The Homestead
Design & Access Statement

Dementia Daycare Centre

CONTENTS

INTRODUCTION

1.1 PROJECT BACKGROUND

SITE ADDRESS

The Homestead
Hurst Knowl,
Almondbury,
Huddersfield,
HD5 8SG

The Council are to remain in the business of owning and managing the provision of Dementia Day Care and will retain the provision of 25 day care places in the West, at The Homestead, Almondbury, The site is a former residential care unit constructed during the 1950s and 1960s. The building is two storey and is suffering from deterioration and is expensive and difficult to maintain. In addition, the heating and general maintenance costs are increasing and are inefficient in some areas.

The current layout of the site reflects its former residential status which is not ideally suited to the management and provision of dementia day care. To adapt to the changing needs and demands of dementia day care, and to provide services appropriate for the 21st century it is essential to seek total replacement of the building with a more modern facility with appropriate construction. This supports the commitment of the Council to retain these services in-house for the foreseeable future and will enable the experienced and skilled staff to deliver the best quality care in appropriate environments.

1.2 BRIEF

A 25 place daycare centre.

This is achieved by the following:

Daycare Centre
This will see development of a single storey 25 place day for visiting service users to meet the University of Stirling Gold standard in dementia friendly design.
The design includes for four distinctive zones which are important to Kirklees

- Home Therapy Zone
- Wellbeing Zone
- Arts & craft Zone
- Garden Zone

There will also be Staff and welfare facilities, dining and kitchen areas, as well as general amenities for the services users., such as toilets and hygiene rooms.

SUMMARY

1. SITE AREA

The current facility lays on a site of 4380m^2.

The existing site was under utilised, with large expansive grassed area to the front of the site. There was also a disjointed approach to services users drop-off and staff car parking areas on the existing site, so we have proposed a rationalised approach to resolve this issue and thus created a more efficient use of the site. The building was designed to maximize the service users garden space which is very important. The is also some existing trees to the boundary of the site which will be retained as far as practical and the proposals take into consideration.

2. THE SOLUTION

A new build 25 place daycare facility with four speciialised zones to ensure the comfort of the service users and supporting rooms to ensure a state of the art facility for the community.

AIMS & OBJECTIVES

3.1 AIMS & OBJECTIVES

The aim of the scheme is to create a purpose designed day care centre for dementia sufferers The Day centre will provide valuable surroundings and activity spaces for individuals and small groups. This will focus on four key areas; Home Therapy, Craft and activities, Wellbeing and Garden. These zones will create a variety of spaces in order to engage in activities.

The building and garden will provide facilities for the local population of Almondbury to engage with vital care services, maintaining an existing service with improved facilities.

Existing site aerial image

SITE STRATEGY

4.1 EXISTING FACILITY

The site is a former residential care units constructed during the 1950s, and is two storey. The building is suffering from deterioration and are expensive and difficult to maintain. In addition the heating and general maintenance costs are increasing and are inefficient in some areas.
The current layout reflects their former residential status which is not ideally suited to the management and provision of dementia day care. To adapt to the changing needs and demands of dementia day care, and to provide services appropriate for the 21st century it is essential to seek total replacement of the buildings with more modern and appropriate construction.

Total external gross floor area (approximation)
Ground Floor 846msq
First Floor (846msq)
Total = **1692msq**

SITE CONTEXT

The West:- Residential, although the boundary is protected by trees

The North- Residential, although the boundary is protected by trees.

The East- Fernside Park, which is a large open pubic space with a hedge to the North boundary

The South- Immediately South there is a public open area, before residential.

ROUTES & GATEWAYS

Hurst Knowle links Southfield Road and Aldonley which have great public transport links for staff.

SITE ACCESS

There is a defined vehicle access and pedestrian routes off of Hurst Knowle .The majority of site parking in on the south side of the site, with the north generally used for servicing the building. Both areas are tight and the road to the south of the building, does not enable any passing of vehicles. There is also a large level change on the north to allow access into a basement level.

Existing site analysis

SITE STRATEGY

4.2 SITE CONSTRAINTS

THE SITE

The site at The Homestead is an existing facility with a building located to the West of the site, which divides the site into two sides. The area to the South is currently landscaped and carparking. The area to the North is for access and deliveries, with a grass bank at the North West which is currently not used.

The topography of the site slopes considerably from the front of the site facing the road by approximately 3m. It also slopes from the road to the boundary on the West by approximately 3.5m . With this in mind the existing building is cut into the site. With the main 2 storey element and entrance at the rear of the site. Then a main spine from the rear of the site to front the public road. There is also an undercroft basement level which is accessed from the North of the building for plant and deliveries.

ACCESS

There are two vehicle access entrance points into the site off Hurst Knowle . There is a main pedestrian access point from the main highway with a path that feeds up to the main entrance at the rear of the site. There is also a pedestrian public path that runs around the West and North between the site and residential plots.

BOUNDARIES

West, North and South boundaries have an existing fence within a mature hedge row and trees. Up to 2m high. This offers a natural secure line to the most vulnerable parts of the site. The front of the site is open and visible from the street., and the site slopes up to the main building.

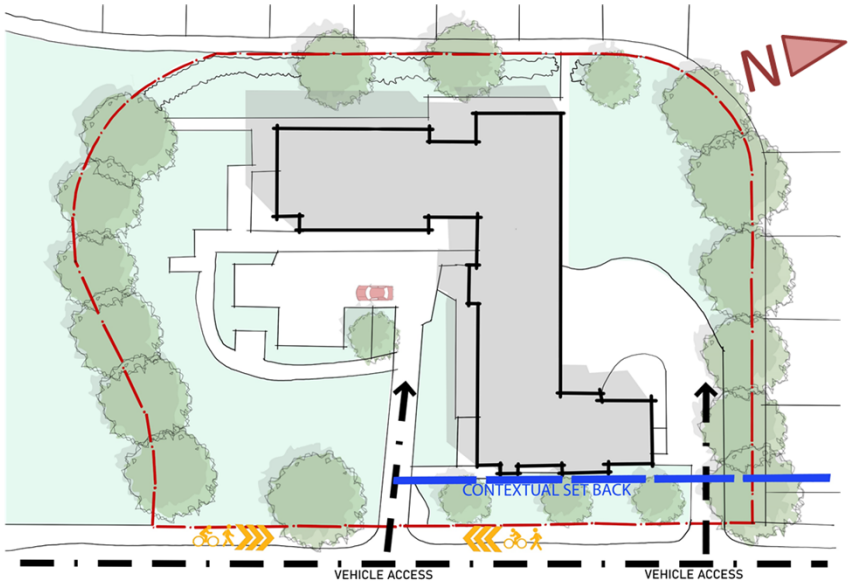
EXISTING TREES

A number of existing mature trees are located within the site, close to the existing buildings and along the boundaries. Some trees pose a constraint located on the site boundaries. Our proposals will take these on board, including avoiding the root protection areas. The South, West and North of the site has some mature trees which offer some visual privacy and create a nice setting for the building.

