

**The Homestead, Almondbury
Proposed Supported Living Accommodation
Transport Statement**

May 2025 (Rev 2)

Prepared on behalf of
Highstone

Quality Management

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1. Introduction

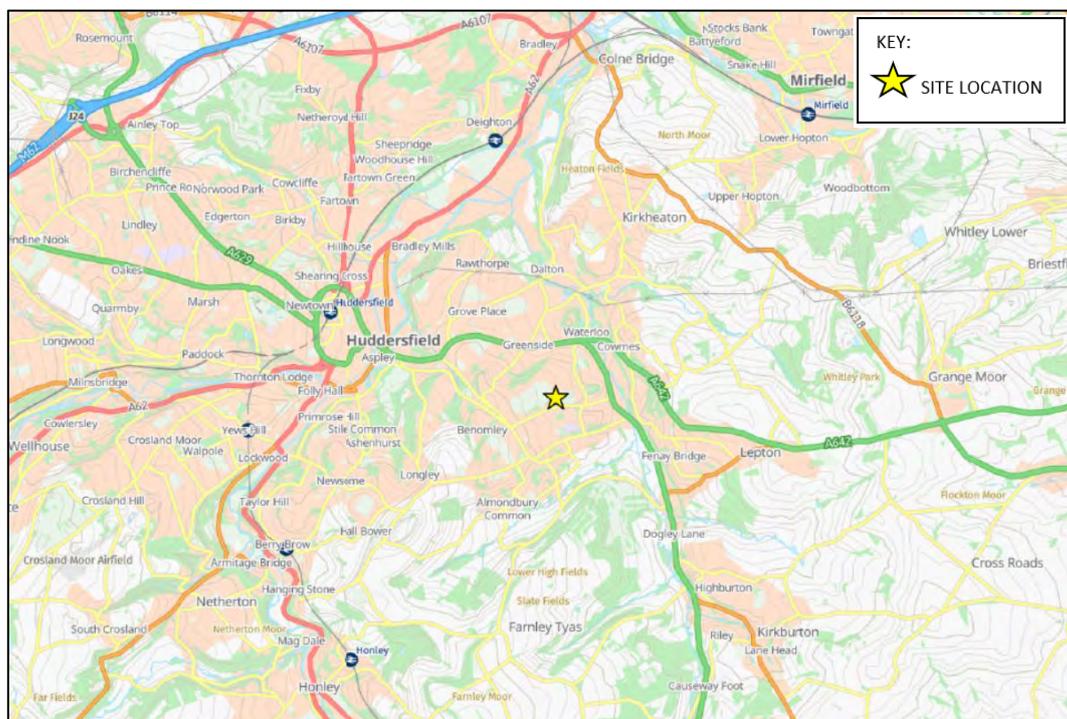
1.1 BACKGROUND

1.1.1 This Transport Statement (TS) has been undertaken by Optima Highways & Transportation Ltd (“Optima”) to consider the highways and transportation matters associated with a proposed supported living accommodation scheme located at the former Homestead care home, Hurst Knowle, Almondbury, HD5 8SG (“the Site”).

1.1.2 This TS accompanies a full planning application made on behalf of Highstone.

1.1.3 The Site is located on land to the west of Hurst Knowle, within Almondbury, some 3.0km southeast of Huddersfield, as illustrated on image 1.1.

Image 1.1 Site Location Plan



1.2 PLANNING HISTORY

1.2.1 A summary of relevant planning history of the Site is provided within Table 1.1.

Table 1.1 Planning History

Planning Reference	Application	Description	Decision Issued
2006/48/91325/W2	Outline	Outline application for the erection of an elderly persons accommodation.	Approved 25 th May 2006
2022/62/90280/W	Full	Demolition of existing Homestead care home and ancillary buildings and erection of single storey dementia day care facility, landscaping works and associated parking with alterations to vehicle and pedestrian access to the site.	Approved 16 th May 2022

1.2.2 As can be seen from Table 1.1, planning permission was granted for the demolition of the existing buildings and the erection of a dementia day care facility in May 2022. The proposal included a circa 850sqm (GEA) day care centre with a car park accommodating 15 vehicles. Access to the facility included a minibus drop off and turning facility and a separate car park access.

1.2.3 Highways Development Management were consulted on the application and commented that the development was not anticipated to generate a material increase in vehicle trips compared to the existing situation and raised no objection to the proposals subject to conditions.

1.3 SCHEME PROPOSAL AND SCOPE OF REPORT

1.3.1 This TS has been prepared to accompany a full planning application on behalf of Highstone (the applicant) for the construction of an assisted living scheme comprising of 28 one bed units including 8 bungalows and 22 apartments.

1.3.2 The Site is located within the administrative area of Kirklees Council, which as a unitary authority holds responsibility for both Highways and Planning matters.

1.3.3 This TS has been prepared in accordance with the Department for Communities and Local Government (DCLG) 'National Planning Practice Guidance' published in 2014 which supersedes the Department for Transport (DfT) and DCLG's 'Guidance on Transport Assessment' (GTA) document.

1.3.4 Cognisance has also been taken of the prevailing National Planning Policy Framework (NPPF). Paragraph 116 of NPPF, December 2024, which states that:

“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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

1.3.5 This TS sets out the transport impacts relating to the proposed development and identifies if any measures may be required to accommodate these impacts. It also considers the sustainability and accessibility of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas.



1.4 REPORT STRUCTURE

1.4.1 The document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services;
- Chapter 5 – sets out the likely trip generation and describes the impact of the development; and
- Chapter 6 – summarises and concludes the Transport Statement.



2. Existing Site Conditions

2.1 INTRODUCTION

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It includes a review of existing collision data and describes the existing local facilities.

2.2 EXISTING SITE

2.2.1 The Site is located on land occupied by the former Homestead care home within the village of Almondbury. The Site in relation to the local and strategic transport networks is shown on the attached Figures 1 and 2 respectively. The indicative Site boundary is illustrated on Image 2.1.

Image 2.1 Indicative Site Boundary



2.2.2 The Homestead is a two-storey care home with a floor area of circa 1,692sqm (GEA). The building was constructed in the 1950's and is currently vacant.

2.2.3 The topography of the Site rises east to west from Hurst Knowle towards the rear of the properties fronting onto the Eastlands.

2.2.4 Vehicular access to the former care home is gained via two access points onto Hurst Knowle. The main access to the Site, serving the staff and visitor car park is located centrally along the Site frontage, in front of the L shaped building as shown within Image 2.2. The car park provides parking for 6 vehicles.



Image 2.2 Existing Car Park Access

2.2.5 A separate access for further parking and servicing is provided to the rear of the building.

2.2.6 The Site is located within a predominantly residential area and is bound by existing residential properties fronting Eastlands and Hurst Knowle to the north, west and south and Hurst Knowle, with Fernside Park beyond, to the east.

2.3 LOCAL HIGHWAY NETWORK

2.3.1 Hurst Knowle forms the Sites eastern frontage over a distance of approximately 70m. Hurst Knowle is formed of a 7.3m wide single carriageway, with lit footways provided to both flanks. The footway along the Site frontage is 2.6m wide and the footway along the eastern flank is 2.0-2.2m wide.

2.3.2 A footpath is provided between Hurst Knowle and Eastlands, which runs along the northern and western boundaries of the Site.

2.3.3 Hurst Knowle is subject to a 30mph speed limit and runs over a distance of approximately 200m between Southfield Road and Aldonley.

2.3.4 The closest bus stops are located along Southfield Road and Aldonley, some 150m from the centre of the Site.

2.3.5 Hurst Knowle forms part of the adopted highway maintained at public expense. A plan illustrating the extent of public highway is provided at Appendix A and Image 2.3.



