Proposed Residential Development
Parkwood Mill, Huddersfield

Transport Statement Note

For

Virtu Homes

motion

Document Control Sheet

Proposed Residential Development

Parkwood Mill, Huddersfield

Virtu Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
15/10/2024	1st Draft	GL/DM	DM

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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of Virtu Homes to accompany a planning application for a proposed residential development at Parkwood Mill, Grove Street, Huddersfield (herein referred to as 'the site'). The site is located on the northern side of Grove Street, approximately 5 kilometres east of the centre of Huddersfield, close to the M62. The site falls within the administrative boundary of Kirklees Council (KC).

1.2 The site comprises of a former car park (now blocked off) with access taken from Grove Street to the north of the site. The proposal seeks planning permission to construct five residential dwellings. Appropriate levels of car and cycle parking will be provided in accordance with local standards.

1.3 The former car park makes up one of a number of sites in the immediate surrounding area that are due to come forward for residential development. This report addresses the above site only.

1.4 This Transport Statement has been prepared to consider the highway and transportation aspects of the proposals, specifically the proximity of the site to sustainable transport modes, as well as access arrangements, parking and trip generation.

1.5 The remainder of this Transport Statement is structured as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
- Section 4 provides an overview of the proposed development;
- Section 5 assesses the vehicular trip attraction of the development proposals and the likely effect on the local highway network; and,
- Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- National Planning Policy Framework – December 2023;
- Kirklees Local Plan Strategy and Policies – February 2019; and,
- Kirklees Local Plan Supplementary Planning Document Consultation Draft, Highway Design Guide – October 2018.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 states that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Off-street parking provision is referred to in Paragraph 111, which states that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 114 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 This is followed by Paragraph 115 stating:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Local Policy

Kirklees Local Plan Strategy and Policies

2.8 The Kirklees Local Plan Strategy and Policies was adopted in February 2019 and outlines a strategy for sustainable development within the Kirklees area. Chapter 10 within the document refers directly to policy transport. Within the plan, Policy LP20 refers to sustainable travel;

"New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

a. Pedestrians

b. Cyclists

c. Public transport

d. Private vehicles".

2.9 This is followed by Policy LP21 – Highways and access and states:

"Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;

b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;

c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;

d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;

e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;

f. take into account access for emergency, service and refuse collection vehicles;

g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes."

2.10 Policy LP22 refers directly to parking and states:

"The provision of parking will be based on the following principles:…

… e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;

f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;

g. provision will be made to meet the needs of cyclists for cycling parking in new developments;

h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel."

Kirklees Local Plan Supplementary Planning Document Consultation Draft, Highway Design Guide

2.11 Kirklees Council has not set out local parking standards, however the key design driver within the document states:

"Kirklees Council has not set local parking standards for residential and non-residential development, however in practice the majority of new 2 to 3 bedroom dwellings within Kirklees have provided 2 off-street car parking spaces; with 4+ bedroom dwellings providing 3 off-street car parking spaces. New 1-2 bedroom apartments have provided 1 space (3+ bed 2 spaces). In most circumstances this has been supplemented by visitor spaces at the rate of 1 per 4 dwellings. One cycle space per unit is recommended. The Council can advise on provision for other uses."

Summary

2.12 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with of the accessibility of the site by different modes of transport.

The Site

3.2 The site is located on the southern side of Grove Street, approximately 4 kilometres west of the centre of Huddersfield, close to the M62. The site falls within the administrative boundary of Kirklees Council. The site is currently occupied by a former car park associated with the surrounding former mills with access taken from Grove Street to the north of the site. The site location in relation to the surrounding area is shown in Figure 3.1.

Figure 3.1 - Site Location

3.3 Grove Street is a two-way single carriageway subject to a 30mph speed limit. To the west, Grove Street provides access towards the M62 and Oakes. To the east Groves Street provides access towards residential properties and towards Huddersfield. The site is located close to the M62 which provides access between Manchester and Leeds.

Accessibility of the Site by Non-Car Modes

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).

Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)."

