



Highmoor Lane, Cleckheaton

Residential Travel Plan

Thirteen Group

Date	<i>17 September 2025</i>
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1. Introduction

1.1 Commission

Hydrock Fore has been commissioned by Morris & Spottiswood on behalf of Thirteen Group to provide transport and highways advice in relation to a planning application for 40 No. residential dwellings at Highmoor Lane, Cleckheaton.

The commission includes the preparation of a Transport Statement and Residential Travel Plan for submission as part of the planning application.

1.2 Site Location

The site is located off Highmoor Lane, towards the southwestern edge of Cleckheaton, Kirklees. The A649 Halifax Road runs to the northeast of the site and the M62 runs to the northwest of the site. Hartshead Moor Cricket Club is located to the immediate south of the site.

The location of the site is shown on Figure 1.

1.3 Development Proposal

Planning permission is sought for a residential development comprising 40 No. dwellings. Access will be taken from a new simple three-arm priority junction onto Highmoor Lane.

The proposed site layout and access arrangement plans are included at Appendix A.

1.4 Purpose of this Document

This document communicates the Residential Travel Plan for the development.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with the residents about their options and special initiatives available, promoting sustainable transport, providing incentives, gathering data about the travel habits of residents, and reporting on this in order to identify room for improvement.

1.5 Structure of the Document

This report is structured as follows:

- » Section 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- » Section 3: Details the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport, and provides details on planning journeys by sustainable modes.
- » Section 4: On-site facilities and measures to aid travel by sustainable modes, as well as details of vehicle access.
- » Section 5: Summary tables of Actions and Measures.

2. Travel Plan Management

This Section sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 3.

2.1 Lifespan

The Travel Plan will continue as a formal process for five years following first occupation, after which the responsibility for monitoring and reporting will cease.

2.2 Objective

The objective of the Travel Plan is to ensure that all residents can choose from a range of options for travelling by non-car modes. This will be achieved through communicating the Travel Plan to residents and by providing the measures to help make sustainable travel practical and attractive.

2.3 Travel Plan Coordinator Role

The key role in delivering the Travel Plan is that of the Travel Plan Coordinator. The Travel Plan Coordinator will be appointed by the developer prior to marketing the development to potential residents.

The Travel Plan Coordinator will have the following responsibilities:

- » Delivering the actions in Table 3 and measures in Table 4 which have "TPC" in the responsibility column, including communicating the Travel Plan and travel options to the development.
- » Being a point of contact for residents at the development to discuss travel options.
- » Liaising with Kirklees Council (KC) to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the Travel Plan Coordinator will be provided to KC one month prior to occupation. If a new Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

2.4 Delivery

This Travel Plan will be delivered by the developer, who will appoint the Travel Plan Coordinator to oversee all the measures, as well as the monitoring and reporting.

2.5 Liaison with Kirklees Council

The content of this Travel Plan will be agreed with KC as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at KC to discuss the findings of monitoring.

2.6 Targets

The mode share for commuting journeys to the development as determined in the accompanying Transport Statement is considered to be an appropriate initial baseline.

A target will be set for the maximum percentage of residents travelling as a car or van driver. Initially, this baseline will be based on the mode share presented in the Transport Statement (79.7%) with the targeted mode share over the five-year period summarised below in Table 1.

Table 1: Mode Share Target

Mode	Baseline Mode Share	Targeted Mode Share	Change
Metro, Light Rail	0.1%	0.1%	-
Train	0.4%	0.4%	-
Bus, minibus or coach	4.9%	5.9%	+1.0%
Taxi	0.8%	0.8%	-
Motorcycle, scooter or moped	0.9%	0.9%	-
Driving a car or van	79.7%	74.7%	-5.0%
Passenger in a car or van	6.0%	7.5%	+1.5%
Bicycle	1.6%	2.6%	+1.0%
On foot	5.7%	7.2%	+1.5%
Total	100%	100%	-

The target will be reviewed and may be revised following the findings of the first monitoring survey (see Section 2.7, below) and agreed with KC through the Monitoring Report process.

2.7 Monitoring

Residents will be sent a letter and emailed with a link to an online travel survey to discover how they are travelling. They will also be provided with the contact details of the Travel Plan Coordinator if they wish to complete the survey over the phone.

