HUDDERSFIELD OPEN MARKET, HUDDERSFIELD

TRANSPORT ASSESSMENT

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DOCUMENT CONTROL

Project No	Revisions / Status	Description	Issue	Checked	Approved	Date
618-25-1	First Draft		1	JP	MP	23/07/2025
618-25-1	Second Draft		1	JP	MP	30/07/2025
618-25-1	Third Draft		1	JP	MP	19/08/2025
618-25-1	Final		1	JP	MP	20/08/2025

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TRANSPORT ASSESSMNET

1.0 Introduction and Background

1.1 This Transport Assessment (TA) has been produced to support Kirklees Council with the planning application submission for improvements to the Huddersfield Open Market (HOM) and associated infrastructure changes. The market building is located between Lord Street, Brook Street and Byram Street.

1.2 In preparing this Transport Assessment the following has been undertaken :-

- an inspection of the existing site, the road layout and the adjacent local highway network around the market building;
- a consideration of the relevant national and local policy;
- an examination of the plans,
- a review of the accident record near the market;
- a review of the proposals for Northumberland Street to assess if there are any conflicts with access for the HOM scheme.
- an assessment of the traffic generating potential and loading demands of the Huddersfield Open Market;
- an assessment of the traffic and highway impact of the market proposals development; and
- an assessment of the accessibility of the proposed development by public transport, walking and cycling.

1.3 A pre-application has been undertaken and the comments related to highways and transport included :

- The impact of the loss of on-street and off-street car parking needs to be assessed;
- The impact of changes on local business in terms of access to their premises needs assessing;
- The need to consider changes to Northumberland Street with the design for the market proposals
- The need to undertake a Road Safety Audit Stage 1 to assess the highway safety implications of the market proposals and associated highway changes; and
- Provide a Transport Assessment detailing the impacts of the scheme proposals.

1.4 The pre-application highways and transport comments are attached in **Appendix A**.

1.5 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

2.1 The Huddersfield Open Market (HOM) site is located in a Victorian cast iron structure and is bounded by Brook Street, Lord Street and Byram Street. Brook Street is located to the north of the HOM and Byram Street and Lord Street are situated to the west and east of the HOM respectively.

2.2 There are some hot food and drink traders located within the market along with a number of stalls offering a variety of goods and produce.

2.3 The location of the HOM is shown in Figure 1.

3.0 Existing Characteristics

3.1 The HOM site is located between Lord Street, Brook Street, Byram Street and back Northumberland Street.

3.2 Lord Street allows two-way traffic and connects Northumberland Street to Brook Street. There are disabled parking, limited waiting, permit parking and loading bays located on the easterly side of Lord Street. Lord Street does not provide a through route for traffic but merely provides access to Brook Street and the car park located off Brook Street and to Knight Street and Friendly Street. To exit from the car park on Brook Street vehicles will need to travel out along Lord Street.

3.3 Knight Street is located on the easterly side of Lord Street and about mid-way along the street. Knight Street is a narrow road and subject to one-way away from Lord Street. There are waiting restrictions located along each side of the road. Friendly Street is a narrow road and continues from Knight Street in a southerly direction to Northumberland Street. Friendly Street serves as access to parking spaces for premises at the rear of Lord Street and access to the Media Centre.

3.4 Brook Street runs along the northerly side of the HOM. Brook Street commences at the junction with John William Street and ends before the Ring Road. There is a range of parking bays and loading bays located along the western part of Brook Street. Prior to the Ring Road being constructed Brook Street had a junction with Southgate which continued across to Union Street. The junction of Brook Street onto Southgate has been formally closed, presumably during the development of the Ring Road, which is apparent from the layout of Brook Street and how it has been terminated near the Ring Road, which can be seen on old maps.

3.5 Byram Street runs between Brook Street and Northumberland Street. Byram Street has a pedestrian zone that operates on market days between the hours of 10am - 4pm. During those days and hours that the pedestrian zone is in operation vehicular access is prohibited along Byram Street.

3.6 Wood Street is located away from the HOM and subject to one-way in a northerly direction. The road is limited to a single lane entry at the junction with Northumberland

Street. The carriageway is quite narrow but it does allow on-street parking and loading along certain parts of the street. The footways on either side of the road are narrow.

3.7 Northumberland Street is a key route in the town which provides a connection between John William Street and the Ring Road. The road has two-way traffic and some parts of the street have two southbound traffic lanes. The footways along the road are quite wide along some sections of the street but do narrow on the northerly side near Friendly Street. At the side roads with Lord Street and Byram Steet the junctions are raised up to control vehicular speeds. There are tactile paving and dropped crossings located at the junction with Lord Street. During a site visit people were observed to cross Northumberland Street in a range of places – sometimes along the desire lines of the side roads or diagonally across the road. There are no controlled crossings on Northumberland Street in the vicinity of the HOM.

3.8 Parking and Loading Restrictions

3.9 There are a range of loading and waiting restrictions in force in the streets around the HOM. Figure 2 shows the various types of restrictions in each street near the HOM.

3.10 Servicing

3.11 Diagrams have been provided that illustrate that there is high servicing demand in the early morning (before 9:30am) but also showed fairly high demand during the day. **Appendix B** shows the loading intensity throughout the day around the HOM.

3.12 Pedestrian Activity

3.13 Diagrams show a key pedestrian route along Byram Street, Brook Street and across the area to the north of Brook Street. **Appendix B** shows the pedestrian demands around the HOM.

3.14 Public Transport Access

3.15 The bus service access has been considered for the HOM. The analysis illustrated that there are 23 services and over 42 buses per hour within 400m from the HOM. The 400m distance is the ‘desirable’ walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

3.16 The analysis showed that the bus stop in the vicinity of the HOM with the highest frequency of services is bus stop J5 located on John Williams Street, south of Brook Street with over 19 buses per hour

3.17 Huddersfield Bus Station is located approximately 600 metres away from the HOM, a walk of approximately 9 minutes, southwest of the site on Upperhead Row. There are a vast number of local and intercity buses which operate from the bus station.

3.18 Table 1 below summarises bus service frequency from the bus stops located with 400 metres of the HOM site.

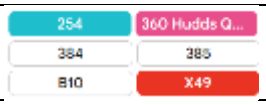
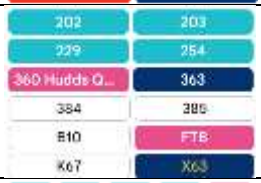
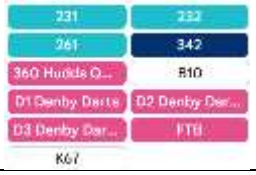
Table 1 - Bus Service Frequency

