

Prepared on behalf of



Potters-Ballotini Ltd

**Enabling Works, Proposed Development at
Former Stairfoot Brickworks, Wombwell Lane, Barnsley**

Highway Statement

Control Sheet

CLIENT: Potters-Ballotini Ltd

PROJECT TITLE: Enabling Works, Proposed Development at Former Stairfoot Brickworks, Wombwell Lane, Barnsley

REPORT TITLE: Highway Statement

PROJECT REFERENCE: 300306

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Acknowledgements:

Google My Maps has been used to generate figures included within this report.

The Crashmap Pro database has been utilised to carry out a road traffic incident review.

Contents

Page No

1	Introduction.....	6
2	Planning Policy.....	7
3	Existing Situation	9
4	Development Proposals	12
5	Summary and Conclusions.....	14

Appendices

APPENDIX A

Crashmap Report

APPENDIX B

Drawing 300306-001 Proposed Site Access Improvements

Drawing 300306-002 Swept Path Analysis – 16.5m Articulated Vehicle

Drawing 300306-003 Swept Path Analysis – 12m Rigid Vehicle

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Potters-Ballotini Limited to advise on traffic and transportation issues relating to the proposed development of an end of waste glass recycling and re-purposing facility on the site of the former Stairfoot Brickworks situated at Wombwell Lane, Stairfoot, Barnsley.
- 1.2 The proposed facility is being developed to enable Potters-Ballotini to amalgamate its two existing two sites onto a purpose built site. The existing sites are situated on Pontefract Road in Barnsley (purple) and the Ings Environmental Processing facility at Groveport, Scunthorpe (orange) as indicated in **Figure 1** below, along with the development site (blue):-

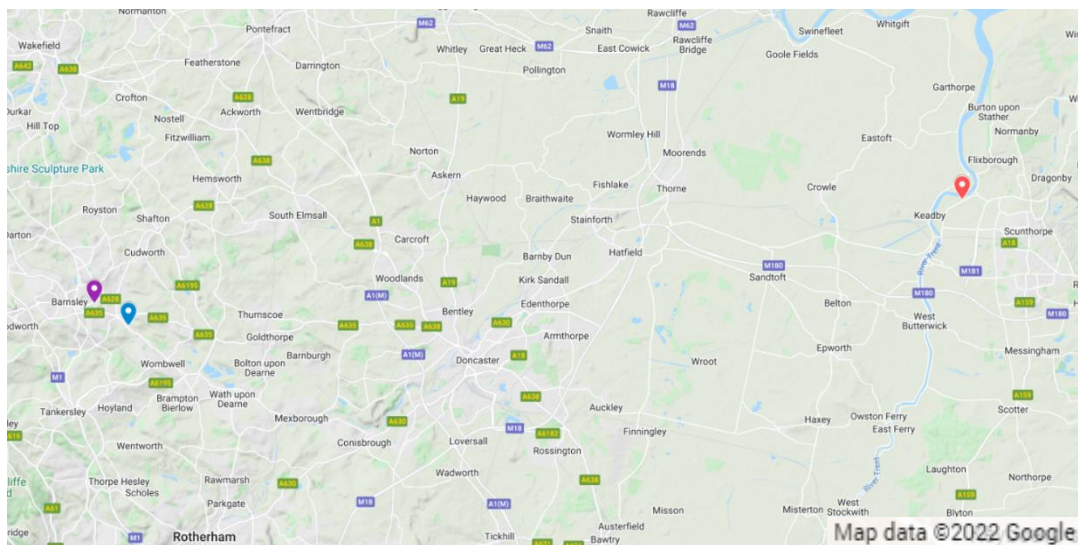


Figure 1 – Location of existing and proposed sites

[Google MyMaps]

- 1.3 This Highway Statement relates to the proposed improvements to the site access to enable the wider development of the site which will be the subject of subsequent planning applications. Further supporting documentation of a traffic and transportation nature will be submitted alongside these applications as necessary.

2 Planning Policy

2.1 National Planning Policy

2.1.1 With regards to the planning policy context of the development, Paragraph 110 of the National Planning Policy Framework (NPPF), revised in July 2021, states that:

“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, give the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all people;*
- 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 46 ; 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.”*

2.1.2 Paragraph 111 goes on to say;

“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.”

2.2 Local Planning Policy

2.2.1 The Barnsley Local Plan was adopted in January 2019 and provides “local planning policy for the future development of Barnsley up to the year 2033”.

2.2.2 Chapter 12 of the Adopted Local Plan relates to Transport and sets out a number of challenges and solutions alongside key policies to assist in achieving these solutions. Policies T3 and T4, replicated overleaf, are the key transport policies which are relevant to this development:-

Policy T3 New Development and Sustainable Travel

New development will be expected to:

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition.

Where levels of accessibility through public transport, cycling and walking are unacceptable, we will expect developers to take action or make financial contributions in accordance with policy I1.

If it is not possible or appropriate for the minimum amount of parking for cycles, motorbikes, scooters and mopeds to be met on site, the developer must provide, or contribute towards, off-site parking, or improve or provide other forms of travel.

Policy T4 New development and Transport Safety

New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

If a development is not suitably served by the existing highway, or would create or add to problems of safety or the efficiency of the highway or any adjoining rail infrastructure for users, we will expect developers to take mitigating action or to make a financial contribution to make sure the necessary improvements go ahead. Any contributions will be secured through a planning obligation or planning condition.

3 Existing Situation

3.1 *The Site*

- 3.1.1 The development site is situated on the north-eastern side of Wombwell Lane, some 3.6km to the south-east of Barnsley Town Centre. The location of the site is shown in **Figure 2**, below.