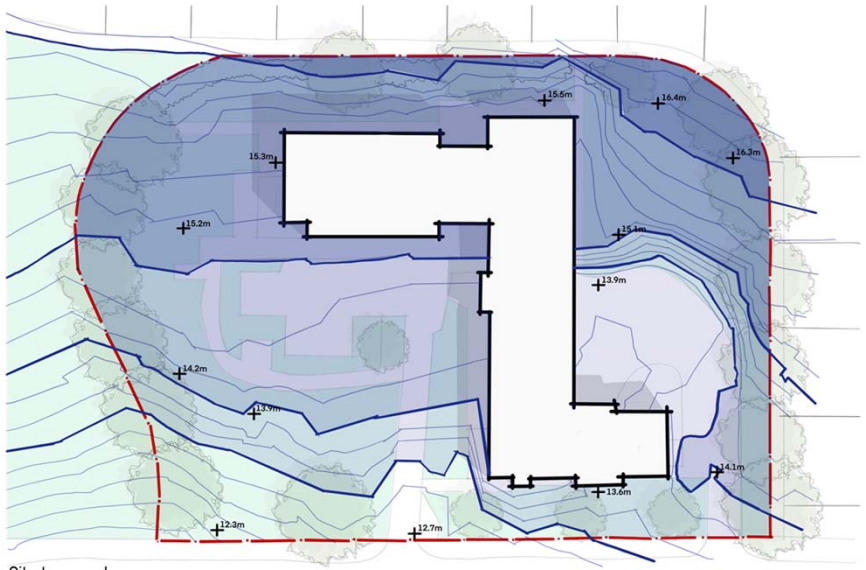
MICRO CLIMATE

The site orientation allows for sunlight to penetrate the majority of the site all year long. However, some large trees on the South boundary do obstruct some sunlight at many points during the year.

Existing planting and trees protect the site from sweeping winds, which is an important factor on this site.



Access and context .



Site topography

SITE STRATEGY

GARDENS & EXTERNAL SPACE

The existing building is arranged in such away that the gardens and external spaces are not greatly accessible to the Service Users.. There is a rear garden which is very small, the area to the South is mainly carparking and therefore causes a supervision, safeguarding risk.. The North grassed area is open and slopes dramatically so it becomes unusable for the users. One of the aims of the proposals will be to address these issues.

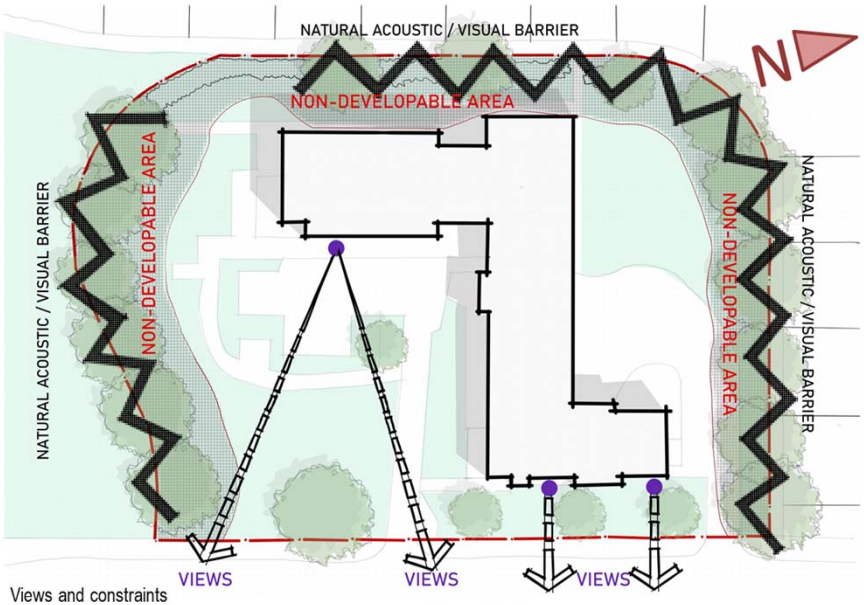
Views

Fernside Park, which is a large open pubic space with a hedge to the boundary, does give opportunities for views across the park, but is restricted at Ground level due to the hedge.

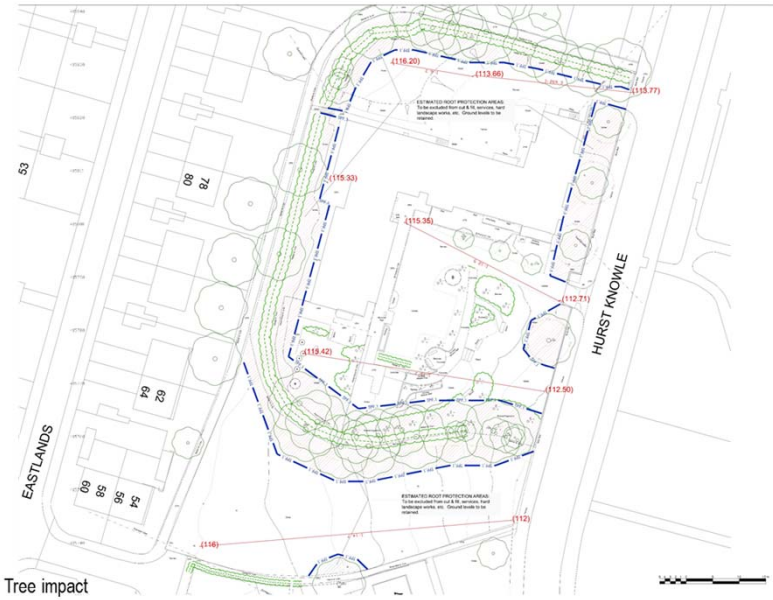
The housing on the West of the site have no views to the Park, although careful replanning could result in these houses being opened up to this view.