3.5 Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".*

3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks"*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

3.7 The closest bus stop to the site is located 500 metres north of the site along Longwood Gate, which equates to an 8-minute walk or 4-minute cycle. This bus stop serves the 356 route. An additional service is provided approximately 550 metres south of the site. A summary of the destinations served, and the approximate frequency of the local bus services is provided below in Table 3.1.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
356	Huddersfield Bus Station – Paddock - Longwood	Every hour	Every hour	-
301	Huddersfield Bus Station – Milnsbridge Scar Lane – Golcar Town End – Milnsbridge Savile Street – Huddersfield Bus Station	Every 30 minutes	Every 30 minutes	Every hour

Table 3.1 – Local Bus Services

Accessibility by Rail

3.8 Lockwood railway station is located 3.6km south-east of the site, which equates to a 54-minute walk. Lockwood railway station is provided with 10 cycle parking spaces and 10 car parking spaces. Step-free access is available to all platforms.

3.9 Huddersfield railway station is located 4.8km east of the site within the town centre which equates to a 20-minute cycle. Further services are available from Huddersfield railway station which are summarised in table 3.2 along with those from Lockwood. Huddersfield station can be accessed via the aforementioned bus services.

Service	Route	Approximate Frequency		
		Weekdays	Saturday	Sunday
Lockwood				
Huddersfield	Lockwood – Huddersfield	1 per hour	1 per hour	1 per hour
Sheffield	Lockwood – Berry Brow – Honley – Brockholes – Stocksmoor – Shepley – Denby Dale – Penistone – Silkstone Common – Dodworth – Barnsley – Meadowhall – Sheffield	1 per hour	1 per hour	1 per hour
Huddersfield				
Manchester Piccadilly	Huddersfield – Slaithwaite – Marsden – Greenfield – Mossley – Stalybridge – Manchester Victoria – Manchester Oxford Road	3 per hour	3 per hour	1 per hour
Leeds	Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Batley – Morley – Cottingley – Leeds	2 per hour	2 per hour	2 per hour
	Huddersfield – Dewsbury – Leeds	1 per hour	1 per hour	1 per hour
Liverpool Lime Street	Huddersfield – Stalybridge – Manchester Vicotria – Newton-le-Willows – Lea Green – Liverpool Lime Street	2 per hour	1 per hour	1 per hour
Saltburn	Huddersfield – Dewsbury – Leeds – York – Thirsk – Northallerton – Yarm – Thornaby – Middlesborough – Redcar Central - Saltburn	1 per hour	1 per hour	1 per hour
Hull	Huddersfield – Deighton – Mirfield – Ravensthorpe – Dewsbury – Batley – Morley – Cottingley – Leeds – Selby – Brough – Hull	2 per hour	2 per hour	2 per hour
Manchester Airport	Huddersfield – Manchester Victoria – Manchester Oxford Road – Manchester Piccadilly – Manchester Airport	1 per hour	1 per hour	1 per hour
Sheffield	Huddersfield - Lockwood – Berry Brow – Honley – Brockholes – Stocksmoor – Shepley – Denby Dale – Penistone – Silkstone Common – Dodworth – Barnsley – Meadowhall – Sheffield	1 per hour	1 per hour	1 per hour
Newcastle	Huddersfield – Dewsbury – Leeds – York – Northallerton – Darlington – Durham – Chester-le-Street – Newcastle	1 per hour	1 per hour	1 per hour
York	Huddersfield – Dewsbury – Leeds – York	2 per hour	2 per hour	2 per hour

Table 3.2 – Local Rail Services

Access to Local Amenities

3.10 The site is located within a strategic area close to a number of everyday amenities including schools, sports facilities, health facilities, convenience stores and green space. Table 3.3 summarises the duration of travel to local amenities on foot and by cycle.

Amenity	Distance (metres)	Travel Time (minutes)	
		Walking	Cycling
Education Facilities			
Crow Lane Primary & Foundation Stage School	1,200	16	3
Golcar Junior Infant & Nursery School	1,600	25	10
Salendine Nook High School Academy	1,600	26	11
Health Facilities			
Longwood Village Surgery	850	12	4
Fieldhead Surgery	1,200	19	8
Well Pharmacy	1,400	18	3
Sport and Leisure Facilities			
Longwood Bowling and Social Club	290	5	3
The Mill (Gym)	850	11	2
Longwood Football Club	1,600	26	11
Convenience Store			
The Co-op Food	550	8	3
Express Local	1,000	14	4

Table 3.3 – Local Amenities

Personal Injury Accident Data

3.12 A review of personal injury collision (PIC) data for Grove Street has been carried out using the Crashmap online tool. This identified that no incidents occurred along Grove Street within the vicinity of the site in the last 5 years. This suggests that there are no highway safety concerns on local roads.