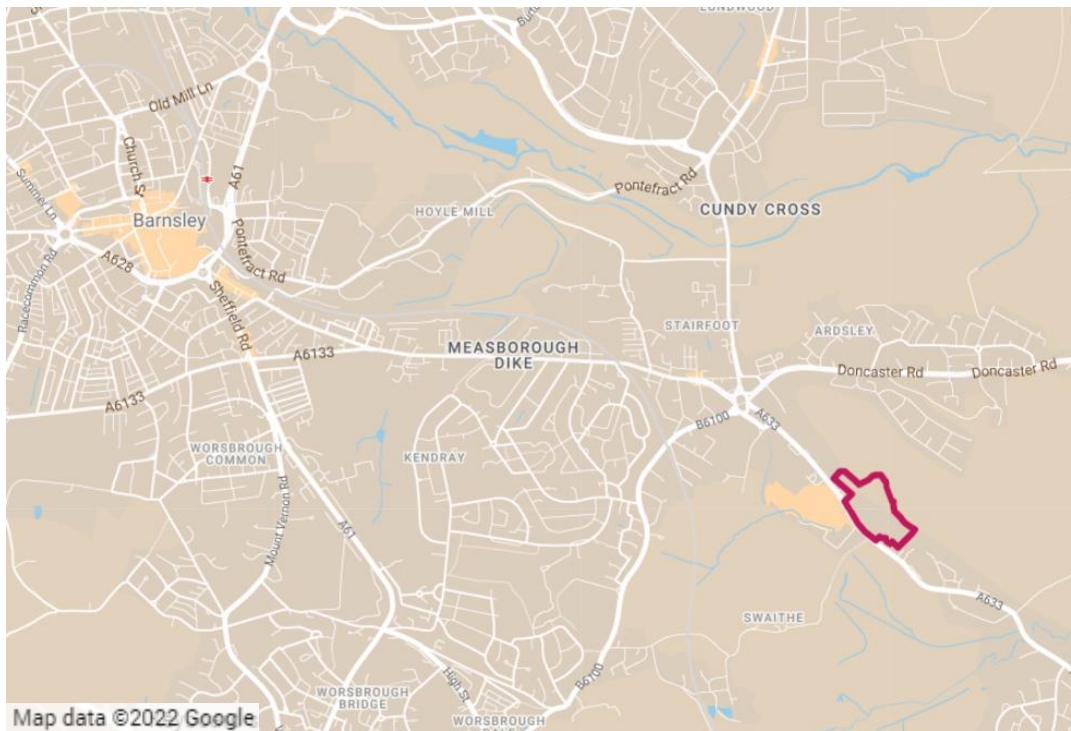


Figure 2 – Location of site

[Google MyMaps]

- 3.1.2 The site was last in operational use as the Stairfoot Brickworks which were operated by Hanson Building Products Ltd until the site's closure in 2008/2009. Since then, all buildings on the site have been demolished.

3.2 *The Highway Network*

- 3.2.1 The site directly abuts the A633 Wombwell Lane which forms a strategic link between Barnsley and Rotherham, some 12km further south.

3.2.2 To the north-west of the site sits the major signal controlled intersection of the A633 (Barnsley to Rotherham) and the A635 (Barnsley to Doncaster) with the B6100 (a more local route linking to the A61 to the west). This junction is known locally as “Stairfoot Roundabout” and is the subject of severe congestion at various times of the week especially during the traditional peak network hours as well as other periods coinciding with the operation of nearby retail outlets.

3.2.3 Between the site and Stairfoot Roundabout is a further signal controlled junction which provides access to the Tesco Supermarket and several other major retail outlets. The A633 at this point and beyond, towards the town of Wombwell, similarly suffers from peak hour congestion.

3.3 *Highway Safety Review*

3.3.1 A review of the personal injury incidents in the area surrounding the site has been carried out using the online Crashmap Pro database. The study area comprises a 400m stretch of Wombwell Lane, centred on the site access. **Figure 3** is an extract from Crashmap Pro and identifies the location and injury severity of all recorded incidents that have occurred within the study area in the latest five year period available (2016-2020).

