

Highways Supporting Statement

Proposed Residential Development – Harden Grange Stable, Bingley

4th October 2021

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement to review the highways impact associated with a planning application for the conversion of existing stables to provide up to five residential dwellings on land at Harden Grange Stables, Bingley.

This Statement sets out the following elements:

- ▶ Description of Site Location;
- ▶ Existing Site Use;
- ▶ Details of the Local Highway Network;
- ▶ Sustainable Modes Access – Walking, Cycling and Public Transport;
- ▶ Details of the Proposed Development, Access and Parking Provision;
- ▶ Refuse Collection and Servicing;
- ▶ Personal Injury Collision Data;
- ▶ Traffic Generation & Expected Highway Impact; and
- ▶ Conclusion.

A location plan, proposed site layout and access drawing are appended to this Statement.

Description of Site Location

The site is located on a plot of land to the south of the B6429 Harden Road, Bingley. A site location plan is appended to this Statement in **Figure 1**.

The site currently operates as a livery yard which is accessed via a private drive. The site is bound to the north by paddocks; to the west by an access road and later by grazing land; to the south by grazing land and later by Harden Beck and woodland; and to the west by woodland and Harden Beck. There are currently no Public Rights of Way (PROW) across the application site.

The Local Highway Authority (LHA) is Bradford Metropolitan District Council (BMDC).

Existing Site Use

The site consists of unoccupied livery stables which is to the east of the site accessed via a private drive. The private drive runs in a general north / south alignment providing access to the B6429 Harden Road in the north.

Details of the Local Highway Network

It is proposed that the site would be accessed from the unnamed private drive which currently services Harden Grange Stable. The unnamed private drive is a single carriageway two-way road which is wide enough to allow two vehicles to pass each other.

Located approximately 350m to the north of Harden Grange Stable, the unnamed private drive forms a bell mouth junction with the B6429 Harden Road. The B6429 Harden Road is a single carriageway two-way road which is subject to a 40mph speed restriction, is street lit and has a continuous footway present along the westbound carriageway.

Located approximately 100m to the west of the unnamed private drive junction, the B6429 Harden Road reduces in speed to a 30mph speed restriction.

The B6429 Harden Road runs in a general east / west alignment providing access to destinations such as Harden (c. 1.2km) in the west and to Bingley (c. 1.5km) in the east.

Located approximately 1.2km to the west of the unnamed private drive junction, the B6429 Harden Road provides access to the neighbouring residential settlement of Harden and a range of facilities. The B6429 later forms a priority T-junction with Keighley Road, which in turn provides access to Long Lee and later Keighley in the north.

Located approximately 1.3km to the east of the unnamed private drive junction, the B6429 Harden Road forms a signalised T-junction with the B6265 Keighley Road / B6265 Main Street. The junction is subject to a 30mph speed restriction, is street lit and has footways present along both sides of each arm. Signal controlled pedestrian crossings are also present across the western, northern and the sections of the southern arm which are equipped with dropped kerbs and tactile paving.

Forming the main arm to the signalised T-junction, the B6265 is a single carriageway two-way road which runs in a general north / south alignment providing access in Bingley town centre in the south and Bingley Station and provides access to Crossflats and Crossflats Station in the north.

The site is therefore considered to be well located to the local and regional highway networks.

Sustainable Modes Access – Walking, Cycling and Public Transport

The proposed development is considered to be accessible on foot, with the provision of suitable footways along the northern length of the B6429 Harden Road into the neighbouring village of Harden (c. 1.6km) and the western extents of Bingley. A range of facilities are located within the village of Harden including; a primary school, post office, convenience store and public houses.

Within an acceptable 5km cycling catchment of the site, it is considered all of the areas within the walking catchment are accessible by cycle. Other areas within a 5km cycling catchment include Bingley town centre, Wilsden, Cullingworth and the southern extents of Keighley, including areas of employment such as Castlefield Industrial Estate.

A review of the West Yorkshire Cycle Map, identifies a number of sign posted cycle routes and advisory cycle routes located within the vicinity of the application site. These routes include sections of the B6429 Harden Road, Cuckoo Nest, Cross Gates Lane, Narrow Lane, Blind Lane and Beckfoot Lane, providing access to the surrounding residential settlements of Harden and Bingley.

The nearest bus stop is situated approximately 400m to the north of the site on the B6429 Harden Road. The bus stop is equipped with a bus pole and timetable information. These stops are served by the following services and are outlined in **Table 1**:

Table 1: Local Bus Services

Service	Service Destinations	Daytime and Peak Frequency
616	Eldwick – Bradford Interchange	Weekdays & Weekends – Hourly Services
619	Eldwick – Bradford Interchange	Weekdays & Saturdays – Hourly Services Sundays – No Service
K17	Keighley - Cullingworth	Weekdays – Up to every hour Saturdays – Every 2 hours Sundays – No Service
K19	Keighley - Cullingworth	Weekdays & Saturdays – Every 2 hours Sundays – No Service

As detailed above in **Table 1**, the bus services within the vicinity of the site provide a cumulative frequency of three buses per hour on Weekdays, three buses per hour on Saturdays and one service per hour on Sundays.

The nearest rail station to the site (Bingley) is located approximately 2km to the northeast of the proposed site, access can be gained by foot or cycle via the surrounding highway network of the B6429 Harden Road. The station is therefore within acceptable walking distances for commuting and linked trip purposes.

Details of the direct rail services are provided below in **Table 2**.

Table 2: Bingley Rail Services

Destination	Train Operator	Daytime and Peak Frequency
Leeds	Northern	Weekdays & Saturdays – Up to every 10 minutes Sundays – Every 30 minutes
Bradford Forster Square	Northern	Weekdays & Saturdays – Every 30 minutes Sundays - Hourly
Skipton	Northern	Weekdays & Saturdays – Up to every 10 minutes Sundays – Two Services per Hour

A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are a significant number of facilities to accommodate pedestrian, cycle and public transport trips to and from the site, further reducing the need for car based trips.

The site is therefore considered to be in a sustainable location for access by non-car modes in line with local and national transport planning policy, particularly due to its rural location.

Details of the Proposed Development, Access and Parking Provision

The development proposes the conversion of the existing livery stable to accommodate the proposed residential dwellings. The proposed development also includes associated parking and access arrangements. A copy of the proposed site layout is in **Appendix A**.