SITE POTENTIAL

The ability to maximize the outdoor green spaces for service users is paramount for their well being. Together with the ease of accessibility around the site and for the service users from the moment they step off of the mini buses. Designing with the site topography in mind is an important factor on this site.



Views and constraints



Existing Tree impact

SITE STRATEGY

4.2 SITE CONSTRAINTS

Existing building along Hirst Knowl

North elevation and car park/ service area

Existing building along Hurst Knowl

Entrance from Hurst Knowl

BUILDING STRATEGY

5.1 BRIEF DEVELOPMENT

The brief outlines the requirements for a 25 place daycare centre.

This scheme includes, Daycare Centre with four distinctive zones which are important to Kirklees, a Home Therapy Zone, a Wellbeing Zone, an Arts & craft Zone and a Garden Zone. There will also be Staff and welfare facilities, dining and kitchen areas, as well as general amenities for the services users., such as toilets and hygiene rooms.

The brief for the facilities was developed during a series of Client Engagement Meetings with the Adult Services team, Kirklees Procurement team, as well as input from Stirling University Dementia Care development Centre (DCDC).

5.2 DESIGN RESPONSE

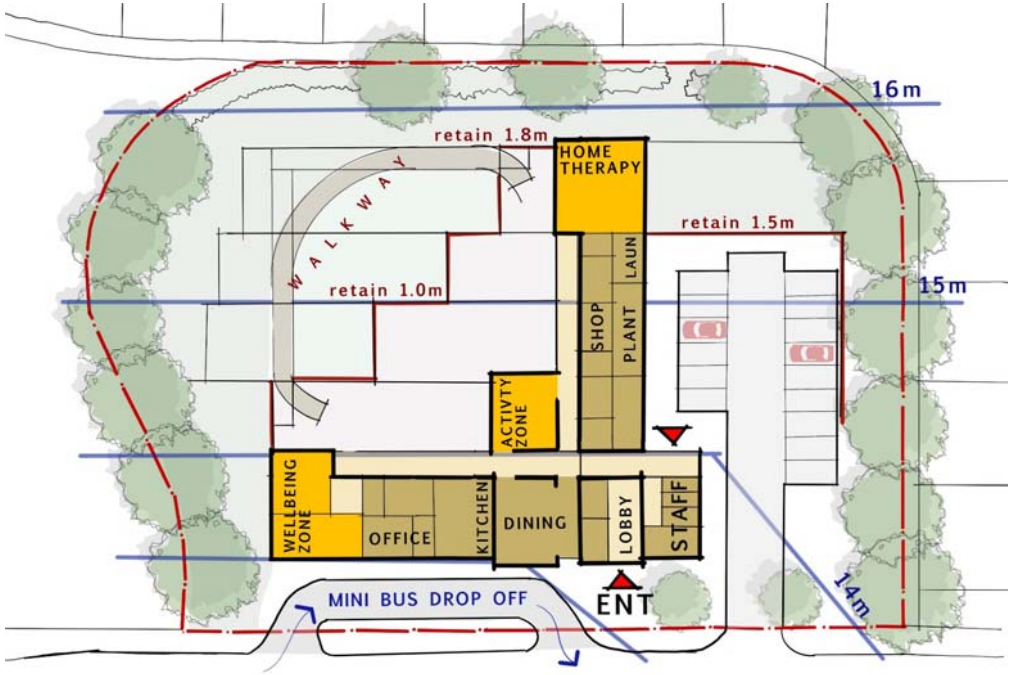
The original site and design brief were superseded soon after award of the project. The briefing document 'Adult Social Care Capital Programme Commission for Redevelopment of the Homestead. The scheme also developed based on learning from Knowl Park House, another Kirklees Dementia care centre currently undergoing the same process.

Initial Client meetings gave us an understanding of the brief, their vision and the aspiration for a modern, contemporary approach to dementia day care.

Some of the Clients requirements and guiding principles were as follows

- Private and Services User Spaces
- Beautiful gardens
- Flexibility
- Permitting wandering routes
- Creating calm
- Protected (secure) precinct

It became clear early from the brief and discussions with the Client the process and the design of the day care centre needed to hang around the four zones. We produced an organisation and adjacencies diagram for the first Client Meeting, which was put together from the Client brief. This led to the various iterations of the layout.



BUILDING STRATEGY

5.3 DESIGN DEVELOPMENT

The proposed development is intended to provide a day care setting for people with dementia.

The building will be zoned into 3 main areas; these being the day care facility.

The day care facility will be zoned into themed areas to give the users a variety of activities to stimulate and assist with their dementia

The hours of use are to be confirmed for the day care centre.

The proposal is for a single storey building with around 850m² (GEA) to accommodate the required day care facilities & staff administration.

The layout is driven by a desire to maximise the use of the site for the building, external landscaping as well as providing staff and visitor parking and delivery access.

The building is oriented to respond to the site boundaries, providing separate entrances to the various building functions which is a key factor for the client. Providing the users with a suitable internal and external environment in order to enhance their experience.

The main user entrance is located to the Eastern side of the building to make use of the new minibus drop off and turning facility.

The northern area of the site is dedicated to staff and visitor parking with access to service areas.

The west of the building is dedicated to a secure garden area for the service users.