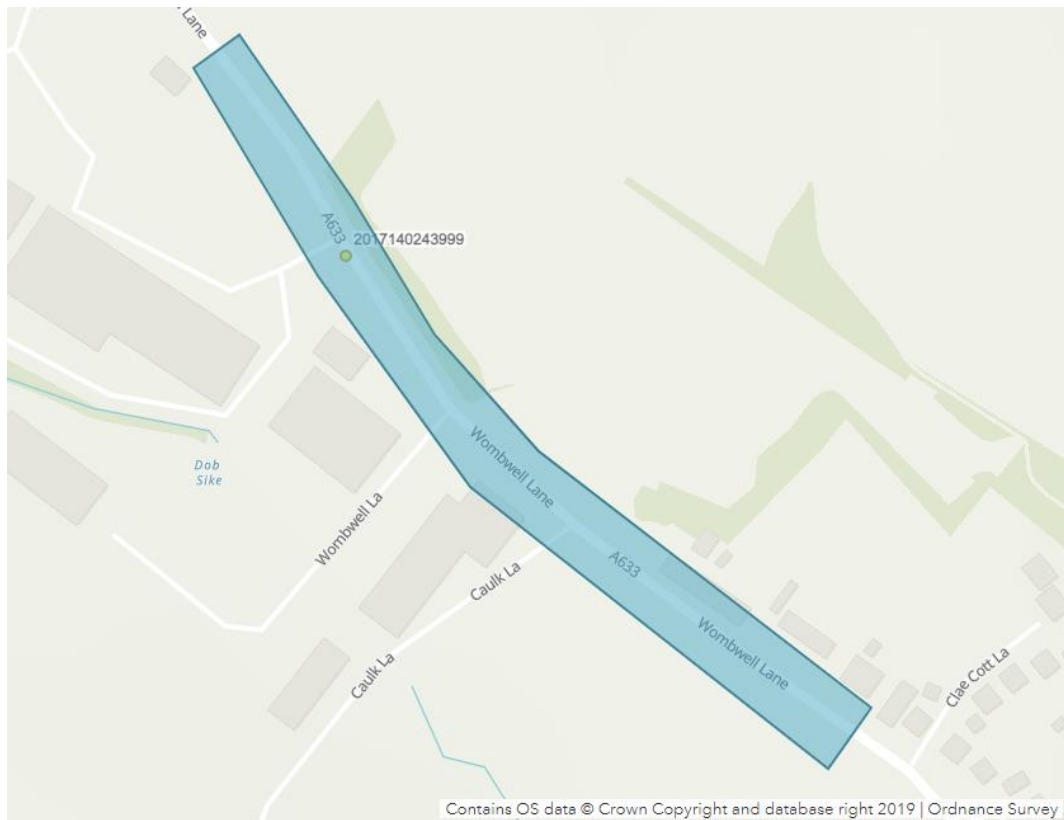


Figure 3 – Crashmap Pro extract

- 3.3.2 As can be seen, no incidents have been recorded in the vicinity of the site access. One 'slight' incident was recorded on the 9th November 2017 at 5:15pm. Conditions were fine and dry with street lighting present. The incident involved a rear shunt between two cars with the driver of one vehicle suffering slight injuries. The full report of this included is included at **Appendix A**.
- 3.3.3 This review has not highlighted any highway safety concerns that could be exacerbated by the proposals.

4 Development Proposals

- 4.1 As the site was previously used for mineral extraction and processing it undoubtedly generated HGV traffic. However, more recent amendments to Wombwell Lane, including the provision of right turn lanes within a ghost island, have narrowed the lane widths. This has resulted in the existing site access being unsuitable for HGVs due to vehicles being unable to remain in lane when navigating the access.
- 4.2 Through liaison with engineers in the Councils Highway Development Control team a number of potential improvement options were reviewed to ensure that the most appropriate junction arrangement was promoted.
- 4.3 The outcome of these discussions is that the access will be improved through widening of the bell mouth. Due to this increasing the crossing distance for pedestrians travelling along Wombwell Lane a refuge island has been incorporated into the design. The proposed access is shown on **Drawing 300306-001** included at **Appendix B**.
- 4.4 **Drawings 300306-002** and **300306-003**, also at Appendix B, show the swept path analysis of 16.5m articulated and 12m rigid vehicles entering and leaving the site. From these drawings it can be seen that all vehicle movements are able to take place within lane with no overrunning into opposing traffic lanes.
- 4.5 The works to improve the access are being promoted as advance enabling works along with the provision of security gates and fencing in order to make the site secure.
- 4.6 As can be seen on Drawing 300306-001 the security gates are proposed to be set back from the highway at a point which will accommodate a 16.5m long articulated vehicle to stand clear of the highway if the gates were closed upon its arrival.

- 4.7 The gates will be electrically operated and will take the form of double cantilever sliding gates with a central post.
- 4.8 In advance of the main site gates it is proposed to create a dedicated vehicle access into the proposed staff and visitor car park. Pedestrian access to the site will be via a dedicated pedestrian entrance direct from Wombwell Lane to the south of the main site access.

5 Summary and Conclusions

- 5.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Potters-Ballotini Limited to advise on traffic and transportation issues relating to the proposed development of an end of waste glass recycling and re-purposing facility on the site of the former Stairfoot Brickworks situated at Wombwell Lane, Stairfoot, Barnsley.
- 5.2 This Highway Statement relates to the proposed improvements to the site access to enable the wider development of the site which will be the subject of subsequent planning applications.
- 5.3 The site directly abuts the A633 Wombwell Lane which forms a strategic link between Barnsley and Rotherham, and was formerly operated by Hanson Building Products Ltd until its closure in 2008/2009.
- 5.4 Despite the sites former industrial use changes to the layout of Wombwell Lane, including the provision of ghost island right turn facilities, have resulted in HGV's being unable to complete all necessary manoeuvres within lane.
- 5.5 A review of personal injury accident data has not identified any road safety issues on Wombwell Lane in the vicinity of the site access. However, Wombwell Lane and nearby junctions do suffer from congestion in peak periods.
- 5.6 Therefore, for highway safety reasons, and in accordance with Policy T4 of the Council's Local Plan highway improvement works are proposed to ensure that all HGV movements can be accommodated.
- 5.7 The works to improve the access are being promoted as advance enabling works along with the provision of security gates and fencing in order to make the site secure.

It is concluded that the proposed improvement works, which incorporate a pedestrian island within the bellmouth to enable pedestrians to cross the access in

two stages, will provide a safe and suitable access to serve the site and the future proposals which will be the subject of subsequent planning applications.