As detailed within the site layout plan, attached at **Appendix A**, the development proposed the slight relocation of the stone piers to increase the width of the access mouth by 2.7m to a carriageway width of 5.7m.

Based on the characteristics of the B6429 Harden Road, it is proposed that Design Manual for Roads and Bridges (DMRB) design standards are appropriate. Visibility for the access is therefore provided in line with the required DMRB standards for a 40mph road at 2.4m x 120m. The proposed access junction layout on Harden Road with associated visibility splays is provided in AMA Drawing Number: *21106/SK001*.

To ensure that forward visibility can be achieved, a cross-section for the western visibility splay of 2.4m x 120m has been designed. Details of the cross-section visibility splay is provided in AMA Drawing Number: *21106/SK002*.

Parking for the residential units will be provided on site in line with BMDC Highways preferences and will accord with the following standards:

- ▶ 2 Bedrooms and under – 1 space minimum;
- ▶ 3 Bedrooms and over – 2 spaces minimum; and
- ▶ Visitor Parking – 1 space per 4 units.

It is suggested that the proposed layout and site access arrangements are fit for purpose and that adoption of these are not required, particularly given there would be a negligible increase in manoeuvres on the B6429 Harden Road.

Refuse Collection and Servicing

The proposed residential development would be serviced by a private refuse collection which would collect from the application site via the private road.

Swept path analysis of a private refuse vehicle manoeuvring in / out of the access point to the north of the site is provided in AMA Drawing Number: *21106/ART001*.

Personal Injury Collision Data

Personal Injury Collision (PIC) data for the local highway network in the vicinity of the site for the period 2016 – 2020 has been obtained from Crashmap, providing the latest 5 year collision data available.

The PIC data demonstrates that zero collisions occurred within a 500m radius of the proposed development. It is therefore considered that there are no existing road safety issues within close proximity to the site.

Traffic Generation & Expected Highway Impact

The development proposes five dwellings, therefore a robust generic residential trip generation of 0.8 two-way car movements is assumed for the AM and PM peak development hours.

Table 2 outlines the anticipated number of vehicles which will arrive / depart from the proposed development in the AM and PM peaks.

Table 2: Proposed Trip Generation

	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.2	0.6	0.6	0.2
Trip Generation	1	3	3	1

It is calculated that the proposed development will generate 4 two-way vehicular movements during each development peak hour, equating to one vehicle every 15 minutes.

On this basis the trip generation of the proposed scheme is considered to be negligible and would have an imperceptible impact on the local highway network.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development is situated in a sustainable location with a range of key facilities and services available within a 2km walking catchment area. Existing pedestrian and cycling facilities are present within the vicinity of the site, connecting the proposed development to the surrounding area.

Based on the information contained in this Statement, it is considered that the proposals would not result in any detrimental highways impact and that there are no traffic or transportation reasons that planning permission could not be granted for the development proposals.

Appended Documents

Site Location

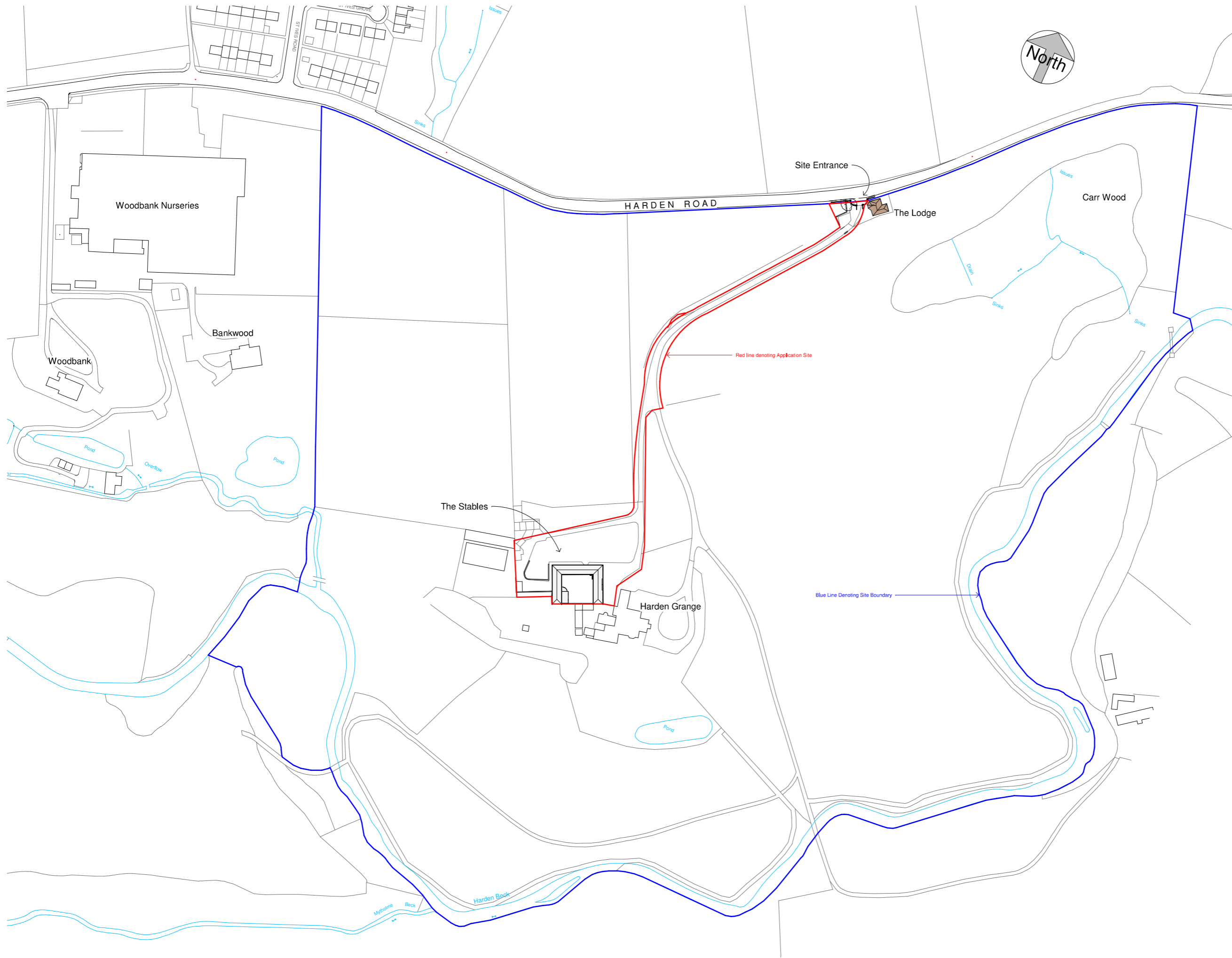
Proposed Site Layout

Proposed Site Access & Visibility Splays (*AMA/21106/SK001*)