Service	Route	Mon to Sat Daytime (mins)	Evenings and Sundays (mins)	Operator
FTB	freetownbus: Circular route around Huddersfield Town Centre	20	–	TMP Ⓜ
202 203	Huddersfield - Bradley - Mirfield - Dewsbury - White Rose Centre -Leeds * evening journeys to Leeds will alternate between 202 and 203	30	60	AY
229	Huddersfield - Leeds Road - Heckmondwike - Birstall - Wortley - Leeds	15	30 (Sun daytime) 60 (eves)	AY Ⓜ
231	Wakefield - Lupset - Horbury - Netherton - Midgley - Flockton - Grange Moor - Lepton - Waterloo - Huddersfield	60	120	AY Ⓜ
232 232S	Wakefield - Lupset - Horbury - Middlestown - Overton - Flockton - Emley - Scissett* - Lepton - Waterloo - Huddersfield * The 232S service calls at Scissett	60	120	AY Ⓜ
254	Huddersfield - Brighouse - Cleckheaton - Birkenshaw - Leeds City Centre On Saturdays, one morning journey renumbered as 255	30	60	AY Ⓜ
261	Huddersfield - Dalton - Kirkheaton - Mirfield - Robberttown - Heckmondwike	60	Every 2 hrs (Sun)	AY Ⓜ
328	Balmoral Avenue - Huddersfield - Fartown - Riddings - Bradley	15	60 (eves) 30 (Sun)	FH Ⓜ
341	Huddersfield - Almondbury - Farnley Tyas - Thurstonland - Stocksmoor	2 hourly	–	SPC Ⓜ
342	Huddersfield - Fernside Crescent - Almondbury - Huddersfield	60	–	FH Ⓜ
354	Huddersfield - Netherton - Marten Nest - South Crosland	2 hourly	–	SPC Ⓜ
358	Huddersfield - Lowerhouses - Ashenhurst - Huddersfield	60	–	FH/TMP Ⓜ
360	Huddersfield - Birkby - Bradley Boulevard Circular A route variation extends to All Saints Catholic College Sat and Sun, all journeys will terminate at Huddersfield Bus Station	20 (M-F) (40 Sat)	60	TMP Ⓜ
363	Huddersfield - Brighouse - Bailiff Bridge - Wyke - Odsal - Bradford * X63 provides Monday to Saturday daytime service	*Limited Service	60 (eves) 30 (Sun)	FH Ⓜ
370	Rawthorpe - Salendine Nook - Lindley - Huddersfield Royal infirmary - Huddersfield - Rawthorpe	30	60	FH Ⓜ
371	Dalton - Huddersfield - Royal Infirmary - Lindley - Salendine Nook - Huddersfield - Dalton *No service after 2000 each day	30	60	FH Ⓜ
372	Huddersfield - Almondbury	15 20 (Sat)	30	FH Ⓜ
384	Huddersfield - Fartown - Norwood Road - Cowcliffe - Fixby - Asda - Sheepridge - Huddersfield	Every 2 hours	–	ST Ⓜ
385	Huddersfield - Sheepridge - Asda - Fixby - Cowcliffe - Norwood Road - Fartown - Huddersfield	Every 2 hrs	–	ST Ⓜ
549	Huddersfield - Cowcliffe - Rastrick - Brighouse - Hipperholme - Halifax	30	60	FH Ⓜ
D1	Huddersfield - Highburton - Kirkburton - Skelmanthorpe - Scissett - Gilthwaites - Clayton West - Denby Dale 1430 service Huddersfield to Shelley College on school days	30	60	TMP
D2 D3	Huddersfield - Lepton - Kirkburton (D2) - Shepley - Birdsedge (D3) - Upper Denby (D3) - Lower Cumberworth (D2) - Upper Cumberworth (D2) - Denby Dale	Approx 60	–	TMP Ⓜ
X63†	Huddersfield -Brighouse - Odsal - Bradford * 363 provides an evening and Sunday service	15	–	FH Ⓜ

3.19 Table 2 below summarises locations of bus stops within a 400 metre walk of the HOM site.

Table 2 - Location of Bus Stops Near HOM

Bus Stop Code	Location	Metres walk from site	Bus Services
P2	Northumberland St	60	202 203 229 FTB
K4	Lord St	87	FTB
K3	Lord St	90	231 232 D1 Denby Darts D2 Denby Dar... D3 Denby Dar...
K2	Lord St	130	370 HD Conn... 371 HD Conne...
K1	Lord St	200	341 372 HD Conne... FTB
K5	Kirkgate	290	231 232 261 342 370 HD Conn... 371 HD Conne...
K6	Kirkgate	280	372 HD Conne... D1 Denby Darts D2 Denby Dar... D3 Denby Dar...
C3	Cross Church St	280	FTB

J4	John William St	100	
J5	John William St	100	
J3	John William St	200	
S4	Railway St	240	
S3	Railway St	250	
S2	Railway St	300	
K7	Kirkgate	280	
W1	Westgate	350	
W2	Westgate	350	
W3	Removed no longer exists		
W4	Westgate	400	No information available
W5	Westgate	400	No information available
W6	Westgate	400	

3.20 Rail Access

3.21 Huddersfield Rail Station is located to the west of the HOM, approximately 250m away, which equates approximately to a 3 minute walk. The station provides a vast range of local and intercity train services.

3.22 Cycle Access

3.23 On Railway Street there is a restriction that allows taxis, buses and cycles to travel one-way along part of the street to John William Street. Byram Street, between Church Street and Kirkgate, is one-way southbound but has a contra-flow cycle order which allows cycles to travel northbound along the street.

3.24 Walking Access

3.25 There are footways located in the streets surrounding the market. There are controlled crossings located in the traffic signal junction at Northumberland Street and John William Street.

3.26 The grid pattern of streets in the vicinity of the HOM appears to provide strong desire lines (ie Lord Street southern section to Lord Street northern section). During the site visit pedestrians were noted to cross Northumberland Street at the junction of the side road or to cross diagonally.

3.27 Taxis

3.28 The taxi ranks in Huddersfield town centre are described below.

- Outside Huddersfield Railway Station, a walk of approximately 240 metres taking around 4 minutes to walk.
- On John Williams Street outside of McDonalds, a walk of approximately 260 metres taking around 4 minutes to walk.
- Outside Huddersfield Bus Station on Dundas Street and Upperhead Row a walk of approximately 550 metres taking around 8 minutes to walk.
- Lord Street outside Huddersfield Methodist Mission, operational between 10pm and 3am, a walk of approximately 170 metres taking around 3 minutes to walk.
- Zetland Street, a walk of approximately 600 metres taking around 8 minutes to walk.

3.29 Figure 3 shows the location of the taxi ranks in relation to the HOM.

3.30 Car Parks

3.31 There are a number of car parks located close to the HOM including Brook Street car park. The SIP car park located on the corner of Northumberland Street and Lord Street is a walk of approximately 84 metres taking around 1 minute to walk. Huddersfield car park on Railway Road is located approximately 240 metres from the HOM, a walk of approximately 3 minutes. Huddersfield car park on Railway Road is, at the time of writing this report, is temporarily closed until spring 2026 due to upgrade work at the railway station.

3.32 Figure 4 shows the car park facilities near the HOM including on-road parking bays.

3.33 Road Safety Record

3.34 The crashmap (www.crashmap.co.uk) database has been interrogated (2019-2023) to assess the road safety record for streets in the vicinity of the HOM. The output from the accident interrogation is shown in Figure 5 for the streets near the HOM.

3.35 From the analysis it is evident that there are a number of injury accidents along Northumberland Street and the streets around the HOM. The analysis has also shown there to be a fairly high proportion of recorded accidents involving pedestrian casualties. The analysis identified there to be :-

- 3 slight and 1 serious injury accidents to adult pedestrians in Northumberland Street
- 1 slight injury accident to an adult pedestrian in John William Street
- No cycle injury accidents in the area of analysis.

3.36 There have no record injury accidents in the streets that the HOM fronts onto during the five year period of the analysis.

3.37 It is always regrettable when there are injury accidents in the road network but overall the road safety record for streets surrounding the HOM over a recent five-year period

can be considered to be good. In terms of the wider connectivity of the HOM to other areas there is a proposed scheme along Northumberland Street which plans to reduce traffic speeds, improve conditions for pedestrians and cyclists and improve road safety.

