

**The City of Bradford Metropolitan District Council
(A650 Hard Ings Road Improvement, Keighley)
(Side Roads) Order 2017**

-and-

**The City of Bradford Metropolitan District Council
(A650 Hard Ings Road Improvement Scheme, Keighley)
Compulsory Purchase Order 2017**

Objections

Fibreline Limited, Victoria Park Mills, Hard Ings Road, Keighley

Objector	Grounds of Objection	Statement of Case Response
Fibreline Ltd (In respect of Plot 12)	1. Significant Detrimental impact on the ability to operate from their business premises.	The Council wrote to the Claimant on 17 July 2017. A summary of the response is as follows:- 1. The Council believes the proposed accommodation works will ensure there is no detrimental impact on the ability to operate from the premises. The Council has confirmed in correspondence to the Claimant's Solicitor that access to the premises will be provided at all times during which the business is open.

	<p>There are likely to be significant affects on the usability of the office premises due to:-</p> <p>2. Loss of Light</p> <p>3. Increase in Noise and Vibration</p> <p>4. Safety</p> <p>5. Security.</p> <p>6. Overbearing Impact and effect on the outlook for occupants of the offices.</p>	<p>2. A Technical Daylight Amenity Impact Assessment was undertaken in January 2017. This concluded that the construction of the retaining and parapet wall will have no material adverse impact on the daylight capabilities of the office block rooms. A copy of the survey has been provided to the claimant.</p> <p>3. The Council has undertaken surveys at the premises which concluded there may be a small increase in noise and vibration levels, but these will be largely imperceptible. A copy of the survey has been provided to the claimant.</p> <p>4. The proposed parapet will be designed to provide vehicle containment unlike the existing dry stone boundary wall, which provides little protection from an errant vehicle, an improvement to the safety of occupants to the building.</p> <p>5. In terms of security, we do not believe the gap between the building line and the proposed parapet wall to the retaining wall is close enough for a person to climb across without the aid of ladders/planks at a part of the building that is clearly visible from the road. However, if this is a real concern, improved security measures could be considered as part of a compensation package.</p> <p>6. In planning terms, a building or structure is usually considered to have an overbearing impact if it would have such an oppressive impact on the occupiers of the affected building as to demonstrably harm the</p>
--	--	---

	<p>7. Persistent noise disturbances over a sustained period during working hours could be detrimental to health, productivity and the company's ability to retain and hire staff.</p> <p>8. The scheme is not justified.</p>	<p>use of the building. The Technical Daylight Amenity Impact Assessment referred to above demonstrates that the construction of the retaining parapet wall adjacent to the Fibreline office windows will not result in a significant loss of light to the offices. Therefore the use of the building will not be compromised by loss of daylight.</p> <p>In terms of outlook/ aspect and openness, the existing view from the offices is not open and is dominated by the grassed embankment which currently retains the difference in level between the offices and Hard Ings road and the stone boundary wall at the top of the embankment. Therefore, the scheme will not result in a currently open aspect being transformed into an enclosed aspect.</p> <p>7. The HSE advise that noise can be considered to be a problem in the workplace if it is intrusive or worse than intrusive for most of the working day. The noise exposure action values are identified by the HSE (as shown below).</p> <p>The Noise Regulations define 'exposure action values' – levels of noise exposure which, if exceeded, require you to take specific action.</p> <p>Increased noise levels based on the forecast traffic increases and taking into account the new alignment of the carriageway indicate that noise exposure levels will not exceed the lower exposure action value in accordance with the Noise Regulations.</p> <p>8. The Scheme has been accepted as a qualifying scheme and prioritised by WYCA within the WY+TF programme. Initially, a long</p>
--	--	--

	<p>9. No alternative options for retaining and improving the two lanes and improving the Beechcliffe and Bradford Road roundabouts have been considered.</p>	<p>list of over 120 projects were sifted into a medium list of 60. The prioritised package included 33 projects, and the Hard Ings Road project was ranked at 14th across West Yorkshire.</p> <p>The Scheme has been developed and received Development Approval (Gateway 1) of the WYCA Assurance Framework governance process in May 2014. In doing so it has demonstrated that the Scheme will provide an acceptable level of value for money, has a clear set of objectives and a realistic chance of successful implementation. The scheme aims to support economic growth and improved quality of life through reducing congestion, improving pedestrian and cycling facilities and reducing air pollution.</p> <p>Recorded AADT's gradually increase at sites moving away from Hard Ings Road. This is due to the fact that Hard Ings Road is already running over capacity and cannot accommodate a significant increase in traffic flows since vehicles are unable to enter this section of road network and are held on the approaches in queues on the A629 / A650 Aire Valley Road.</p> <p>9. Using predicted traffic flows, in accordance with the DMRB, the types of road and carriageway width is determined and a scheme footprint is identified and the extent to which land and property is affected. This assessment identifies four options which could provide for the predicted demand in 2026, the future design year:-- single 4 lane 14.6m wide carriageway, dual 6.75m wide carriageway (with sub options as the scheme was developed), dual 7.3m wide carriageway, and</p>
--	--	--

		<p>composite part dual 6.75m wide carriageway, part single 6.75m wide carriageway.</p> <p>The Scheme comprises sections of dual 2 lane and single 4 lane carriageway (from Coronation Business Centre to Bradford Road roundabout). This has benefits with respect to minimising land take, particularly adjacent to the building occupied by Fibreline.</p> <p>The capacity of Beechcliffe roundabout is improved by providing additional lane on the roundabout itself, the implementation of traffic signals on all arms and an additional traffic lane on the approach to the roundabout from the A629. Two lanes have also been allocated for the exit into Hard Ings Road from the roundabout. This arrangement will increase the capacity of the junction and will operate effectively in the design year, 2026. At present the single lane provision on Hard Ings Road causes congestion to back up onto and through Beechcliffe Roundabout and beyond at peak times.</p> <p>The proposed scheme has been developed with a signalised junction at Lawkholme Lane. This maintains local accessibility, and avoids the unnecessary diversion of local traffic, increased journey lengths, additional traffic loading at the Bradford Road roundabout, and provides a formal pedestrian crossing facility.</p> <p>Bradford Road roundabout is currently operating under capacity. However, in the current situation, vehicles exiting the Bradford Road roundabout onto Hard Ings Road westbound, merge into one lane adjacent to the ambulance station, causing congestion to back up on and through Bradford Road roundabout and beyond at peak hours. Modelling has demonstrated that with retiming of signals, this junction</p>
--	--	---

		<p>will operate acceptably in the 2026 design year.</p> <p>Two lanes allocated in each direction for the full length of Hard Ings Road removes bottlenecks when vehicles merge into one lane, compared with the current one lane provision in both directions, and will provide for the predicted demand in 2026.</p>
--	--	---