APPENDIX A
Crashmap Report

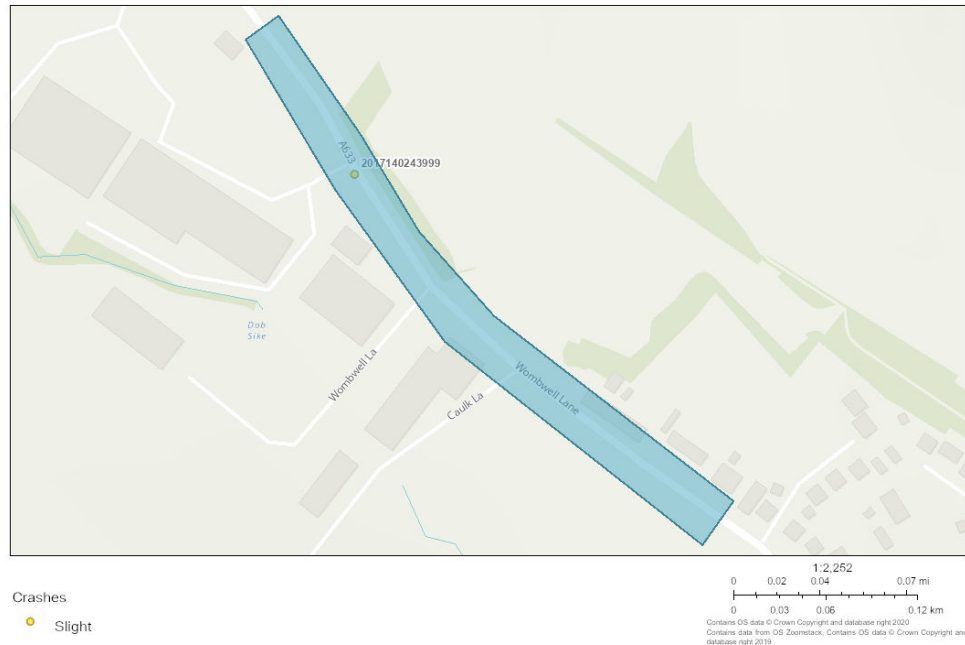


Crash Report

Area of Interest (AOI) Information

Area : 14,317.11 m²

Jul 14 2022 10:33:39 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	1	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	No officer attended crash scene	November 9, 2017	2017	2	1	437793

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	404993	Barnsley	A633	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Barnsley Metropolitan Borough	Not Applicable	No	No	https://www.crashmap.co.uk/reports/prorereportservice?reportId=2017140243999	1

Report produced from CrashMap Pro



Validated Data

Crash Date: Thursday, November 09, 2017 **Time of Crash:** 5:15:00 PM **Crash Reference:** 2017140243999

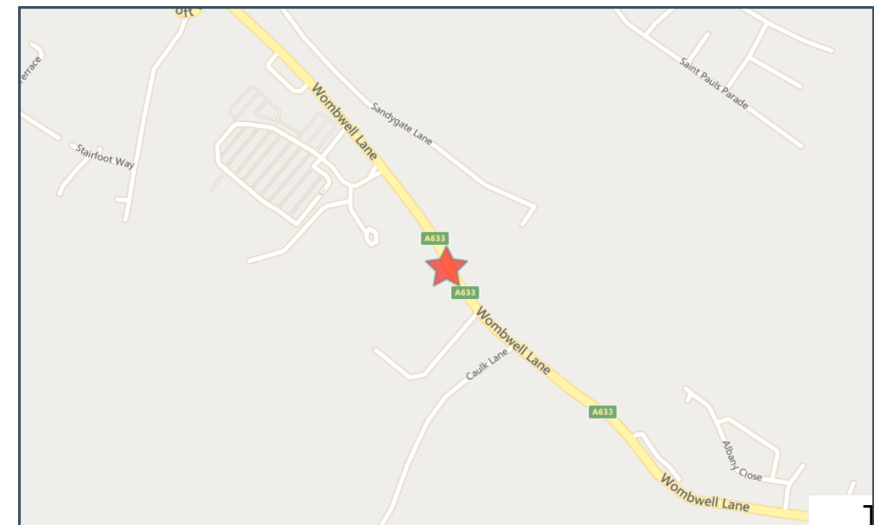
Highest Injury Severity: Slight
Highway Authority: Barnsley
Local Authority: Barnsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A633

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 437793 404993



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Journey as part of work	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX B

Drawing 300306-001 Proposed Site Access Improvements

Drawing 300306-002 Swept Path Analysis – 16.5m Articulated Vehicle

Drawing 300306-003 Swept Path Analysis – 12m Rigid Vehicle



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Rev	Amendment	Drawn	Date	Checked



