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Prepared on behalf of

Haywood and Padgett Limited

Proposed New Bakery Unit and Extensions to
Existing Bakery and Warehouse
The Bakery, Shawfield Road, Carlton Industrial Estate, Barnsley

Transport Statement

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Acknowledgements:

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Contents

Page No

1 Introduction 5

2 Existing Situation 7

3 Proposed Development 9

4 Sustainability 11

5 Measures to Encourage Sustainable Travel 16

6 Summary and Conclusions 18

Appendices

APPENDIX A

Figure 1 - Site Location Plan

Figure 2 – 800m and 2km Walking Radius Plan

Figure 3 – 5km Cycling Radius Plan

Figure 4 – Bus Stop Location Plan

1 Introduction

1.1 Sanderson Associates has been appointed by Haywood and Padgett Limited to prepare a Transport Statement in support of development proposals to erect a new bakery facility and extend an existing bakery at Shawfield Road, Carlton Industrial Estate, Barnsley. The site location is as detailed on the plan attached at **Appendix A (Figure 1).**

1.2 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Statement addresses key issues including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

1.3 It also examines the transport implications of the proposed development taking into account whether the following objectives included within the National Policy Planning Framework (NPPF) are met in that:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.

- Safe and suitable access to the site can be achieved for all people, and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

1.4 This Transport Statement will, therefore, assess the potential impact of the proposals on the highway network and establish whether the existing sustainable transport network is capable of accommodating the total person movements likely to be generated.

1.5 For the purposes of this report the site and its surrounding area has been visited and detailed observations made of existing pedestrian and cycle facilities, public transport infrastructure and links along with waiting and loading restrictions currently in force.

1.6 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Assessment addresses key issues including:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

2 Existing Situation

2.1 The Site

2.1.1 The site in question is situated on the well-established Carlton Industrial Estate some 3.5km north-east of Barnsley Town Centre. The industrial estate is home to several major businesses in addition to smaller enterprises.

2.1.2 The access to the existing bakery site from Shawfield Road is formed as a priority junction with kerbed radii to both sides. Gates are provided at the site boundary which are set back some 9.0 metres from the channel line.

2.1.3 Haywood and Padgett Limited have acquired an adjacent industrial plot to facilitate their expansion proposals. The site is approximately 0.85 ha, and contains a number of small warehouses and office buildings which will be demolished. The site has had several previous uses including a civil engineering depot, plastic recycling, scaffolding company, waste management, car dismantling and car storage compound. A small part of the site is occupied by a cafe/food takeaway which will be relocated further along Shawfield Road.

2.1.4 Appropriate sight lines are available in both directions from both access points to Shawfield Road.

2.2 The existing bakery premises cover 1,250m^2 with associated offices of 210m^2 and a warehouse building covering 1,452m^2.

2.2.1 The existing bakery currently employs 22 administration staff who typically work between 09:00 – 17:00, Monday to Friday. 128 staff work on the bakery/warehouse side of the business split across two shifts i.e. 64 per shift. They work 12 hour shifts (two shift system) which operate 06:00 – 18:00 and 18:00 – 06:00.

2.3 Surrounding Area

2.3.1 Access to the wider highway network from the industrial estate is via Carlton Road (B6132) to the west and Fish Dam Lane to the south-west. Industry Road forms a priority junction with Carlton Road with merge and diverge tapers present. 1.7km to the south-west of this junction is the A61 which provides a strategic route to both Barnsley and Wakefield where access to the motorway network can be gained.

2.3.2 At its south-western end Industry Road is one arm of a four-arm roundabout which provides access towards Royston to the north, Monk Bretton to the south and Cudworth and the A628 to the east. The West Green Link and Cudworth By-pass to the east of the Fish Dam Lane roundabout provides a link for heavy vehicles towards the M1 and A1.

2.3.3 The roads within the industrial estate which give access to the site namely Industry Road and Shawfield Road are designed to industrial standards in terms of their geometry. In the vicinity of the site, on Shawfield Road, a carriageway width of 7.3 metres is available with a 3.0 metre wide footway along the site frontage. There is no footway on the eastern flank with a grass verge present in its place.