4.0 Transport Policy Context

4.1 National Planning Policy Framework (NPPF) (2024)

4.2 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.

4.3 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.

4.4 **Paragraph 112.** If setting local parking standards for residential and non-residential development, policies should take into account:
(a) the accessibility of the development;
(b) the type, mix and use of development;
(c) the availability of and opportunities for public transport;
(d) local car ownership levels; and
(e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

4.5 **Paragraph 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.

4.6 Considering development proposals

4.7 **Paragraph 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 Code [48]; 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.

4.8 **Paragraph 116.** 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.

4.9 **Paragraph 117.** Within this context, applications for development should:
(a) 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;
(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
(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;
(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.10 Local Policy

4.11 Kirklees Local Plan

4.12 The adopted Local Plan has a number of policies relating to highway, transport and parking.

Policy LP21

Highways and access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;
b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;
c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;
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;
f. take into account access for emergency, service and refuse collection vehicles;
g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.

Policy LP22

Parking

The provision of parking will be 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;
b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;
c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;
d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;
e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;
f. new developments will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off street parking in accordance with current guidance;
g. provision will be made to meet the needs of cyclists for cycling parking in new developments;
h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

4.13 Highway Design Guide

4.14 The council has an adopted Supplementary Planning Document relating to highway design which encourages good highway design to be delivered and contribute to attractive, high quality and sustainable places.

4.15 Assessment of the HOM Proposal Against Local and National Policies.

4.16 Policy LP21 requires the proposal to be developed to ensure there is adequate thought and consideration to servicing, loading and waste collection. The Transport Assessment has set out the loading demands and the waste collection strategy and these are considered to be complaint with LP21. The parking for visitors and traders has been considered with this Transport Assessment and it is considered to be complaint with LP22.

5.0 Development Proposals

5.1 The Transport Assessment has been undertaken for the redevelopment of the HOM and the proposals plan to develop the night time offer of the HOM and this would likely result in an increase in activity in the area, particularly an increase in pedestrian movements.

5.2 The redevelopment of the HOM wants to keep the traditional market with an increased diversity of trader types, including food and beverage outlets and increased flexibility to facilitate seasonal market events.

5.3 The HOM redevelopment has a number of objectives :

- Secure the future of the market in Huddersfield

- Protect and enhance the market heritage
- Provide new commercial opportunities
- Enhance the area to be a desirable place to be

5.4 The scheme proposals for the HOM include :-

- Undertaking essential repairs to the structure of the market building;
- Restoring the paintwork to the façade of the market building;
- Provide circa 40-50 external trader pitches;
- Provide 7 shipping containers for trade and storage on part of the pay and display car park of Brook Street;

5.5 Market Hall

5.6 The redevelopment will provide flexibility with the space in the market being capable to be used for events. The development will provide some fixed stalls and also space for demountable stalls which can be removed when not in use.

5.7 Market Yard

5.8 This will provide an outdoor space to facilitate an outdoor market area and event space. It is located opposite the market hall and next to the car park and proposes a number of pitches (circa 40-50) and a Container Pavillion with 7 No container units for traders / producer units / storage. The Container Pavillion will be fixed units but the pitches can be taken down when not in use. There will be 7 No lockable converted ISO Shipping containers for use by traders as stalls and / or as storage. The proposed scheme also proposes a fenced off and lockable trader storage area located in the westerly edge of the Market Yard.

5.9 Demountable Stalls

5.10 The development proposes approximately (depending on trader demand and market type) a number of demountable stalls :
Market Hall - 75 pitches
Market Yard - 41 pitches
Brook Street - 8 pitches
Byram Street - circa 30 - 40 stalls (depending on the intensity)

5.11 Fixed Stalls

5.12 The development proposes a number of fixed stalls (these are approximate to allow for trader demand and market stall type):
Market Hall
• 10no fixed serviced pitches
• upto 5no Food and Beverage stalls ~~5 Street food units~~
• 1no Bar, 1no Cafe
• 1-2no self contained commercial units
Market Yard – up to 7no pitches (3 containers)

5.13 Hostile Vehicle Measures

5.14 The site plan show a number of HVM bollards which includes some sections that are removable to facilitate managed access. The HVM bollards are required to ensure public safety. The operational management plan for the managed access will be undertaken by the markets team who will open and close the removable bollards when access is required for a delivery.

5.15 Service Compound

5.16 This will be a covered facility and located in the easterly end of the Brook Street Car Park.

5.17 Hours of Operation

5.18 The redevelopment of the HOM proposes to increase the opening days and the opening hours. The Table below sets out the current opening hours and the proposed opening hours.

Table 3 - Hours of Operation

Day	Current	Future
Mon	9am- 4pm	Closed
Tues	9am- 4pm	10am-7pm
Wed	Closed	10am-7pm
Thurs	9am- 4pm	10am-7pm
Fri	Closed	10am-10pm
Sat	9am- 4pm	10am-10pm
Sun	Closed	10am-8pm

5.19 The scheme proposes the following changes around the HOM :

- Re-configuration of Brook Street car park with reduced parking spaces to provide larger waste compound and trader storage to improve management and operation of the market site.
- Pedestrianisation of the Market yard area in front of existing supermarket and removal of parking spaces in front of market hall on Brook street.
- HV bollard positions confirmed to match the pedestrianisation strategy – removable bollards allow for an articulated lorry to drive down Brook Street and turn onto Lord Street for deliveries.
- Market yard area with shipping containers for market traders / producers.

5.20 The Brook Street car park is proposed to become a loading area for market traders for morning set up and evening close down of stalls / pitches and remain as a car park at other times.

5.21 **Appendix C** shows the scheme proposals in the streets and car park areas around the HOM.

5.22 Highway / Traffic Changes Associated with the HOM

5.23 The market proposals are considered to require a number of traffic regulation order additions or amendments which include :

- Reduce the size of the Brook Street pay and display car park from 31 spaces to 24 spaces, which includes 2 mobility spaces, to facilitate the location of shipping containers for market traders / producers and the waste compound and trader storage
- Amend the hours of operation of the pay and display car park on Brook Street to facilitate loading and unloading operations before market day opening hours and after closing hours
- Extend the days of operation of the pedestrian zone in Byram Street and also include part of Brook Street, Market Yard to include all times, with managed access for loading only
- Amend the parking and loading restrictions to tie in with the days and hours of operation of the market
- Remove the parking from the Market Yard
- Remove the pay and display parking from Brook Street, the parallel parking on the north façade of the market hall
- Facilitate managed access through the HVM bollards to allow for loading
- All roads within the red line to become 20mph.

5.24 Engagement has been undertaken with the local Highway Authority on the above proposals but these will be subject to the approval of the local Highway Authority post planning application decision. The assessment by the Highway Authority may determine that different traffic orders are needed to facilitate the changes associated with the HOM redevelopment.

5.25 With the market opening until later than currently then the need to extend the pay and display operational hours in Lord Street will need to be considered.

5.26 Servicing, Loading and Unloading

5.27 The scheme proposals will retain loading bays in existing streets around the HOM and provide some additional facilitates. The loading and unloading proposals are :-

- Maintain the loading bays on the westerly side of Byram Street but amend their hours of operation (Tues-Sun 8am-10am) to suit the proposed opening hours of the market
- Maintain the loading bays on Byram Street south side but amend the hours of operations (Tues-Sun 8am-10am)
- Extend the days of operation of loading bays in Byram Street
- Permit loading operations in the off-street car at Brook Street
- Extend the days of operation of loading bays in back Northumberland Street

5.28 The current restrictions in Lord Street are proposed to be retained (the permit parking, disabled parking spaces and pay and display parking on easterly side of Lord Street).