The details and form of the travel survey should be submitted to and approved by KC's Travel Plan Officer prior to being undertaken. The travel survey should be undertaken within 12 months of first occupation of the dwellings or within an alternative timeframe to be agreed with KC to allow the survey results to be meaningfully representative.

A prize draw will be available for respondents to encourage resident participation, and two reminder emails will be sent out during the survey period.

This is also an opportunity to communicate the Travel Plan to the residents, to ensure they are aware of the range of travel options available for travelling to and from the development and to gather feedback.

This monitoring process will be repeated annually for the lifespan of the Travel Plan i.e. there will be five survey periods.

2.8 Reporting

An Annual Monitoring Report will be submitted within 2 months of the completion of the monitoring travel surveys and will contain the following:

- » Survey methodology and results.
- » Qualitative feedback.
- » An analysis of the effectiveness of the Travel Plan.
- » Proposals for future measures.

This will be submitted to KC for discussion and agreement.

3. Sustainable Access

This Section describes the opportunities to access the site by sustainable modes of travel including walking, cycling and public transport, and provides details on planning journeys by sustainable modes.

3.1 Pedestrian Access

Walking routes can be planned using www.google.com/maps which provides step-by-step instructions and allows the user to choose a preferred route.

3.1.1 Pedestrian Network

2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access.

Pedestrian access will be provided along the site's northern boundary, connecting to the existing footway along the A649 Halifax Road.

3.1.2 Pedestrian Catchment and Local Amenities

Although walking distances will obviously vary between individuals and circumstances, the Chartered Institution of Highways & Transportation (CIHT) suggests that up to 2.0km is an acceptable walking distance for commuting and some other journey purposes¹.

Figure 2 illustrates a 2.0km walking distance isochrone measured from an indicative central point within the site, assuming only formal road crossings and designated footways/footpaths are used. The Figure shows that the following key amenities are within walking distance of the site:

Retail / Leisure

- » Windybank Food and Wine Stores and One stop are the nearest food stores to the site on Fourth Avenue and Halifax Road, respectively and are located approximately 1.2km walking distance from the site.
- » The Top Shop off-license and convenience store is located approximately 1.8km walking distance from the site.
- » A number of retail/leisure facilities, including the Tesco Superstore, restaurants, cafes, retail/fashion shops, a florist and public houses are located around Northgate and the A643 Parkside in the centre of Cleckheaton, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- » Cleckheaton Library is located approximately 2.0km walking distance from the site on Whitcliffe Road.
- » West End Park (a park and garden) is located approximately 1.4km walking distance from the site on Park View.

Education

- » High Bank Junior and Infant School is the nearest primary school and nursery and is located approximately 1.1km walking distance from the site on Eighth Avenue.
- » Whitcliffe Mount School is the nearest secondary school and is located approximately 2.0km walking distance from the site on Turnsteads Avenue.

¹ *Guidelines for Providing for Journeys on Foot*, Chartered Institution of Highways & Transportation, 2000, p49.

Healthcare

- » The Cleckheaton Health Centre, which comprises the Parkview Surgery, Greenway Medical Practice and a Pharmacy, is located on Greenside, just beyond the 2.0km walking distance isochrone (approximate 2.3km walking distance).
- » The Cleckheaton Group Practice, which includes Kirklees Pharmacy and a doctor's surgery, is located on Cross Church Street, just beyond the 2.0km walking distance isochrone (approximately 2.4km walking distance).

3.2 Cycle Access

Cycle routes can be planned using www.cyclestreets.net which provides step-by-step instructions and allows the user to choose between more direct or quieter routes. There is also a CycleStreets app.

The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' rides for free <https://www.letsride.co.uk/social>.

The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>.

Information on cycling in Kirklees, including cycling routes (including traffic free routes), cycling clubs, cycling training and activities and the benefits that walking and cycling have on health and wellbeing, is available at <https://www.kirklees.gov.uk/beta/food-exercise-and-sport/cycling.aspx>.

3.2.1 Cycle Network and Catchment

The Cycling England document *Integrating Cycling into Development Proposals*² suggests acceptable cycling distances of commuting and non-work purposes, as follows:

"Most cycle journeys for non-work purposes and those to rail stations are between 0.5 miles [0.8km] and 2 miles [3.2km], but many cyclists are willing to cycle much further. For work, a distance of 5 miles [8 km] should be assumed."