2.4 Personal Injury Accidents

2.4.1 Details of the personal injury accident records on the highway network surrounding the site have been requested from Barnsley Metropolitan Borough Council for the most recent five year period available.

2.4.2 However, at the time of writing this report the information has not been received and it will, therefore, be necessary to provide this analysis in the form of a supplementary report.

3 Proposed Development

3.1 Phase One of the proposed development relates to an extension to the existing bakery of 1,034 m^2, an extension to the existing offices of 154m^2, an extension to the existing warehouse of 1,644m^2 and additional toilet and canteen facilities covering 242m^2. Phase Two of the proposed development relates to a total of 1,716m^2 comprising 1,100m^2 bakery, 300m^2 offices and 312m^2 warehouse. The proposed site layout is shown on **Drawing W/2/6** which has been prepared by Building Design Services and which has been submitted separately to this report.

3.2 It is proposed to retain the existing access to the existing bakery site. However, the access to the "new" site will be slightly repositioned to accommodate the proposed extension to the existing bakery. Parking and servicing areas are incorporated into the layout for both elements of the development.

3.3 The expansion of the existing bakery and creation of the new bakery will result in an additional 12 administration staff and 80 bakery/warehouse staff being employed at the site. The bakery/warehouse staff will work in line with the existing staff i.e. 40 per 12 hour shift.

3.4 Parking standards applicable in this case are found in the Council's Local Development Framework Supplementary Planning Document on parking which was adopted in March 2012.

3.5 For industrial uses of this scale operating under the B2 Use Class the maximum requirement for car parking is 1 space per 30 - 50m^2 with 4% dedicated disabled bays. For the warehousing element of the development the standards are 1 space per 60m^2 gross floor area up to 300 m^2, then 1 space per 100 m^2 up to 1000m^2 and 1 space per 150 m^2 thereafter.

3.6 The application of the above ratios onto the existing and proposed floor areas would give a maximum of between 171 and 114 spaces which should incorporate a minimum of 5 disabled bays.

3.7 The SPD also provides guidance on the number of cycle and powered two-wheeler parking spaces required which, in this instance are 1 short stay cycle space for visitors per 1000m^2 and 1 long-stay space per 40 members of staff for cycles and 1 space per 20 car parking spaces for powered two-wheelers with an absolute minimum provision of 1 space.

3.8 In line with the above guidance it is proposed to provide 110 car parking spaces, 5 of which are dedicated disabled bays along with 3 cycle storage areas which will accommodate approximately 30 cycles. The layout plan does not currently indicate any dedicated parking for powered two-wheelers although it is considered that sufficient space is available to enable future provision.

3.9 The proposed level of parking provision is considered to be in accord with the maximum stated in the SPD and seeks not to over provide car parking but to keep it to a minimum to encourage sustainable travel by employees and to make adequate provision for cyclists and motorcycles.

3.10 The existing bakery facility generates approximately 30 two-way HGV movements per day. This would increase by a further 10 two-way movements in association with the expansion and again by a further 8 in association with the Phase 2 new bakery.

3.11 With regards to traffic generation it is considered that the additional vehicle movements likely to be generated by the expansion and new bakery facility will be offset by the previous use of the site for industrial/commercial purposes. The development proposals would not, therefore, be likely to generate significantly more vehicle movements.

4 Sustainability

4.1 Overview

4.1.1 In order to accord with the aspirations of the National Planning Policy Framework which was published in March 2012, any new proposals should promote a choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 This section of the report considers the accessibility of the development by the following modes of transport.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by Public Transport – Bus and Rail.

4.1.3 It is important to provide a viable alternative to the private car when considering travel from the site to the various amenities in the area.

4.2 Accessibility on Foot

4.2.1 Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.2.2 Walking stimulates both personal health and the health of communities and local economies and is promoted in various planning related policy documents. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.2.3 In relation to acceptable walking distances, Manual for Streets is the latest national guidance on the design of residential roads and although the site in question is not residential in nature it is considered that the advice provided in Section 4.4 "The walkable neighbourhood" (provided below) is applicable having regard to the employment opportunities which will be on offer to the local community:-

"4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. *Manual for Streets* encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents".