5.29 With the proposed removal of pay and display in Brook Street adjacent to the market, there would be an opportunity to provide some loading / unloading facilities in this area.

5.30 Northumberland Street

5.31 Northumberland Street is a key part of the Station to Stadium corridor. The Council have been developing scheme proposals for Northumberland Street which include :

- Improved cycling provision making it safer for cyclist to join the carriageway.
- Widening of the footways along Northumberland Street to improve urban infrastructure and accessibility in the area.
- New Zebra crossing making it safer and more accessible for pedestrians.
- Reversal of Byram Street, between Northumberland Street and St Peter's Street, to be made one way in the opposite direction to help improve local traffic circulation and safety.
- Trees to be planted on both sides, creating a green, urban landscape.
- Traffic calming measures.

(source : Huddersfield Rail Station Connections | Kirklees Council)

5.32 As part of the scheme proposals, the Council has considered some changes to Traffic Regulation Orders to be necessary which include :-

- The provision of waiting restrictions on a section of Northumberland Street to restrict parking and improve traffic flow and deter obstructive parking;
- Reverse the one-way on Byram Street between St Peter's Street and Northumberland Street which will address an hazardous left turn movement from Byram Street onto Northumberland Street.
- Reduce the speed limit along Northumberland Street to 20mph to enhance road safety for all road users and align with the Department for Transport's cycle design standards within LTN1/20.

5.33 The project Team for the HOM has been actively engaging with the Project Team for the Northumberland Street proposals particularly around the highway layout of Lord Street at its junction with Northumberland Street and the junction of Byram Street with Northumberland Street. The scheme proposals for the HOM are considered to be complementary with the Northumberland Street proposals.

5.34 Waste Collection Strategy

5.35 There will be a bin holding area located off Byram Street and close to the HOM. The main waste compound will be located in the easterly end of the Brook Street car park. Access into the holding compound will be controlled and market staff will have access plus possibly, traders through prior arrangement for those that need access to it. The holding compound will reduce the frequency of waste drop-offs to the main compound. A multi-mover will be used to transfer waste from the holding compound to the main compound. A refuse vehicle will collect waste from the main compound. The frequency of access to collect waste will vary to suit the contract type and type of waste to be

collected. When accessing the main compound the refuse vehicle will use Brook Street and Lord Street.

5.36 **Appendix D** shows the waste collection strategy.

5.37 The swept path movements of the refuse collection vehicle travelling to the main waste compound have been undertaken. Vehicle tracking analysis also shows vehicle movements for a range of other vehicles including an articulated vehicle, 7.5 tonne delivery vehicle, panel van, fire appliance and a private car. The vehicle tracking shows various routes including along Lord Street, Brook Street car park and the part of Brook Street along the north façade of the market building.

6.0 Transport Impact

6.1 The NPPF in Chapter 9 para 116 advises that development should only be refused if there would be unacceptable highway impacts or if the cumulative impacts would be severe after taking into account all reasonable scenarios.

6.2 TRICS Database

6.3 The TRICS Database has been interrogated but there were no suitable matches for the type of development at Huddersfield Open Market. The database does contain in the archive section market surveys but these are quite historic so have not been used in the Transport Assessment analysis.

6.4 First Principles Analysis

6.5 Since the TRICS database does not provide any samples suitable to forecast trip rates then first principles analysis have been undertaken to forecast the demand at the HOM. The existing open market has a number of uses and whilst there will be some increase in market stalls within it, this is considered to be within the overall approved use. The main increase in market trader stalls will be in the market yard area with 49 pitches to be established and a further 7 containers units to be installed. As part of the development there will be a reduction in off-street car parking at the Brook Street car park by 7 spaces from 31 to 24 spaces. The market opening hours will be adjusted with more days open but with a later opening time so the main customer demand will be after the morning peak period. The market will close later, currently 4pm on market days, but until 7pm on Tuesday, Wednesday and Thursday and until 10pm on Friday and Saturday and 8pm on Sunday so the loading operations after the market will not coincide with the evening traffic peak periods.

6.6 The analysis has used a range of data and assumptions to develop a demand forecast at the HOM :

- Use of parking occupancy data for some days of the week
- Use of pay and display data but this needed some assumptions to convert to usage in Lord Street

- Forecast of loading demand at the market stalls and pitches using assumptions on the unloading time and available loading bays in the immediate area around the HOM

6.7 Loading Demand

6.8 For the open market building the following has been assumed :

- Pitches Outside 49
- Shipping Containers 7
- Market café, bar, trader shop unit, fixed stalls - assumes a total of 14 plus 3 other units so a total of 17

6.9 Total demand for loading / unloading could be 73 for unloading then the same number for loading each day.

6.10 It is assumed the loading demand will be split over 2 hours with 33% occurring between 8-9am and 67% occurring between 9-10am in the future scenario on market days. Not all of these loading demands are considered to occur everyday but for the purpose of the analysis have been shown to occur each day the market is open.

6.11 The existing demand for loading and future demand for loading is shown in the Table below.

Table 4 - Loading Demands

Time	Existing	Future Demands	Change
8-9am	36	48	12
9-10am		97	97
4-5pm	36		-36
7-8pm		145	145

6.12 Loading Assumptions

- Existing loading demands have all be shown to occur before 9am.
- Future loading demands have been split as follows :
  - 33% between 8-9am;
  - 67% between 9-10am
- Loading demands after market days currently shown to occur between 4-5pm.
- Future demands for loading after market days could occur after 7pm on most week days, after 10 pm on Friday and Saturday and after 8pm on Sunday.
- There are 10 on-street loading bays which have been assumed to cater for 3 loading operations per bay per hour (ie 20 minute loading / unloading). This would provide an on-street loading capacity of 30 vehicles per hour. With a total loading demand of 73, the Brook Street car park is considered capable of accommodating these other loading demands.
- The Brook Street, the section with the parking bays proposed to be removed, is also proposed to be used for loading and unloading operations for the market.

6.13 The loading demands will occur mainly outside of the morning peak period and outside of the evening peak periods so should not require any further analysis of the impacts on local junctions.

6.14 There would be other loading and unloading demands not associated with the HOM in the area and these are planned to be managed through controlled access into Brook Street and then egress via Lord Street.

6.15 Customer Demands - Car

6.16 Future parking demands for customers to the market could occur from 8am in Lord Street although the proposed market opening time is 10am, later than the current time of 8am opening on current market days. After 10am parking would be permitted within the Brook Street car park (ie tied into opening times of 10am for the market).

6.17 The Council has provided some survey data of car parking around the HOM. The surveys were undertaken on a Monday, Wednesday and a Saturday in June 2025. **Appendix E** contains this survey data.

6.18 Brook Street private car park (Market Yard), west of the Brook Street car park and adjacent to the market was shown to have relatively low use during the surveyed days.

6.19 The Brook Street off-street pay and display car park did show moderate use on Monday and similar usage on a Wednesday, when the market is closed, and high use during some parts of Saturday.