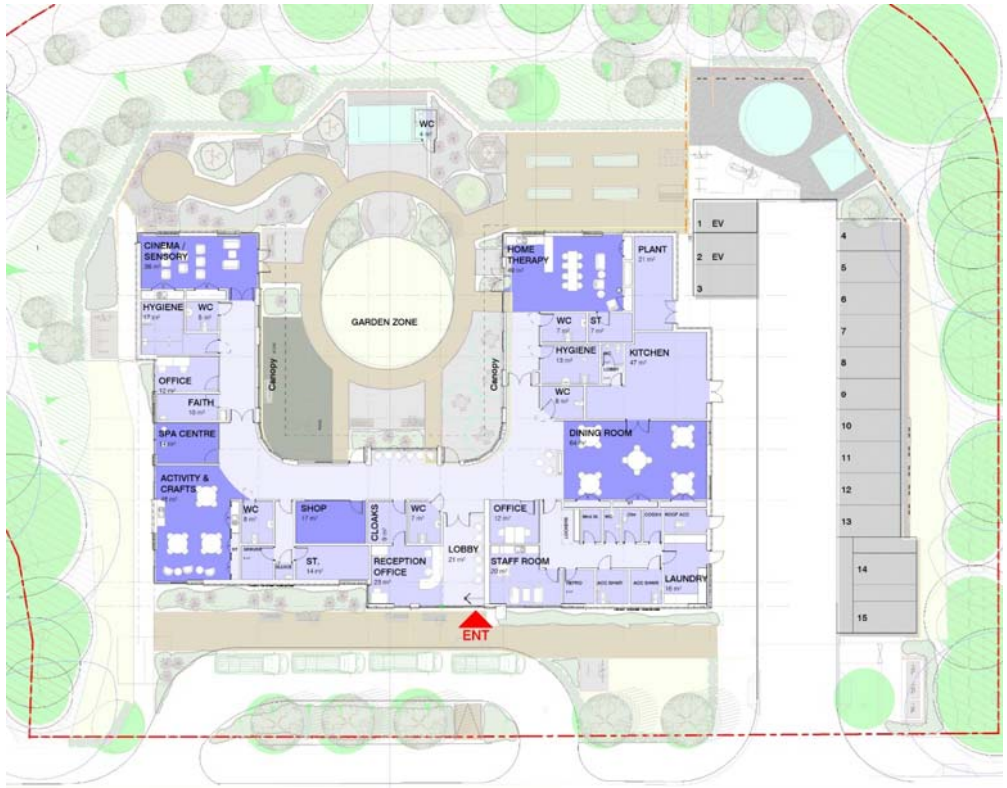
The scale of the buildings suits the residential location and the small nature of the accommodation.

The building is a 'C' shaped layout in plan measuring approximately 42m wide x 29m long, with a height of 3.2m to the eaves and 6.8m to the ridge. The massing will be broken down with a number of pitched roofs, varying in height depending on the function of the space, with the entrances and large communal areas being more dominant.

BUILDING STRATEGY

5.4 PLANS

The layout continued to develop through discussions with the client team, reducing the length of corridors to assist users navigating the building. Ensuring the building could be segregated if required into zones for infection control ensuring all zoned have toileting facilities.



BUILDING STRATEGY

5.5 SITE ORGANISIATION

The aim for the site masterplan was to resolve the current drop-off and car parking issues by designing a safe, secure, and accessible drop-off and car parking arrangement. During the first meetings a number of options were reviewed which included full min-bus drop-off and car parking at the front of the building, as well as a separate min-bus drop-off and turning area on the east of the site with staff car parking at the north of the site.

It became clear fairly quickly that the favoured solution was the separate drop-off area, for a number of reasons:

- Complete separation of mini-buses and services users from staff and visitors.
- Mini-bus drop off facility allows for easy and quicker access into the DCC. (which was why the entrance was located centrally on the East)
- The separate access to the car park allows for staff and visitors to have easy access in and out of the site.
- Better supervision of service users and less congestion on site
- Less confusion when a visitor comes to site.

GARDEN ZONE

The Landscape architect has developed the landscape scheme including the main garden in line with brief as a starting point and in discussions with the Client, having attended all of the larger Client meetings.
Refer to Landscape Section.

PARKING

The Client agreed that 15car parking spaces would be ideal, especially with an estimated 10 staff, which allows for some visitor car parking. The Transport Engineer at HSP will be producing a transport assessment for the Planning Application. The are proposed 2 electric vehicle charging points on site and 2 accessible parking spaces within the overall numbers.
There is also a cycle parking facility for up to 12 cycles.

EXTERNAL PLANT

There is an area shown for a sprinkler tank, sprinkler pump housing. These will be located to the top of the car park, which is out of sight. The exact sizes are to be confirmed by specialists

STIRLING UNIVERSITY (DSDC)

Stirling University have been involved in most of the Client Meetings through the feasibility process. They have also undertaken a Concept Plan Review, and they are fully supportive of the current scheme and it is well on track to achieve the Stirling Gold standard in dementia friendly design.

BUILDING STRATEGY

5.6 MASSING

The facility is a single storey building; however, it was important for the Daycare to have a larger presence than a typical domestic scale building. The design therefore has a varying scale with a village type aesthetic to reflect the context, but the roofs also allow for the large flexible spaces such as the Home Therapy and Wellbeing zones to be expressed with a slightly larger scale.
The main Daycare centre entrance is formed by the roof which acts as a welcoming arm, and can be seen from the access road into the site.

The building has developed the massing and arrangement, with the more public fronting entrance, with its strong pitched roof line and full height glazing creating a transparency and visual link. The Day care centre being focused away from the public to prevent distractions to the centre users and allow focus on the activities.

Large amounts of glazing benefit the day centre by providing good amounts of natural light to assist users with poor vision, and allow views out into the garden space and beyond into other activity spaces, encouraging a more active lifestyle during their visit.

Breaking down the massing with higher and lower rooflines assists users in identifying different locations and highlighting the key activity areas, which is also enhanced with the limited use of colour to the main zones, which reflects the interior décor.

BUILDING STRATEGY

5.7 AESTHETICS & MATERIAL STUDY

ROOFSCAPE

This is the unifying element of the design, with the aim to create the perception of a village from both the public and garden side. The pitches will express the larger zones and entrances. There will also be an overhang which will allow for some protection from the elements when needed, but also offer some shade in the Summer times.

Flat roofs provide an a functional space for plant equipment as well as lowering the visual height of the building from the car park. This makes it feel more open, and allows sunlight to penetrate the garden.

