



27 November 2025

## HIGHWAYS NOTE

**SITE: PARKTON GROVE, HANGING STONE ROAD, BERRY BROW, HD4 7QU**

**SUBJECT: PLANNING APPLICATION FOR 1NO NEW BUILD RESIDENTIAL DWELLING**

- 1.1 attp has been commissioned to prepare a Highways Note and supporting drawings in support of a planning application for 1No new built four bed residential dwelling at Parkton Grove off Hanging Stone Road in the Berry Brow area of Huddersfield. The local planning and highways authority is Kirklees Council (KC).
  - 1.2 The proposals are for a new build four bedroom residential dwelling on the site. Access into the site is currently and will continue to be provided from Hanging Stone Road. The proposed site plans and a location are attached at **Appendix A**.
  - 1.3 Hanging Stone Road, in the vicinity of the site access, is subject to a 30mph speed restriction. As such, according to the guidance set out within the Manual for Streets, a visibility splay of 2.4x43m is required at the site access. However, given the presence of traffic calming measures, in the form of speed humps, northwest of the site access, and the nature of the road in terms of its horizontal and vertical alignment it was expected that actual vehicle speeds would be less than the 30mph posted speed limit.
  - 1.4 As such, a speed survey was undertaken on Tuesday 25<sup>th</sup> November in the vicinity of the site access. The results of the survey, a copy of which are attached at **Appendix B**, demonstrate that the actual 85<sup>th</sup> percentile speeds on Hanging Stone Road in the vicinity of the site access are 21.79mph for vehicles travelling northwest bound and 22.49mph for vehicle travelling southeast bound.
  - 1.5 As such, according to the guidance set out within the Manual for Streets these 85<sup>th</sup> percentile speeds result in a requirement for 2.4m x 28m visibility splays at the site access, in both directions. As shown on the drawing attached at **Appendix C**, a small section of the existing retaining wall on the site's frontage with Hanging Stone Road, which is in a poor state of repair currently, will be demolished and rebuilt to accommodate this visibility splay.
  - 1.6 The applicant has confirmed they will ensure that any vegetation along the site frontage will be kept trimmed back so that it does not obscure the visibility at the site access.
  - 1.7 Swept path analyses has been provided at **Appendix D** which demonstrates that the site access can be safely manoeuvred by a large car and is able to enter and exit the site in a forward gear.
  - 1.8 In line with current parking standards the proposed four bed residential dwelling will be provided with two off road parking spaces and a single garage.
  - 1.9 A bin collection point will be provided close to site access, as shown on the site layout, this bin store can then be attended to by the local authorities refuse collection services.
-

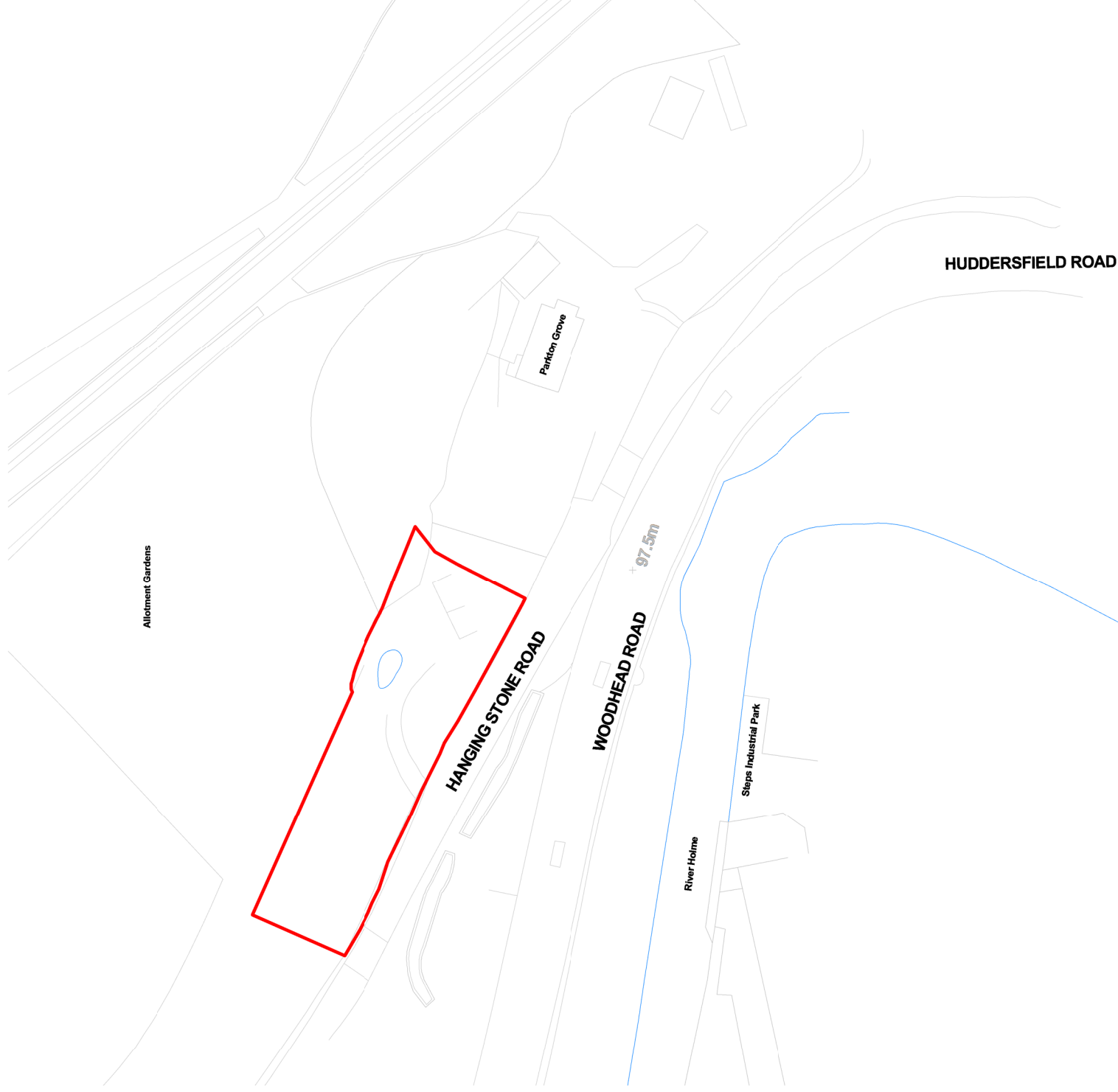
- 1.10 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those trips under two kilometres. The 2.0 kilometre walking catchment area from the centre of the site includes Berry Brow in its entirety and the eastern extent of Honley within which are all the facilities including, Honley High School, Honley C of E Junior School, Honley Medical Centre, Honley Dental Surgery, Honley Cricket Club, Honley Park, Jagger Skate Park, public houses and restaurants, a coop food, a yoga studio, petrol station with an ASDA convenience store, Honley Day Care and Prep School, cafés, a dance school, a language school, a garden centre, takeaway food outlets, hair salons, a pet shop and various retail stores.
- 1.11 Cycling also has the potential to substitute for short car trips, particularly those that are less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. The 5.0 kilometre cycling catchment area from the centre of the site, in addition to the areas that are accessible on foot, the western extent of Honley town centre, other surrounding villages including Holmfirth and the southern extent of Huddersfield town centre, within which are a large number of additional facilities. There is a segregated cycle lane on the A616 Woodhead Road, which Hanging Stone Road takes access from at its southeastern end, which provides a safe route from Berry Brow into Huddersfield Town Centre.
- 1.12 Bus stops are located on the A616 Woodhead Road within the recommended 400m walking distance from the site. The bus stops are served by bus numbers 307, 308, 310, 314, 315 and 316. These buses provide regular services to the surrounding towns and villages including Honley, Holmfirth and Huddersfield. There are also bus stops located on Hanging Stone Road, to the northwest of the site which are served by bus numbers 307 and 308 which provide regular services to Honley and Holmfirth.
- 1.13 Berry Brow also has its own railway station, located on Birch Road c.1.4km north of the site. The station has step free access, a sheltered waiting area, ticket machines and cycle parking available. The station is on the Sheffield to Huddersfield line which provides an hour service in each direction.
- 1.14 A wealth of additional public transport facilities are available from Honley, Holmfirth and Huddersfield town centres, including buses and trains.
- 1.15 Honley and Huddersfield town centres also have a large range of employment facilities including offices, retail, and leisure, secondary and tertiary education facilities, shops, banks, post offices, libraries, pubs, restaurants/cafes, leisure facilities, medical facilities and regular markets, all of which are all accessible from the site via public transport.
- 1.16 In summary it is considered that the site is in a sustainable location and can be safely accessed and as such there are no highways or transport reasons that should prevent Kirklees Council supporting the proposals and ultimately the granting of planning consent.