Summary

3.13 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with the National Planning Policy Framework and local policy as set out in Section 2 and as such gives future residents a genuine choice about how they travel.

4.0 Development Proposal

Overview

4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposal seeks planning permission to construct five residential dwellings with access via Grove Street. The site layout plan is shown within **Appendix A**.

Access Arrangements

4.2 Access to the development is proposed via the existing access onto Grove Street to the north of the development.

4.3 Pedestrian access to the site will be via a segregated entrance from Grove Street to the north of the dwellings.

4.4 As in accordance with manual for Street (MfS) visibility splays of 2.4m by 43m have been show at the access onto Grove Street to the east, whilst visibility has been shown extending to the nearby roundabout to the west. This drawing is shown within **Appendix B** and illustrates that the site can achieve the correct visibility.

Car and Cycle Arrangements

4.5 Car parking will be provided on site to ensure that it is appropriate for the development proposed. This approach recognises the need to provide sufficient parking spaces to avoid overspill parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.

4.6 Kirklees Council has not set out local parking standards, however the key design driver within the supplementary planning document states that new 2-3 bed houses should be provided with two car parking spaces per unit. The development will provide 10 car parking space, with two spaces allocated per dwelling. This meets with the above requirement. Whilst no visitor parking is proposed on site, there is ample opportunity for visitor parking to take place on surrounding roads.

4.7 As with car parking standards, no cycle standards are provided by Kirklees council. Within the supplementary planning document it states that a generous amount of cycle parking should be provided. As each dwelling will benefit from a rear garden, it is anticipated that cycle parking will be provided within a dedicated shed for each dwelling.

Servicing and Delivery

4.8 Serving and delivery will be undertaken via Grove Street. Individual refuse stores will be provided for each dwelling, which can be accessed via the refuse vehicle along Grove Street. The dwellings front onto Grove Street, and therefore there is no need for a fire appliance to physically enter the site.

Summary

4.9 This section demonstrates that the proposals make provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Proposed Development

5.2 To calculate the trip attraction potential of the residential houses, an assessment utilising the TRICS database has been undertaken. The TRICS category '03-Residenital; A-Houses Privately Owned has been used, as a worst case scenario, with the following criteria:

- Sites located in England, excluding Greater London, South East/West, and East Anglia (prioritising midlands/north of England);
- Sites with up to 50 dwellings; and,
- Sites located within 'Suburban Areas' and 'Edge of Town'.

5.3 A summary of the peak hour total person and vehicular trip rates are provided in Table 5.1 below and the full TRICS output included at **Appendix C.**

Mode of Travel	**Weekday AM Peak (08:00-09:00)**		**Weekday AM Peak (08:00-09:00)**		**Daily Movements**	
	Arr	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
Total Person Trip Rates	0.229	0.706	0.346	0.243	3.546	3.739
Total Person Trips	1	4	2	1	18	19
Vehicular Trip Rates	0.150	0.369	0.224	0.131	2.029	2.170
Vehicular Trips	1	2	1	1	10	11

Table 5.1 – Proposed Vehicular Trips

5.4 Table 5.1 the proposed five houses could generate up to three vehicle movements in the AM peak and two vehicle movements in the PM peak, which would not have a detrimental impact on the local highway network. Over a typical day there could be up to 37 person movements of which 21 could be vehicular. Over a typical day this will not have a detrimental impact on the local highway network.

6.0 Summary and Conclusion

6.1 This Transport Statement Note has been prepared on behalf of Virtu Homes to accompany a planning application for the proposed residential development at Parkwood Mill, Grove Street, Huddersfield. The site is located on the southern side of Grove Street, approximately 4 kilometres west of the centre of Huddersfield, close to the M62. The site falls within the administrative boundary of Kirklees Council.