Cross-Section of Western Visibility Splay (*AMA/21106/SK002*)

Swept Path Analysis of Access (*AMA/21106/ATR001*)

Figure 1: Site Location



A 29/09/2021 - First Issue [AB]

Revision	Description

Location Conversion of Stables

Shabir Hussain
Harden Grange
Harden Road, Harden
Bingley
BD16 1AX

Title
Location Plan

Scale	Drawing No.	Revision
1 : 1250 @A1	S21331/ P-101	A

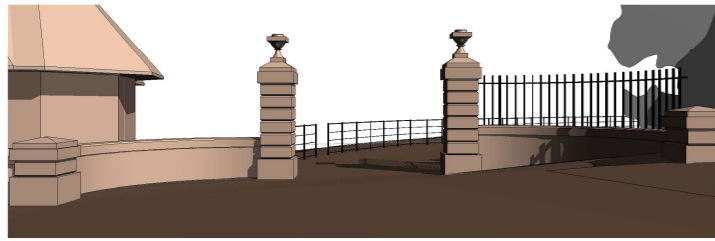
hello@spokelimited.co.uk tel: 0113 335 0975



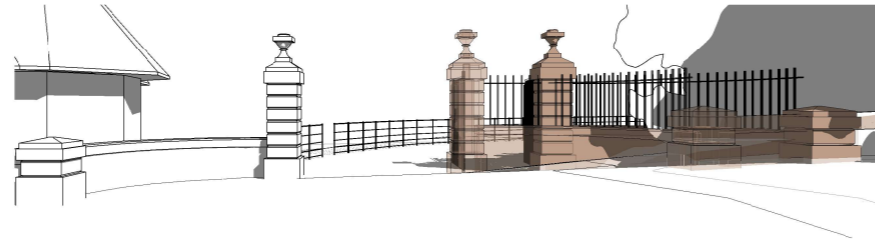
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It is the Contractor's responsibility to ensure compliance with Building Regulations.
This drawing is to be read in conjunction with all Spoke's relevant drawings and schedules.