4.2.4 Further guidance is available is the IHT publication "Providing for Journeys on Foot" which identifies suggested walking distances for commuting, school and sight-seeing as follows with times based on a walking speed of (1.4m/s).

- Desirable 500m 6 minutes
- Acceptable 1000m 12 minutes
- Preferred maximum 2000m 24 minutes

4.2.5 The plan attached at **Appendix A (Figure 2)** shows an 800m and 2km walking radius from the site which indicates the extent of the local area which is within walking distance of the site. The following local areas and facilities are all located within walking distance of the site.

Bus Stops on Fish Dam Lane and Carlton Road
Carlton Village PFS & Cooperative Store
Carlton Village
Athersley South
Athersley North
Monk Bretton

4.2.6 As can be seen from the above the application site is situated within a large well established urban area with a local footway network providing access to the surrounding area which is well lit throughout.

4.2.7 The site is in proximity to bus stops that provide regular services between local residential areas and Barnsley and Wakefield.

4.3 Accessibility by Cycle

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to each destinations that they may otherwise be unable to reach.

4.3.2 Off-road cycle routes are present along Carlton Road and Laithes Lane (B6132) as well as the West Green Link to the north-east of the site. The plan attached at **Appendix A (Figure 3)** indicates a 5km cycling radius from the site which indicates the extent of the local area which is within cycling distance of the site.

4.3.3 As can be seen from the above the application site is situated within cycling distance of several large well established residential areas which will enable future employees to travel to work by cycle as a realistic alternative to the car.

4.4 Accessibility by Public Transport – Bus

4.4.1 Bus stops are located on Fish Dam Lane and Carlton Road. These stops are all located within the 800m walking distance from the site. Details of the facilities provided at each of the stops along with the available services are provided overleaf and the plan attached at **Appendix A (Figure 4)** shows the location of these stops.

Carlton Road

Reference:	37055275
Distance to stop:	1060m
Direction of travel:	South-west bound (towards Athersley)
Facilities:	Shelter, timetable.
Bus Services:	34A, 193, 194

Reference:	37055199
Distance to stop:	1110m
Direction of travel:	North-east bound (towards Carlton/Royston)
Facilities:	Sign, timetable, raised kerbs.
Bus Services:	34, 193, 194

Fish Dam Lane

Reference:	37050766
Distance to stop:	583m via Public Right of Way/Poulton Street 1050m via Industry Road
Direction of travel:	South bound (towards Barnsley)
Facilities:	Shelter, timetable, seating, raised kerbs.
Bus Services:	57, 59

Reference:	37050765
Distance to stop:	619m via Public Right of Way/Poulton Street 1020m via Industry Road
Direction of travel:	North bound (towards Carlton/Royston)
Facilities:	Sign, timetable, raised kerbs.
Bus Services:	57, 59

4.4.2 A summary of the bus services which operate in the vicinity of the site is provided below:-

Summary of Services		Frequency			
Service	**Overall Route**	**Daytime Mon - Sat**	**Evening Mon - Fri**	**Sunday**	**Sunday**
34/34A	Barnsley - Monk Bretton - Athersley - Carlton - Shafton - Cudworth - Lundwood	60 mins	No Service	No Service	No Service
57/59	Barnsley – Monk Bretton – Carlton – Royston - Wakefield	30 mins	30 mins	30 mins	30 mins
193/194	Barnsley - Athersley - Royston - Ryhill - Newstead - Crofton - Wakefield	60 mins	60 mins	60 mins	60 mins

Table 4.4.2 – Summary of Bus Services

4.4.3 On average there are four buses per hour from these stops during the weekday daytime periods which reduces to three buses per hour during the weekday evening periods and on Sundays.

4.4.4 Further information on bus timetables can be found at the following website -

http://www.travelsouthyorkshire.com/timetablefinder.aspx

4.5 Public Transport – Rail

4.5.1 The closest railway station to the development site is situated in Barnsley Town Centre which is approximately 3.5km to the south-west of the site.

4.5.2 Given the distance between the site and the rail station it is not considered that rail would provide a suitable mode of transport for employees on a day-to-day basis.

