

APP/SCW/8.3 C

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Local Planning Authority Reference **2024/0122**

BRYAN G HALL
CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Residential Development Land North of Hemingfield Road, Hemingfield, Barnsley

Summary Proof of Evidence of Stuart C Wilkins, I Eng MCIHT

May 2025

PROPOSED RESIDENTIAL DEVELOPMENT
HEMINGFIELD, BARNSELY

HARGREAVES LAND LIMITED, G N WRIGHT, M M WOOD, M J WOOD
and J D WOOD

SUMMARY PROOF OF EVIDENCE of Stuart C Wilkins, I Eng MCIHT

Summary Proof of Evidence prepared by: Stuart C Wilkins, I Eng MCIHT

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1.0 SUMMARY

- 1.1 My name is Stuart Charles Wilkins and I am a Member of the Chartered Institution of Highways and Transportation and an Incorporated Engineer. My qualifications and experience are set out in my main proof of evidence.
- 1.2 Bryan G Hall was initially instructed in relation to this project in 2023, in order to consider the highways and transportation issues associated with the development proposals. To that end I am familiar with the site and the surrounding highway network.
- 1.3 I have prepared my evidence in respect of Barnsley Metropolitan Borough Council's decision to refuse an outline planning application in relation to land north of Hemingfield Road, Hemingfield, Barnsley. My evidence has been prepared to present the findings of the highways and transport work carried out in support of the application.
- 1.4 The application sought planning permission for the demolition of existing structures and the erection of residential dwellings with associated infrastructure and open space on land between Hemingfield Road and the A6195 Dearne Valley Parkway in Hemingfield, Barnsley. As part of the application all matters were reserved except for means of access into, but not within the site.
- 1.5 The appeal site forms part of a wider area of land, site SL6 'Land North East of Hemingfield', which is identified in the Barnsley Local Plan as safeguarded land for future development.
- 1.6 I present a description of the existing local highway network in the vicinity of the site including the Public Rights of Way (PROW) which pass through the site. In order to ascertain current traffic flows I commissioned traffic surveys and also collected traffic speeds in the vicinity of the proposed site access to inform my work.
- 1.7 From the existing traffic flows, I assessed the existing operation of the Hemingfield Road Roundabout in the am and pm peaks, demonstrating that the junction currently operates within capacity.
- 1.8 Using the trip generation data for the appeal site I demonstrated that the traffic impact of the development at the Hemingfield Road/Briery Meadows and Hemingfield Road/Cemetery Road junctions would be less than 30 additional two-way trips in the peak hours, and on that basis, I agreed with the Council Highways team that operational assessment work was not required at these two junctions.

- 1.9 I undertook a review of personal injury collision data for the most recent 5 year period available, which indicated that there are no existing road safety issues in the vicinity of the site which would be exacerbated by the proposed development.
- 1.10 The appeal site is very accessible using sustainable modes of transport, such as walking, cycling and public transport. It is very well located to promote trips on foot to the local facilities within Hemingfield including the nearby Ellis CE Primary School. There are a number of secondary schools which are accessible from the site by bus, whilst Cortonwood Shopping park and Wombwell railway station are both a short bus ride from the site.
- 1.11 Bus stops located adjacent to the site, provide services to key retail, employment and transport hubs, such as Cortonwood Shopping Park, Wombwell Railway Station and Barnsley Interchange. Wombwell Railway Station is located within 1km of the site, and the station offers a range of local rail services, and an opportunity to connect to national services.
- 1.12 The site would be accessed by way of a new ghost island right turn lane priority T-junction on Hemingfield Road, on the western site boundary. The proposed access design accommodates existing on-street parking on Hemingfield Road. The widening of the northbound lane and introduction of a right turn ghost island means that traffic will be able to continue to flow northbound passed parked vehicles, even if vehicles are waiting to turn right into the site. Suitable visibility splays are achievable at the proposed site access junction.
- 1.13 A Stage 1 Road Safety Audit of the site access proposals has been undertaken and a Designer's Response prepared accepting the recommendations of the audit and detailing the amendments made to the proposed site access drawing to address the minor issues raised.
- 1.14 The existing southbound bus stop on Hemingfield Road is to be relocated to a location just to the west of Mellwood Grove. Financial contributions will be provided to upgrade the facilities at the two nearest bus stops to the site on Hemingfield Road to provide shelters and real time passenger information displays, and to help support ongoing bus provision over a period of 3 years.
- 1.15 Swept path analysis of the proposed site access junction has been undertaken for a refuse vehicle, which demonstrates that it can be comfortably accommodated.
- 1.16 Pedestrian access to the site will be provided via footways at the site access junction, via an access to the south, and through the retention of the existing PRoW connections into the site from Briery Meadows and Garden Grove together with