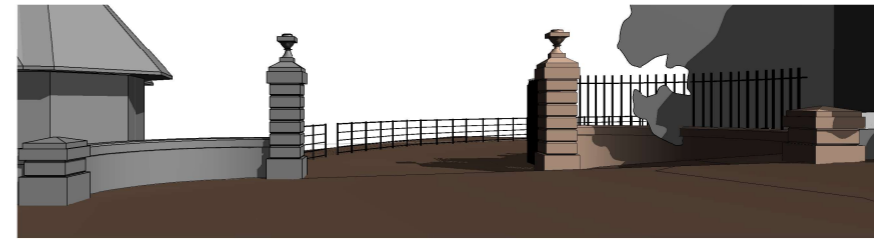
Appendix A: Proposed Site Layout



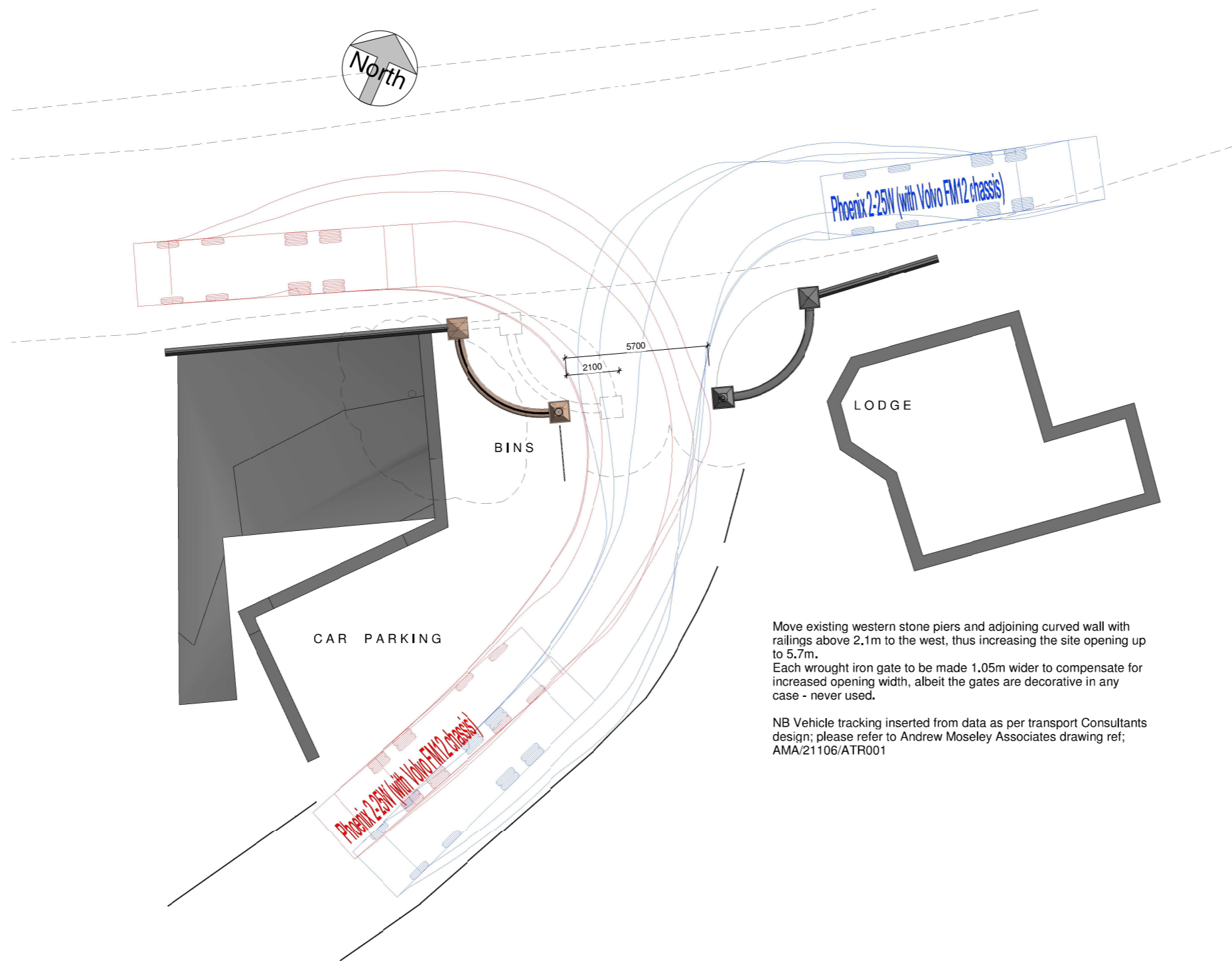
Existing View to Site Entrance



View to Entrance showing Proposed and Demolished



Proposed View to Site Entrance



Move existing western stone piers and adjoining curved wall with railings above 2.1m to the west, thus increasing the site opening up to 5.7m.
 Each wrought iron gate to be made 1.05m wider to compensate for increased opening width, albeit the gates are decorative in any case - never used.

NB Vehicle tracking inserted from data as per transport Consultants design; please refer to Andrew Moseley Associates drawing ref; AMA/21106/ATR001

A 24/09/21 - First Issue (AB)

Revision Description

Location **Conversion of Stables**
 Shabir Hussain
 Harden Grange
 Harden Road, Harden
 Bingley
 BD16 1AX

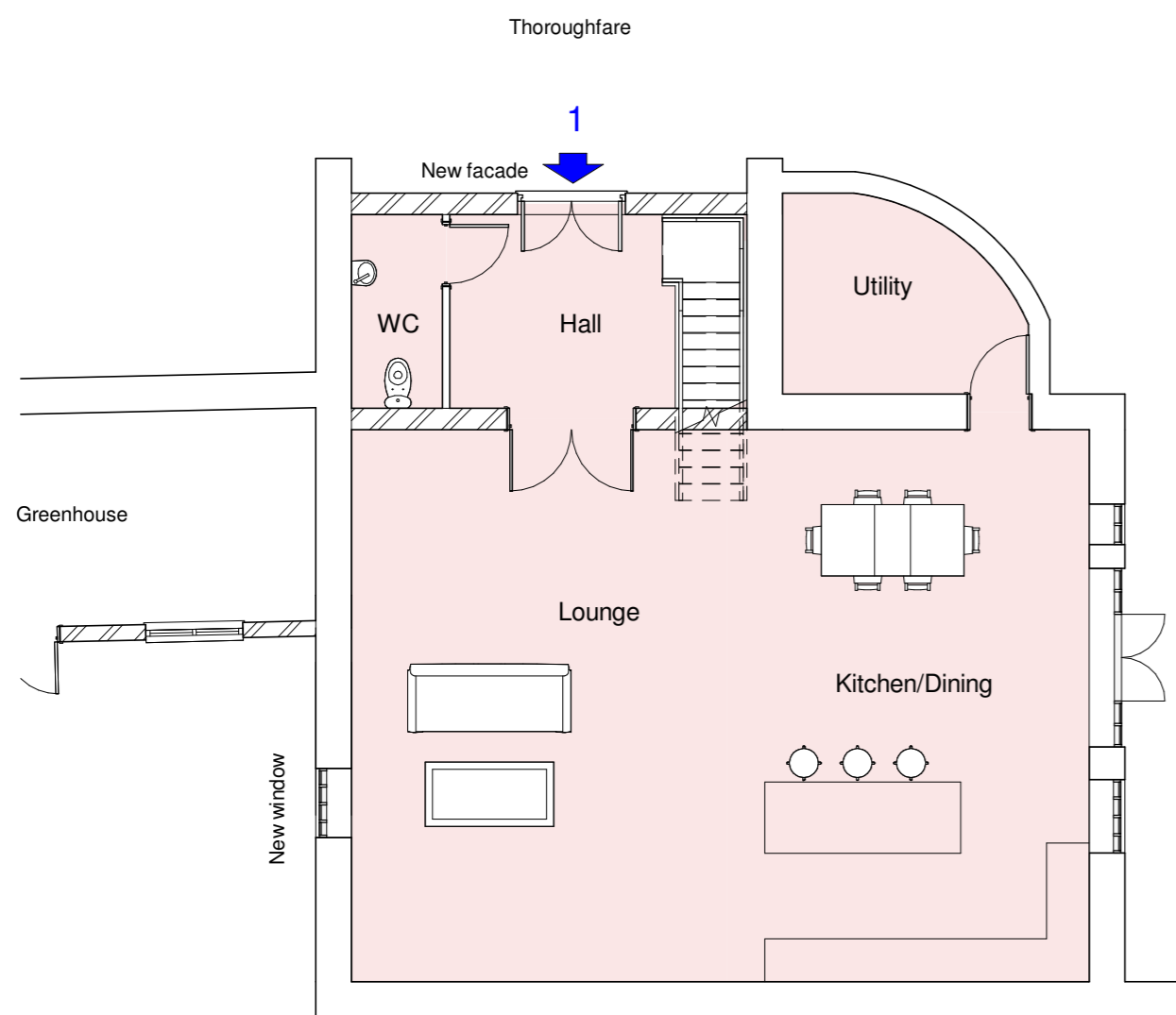
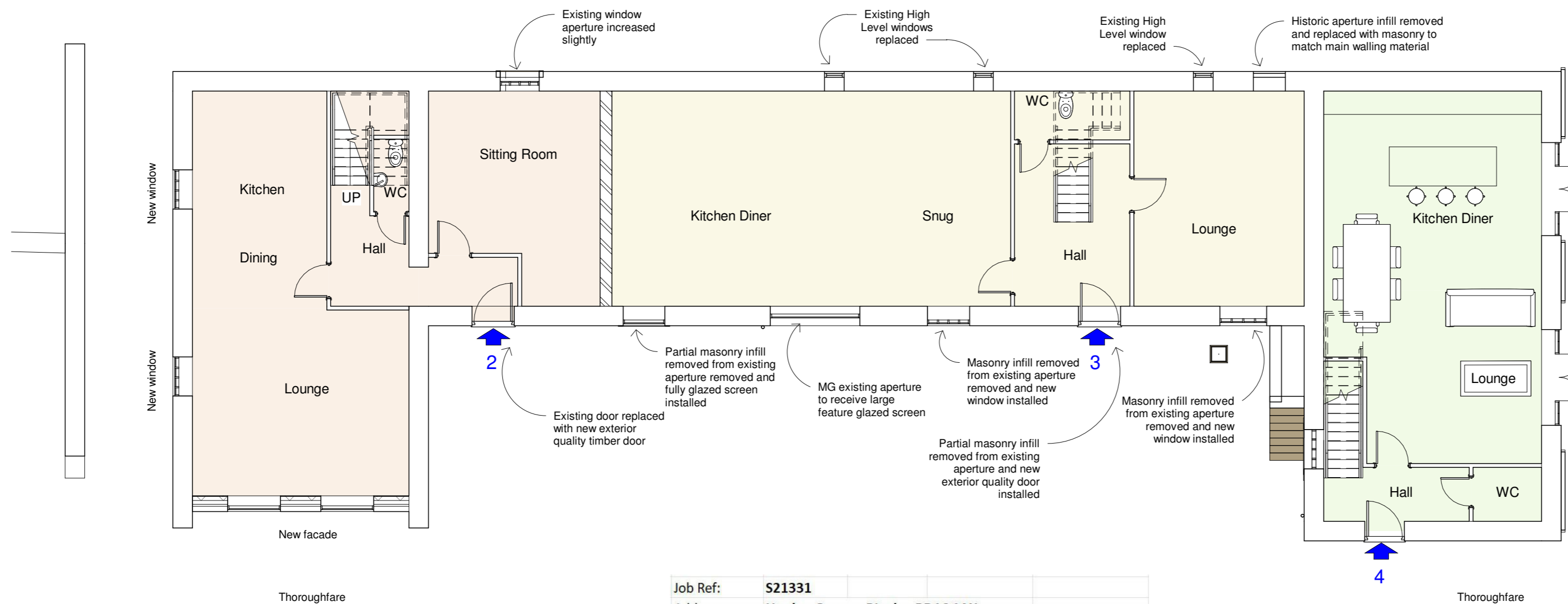
Title
 Proposed Site Entrance Plan

