TRANSPORT STATEMENT

JOHN WILLIAM STREET
HUDDERSFIELD

ARCHITECTURE

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Introduction

This statement is submitted in support of the proposed residential development at John William Street, Huddersfield.
This application seeks approval for 14 no. self-contained apartments through a change of use.

This statement is to be read in conjunction with the submitted documentation.

The purpose of this statement is to communicate to the Local Planning Authority and other interested parties any transport issues relating to the proposed development and any impacts on the site and adjacent context.

The property is located on John William Street, on the junction of Brook Street which are located within the North area of the town centre.

The site is within the town centre
To the South of the site is Huddersfield Bus Station and Huddersfield Railway Station, which provide excellent public transport links to the wider West Yorkshire area.

There are also bus stops close to the site which go from the town centre.

Proposed Development

The development proposes a change of use to the existing building, converting.
A vacant former office building into 14 apartments.

The building has no vehicular parking but its sustainable location within the town centre which support the lack of parking.

To offset this and promote sustainable travel new secure cycling provisions will be provided in the ground floor Level with 1No storage unit per apartment.

Transport Policy and Planning Context

The National Planning Policy Framework (NPPF) core principles include managing growth in order to make the fullest possible use of public transport, walking and cycling, seeking to focus significant development in sustainable locations so as to reduce the need to travel and maximise use of sustainable transport modes (paras 17 and 34). Encouragement should be given to solutions which reduce greenhouse gas emissions and reduce congestion (para 30). Where developments generate significant amounts of movement, decisions should take account of whether sustainable transport opportunities have been taken up, with reference to the nature and location of the site; whether safe and suitable access to the site can be achieved; and whether improvements can limit any significant impacts (para 32).

With regard to parking standards, the NPPF requires local authorities to take into account the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles (para 39).

Saved Policy T1 of the Kirklees Unitary Development Plan (1999) aims for ‘coordinating land use change with transport provision so as to minimise the need to travel, and

locating new development where it can be best served by public transport and where it minimises the need for expansion of the highway network'. Saved Policy T10 seeks to avoid development which creates or adds to problems of highway safety and environmental harm, and/or attracts or generates a significant number of journeys, without adequate existing public transport or highway provision. Policy T19 requires off-street parking, with Appendix 2 seeking 'the operational minimum level' of parking for town centre residential conversions.

The application site is highly sustainable, being located within easy walking distance of the bus and train stations, and the facilities of the town centre. Hence the impact of the scheme will be positive – a reduction in traffic congestion and associated pollution. Cycle parking will be provided, but car parking will not be required.

Baseline Transport Condition

Generally the site and building are accessible for a number of forms of transportation, with the site existing served being from by either pedestrian routes or roads.

Pedestrians

The main point of access for pedestrians into the building is from John William Street which will be served by access control, as part of the proposals. Providing suitable egress onto the site by foot. Pedestrian routes surrounding the site provide good, well lit access to local retail, leisure and transport facilities.

Cyclists

Sufficient, secure, cycling storage provisions will be provided in the Ground Level of the building, where there will be one storage point per unit.

Additional public cycling storage is located around the town centre, which encourages sustainable transport to the surrounding environment; these include the following locations – Huddersfield Bus Station, Huddersfield Railway Station, Queensgate Market, Sports Centre, Library and various Civic Centres.

Public Transport

With the site being within the town centre there are excellent links to public transport which serve the wider West Yorkshire area and beyond. The Bus Station is a short walk to the South of the site, with a number of bus stops also within a couple of minutes' walk along. The train station is another short 'walk to the South of the site, which is easily accessed by foot through Huddersfield town centre.

Huddersfield Bus Station, other than serving the Kirklees District, provides regular services to Leeds, Bradford, Dewsbury, Wakefield and Manchester. Additionally, there is a Freetown bus to navigate the town centre. Services run seven days a week, from early in the morning into the evening. Facilities at the Bus Station include cash machines, café, toilets, travel centre, telephones, newsagent and photo booths.

Huddersfield Railway Station provides regular services to Leeds, Bradford, Halifax, Manchester, Wakefield, Dewsbury, Barnsley and Sheffield. Services run seven days a week with the station open 24 hours a day. Facilities include a café, cash machines, toilets, telephones, newsagent, ticket office, car parking and a taxi rank.

Summary

The analysis within this section identifies that there are excellent existing sustainable. forms of transport serving the existing site, which will give future residents of the site a range of transport opportunities in and around Huddersfield town centre, to and from the site. Further, sustainable transport will be encouraged with the introduction of cycling facilities for students to navigate the town centre.

Transport Impact

The proposed development is for apartments converted from commercial which will help reduce the trip generation in Huddersfield town centre due to the proximity of amenities, facilities for the envisaged residents.

Cycling will be encouraged with the introduction of cycle storage to the ground floor, although the majority of journeys are likely to be made on foot to bus and train stations.