# APPENDIX A

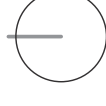
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REVISIONS



NORTH



Holmfirth | HD9 1QB  
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PROJECT

PARKTON GROVE  
HANGING STONE ROAD, HONLEY

TITLE

LOCATION PLAN

SCALE

DATE

1 : 1250 @ A3

04/2025

DRAWN

REVIEWED

GZ

04/2025

SGA REF

NUMBER

24-014

REVISION

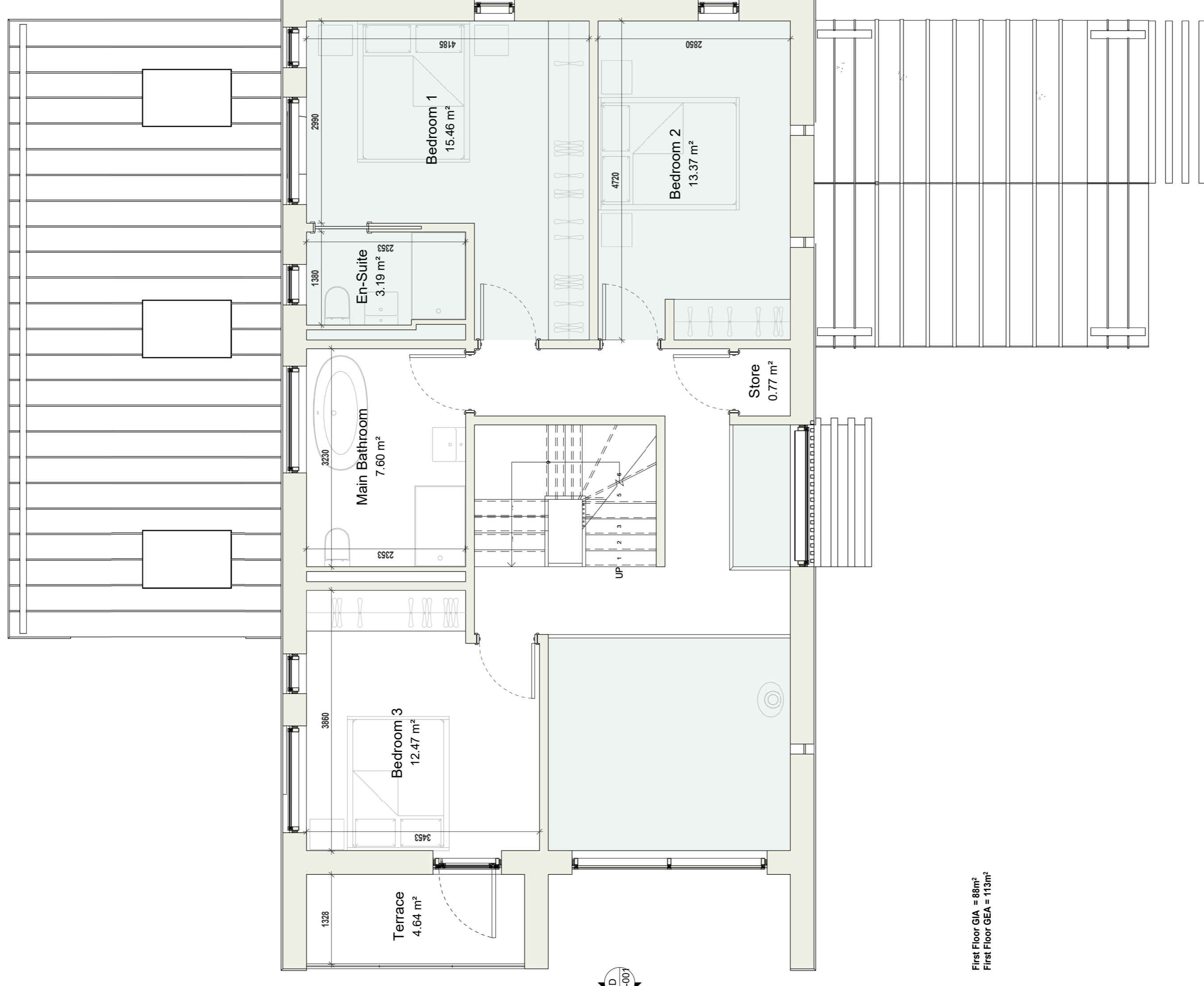
90-001

STATUS

PRE APPLICATION

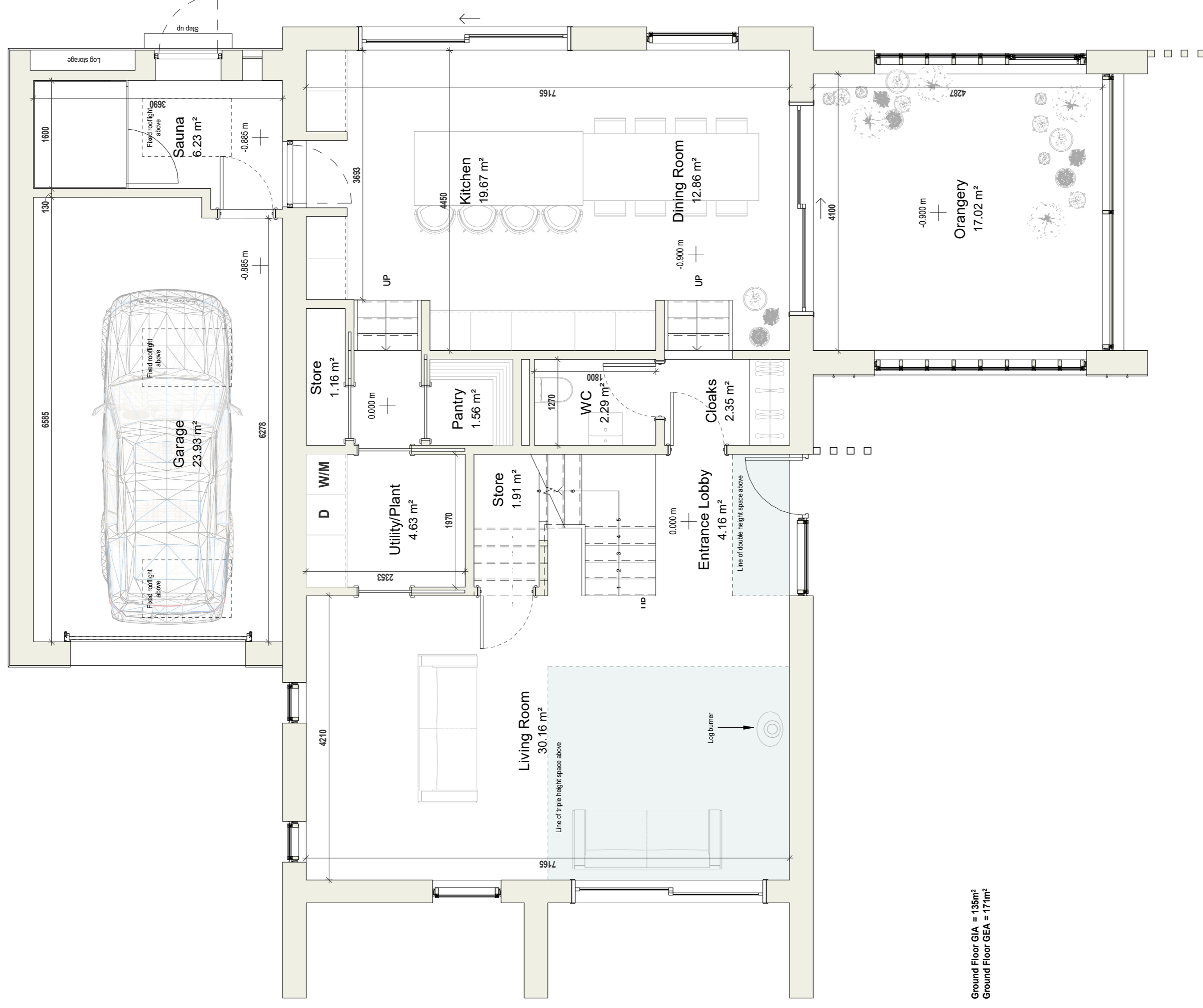
# LOCATION PLAN

1 : 1250



First Floor GIA = 48m²  
First Floor GBA = 110m²

**First Floor**  
1 : 50



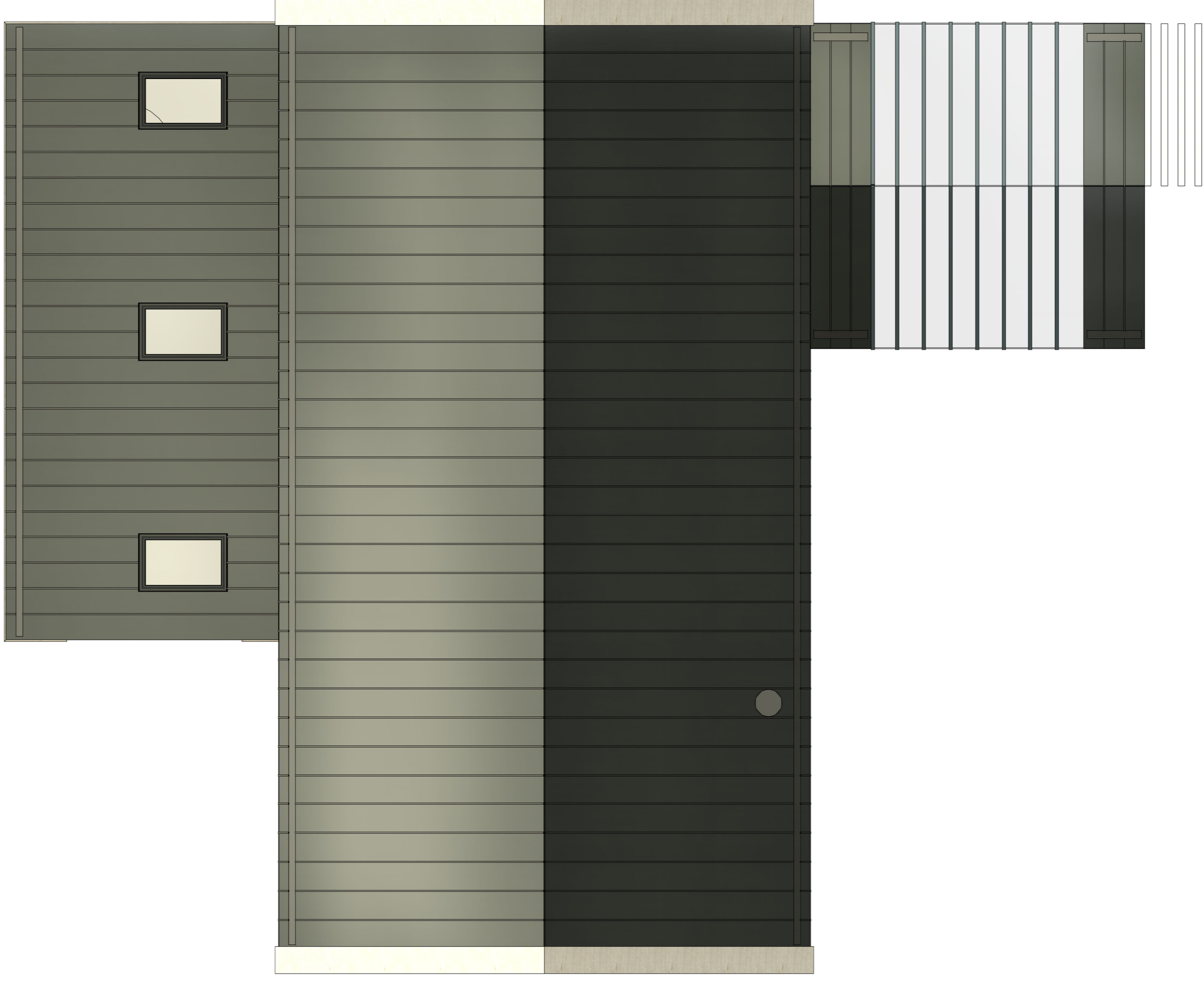
Ground Floor GIA = 155m²  
Ground Floor GBA = 171m²