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Project Name

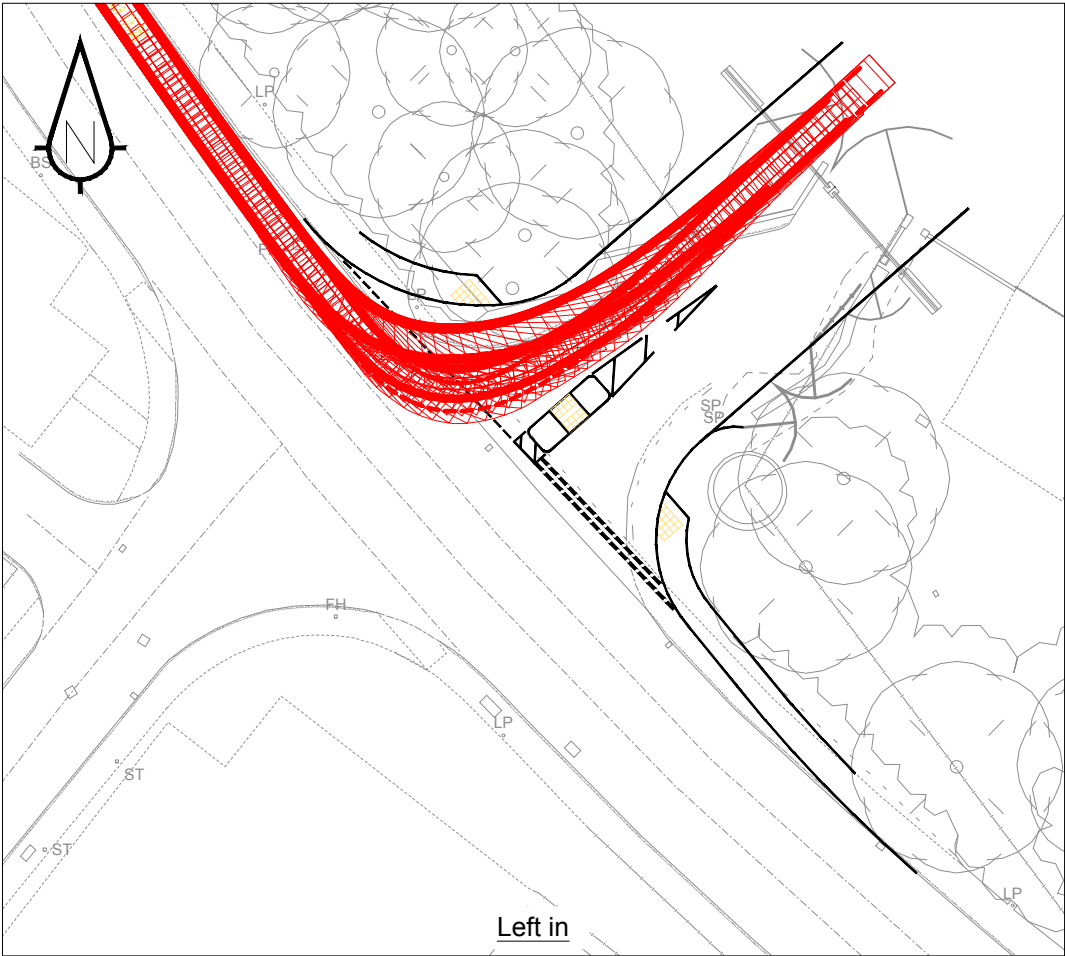
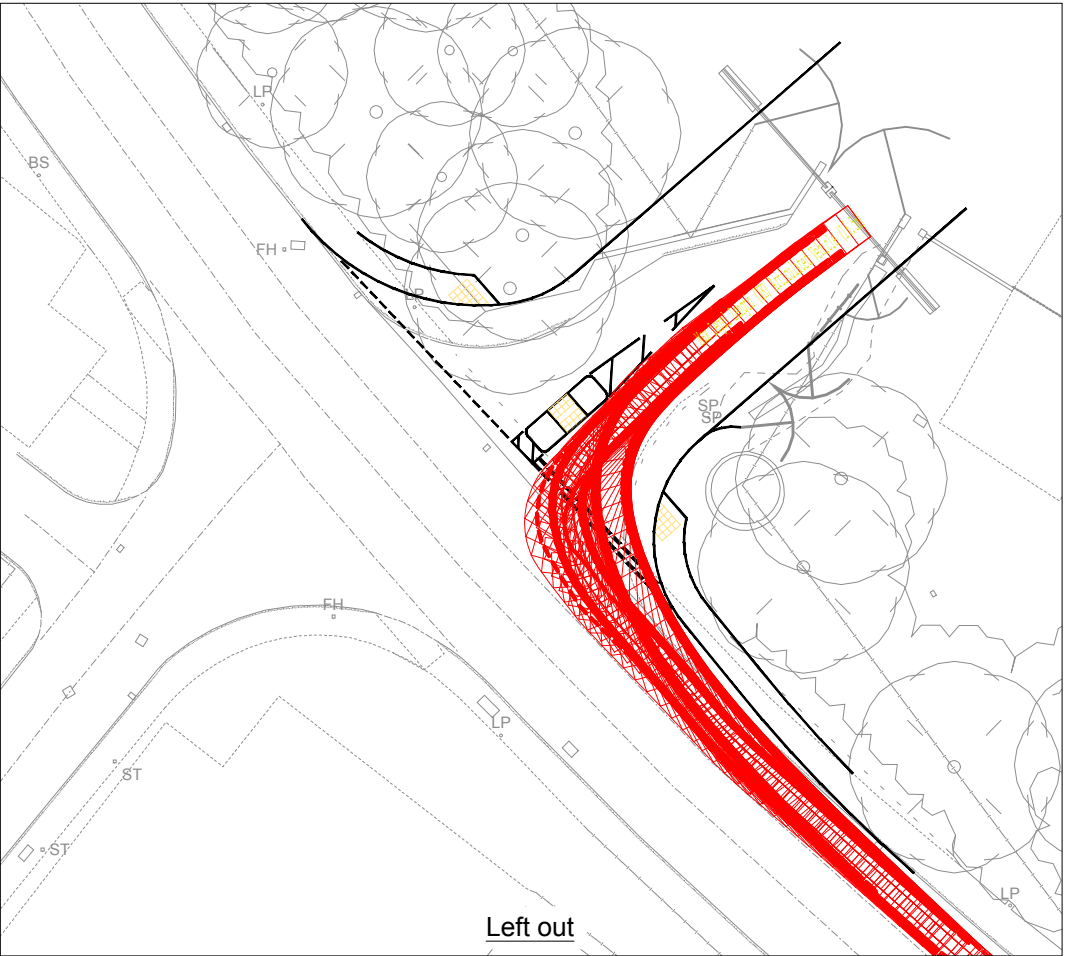