Image 2.3 Highway Extents



Source – Kirklees Highway Registry



2.4 EXISTING PUBLIC TRANSPORT PROVISION

Bus Services

2.4.1 The nearest bus stops to the Site are located along Southfield Road and Aldonley. A summary of the bus stop provision at the nearest stops within the vicinity of the Site is provided within Table 2.1.

Table 2.1 Bus Stop Provision

Bus Stop Reference	Location	Approx. Distance from Site (centre)	Direction	Facilities	Buses towards	Services
Southfield Road						
45018771	Southfield Road/Hurst Knowle	140m	Eastbound	Bus shelter, timetable information, seating, raised bus border kerbs, bus cage road markings.	Huddersfield, Lindley, Royal Infirmary	342 & 372
45018770	Southfield Road/Hurst Knowle	160m	Westbound	Bus stop pole, timetable information, raised bus border kerbs, bus cage road markings.	Almondbury	342 & 372
Aldonley						
45018781	Aldonley/Hurst Knowle	150m	Eastbound	Bus stop pole, timetable information, raised bus border kerbs, bus cage road markings.	Almondbury	342 & 372
45018780	Aldonley/Hurst Knowle	155m	Westbound	Bus shelter, timetable information, raised bus border kerbs, bus cage road markings.	Huddersfield, Lindley, Royal Infirmary	342 & 372

2.4.2 A summary of the bus services operating within the vicinity of the Site is provided in Table 2.2.

Table 2.2 Bus Service Summary

Service	Route	Operator	Days of Operation	Approximate Frequency Each Direction
342	Almondbury Circular	First	Monday – Friday	60 mins
			Saturday	60 mins
			Sunday	No services
372	Almondbury - Huddersfield	First	Monday – Friday	15 mins
			Saturday	20 mins
			Sunday	30 mins

Rail Services

2.4.3 Huddersfield railway station is located approximately 4.2km northwest of the Site and can be accessed by cycle, or bus. The station is managed by TransPennine Express and provides frequent services to Bradford, Hull, Leeds, Manchester, Newcastle, Sheffield and Wakefield making it the second busiest station in West Yorkshire.



2.4.4 The journey time to Bradford is circa 40 minutes, with direct trains every 30 minutes. The service to Leeds has a journey time of circa 20 minutes, with services every 15 minutes at peak times.

2.4.5 There are currently upgrade of works taking place between Huddersfield and Manchester and as such, the timetable is slightly different to normal. There are services circa every 15 minutes serving either Manchester Piccadilly or Manchester Victoria.

2.5 PERSONAL INJURY COLLISION DATA

2.5.1 Personal Injury Collision data has been obtained from Crashmap.co.uk for the highway network in the immediate vicinity of the Site. The study area includes Hurst Knowle, including its junctions with both Southfield Road and Aldonley.

2.5.2 Crashmap relies on published data from the Department for Transport to populate the map and associated reports. The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

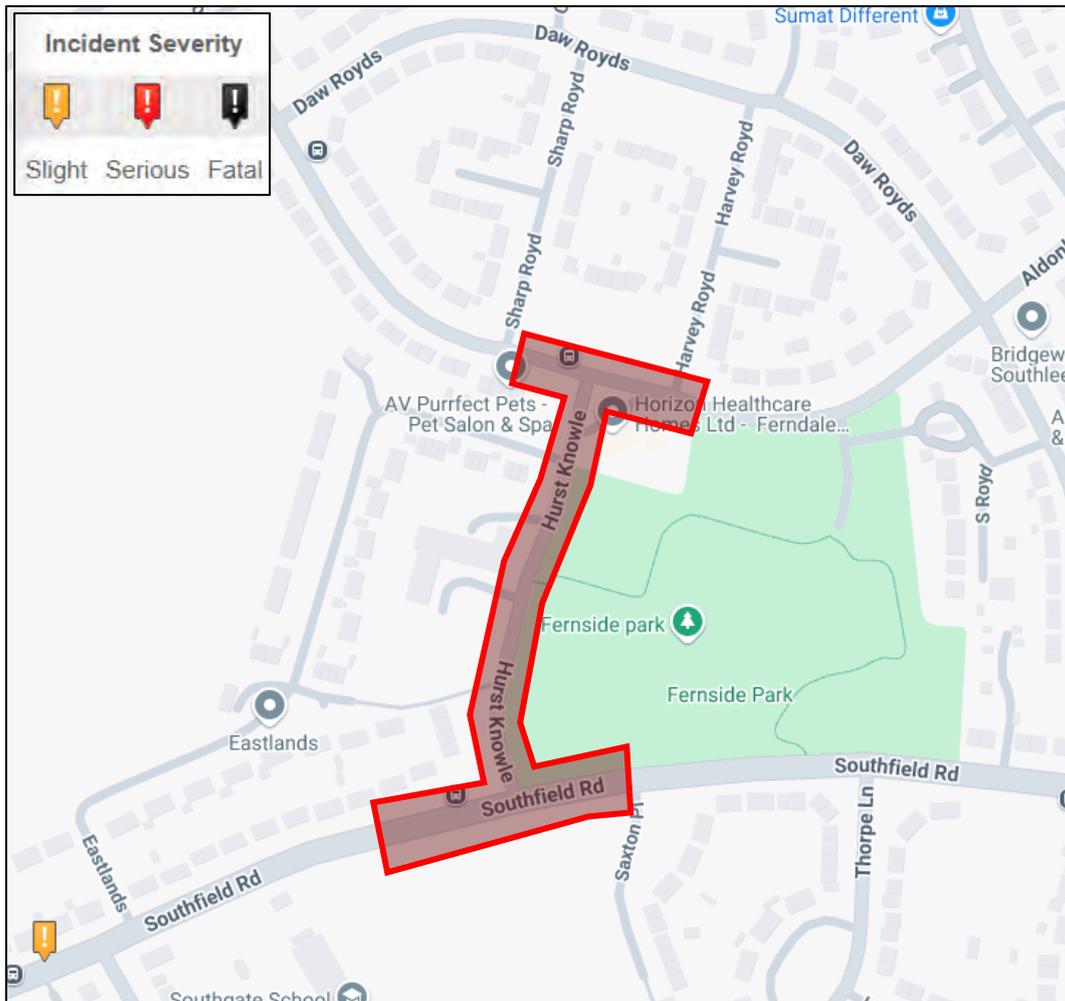
2.5.3 Collisions are classified by severity using the following:

- **Slight** – A collision where at least one person is slightly injured but no person is killed or seriously injured;
- **Serious** – A collision in which at least one person is seriously injured (detained in hospital as an in-patient) but no person is killed; or
- **Fatal** – A collision in which at least one person is killed.

2.5.4 During the 5-year assessment period (2018-2022), no collisions have been recorded within the study area. An extract of the Crashmap interactive collision plot diagram is shown within Image 2.4.



Image 2.4 Crashmap Collision Plot Diagram



Source: www.crashmap.co.uk

2.5.5 It can therefore be concluded that there are no existing road safety concerns identified which would preclude approval of the development proposals.



3. Development Proposals and Access Strategy

3.1 DEVELOPMENT PROPOSALS

3.1.1 The development proposals, which are shown on the Highstone Proposed Site Plan contained in Appendix B, comprise of the following:

- 8 x bungalows (1 bedroom);
- 22 x apartments (1 bedroom);
- Access via Hurst Knowle; and
- Associated parking, landscaping and infrastructure works.

3.2 ACCESS

3.2.1 Access to the Site will be formed onto Hurst Knowle in a similar location to the existing care home car park entrance. The internal roads will be laid out as a shared surface and comprises of:

- 5.5m wide shared surface; and
- 6.0m junction radii.

3.2.2 The access accommodates visibility splays of 2.4m x 43m in both directions, which comply with the recommended Stopping Sight Distances contained within the Kirklees Highway Design Guide and Manual for Streets based on the 30mph speed limit, as demonstrated on the Proposed Site Plan contained at Appendix B.