5 Measures to Encourage Sustainable Travel

5.1 *Accessibility on foot - Initiatives*

- The Company will promote walking to work by staff and will promote a walking buddy scheme.
- The Company will inform staff and visitors to the site of the facilities that exist at the site and the fact that they are accessible on foot to try and discourage unnecessary traffic around the area.
- Where possible staff will be recruited from the local area making it easy to use alternative modes of transport to the private car.
- The Company will review on a regular basis the level of staff walking to work and consult with employees to establish further measures which would encourage this activity.

5.2 *Accessibility by cycle - Initiatives*

- The Company will promote the health, environmental and other benefits associated with cycle use, through staff notice boards, leaflets and posters.
- Cycle parking is provided at the site in two separate locations which can accommodate approximately 30 cycles.
- As a company Haywood and Padgett Ltd is a member of the Government initiative Cycle to Work Scheme and currently sponsors 15 members of staff and it is anticipated that this number will increase with the additional staff employed by these proposals. All information on this scheme will be provided to new members of staff.
- Cycle route information will be clearly displayed within the buildings, to encourage the use of local routes.
- The Company will review on a regular basis the level of staff cycling to work, as well as encouraging the health, environmental and other benefits associated with cycle use.

5.3 Access by public transport - Initiatives

- The Company will promote bus travel to work by staff through Travel Information Packs and by providing information on notice boards in communal staff areas.
- The Company will promote the 'yournextbus' service available from Travel South Yorkshire. This service is available by WAP, text messaging and PC with further information available from:- https://www.travelsouthyorkshire.com/onyourmobile/
- The Company will keep in contact with local bus companies regarding ticketing promotions and this information will be passed on to all employees.
- The Company will promote the free journey planning service available at: http://www.travelsouthyorkshire.com/journeyplanning.aspx

5.4 Promotion of Car Sharing

5.4.1 The site is accessible to the highway network and the Company will actively encourage employees to utilise car sharing as a method of travelling to work.

5.4.2 In promoting car sharing amongst staff the Company will highlight benefits such as the cost savings that can be made.

5.4.3 It is proposed that an alternative lift home procedure will be implemented for staff participating in a car sharing scheme. This would cover emergencies or times at which a staff member's car share driver is unable to make the return trip.

5.4.4 Car sharing schemes will also be promoted to further encourage car sharing. Further details of car sharing schemes can be found at: www.carshare.com and www.liftshare.com

6 Summary and Conclusions

6.1 Sanderson Associates has been appointed by Haywood and Padgett Limited to prepare a Transport Statement in support of development proposals to erect a new bakery facility and extend an existing bakery at Shawfield Road, Carlton Industrial Estate, Barnsley.

6.2 The overall development comprises an extension to the existing bakery (including office and warehouse facilities) totalling 3,074 m^2 with a second phase consisting of a new bakery facility, again with associated offices and warehousing of some 1,716 m^2.

6.3 These units will replace an existing industrial area which has been in such operation for a number of years and as such it is considered that the vehicle trips likely to be generated are comparable.

6.4 It is proposed to utilise the existing access to Shawfield Road to serve the redeveloped site although minor adjustments are proposed to the kerb radii at the access to ease the alignment into the site.

6.5 It is considered that the site is situated within a sustainable location with bus stops available within the recommended walking distance and cycling facilities available on the network nearby.

6.6 Parking provision for cycles and powered two wheelers is proposed in line with the Council's SPD and car parking is proposed slightly below the maximum level indicated in the aforementioned document.

6.7 It is, therefore, concluded that there are no highway reasons why the site in question should not be redeveloped and the Highway Authority are requested to consider this report in support of the application.