Scale	1 : 100 @A1	Drawing No.	S21331/ P302	Revision	A
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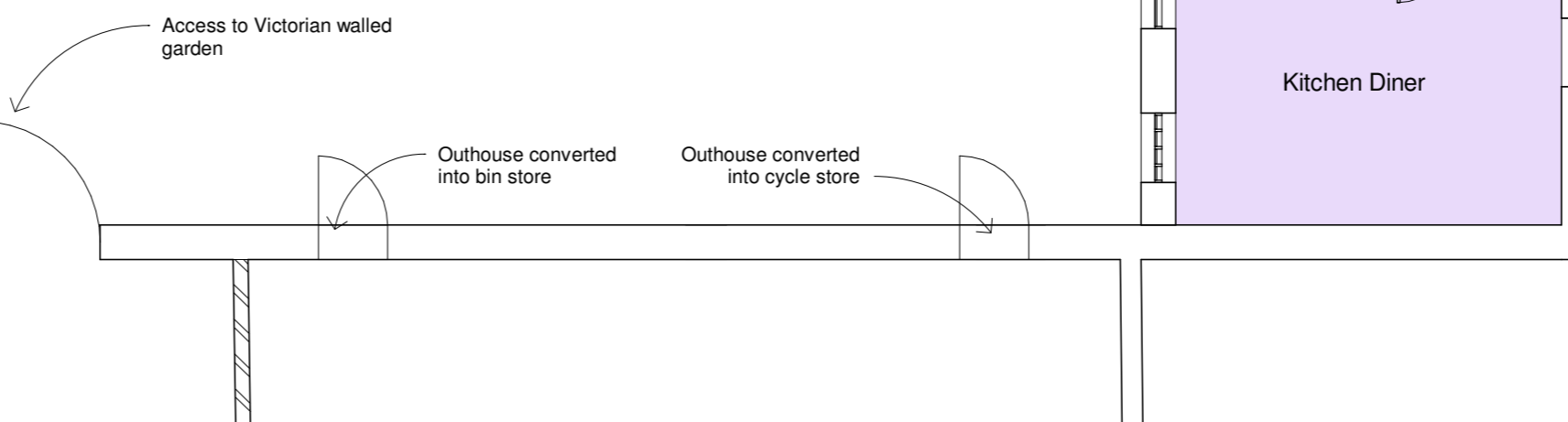
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Job Ref: **S21331**
 Address: **Harden Grange, Bingley BD16 1AX**
 Project: **Conversion of grade II Listed Stable Block in to Residential**

Accommodation Schedule

Ap't No.	GF Area	FF Area	Total (sq.m)	Total sq.ft
1	106	62	168	1808
2	81	80	161	1733
3	95	94	189	2034
4	61	60	121	1302
5	60	85	145	1561
Total Combined Area			784	8439



- D 30/05/23:- Planning submission [AB]
- C 01/06/2022:- Layouts amended to create 5 No. houses [IB]
- B 25/01/2022:- Layouts amended to create 3 new apartments [AB]
- A 29/09/2021:- First Issue [AB]