**Ground Floor**  
1 : 50



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PROJECT

PARKTON GROVE  
HANGING STONE ROAD, HONLEY

TITLE

GA FLOOR PLANS  
SHEET 2 OF 2

SCALE

1 : 50 @ A1

DATE

04/2025

DRAWN

GZ

REVIEWED

SGA REF

24-014

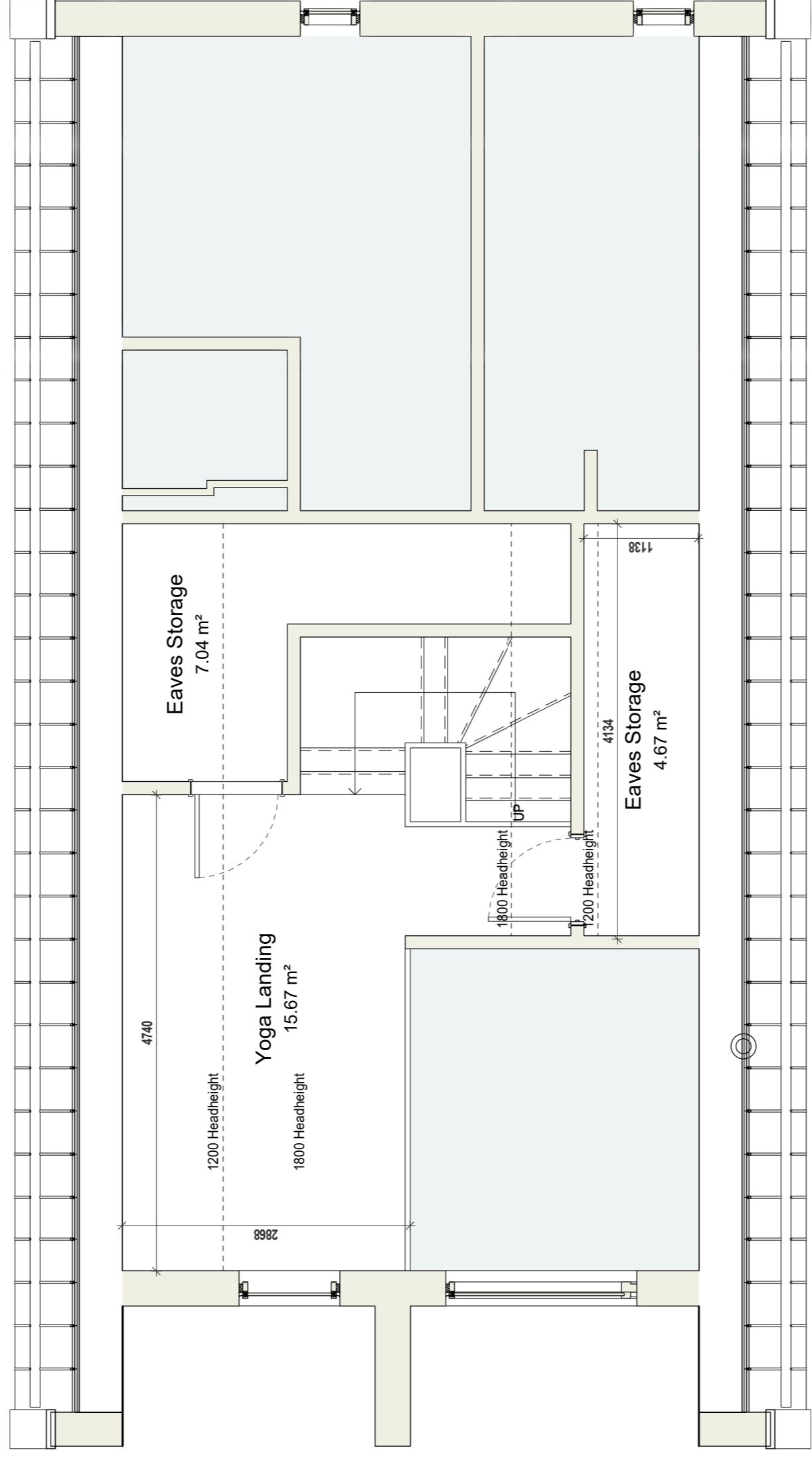
NUMBER

22-002

REVISION

STATUS

PRE APPLICATION



**Second Floor**

1 : 50

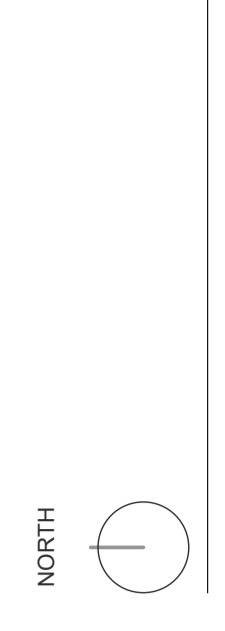
**Roof**

1 : 50

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REVISIONS

- Site Access
- TPO Area
- Boundary Extent
- 2.4m x 28m Visibility Splay
- Bin Provision
- Category A Trees - Trees of High Quality
- Category B Trees - Trees of Moderate Quality
- Category C Trees - Low Quality and Merit, not considered to be a material planning consideration
- Category C Trees to be removed
- 1.5m Retaining Stone Wall
- Existing Retaining Wall to be removed
- Existing Retaining Wall
- 0.6m Low impact Boundary Wall



Downen LLP  
100, 101, 102  
www.studio.garchitectural.co.uk

PROJECT  
PARKTON GROVE  
HANGING STONE ROAD, HONLEY

TITLE  
PROPOSED ACCESS PLAN

SCALE  
As Indicated @ A0

DATE  
04/2025

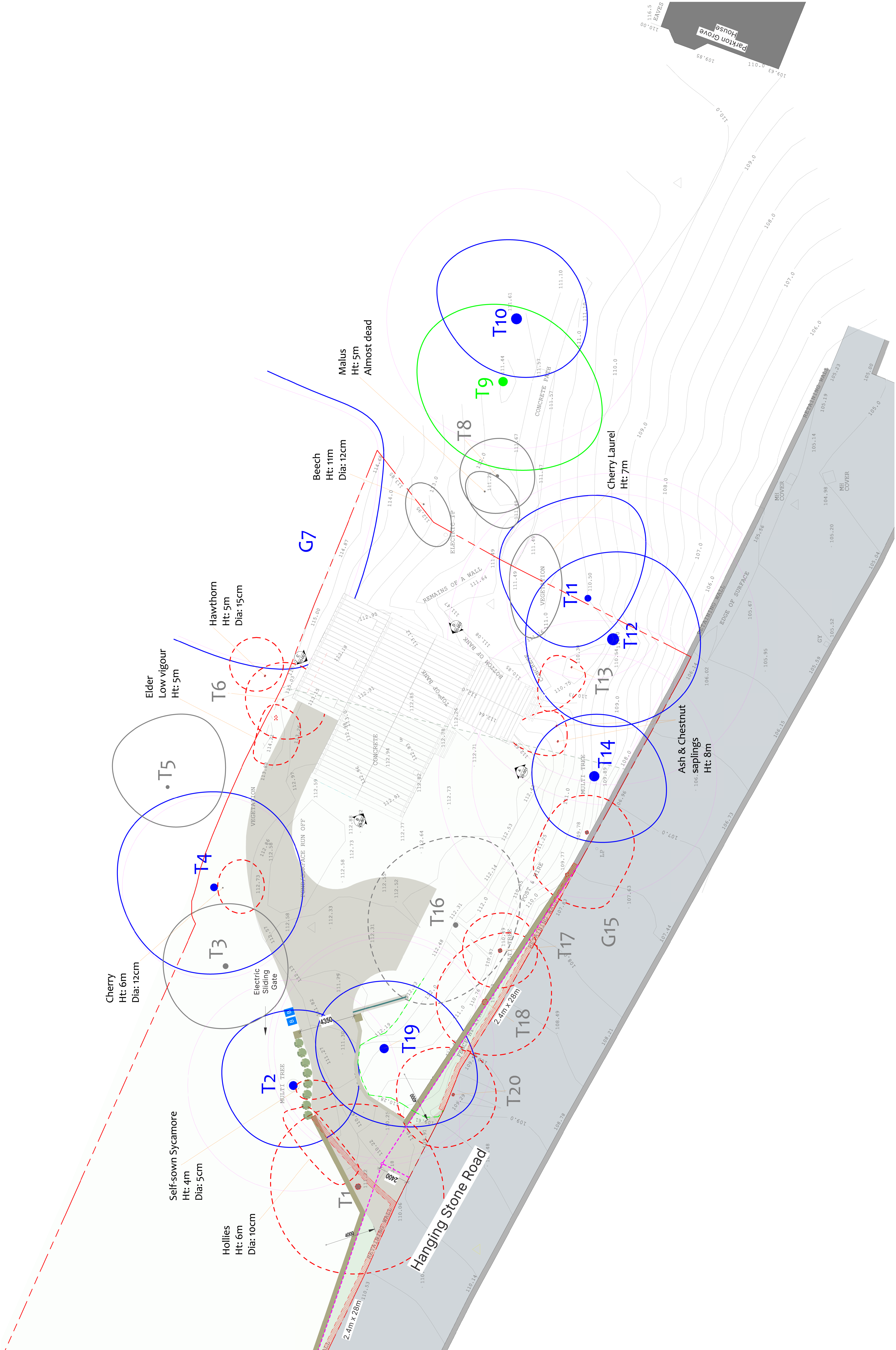
DRAWN  
GZ

STATUS  
PRE APPLICATION

NO. OF SHEETS  
24-014

TOTAL NUMBER OF SHEETS  
90-002

REVISION



# APPENDIX B

Speed (mph)	Frequency	f*x
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	1	15
16	1	16
17	0	0
18	1	18
19	5	95
20	6	120
21	9	189
22	8	176
23	4	92
24	9	216
25	2	50
26	4	104
27	0	0
28	0	0
29	0	0
30	0	0
31	0	0
32	0	0
33	0	0
34	0	0
35	0	0
36	0	0
37	0	0
38	0	0
39	0	0
40	0	0
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70	0	0
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73	0	0
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78	0	0
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82	0	0
83	0	0
84	0	0
85	0	0
86	0	0
87	0	0
88	0	0
89	0	0
90	0	0
91	0	0
92	0	0
93	0	0
94	0	0
95	0	0
96	0	0
97	0	0
98	0	0
<b>Total</b>	<b>50</b>	<b>1091</b>