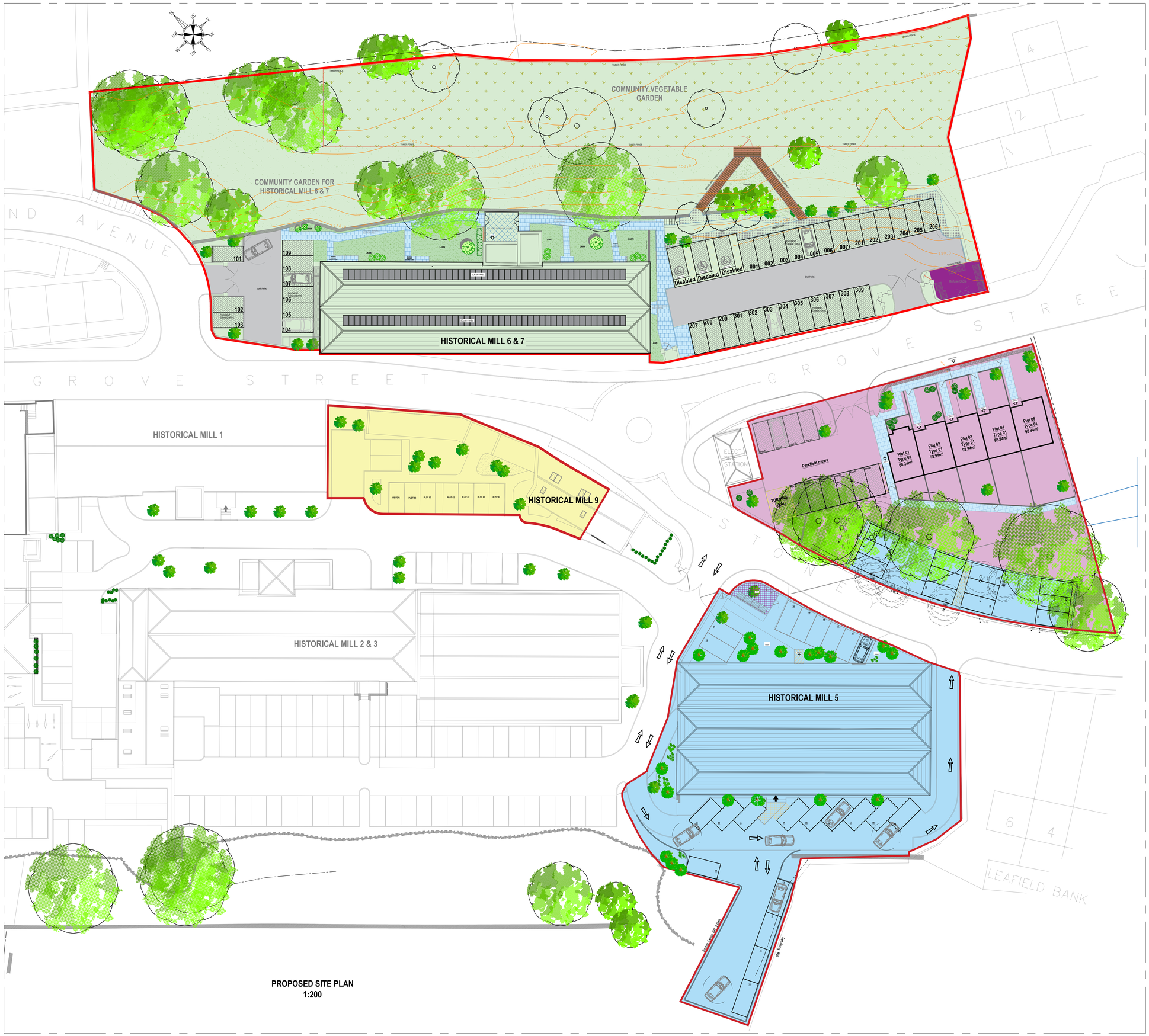
6.2 In summary this Transport Statement demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- There is a good network of pedestrian links local to the site and amenities;
- Safe and suitable vehicular access to the site can be achieved from Grove Street and Parkland Avenue;
- The proposals include appropriate provision for servicing and deliveries; and,
- The development will not have a detrimental impact on the local highway network.