access to the underpass beneath Dearne Valley Parkway to the north. The PRoW routes which pass through the site will be retained along their current alignment. Enhancements to the width, surface treatment and lighting of the retained PRoW routes through the site would be agreed with the Council at the reserved matters stage.

- 1.17 Car Parking for cars (residents and visitors) and cycle parking will be provided in line with the standards set out within the Councils 'Parking' SPD.
- 1.18 The TRICS database was used to establish the trip generation associated with the site. The proposed development is anticipated to generate around 89 two-way trips during the morning peak hour and 84 two-way trips during the evening peak hour. The development generated trips were distributed onto the local highway network based on 2011 journey to work census data.
- 1.19 An estimate of the multi-modal trip generation for the site, based on the modal split percentages determined from the 2011 Census data was undertaken. Initial modal split targets for a reduction in single occupancy car journeys are contained within the site Travel Plan, although given the proximity of the bus stops and the Ellis CE Primary school, it should be possible to exceed the initial modal split targets.
- 1.20 To account for background traffic growth on the network, relevant growth factors using TEMPro were applied to the flows to project them to a future year of 2029. Committed development traffic was added, to ensure a robust assessment given that the proposed development site traffic is likely to be accounted for within the growth factors.
- 1.21 Operational assessment of the Hemingfield Road Roundabout for the 2029 predicted year, with development traffic, showed that the junction is predicted to continue operating within capacity. The site access junction will also operate within capacity.
- 1.22 Based on the trip generation and distribution work I demonstrated that the impact of the development generated trips on the junctions on the A6195 Dearne Valley Parkway to the west and east of the Hemingfield Road Roundabout will be minimal.
- 1.23 At the appeal site boundary the parameter plan submitted with the planning application shows the location of two vehicular access points leading to the residual part of the safeguarded land designation which would also provide access between the sites for pedestrians and cyclists. The planning application is in outline, and the exact position of the connection points between the appeal site and the residual part of the safeguarded land will be confirmed, as part of a future reserved matters

application. The dimensions and types of the roads through the site would also be determined as part of a reserved matters application, however, the site is clearly capable of accommodating the required standard of access road to serve further development on the residual part of the safeguarded land.

- 1.24 A sensitivity test was undertaken to demonstrate that the local road network would have sufficient capacity to accommodate future development on the residual part of the safeguarded land. Originally, I considered the impact of 430 dwellings, which was considered to represent a reasonable assumption for the capacity of the safeguarded land including the appeal site, and I have voluntarily updated this exercise for my evidence, to test 520 dwellings on the safeguarded land which is based on the Councils estimated capacity.
- 1.25 The sensitivity test operational assessments I undertook demonstrated that the proposed site access junction on Hemingfield Road, the Hemingfield Road roundabout and the Hemingfield Road junction with Cemetery Road are predicted to continue to work satisfactorily, even allowing for full development on the safeguarded land.
- 1.26 I have also considered the impact of the safeguarded land on the A6195 Dearne Valley Parkway, beyond the Hemingfield Road Roundabout, and demonstrated maximum increases in flow are predicted to be within the expected day to day variation in traffic flows.
- 1.27 In summary, I conclude that subject to the works agreed with the Council the proposed development site will be accessible by all modes of transport, and that the traffic generated by the site can be accommodated by the site access junction and will have no material impact upon the operation of the local highway network. I have also clearly demonstrated that the proposed development will not prejudice the future development of the residual part of the designated safeguarded land.
- 1.28 Given the above I conclude there is no reason in terms of highways and or transportation matters why the appeal shouldn't be allowed.

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