3.2.3 The redundant, former accesses will be permanently closed.

3.3 INTERNAL LAYOUT & SERVICING

3.3.1 The internal layout of the Site will remain private. A communal bin store will be provided within the Site for the apartments and the internal layout of the Site has been designed to accommodate a Kirklees refuse vehicle.

3.3.2 A vehicle swept path analysis of the development has been conducted using Autodesk Vehicle Tracking (AutoTrack) 2025 software as illustrated on drawing number 24123/ATR/01, contained at Appendix C.

3.4 PARKING

3.4.1 The proposed development provides supported living accommodation, where occupiers are likely to suffer from learning and physical disabilities, which restricts many residents from having a driving licence.

3.4.2 For the reasons set out above, car parking provision is generally only required to accommodate staff and visitors of the supported living dwellings. Highstone operate a number of supported living schemes across Kirklees, Doncaster, Barnsley, Wakefield and Calderdale, all of which have reduced parking provision due to the nature of the supported living model.

3.4.3 1 car parking space has been allocated to each of the bungalows (1 space per dwelling) and 12 spaces are allocated to the apartments (1 per 2 dwellings), in order to cater for the anticipated demand.



4. Site Accessibility

4.1 ACCESSIBILITY ON FOOT

4.1.1 Paragraph 4.4.1 of the residential design guide 'Manual for Streets' (MfS) advises that:

"walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..."

4.1.2 However, this is not regarded as an upper limit in MfS and reference is also made to walking offering:

"the greatest potential to replace short car trips, particularly those under 2km".

4.1.3 The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document 'Providing for Journeys on Foot' as shown in Table 4.1.

Table 4.1 Accessibility on Foot

	Town Centres (m)	School/Work (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

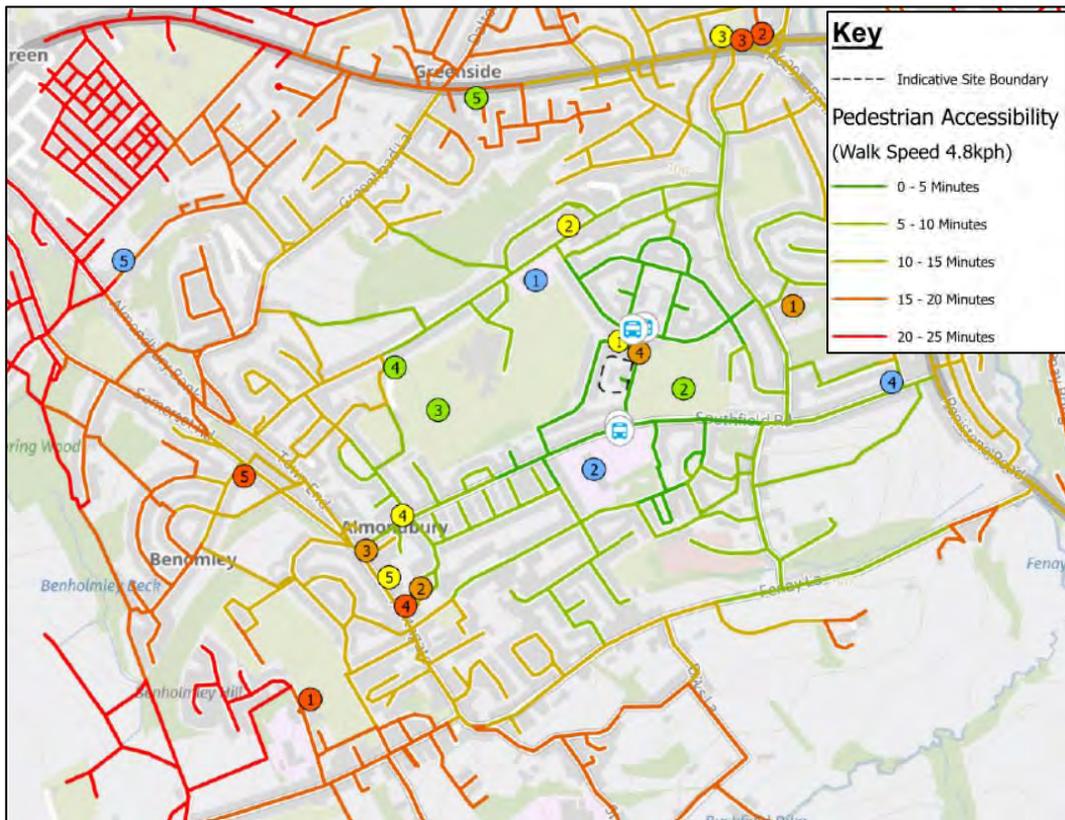
Source – Table 3.2 'Guidelines for Providing for Journey on Foot' published by IHT

4.1.4 The Department for Education (DfE) statutory guidance document, 'Home to School Travel and Transport', July 2014, defines an even greater maximum walking distance to schools of 2 miles (3.2km) and 3 miles (4.8km) for children under and over 8 years respectively.

4.1.5 Using ArcGIS Pro Network Analyst software, typical walk times (up to 25 mins) from the centre of the Site are shown on Figure 4. An extract of Figure 4 is provided within Image 4.1.



Image 4.1 Pedestrian Accessibility



4.1.6 Table 4.2 summarises the key amenities and facilities available within 2km of the Site, as illustrated on Figure 4.

Table 4.2 Local Facilities and Amenities within 2km

Local Facilities and Amenities		
Retail	<ul style="list-style-type: none"> • Aldonley Stores • One Stop • JCS Convenience Store 	<ul style="list-style-type: none"> • H&n Local Store • Co-Op Food
Education	<ul style="list-style-type: none"> • Hill View Academy • Southgate School • Dalton School Junior, Infant & Nursery 	<ul style="list-style-type: none"> • The Academy Nursery • Almond House Nursery
Leisure	<ul style="list-style-type: none"> • BigBox Huddersfield • Fernside Park • Almondbury Striders 	<ul style="list-style-type: none"> • Almondbury Cricket Club • The Stag
Health	<ul style="list-style-type: none"> • Almondbury Surgery • The Waterloo Practice • Waterloo Pharmacy 	<ul style="list-style-type: none"> • Rowlands Pharmacy Almondbury • Almondbury Dental Practice
Services	<ul style="list-style-type: none"> • Quarry Hill Centre • Almondbury Library 	<ul style="list-style-type: none"> • Almondbury Post Office • Aldonley Post Box

4.1.7 It is therefore concluded that the proposed residential development will be provided with good accessibility on foot to a range of services and facilities in accordance with national MfS, CIHT and DfE guidance.



4.2 ACCESSIBILITY BY CYCLE

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 km as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

