



SATELLITE INDUSTRIAL PARK
NEACHELLS LANE,
WOLVERHAMPTON

TRANSPORT STATEMENT

APRIL 2024

SATELLITE INDUSTRIAL PARK, NEACHELLS LANE, WOLVERHAMPTON

TRANSPORT STATEMENT Mileway

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Mileway to produce this Transport Statement (TS) and a Travel Plan in connection with the proposed redevelopment of an existing employment warehouse to provide a builder's merchant facility at Unit 9, Satellite Industrial Park, Wolverhampton.
- 1.1.2 The site is located on land to the west of Neachells Lane, Wolverhampton, and is currently occupied by a dilapidated 50,000sqft employment unit. The site forms part of the Satellite Industrial Park and is surrounded on all sides by existing industrial and employment uses. The site location is included at **Figure 1**.
- 1.1.3 The proposed development will comprise a builder's merchant facility under the use class Suis Generis. The scheme will comprise storage, distribution, trade counter, offices, tool hire and ancillary retail, with associated external storage, fencing, lighting and parking. The gross internal area (GIA) of the building will be 1,973sqm (21,239sqft), therefore presenting a reduction in floor area when compared with the existing use.
- 1.1.4 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is the City of Wolverhampton Council (CWC).
- 1.1.5 The purpose of this report is to review the local highway network, the accessibility of the proposed development site and to assess the development in a local transport context.
- 1.1.6 This TS demonstrates the site is in an accessible location with good access to sustainable transport modes in accordance with the National Planning Policy Framework (NPPF). It will also demonstrate that the traffic generated as a result of the development proposals would not be material.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
- ▶ Section 2 – describes in detail the site location and the local highway network;
 - ▶ Section 3 – assesses the sustainable transport infrastructure in and around the proposed development site;
 - ▶ Section 4 – sets out the development proposals, including the proposed access / egress, servicing arrangements and car parking;
 - ▶ Section 5 – outlines the estimated traffic generation of the proposed development, including an assessment of the estimated impact of the development on the local highway network; and
 - ▶ Section 6 – provides a summary and conclusions.

2 EXISTING CONDITIONS

2.1 SITE LOCATION

- 2.1.1 The site is located on land to the west of Neachells Lane, Wolverhampton, and is currently occupied by a dilapidated 50,000sqft employment unit. The site forms part of the Satellite Industrial Park and is surrounded on all sides by existing industrial and employment uses. The site location is included at **Figure 1**.
- 2.1.2 The current unit is served by three vehicle access doors to the warehouse on its western elevation, one loading dock and one vehicle access door to the warehouse on its northern elevation, one vehicle access door to the office accommodation on the eastern elevation and 14 car parking spaces, with no disabled parking provision.
- 2.1.3 Over the course of the life of the building, it has been used by a range of uses which fall into the B1, B2 and B8 use classes. Over the last 12-15 years the warehouse has been used for a number of storage and distribution businesses, so the lawful use of the warehouse is now B8. The office building has largely been used as ancillary to the main use, but more recently (the last 15-20 years) it has been used as a separate B1 element.
- 2.1.4 Permission was granted in 2018 for the redevelopment of the site (18/00200/FUL): *“formation of a new car park and servicing yard following the demolition of an existing ancillary office building, and the refurbishment of the remaining existing B8 industrial unit”*. However, this permission was never implemented.