Figure 3 illustrates the isochrone for a cycling distance of 8.0km from an indicative central point within the site.

The catchment includes Cleckheaton, Wyke, Drub, Gomersal, Lightcliffe, Brighouse, Oakenshaw, Low Moor, Heckmondwike, Liversedge and Scholes.

The Sustrans Cycle Map³ indicates that the following National Cycle Routes (NCR) are located within the 8.0km catchment, as set out below:

- » **NCR 66** is a long-distance route which runs east of the site. Locally, the route heads southeast through Cleckheaton, towards Liversedge and Heckmondwike.
- » **NCR 69** is a route that runs south of the site. The route can be accessed from NCR 66 off Leeds Road. Locally, the route runs southwest towards Deighton and Huddersfield.

3.3 Public Transport

Public transport journeys can be planned using <https://www.traveline.info/>.

Rail journeys can be planned at <http://www.nationalrail.co.uk> or using the National Rail Enquiries app.

² *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

³ *Sustrans Cycle Map*, Sustrans (Accessed 23 April 2025).

3.3.1 Bus Services

The CIHT's 'Planning for Public Transport in Developments'⁴ states that:

"The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m".

The nearest bus stop is located on the A649 Halifax Road, directly adjacent to the site. The bus stop is located approximately 150m walking distance from an indicative central point within the site and provides northbound services along the A649 Halifax Road. Southbound services can be accessed from the bus stop located approximately 260m walking distance from an indicative central point within the site.

A bus stop is provided along the A643 Moorside, located approximately 240m walking distance from an indicative central point within the site.

The bus stop locations are shown on Figure 4.

The Table below summarises the existing services using these stops, with approximate daytime frequencies and destinations served.

Table 1: Bus Services

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
200	Arriva Yorkshire	Heckmondwike - Leeds	30 minutes	30 minutes	60 minutes
254	Arriva Yorkshire	Huddersfield - Leeds	30 minutes	30 minutes	60 minutes
256	TLC Travel	Bradford Interchange - Brighouse Bus Station	(Bradford Interchange - Brighouse Bus Station) Three Daily Services (Brighouse Bus Station - Bradford Interchange) One service at 16:22hrs	No Service	No Service
259	TLC Travel	East Brierley - Brighouse	(East Brierley - Brighouse) Hourly from 09:41hrs - 13:39hrs (Brighouse - East Brierley)	(East Brierley - Brighouse) Hourly from 09:39hrs - 15:39hrs (Brighouse - East Brierley)	No Service

⁴ Planning for Public Transport in Development, Chartered Institution of Highways and Transportation, 1999.

Service	Operator	Destinations Served	Approximate Daytime Frequency		
			Monday to Friday	Saturday	Sunday
			Hourly from 10:14hrs – 14:14hrs	Hourly from 09:14hrs – 16:14hrs	
263	TLC Travel	Bradford Interchange – Dewsbury Bus Station	Monday – Friday: (Bradford Interchange – Dewsbury Bus Station) One Daily Service at 08:00hrs (Dewsbury Bus Station to Bradford Interchange) One Service at 15:47hrs	Saturdays: No Service	No Service
AL1	A Lyles and Son	Monk Ings - St John Fisher H.S	(St John Fisher H.S. - Heckmondwike - Monk Ings) One Daily Service at 15:52hrs	No Service	No Service

Note: Services correct as of 23 April 2025

3.3.2 Rail Services

Brighouse Railway Station is the nearest mainline rail station and is located approximately 3.2km (direct measurement) to the southwest of the site.

The station lies between Leeds and Huddersfield on the Calder Valley line and services at the station are operated as follows:

- » Northern operate an hourly service between Brighouse and Leeds, it takes approximately 32 minutes to get from Brighouse to Leeds by train. Northern also operates services approximately every 40 minutes between Brighouse and Bradford Interchange and an hourly service between Brighouse and Huddersfield.
- » Northern also operates an hourly service between Brighouse and Wigan Wallgate.
- » Grand Central Railway operate 4 daily services between Brighouse and London Kings Cross.