6.20 This off-street car park will reduce is size from 31 spaces to 24 so if the Saturday demand continues then there could be some unmet demand within the Brook Street car park but the pay and display parking is proposed to be retained along Lord Street so the parking demands should be met through this existing on-street parking in Lord Street. With the HOM opening later in the evenings, particularly at weekends, it is expected the people visiting the evening facilities at the HOM will use sustainable transport in line with the Council's policies supporting access through sustainable forms of transport.

6.21 There is another car park located to the west of the Brook Street car park, the location of the proposed market yard. This car park is predominantly used by market traders. In the HOM proposal there will be no future parking in this area.

6.22 Customer Demands – Taxi

6.23 As shown in Section 3 of this report there are a number of taxi facilities located close to the HOM. The forecast taxi use would occur after the morning peak period. There would be some taxi use expected in the evening peak period but the higher demand is expected to occur later in the evening to visit later attractions such as the bar, etc. The taxi use will not occur in streets immediately adjacent to the HOM. In addition the HOM is situated in a highly accessible location and it is expected that some people will visit the HOM as part of a linked trip and then visit other nearby attractions.

6.24 Changes in Traffic Demands around the HOM

6.25 For some days increases in traffic are forecast as HOM will open for more days and longer opening hours. The proposed changes in traffic levels per days are described below.

- Monday is forecast to have a daily reduction in traffic levels due to the market proposed to be closed on Mondays.
- Other days during the week are forecast to have an increase in two-way traffic movements with some of this associated with increased customer demand onto the pay and display car park at Brook Street and loading and unloading demands associated with the internal market pitches and outside market pitches and container units.
- The higher increases in traffic demand are forecast to occur on days when the market is currently closed (Wednesday, Friday and Sunday).
- As the market will open later and close later the traffic demands are expected to occur outside of morning and evening peak hours.
- The analysis assumes 4 trips per stall / pitch – one inbound trip to unload then a further trip to leave the area, then after the market is closed a further trip to load goods into the vehicle and the fourth trip to leave the area.

6.26 The forecast of traffic and parking demands in located is **Appendix F**.

7.0 Summary and Conclusions

7.1 This Transport Assessment (TA) has been produced to support a planning application for the redevelopment of the Huddersfield Open Market located at Lord Street / Byram Street, Huddersfield. The proposal will refurbish the existing operational market building and create an outdoor market area for outdoor market pitches, which would be demountable, and a Container Pavillion for fixed stalls / storage.

7.2 The proposed redevelopment will increase the number of days that the market will open plus it will open later in the morning and have longer opening hours into the evening.

7.3 The Transport Assessment has undertaken a review of the road safety record and acknowledged injury accidents in the wider area but noted that there were no injury accidents within the streets adjacent to the market. The road safety record should not be a material concern for the proposed development.

7.4 The Transport Assessment has undertaken a thorough analysis of the anticipated traffic and parking demands for the proposed development of the HOM and whilst it was shown that the majority of days would see an increase in daily traffic levels and parking demands, it has been concluded that those demands would occur outside of the peak periods and would not have a significant effect on local traffic conditions.

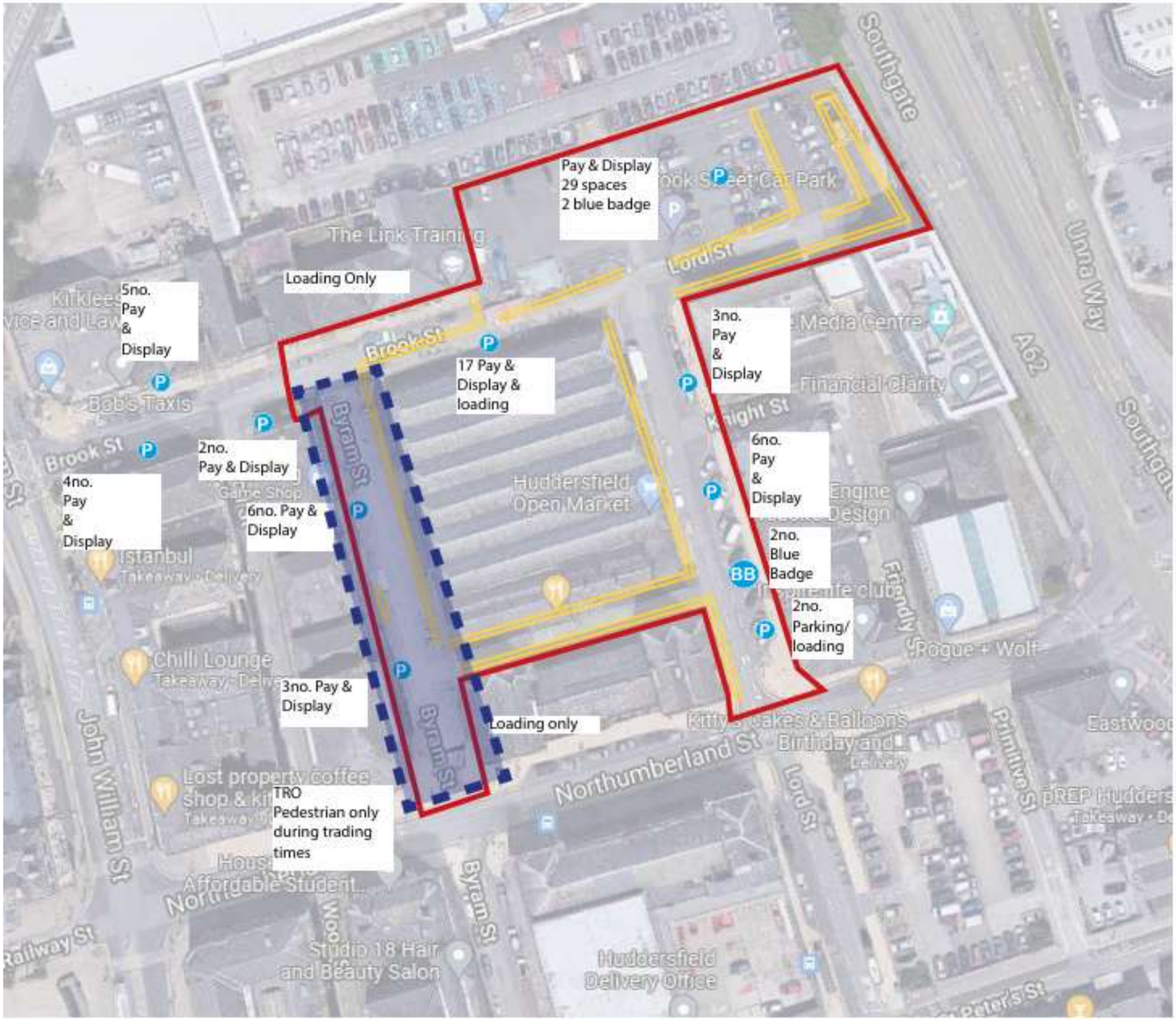
7.5 The redevelopment will result in the loss of some parking spaces but the majority of these were lightly used and should not result in any adverse impacts. The Brook Street car park will have a reduction in capacity to 24 parking spaces, which includes 2 mobility spaces, arising from the siting of the Container Pavillion. However, this is not anticipated to have an adverse impact as the on-street parking within Lord Street will be retained and could be used for short term parking.

7.6 The Transport Assessment has examined the loading demands for traders and also discussed the waste collection strategy. The demands for these are not expected to occur during the peak traffic periods so these serving and waste collection demands should not produce any significant impacts.