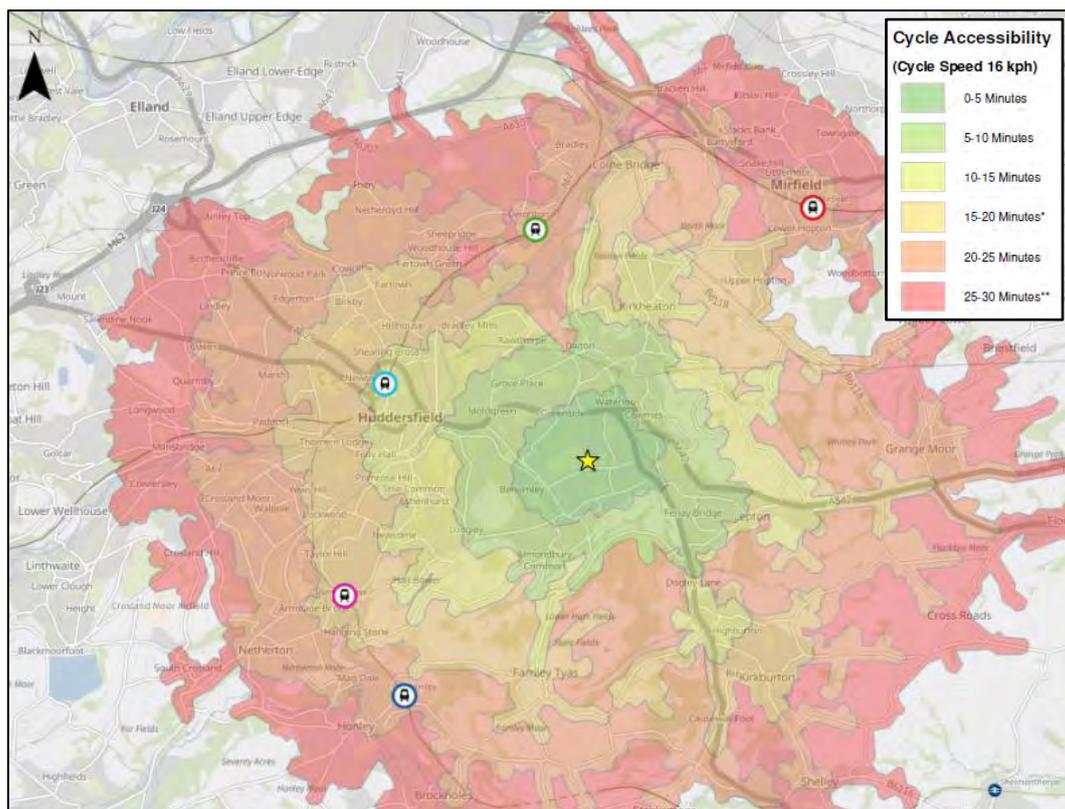
4.2.2 Whilst LTN 1/20, Cycle Infrastructure Design, July 2020, has replaced LTN 2/08 and has resulted in it being withdrawn, LTN 1/20 does not contain definitive recommended maximum cycling distances and therefore there is no reason to suggest that these distances are not still applicable.

4.2.3 Furthermore 'Integrating Cycling into Development Proposals' published in 2008 by Cycling England states that:

"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".

4.2.4 Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 4 an extract of which is provided within Image 4.2.

Image 4.2 Cycle Accessibility



4.2.5 Table 4.3 summarises the key amenities and facilities available within 5km (15 – 20 minute cycle time) of the Site, as illustrated on Figure 4.



Table 4.3 Local Facilities and Amenities within 5km Cycle Distance

Local Facilities and Amenities	
Retail	<ul style="list-style-type: none"> • Huddersfield town Centre • Aldi store • One Stop, Almondbury • Co-Op Food, Almondbury • Morrisons, Huddersfield
Employment	<ul style="list-style-type: none"> • Huddersfield town centre
Leisure	<ul style="list-style-type: none"> • Almondbury Library • SCORE, Huddersfield • Big Box Gym • Woodsome Hall Golf Club
Education	<ul style="list-style-type: none"> • Hill View Academy • Southgate School • All Hallows C of E Primary School • King James's School
Health	<ul style="list-style-type: none"> • Lepton Surgery and Pharmacy • The Waterloo Practice • Smiles in Tandem Dental
Services	<ul style="list-style-type: none"> • Huddersfield bus station • Huddersfield railway station • Lockwood railway station

4.3 ACCESSIBILITY BY BUS

4.3.1 Bus stops along both Southfield Road and Aldonley can be reached within a 2 minute walk of the proposed Site, whereby Huddersfield Bus Station can be reached by the 372 service within a 28 minute journey time. There is a service every 17 minutes.

4.4 ACCESSIBILITY BY RAIL

4.4.1 The nearest railway station is Huddersfield. Indicative journey times to Huddersfield railway station are summarised within Table 4.5.

Table 4.4 Huddersfield Railway Station – Indicative Journey Times

Mode of Transport	Indicative Journey Time
Cycle	17 minutes
Bus (Service 372)	24 minutes <i>(including 7 minute walk time)</i>

4.4.2 Huddersfield Railway Station is located on the Huddersfield Line and is the main station between Leeds and Manchester. which provides regular services between Leeds, Sheffield, Liverpool Lime Street, York, Bradford, Manchester Piccadilly and Redcar Centra to name a few. Huddersfield Station has cycle storage available for 33 bikes, with CCTV and shelter.

4.5 ACCESSIBILITY SUMMARY

4.5.1 It is concluded that the development is provided with appropriate accessibility by foot, cycle and public transport to a range of local services and facilities.



4.5.2 The Site location complies with paragraphs 115 and 117 of the NPPF (December 2024), which requires that:

“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location” and “safe and suitable access to the site can be achieved for all users”

and development should:

“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”



5. Development Trip Impact

5.1 INTRODUCTION

5.1.1 This chapter sets out the methodology for calculating the level of trips generated by the proposed development.

5.2 EXISTING TRIP GENERATION

5.2.1 The TRICS 7.11.4 database has been utilised to calculate representative and appropriate vehicular trip rates for the former care home use during the typical network peak hours. The following time periods have been selected:

- Morning peak hour of 08:00-09:00; and
- Evening peak hour of 17:00-18:00.

5.2.2 Survey sites within the database have been chosen using the parameters summarised within Table 5.1.

Table 5.1 TRICS Selection Criteria

	Selection
Land Use	05 – Health, F – Care Home (Elderly Residential)
Calculation options	Vehicular trip rates
Regions	Greater London, Ireland, Northern Ireland, Wales and Scotland sites excluded
Trip Rate Parameter	Parking spaces
Parameter Range	3-20
Date Range	01/01/16 to 19/06/23
Days Included	Monday to Friday
Location	Suburban Area & Edge of Town

5.2.3 The TRICS output is contained at Appendix D with a summary of the trip rates and resultant trip generation provided within Table 5.2 based on 6 car parking spaces. It should be noted that the rear car park/service yard has been used for car parking, but has been excluded from the assessment.

Table 5.2 TRICS Trip Rates – Care Home

Time Period	Vehicular Trip Rates (per parking space)			Trip Generation (6 parking spaces)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.258	0.152	0.410	2	1	3
PM Peak 17:00-18:00	0.197	0.227	0.424	1	1	2

5.2.4 As can be seen from the above, the former care home is predicted to have generated at least 2-3 two-way vehicle trips during the AM and PM peak.

5.2.5 It should also be noted that planning permission has been granted for the demolition of the existing care home and the erection of a dementia day care facility. Although no supporting traffic



or transportation documentation was submitted with the application detailing the level of trip generation, as the development incorporated a greater number of car parking spaces (15), it is fair to assume that the dementia day care facility would have generated a greater volume of traffic than the care home.

5.3 PROPOSED TRIP GENERATION

5.3.1 The TRICS 7.11.4 database has again been utilised to calculate representative and appropriate vehicular trip rates for the proposed supported living scheme.

5.3.2 Survey sites within the database have been chosen using the parameters summarised within Table 5.3.

Table 5.3 TRICS Selection Criteria

	Selection
Land Use	03 – Residential, F – Sheltered Accommodation
Calculation options	Vehicular trip rates
Regions	Greater London, Ireland, Northern Ireland, Wales and Scotland sites excluded
Trip Rate Parameter	No of dwellings
Parameter Range	14-50 (average of 27)
Date Range	01/01/16 to 24/06/24
Days Included	Monday to Friday
Location	Suburban Area, Edge of Town and Neighbourhood Centre

5.3.3 The TRICS output is contained at Appendix E with a summary of the trip rates and resultant trip generation provided within Table 5.4.