4. Sustainable Travel Measures at the Development

This Section provides details of the on-site facilities and initiatives which will be available to provide access to the development by all available modes and to promote sustainable transport choices. These are summarised in Table 3.

4.1 Communications Strategy

As described in Section 3, the development is accessible by sustainable travel modes including walking, cycling and public transport. To ensure residents know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan Coordinator will need to actively communicate with residents, as below.

Measures to Communicate the Travel Plan

- » **Residential Travel Guide:** as residents move to the development, they will receive a Residential Travel Guide (either printed or electronically). Travel information will be available on the sales website, and hard copies in the marketing suite. The Residential Travel Guide should be submitted to KC's Travel Plan Officer for approval prior to issue to residents.
- » **Ongoing communication:** the Travel Plan Coordinator will continue to communicate the Travel Plan to residents during the lifespan of the Travel Plan. This will be via the travel surveys – to encourage people to take part and to communicate the findings.

4.2 Walking and Cycling

Measures to promote and support journeys on foot or by cycle are presented below.

Measures to Promote Walking and Cycling

- » 2.0m wide footways are to be provided along both sides of the proposed vehicular access. The footway along the northern side of the access will tie into the existing footway along Highmoor Lane. Dropped kerbs and tactile paving will be provided at the proposed site access.
- » A footway connection will be provided along the site's northeastern boundary, connecting to the existing footway along the A649 Halifax Road.
- » Emphasising the health benefits of walking may encourage more people to walk. Relevant promotional material is to be included in the Residential Travel Guide.
- » A map showing pedestrian routes serving the proposed development will be included in the Residential Travel Guide.
- » Provision of a map showing the network of cycling routes within the cycling catchment of the proposed development as part of the Residential Travel Guide.

4.3 Public Transport

Future residents at the development will be able to access public transport connections, as outlined in Section 3. Measures to encourage and promote public transport use are presented below.

Measures to Encourage and Promote Public Transport Use

- » Provision of passenger information to residents within the Residential Travel Guide. Such information would detail all public transport connections to the development, including identifying bus routes and stops, and rail services.

4.4 Travelling by Car

Vehicular access to the site will be provided from a new simple three-arm priority junction onto Highmoor Lane. This Travel Plan has been prepared to maximise the proportion of trips associated within the development that are made by sustainable modes of transport. Therefore, measures to reduce car use will be implemented by the TPC, as below.

Measures to Manage Car Use

- » Promotion of alternative modes of transport within the Travel Plan communication will assist in reducing car use.
- » Provision of appropriate levels of resident and visitor parking (see accompanying Transport Statement for details of the level of on-site car parking to be provided). Each dwelling will have access to an electric vehicle charging point.
- » Promotion of a car share scheme, including the potential benefits. This could involve promotion of www.liftshare.com within the Residential Travel Guide.

5. Summary of Travel Plans Actions and Measures

Table 3 summarises the actions required to deliver the Travel Plan.