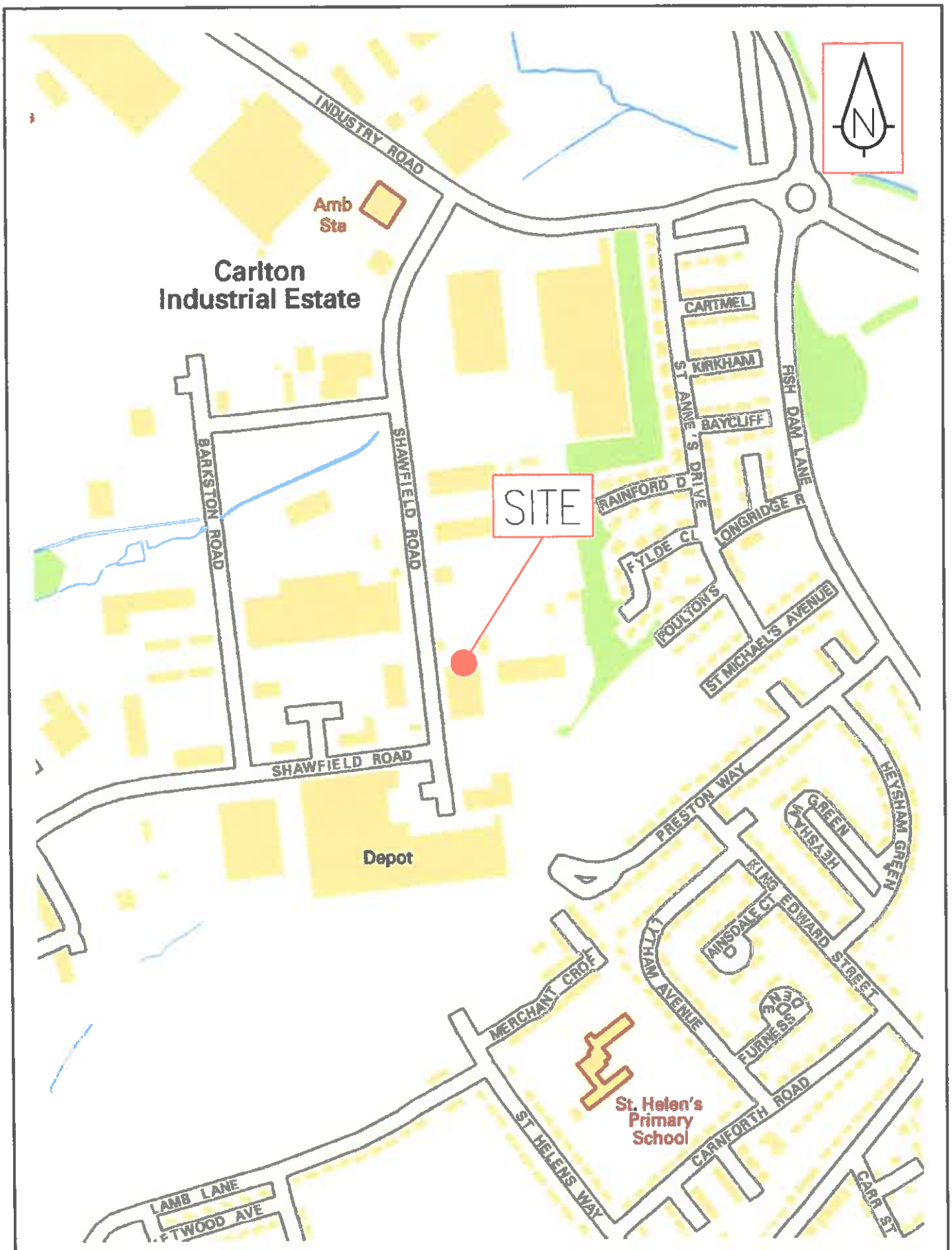
APPENDIX A

Figure 1 - Site Location Plan

Figure 2 – 800m and 2km Walking Radius Plan

Figure 3 – 5km Cycling Radius Plan

Figure 4 – Bus Stop Location Plan



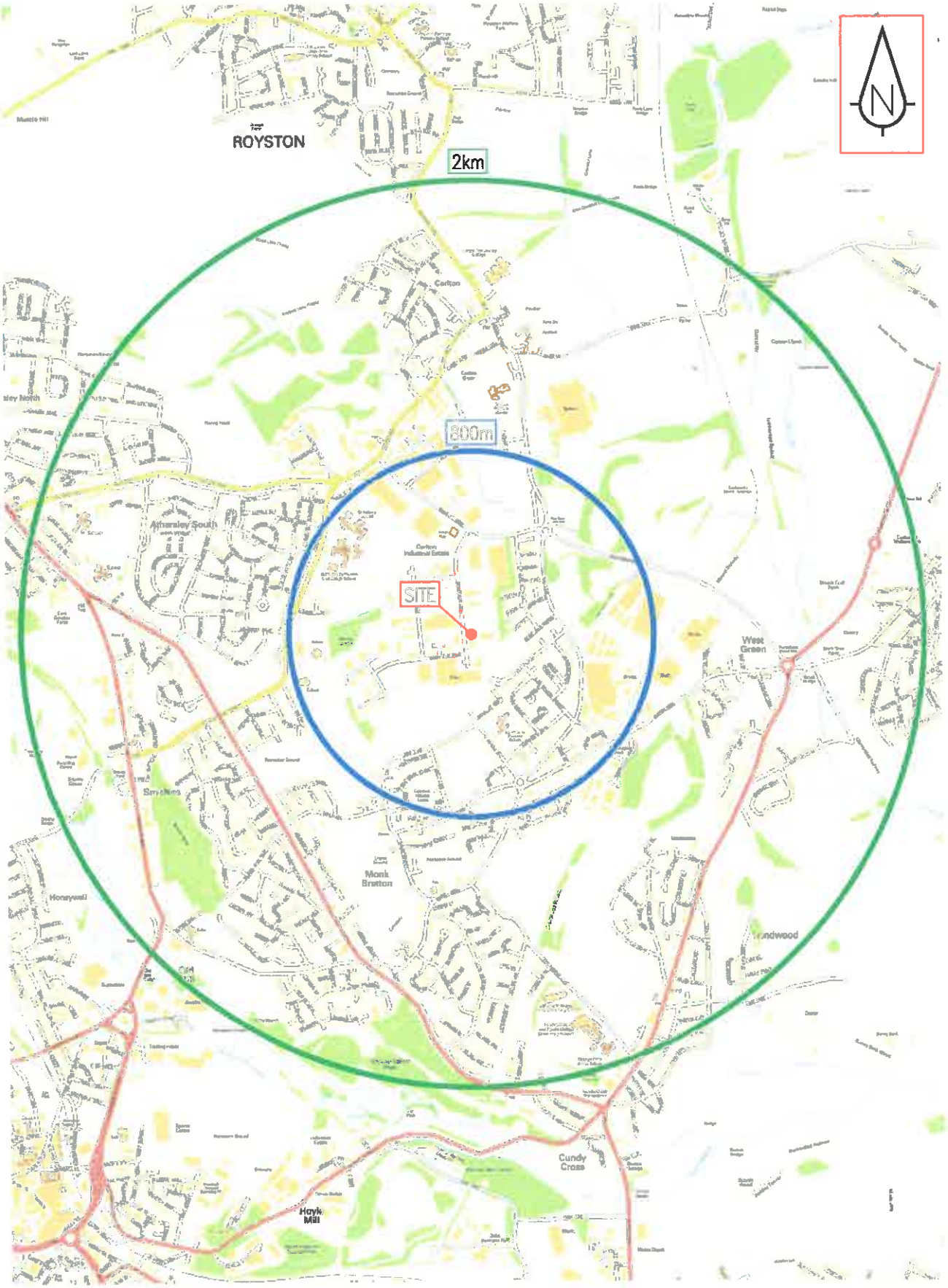
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Site Location Plan

Shawfield Road
Industrial Estate
Barnsley

Drawn	Scale	
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Checked	Date	
KS	September 2016	
Approved	Drawing Number	Size
KS	Figure 1	A4