Speed (mph)	Frequency	Class Mark	x - mean	e*f
Band	f	x	e	e*f
6.5-7.4	0	7	219.63	0.00
7.5-8.4	0	8	190.99	0.00
8.5-9.4	0	9	164.35	0.00
9.5-10.4	0	10	139.71	0.00
10.5-11.4	0	11	117.07	0.00
11.5-12.4	0	12	96.43	0.00
12.5-13.4	0	13	77.79	0.00
13.5-14.4	0	14	61.15	0.00
14.5-15.4	1	15	46.51	46.51
15.5-16.4	1	16	33.87	33.87
16.5-17.4	0	17	23.23	0.00
17.5-18.4	1	18	14.59	14.59
18.5-19.4	5	19	7.95	39.76
19.5-20.4	6	20	3.31	19.87
20.5-21.4	9	21	0.67	6.05
21.5-22.4	8	22	0.03	0.26
22.5-23.4	4	23	1.39	5.57
23.5-24.4	9	24	4.75	42.77
24.5-25.4	2	25	10.11	20.22
25.5-26.4	4	26	17.47	69.89
26.5-27.4	0	27	26.83	0.00
27.5-28.4	0	28	38.19	0.00
28.5-29.4	0	29	51.55	0.00
29.5-30.4	0	30	66.91	0.00
30.5-31.4	0	31	84.27	0.00
31.5-32.4	0	32	103.63	0.00
32.5-33.4	0	33	124.99	0.00
33.5-34.4	0	34	148.35	0.00
34.5-35.4	0	35	173.71	0.00
35.5-36.4	0	36	201.07	0.00
36.5-37.4	0	37	230.43	0.00
37.5-38.4	0	38	261.79	0.00
38.5-39.4	0	39	295.15	0.00
39.5-40.4	0	40	330.51	0.00
40.5-41.4	0	41	367.87	0.00
41.5-42.4	0	42	407.23	0.00
42.5-43.4	0	43	448.59	0.00
43.5-44.4	0	44	491.95	0.00
44.5-45.4	0	45	537.31	0.00
45.5-46.4	0	46	584.67	0.00
46.5-47.4	0	47	634.03	0.00
47.5-48.4	0	48	685.39	0.00
48.5-49.4	0	49	738.75	0.00
49.5-50.4	0	50	794.11	0.00
50.5-51.4	0	51	851.47	0.00
51.5-52.4	0	52	910.83	0.00
52.5-53.4	0	53	972.19	0.00
53.5-54.4	0	54	1035.55	0.00
54.5-55.4	0	55	1100.91	0.00
55.5-56.4	0	56	1168.27	0.00
56.5-57.4	0	57	1237.63	0.00
57.5-58.4	0	58	1308.99	0.00
58.5-59.4	0	59	1382.35	0.00
59.5-60.4	0	60	1457.71	0.00
60.5-61.4	0	61	1535.07	0.00
61.5-62.4	0	62	1614.43	0.00
62.5-63.4	0	63	1695.79	0.00
63.5-64.4	0	64	1779.15	0.00
64.5-65.4	0	65	1864.51	0.00
65.5-66.4	0	66	1951.87	0.00
66.5-67.4	0	67	2041.23	0.00
67.5-68.4	0	68	2132.59	0.00
68.5-69.4	0	69	2225.95	0.00
69.5-70.4	0	70	2321.31	0.00
70.5-71.4	0	71	2418.67	0.00
71.5-72.4	0	72	2518.03	0.00
72.5-73.4	0	73	2619.39	0.00
73.5-74.4	0	74	2722.75	0.00
74.5-75.4	0	75	2828.11	0.00
75.5-76.4	0	76	2935.47	0.00
76.5-77.4	0	77	3044.83	0.00
77.5-78.4	0	78	3156.19	0.00
78.5-79.4	0	79	3269.55	0.00
79.5-80.4	0	80	3384.91	0.00
80.5-81.4	0	81	3502.27	0.00
81.5-82.4	0	82	3621.63	0.00
82.5-83.4	0	83	3742.99	0.00
83.5-84.4	0	84	3866.35	0.00
84.5-85.4	0	85	3991.71	0.00
85.5-86.4	0	86	4119.07	0.00
86.5-87.4	0	87	4248.43	0.00
87.5-88.4	0	88	4379.79	0.00
88.5-89.4	0	89	4513.15	0.00
89.5-90.4	0	90	4648.51	0.00
90.5-91.4	0	91	4785.87	0.00
91.5-92.4	0	92	4925.23	0.00
92.5-93.4	0	93	5066.59	0.00
93.5-94.4	0	94	5209.95	0.00
94.5-95.4	0	95	5355.31	0.00
95.5-96.4	0	96	5502.67	0.00
96.5-97.4	0	97	5652.03	0.00
97.5-98.4	0	98	5803.39	0.00
<b>Total</b>	<b>50</b>			<b>299.38</b>

**Survey Details**

Date: 1511/2025  
 Road / Location: Hanging Stone Road  
 Direction of traffic: Northwestbound  
 Weather: Dry  
 Surveyor: AT  
 Speed Limit: 30mph

**DMRB - TA22/81 Calculations**

Mean Speed = sum (f\*x)/x 21.82 mph  
 Standard deviation = Sqrt(sum(e\*f))/sum(f) 2.47 mph  
 Dry 85th%ile Design Speed = Mean Speed + Standard Deviation  
 Wet 85th%ile Design Speed Correction = -2.5mph

Therefore, the 85th%ile Wet Condition = 21.79 mph  
 or 35.06 kph

Calculation of 85th Percentile Design Speed from Speed Survey

Hanging Stone Road, Honley

SP/01

25/11/2025

Job No. 25021

Speed (mph)	Frequency	f*x
x	f	f*x
7	0	0
8	0	0
9	0	0
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	1	16
17	0	0
18	3	54
19	6	114
20	6	120
21	9	189
22	8	176
23	8	184
24	4	96
25	7	175
26	5	130
27	2	54
28	0	0
29	1	29
30	0	0
31	0	0
32	0	0
33	0	0
34	0	0
35	0	0
36	0	0
37	0	0
38	0	0
39	0	0
40	0	0
41	0	0
42	0	0
43	0	0
44	0	0
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90	0	0
91	0	0
92	0	0
93	0	0
94	0	0
95	0	0
96	0	0
97	0	0
98	0	0
<b>Total</b>	<b>60</b>	<b>1337</b>