MATERIALS

The material choice is largely based on the local area with strong vertical emphasis to reflect the organic nature of the site:

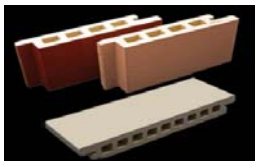
- Polyester powder coated aluminium windows and doors with clear glazing and matching, look-alike panels, powder coated spandrel panels. Generally dark grey in colour, with contrasting, coloured doors to key activity spaces within the garden, linking to the internal colour scheme for the zones.
- Facing brickwork to the external walls reflects the local area.
- Terracotta rainscreen cladding (to entrances and zones of the day care centre) in a mix of greys.
- Aluminium roof verge, eaves profile and soffit cladding
- Natural slate roof incorporating PV panels

Basalt Grey
(RAL 7012) - Fascia

Platinum Grey
(RAL 7036) - Soffit

Alucobond Plus aluminium panels

SIGA 65 500x300mm roof slate



NBK Terrart terracotta rainscreen cladding

LANDSCAPE STRATEGY

6.1 KEY PRINCIPLES

The proposed landscape has been designed by incorporating the principles set out in the Stirling University guidance 'Designing outdoor spaces for people with dementia' and follows work done at other healthcare and dementia specialist facilities such as Staveley, Derbyshire. These guidelines are referred back to at all stages of the design process to ensure key principles are met.

Key principles for designing outdoor space as set out on the Stirling University website include:

- There should be easy access to garden spaces. Light, easily opened doors and minimal door thresholds make it easier for people to get outside.
- Well maintained paths within the garden help to minimise trip hazards.
- People find handrails for garden paths helpful. Areas for seating are also useful.
- Using contrast on external stairs and steps helps to highlight the change from a flat surface to steps, and using edging materials for paths which contrast with the surrounding area makes paths easier for people to identify and follow.
- Having well-defined paths helps people to find their way around outdoor spaces. The research evidence suggests that free-flowing looped designs are preferred.
- People find garden tools which have been appropriately adapted easier to use. Example adaptations include, e.g. incorporating longer handles, using colour to draw attention to the tool or parts of the tool, having tactile guides.
- It is important for outdoor areas to have appropriate lighting as this helps people to find their way around and encourages use of outdoor spaces. Different types of lighting may be used for different purposes, e.g. lighting under handrails could be used to highlight paths, and security lights could be used to provide widespread light after dark in an outdoor space.
- Contrast can help to highlight both key features and hazards in outdoor spaces. It is important that different contrasts are used so that people can clearly identify which is being highlighted in any given instance.
- Gardens and outdoor spaces which have fences or other physical boundaries help people to avoid accidentally leaving safe areas and being exposed to risks.
- Plants that make interesting sounds, e.g. bamboos and grasses that rustle, or seed pods that pop, and/or those that have pleasant or interesting smells and textures provide people with additional sensory stimulation.
- People like to touch and feel things growing in their gardens so planting schemes which include poisonous plants and those likely to cause skin irritation should be avoided.
- Planting schemes should be based on people's personal preferences, and draw on their memories and experiences.
- Large sections of small plants of the same colour may be easier for people to see than large plants of a single colour.
- Warm colours (such as oranges, reds and yellows) may be easier for people to pick out than cooler colours (such as blues).

SITE CONSTRAINTS & OPPORTUNITIES

The existing ground levels required careful consideration in order to allow safe access to the site. Proposals to lower the ground level within part of the site helped to achieve a level plateau for the building and garden spaces, with retaining walls and banks towards the north, west and south to tie in with the existing levels. This allowed a more secluded garden are to be created.

LANDSCAPE STRATEGY

6.2 CONCEPT & DEVELOPMENT

In collaboration with the Client the design of the main garden or “4th Room” was established through a ‘layering’ of the design. The first design layer is utilised to establish the basic structure for the garden follows three key principles.

EXISTING SITE CONTRAINTS

Considering and/or avoiding existing constraints such as site levels and existing trees

CREATING ACCESS & MOVEMENT

Creation of a single loop route path interconnecting the entire garden, allowing a complete journey through the space.

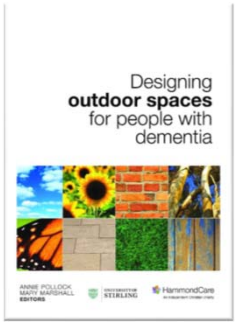
CREATING ZONES

Creating different zones in the garden, connected by the loop path, to work in harmony with the building zones. Allocation of the specific dementia care external zones including:

- sensory garden with planting and materials
- allotment space for use by service users
- activity area/ external dining
- large lawn space for service users to maintain and large enough for event tent if required.
- communal seating space
- private/ quiet seating spaces
- outdoor exercise space (outdoor gym equipment)

These garden structure principles were then extended to incorporate further principles of dementia design to provide a second layer of design to establish the current feasibility proposals including:

- connections back to the building
- other connections across the garden access to sunlight
- positions for a water feature
- locations of planting beds including sensory planting
- types and location of garden shelter for shade (gazebo, pergola, etc)
- seating around the garden
- location of greenhouse and shed for the allotment
- enclosure and safety
- diving zones with planting, trellis, etc.
- wayfinding features and navigation markers
- removal of changes in level where possible
- level thresholds
- harmony of features and materials with the building design
- handrails where necessary
- staff space



LANDSCAPE STRATEGY

6.3 DETAIL DESIGN

At the next stage of the process BEA Landscape will work on the final layer which will include the finer design, and potentially most important considerations of the design, and will be applied during the detailed design stages in close consultation with the client. These include:

- selection of materials (colours, non-glare, non-slip, warm to the touch, etc.)
- types of edging details
- selection of planting (sensory stimulation, texture, wildlife attracting, season changes, non-thorny, non-poisonous, etc.)
- types and positions of furniture
- external lighting types and positions
- drainage covers
- types and location of fencing
- signage
- outdoor services (electricity, tap, etc)

The proposed landscaping and site layout are influenced by the existing surrounding perimeter trees and their root protection areas (RPA's) which pose a constraint to the works including the positioning the building, aligning access roads and manipulating site gradients.

The rear gardens forms the '4th room', and therefore materials and features are shared between building and the landscape creating a harmonious environment. For example the use of brick and timber for dwarf walls and planters reflecting the façade materials of the building.