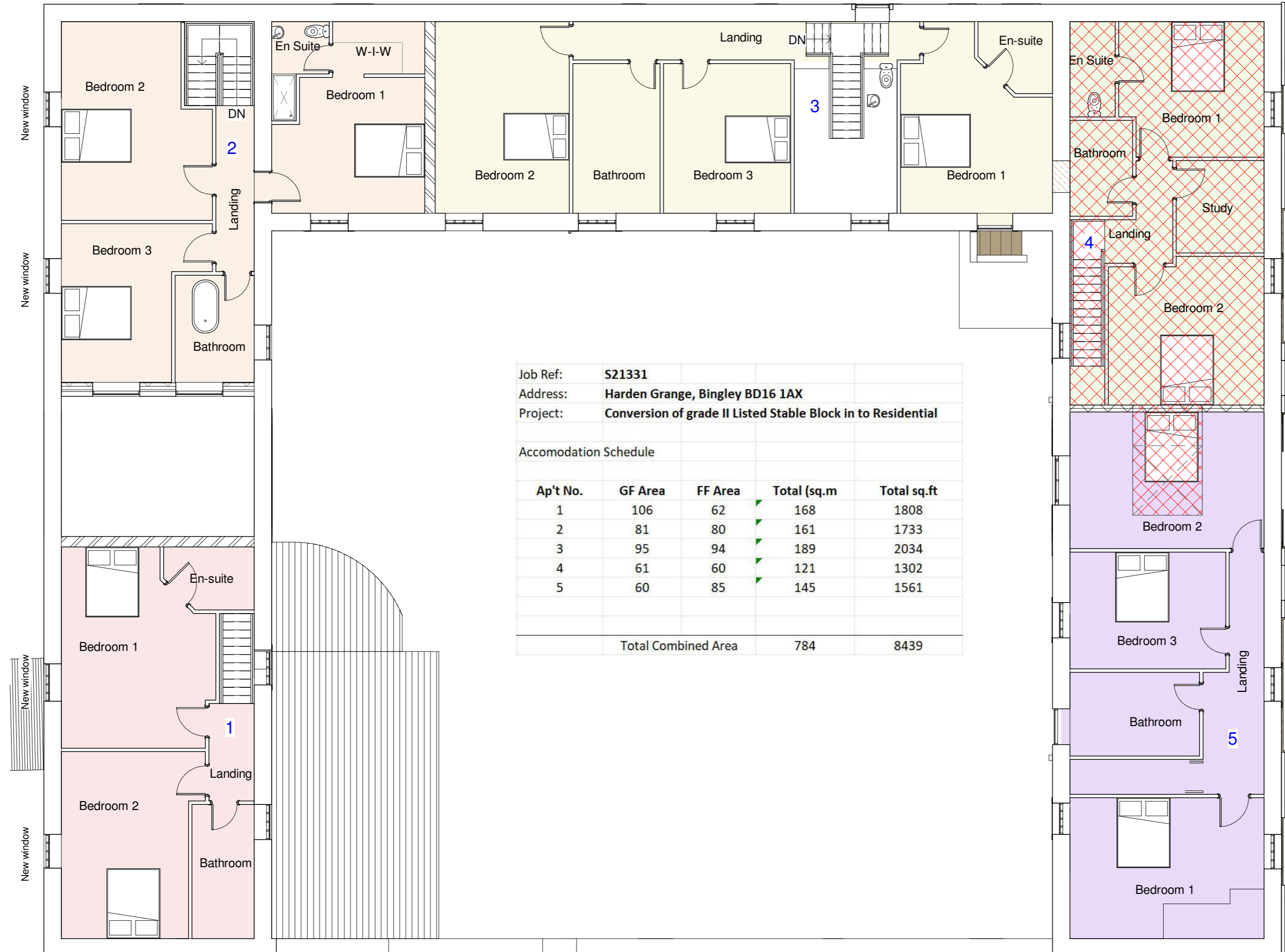
Revision	Description
Location	Stable Block Conversion
	Shabir Hussain
	Harden Grange
	Harden Road, Harden
	Bingley
	BD16 1AX
Title	
Proposed Ground Floor Plan	
Scale	
	1 : 100 @A2
Drawing No.	Revision
S21331/ P21	D

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 ARCHITECTURAL DESIGN

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Proposed Ground Floor Plan
 1 : 100



Job Ref: S21331
 Address: Harden Grange, Bingley BD16 1AX
 Project: Conversion of grade II Listed Stable Block in to Residential

Accommodation Schedule

Ap't No.	GF Area	FF Area	Total (sq.m)	Total sq.ft
1	106	62	168	1808
2	81	80	161	1733
3	95	94	189	2034
4	61	60	121	1302
5	60	85	145	1561
Total Combined Area			784	8439

Dashed line denoting position of vent structure above. Louvred vent used as bat access point.

Proposed First Floor Plan
 1 : 100

- E 30/05/23:- Planning submission [AB]
- D 01/03/2023:- Hatched zone denoting Bat Flight Chamber (see Unit 4) [AB]
- C 01/06/2022:- Layouts amended to create 5 No. dwellings [IB]
- B 25/01/2022:- Layouts amended to create 3 new apartments [AB]
- A 29/09/2021:- First Issue [AB]

Revision	Description
Location Stable Block Conversion Shabir Hussain Harden Grange Harden Road, Harden Bingley BD16 1AX	
Title Proposed First Floor Plan	
Scale 1 : 100 @A2	
Drawing No. S21331/ P22	
Revision C	

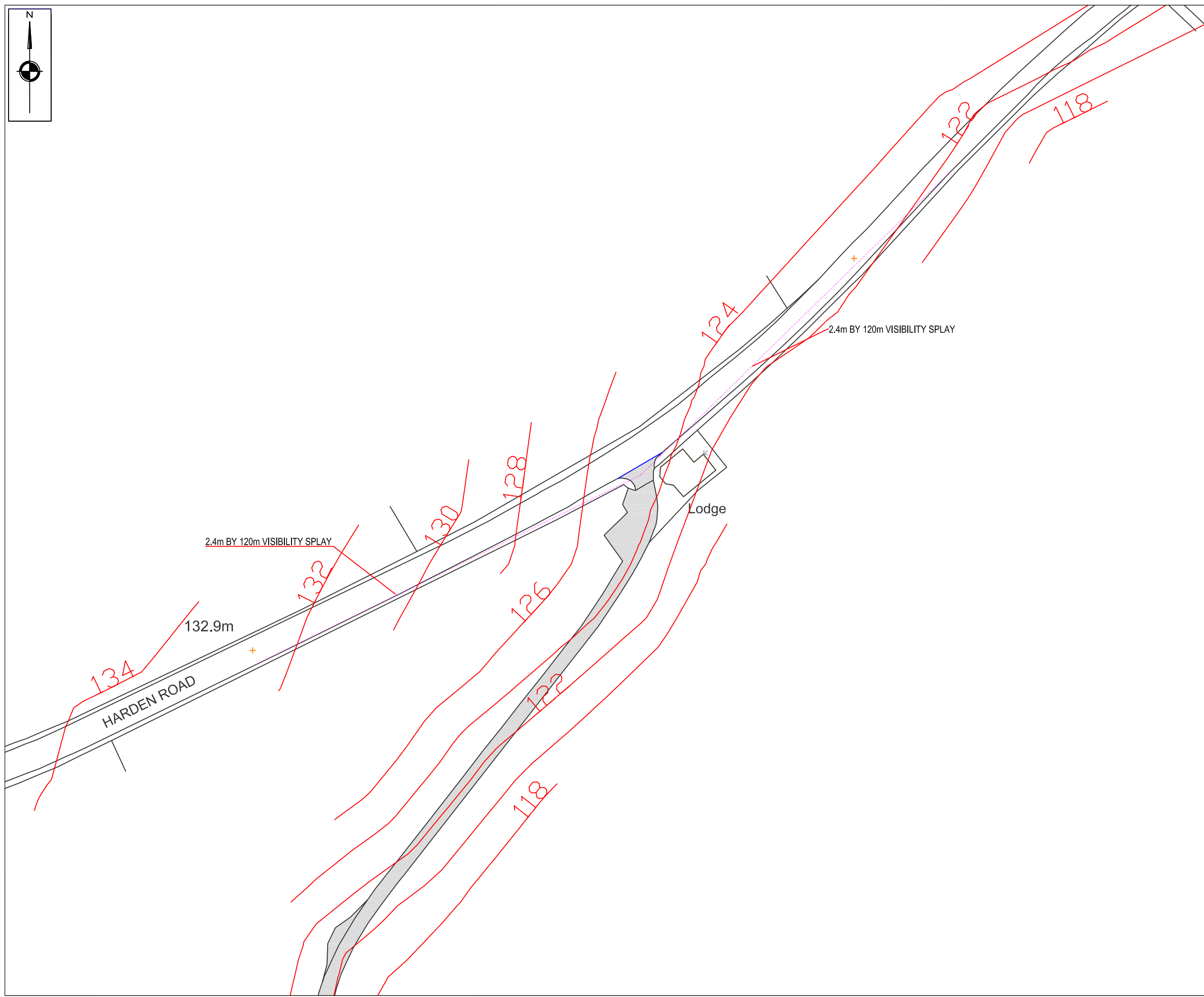
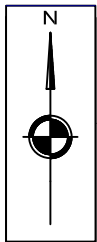
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Appendix B: Proposed Site Access & Visibility Splays (*AMA/21106/SK001*)