Speed (mph)	Frequency	Class Mark	x - mean	e*f
Band	f	x	e	e*f
6.5-7.4	0	7	233.58	0.00
7.5-8.4	0	8	204.01	0.00
8.5-9.4	0	9	176.45	0.00
9.5-10.4	0	10	150.88	0.00
10.5-11.4	0	11	127.31	0.00
11.5-12.4	0	12	105.75	0.00
12.5-13.4	0	13	86.18	0.00
13.5-14.4	0	14	68.61	0.00
14.5-15.4	0	15	53.05	0.00
15.5-16.4	1	16	39.48	39.48
16.5-17.4	0	17	27.91	0.00
17.5-18.4	3	18	18.35	55.04
18.5-19.4	6	19	10.78	64.68
19.5-20.4	6	20	5.21	31.28
20.5-21.4	9	21	1.65	14.82
21.5-22.4	8	22	0.08	0.64
22.5-23.4	8	23	0.51	4.11
23.5-24.4	4	24	2.95	11.79
24.5-25.4	7	25	7.38	51.66
25.5-26.4	5	26	13.81	69.07
26.5-27.4	2	27	22.25	44.49
27.5-28.4	0	28	32.68	0.00
28.5-29.4	1	29	45.11	45.11
29.5-30.4	0	30	59.55	0.00
30.5-31.4	0	31	75.98	0.00
31.5-32.4	0	32	94.41	0.00
32.5-33.4	0	33	114.85	0.00
33.5-34.4	0	34	137.28	0.00
34.5-35.4	0	35	161.71	0.00
35.5-36.4	0	36	188.15	0.00
36.5-37.4	0	37	216.58	0.00
37.5-38.4	0	38	247.01	0.00
38.5-39.4	0	39	279.45	0.00
39.5-40.4	0	40	313.88	0.00
40.5-41.4	0	41	350.31	0.00
41.5-42.4	0	42	388.75	0.00
42.5-43.4	0	43	429.18	0.00
43.5-44.4	0	44	471.61	0.00
44.5-45.4	0	45	516.05	0.00
45.5-46.4	0	46	562.48	0.00
46.5-47.4	0	47	610.91	0.00
47.5-48.4	0	48	661.35	0.00
48.5-49.4	0	49	713.78	0.00
49.5-50.4	0	50	768.21	0.00
50.5-51.4	0	51	824.65	0.00
51.5-52.4	0	52	883.08	0.00
52.5-53.4	0	53	943.51	0.00
53.5-54.4	0	54	1005.95	0.00
54.5-55.4	0	55	1070.38	0.00
55.5-56.4	0	56	1136.81	0.00
56.5-57.4	0	57	1205.25	0.00
57.5-58.4	0	58	1275.68	0.00
58.5-59.4	0	59	1348.11	0.00
59.5-60.4	0	60	1422.55	0.00
60.5-61.4	0	61	1498.98	0.00
61.5-62.4	0	62	1577.41	0.00
62.5-63.4	0	63	1657.85	0.00
63.5-64.4	0	64	1740.28	0.00
64.5-65.4	0	65	1824.71	0.00
65.5-66.4	0	66	1911.15	0.00
66.5-67.4	0	67	1999.58	0.00
67.5-68.4	0	68	2090.01	0.00
68.5-69.4	0	69	2182.45	0.00
69.5-70.4	0	70	2276.88	0.00
70.5-71.4	0	71	2373.31	0.00
71.5-72.4	0	72	2471.75	0.00
72.5-73.4	0	73	2572.18	0.00
73.5-74.4	0	74	2674.61	0.00
74.5-75.4	0	75	2779.05	0.00
75.5-76.4	0	76	2885.48	0.00
76.5-77.4	0	77	2993.91	0.00
77.5-78.4	0	78	3104.35	0.00
78.5-79.4	0	79	3216.78	0.00
79.5-80.4	0	80	3331.21	0.00
80.5-81.4	0	81	3447.65	0.00
81.5-82.4	0	82	3566.08	0.00
82.5-83.4	0	83	3686.51	0.00
83.5-84.4	0	84	3808.95	0.00
84.5-85.4	0	85	3933.38	0.00
85.5-86.4	0	86	4059.81	0.00
86.5-87.4	0	87	4188.25	0.00
87.5-88.4	0	88	4318.68	0.00
88.5-89.4	0	89	4451.11	0.00
89.5-90.4	0	90	4585.55	0.00
90.5-91.4	0	91	4721.98	0.00
91.5-92.4	0	92	4860.41	0.00
92.5-93.4	0	93	5000.85	0.00
93.5-94.4	0	94	5143.28	0.00
94.5-95.4	0	95	5287.71	0.00
95.5-96.4	0	96	5434.15	0.00
96.5-97.4	0	97	5582.58	0.00
97.5-98.4	0	98	5733.01	0.00
<b>Total</b>	<b>60</b>		<b>432.18</b>	

**Survey Details**

Date: 25/11/2025  
 Road / Location: Hanging Stone Road  
 Direction of traffic: Southeastbound  
 Weather: Dry  
 Surveyor: GD  
 Speed Limit: 30mph

**DMRB - TA22/81 Calculations**

Mean Speed = sum (f\*x)/x 22.28 mph  
 Standard deviation = SQRT(sum(e\*f))/sum(f) 2.71 mph  
 Dry 85th%ile Design Speed = Mean Speed + Standard Deviation  
 Wet 85th%ile Design Speed Correction = -2.5mph

