

Highways Supporting Statement

Proposed Residential Development

Newall Carr Road, Otley

22nd November 2023

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highway impact associated with an outline planning application for a proposed residential development of four dwellings and two apartments, located on land to the east of Newall Carr Road, Otley.

The Local Highway Authority (LHA) and Local Planning Authority (LPA) is Leeds City Council (LCC).

This is a revised planning submission, previously being submitted as Ref 23/00202/FU and following discussions with LCC was withdrawn to prepare a revised scheme.

This submission proposes a revised layout, which has been scoped and discussed with both the LHA and LPA and is understood to be agreeable in principle.

This Statement sets out the following elements:

- Description of Site Location;
- Details of the Local Highway Network;
- Accident Data;
- Sustainable Modes of Access –Walking, Cycling and Public Transport;
- Details of the Proposed Development;
- Parking Provision;
- Servicing;
- Traffic Generation and Expected Highway Impact; and
- Conclusion.

The Statement is supported by the following appended documents:

- Figure 1 – Site Location;
- Appendix A – Proposed Site Layout;
- Appendix B – Proposed Site Access & Visibility Splays; and
- Appendix C – Swept Path Analysis.

Description of Site Location

The western edge of the site to the east of Newhall Carr Road is currently occupied by Newall Church Hall and the eastern side of the site consists of previously undeveloped land located south of the existing residential buildings located off The Crescent, Otley.

A site location plan is appended to this Statement in Figure 1. The site extends the existing residential development that borders the north of the proposed site location.

The site is bound to the north by dwellings; to the east and south by a recreational space; and to the west by Newall Carr Road.

A new vehicular access point will be required for the site. The site access is proposed to be constructed north west of where Newall Church Hall currently stands, in the north-western corner of the site, east of Newall Carr Road.

There are currently no Public Rights of Way (PRoW) across the site.

Details of the Local Highway Network

Newall Carr Road runs in a north / south alignment and is a single-carriageway two-way residential road subject to a 30mph speed restriction. It is street-lit and has continuous footways present on both sides of the carriageway, with a zebra crossing in close proximity of the site to cross Newall Carr Road.

Newall Carr Road forms a key route through Newall, providing access to the various northern residential areas of Otley.

Following Newall Carr Road approximately 1km north of the site access it reaches Newall With Clifton residential and recreational areas. Newall Carr Road continues through Clifton and becomes Weston Moor Road after the Dob Park Road / Weston Road priority-controlled T-junction. The road continues north towards Blubberhouses and other local destinations.

Located approximately 300m south of the site access, Newall Carr Road becomes B6451 Billams Hill after the Weston Lane / B6451 Billams Hill priority-controlled T-junction. From here, B6451 Billams Hill continues South towards Otley, across the River Wharfe via Bridge Street. B6451 Billams Hill is a single carriageway residential two-way road with two continuous footways on both sides of the road, and pelican crossings present along the carriageway. It is subject to a 30mph speed restriction and is well lit.

Approximately 200m south of the Weston Lane / B6451 Billams Hill priority-controlled T-junction, B6451 Billams Hill forms a priority-controlled T-junction with B6451 Farnley Lane. B6451 Farnley Lane is a single carriageway two-way road with street lighting and a continuous footpath on the north side of the road. It is subject to a 30mph speed restriction, but this is limited to 20mph as the carriageway passes Wharfmeadows Playground & Café. A zebra crossing is also present outside the Café. B6451 Farnley Lane continues out of Newall in an approximate north-east direction towards Farnley, and in an approximate east direction towards Leathley.

Returning to the Weston Lane / B6451 Billams Hill priority-controlled T-junction, Weston Lane forms the key route through the western residential settlement of Newall as it forms the southern border of the area. Weston Lane is a well-lit single carriageway two-way residential road subject to a 20mph speed restriction. It has footpaths on both sides of the road and uncontrolled pedestrian crossings present throughout the carriageway in the form of dropped kerbs. After approximately 1.5km, Weston Lane becomes a single-track, unmarked road and travels in an approximate north-south alignment towards Weston and Askwith.

The site is considered to be well located in terms of the local and regional highway networks.

Accident Data

A review of the most recent five-year period (2018 –2022) on CrashMap identifies zero collisions which occurred within the vicinity of the proposed site. The study area includes roads within a 400m catchment of the site, including; Newall Carr Road, The Crescent, and Croft House Drive.