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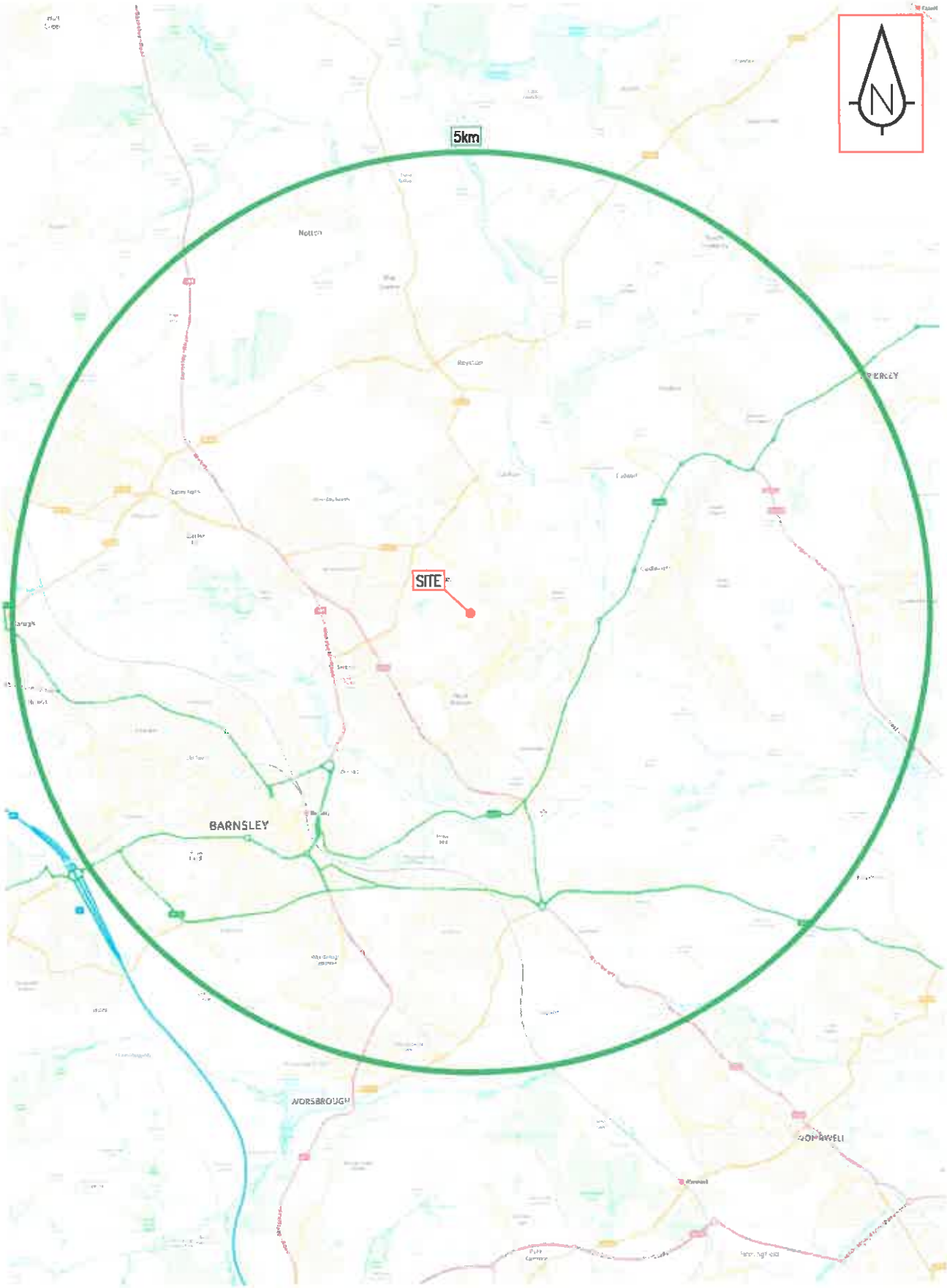
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Indicative Walking Distances

Shawfield Road Industrial Estate Barnsley

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Checked	Date	
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Approved	Drawing Number	Size
KS	Figure 2	A4