Table 3: Actions Summary Table

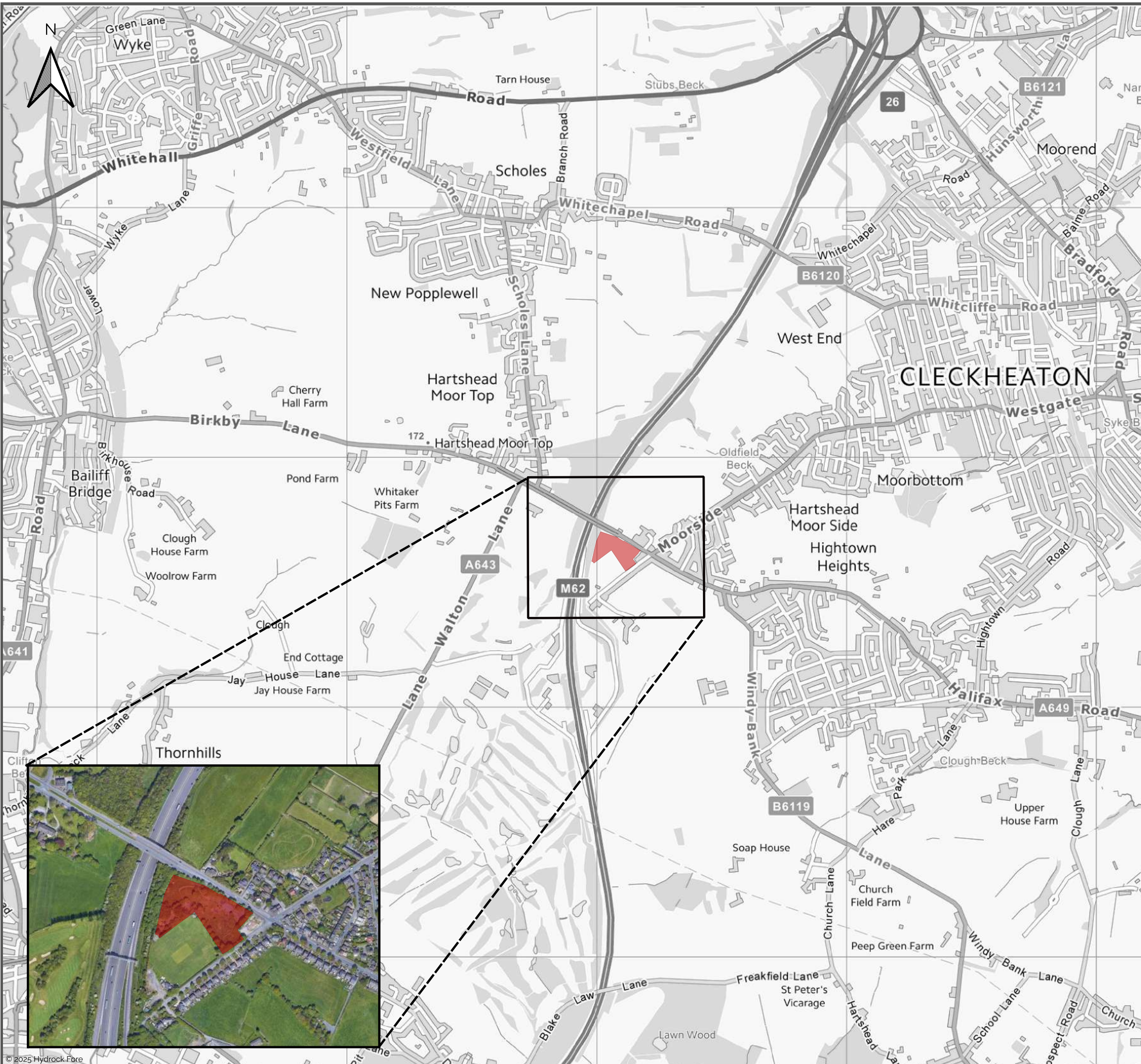
	Action	Responsibility	Implementation
A	Appoint a Travel Plan Coordinator	Developer	Prior to marketing the development to potential residents
B	Provide KC with the contact details of the Travel Plan Coordinator	Developer	One month prior to occupation
C	Deliver Travel Plan Measures as per Table 4	As per Table 4	As per Table 4
D	Agree the details and form of the travel surveys with KC	TPC	Prior to the surveys being undertaken
E	Carry out travel surveys	TPC	Within 12 months of first occupation of the dwellings (or as agreed with KC) and annually thereafter for the lifespan of the Travel Plan (5 years)
F	Agree Travel Plan targets with KC following the first survey	TPC	via Monitoring Reports
G	Prepare Monitoring Report and submit to KC for approval. This will include survey methodology and results, qualitative feedback, an analysis of the effectiveness of the Travel Plan and proposal for future measures	TPC	Within 2 months of completion of the travel surveys

Table 4 provides a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes. The measures only apply for the lifetime of the Travel Plan, which is five years after first occupation.

Table 4: Travel Plan Measures Summary Table

	Action	To Support	Responsibility	Implementation
1	TPC to be available to provide transport advice to residents	Sustainable travel choice	TPC	Ongoing
2	Travel information provided to prospective and new residents in the form of a Residential Travel Guide. This will provide information on all available modes of transport and will include maps, health benefits, local amenities, public transport timetables	Sustainable travel choice	TPC	Available in time for marketing (to be submitted to KC for approval prior to issue to residents)
3	Ongoing sustainable travel information	Sustainable travel choice	TPC	Ongoing
4	Provision of footways through the proposed development which will connect to external footway provision	Walking	Developer	Construction
5	Provision of adequate levels of resident and visitor parking (including an electric vehicle charging point per dwelling)	Reduced car use	Developer	Construction
6	Promotion of a car share scheme e.g. www.liftshare.com	Reduced car use	TPC	Ongoing