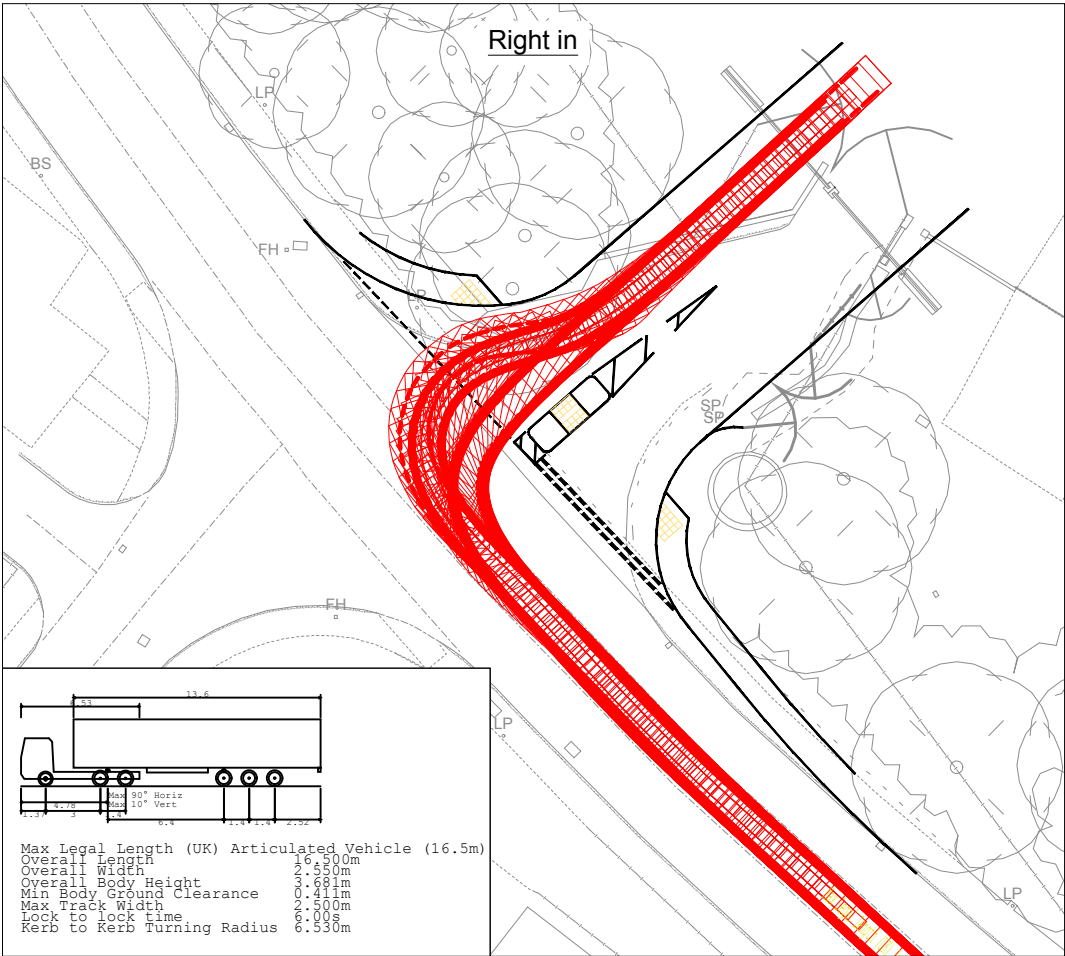
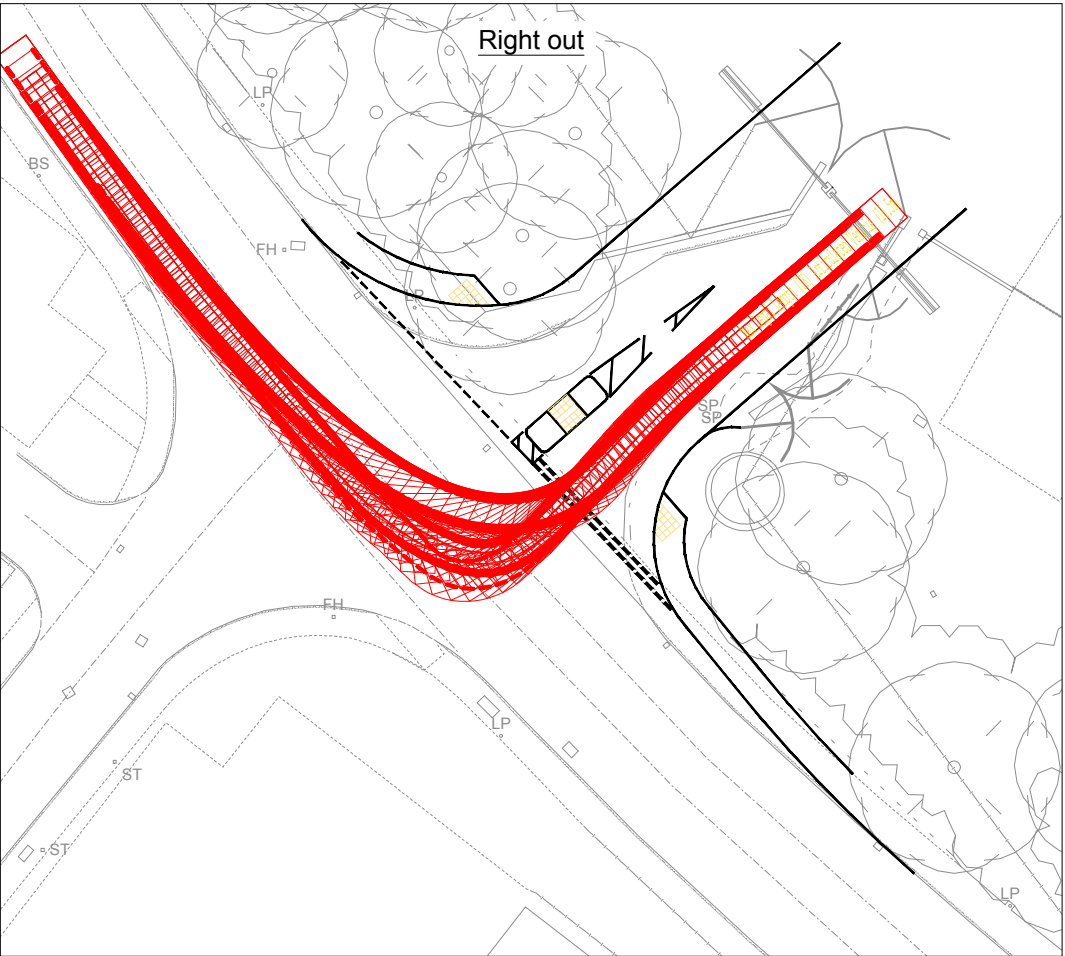
Former Stairfoot Brickworks
Wombwell Lane
Barnsley

