



# **Transport Statement**

**Residential Development – 141 Toftshaw Lane, Bradford**

**November 2021**

**Doc Ref: AT/21015/TS/0**

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### Document Revision Control

Revision	Date	Status
-	05.11.2021	Draft
-	08.11.2021	First Issue

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## 1.0 BACKGROUND

- 1.1 attp has been commissioned by Mr and Mrs Starkey to prepare a Highways Statement in support of a planning application for the construction of one residential dwelling following demolition of an equestrian stable building and associated structures at a site located to the rear of 141 Toftshaw Lane in Bradford. The local planning authority and highways authority is Kirklees council.
- 1.2 Toftshaw Lane is located to the south east of Tong Street, south west of Bierley town centre and to the north of East Brierley all of which are home to local facilities. Bradford city centre is located circa three miles to the north west of the site.
- 1.3 The site is bound on its western, southern and eastern sides by open fields used for grazing and residential properties. To its immediate north is Toftshaw Lane and various industrial / commercial buildings. Further afield in all directions are residential dwellings and the local facilities associated with villages and towns.
- 1.4 The site has a longstanding equestrian use with stables on the site for over 20 years. In 2013 the Council granted consent for the replacement of previous stables with a stable building and an arena (Application No. 2013/91344).
- 1.5 The equestrian use has always had its own dedicated access from Toftshaw Lane separate to the parking for 141 Toftshaw Lane. Toftshaw Lane is an adopted highway which provides access to residential dwellings and small businesses.
- 1.6 The current use on the site is for personal use only (not for commercial use). Although it is understood that the current owner previously operated a small haulage business from the site which utilised the same access as the existing equestrian facilities on site.
- 1.7 The equestrian facilities are currently used by two separate individuals, one of which is the applicant, who resides in 141 Toftshaw Lane, and the other their daughter who visits the site separately up to four times per day.
- 1.8 The current proposals to construct one residential dwelling, following demolition of the equestrian stable building and associated structures, will continue to be accessed via the existing dedicated access currently used to access the equestrian facilities.
- 1.9 The proposed dwelling will be inhabited by the applicant at which time the applicants daughter will inhabit 141 Toftshaw Lane which will keep its existing dedicated parking.

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## 2.0 EXISTING SITUATION AND CURRENT PROPOSALS

- 2.1 The site forms a long standing equestrian site which is located to the rear of 141 Toftshaw Lane, Bradford. The equestrian use of the site dates back over 20 years in which time stables were located on the site. In 2013 the Council granted consent for the erection of stable building (following demolition of the existing) and the formation of a riding arena (Ref 2013/62/91344/E). The land and buildings within the red outline have been used for equestrian purposes.
- 2.2 The site is located to the rear of 141 Toftshaw Lane and has its own dedicated and well established access, separate to the parking for 141 Toftshaw Lane. The site (within the red line) includes a large equestrian building which incorporates stables (and associated equestrian facilities) and a menage is located to the east of the building. The building and menage are separated by a surfaced access which adjoins the field to the south which is used for the grazing of horses.
- 2.3 The subject proposal seeks to develop one residential dwelling for the applicants own occupation, following demolition of the equestrian building as shown on the submitted plans. At which time the applicants daughter will inhabit 141 Toftshaw Lane.
- 2.4 The dwelling will be located on broadly the same footprint as the existing equestrian building which houses the stables and the formed curtilage will be less than the defined working areas of the existing equestrian use (including hardstanding).
- 2.5 The current use on the site is for personal use only (not for commercial use). Although it is understood that the previous owner operated a small haulage business from the site which utilised the same access as the current proposals.
- 2.6 Access to the proposed dwelling would continue to be provided from its own dedicated and well established access, separate to the parking for 141 Toftshaw Lane. The drawing attached at **Appendix A** demonstrates that the site and proposed car parking spaces can be accessed and egressed by a large car in forward gear.
- 2.7 The equestrian facilities are currently used by two separate individuals, one of which is the applicant, who resides in 141 Toftshaw Lane, and the other their daughter. It is thought that the two users currently making use of the equestrian facilities on site make up to four car journeys to and from the site each day (a maximum of eight trips per day in total).

- 2.8 The daily trip levels by private car are expected to reduce as a result of the current proposals as when the applicant inhabits the proposed dwelling the owners daughter will inhabit 141 Toftshaw Lane. As such no one have a need to travel between their home and the equestrian facilities.

### 3.0 SUSTAINIBILITY

- 3.1 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.
- 3.2 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.

#### WALKING AND CYCLING

- 3.3 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking and cycling:

*“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)*

and

*“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).*

#### **Walking**

- 3.4 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site include Tong Street and Bierley and East Bierley town centres.
- 3.5 On Tong Street are facilities including a medical practice, convenience stores, supermarkets, takeaway food outlets and other shops. Within Bierley are facilities including Bierley Post Office, Bierley Pharmacy, St Johns Primary School and takeaway food outlets. Within East Bierley are facilities including Butchers Farmers, East Bierley primary school, East Bierley Golf Club, East Bierley Cricket Club, St Lukes Church and Hall, a pub, a play area and various shops.

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## **Cycling**

- 3.6 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, in addition to the areas that are accessible on foot, include Bradford city centre which is home to a wealth of facilities.

