deliveries will take place during the weekday, although some deliveries may occur on Saturday morning, when the impact on the local highway network will be significantly reduced.

6.17 Although the HGV movements have been based on a transport rate of 21.5 tonnes per vehicle, the client is looking into the feasibility of some or all of the additional deliveries/collections being undertaken by haulage contractors in 30 tonne vehicles. If the additional material was transported in 30 tonne loads instead of 21.5 tonnes, this would result in a reduction of 4 two-way HGV trips per day.

Predicted Impact on Local Highway Network

- 6.18 The Department for Transport website provides Annual Average Daily Flow (AADF) traffic data for 'A' roads in Great Britain. There are two count points within the vicinity of the site, count point 57338 which is located approximately 2km north west of the site on the A633 Barnsley Road, and count point 28479 which is located approximately 2.6km south east of the site on the A633 Wath Road. The information for 2011 is summarised in Table 6.5 below:

Count Point	Annual Average Daily Flow		
	HGVs	Cars	All Motor Vehicles
57338	459	16,219	20,035
28479	343	11,965	14,111

Table 6.5 – Summary of 2011 AADF data taken from www.dft.gov.uk/matrix/

- 6.19 Table 6.6 below shows the predicted impact of the proposed development traffic on the local highway network at the two count points identified above. As the exact routing of the delivery vehicles is not known, Table 6.6 therefore shows a worst case scenario, with 100% of all vehicles travelling through both junctions.

Count Point	Recorded Annual Average Daily Flow		
	HGVs	Cars	All Motor Vehicles
57338	459	16,219	20,035
28479	343	11,965	14,111
Additional Development Traffic			
	+ 16	- 22	- 6
Predicted Maximum Annual Average Daily Flow			
57338	475	16,197	20,029
28479	359	11,943	14,105
Maximum Percentage Impact			
57338	+ 3%	0%	0%
28479	+ 4%	0%	0%

Table 6.6 – Predicted maximum impact of development trips on the local highway network

6.20 It can be seen from Table 6.6 above that even if all traffic routed in the same direction, this would result in a maximum increase of 4% compared to the current HGV movements, with no significant changes to the traffic flows, when considering all motor vehicles. This increase in HGV flows is within the generally recognised parameters of daily variation of flow of 10%.

Summary

6.21 The reduction in vehicle movements associated with the proposed change of use is in accordance with the principles and policy guidance on transport at local, regional and national levels. The reduction in vehicle movements will help to reduce congestion and CO2 levels, whilst the re-location of the machinery from Leeds will enable more efficient delivery of goods and minimise the need to travel.

6.22 The increase in HGV movements is not considered to be detrimental to highway safety, where the worst case scenario resulting in a 4% increase in HGV movements is likely to be significantly lower, and well within normal daily variations in flow.

SECTION 7: SUMMARY & RECOMMENDATIONS

General

- 7.1 This Transport Statement has been prepared by Badingham Limited on behalf of GB Cullet Ltd in respect of a planning application for change of use from glass recycling (northern yard), concrete storage (central yard area) and steel fabrication (southernmost yard and building) to a Specialised Waste Transfer Station with Treatment including de-lamination for the purpose of glass recycling at Acorn House, Mitchell's Enterprise Park, Wombwell. Both uses fall under the Sui Generis Use Class.
- 7.2 The site is accessible by regular and frequent public transport to the nearby towns. The proposed change of use is predicted to result in an overall reduction of some 6 two-way vehicle trips per day (an increase of 16 two-way HGV trips and a reduction of 22 two-way car trips per day). The predicted decrease in traffic levels are considered to have a beneficial impact upon the adjacent highway network, through reduced congestion and greenhouse gases. The increase in HGV movements is not considered to be detrimental to highway safety, where the flows are well within normal daily variations in flow.
- 7.3 The site fully complies with latest local, regional, and national transportation and travel policy objectives, and provides a choice of travel by sustainable means.

- 7.4 It is therefore recommended that the local Highway Authority raise no objection to the proposed change of use on transportation or highway grounds.

Badingham Limited – 29th October 2012