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
**HARDEN GRANGE STABLE,
BINGLEY**

Client:
SHABIR HUSSAIN

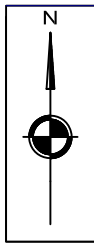
Drawing:
PROPOSED SITE ACCESS

Drawn By: **GDM** Date: **28/06/21**

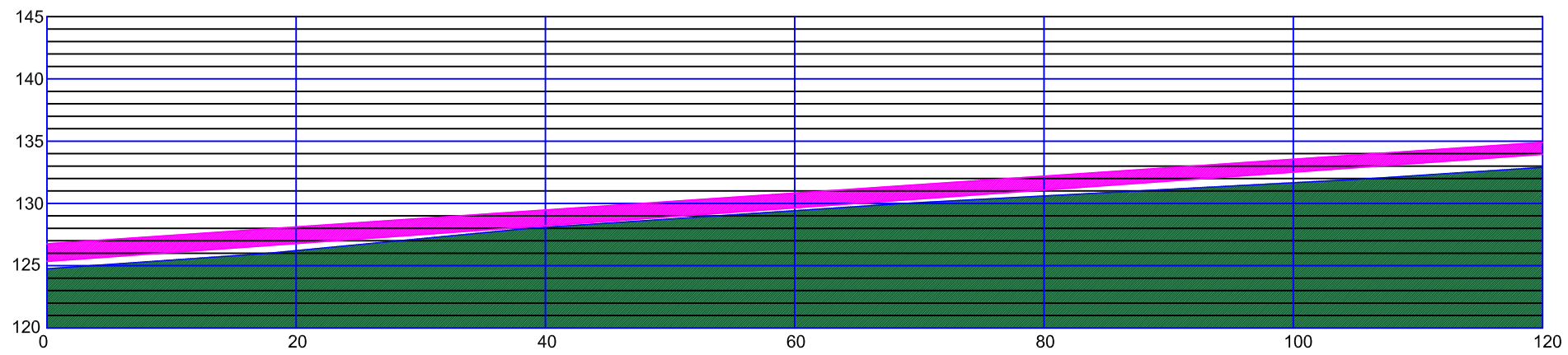
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Drawing No. **AMA/21106/SK001** Rev. **-**

Appendix C: Cross-Section of Western Visibility Splay (*AMA/21106/SK002*)



**ELEVATION ABOVE
SEA LEVEL
(METRES)**



**VISIBILITY SPLAY TO THE LEFT
(METRES)**

NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
**HARDEN GRANGE STABLE,
BINGLEY**