## **PUBLIC TRANSPORT**

- 3.7 The development site is well located in terms of its proximity to public transport services. The nearest bus stops are located on Toftshaw Lane and Tong Street, all of which are located within the recommended 400m walking distance of a bus stop.
- 3.8 The bus stops on Toftshaw Lane are served by bus numbers 256, 263 and 283 which have a combined service frequency of three buses per hour during the daytime and one per hour in the evening and provide access to neighbouring towns and villages, in addition to Bradford city centre, within which are a wealth of facilities.
- 3.9 The bus stops on Tong Street are served by bus numbers 256, 263, 283, 425, 425A, 427, A50, T1, T2 and T3 which have a combined service frequency of at least eight bus per hour and provide access to neighbouring towns and villages, in addition to Bradford city centre, within which are a wealth of facilities.

## **SUMMARY**

- 3.10 It is considered that the site well served by existing bus services providing good connections to the surrounding towns and villages and Bradford city centre. These facilities will provide residents of the proposed dwelling with the option to travel via sustainable mode to access education, work, health or leisure facilities.
- 3.11 The site is situated in an accessible location with a convenience stores, supermarkets, schools, a pharmacy, a medical practice, a post office, recreation facilities and other local facilities within a reasonable walking distance. In addition, there are many additional facilities accessible by cycle.
- 3.12 It is therefore considered that the location of the site is consistent with national and local policy objectives.

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## 4.0 SUMMARY

- 4.1 attp has been commissioned by Mr and Mrs Starkey to prepare a Highways Statement in support of a planning application for the construction of one residential dwelling following demolition of an equestrian stable building and associated structures at a site located to the rear of 141 Toftshaw Lane in Bradford.
- 4.2 Toftshaw Lane is located to the south east of Tong Street, south west of Bierley town centre and to the north of East Brierley all of which are home to local facilities. Bradford city centre is located circa three miles to the north west of the site.
- 4.3 The site is bound on its western, southern and eastern sides by open fields used for grazing and residential properties. To its immediate north is Toftshaw Lane and various industrial / commercial buildings. Further afield in all directions are residential dwellings and the local facilities associated with villages and towns.
- 4.4 The site has a longstanding equestrian use with stables on the site for over 20 years. In 2013 the Council granted consent for the replacement of previous stables with a stable building and an arena (Application No. 2013/91344).
- 4.5 The equestrian use has always had its own dedicated access from Toftshaw Lane separate to the parking for 141 Toftshaw Lane. Toftshaw Lane is an adopted highway which provides access to residential dwellings and small businesses.
- 4.6 The current use on the site is for personal use only (not for commercial use). Although it is understood that the current owner previously operated a small haulage business from the site which utilised the same access as the existing equestrian facilities on site.
- 4.7 The current proposals to construct one residential dwelling, following demolition of the equestrian stable building and associated structures, will continue to be accessed via the existing dedicated access currently used to access the equestrian facilities.
- 4.8 The proposed dwelling will be inhabited by the applicant at which time the applicants daughter will inhabit 141 Toftshaw Lane which will keep its existing dedicated parking.
- 4.9 It is considered that the site well served by existing bus services providing good connections to the surrounding towns and villages and Bradford city centre. These facilities will provide residents of the proposed dwelling with the option to travel via sustainable mode to access education, work, health or leisure facilities.

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- 4.10 The site is situated in an accessible location with a convenience stores, supermarkets schools, a medical practice, a pharmacy, a post office, recreation facilities and other local facilities within a reasonable walking distance. In addition, there are many additional facilities accessible by cycle.
- 4.11 It is therefore considered that the location of the site is consistent with national and local policy objectives.
- 4.12 The equestrian facilities are currently used by two separate individuals, one of which is the applicant, who resides in 141 Toftshaw Lane, and the other their daughter. It is thought that the two users currently making make use of the equestrian facilities on site make up to four car journeys to and from the site each day (a maximum of eight trips per day in total).
- 4.13 The daily trip levels by private car are expected to reduce as a result of the current proposals as when the applicant inhabits the proposed dwelling the owners daughter will inhabit 141 Toftshaw Lane. As such no one have a need to travel between their home and the equestrian facilities.
- 4.14 Overall, it is considered that the site is a suitable location for the proposed development and there are no highways or transport reasons that should prevent the granting of planning consent for the proposals.

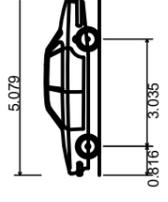
# APPENDIX A

DO NOT SCALE

NOTES

1) ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE

VEHICLE DETAILS



Large Car (2006)

- Overall Length 5.079m
- Overall Width 1.872m
- Overall Body Height 1.525m
- Min Body Ground Clearance 0.310m
- Max Track Width 1.831m
- Lock to lock time 4.00s
- Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
-	26/10/21	TS	FIRST ISSUE	AT	AT

DRAWING STATUS:

FOR INFORMATION ONLY



CLIENT:

BELINDA STARKEY

ARCHITECT:

NYP ARCHITECTURAL SERVICES LIMITED

PROJECT:

141 TOFTSHAW LANE,  
BRADFORD

TITLE:

SWEPT PATH ANALYSIS

SCALE @ A3:

1:200

CHECKED:

AT

APPROVED:

AT

CAD FILE:

21016\_SPA

DESIGN-DRAWN:

TS

DATE:

26/10/2021

PROJECT NO:

21016

DRAWING NO:

21016/SPA/001

REV:

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DRIVEWAY EGRESS

DRIVEWAY ACCESS