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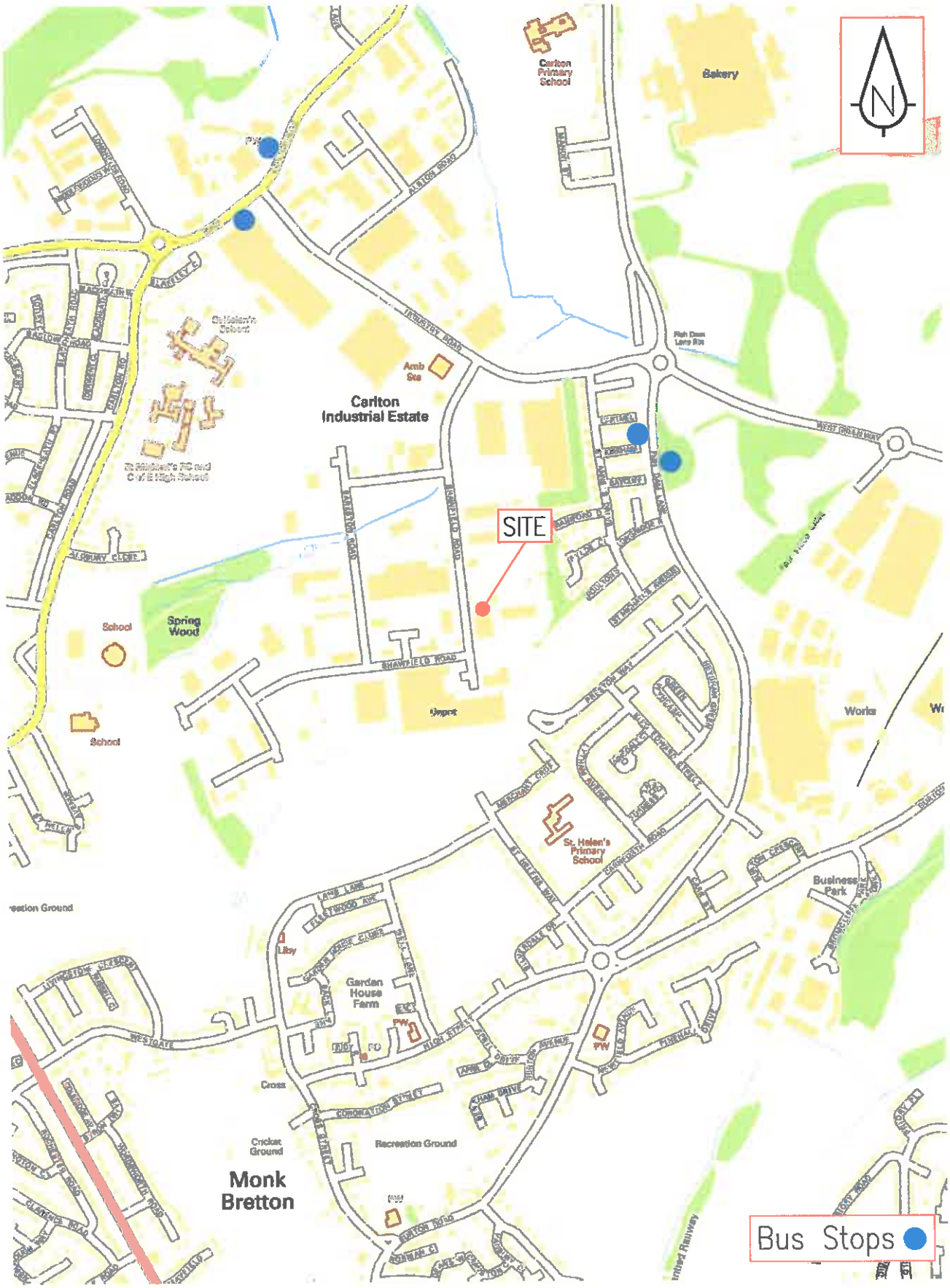
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5km Indicative Cycle Distance

Shawfield Road
Industrial Estate
Barnsley

Drawn	Scale	
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KS	Figure 3	A4

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sanderson (consulting engineers) ltd Highways | Traffic | Transportation | Water T 01924 844080 mail@sandersonassociates.co.uk F 01924 844051 www.sandersonassociates.co.uk	Location of Public Transport Shawfield Road Industrial Estate Barnsley	Drawn KB	Scale NTS
		Checked KS	Date September 2016
		Approved KS	Drawing Number Figure 1
			Size A4

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