Drawing Title

Proposed Site Access Improvements

Scale 1:200	Drawn By CP
Drawing Size A3	Checked By KS
Date July 2022	Approved By KS

Drawing Number	Rev
300306-001	-



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Rev	Amendment	Drawn	Date	Checked



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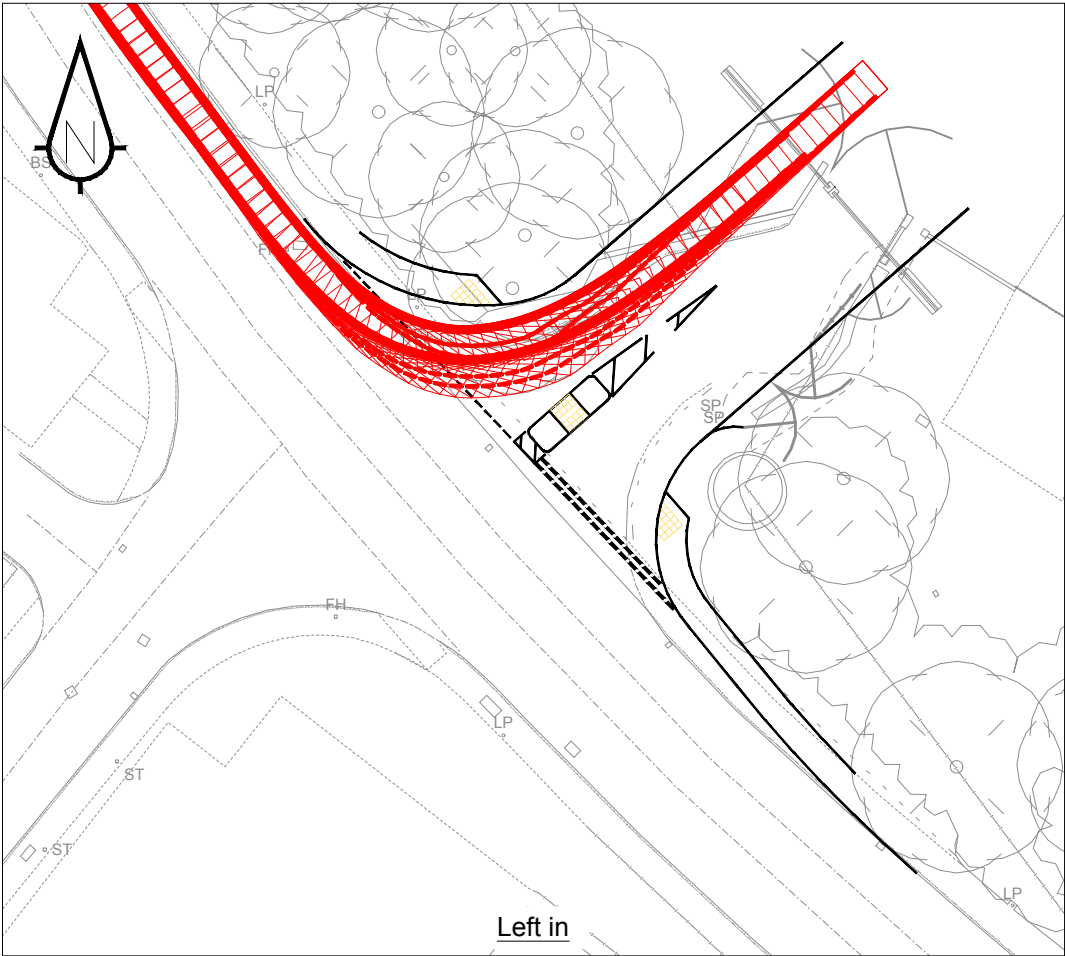
Project Name

Former Stairfoot Brickworks
Wombwell Lane
Barnsley

Drawing Title

Swept Path Analysis –
16.5m Articulated Vehicle

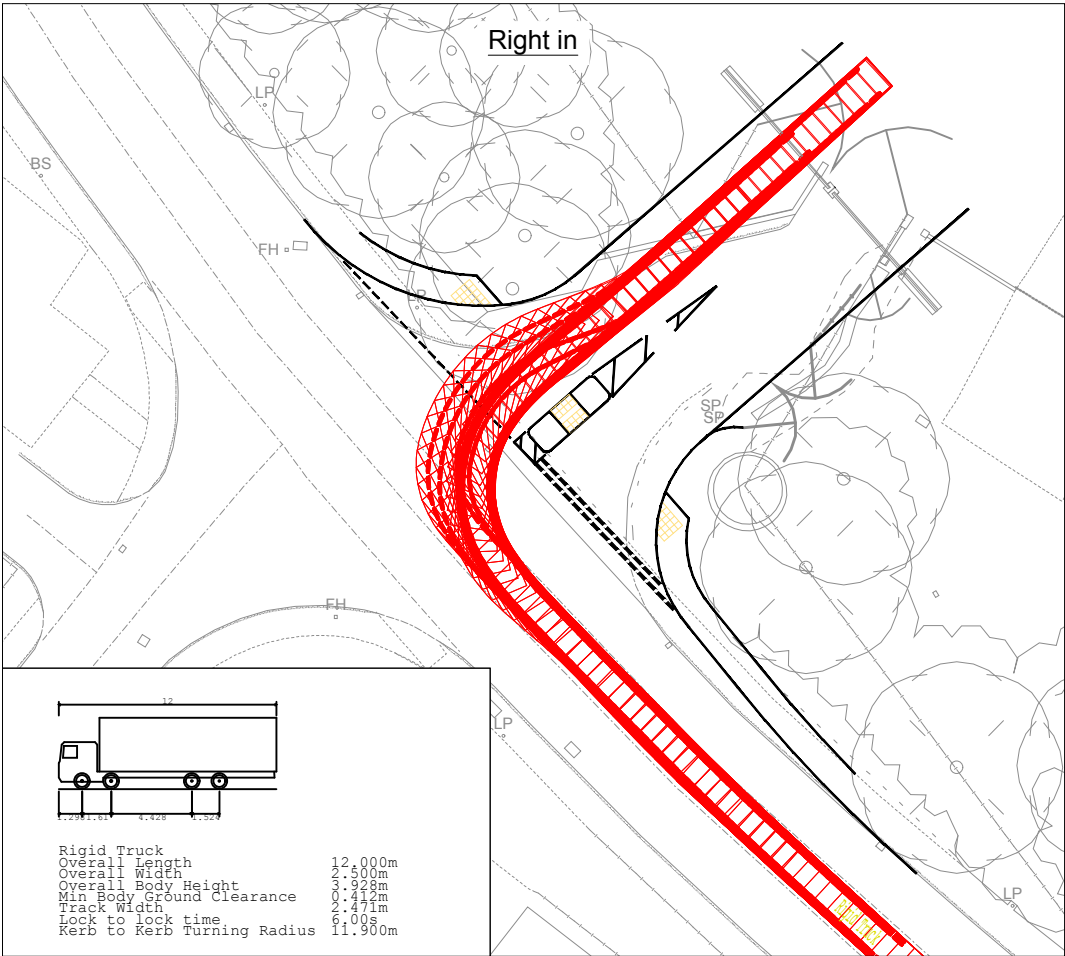
Scale 1:500	Drawn By CP
Drawing Size A3	Checked By KS
Date July 2022	Approved By KS
Drawing Number 300306-002	Rev -



