

Consultation Response from KC, Highways Development Management
2025/92352 Cambridge Road Car Park, Cambridge Road, Huddersfield, HD1 5BY
Formation of parking area within existing car park including associated landscaping and works
Date Responded: 11/09/2025 Responding Officer: CNB Responding Ref: K5-8SW/27
This application is for the formation of additional parking areas including associated landscaping and works within an existing car park with an access on Cambridge Road, a 30mph two-way single carriageway road of approximately 6.9m width with footways on both sides and street lighting present. The location of the car park is just outside the town centre, beyond the ring-road, and is primarily used for long-stay and commuter parking, due to its close vicinity to the railway station and town centre. The car park contained 220 spaces but has recently lost approximately 60 spaces to a compound for Kirklees Council vehicles displaced by the closure of the Flint Street Depot. It is noted that the site of the car park is allocated for housing within the Local Plan as site HS42. The TransPennine Route Upgrade (TRU) has also resulted in the temporary closure of a further 290 spaces within the area and a further loss of public parking due to the demolition of the Market Car Park, this has resulted in a shortage of public car parking serving Huddersfield town centre. The current development proposals also remove 1 additional space to allow for the access to the new parking area to be constructed. The application was accompanied by drawing No HD/52/61865/EXT1/GA “Proposed Car Park Extension” showing the proposed new access and parking layout, drawing No HD/52/61865/1200/02 “Existing Car park layout With Amendment To Provide Accessible Spaces” showing the location of new accessible parking spaces, and drawing No HD/52/61865/1200/04 “Phase 1 Accessible Space Conversion” A set of Phase 1 works have been completed with the formal marking of 5 standard spaces within the existing car park and laying out of 6 accessible spaces (which provides 5% based on the existing size and layout of the car park). The car park layout and access shown in drawing No HD/52/61865/EXT1/GA has a 6m wide access which will allow 2 cars to safely pass and has 29 spaces marked around a one-way circulation system. The spaces are a minimum of 2.5m x 5m which conform to standards and the spaces have a headway of 6m which allows for safe access/egress. A pedestrian route through the existing car park passes over the new access and suitable dropped kerbs and tactile paving has been included. The new parking area is to be surfaced with a suitable porous surfacing and all these are acceptable. The proposals include the creation of a further 2 accessible spaces (as shown on drawing No HD/52/61865/1200/02) which would achieve the 5% allocation of accessible spaces for the proposed increase. With the full allocation of accessible spaces The proposals to create an additional 29 spaces may be seen as encouraging people to travel by private car which would be contrary to policy aspirations to support and encourage sustainable transport modes and achieve the Council’s adopted target of Net Zero carbon emissions by 2038. However, the justification for the additional spaces is that they mitigate the loss of 60 spaces for the Kirklees vehicle

compound and the 7 spaces caused due to the current proposals and this is acceptable and may provide a small amount of compensation for the current shortfall of parking within the town centre.

The only point of concern we have is the shortage of EV charging points included in the proposals and we feel that there is a missed opportunity to promote low emission vehicles.

With this we consider that, on balance given the council's policy aspirations to Net Zero and the lack of EV charging points, the application is acceptable on highways grounds.