6.3 On the basis of the above, it is considered there is no reason why the proposed development should be resisted on traffic or transportation grounds.

Appendix A

Site Layout Plan



PROPOSED SITE PLAN
1:200

NOTES

CDM REGULATIONS 2015

IN LINE WITH THE ABOVE REGULATIONS WE ARE OBLIGED TO INFORM THE CONTRACTORS OF THE RISKS THAT MAY BE ENCOUNTERED IN THE CONSTRUCTION OF THESE WORKS. ALL DESIGN WORK HAS BEEN CARRIED OUT WITH HEALTH & SAFETY ASPECTS GIVEN FULL CONSIDERATION. WHEREVER POSSIBLE RISKS HAVE BEEN ELIMINATED FROM THE DESIGN, HOWEVER DUE TO THE VERY NATURE OF THIS TYPE OF WORK IT IS NOT POSSIBLE TO REMOVE ALL RISKS FROM THE DESIGN. WE WOULD ALSO RESPECTFULLY REMIND THE CONTRACTOR OF HIS OBLIGATIONS TO TAKE ALL REASONABLE STEPS ENSURING THAT ONLY COMPETENT WORKERS WHO HAVE A VALID SAFETY POLICY ARE EMPLOYED.
THEY SHOULD ALSO PROVIDE SATISFACTORY RESPONSES AT TENDER STAGE AS TO THE MANNER IN WHICH THEY DEAL WITH THE ELEMENTS OF RISK INVOLVED IN THIS TYPE OF WORK AND IN PARTICULAR THOSE HIGHLIGHTED BY ADS STRUCTURAL LIMITED BELOW:-

1. SUPPORT/ TREATMENT FOR ALL EXCAVATION WORK.
2. GUARDING TO EDGES OF EXCAVATIONS TO PREVENT PEOPLE, MATERIALS AND VEHICLES FALLING INTO EXCAVATIONS.
3. GUARDING OF EXCAVATIONS OUTSIDE WORKING HOURS TO PREVENT UNAUTHORISED ACCESS.
4. UNDERMINING TO ADJACENT ROADS OR STRUCTURES.
5. CONFINED SPACE OPERATIONS.
6. DEALING WITH EXISTING SERVICES.
7. TRAFFIC MANAGEMENT ON EXISTING HIGHWAYS.
8. PROCEDURE TO BE FOLLOWED IN EVENT OF AN ACCIDENT OR EMERGENCY.
9. METHOD OF WORKING WHERE CONTAMINATED GROUND IS PRESENT ON SITE.
10. CONFIRMATION WILL BE REQUIRED THAT ALL OPERATIVES ARE ADEQUATELY TRAINED, AND COPIES OF RELEVANT CERTIFICATES TO BE SUPPLIED.
11. THE CONTRACTOR IS RESPONSIBLE FOR THE OVERALL STABILITY OF THE STRUCTURE FROM THE COMMENCEMENT OF WORKS INCLUDING THE DESIGN AND PROVISION OF ALL NECESSARY TEMPORARY WORKS.

THE ABOVE LIST IS BY NO MEANS EXHAUSTIVE BUT IT DOES HIGHLIGHT OPERATIONS THAT PRESENT A RISK TO CONTRACTORS AND THE GENERAL PUBLIC.

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONNECTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE FROM THIS DRAWING. ALL SETTING OUT DIMENSIONS ARE TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS & FABRICATION OF MATERIALS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER.
3. ALL WORKMANSHIP AND MATERIALS ARE TO COMPLY WITH THE CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE, ALL MATERIALS SHALL BE FIXED OR APPLIED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS. THE CONTRACTOR IS TO TAKE INTO ACCOUNT EVERYTHING DEEMED NECESSARY FOR THE PROPER EXECUTION OF THE WORKS WHETHER INDICATED ON THE DRAWINGS OR NOT TO THE COMPLETE SATISFACTION OF THE LOCAL AUTHORITY.
4. FOR FINAL SETTING OUT INFORMATION RELATING TO WALL POSITIONS REFER TO ARCHITECTS DRAWINGS.