Table 5.4 TRICS Trip Rates – Sheltered Accommodation

Time Period	Vehicular Trip Rates (per dwelling)			Trip Generation (30 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.101	0.101	0.202	3	3	6
PM Peak 17:00-18:00	0.064	0.083	0.147	2	2	4

5.4 NET TRIP GENERATION

5.4.1 A comparison between the former care home and proposed sheltered accommodation is provided within Table 5.5.



Table 5.5 NET Trip Generation

Time Period	NET Trip Generation		
	Arrivals	Departures	Total
Care Home			
AM Peak 08:00-09:00	2	1	3
PM Peak 17:00-18:00	1	1	2
Sheltered Accommodation			
AM Peak 08:00-09:00	3	3	6
PM Peak 17:00-18:00	2	2	4
NET Change			
AM Peak 08:00-09:00	+1	+2	+3
PM Peak 17:00-18:00	+1	+1	+2

5.4.2 It can be seen that the proposed sheltered accommodation generates extremely low volumes of peak hour traffic, which is predicted to generate similar volumes to the previous use of the Site as a care home. The development will not result in a material change in traffic volumes when compared against the former use of the Site as a care home, or the approved use as a dementia day care facility.



6. Summary and Conclusions

6.1.1 Optima Highways and Transportation has been appointed by Highstone to prepare a TS that considers the highways and transportation matters associated with a proposed supported living accommodation scheme at the former Homestead care home, Hurst Knowle, Almondbury.

6.1.2 This report has provided a commentary on the existing Site and its conditions. It has demonstrated that the Site is highly accessible by foot, cycle and public transport to numerous local facilities. In accordance with the NPPF, this provides staff and future residents with the choice to travel via alternatives modes of transport and minimise trips made by the private car.

6.1.3 Personal injury collision information has been interrogated and concludes that there are no existing road safety issues in the vicinity of the Site.

6.1.4 Vehicular access into the Site is proposed via Hurst Knowle. The access has been designed in order to provide a private shared surface, which is suitable to safely accommodate the low volumes of traffic generated by the development.

6.1.5 Visibility splays from the proposed access comply with both national and local guidance based on the 30mph speed limit.

6.1.6 The internal layout accommodates a turning head suitable to accommodate refuse collection vehicles.

6.1.7 Suitable and sufficient car parking has been provided to cater for the likely demand of the development.

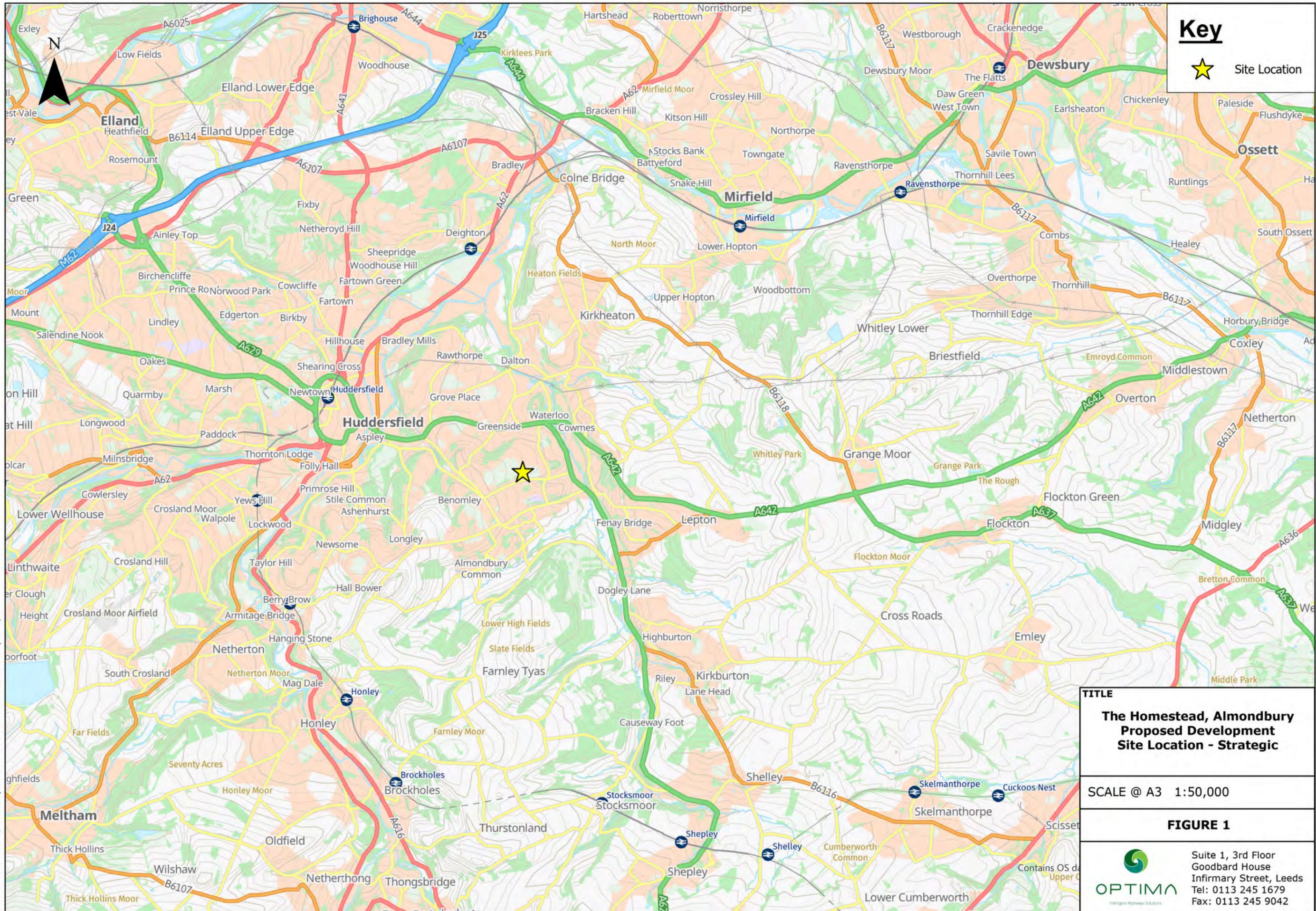
6.1.8 It has been shown that the proposed development is predicted to generate extremely low volumes of traffic during peak periods and over a day. The volume of new trips will not have a material impact on the operation of the local highway network and certainly cannot be considered as being 'severe' in accordance with the NPPF.

6.1.9 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development proposals should not be granted full planning permission.



Figures





Key

★ Site Location

TITLE

**The Homestead, Almondbury
Proposed Development
Site Location - Strategic**

SCALE @ A3 1:50,000

FIGURE 1



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\The Homestead, Almondbury\DRAWINGS\GIS\The Homestead, Almondbury GIS.aprx



Key

— Indicative Site Boundary

TITLE

**The Homestead, Almondbury
Proposed Development
Site Location - Local**

SCALE @ A3: 1:2,000

FIGURE 2



Suite 1, 3rd Floor
Goodbard House
Infirmary Street, Leeds
Tel: 0113 245 1679
Fax: 0113 245 9042

Path: O:\The Homestead, Almondbury\DRAWINGS\GIS\The Homestead, Almondbury GIS.aprx

Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, Geo Technic

Local Facilities

Education

- ① Hill View Academy
- ② Southgate School
- ③ Dalton School Junior Infant & Nursery
- ④ The Academy Nursery
- ⑤ Almond House Nursery

Health

- ① Almondbury Surgery
- ② The Waterloo Practice
- ③ Waterloo Pharmacy
- ④ Rowlands Pharmacy Almondbury
- ⑤ Almondbury Dental Practice

Retail

- ① Aldonley Stores
- ② One Stop
- ③ JCS Convenience Store
- ④ H & N Local Store
- ⑤ Co-op Food Almondbury

Recreation

- ① BigBox Huddersfield
- ② Fernside Park
- ③ Almondbury Striders
- ④ Almondbury Cricket Club
- ⑤ The Stag

Services

- ① Quarry Hill Centre
- ② Almondbury Library
- ③ Almondbury Post Office
- ④ Aldonley D Post Box