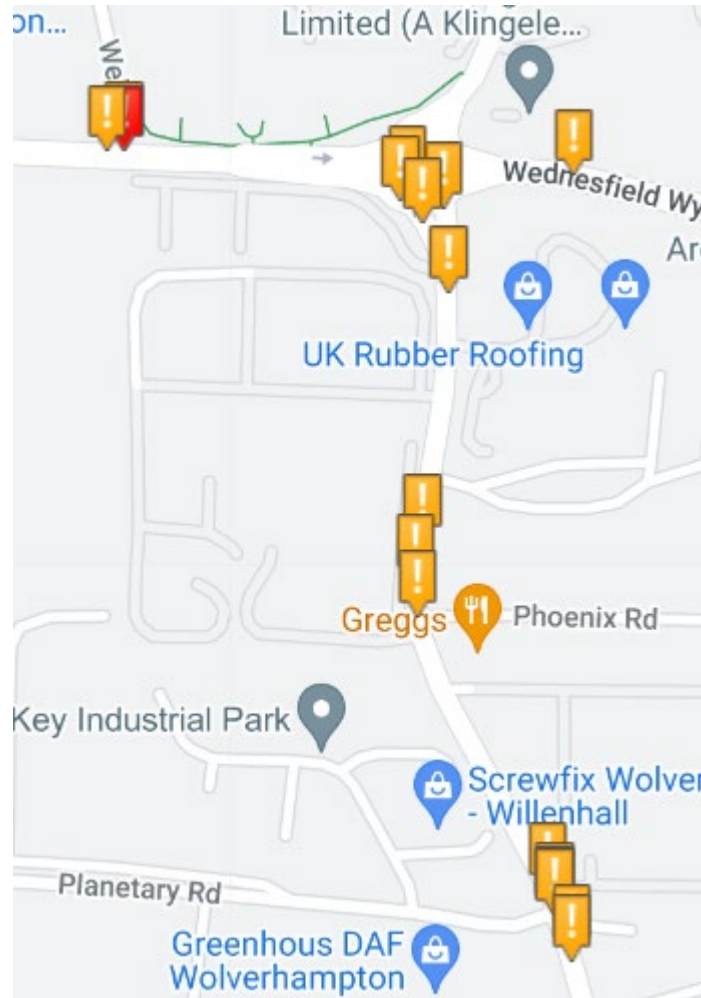
2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The site derives access from a shared private road, which connects with Neachells Lane to the east of the site via a dropped kerb vehicle crossover.
- 2.2.2 Neachells Lane is a single carriageway, two-way road which is subject to a 30mph speed limit, is street lit and has footways present on both sides of the carriageway. Neachells Lane routes in a general north / south alignment through the industrial estate. To the north, it connects with Wednesfield Way at a four-arm roundabout junction before continuing north to connect with Lichfield Road at a three-arm signalised junction. To the south, Neachells Lane connects with the A454 Willenhall Road at a signalised crossroads.
- 2.2.3 The A454 forms a key strategic route into Wolverhampton from the east, where it connects with the A463 Black Country Route which goes on to connect with the M6 at Junction 10. The M6 connects the midlands with Scotland and provides access to a number of strategic routes, including the M42, A38(M), M1 and M54.
- 2.2.4 The site is therefore considered to be well located for access to the local, regional, and strategic highway networks.

2.3 PERSONAL INJURY COLLISIONS

- 2.3.1 A review of the existing road safety record on the surround roads has been undertaken using the Crash Map database. The most recent five-year period has been considered and the incident plot is included at **Figure 2-1**.

Figure 2-1 Collision Plot



2.3.2 In total, 18 incidents were recorded, of which 16 were classified as 'slight' in severity, and one was classified as 'serious'. No incidents were recorded close to the existing site access. The incidents are summarised below:

A4125 Wednesfield Way / Well Lane

2.3.3 Three incidents were recorded at this junction. One incident was classified as 'serious' and involved a collision between a motorcycle and a car. The two remaining incidents were classified as 'slight' in severity and each involved three cars.

Neachells Lane / A4125 Wednesfield Way Roundabout

2.3.4 Six incidents were recorded at, or close to, this junction, all of which were classified as 'slight' in severity. One incident involved a collision between a pedestrian and a car, one incident to the east of the roundabout on Wednesfield Way involved a collision between a cyclist and a car and one incident was a single vehicle collision involving a HGV.

2.3.5 The remaining incidents at or near this junction were collisions between cars.

Neachells Lane

- 2.3.6 Three incidents were recorded on Neachells Lane, close to the junction with Phoenix Road. Each of these collisions were classified as 'slight' in severity and all were collisions only involving cars.

