

CAMBRIDGE ROAD

CAR PARK EXTENSION

DESIGN AND ACCESS STATEMENT

January 2025



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1.0 INTRODUCTION

This Design & Access Statement has been produced to support an application for extending the existing Kirklees owned Cambridge Road Car Park, Cambridge Road, Huddersfield.

This Statement should be read in conjunction with the following documents that have been submitted to support the application:

Drawings & Documents

2320656 240419 T-01	Topographical survey 19/4/24
HD/52/61865/1200/01	Existing Car park layout
HD/52/61865/1200/02	Existing car park layout with amendment to provide accessible spaces
HD/52/61865/1200/03	Existing car park layout with car park extension and proposed accessible spaces
HD/52/61865/1200/04 Rev A	Phase 1 Accessible Space Conversion
LAD.677 LA01	Site Location
LAD.677 LA02	Existing landscape Site Plan
LAD.677 LA03	Proposed Planting Plan
6805 - JDW	Proposed Lighting BS5489 – 1:2020 Compliant
LAD.677 LA04	Existing Site Plan Blue Line
LAD.677 LA05	Existing Biodiversity
HD/52/61865/EXT1/GA	Car park extension 1 general arrangement
HD/52/61865/CON/1/1	Car park extension, preliminary works, construction details

HD/52/61865/EXT1/CON	Car park extension1 , construction details - levels

2.0 THE BRIEF

2.1 Overall, there has been a loss of parking spaces in Huddersfield town centre over the past few years, due primarily to car park closures or other factors such as the temporary use of car parks for construction such as the TransPennine Route Upgrade (TRU).

At Cambridge Road Car Park, there has been a loss of 60 existing spaces earlier in 2024. This occurred due to relocation of Kirklees Council fleet vehicles from Flint St to the Cambridge Road car park and the formation of a new locked compound over a large part of the site.

This has reduced public car parking capacity at Cambridge Road and put significant pressure on parking provision for Huddersfield. The proposed car park extension would provide a much-needed 29 spaces to compensate for this loss.

POLICY GUIDANCE

NPPF 2024

Section 9. Promoting sustainable transport

Para 111. Planning policies should:

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

Para 113. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Considering development proposals

Para 115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects

current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Para 117. Within this context, applications for development should: c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

Section 11. Making Effective Use of Land

Para 127. Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan: a) it should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

Section 12. Achieving well-designed places

Para 135. Planning policies and decisions should ensure that developments: f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Kirklees Local Plan (February 2019)

Policy LP21 Highways and access

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;

The benefit of extending the existing car park inside the existing infrastructure enables the existing access point to be used to maintain safe and efficient traffic and pedestrian flow on the access roads and pavements and existing surrounding roads which can accommodate the extra vehicles using the newly created spaces.

Policy LP22

Parking

The provision of this extension to the existing Cambridge Road car park is based on the following principles:

- a. in town, district and local centres, car parks close to the main shopping area will be for short stay use and peripheral car parks for long stay use.

Paragraph 10.90: Parking control is maintained in an efficient manner by utilising the currently unutilised space available within the existing Cambridge Road Car park.

Paragraph 10.93 This location supports parking and a park and ride function for access to Huddersfield Railway station, particularly given TRU and St George's Square car parks are unavailable currently due to other construction and development and this site is located near the town centre.

Policy LP24

Design

- e. the risk of crime is minimised by enhanced security, and the promotion of well-defined routes, overlooked streets and places, high levels of activity, and well-designed security features;

This location is close to the pedestrian crossing points on the ring road and in the existing well used Cambridge Road car park, with established user routes to the town centre and local businesses and surrounding residential users.

3.0 SITE ANALYSIS

3.1 Site History

The Cambridge Road Car Park site was previously extended in 1999 following the demolition of the former Cambridge Road Baths (planning application 1999/90118). The proposed site is located within the southernmost part of the wider car park, adjacent to Castlegate, Huddersfield, the site of the former Cambridge Road Day Nursery.

Although the whole site was allocated for residential development within the Kirklees Local Plan 2019 (Site HS42), investigations with Planning have not identified any significant issues which might prevent the proposed development going ahead. To date, there has been no developer interest, no pre app enquiries, nor applications for any development of the existing Cambridge Road Car Park or former day nursery site.

The proposal to extend the existing car park into the former Day Nursery site will not prejudice future uses of the site as a housing allocation.

4.0 THE PROPOSALS

Cambridge Road Car Park is Huddersfield's commuter all day car park, just outside the ring road and most affordable for all day parking. It is in high demand by commuters and in evenings / weekends by local businesses and restaurants.

The wider site is already used as an existing car park and this proposal, for an extension of the same use, will develop under-utilised land within the perimeter of the existing peripheral car park site.

The proposed site is suited for car park development, creating much needed additional parking pay and display spaces. As per Local Plan Policy LP22, the design and number of parking spaces proposed is the most efficient use of land within the space available, whilst retaining existing trees and vegetation along the ring road. Extending the car park in this location, also supports the encouragement of sustainable travel by its proximity to the ring road crossing points for accessing the train station.