Key

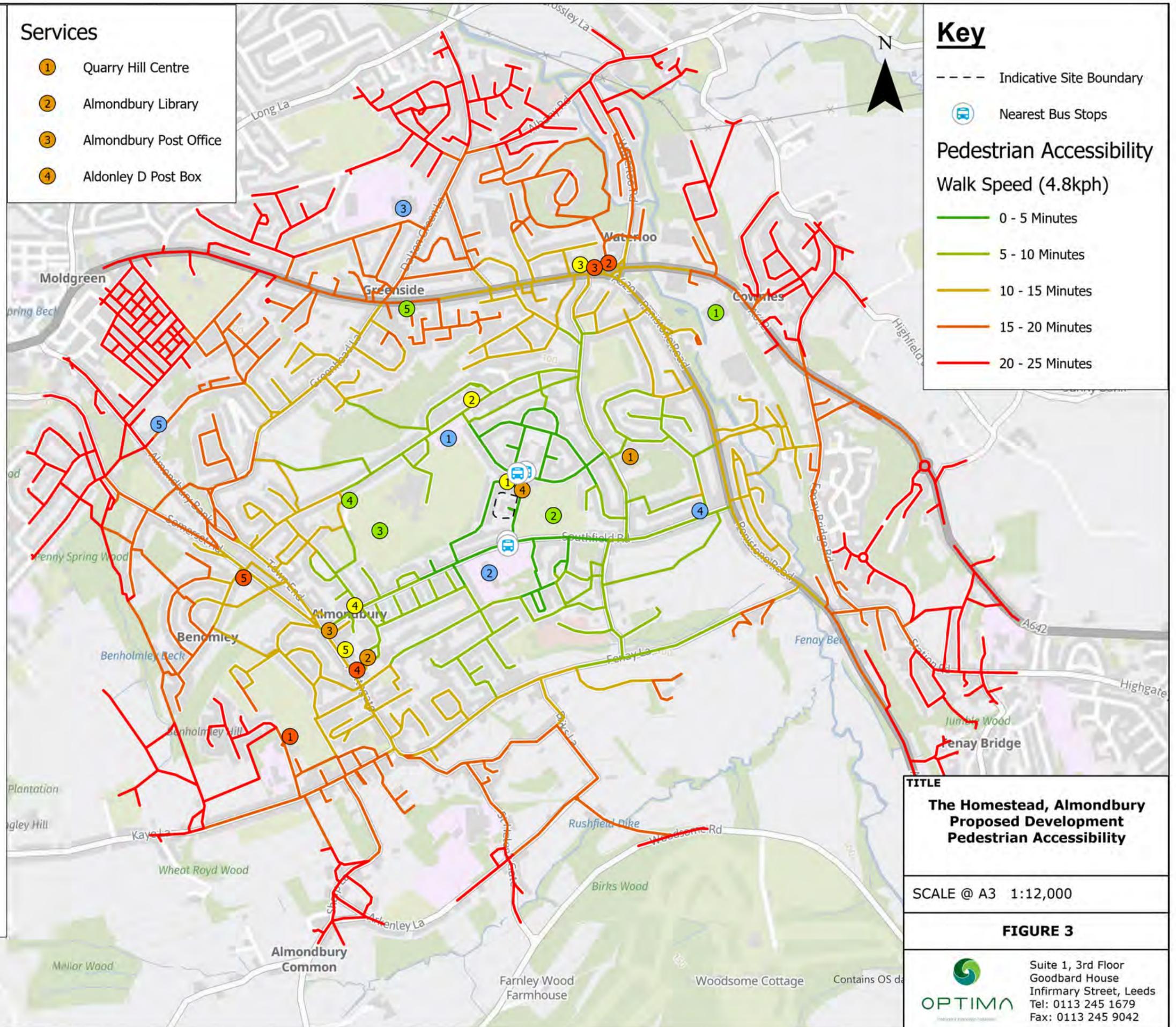
--- Indicative Site Boundary

 Nearest Bus Stops

Pedestrian Accessibility

Walk Speed (4.8kph)

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes



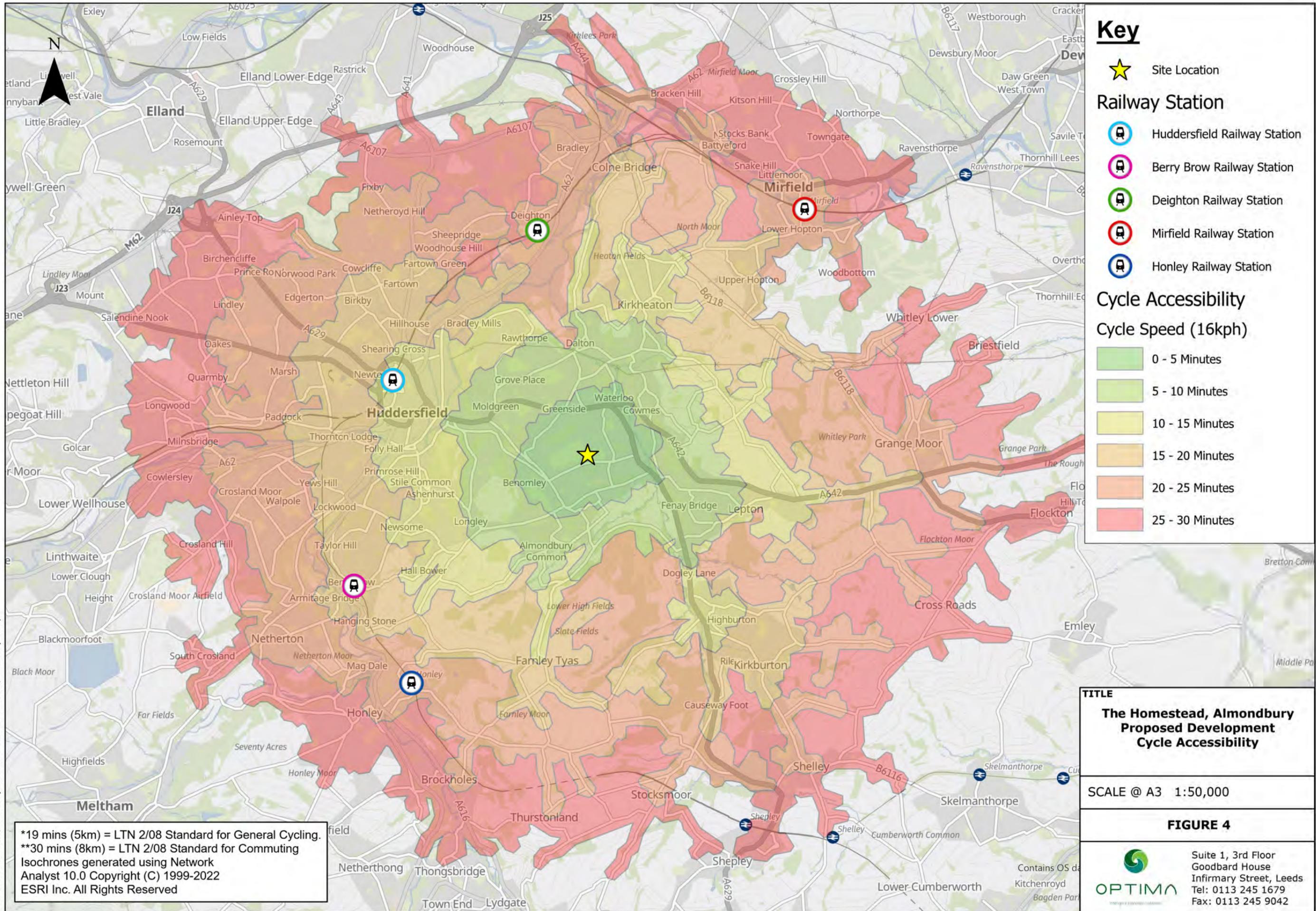
TITLE
The Homestead, Almondbury
Proposed Development
Pedestrian Accessibility