Neachells Lane / Planetary Road

- 2.3.7 The final six incidents all occurred on Neachells Lane, close to its junction with Planetary Road. All of these incidents were classified as 'slight' in severity. One incident was a collision between a pedal cycle and a car, and one involved a motorcycle and a HGV. The remaining incidents were all collisions involving two cars.

Summary

- 2.3.8 It is not considered that there is a pattern to the existing collision record that would be exacerbated by the proposed development. Furthermore, no incidents were recorded at the site access, demonstrating that it currently operates safely. It is therefore not considered that the proposals will detrimentally impact safety on the local highway network.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

3.1.2 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the development site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING ACCESSIBILITY

3.2.2 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

3.2.3 This walking catchment has been used in the consideration of the accessibility of the site. A plan showing the 2km walking catchment from the centre of the site is attached in Figure 2.

3.2.4 Within a 2km catchment of the site many of the surrounding suburbs can be accessed, meaning the site, as an employment use, is within a reasonable walk distance of a high number of potential employees. A number of services and amenities can also be accessed, providing opportunities for staff to run errands / purchase meals during their breaks.

3.2.5 Footways are provided on both sides of Neachells Lane, providing continuous pedestrian infrastructure throughout the industrial park and into the surrounding residential areas. Many of the individual site accesses are provided as dropped kerb crossovers, meaning pedestrians retain priority.

3.2.6 A controlled pedestrian crossing is provided on Neachells Lane at the northeastern edge of the site. Controlled crossings are provided on all other arms of the Neachells Lane / Wednesfield Way roundabout.

3.2.7 The local pedestrian infrastructure is considered suitable for those with disabilities. Pedestrian priority is retained over most site accesses and the controlled pedestrian crossings are all provided with dropped kerbs and tactile paving.

3.3 CYCLING ACCESSIBILITY

3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)

- 3.3.2 The plan attached at **Figure 3** shows the 5km cycling catchment from the site. The plan identifies that Wolverhampton city centre can be accessed within a reasonable cycle from the site, as well as the eastern suburbs of the city, including Bilston, Willenhall, Shortheath and Ashmore Park. It is therefore considered that many future employees will have the opportunity to cycle to the site.
- 3.3.3 There is a good level of cycle infrastructure provided close to the site. Shared pedestrian / cycle infrastructure is provided along Wednesfield Way towards Wolverhampton city centre. A cycle path is also present along the Wyrely and Essington Canal which runs north of the site.
- 3.3.4 National Cycle Route (NCR) 81 routes through Wolverhampton to the west of the site. This is a long-distance cycle route which runs between Wolverhampton and Aberystwyth.
- 3.3.5 The site does not currently provide any dedicated cycle parking; however, this will be provided as part of the proposed development.

3.4 PUBLIC TRANSPORT

- 3.4.1 The nearest bus stops to the site are located on Neachells Lane, just north of its roundabout with Wednesfield Way, approximately 180m north of the site. From here, Service 53 can be accessed, which operates hourly Monday to Saturday between Bilston and Wolverhampton.
- 3.4.2 Additional services can be accessed from Well Lane, approximately a 600m, or eight-minute walk from the site. Service 9 routes between Walsall and Wolverhampton via Rushall, Pelsall, Boxwich and Wednesfield. Services depart every 30 minutes Monday to Saturday, and hourly on Sundays. Service 65 operates between Fordhouses and Wolverhampton, offering an hourly service Monday to Saturday.
- 3.4.3 The closest railway station to the site is Wolverhampton, which can be accessed via a 13-minute cycle, 26-minute bus ride or an 8-minute drive. This station is managed by West Midlands Railways and provides regular services to destinations including Birmingham, Manchester, Shrewsbury, Walsall, Liverpool, Crewe, Edinburgh and London.
- 3.4.4 Based on the public transport nodes available within proximity of the site, the Accessibility Index of the site has been calculated to be 4.22.

3.5 LOCAL AMENITIES

- 3.5.1 The surrounding area has a range of services and facilities which can be accessed by employees of the site. BREEAM considers those amenities within a 500m catchment of the site. Some of these amenities are summarised in **Table 3-1** below.