It is therefore considered that given there are no existing road safety issues within close proximity to the site and that the proposed new T-junction forms a part of the proposals, the residential development would not detrimentally impact upon highways safety.

Sustainable Modes Access –Walking, Cycling and Public Transport

The proposed development is located in a sustainable location and within an acceptable 2km walking distance of the whole of Otley town centre’s wide range of local facilities and amenities.

These amenities include; areas of education, supermarkets, GP surgery, pharmacies, public houses, restaurants and fast-food restaurants, a post office, areas of recreation and employment.

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 Wharfedale Hospital, Burley In Wharfedale, Otley, Homestead Estate, Menston Train Station, Leathley and Farnley.

A review of the Otley City Council Interactive Cycling Map identifies a number of ‘Safer Cycle Routes (20mph and 30mph)’ within the vicinity of the application site, these include; The Crescent, The Crossways, Croft Avenue, The Oval, St Richards Road and St Martins Avenue.

The nearest bus stops to the application site are located on Newall Carr Road and Prince Henry’s Crescent, both approximately 160m from the site and accessible via Newall Carr Road. Stops are directly accessible via the existing footway provision, therefore given the site’s location, these stops and services are considered to be highly feasible for use by those on-site to travel to wider local and regional destinations.

Further details of the bus services are provided in Table 1.

Table 1 –Local Bus Service Frequencies

Service	Service Destinations	Weekday	Saturday	Sunday
965	Otley –Newall Circular	Every 30 Minutes (06:46 –18:49)	Every 30 Minutes (08:19 –18:49)	-
A3 Flyer	Bradford –Leeds Bradford Airport –Otley	Every 60 Minutes (19:29 –23:24)	Every 60 Minutes (19:24 –23:24)	Every 60 Minutes (09:21 –22:24)
PH1	Arthington –Prince Henry’s Grammar School	School Service	-	-
PH2	Headingley –Prince Henry’s Grammar School	School Service	-	-
PH5	Bramhope –Prince Henry’s Grammar School	School Service	-	-
PH6	Rawdon Cross Roads – Prince Henry’s Grammar	School Service	-	-

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 numerous existing key goods and services within an acceptable walking and cycling distance, 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.

Details of the Proposed Development

The proposed development is for a residential development of four dwellings and two apartments with associated parking, similar in character to the residential area in which the site is situated. Full details of the proposals are provided as part of the planning submission with the indicative layout shown in Appendix A.

Proposed Housing Schedule:

- 2 x 3-bedroom dwellings;
- 2 x 4-bedroom dwellings; and
- 2 x 2-bedroom apartments.

Currently, the site has no vehicular access point, therefore a new private driveway is proposed to the western boundary of the site, onto Newall Carr Road.

As part of the development proposals, the application proposes to demolish the Church Hall and construct a new access in the form of a private driveway, in line with design standards set out in the LCC Highways 'Transportation Supplementary Planning Document (SPD).

The site access has been designed with a carriageway width of 4.8m for the first 10m and is provided as a dropped kerb vehicular crossover. Visibility splays are achievable at 2m x 45m in accordance with MfS standards for a 30mph road. Details of the proposed access and visibility splays can be seen as attached in Appendix B.

The SPD suggests that a minimum offset from existing junctions on the opposite side of the road to be 30m from centreline to centreline, which is generally applied to adopted roads / accesses.

Whilst the proposed site access falls below this standard, due to the low quantum of development proposed on site, coupled with the limited number of movements occurring from Croft House Drive, it considered to have minimal conflicts and as such is a safe and appropriate access proposal.

Street parking is present within the vicinity of the site access; therefore, a Traffic Regulation Order may also be required by LCC post consent to protect the proposed access and visibility splays.

Parking Provision

Parking for the residential units would be provided on-site in line with LCC Highways policy's standards as outlined in the Leeds Transport SPD. Both of the 3 and 4-bedroom dwellings will be provided with two parking spaces each. A single visitor parking space is provided to serve the dwellings, which is in accordance with LCC guidelines of one visitor space per five dwellings.

Both of the apartments are provided with two parking spaces.

Secure cycle parking will be provided within the curtilage of each dwelling.