SCALE @ A3 1:12,000

FIGURE 3

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

Path: C:\The Homestead, Almondbury\DRAWINGS\GIS\The Homestead, Almondbury GIS.aprx



Key

-  Site Location
-  Huddersfield Railway Station
-  Berry Brow Railway Station
-  Deighton Railway Station
-  Mirfield Railway Station
-  Honley Railway Station

Cycle Accessibility

Cycle Speed (16kph)

-  0 - 5 Minutes
-  5 - 10 Minutes
-  10 - 15 Minutes
-  15 - 20 Minutes
-  20 - 25 Minutes
-  25 - 30 Minutes

TITLE
The Homestead, Almondbury Proposed Development Cycle Accessibility

SCALE @ A3 1:50,000

FIGURE 4

 Suite 1, 3rd Floor
 Goodbard House
 Infirmary Street, Leeds
 Tel: 0113 245 1679
 Fax: 0113 245 9042

*19 mins (5km) = LTN 2/08 Standard for General Cycling.
 **30 mins (8km) = LTN 2/08 Standard for Commuting
 Isochrones generated using Network Analyst 10.0 Copyright (C) 1999-2022 ESRI Inc. All Rights Reserved

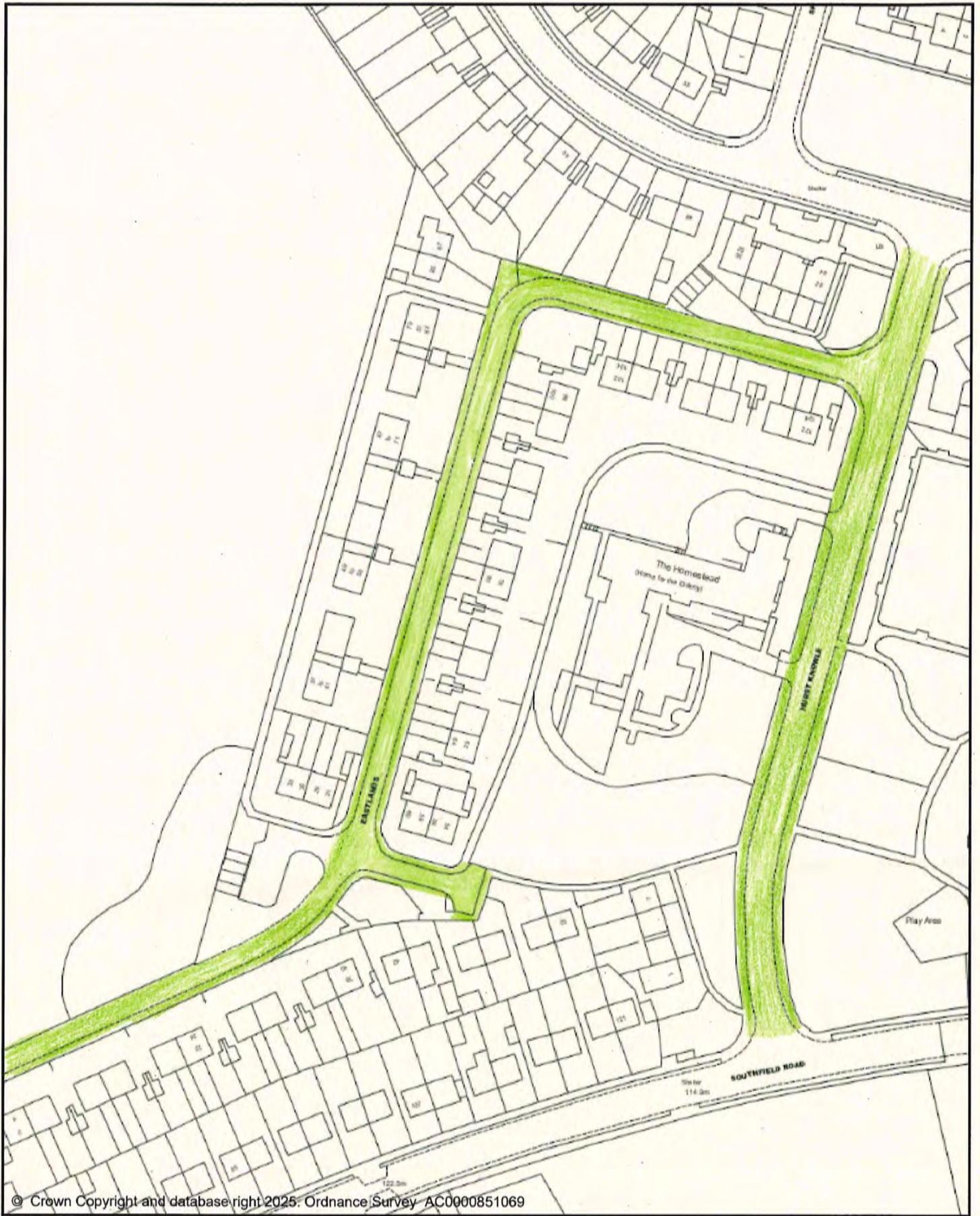
Path: O:\The Homestead, Almondbury\DRAWINGS\GIS\The Homestead, Almondbury GIS.aprx

Appendices



Appendix A Highway Adoption Records





Scale = 1:1250

maps@kirklees.gov.uk



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Appendix B Proposed Site Plan



Building Type	Storey	Units
1 Bed Bungalows - Semi	1	2
1 Bed Bungalows - Detached	1	6
1 Bed Apartments (3 Storey)	3	18
1 Bed Apartments (2 Storey)	2	4
		30



 **SITE PLAN - Proposed**
1 : 500



E	Disabled Space and Vis Splay added	29Apr25
D	Access amended following Highway comments	29Apr25
C	Amendments	24Apr25
B	Amendments	19Mar25
A	1 Bed bungalows added	25Feb25
Rev.	Description	Date

HOMESTEAD, HUDDERSFIELD

SITE PLAN - PROPOSED

Dwg No. H24-HS - 003 Rev. E
 Drawn/Checked: NF
 Scale @ A3 : 1 : 500
 Date: 5Feb25
 Client: n/a