Table 3-1 Amenities within 500m of the Site

Amenity	Distance	Walk Time	Cycle Time
Greggs	190m	2 mins	1 min
Premier Express Convenience Store	400m	4 mins	1 min
Cash Machine	400m	4 mins	1 min
Paragon Gym	400m	5 mins	2 mins
Post Box	400m	5 mins	2 mins

3.5.2 There are additional amenities available within a slightly longer walk distance, including a gym, coffee shop, restaurant, supermarket, and discount food store.

3.6 SUMMARY

3.6.1 It has been demonstrated that the site is highly accessible by sustainable transport modes. There is a high level of residential development within a short walk or cycle from the site, meaning future employees will not be reliant on the private car for their commute. Public transport is available for those travelling slightly longer distances.

4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PROPOSAL AND SITE LAYOUT

- 4.1.1 The proposed development will comprise a builder's merchant facility under the use class Suis Generis. The scheme will comprise storage, distribution, trade counter, offices, tool hire and ancillary retail, with associated external storage, fencing, lighting and parking. The proposed site layout is included at **Appendix A**.
- 4.1.2 The gross internal area (GIA) of the building will be 1,973sqm (21,239sqft), therefore presenting a reduction in floor area when compared with the existing use.

4.2 ACCESS AND SERVICING ARRANGEMENTS

- 4.2.1 The site will continue to take access from the private service road to the south, which connects with Neachells Lane to the east of the site via an existing vehicle crossover. This access has been shown to operate safely and effectively, and the proposals have the propensity to reduce the number of vehicles making use of this access.
- 4.2.2 Where possible, level access will be provided from the site entrance to the main building entrances to facilitate those with disabilities.
- 4.2.3 A service yard is proposed to the north of the building. Sufficient space is provided to allow HGVs to turn within the site so that they can enter and exit in a forward gear.
- 4.2.4 Swept path analysis of the internal site arrangements has been completed and is included at **Appendix B** to demonstrate that a 16.5m articulated vehicle can suitably manoeuvre within the site and that cars can suitably access the onsite parking provision.

4.3 PARKING PROVISION

- 4.3.1 29 parking spaces are proposed to serve the development, including two accessible bays. Three spaces will be provided with active charging infrastructure, and a further four spaces with passive infrastructure which can be brought online when demand dictates. Two spaces close to the site entrance have been dedicated for use by car sharers.
- 4.3.2 The local parking standards are set out in CWC's Highway Technical Guidance Note 2016. No standards are provided for a builder's merchant, and CWC state that they will consider the provision required, taking certain factors into account, including:
- ▶ The control of on-street parking in the area;
 - ▶ The development's exact nature and likely use;
 - ▶ Its geographical location;
 - ▶ The standard of the surrounding road network and the traffic and parking conditions on it; and
 - ▶ How accessible the development is using other methods of transport, including public transport, walking or cycling.

- 4.3.3 No on-street parking controls are present along Neachells Lane, except in the vicinity of junctions, where double-yellow line restrictions are present. Despite this, very little on-street parking occurs.
- 4.3.4 It has been demonstrated that the proposed development site is located sustainably, and therefore employees will not be reliant on the private car. On this basis, it is considered that the proposed level of parking is suitable to meet the needs of the site.
- 4.3.5 The standards require five percent of spaces to be provided as disabled bays. Two disabled bays will be provided, which accords with this requirement. These spaces will be provided close to the entrance and will provide level access into the buildings.
- 4.3.6 There is no guidance on the requirement for cycle parking for Sui Generis uses, however, the requirements for B2-B8 uses are one space per 500sqm, with a minimum requirement of two spaces. This equates to the requirement for four spaces. In total, eight spaces are proposed, to be provided in a secure, under cover facility.
- 4.3.7 The proposals are therefore considered to provide a suitable level of parking to accommodate the anticipated level of demand on site, resulting in no overspill onto the surrounding industrial estate.