7.7 The scheme proposals are considered to be compliant with the NPPF and the Council's Policies LP21 and LP22. The scheme proposals are not anticipated to produce any unacceptable road safety impacts and are not forecast to produce any severe impact on the local network so it is hoped the Council will support the proposals in highway and transport terms.

Figure 1 - Location of Huddersfield Open Market (KOMPASS (kirklees.gov.uk))

Figure 2 - Traffic Restrictions in Streets near the HOM



Existing Parking Provision

Lord Street
Parking Spaces - 11
Blue Badge - 2

Brook Street Car Park
Parking Spaces - 29
Blue Badge - 2

Brook Street
Parking/loading Spaces - 17

Byram street
Parking/loading Spaces - 9

Total Spaces on site
66 Pay and display
4 Blue Badge

Figure 3 - Location of Taxi Facilities

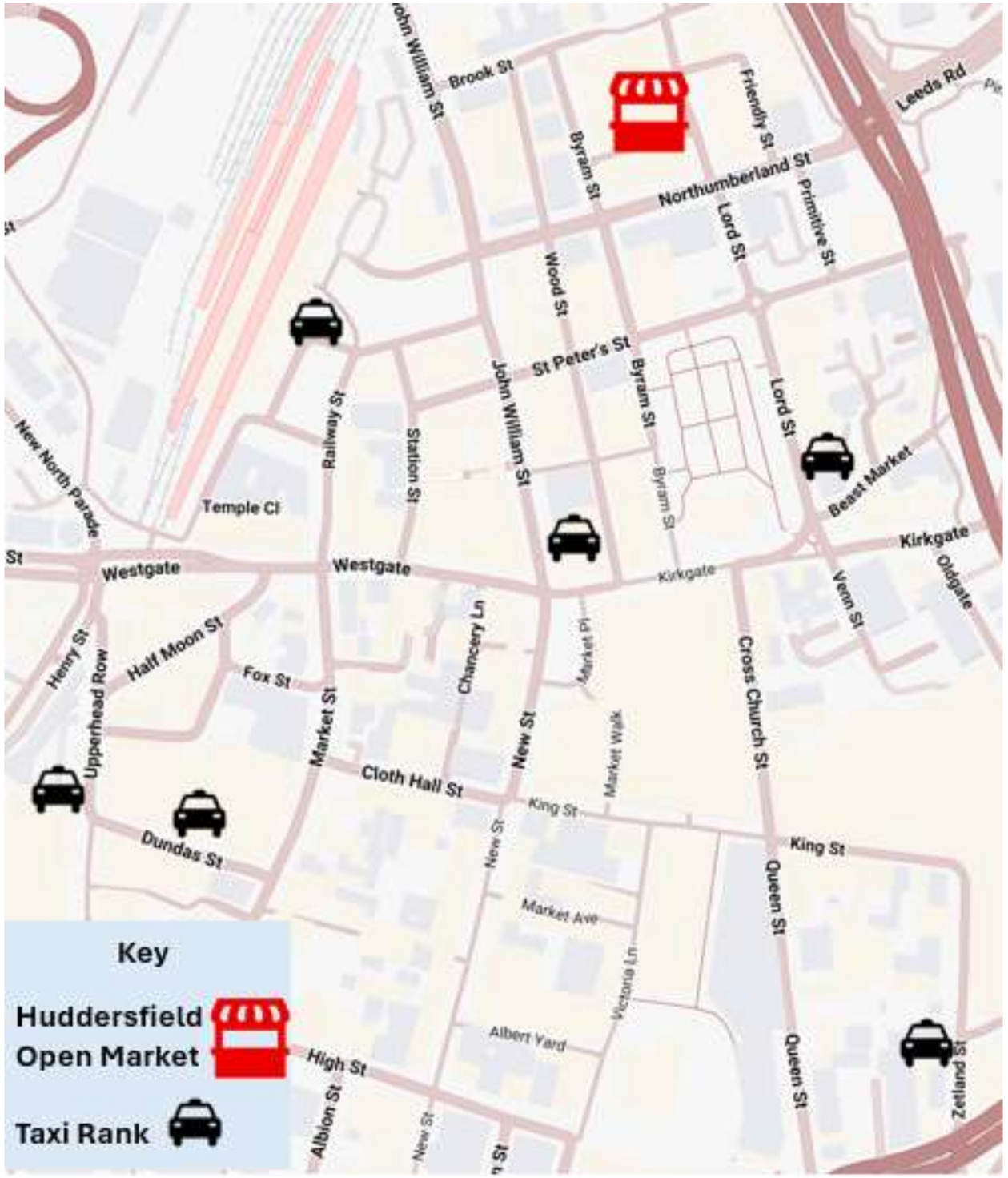


Figure 4 - Location of Car Parking Facilities near HOM

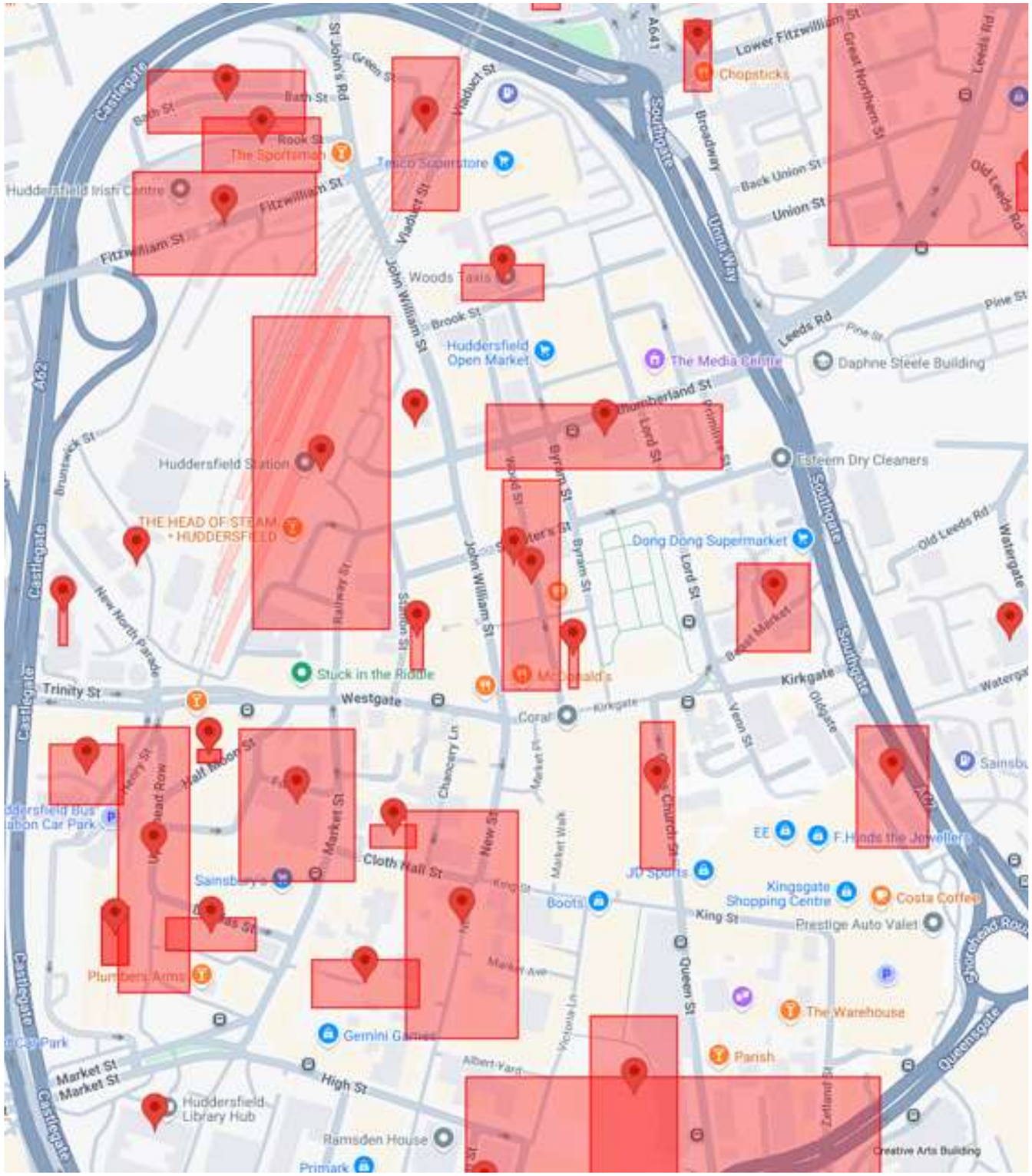


Figure 5 - Road Safety Record near the HOM (www.crashmap.co.uk)

Appendix A

Kirklees Council
Planning and Development Service
PO Box 1720
Huddersfield

Pre-Application Consultation Request

Town and Country Planning Act 1990

Observations By:	**KC, Highways Development Management**

Application No.	**2024/21166**
Proposed Development:	**Pre application for commercial development**
Location:	**Huddersfield Open Market, Brook Street, Huddersfield, HD1 1RX**
Applicant/Agent:	**Nick Mitchell Greig & Stephenson Architects**
Planning Officer	**John Holmes**

Your comments on the above proposal are requested. Please e-mail your comments to the DC Admin in either a Microsoft Word or PDF Document to DC.Admin@kirklees.gov.uk by 17-Oct-2024.

The submitted plans and documents for the application can be viewed using Documents from Anite or Anite, please use the application number above.

If I do not receive your response by 17-Oct-2024 then the application may be decided without the benefit of your views.

Dated: 03-Oct-2024

Mathias Franklin
Head of Planning and Development

Kirklees Council
Planning and Development Service
PO Box 1720
Huddersfield

Consultation Response from KC, Highways Development Management		
2024/21166 at Huddersfield Open Market, Brook Street, Huddersfield, HD1 1RX		
Pre application for commercial development		
Date Responded:15/11/24	**Responding Officer: CNB**	**Responding Ref: K5-7NE/22**

This is pre-application highways advice and notes for the redevelopment of the existing Huddersfield Open Market with access from Brook Street, Byram Street and Lord Street, these are all 30mph town centre access roads with either parking or loading bays, footways, and street lighting. The sides of the highways abutting to the existing market building have No Waiting at Any Time with No Loading flashes (Mon, Tue, Thurs and Sat 10am to 4pm) and Lord Street has pay and display parking opposite the market building.

The site was submitted for pre-application advice as 22/21380, the comments are appended below and should be read in conjunction with the current pre-app comments. The majority of the amendments to the plans appear to involve internal changes within the market with only minimal changes to the previous plans in relation to the highway.

The area adjacent to the market along Northumberland Street is currently undergoing a consultation in relation to highway changes and enhancements as part of the "Station to Stadium" corridor and these proposals should be accounted for with the market proposal with both designs working in a complementary way. The changes on Northumberland Street includes the narrowing of the highway to two lanes, widening of the footways, changes to street scene and the reversal of the one-way system along Byram Street between Northumberland Street and Kirkgate. These proposed changes should be incorporated within the full application.

Part of the proposals are to resurface some of the roads around the market building with Yorkstone setts to match the ones on Byram Street and, although this would tie the street scene of the area together nicely and we would be happy to see this, this may have future maintenance implications especially with the increased cost of repair and replacement in the event of underground services maintenance.

The previous submission had a future aspirational proposal to open the access from Brooke Street to the A62 Northgate and we advised against this. This appears to have been removed from the current proposals.