Figures



Key:

■ Indicative Site Location

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Hydrock Fore, now Stantec
 Rotterdam House
 116 Quayside
 Newcastle upon Tyne
 NE1 3DY
 hydrock.com



Client:
 Thirteen Group

Project:
 Highmoor Lane, Cleckheaton

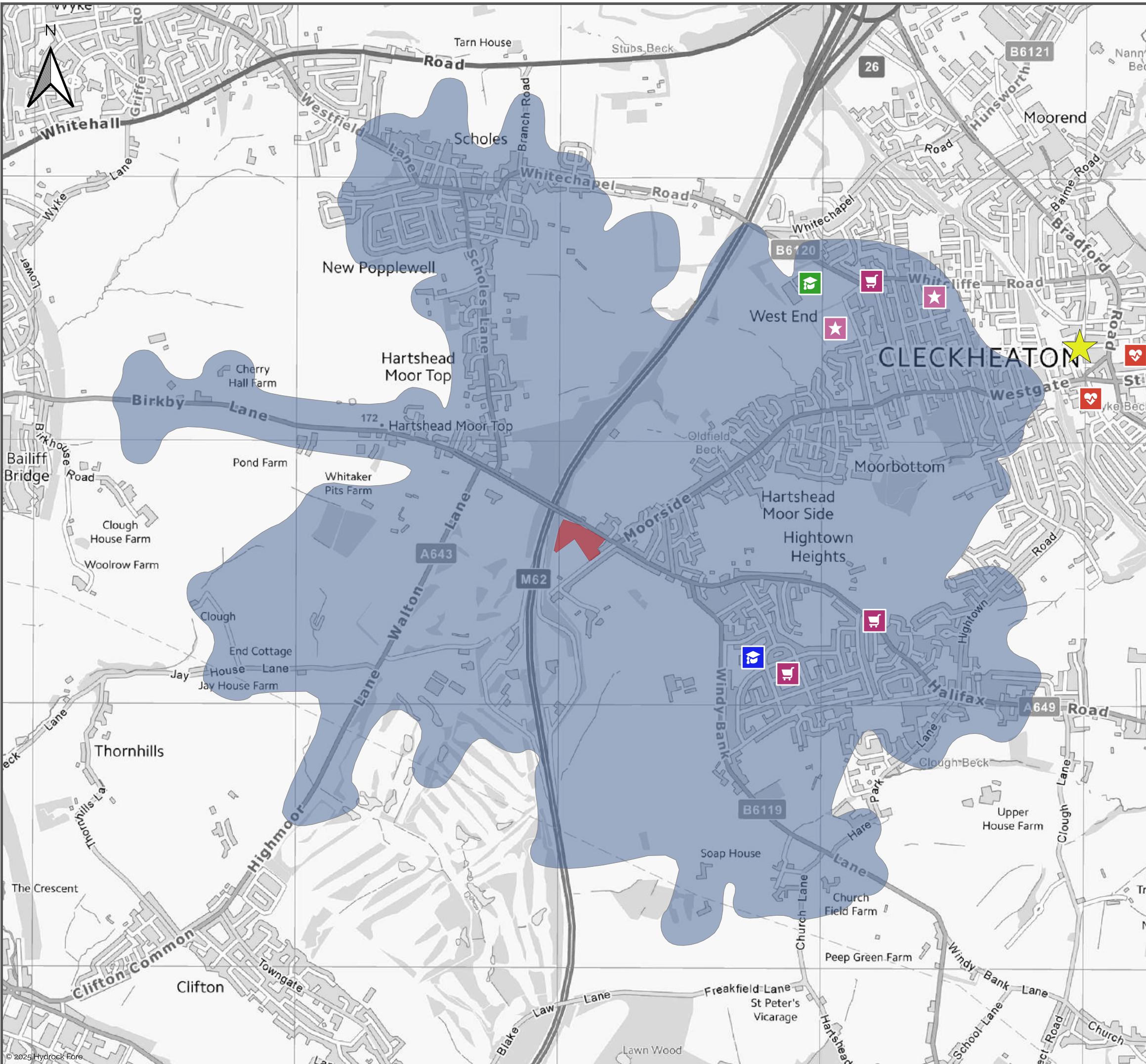
Figure Title:
 Site Location

Scale:
 1:15,000

Figure Status:
 Issue

Job Number:
 31236

Figure Number:
 Figure 1



Key:

- Indicative Site Location
- 2.0km Walking Isochrone

Local Amenities

- Primary School
- Secondary School
- Retail
- ★ Leisure
- Health e.g. GP Surgery or Dentist
- ★ Cleckheaton Town Centre

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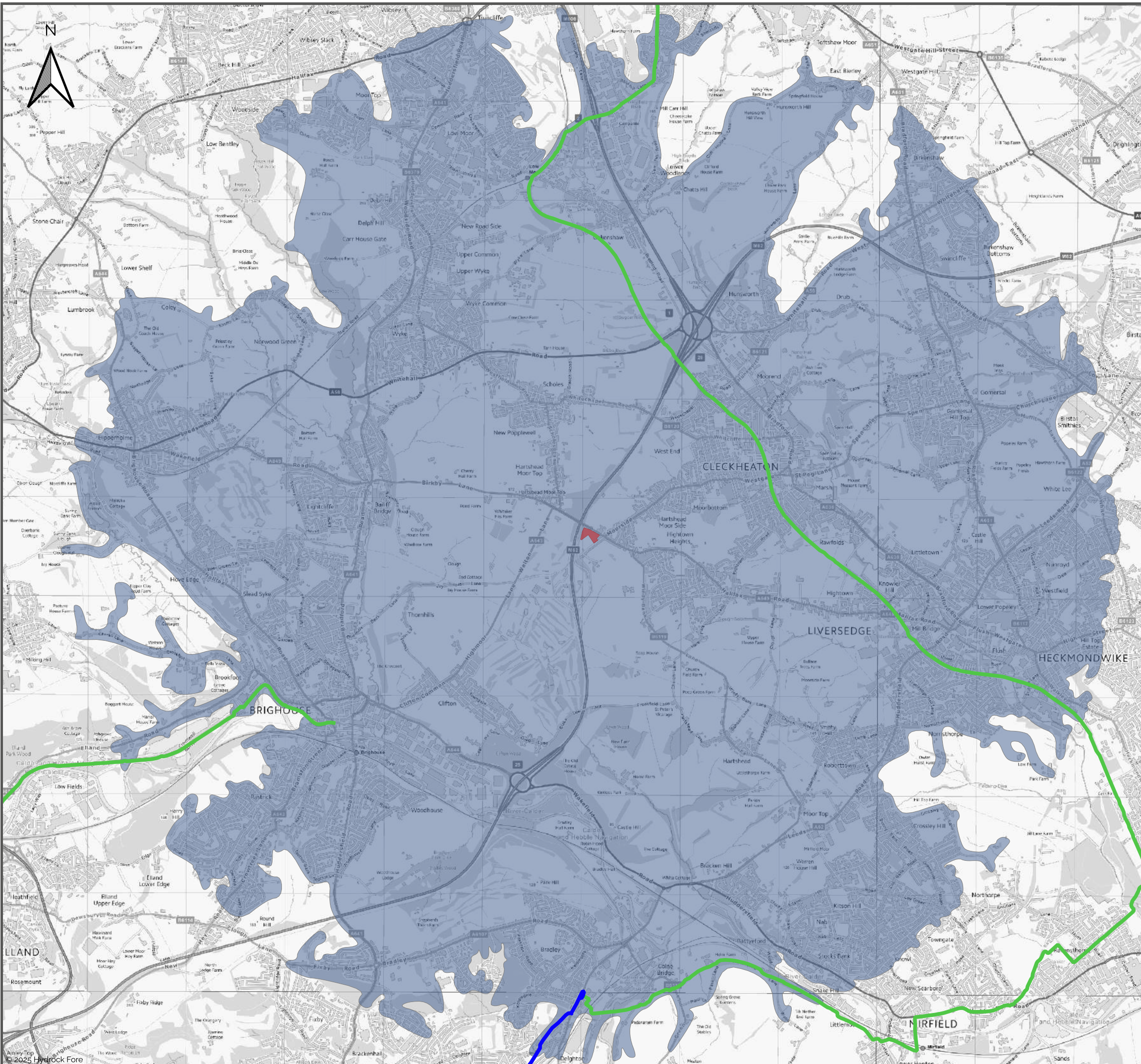