Therefore, the 85th%ile Wet Condition = 22.49 mph  
 or 36.19 kph

Calculation of 85th Percentile Design Speed from Speed Survey

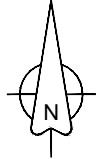
Hanging Stone Road, Honley

SP/01

25/11/2025


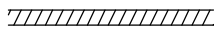
Jon No. 25021

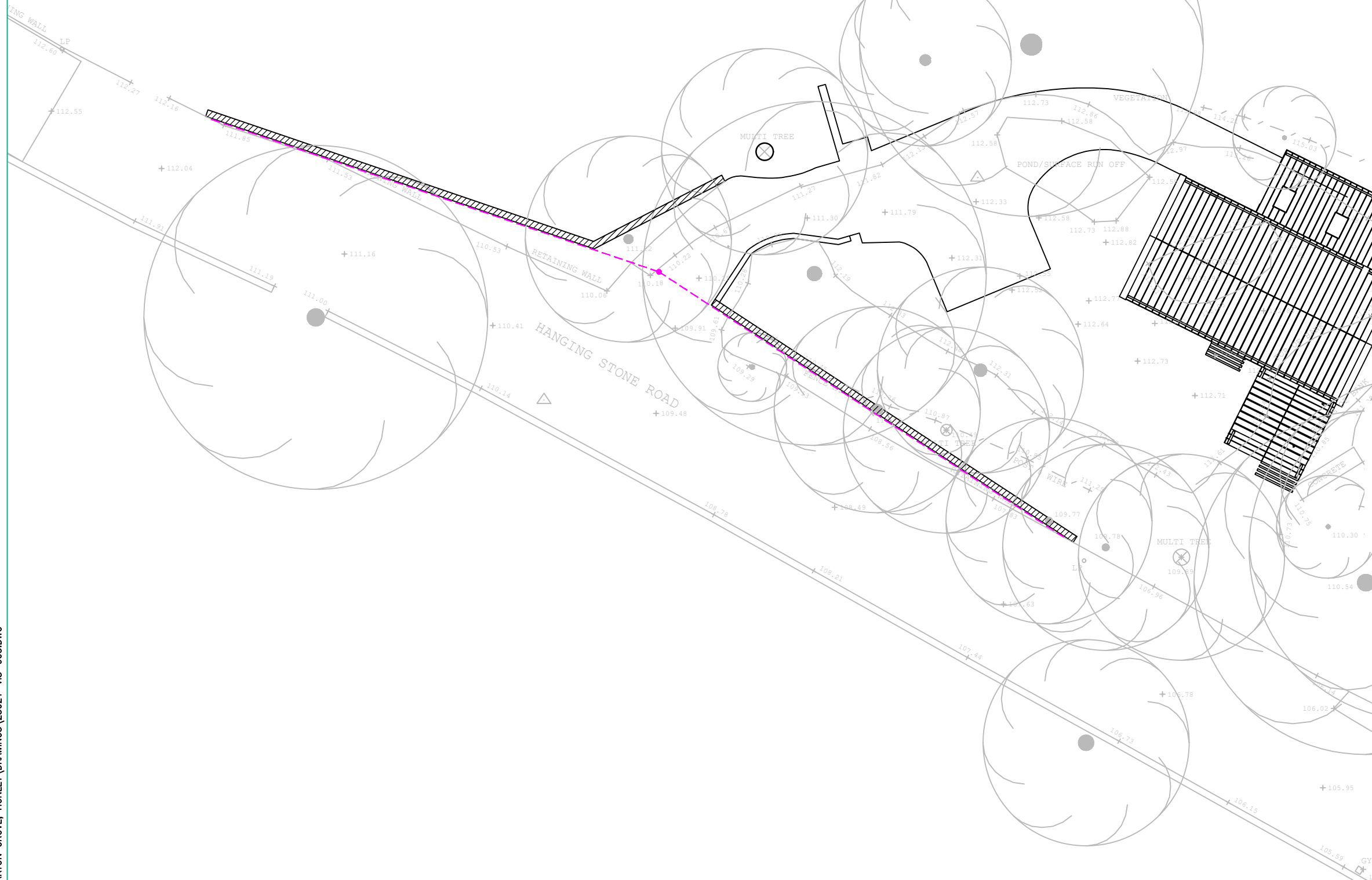
# APPENDIX C



DO NOT SCALE

KEY

-  2.4 x 28m JUNCTION VISIBILITY SPLAY IN ACCORDANCE WITH MANUAL FOR STREETS (22mph DESIGN SPEED)
-  RETAINING WALL REALIGNMENT REQUIRED TO ACCOMMODATE VISIBILITY SPLAY