5 POTENTIAL DEVELOPMENT IMPACTS

5.1 INTRODUCTION

5.1.1 This section sets out the methodology used to estimate the number of trips that are expected to be generated by the proposed re-development of the site and its impact on the local highway network.

5.2 EXISTING TRIP GENERATION

5.2.1 The site is currently vacant, and therefore it is not possible to undertake surveys of existing travel movements to and from the site.

5.2.2 It is understood that the site has been operated under B1, B2 and B8 use classes, but in recent times has operated more as a B8 use. Whilst the office area has been known to operate separately from the warehouse use, in order to undertake a robust assessment, it has been assumed that this is ancillary to the warehouse only.

5.2.3 The TRICS trip rate database has been used to calculate the likely trip generation of the existing site. Sites under the category '02 – Employment; F – Warehousing (commercial)' in England, Scotland and Wales have been considered. Sites within Edge of Town locations have been considered, with the survey parameters limited to 10,000sqm gross floor area and any surveys undertaken during Covid 19 removed, to ensure the survey sites are comparable.

5.2.4 The resulting trip rates are summarised in **Table 5-1** below, and have been applied to the existing floor area of the site. The full TRICS outputs are included at **Appendix C**.

Table 5-1 Existing Site Trip Generation

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.362	0.112	0.064	0.32
Trip Generation	17	5	3	15

5.3 PROPOSED DEVELOPMENT TRAFFIC GENERATION

5.3.1 The TRICS trip rate database has been used to calculate the likely trip generation of the proposed development. Sites under the category '01 – Retail; L – Builder’s Merchants’ in England, Scotland and Wales have been considered. Sites within Edge of Town locations have been considered. In order to identify sufficient sites to inform the assessment, surveys undertaken pre-2015 have been included.

5.3.2 The resulting trip rates are summarised in **Table 5-2** below and have been applied to the proposed floor area of the site. The full TRICS outputs are included at **Appendix D**.

Table 5-2 Proposed Development Trip Generation

	AM PEAK		PM PEAK	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.302	0.266	0	0.08
Trip Generation	6	5	0	2

- 5.3.3 The above table demonstrates that the proposals would generate 11 trips in the morning peak hour and 2 trips in the evening peak hour. This is a lower level of trip generation than the existing site generates. Especially when it is considered that the office use at the existing site has been used in isolation in the past and subsequently would have generated a much higher level of trips.
- 5.3.4 In summary, the proposed development will not result in a material impact on the local highway network.

6 SUMMARY

- 6.1.1 Andrew Moseley Associates (AMA) have been commissioned by Mileway to produce this Transport Statement (TS) and a Travel Plan in connection with the proposed re-development of an existing employment warehouse to provide a new, improved facility at Satellite Industrial Park, Wolverhampton.
- 6.1.2 The proposed use is well suited to the site's location within an industrial park. High quality pedestrian and cycle infrastructure is in place on the surrounding highway network and a good level of bus services can be accessed from nearby stops. As such, it is considered that employees will be able to travel to and from the site using sustainable modes.
- 6.1.3 The application proposes a builder's merchant which is a Sui Generis use. The scheme will comprise storage, distribution, trade counter, offices, tool hire and ancillary retail, with associated external storage, fencing, lighting and parking.
- 6.1.4 The existing access has been shown to operate effectively and safely, and the proposed level of parking is in line with the local standards and is considered suitable to meet the demands of the site.
- 6.1.5 The proposed development is expected to generate 11 two-way vehicle trips in the morning peak hour and 2 two-way trips in the evening peak hour. This is expected to be a reduction when compared with the existing situation, and therefore the proposals are not expected to have a material impact on the operation of the local highway network.
- 6.1.6 Therefore, there are no overriding traffic and transportation reasons why planning permission should not be granted.

FIGURES

Figure 1 - Site Location Plan

Figure 2 - 2km Walking Isochrone

Figure 3 - 5km Cycling Isochrone



Key:
Site Location



Title:
Indicative Site location Plan
Satellite Industrial Park

Figure No:
Figure 1