Client:
SHABIR HUSSAIN

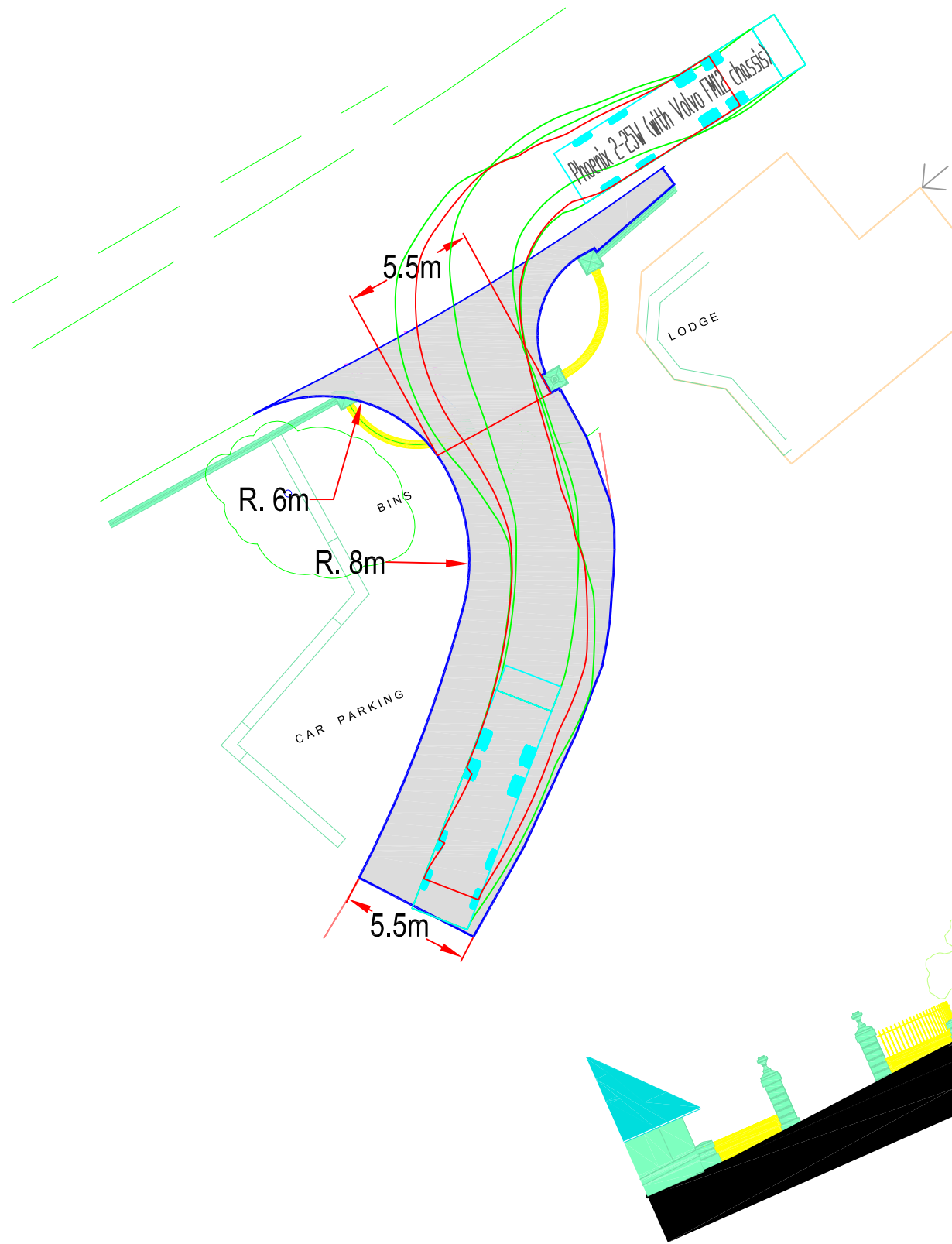
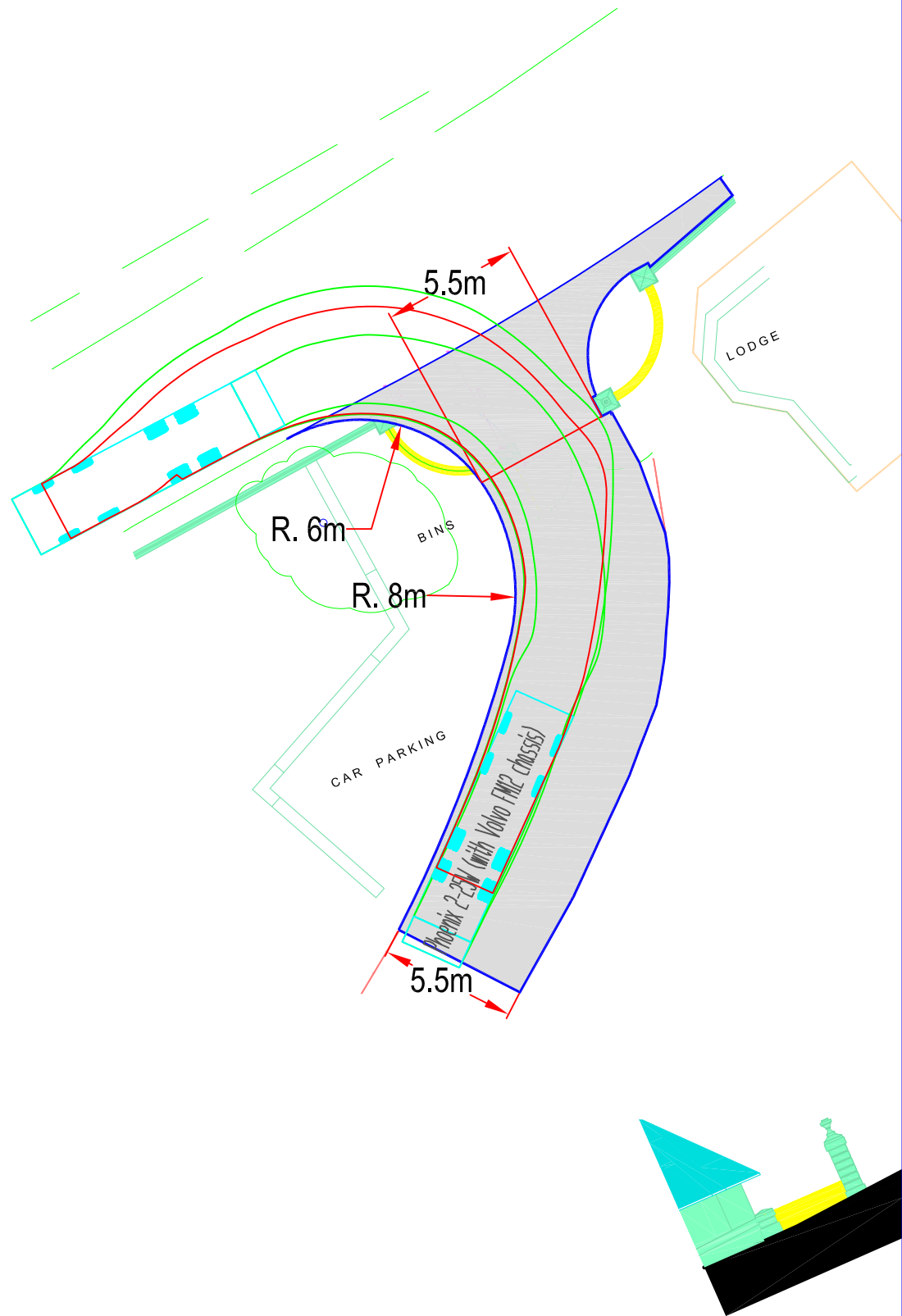
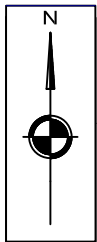
Drawing:
PROPOSED SITE ACCESS

Drawn By: GDM	Date: 28/06/21
Checked: ATM	Scale: NTS

Drawing No. **AMA/21106/SK002** Rev. **-**



Appendix D: Swept Path Analysis of Access (*AMA/21106/ATR001*)



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	-	-	-



Project:
HARDEN GRANGE STABLE,
BINGLEY

Client:
SHABIR HUSSAIN

Drawing:
PROPOSED SITE ACCESS
IMPROVEMENTS SWEEP PATH
ANAYSIS

Drawn By: GDM Date: 13/09/21

Checked: ATM Scale: 1:500 @ A3

Drawing No. AMA/21106/ATR001 Rev. -