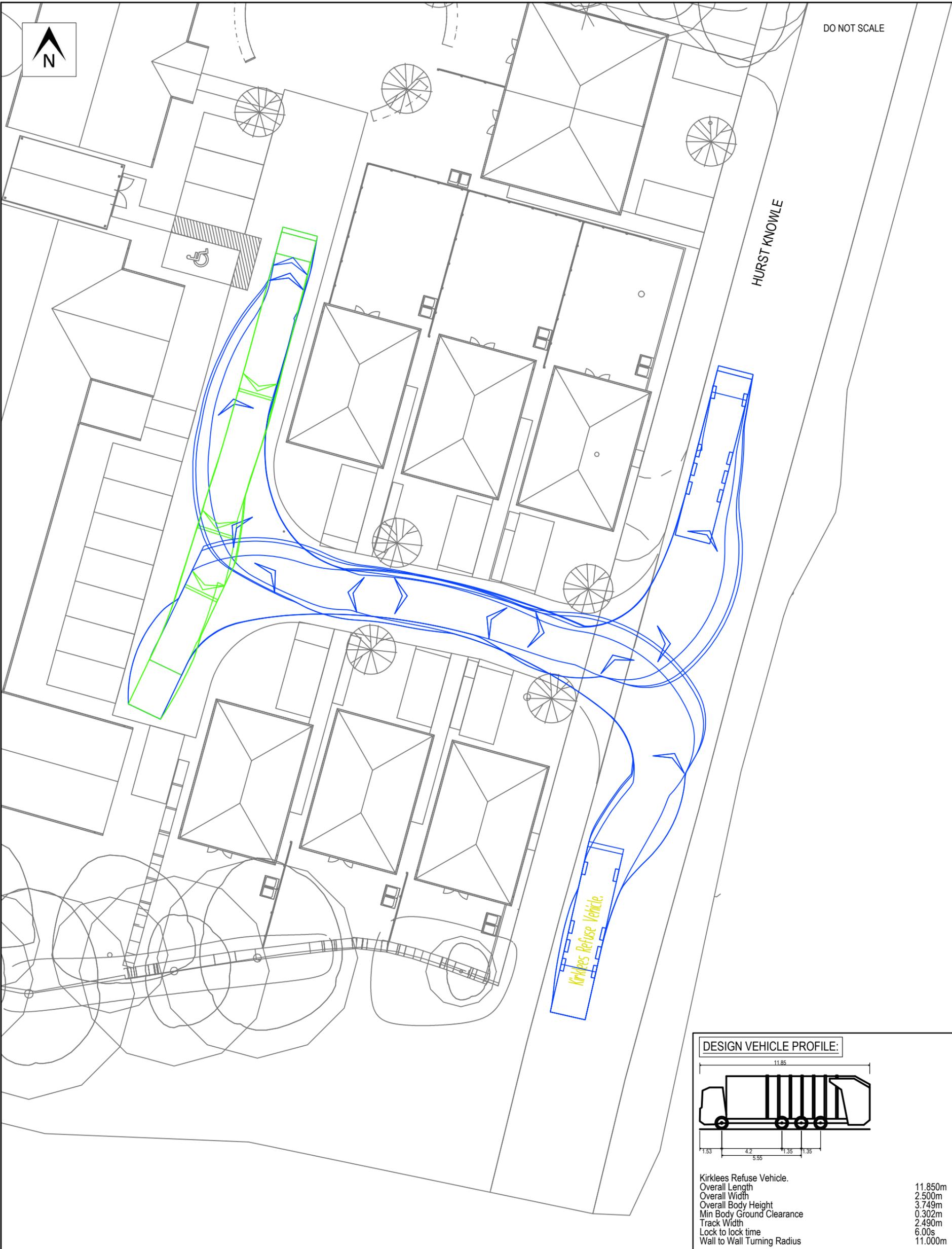
Appendix C Swept Path Analysis



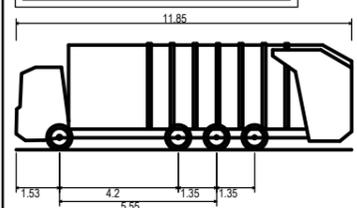
DO NOT SCALE



HURST KNOWLE



DESIGN VEHICLE PROFILE:



Kirklees Refuse Vehicle.	11.850m
Overall Length	2.500m
Overall Width	3.749m
Overall Body Height	0.302m
Min Body Ground Clearance	2.490m
Track Width	6.00s
Lock to lock time	11.000m
Wall to Wall Turning Radius	

						PROJECT	THE HOMESTEAD, ALMONDBURY			CLIENT	HIGHSTONE HOMES		
REV	DATE	BY	DESCRIPTION	CHK	APP	DRAWING TITLE	CHECKED	APPROVED	DRG No.				
-	30/04/25	JS	INITIAL ISSUE	MEW	MEW	REFUSE COLLECTION VEHICLE SWEEP PATH ANALYSIS	MEW	MEW	24123/ATR/01				
STATUS						PRELIMINARY	DRAWN BY:	SCALE @ A3	DATE	REV.			
							JS	1:250	30/04/25	-			

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbaird House, Infirmary Street
Leeds LS1 2JP
optimahighways.com T 0113 245 1679

Appendix D TRICS Output – Care Home



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST WS WEST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	2 days
08	NORTH WEST BP BLACKPOOL	1 days
09	NORTH TW TYNE & WEAR	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: Parking spaces
 Actual Range: 10 to 18 (units:)
 Range Selected by User: 3 to 20 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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 2 days
 Tuesday 2 days
 Thursday 1 days

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

Selected survey types:

Manual count 5 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 2

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 5

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 4 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C2 5 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

Population within 1 mile:

5,001 to 10,000 1 days
 10,001 to 15,000 1 days
 15,001 to 20,000 1 days
 25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 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	2 days
1.1 to 1.5	3 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:

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	5 days
-----------------	--------

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 PARKING SPACES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	5	13	0.303	5	13	0.288	5	13	0.591
08:00 - 09:00	5	13	0.258	5	13	0.152	5	13	0.410
09:00 - 10:00	5	13	0.288	5	13	0.212	5	13	0.500
10:00 - 11:00	5	13	0.212	5	13	0.258	5	13	0.470
11:00 - 12:00	5	13	0.273	5	13	0.242	5	13	0.515
12:00 - 13:00	5	13	0.273	5	13	0.303	5	13	0.576
13:00 - 14:00	5	13	0.348	5	13	0.167	5	13	0.515
14:00 - 15:00	5	13	0.242	5	13	0.364	5	13	0.606
15:00 - 16:00	5	13	0.303	5	13	0.455	5	13	0.758
16:00 - 17:00	5	13	0.197	5	13	0.288	5	13	0.485
17:00 - 18:00	5	13	0.197	5	13	0.227	5	13	0.424
18:00 - 19:00	5	13	0.106	5	13	0.182	5	13	0.288
19:00 - 20:00	5	13	0.318	5	13	0.227	5	13	0.545
20:00 - 21:00	5	13	0.182	5	13	0.182	5	13	0.364
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.500			3.547			7.047

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 - 18 (units:)
Survey date range: 01/01/16 - 19/06/23
Number of weekdays (Monday-Friday): 5
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E TRICS Output – Sheltered Accommodation



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : F - SHELTERED ACCOMMODATION
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 20 to 35 (units:)
 Range Selected by User: 14 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 24/06/24

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 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 4 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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 4

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 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 4 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	2 days
25,001 to 50,000	2 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
75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	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	1 days
1.1 to 1.5	3 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:

No	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AL-03-F-01 CHESTER ROAD HALIFAX	SHELTERED HOUSING	CALDERDALE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 22 <i>Survey date: MONDAY 22/10/18</i>		<i>Survey Type: MANUAL</i>
2	CU-03-F-02 CLIFFORD ROAD PENRITH	SHELTERED ACCOMODATION	CUMBERLAND
	Edge of Town Residential Zone Total No of Dwellings: 35 <i>Survey date: MONDAY 24/06/24</i>		<i>Survey Type: MANUAL</i>
3	GM-03-F-07 LANCASTER ROAD SALFORD SWINTON PARK	SHELTERED HOUSING	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 21/06/19</i>		<i>Survey Type: MANUAL</i>
4	LC-03-F-02 RICHMOND AVENUE BURSCOUGH	SHELTERED HOUSING	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 <i>Survey date: THURSDAY 21/04/22</i>		<i>Survey Type: MANUAL</i>

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/F - SHELTERED ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	4	27	0.073	4	27	0.092	4	27	0.165
08:00 - 09:00	4	27	0.101	4	27	0.101	4	27	0.202
09:00 - 10:00	4	27	0.183	4	27	0.183	4	27	0.366
10:00 - 11:00	4	27	0.211	4	27	0.211	4	27	0.422
11:00 - 12:00	4	27	0.165	4	27	0.211	4	27	0.376
12:00 - 13:00	4	27	0.138	4	27	0.101	4	27	0.239
13:00 - 14:00	4	27	0.174	4	27	0.211	4	27	0.385
14:00 - 15:00	4	27	0.138	4	27	0.165	4	27	0.303
15:00 - 16:00	4	27	0.138	4	27	0.083	4	27	0.221
16:00 - 17:00	4	27	0.165	4	27	0.119	4	27	0.284
17:00 - 18:00	4	27	0.064	4	27	0.083	4	27	0.147
18:00 - 19:00	4	27	0.055	4	27	0.055	4	27	0.110
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.605			1.615			3.220

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: 20 - 35 (units:)
Survey date range: 01/01/16 - 24/06/24
Number of weekdays (Monday-Friday): 4
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.