The garden has been designed in line with best practice guidance 'Designing outdoor spaces for people with dementia' (2012), by Stirling University. The main route around the garden is provided as a 1.5m wide continuous loop path surfaced with an amber resin bound gravel. Supported by handrails, this primary route aids wayfinding and allows a safe hazard free access for all. The gardens around this route are divided into zones separated by planting. Each zones offers specific uses including raised allotment beds; communal and intimate seating areas; external dining & activity tables; a stimulating sensory garden with water feature; external gym equipment with safety surfacing and finished with a central circular mown lawn for that 'cut grass smell' in the summer.

The garden also includes an external WC and covered seating area for activities and shaded space and a shed and greenhouse allowing gardening activities for service users.

In any dementia garden, planting choices are crucial to ensure the safety of service users. Plants have been selected which first and foremost are non-toxic and without thorns or spines. Plants for sensory stimulation including smell, touch, sight and taste are used throughout the garden but focused in the sensory zone and allotment areas. The inner perimeter of the garden is planted with larger shrub species in front of a mix of native planting but which will be out of reach of service users. These offer a buffer to the neighbouring park while increasing biodiversity within the site.

The site landscaping is to be maintained by a management company on behalf of Kirklees Council and also the day care centre service users as part of their regular activities.

ACCESS

7.1 ACCESS

The site has some noticeable falls for the purpose of inclusive access and it is intended that this will be accounted for in areas where wheelchair access is not required for example in soft landscaped areas.

Access is provided by a altering the existing vehicle access points to create a minibus drop off layby/ delivery area and car park.

Level access will be provided from the car park to the building entrance, and to all other ground floor entrances accessing the building. Two dedicated, accessible parking bays are provided close to the main entrances of the building for visitors and staff. External surfaces will be chosen and lit to facilitate easy and safe access around the building.

A layby drop off point for three minibuses has been incorporated adjacent to the day care centre main entrance as most service users will arrive via this method. This allows direct access from minibus to entrance.

The main entrance doors will be automatic opening, to allow easy access into the building lobby. Inner doors will create a secure zone to the main building, which will prevent unauthorised access and egress for the safety of the users of the centre.

Accessible WC/ shower and hygiene facilities are to be provided throughout the building and is well in excess of the minimum requirement. This includes hoist facilities within the hygiene rooms to facilitate complex user needs including toileting and showering. Additional H frame hoists will be incorporated into key areas of the building to assist moving users in and out of seating.

Doors will be of a suitable width to accommodate users with wheelchair or walking aides, circulation doors will be held open to assist with movement around the building.

Handrails will be provided down the main circulation routes to assist users of the building navigate around.

Seating points are integral with the design of the building to allow users to rest as they transition from one space to another, this also allows quieter spaces for those who require it and a similar principle applies to the garden.

Visual contrast will be provided between the main elements, floor and walls; walls and doors. The exception to this is areas between staff only and service users areas, where doors will blend with the walls to avoid causing distress to service users not being able to open doors to restricted spaces.

Colour schemes will be developed with the client team and DSDC to ensure that they meet the latest standards and recommendations for dementia care facilities, for example limiting visual contrast between flooring of adjacent rooms with no contrasting/shiny floor trims; glazed cupboard doors to areas where service users are expected to use equipment to enable them to locate items more easily. The building will be zoned with colour themes to assist users with navigation around the building, this will be taken onto the garden access doors to identify the zones. Key objects will be strategically located to assist in wayfinding.

Acoustic separation will be incorporated into the wall construction to prevent sound passing from one room to another, with acoustic absorption to limit reverberation within the rooms to create an acoustically comfortable space.

Induction loops will be incorporated into the reception areas, and other key locations where users require, for example the cinema/sensory room.

The kitchenette in the home therapy area will be designed to incorporate lower worktop, kneehole spaces to accommodate wheelchair users, with mid level oven to assist users with baking activities.

The buildings will be designed and constructed in accordance with Building Regulations Approved Document M and BS8300 as appropriate.

ACCESS

7.2 Transport

Introduction:

A Transport Scoping Study was submitted to Kirklees Council (KC) Highways on the 20th of August 2020 regarding the development proposals. Subsequent correspondence from KC Highways agreed that, given the development proposals are a replacement facility to the existing premises, transport input and drawings could be included within a Design & Access Statement as opposed to a Transport Statement to support the planning application.

Trip Generation and Highways Impact

The Transport Scoping Study submitted on the 20th of August 2020 outlined the anticipated trip generation of the proposed development. The forecasted trip rate and traffic generation of the development during the peak hours and throughout the day (weekday) is shown in Tables 1 and 2 below. It is to be noted that the development is a replacement facility to that of the existing premises on-site and will therefore not generate a material increase in vehicular trips to that of the existing situation.

Table 1: Trip Rate, Dementia Day Care Centre

Time Range		Weekday Trip Rate (per resident)		
		Arrivals	*Departures*	*Two Way*
AM Peak Hour	08:00-09:00	0.083	0.029	0.112
PM Peak Hour	17:00-18:00	0.024	0.058	0.082
Daily		0.977	0.951	1.928

Table 2: Traffic Generation, Dementia Day Care Centre

Time Range		Weekday Traffic Generation (25 residents)		
		Arrivals	*Departures*	*Two Way*
AM Peak Hour	08:00-09:00	3	1	4
PM Peak Hour	17:00-18:00	1	2	3
Daily		32	30	62

Vehicular and Pedestrian Access Arrangements

Adjacent to the site on Hurst Knowle, there is an existing pedestrian footway that measures circa 3m wide. With regards to vehicle access arrangements, there is an internal access road (providing access to an on-site car park with a capacity of 6 spaces) that measures circa 3m wide and connects onto Hurst Knowle by a kerbed access arrangement. In addition to this vehicle access, there is a kerbed vehicle access arrangement which is utilised for deliveries and servicing, approximately 40 metres east of the car park access on Hurst Knowle. Figure 1 presents an annotation of the existing pedestrian and vehicle access arrangement for reference.