BUILDING	No UNITs	No C/P/S
HISTORICAL MILL 5	34	34
HISTORICAL MILL 6/7	34	37
HISTORICAL MILL 9	02	04
HUDDERSFIELD HOUSES	05	10

5m 0m 5m 10m
Scale 1:200

REV	DATE	REVISION DETAILS	DRAWN	CHKD	APPRD
P4	11.09.2024	NEW LAYOUT FOR CARPARK	AMS	SWH	ADS
P3	03.09.2024	NEW LAYOUT FOR CARPARK	AMS	SWH	ADS
P2	23.08.2024	ADJUSTMENT	AMS	SWH	ADS
P1	20.08.2024	FIRST ISSUE	AMS	SWH	ADS

CLIENT
VIRTU HOMES

PROJECT
PARKWOOD MILL

DRAWING TITLE
PROPOSED SITE PLAN

DRAWING STATUS
PRELIMINARY

ads consult consulting engineers
107 Mere Grange Business Park, Leaside, St Helens, WA9 5GG
Tel: 0151 541 4000
info@adsstructural.co.uk

SCALE	PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER	REV
1:200	8548-ADS-XX-XX-DR-S-XXX	P4

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Appendix B

Visibility Splay

C:\Users\lovett\Motion\StaffSite - Vhhudd 2409054\Drawings\2409054-01.dwg

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Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on survey information supplied by ADS Consult and OS mapping. Motion cannot guarantee the accuracy of the data provided.

Legend

Visibility Splay

Rev.	Description	Drn	Chk	App	Date
-	First Issue	LL	DM	DM	16/10/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
Virtu Homes

Project:
Stoney Lane, Longwood, Huddersfield HD3 4ZQ

Title:
Proposed Access Arrangments - Visibility Splay

Scale: 1:250 (@ A3)

Drawing: 2409054-02

Revision: -

Appendix C

Full TRICS Output

Calculation Reference: AUDIT-734001-241016-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	10 to 50 (units:)
Range Selected by User:	6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

4 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

5 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

6 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	36	0.047	6	36	0.220	6	36	0.267
08:00 - 09:00	6	36	0.150	6	36	0.369	6	36	0.519
09:00 - 10:00	6	36	0.131	6	36	0.224	6	36	0.355
10:00 - 11:00	6	36	0.145	6	36	0.192	6	36	0.337
11:00 - 12:00	6	36	0.140	6	36	0.140	6	36	0.280
12:00 - 13:00	6	36	0.164	6	36	0.150	6	36	0.314
13:00 - 14:00	6	36	0.159	6	36	0.126	6	36	0.285
14:00 - 15:00	6	36	0.182	6	36	0.220	6	36	0.402
15:00 - 16:00	6	36	0.248	6	36	0.164	6	36	0.412
16:00 - 17:00	6	36	0.252	6	36	0.131	6	36	0.383
17:00 - 18:00	6	36	0.224	6	36	0.131	6	36	0.355
18:00 - 19:00	6	36	0.187	6	36	0.103	6	36	0.290
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.029			2.170			4.199

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	10 - 50 (units:)
Survey date date range:	01/01/16 - 18/05/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	36	0.098	6	36	0.364	6	36	0.462
08:00 - 09:00	6	36	0.229	6	36	0.706	6	36	0.935
09:00 - 10:00	6	36	0.229	6	36	0.393	6	36	0.622
10:00 - 11:00	6	36	0.229	6	36	0.341	6	36	0.570
11:00 - 12:00	6	36	0.266	6	36	0.257	6	36	0.523
12:00 - 13:00	6	36	0.271	6	36	0.229	6	36	0.500
13:00 - 14:00	6	36	0.252	6	36	0.220	6	36	0.472
14:00 - 15:00	6	36	0.346	6	36	0.318	6	36	0.664
15:00 - 16:00	6	36	0.528	6	36	0.294	6	36	0.822
16:00 - 17:00	6	36	0.444	6	36	0.224	6	36	0.668
17:00 - 18:00	6	36	0.346	6	36	0.243	6	36	0.589
18:00 - 19:00	6	36	0.308	6	36	0.150	6	36	0.458
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.546			3.739			7.285

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*