As part of the full application, we would wish to see a full Transport Assessment detailing the impacts of the proposed changes to the operation and efficiency of the local highway network along with stage one safety audits for and changes to the highway layout. Although the site is large enough to qualify for one, we would not request a monitored Travel Plan for the site as we do not feel that one could be successfully applied to the site given the operational requirements of a market and the proposed limiting of car parking within the area.

The main area of Highway concern would be the changes in parking in the area, especially the loss of on-street pay-and-display parking on Lord Street (approximately 13 spaces), as this serves adjacent

commercial premises as well as the existing market, and loss of most of the Brook Street car park (currently 32 spaces). These concerns should be addressed within the full application with the TA should justifying the loss of the parking.

Any changes and amendments to TROs around the market should be done within the correct legal framework and should be discussed with the Kirklees Highway Safety team at the earliest opportunity to avoid any delay in implementation of the TRO process. The changes to TROs should allow access for loading for market traders and not hinder access to the premises and businesses surrounding the market along Brook Street, the west side of Byram Street and the east side of Lord Street.

Any changes to the layout of the highway or the installation of barriers or gateway signs should be accompanied by a swept path analysis to show that servicing and emergency service vehicles can safely and easily access the site around the market building. Any bollards or barriers would have to conform to guidance supplied by West Yorkshire Fire and Rescue Service in the Fire Safety – Public Advice document FS-PAN010 Access for Fire Appliances.

Changes to the highway will need to be undertaken within a s278 legal agreement with the Local Highway Authority.

Changes to the highway may also require a stage 1 Road safety Audit based on the final iteration of drawings that have been agreed with the LPA. An RSA brief and audit team CVs would need to be submitted for approval prior to an audit being undertaken.

Details would need to be provided in relation to management and maintenance of any barriers across the highway, including details of which organisation would have responsibility for their safe and continued operation. This may need to be conditioned within a management plan.

The RIBA Work Stage 2 report submitted with the pre-application indicated a construction management plan and Phasing Strategy and this looks acceptable as a base for a full construction access management plan for the phases of the development. The Construction Access Management Plan can be submitted with the full application or it can be added as a condition.

The refuse access to the site would need showing clearly on a plan, with a swept path analysis indicating that an 11.85m Kirklees refuse vehicle could safely access the site. The layout and design of the waste storage area should be led by guidance provided at https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf and with consultation with officers from the Kirklees Waste Strategy team.

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi

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(structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

Footnote
Any works within the adopted highway will need to be constructed under the correct legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

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original pre-app comments (sent 16/05/23)

This is pre-application highways advice and notes for the redevelopment of the existing Huddersfield Open Market with access from Brook Street, Byram Street and Lord Street, these are all 30mph town centre access roads with either parking or loading bays, footways, and street lighting. The sides of the highways abutting to the existing market building have No Waiting at Any Time with No Loading flashes (Mon, Tue, Thurs and Sat 10am to 4pm) and Lord Street has pay and display parking opposite the market building.

The proposals are to enhance the offer provided within the existing market building and add additional outdoor market stalls on land to the north of the existing site with new waste/refuse storage and collection facilities to the northeast of the site and a covered walkway linking the existing Tesco store. There are also associated highway layout changes on the streets surrounding the market with the removal of some parking and enhanced pedestrian priority on Byram Street.

The pre-application proposals were accompanied by a transport assessment, a transport appraisal, and a project overview document amongst the site plans.