Figure 1: Existing Pedestrian and Vehicular Access Arrangements

ACCESS

As part of the development proposals, it is proposed to retain the existing footway on Hurst Knowle at 3m wide however there are to be a number of upgrades as follows to the pedestrian and vehicle access arrangements of the site. Figure 2 presents the proposed amendments for reference.
A proposed car and minibus pick up and drop off layby is provided, which has been designed to accommodate up to 4 minibuses at any one point in time. The drop off layby has been designed has been designed at 4m wide and configured based upon swept path vehicle tracking which is included further within this document. In line with guidance from KC Highways, all anticipated vehicles are able to exit the layby at a 90 degree angle onto Hurst Knowle.

A kerbed access arrangement is to be provided to the staff and visitor car park. This access arrangement is to be 6 metres wide and will have dropped kerbs and tactile paving present to facilitate the safe crossing of pedestrians across the access. This access arrangement will connect onto a 15 vehicle capacity car park which is to include 2 accessible bays.

A proposed footway is to be provided to the front of the building which will measure 2.6 metres wide. This provides amble room for pedestrian movement and the unloading and loading of prospective site users. This footway connects onto the existing footway of Hurst Knowle to both its northern and southern extents.

Hurst Knowle is currently low-trafficked and provides access to a dense residential housing community north and south of the site. Adjacent to the site, Hurst Knowle is subject to a 30mph speed limit. In line with Table 7.1 Derived Stopping Sight Distances of Manual for Streets, visibility splays of 43m can be achieved at both access arrangements from a set back distance of 2.4m in line with guidance.

Figure 3 and 4 present the visibility splays of both of the vehicle access arrangements for reference; of which the entirety of the sightlines are within highway boundary ownership.

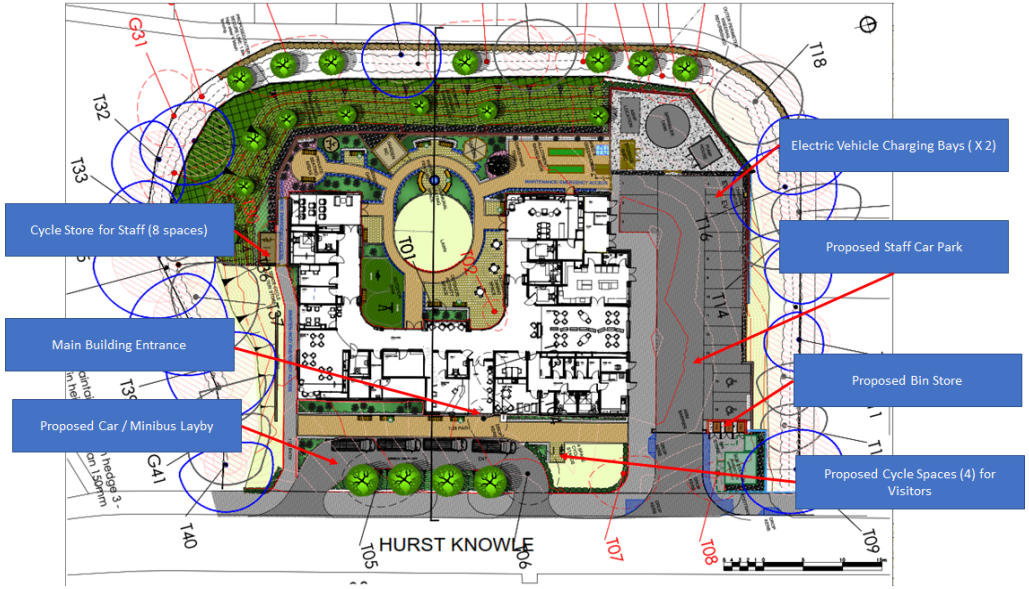


Figure 2: Proposed Vehicle and Pedestrian Access Points

ACCESS

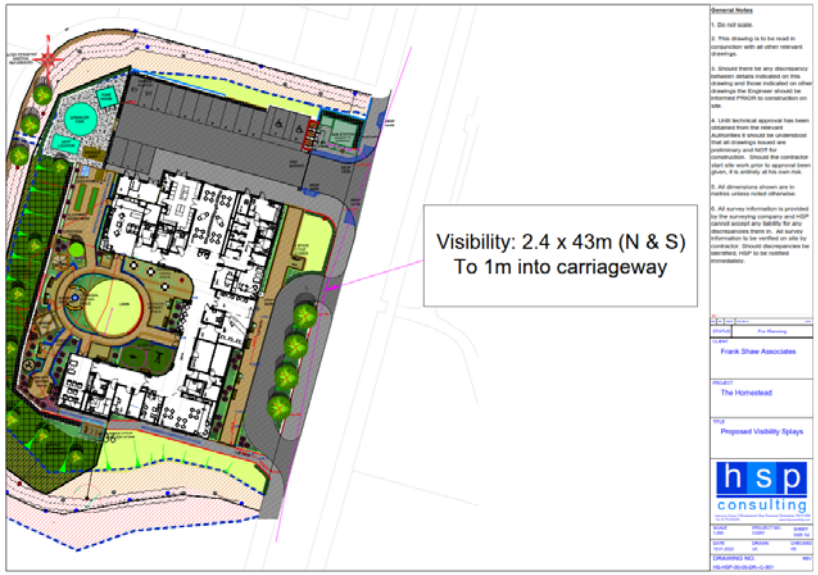


Figure 3: Proposed Visibility Splays (Pick up and drop off layby)

