

SUMMARY OF PROOF OF EVIDENCE BY PAUL IRWIN  
ON BEHALF OF HALLAM LAND MANAGEMENT

*Appeal regarding refusal of an outline planning application for  
residential development at Deepcar, Stocksbridge*

Land At Junction With Carr Road, Hollin Busk Lane,  
Sheffield, S36 1GH

Planning Inspectorate Reference: APP/J4423/W/21/3267168  
Sheffield City Council Planning Reference: 17/04673/OUT (Formerly PP-  
06524621)

19 May 2021  
Version 2.0  
Issue



## 1 Summary Proof of Evidence

- 1.1 My name is Paul Irwin. I have an Honours Degree (BSc) in Geography, and a Masters Degree (MSc Eng) in Transport Planning and Engineering from the University of Leeds. I am a Member of the Chartered Institution of Highways & Transportation (MCIHT). I am a Director of Fore Consulting Limited, a specialist Transportation Consultancy. I am a highway and transport consultant based in Leeds, with over 30 years of relevant professional experience in the private sector. I spent 17 years working for Ove Arup & Partners Consulting Engineers before establishing and becoming a Director of Fore Consulting in January 2012.
- 1.2 I have been instructed to present evidence on behalf of the appellant (Hallam Land Management) in relation to highways and transportation matters.
- 1.3 I have been involved with the proposed development since April 2016 when Hallam Land Management appointed Fore Consulting to provide highways and transport advice in relation to the proposed development, including the preparation of a Transport Assessment (CD1.23) and Travel Plan (CD1.24) to be submitted as part of the planning application package.
- 1.4 I have visited the appeal site and the surrounding area on numerous occasions both prior to and during the preparation of my evidence. Having fully examined the highways and transport aspects of the proposals, I am satisfied that the delivery of the appeal development will not result in unacceptable highway safety impacts or result in a severe impact within the context of Paragraph 109 of the NPPF (CD4.1). This conclusion is as drawn by the Officer's Report (CD1.7) and agreed with the Council's Highway Services in the SoCG Highways (CD6.10).
- 1.5 This is my summary of my Highways Proof of Evidence<sup>1</sup> which responds to the various issues raised by interested parties in respect of highways and transportation.

### Vehicular access arrangement, road safety and relationship with parking and drop off at Royd Nursery Infant School

- 1.6 As agreed with the Council's Highway Services in the SoCG Highways (CD6.10), the proposed access layout is considered to represent an appropriate solution in highway design terms (including visibility) and safety for all users.
- 1.7 As agreed with the Council's Highway Services in the SoCG Highways (CD6.10), there have been no recorded accidents within the vicinity of the proposed site access or Royd Nursery Infant School within the latest five-year period and there is no evidence of a pattern of

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<sup>1</sup> Proof of Evidence of Paul Irwin on behalf of Hallam Land Management: Land At Junction With Carr Road, Hollin Busk Lane, Sheffield, S36 1GH, v2.0 dated 19 May 2021.

accidents on the study network which indicate a specific site-related issue that would need to be addressed to safely accommodate the (relatively small) increase in traffic associated with the development.

- 1.8 The proposed access will displace a small number of parking opportunities for cars from Carr Road at school arrival and departure times. However these can be safely accommodated without increasing congestion elsewhere on Carr Road, Coultas Avenue, St Margaret's Avenue or the new residential site access road where cars can park for short term drop-off or collection of pupils.
- 1.9 Visibility splays at the site access will be provided in accordance with the 85th percentile vehicle speeds along Carr Road, as identified by an ATC. The ATC also determined that HGV traffic equated to 2.4% of the total volume of traffic along Carr Road. I note that the proposed development is not envisaged to generate any HGV movements during the operational phase. Further, there have been no recorded accidents involving HGVs along Carr Road. On this basis, no specific mitigation in terms of road safety is considered to be necessary as part of the development proposals.
- 1.10 The Council's Highway Services have no objection to the proposed site access and the Officer's Report (CD1.7) concludes that the siting and design of the proposed site access is acceptable, and this is reflected in the SoCG Highways (CD6.10).

### Projected increase in traffic as a result of the development and peak period impact at the Carr Road / Manchester Road junction

- 1.11 The impacts of the development traffic have been assessed at the Carr Road / Manchester Road junction. The proposed development is predicted to generate 39 and 32 vehicle trips through the junction during the Weekday AM and PM peak hours respectively i.e. one trip every 92 to 113 seconds. That is, the proposed development will add approximately one additional vehicle through the junction every one to two cycles of the traffic signals.
- 1.12 Having reviewed the changes to the baseline data in the local area I conclude that the 2016 turning count surveys at the junction provide a robust and valid baseline on which to assess the capacity of the junction. Given this, I consider that the capacity of the junction is more likely to be greater than shown in the Transport Assessment (CD1.23). The findings of the updated assessments do not alter the conclusion that was drawn.
- 1.13 I do not consider this level of impact to be significant (being within the scope of daily variation to traffic flows), and I do not consider it can be deemed to be a severe impact within the context of paragraph 109 of the NPPF (CD4.1).
- 1.14 The developer will provide a s106 contribution for the installation of additional MOVA sensors across Manchester Road and Carr Road, so that Carr Road can be incorporated into

the Manchester Road/Vaughton Hill junction software and additional inputs to be configured into the MOVA system to provide bus priority for buses on all approaches to the junction including Carr Road.

- 1.15 As agreed with the Council's Highway Services in the SoCG Highways (CD6.10), it is the case that the improvements gained through the new signal control strategy will more than offset the limited impact of the development traffic through this junction. The assessments undertaken have used a combination of robust assumptions that mean that this conclusion is sound, and the impacts of the development traffic are acceptable.
- 1.16 As agreed, and accepted by the Council's Highway and Traffic Signal Team, the improvement measures are considered to be in scale and context with the proposed development, will more than offset the development's limited impact at the junction (as agreed with the Council's Highway Services in the SoCG Highways (CD6.10)), and will provide material benefit to the capacity of the local network.

## Sustainable Accessibility and Public Transport

- 1.17 It is considered that there are a range of local services and amenities that lie within guideline walking distance and convenient cycling distance of the development site. A convenience store, a newsagent, several schools and leisure facilities all lie within the preferred maximum walking distance of the development site as identified by IHT. In particular it is considered that the proximity of the various schools is highly beneficial and it is clear that future residents will have the opportunity to walk their children to school.
- 1.18 In addition taking into account the frequency of the existing bus services connecting directly to local areas as well as an important regional destination (Sheffield city centre) along with the availability of rail services, it is clear that future residents will also have the option of using public transport for journeys.
- 1.19 I conclude that future residents will be able to use sustainable modes of transport for a range of key journey purposes. In considering the availability of sustainable travel modes, it is important to recognise that the site is located adjacent to the established residential areas that are in the immediate vicinity of the site. Therefore the transport characteristics of the site will be very similar to the adjacent existing residential areas which is agreed with the Council's Highway Services in the SoCG Highways (CD6.10). It is also agreed with the Council's Highway Services that the site is appropriately accessible to a range of facilities on foot and has acceptable access to public transport services that are sufficiently frequent and attractive in terms of timetable and destination.

## Conclusion

- 1.20 I conclude that the delivery of the appeal development will not result in unacceptable highway safety impacts or result in a severe impact within the context of Paragraph 109 of the NPPF (CD4.1). This conclusion is as drawn by the Officer's Report (CD1.7) and agreed with the Council's Highway Services in the SoCG Highways (CD6.10). I respectfully ask that the Appeal be allowed.