Client:
Thirteen Group

Project:
Highmoor Lane, Cleckheaton

Figure Title:
Walking Catchment and Local Amenities

Scale: 1:24,000	Figure Status: Issue
Job Number: 31236	Figure Number: Figure 2



Key:

- Indicative Site Location
- 8.0km Cycling Isochrone
- National Cycle Route - 66
- National Cycle Route - 69

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Project:
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Figure Title:
 Cycle Catchment

Scale:
 1:64,000

Figure Status:
 Issue

Job Number:
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Figure Number:
 Figure 3



Key:

■ Indicative Site Location

● Bus Stops

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Project:
 Highmoor Lane, Cleckheaton

Figure Title:
 Public Transport Network

Scale:
 1:3,500

Figure Status:
 Issue

Job Number:
 31236

Figure Number:
 Figure 4

Appendix A

Proposed Site Layout Plan



DO NOT SCALE
 All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNERS RISK ASSESSMENT
 Construction (Design and Management) Regulations 2015

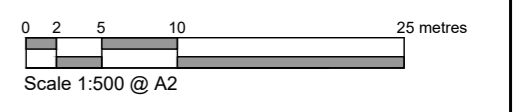
RESIDUAL RISKS

REF	DATE	DESCRIPTION

Kirklees - Highmoor Lane											
Thirteen Group/Henry Boot											
idp PARTNERSHIP											
(GIA)										ha	acres
GROSS SITE AREA										1.53	3.78
NET SITE AREA										1.17	2.90
HOUSE TYPE	BEDROOM	APPROVED DOCUMENT M COMPLIANCE	CONFIG	STOREYS	NO	MR %	SQ FT	SQ M	TOTAL SQ FT	TOTAL SQ M	
HT6	2B3P	CAT M4(2)	HOUSE	2	7	18	794.69	72.9	5493	510.30	
HT9	3B5P	CAT M4(1)	HOUSE	2	6	15	1020.42	94.80	6123	568.80	
HT10	3B5P	CAT M4(2)	HOUSE	2	1	3	1020.42	94.80	1020	94.80	
HT11	3B5P	CAT M4(2)	HOUSE	2	8	20	1020.42	94.80	8163	758.40	
HT12	3B5P	CAT M4(2)	HOUSE	2	4	10	1020.26	95.90	4129	383.60	
HT24	4B6P	CAT M4(1)	HOUSE	2.5	8	20	1357.33	126.10	10859	1008.80	
APT (G)	2B3P	CAT M4(2)	APARTMENT	1	3	8	659.83	61.30	1979	183.90	
APT (T)	2B3P	CAT M4(1)	APARTMENT	1	3	8	731.95	68.00	2195	204.00	
OVERALL TOTALS				40	100				39962	3713	
OVERALL DENSITY											
UNITS / ha										34.19	
UNITS / ACRE										13.79	
SQ M / ha										3173	
SQ FT / ACRE										13780	
OVERALL MIX											
2 BED										13	33
3 BED										19	48
4 BED										8	20
TOTAL										40	100
OVERALL MIX APPROVED DOCUMENT M											
CAT M(1)										17	43
CAT M(2)										23	58
CAT M(3)										0	0
TOTAL										40	100
TOTAL NO				40							

NOTE: Net area excludes all public open space and associated structural landscaping / buffer planting / half road

KEY:
 Cricket Netting Within Development Site



P3	22.08.25	GP	Altered following highways feedback. GP
P2	12.05.25	GP	Patio sizes altered following client instruction.
REV	DATE	INITIAL	DESCRIPTION

PROJECT / CLIENT Highmoor Lane, Thirteen		PROJECT NO. N81:3165	
DRAWING STATUS PLANNING		DRAWING NO. 1002	
PROJECT LEADER GP	DRAWN BY SQ	CHECKED BY IDP	DRAWING REVISION P3
SCALE 1:500 @ A2		DATE 27/03/24	



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