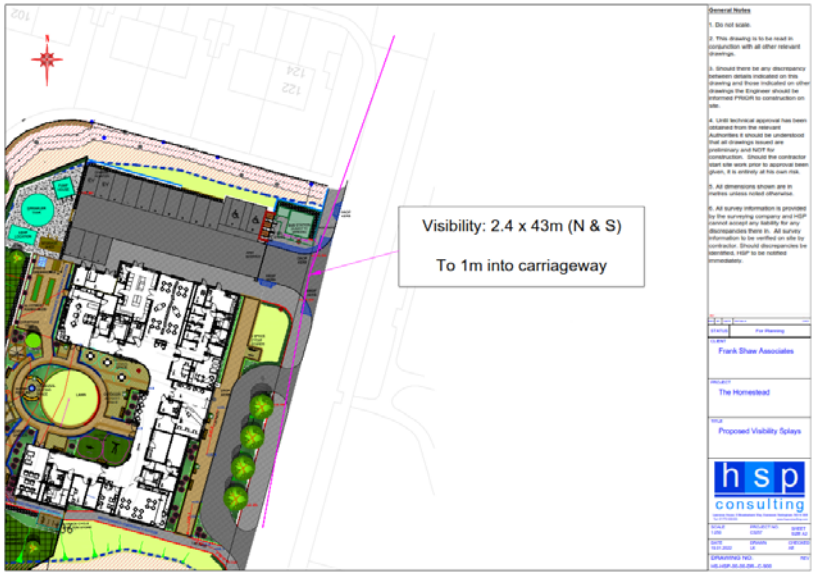


Figure 4: Proposed Visibility Splays (On-Site Car Park)

<u>Internal Site Layout</u>

The proposed internal road width to the staff / visitor car park will be 6 metres, with a footway of 3 metres on the south side of the access road. The 6 metre aisle width will allow for vehicle entry and exit out of the perpendicular parking bays.

The internal access road will provide access to a 15 vehicle capacity car park, including two accessible bays. Details regarding the parking provision are provided further below within this document.

The main building entrance to The Homestead is situated on its eastern orientation fronting onto Hurst Knowle and the proposed car / minibus pick up and drop off layby. The proposed building entrance benefits from a 2.6m wide footway which will be suitable for safely facilitating the movement of future site users. It should be noted that there are additional maintenance / emergency access arrangements both to the southeastern and north-western extents of the proposed building, with adequate footways connecting onto these.

The proposed minibus layby has been designed to be 4 metres wide, with the design of the layby being designed based upon swept path vehicle tracking analysis. The entry and exits to the layby are 4.8m wide which allows for the turning circle of all anticipated vehicles using the facility.

ACCESS

Car and Cycle Parking Provision:

The existing dementia day care provision on-site provides 6 car parking spaces for staff. There are no accessible parking bays present within this facility. The delivery and servicing area to the north of the site and accessed via a separate vehicle access arrangement is occasionally used for staff parking when necessary. Given the limited parking present on-site, staff and visitors frequently park on-street on Hurst Knowle which is unrestricted.

It is understood that the proposed facility will employ the following number of staff which is similar to existing staff levels employed at Homestead. These staff will work at varying shift times between 07:00 – 20:00, 7 days a week.

18 x staff employed to work directly alongside service users (includes management). This is varied between full and part time staff members, however, is understood to equate to 10 full time equivalent staff. The part time staff members work varying shift times and therefore are not all on site at one point in time;

2 x Cleaners with working hours in the early evening;

1 x Business Support Officer and;

1 x maintenance person who attends site at varying hours as and when requested.

Based on the above, it is likely that there will be a maximum of 12 staff on-site at any one point in time.

In line with the above and in the absence of explicit parking standards for the proposed use from Kirklees Council, it is proposed to provide the following parking provision which has been agreed with the client and applicant. It is understood that the following parking provision will accommodate all anticipated staff and visitor trips on-site, with minimal displacement of parking onto the local road network (which currently takes place as existing).

13 Regular Parking Spaces (2.4m x 4.8m)

2 Accessible Parking Bays (2.4 x 4.8m, with a 1.2m refuge to the side and rear)

2 Electric Vehicle (EV) Charging Spaces (provided at 10% of total bays);

Minibus Pick up and Drop off Bay (capacity for four minibuses simultaneously).

Considering it is likely there will be 12 staff on-site at any one point in time, this allows for approximately 3 spaces (including accessible bays) that could be used by visitors to the site (assuming a worst case scenario approach of each staff member travelling by vehicle). This will assist to displace any vehicle parking on-street; and also provides additional parking for staff / visitors should this be required. It should be noted that the existing car park on-site only has capacity for 6 parking spaces, with it being observed that there is a displacement of staff parking on-street on Hurst Knowle.

The electric vehicle charging bays (2) are to be provided in the form of dual charging points, of which the specification will be conditioned accordingly by Kirklees Council during the planning approval of the application.

ACCESS

The existing Homestead day care centre does not contain any cycle parking for both staff and visitors. To provide a betterment on-site, it is proposed to provide 4 covered Sheffield stands (8 cycle spaces) for staff and 2 Sheffield stands (4 cycle spaces) adjacent to the main entrance for visitors. The provision of cycle parking, in line with both local and national policy, will assist to encourage sustainable travel by prospective site users, whilst also assisting to limit single occupancy vehicle travel to the site.

Deliveries and Servicing Arrangements:

It is proposed for large delivery vehicles (7.5T Box Vans +) and refuse vehicles to stop on Hurst Knowle adjacent to the site (where there is unrestricted parking) and load and unload accordingly. Any small delivery vehicles i.e. 3.5T box vans can utilise the proposed car / minibus pick up and drop off layby with this occurring outside of peak time periods where the facility will be used by prospective site users.

It is anticipated that there will be between 2 to 3 delivery vehicles daily, comprising of kitchen goods and miscellaneous deliveries.

With regards to refuse vehicles, the proposed bin store is situated adjacent to the highway of Hurst Knowle; located in proximity to the upgraded access arrangement towards the on-site car park. The proposed bin store is situated within 25 metres of the highway, and a dropped kerb is being provide on Hurst Knowle to safely facilitate the loading and unloading of a refuse vehicle.

Swept Path Vehicle Tracking

To inform the design of the site layout, swept path vehicle tracking has been undertaken based on the following vehicles that will take entry into and out of the on-site car park and pick up / drop off layby:

Car Vehicle (DB32);

Minibus;

Small Delivery Vehicle (3.5T Panel Van) and

Fire Appliance (DB32);

For reference, **Figures 5, 6, 7, 8, and 9** presents tracking of the above vehicles, demonstrating that such vehicles can enter and exit the site in forward gear successfully

Figure 5: Car Vehicle Tracking

ACCESS

Figure 6: Car Vehicle Tracking

Figure 7: Minibus Vehicle Tracking

ACCESS

Figure 8: Small Delivery Vehicle Tracking

Figure 9: Fire Appliance Vehicle Tracking

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