Servicing

The proposed development would be serviced by an LCC standard refuse vehicle from a bin storage point, located to the northwest of the site and within the 25m distance of the adopted highway on Newall Carr Road. Servicing of the proposed site would adopt the same servicing principles as other local residential dwellings with refuse collections undertaken fortnightly.

A fire tender vehicle swept path of the site is detailed in Appendix C, demonstrating that a fire tender can satisfactorily access and egress the site in a forward gear using the turning head provided on site.

It is therefore considered that the proposed service arrangements are satisfactory to accommodate the proposed vehicle with minimal conflicts with other site users.

Traffic Generation and Expected Highway Impact

The development proposes a total of six residential units on site, 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: Development Trip Generation

	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Trip Rates	0.2	0.6	0.5	0.3
Trip Generation	1	4	3	1

On this basis, the trip generation of the proposed scheme is considered to be negligible and would have no noticeable 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 and a 5km cycling distance. Those destinations situated further afield can be accessed by local bus, within the recommended 400m walking distance.

The internal layout, parking provision and servicing arrangements are proposed in accordance with the LCC SPD. In addition, it is considered that a safe site access can also be delivered by the proposals.

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.

Appended Documents

Figure 1 - Site Location

Appendix A –Indicative Site Layout

Appendix B –Proposed Site Access & Visibility Splays

Appendix C – Swept Path Analysis

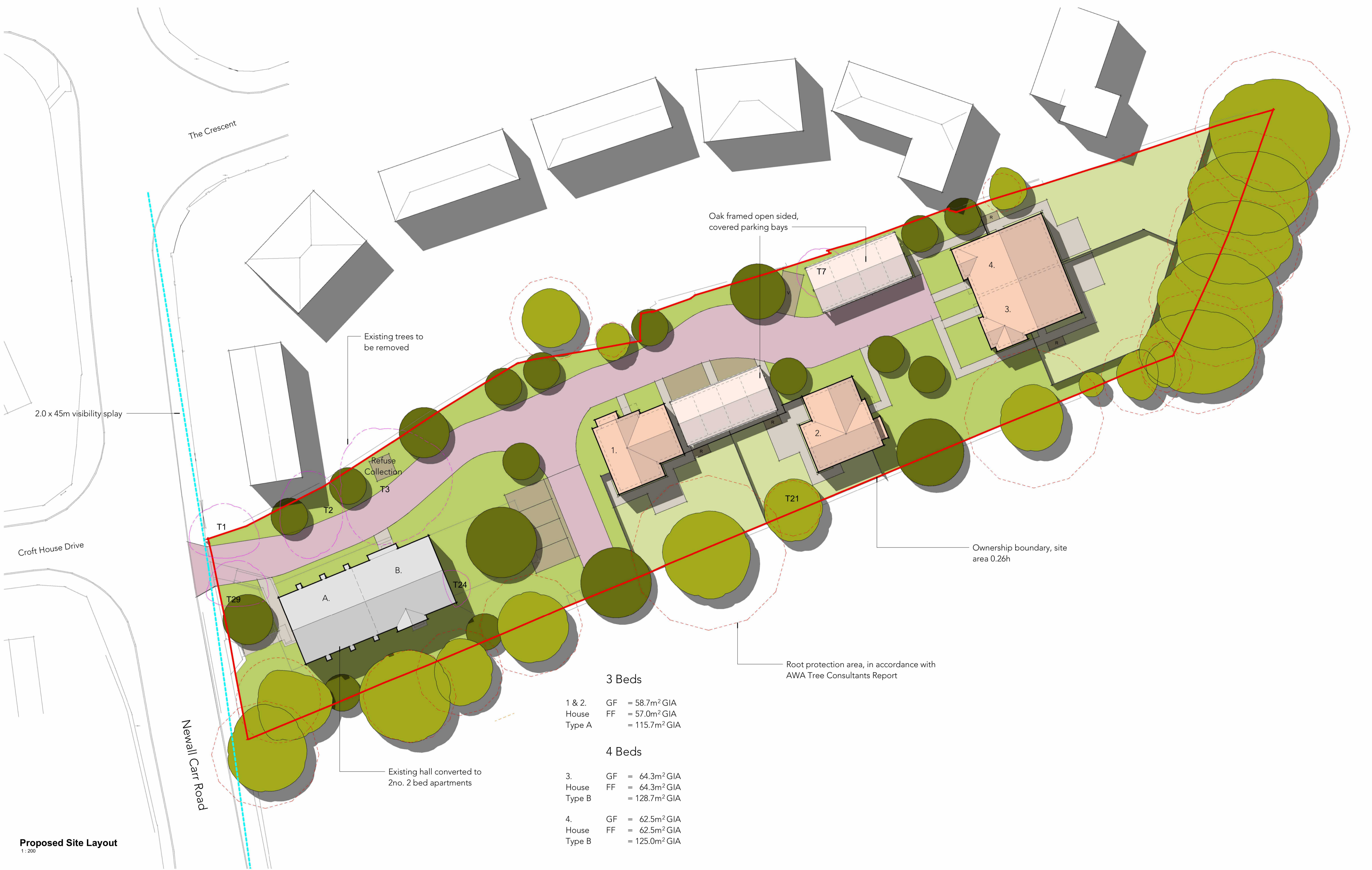
Figure 1 –Site Location



Title:
Hill End Lane, Harden
Site Location Plan

Figure No:
Figure 1

Appendix A –Proposed Site Layout



3 Beds	
1 & 2.	GF = 58.7m ² GIA
House	FF = 57.0m ² GIA
Type A	= 115.7m ² GIA
4 Beds	
3.	GF = 64.3m ² GIA
House	FF = 64.3m ² GIA
Type B	= 128.7m ² GIA
4.	GF = 62.5m ² GIA
House	FF = 62.5m ² GIA
Type B	= 125.0m ² GIA

Proposed Site Layout
1 : 200

Notes.

1 : 200

0 2 4 6 8 10m

Contractor must verify all dimensions on site before commencing any work or shop drawings. If this drawing exceeds the quantities taken in any way the Architects are to be informed before the work is initiated. Only figured dimensions to be taken from this drawing. Do not scale off this drawing. Drawings based on Ordnance Survey and/or existing record drawings - design and drawing content subject to Site Survey, Structural Survey, Site Investigations, Planning and Statutory Requirements and Approvals. Authorised reproduction from Ordnance Survey Map with permission of the Controller of Her Majesty's Stationery Office. Crown Copyright reserved. Enjoy Design Ltd.

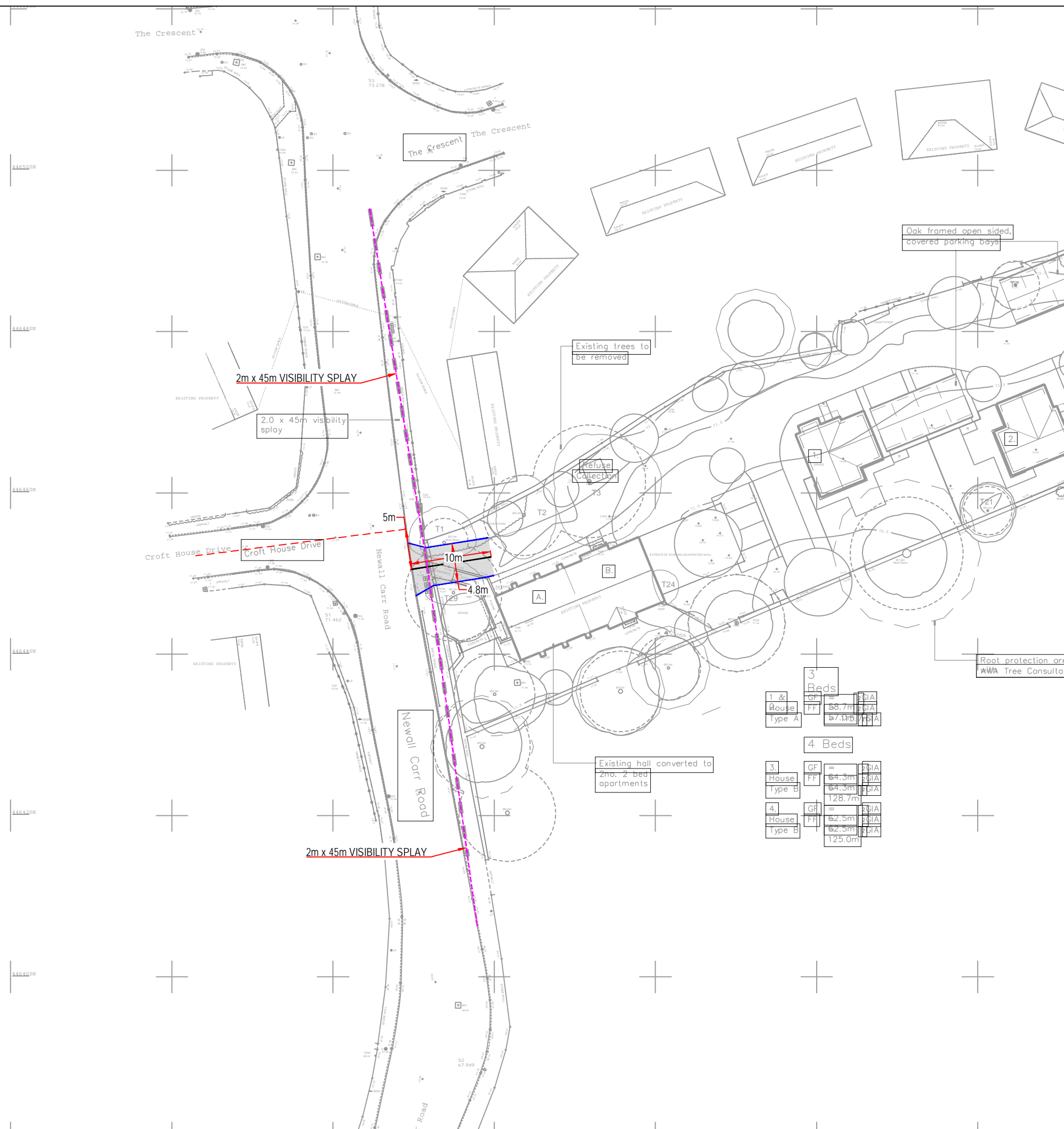
4	Landscaping Amended	GM	08/11/23	GM
3	Landscaping Amended	CTM	26/10/23	GM
2	Updated in Line With House Types	CTM	10/10/23	GM
1	Issued Following Pre-App Comments	CTM	09/10/23	GM
Rev.	Des.	By	Date	Ch.