4.1 Reason for works

- Development of this pocket of land will provide pay and display spaces and therefore income generation for the council.
- Extending the existing car parking into this underutilised area is the most efficient use of the land and promotes the use of sustainable and active travel for Huddersfield, the layout and design promoting safe and efficient traffic flow.
- This location supports sustainable travel and is accessible for the Huddersfield Train Station where car parking spaces are temporarily unavailable during the TRU construction phase;
- Its key location provides an informal park and ride scheme for users of the railway, and looking forward, particularly as demand for parking at railways stations is expected to increase following the TRU upgrade;
- Extending parking provision towards the southernmost boundary has least impact on residential amenity as its location is furthest from residents.
- The site is relatively level and there will be minimal adverse impact on the existing land, which is unused and becoming overgrown and unsightly.
- Whilst there will be additional vehicle movements from the 29 additional public spaces, the car park is primarily long-stay commuter parking and likely there will be 29 two-way trips per day. The existing area is already a well-used car park providing much needed peripheral parking spaces for Huddersfield with flexible working and long-distance commuters using the parking for train journeys the trips will potentially be more spread out and reduce the impact on the local network.

4.2 Proposed Access

The new vehicular access arrangements have been indicated on drawing No HD/52/61865/EX1/CON. This drawing also explains the Gradients on site.

A swept path analysis shows that cars can safely and easily access the site via the proposed new access.

4.3 Pedestrian Access

Safe pedestrian access is extended from existing pedestrian footways in the existing car park with dropped crossing and tactile paving.

5.0 LANDSCAPING

The existing naturalised vegetation around the extension is being left in place as far as reasonably possible. The loss of modified grassland in the area to be surfaced is the main loss. Removal of vegetation to achieve the extension is being minimised. Recent removals of

adjacent trees were carried out following a condition assessment of those trees by Kirklees Arboriculture team. The scheme did not require the removal.

The planting is designed to maintain good visibility around the site in consideration of the personal safety of car park users. Plants will be managed to ensure good views from the surrounding roads especially.

The lighting scheme takes account of tree locations.

Drainage

The materials for the car park are primarily a porous bitumen macadam construction with a type 3 subbase over a geotextile membrane allowing for a permeable surface.

6.0 BOUNDARY TREATMENTS

The site is open to the adjacent areas as existing. A timber birds mouth fence is proposed along the north and eastern side of the car park to restrict cars to the parking zone and guide pedestrians to safer routes.

7.0 HIGHWAY STRATEGY

1. Geometry

- Running Lane Width – 6m if catering for two opposite rows of parking – allows suitable space to carry out manoeuvres (Used as a minimum width by various councils in the UK)
- Parking bay width (2.5m x 5m in alignment with British Parking Association standards)

2. Surfacing

- Surface finishes (40mm thick porous surface, 60mm thick AC20 100/150 Dense Bin, 350mm thick Type 1 sub-base) - Subsurface investigation pending to ensure that the ground can suitably absorb and remove water from the surface.
- Surface gradient 2.5% to allow sufficient time for drainage through porous surfacing

3. Visibility

- Radius of bell mouth to enter provides suitable vision splay (R1=1.46m R2=1.53m)

4. Tracking

- Car park extension suitable for regular car (4.225m x 1.715m)
- Access arrangements
- A junction with existing car park running lane will be used to access the extension. It will be accessible through the existing car park entrance

5. Security measures

- Height barrier for existing car park to remain.

6. Lighting

- Existing lighting columns to remain.

7. Types of spaces (Disabled spaces being added to original extents of car park (= 6% of total capacity including proposed extension, No EV being added

The proposed car park extension would have access / egress off the existing car park layout and would operate as a one-way circulatory flow with 6.0m wide aisles. The proposed extension provides an additional 29 no. spaces with parking bay dimensions of 5.0m x 2.5m. The access on to the existing public adopted highway on Cambridge Road remains unchanged and will continue to be secured by the use of vehicle height barriers

Accessible spaces will be increased within the existing car park arrangement to provide 11 disabled bays which equates to the 6% suggested in BS8300:2009 and DfT's Inclusive Mobility.

It is proposed that the car park will be bounded by PCC kerbs / channel blocks and surfaced using porous asphalt. This surface water drainage solution was selected as it attempts to 'mimic' the existing hydrological ground water flow profile within the site. The foundations below the parking area will comprise a free draining sub base surrounded by a geotextile. As rain falls on to the surface it will pass through their permeable structure into the subbase underneath. Some attenuation will take place and the water will pass into the surrounding ground, following the existing contours and soil structure to the southeast of the site. The sub base will provide some biological treatment of any liquid hydrocarbons and the geotextile will help to control any movement into the surrounding ground.

Street lighting improvements are proposed with the provision of an additional lighting column within the extension together with upgrades to the existing carpark lighting and are detailed on the Street Lighting drawing Drg 6805.

8.0 LANDSCAPE AND ECOLOGY STRATEGY

An ecological assessment of the site has been undertaken – see report. A baseline for BNG has been established. The proposal is to improve some on site elements and then enhance areas offsite immediately next to the site within the adjacent Kirklees ownership (blue line) and management. The combination of the onsite and offsite habitat improvement and creation is expected to meet the requirements for BNG but this is to be confirmed.

10.0 SUMMARY - all

The scheme has been carefully considered regarding local and national policy and responds to its immediate context to create much needed car parking facilities close to Huddersfield train station, the town centre & ring road.