REV	DATE	BY	DESCRIPTION	CHK	APP
A	12/12/2025	TS	SITE LAYOUT UPDATED	AT	AT
-	20/11/2025	TS	FIRST ISSUE	AT	AT

DRAWING STATUS:  
**FOR INFORMATION ONLY**



CLIENT:  
**LOUIE COOPER**

ARCHITECT:  
**STUDIO G ARCHITECTURAL**

PROJECT:  
**PARKTON GROVE  
HANGING STONE ROAD  
HONLEY**

TITLE:  
**VISIBILITY ASSESSMENT  
28MPH DESIGN SPEED**

SCALE @ A3: **1:250**      CHECKED: **AT**      APPROVED: **AT**

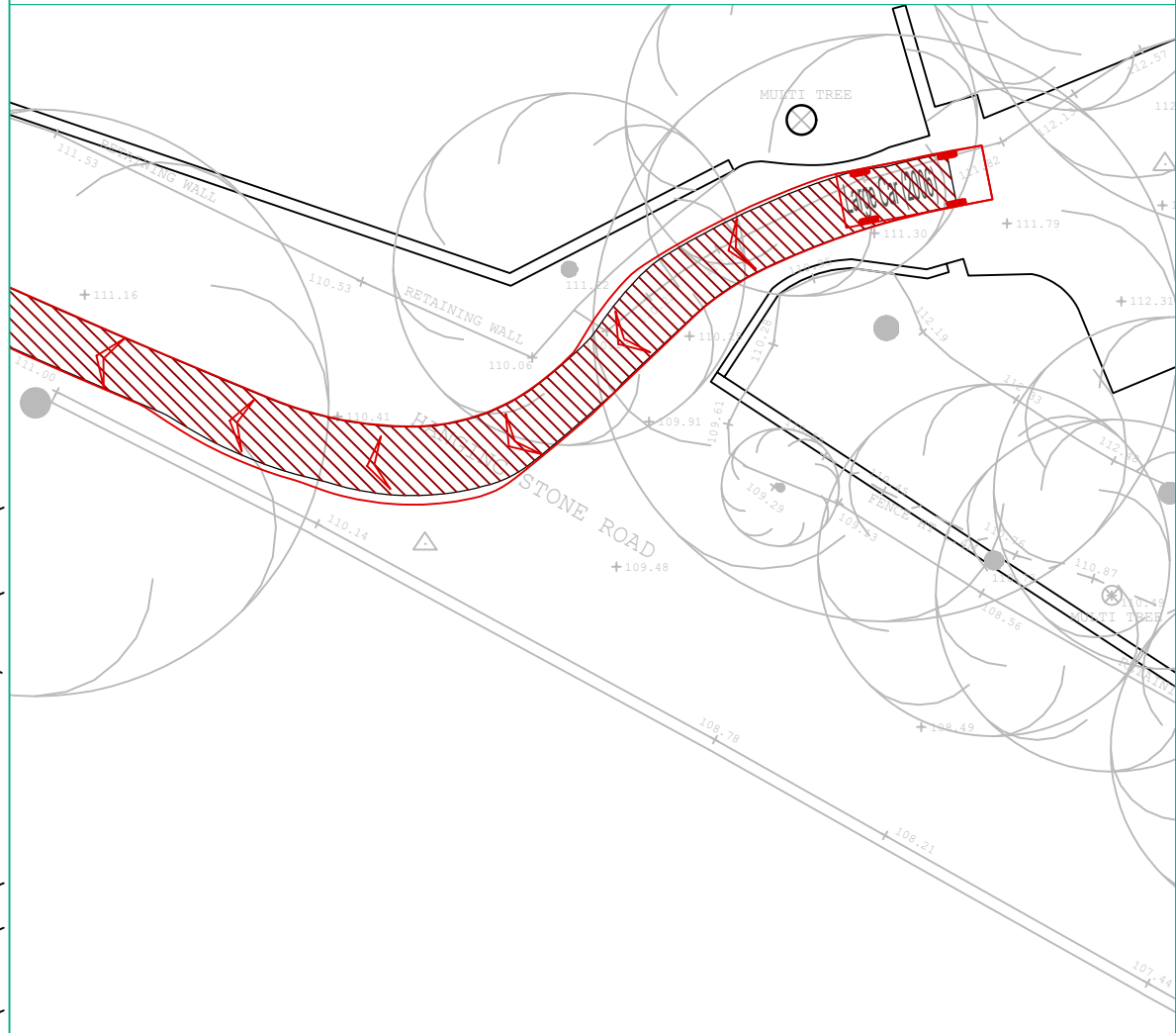
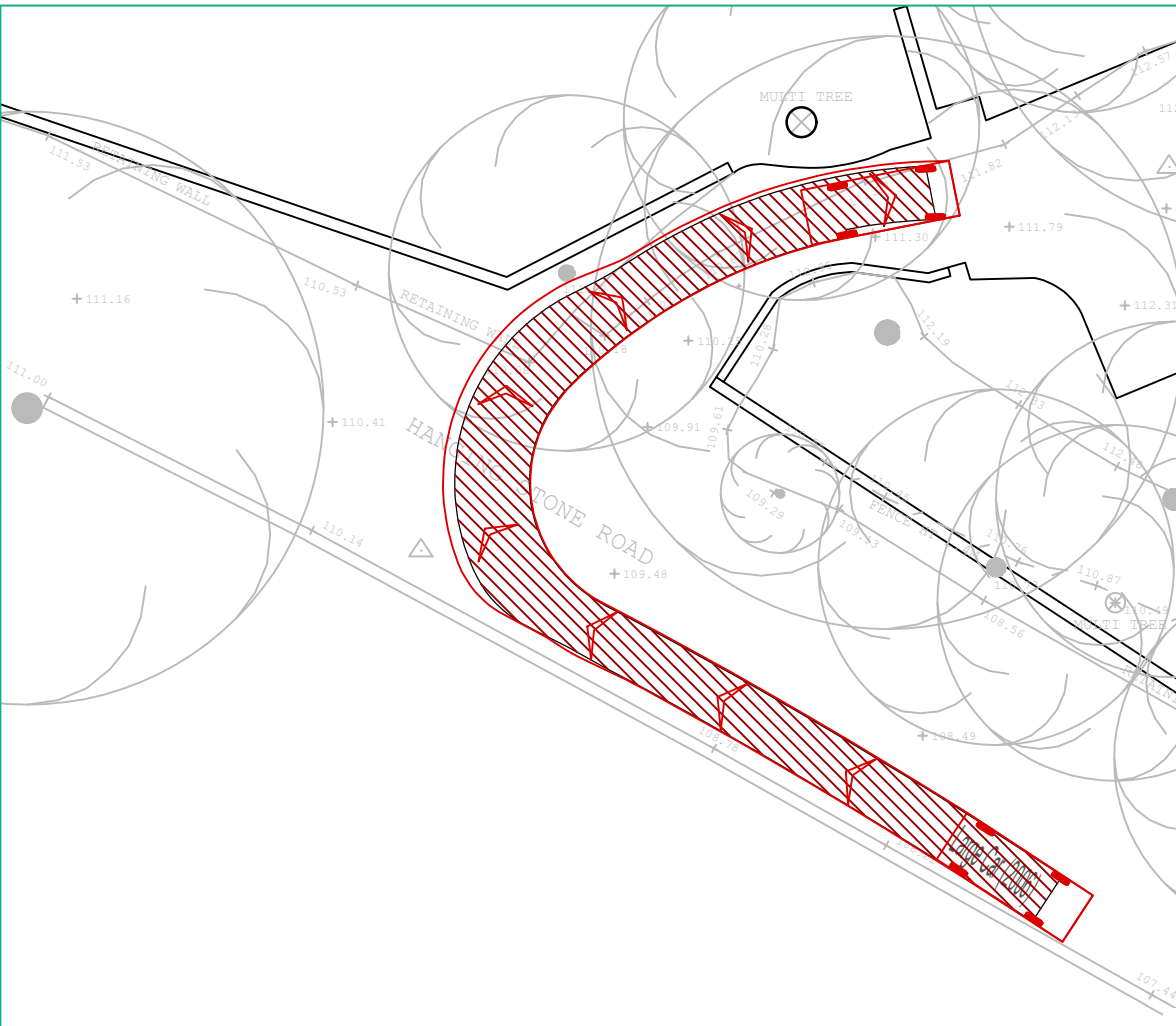
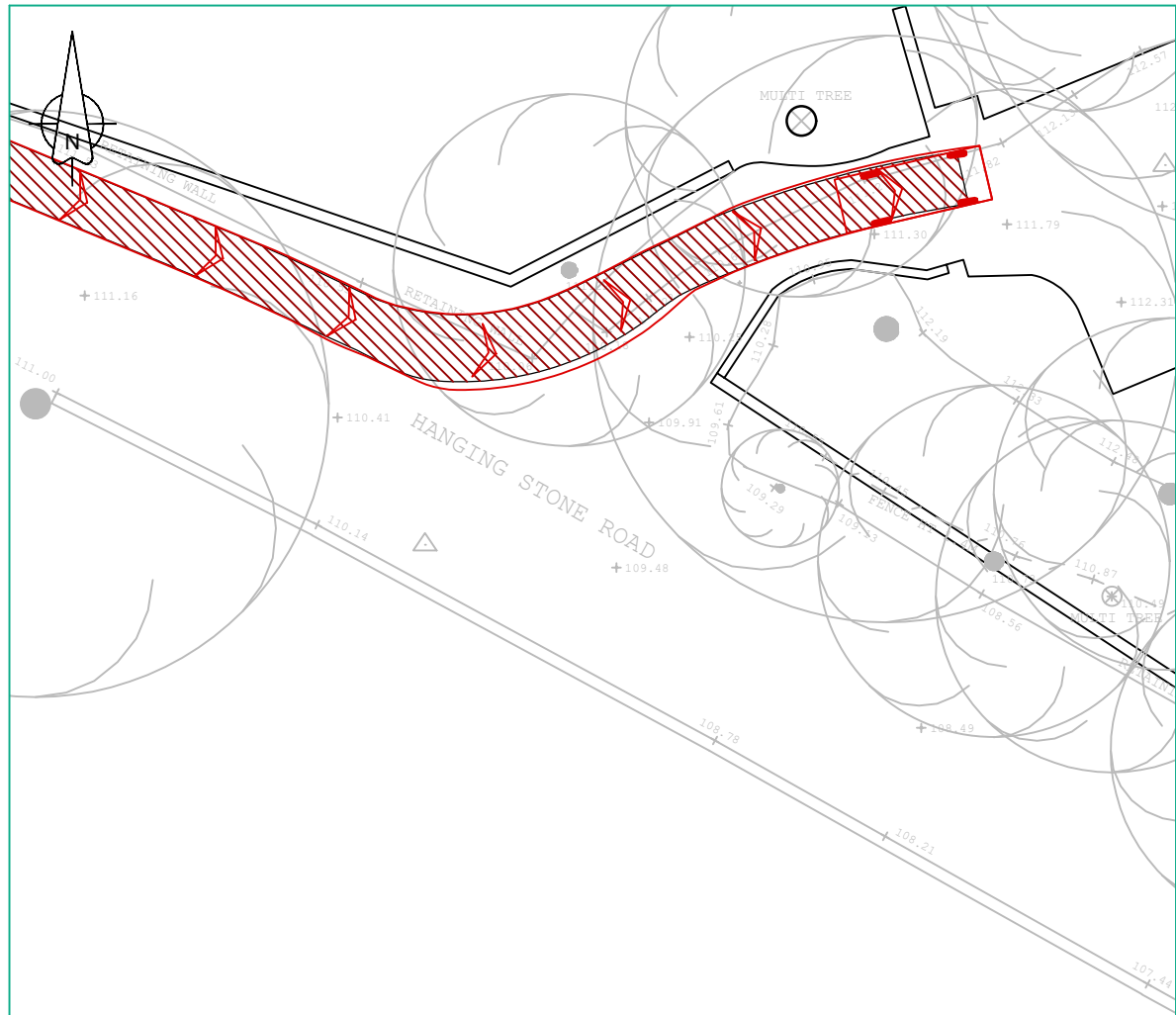
CAD FILE: **25021-VIS-003.dwg**      DESIGN-DRAWN: **TS**      DATE: **27/11/2025**

PROJECT No: **A**      DRAWING No: **25021/VIS/003**      REV: **-**

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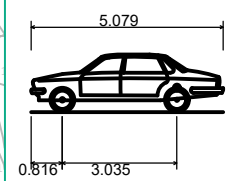
# APPENDIX D

D:\ONEDRIVE\ATTP\25021 - PARKTON GROVE, HONLEY\DRAWINGS\25021-SPA-001.DWG



DO NOT SCALE

VEHICLE DETAILS



Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
B	12/12/2025	TS	SITE LAYOUT UPDATED	AT	AT
A	27/11/2025	TS	SITE LAYOUT UPDATED	AT	AT
-	20/11/2025	TS	FIRST ISSUE	AT	AT

DRAWING STATUS: FOR INFORMATION ONLY



CLIENT: LOUIE COOPER

ARCHITECT: STUDIO G ARCHITECTURAL

PROJECT: PARKTON GROVE  
 HANGING STONE ROAD  
 HONLEY

TITLE: SWEPT PATH ANALYSIS

SCALE @ A3: 1:250  
 CHECKED: AT  
 APPROVED: AT

CAD FILE: 25021-SPA-001.dwg  
 DESIGN-DRAWN: TS  
 DATE: 20/11/2025

PROJECT No: 25021  
 DRAWING No: 25021/SPA/001  
 REV: B

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