SUITABILITY	Client:	Basil Houldsworth & Sons Ltd	Job No:	23.0597	
	Project:	Newall Carr Hall, Otley			
	Title:	Proposed Site Plan			
	Date:	10/10/23	Scale:	1 : 200@A1	Check:
Drawing No:	-EN-	Rev:	-A- SK 001 4	Drawn:	CTM

H:\Project Related Files\2023\23.0597 Newall Carr Hall\4.00 Architect\4.1 WIP Revit Model\Newall Hall Model v3.rvt



Appendix B –Proposed Site Access & Visibility Splays



Notes

P01	First Issue	15/11/23	IJT
Rev	Description	Date	By



Project:
NEWALL CARR ROAD, OTLEY

Client:
BASIL HOULDSWORTH & SONS

Drawing:
PROPOSED SITE ACCESS DESIGN AND VISIBILITY SPLAYS

Drawn By: **IJT** Date: **15/11/2023**

Checked By: **ATM** Scale: **1:500** Paper size: **A3**

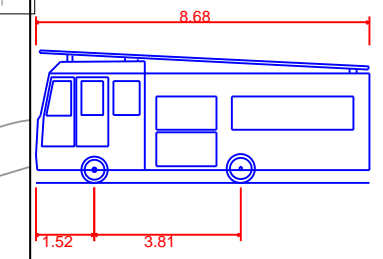
Drawing No. **AMA/20795/SK/011** Rev. **P01**

Appendix C – Swept Path Analysis



Oak frame
covered pa

Notes



DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.180m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.910m

Existing trees to
be removed

Refuse
Collection

T1

T2

T3

T24

T29

A.

B.

1 &
House
Type A

3
Beds
GF = 2GIA
FF = 58.7m 2GIA
57.0m 2GIA

4 Beds

3.
House
Type B
GF = 2GIA
FF = 64.3m 2GIA
61.3m 2GIA

Existing hall converted to
2no. 2 bed
apartments

P01	First Issue	10/11/23	IJT
Rev	Description	Date	By



Project: NEWALL CHURCH HALL, OTLEY

Client: B HOLDSWORTH

Drawing: FIRE TENDER SWEEP PATH ANALYSIS

Drawn By: IJT Date: 10/11/2023

Checked By: AMM Scale: 1:250 Paper size: A3

Drawing No: AMA/20795/ATR001 Rev: P01