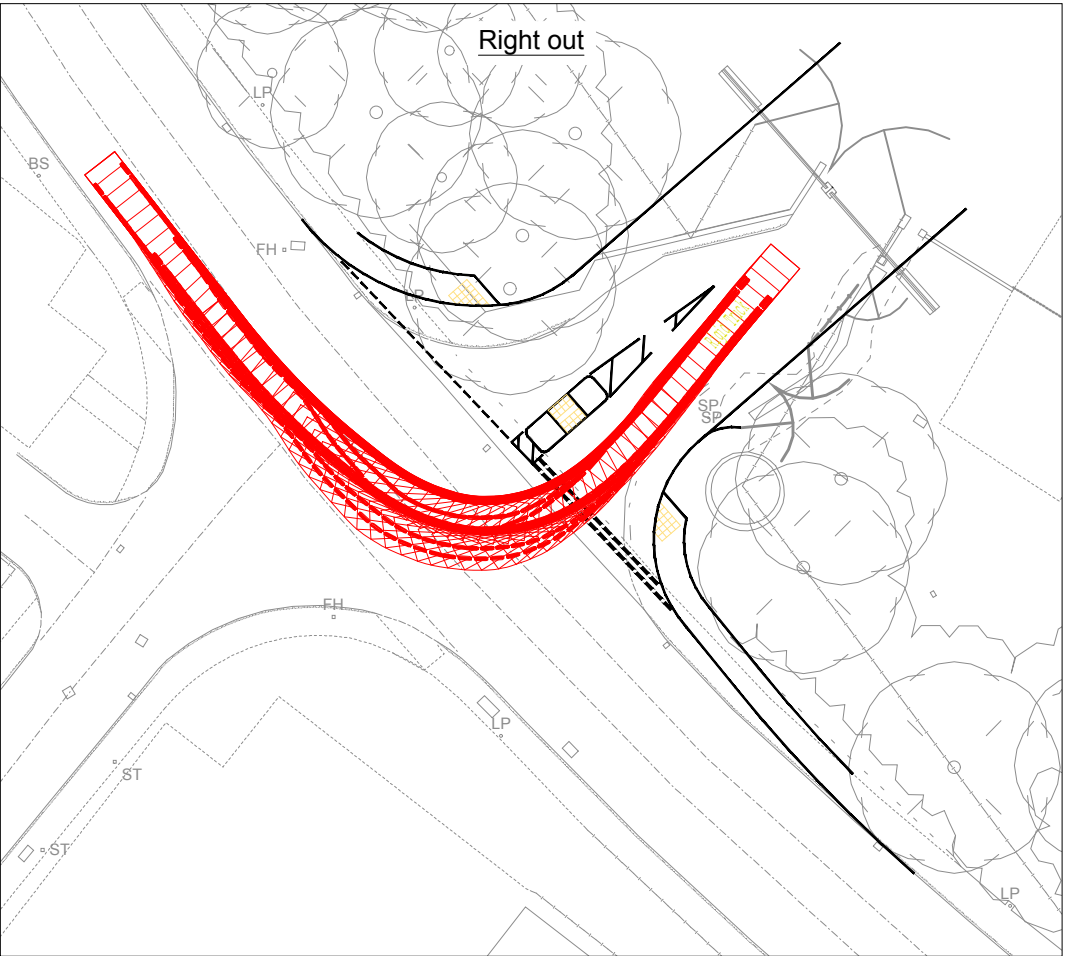
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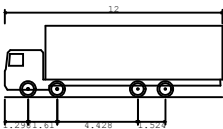
Left out



Right in



Right out



Rigid Truck
Overall Length 12.000m
Overall Width 2.400m
Overall Body Height 3.400m
Min Body Ground Clearance 0.400m
Track Width 1.800m
Lock to lock time 11.900m
Kerb to Kerb Turning Radius 11.900m

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Rev	Amendment	Drawn	Date	Checked

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Project Name Former Stairfoot Brickworks Wombwell Lane Barnsley		
Drawing Title Swept Path Analysis – 12m Rigid Vehicle		
Scale 1:500	Drawn By CP	
Drawing Size A3	Checked By KS	
Date July 2022	Approved By KS	
	Drawing Number 300306-003	Rev –