The area adjacent to the market along Northumberland Street is currently undergoing a consultation in relation to highway changes and enhancements as part of the “Station to Stadium” corridor and these proposals should be accounted for with the market proposal with both designs working in a complementary way. The changes on Northumberland Street includes the narrowing of the highway to two lanes, widening of the footways, changes to street scene and the reversal of the one-way system along Byram Street between Northumberland Street and Kirkgate.

As part of the full application, we would wish to see a full Transport Assessment detailing the impacts of the proposed changes to the operation and efficiency of the local highway network along with stage one safety audits for and changes to the highway layout. Although the site is large enough to qualify for one, we would not request a monitored Travel Plan for the site as we do not feel that one could be successfully applied to the site given the operational requirements of a market and the proposed limiting of car parking within the area.

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Huddersfield

Any changes and amendments to TROs around the market should be done within the correct legal framework and should be discussed with the Kirklees Highway Safety team at the earliest opportunity to avoid any delay in implementation of the TRO process. The changes to TROs should allow access for loading for market traders and not hinder access to the premises and businesses surrounding the market along Brook Street, the west side of Byram Street and the east side of Lord Street.

Any changes to the layout of the highway or the installation of barriers or gateway signs should be accompanied by a swept path analysis to show that servicing and emergency service vehicles can safely and easily access the site around the market building. Any bollards or barriers would have to conform to guidance supplied by West Yorkshire Fire and Rescue Service in the Fire Safety – Public Advice document FS-PAN010 Access for Fire Appliances.

There is a future aspirational proposal to open the access from Brook Street to A62 Northgate. At this location the A62 is 7 lanes wide with two lanes emerging from the Unna Way underpass and so it is considered impossible without major infrastructure work to be able to offer a full movement of traffic at this junction and it would be most likely a “left-in and left-out” access arrangement. This would not allow vehicles to exit Brook Street and turn right towards the University or the junction with A629 Wakefield Road for the destinations along that route. It could also be possible that vehicles wishing to travel anti-clockwise around the northern section of the ring road may use this proposed route as a “rat-run” to avoid traffic signals at the end of Northumberland Street or two sets of signals along St Johns Road, which may cause an increase in traffic using the roads around the market. Any proposals to open up the junction at this location would need the full amount of route choice analysis and a stage 1 safety audit of the junction design as a minimum.

A highways concern would be the loss of on-street and pay and display parking in this area, with the proposals removing on street parking along the east side of Lord Street (approximately 13 spaces) and the loss of most of the Brook Street car park (currently 32 spaces). The TA should justify the loss of the parking.

It is also noted that there is no cycle storage provision for traders/staff and this may discourage the use of sustainable modes of travel. We would encourage the inclusion of some safe and secure cycle storage for traders/staff within the proposals. There should also be some cycle parking for shoppers in the form of Sheffield stand type bike racks located around the site in suitable locations.

Part of the proposals are to resurface some of the roads around the market building with Yorkstone setts to match the ones on Byram Street and, although this would tie the street scene of the area together nicely and we would be happy to see this, this may have future maintenance implications especially with the increased cost of repair and replacement in the event of underground services maintenance.

One of the proposals was to make Lord Street either totally or partially one way with an exit from the area made via Knight Street and Friendly Street, narrow one-way roads that provide access to The Media Centre and some rear parking for properties fronting on to Lord Street. Friendly Street currently

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joins Northumberland Street at a “left turn only” junction. We assume this is due to the layout of Northumberland Road at this location with right turning traffic having to cross over two lanes of eastbound traffic causing a highway safety concern. However, with the proposed changes to Northumberland Street the left turn only could be removed to allow a right turn on to Northumberland Street and this could be considered, however we would require a design and a full stage 1 safety audit to be provided if this were proposed.

The refuse access to the site would need showing clearly on a plan, with a swept path analysis indicating that a Kirklees refuse vehicle could safely access the site. The layout and design of the waste storage area should be led by guidance provided at https://www.kirklees.gov.uk/beta/planning-applications/pdf/waste-management-design-guide-new-developments.pdf and with consultation with officers from the Kirklees Waste Strategy team.

Any retaining features affecting the highway will require formal technical approval by the Council as the Highway Authority. It is the applicant's responsibility to find out whether the work approved by this planning permission requires written approval from the highways structures team for works near or abutting highway and any retaining structures. We would recommend providing details of all proposed retaining features and underground storage facilities (including pipes) to Farhad Khatibi (structures team leader 01484 221000) at the earliest opportunity, who will be able to advise you of the necessary requirements in more detail.

Footnote
The granting of planning permission does not authorise the carrying out of works within the highway and the changes to the access within the adopted highway fronting the property will need to be constructed under a section 184 agreement of the 1980 Highways Act (vehicle crossings over footways and verges). You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

Appendix B

Existing Day in the Life

Market Loading 06:00 - 09:30

Market Trading 09:30 - 16:30

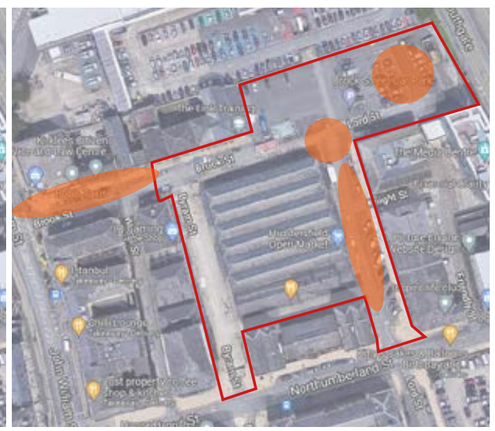
Market Loading 09:30 - 16:30

Evening Economy 16:30 - 23:00

23:00 - 06:00

Vehicle Heat Map

High Market and Outdoor Market Loading traffic



Low Market traffic Medium drop off and pick up & taxi

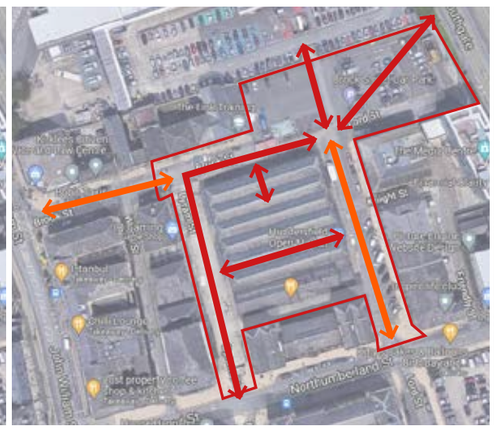
High Market and Outdoor Market Loading traffic

Low Market traffic Medium drop off and pick up & taxi

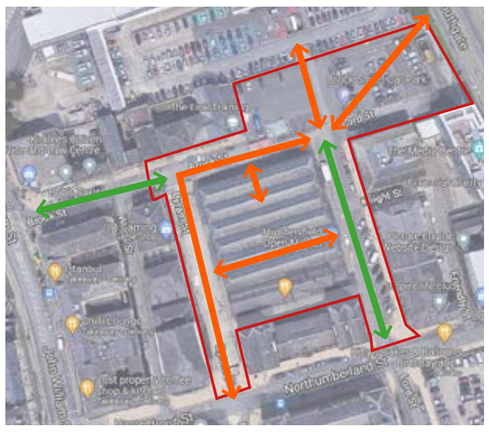
Low all traffic

Pedestrian Heat Map

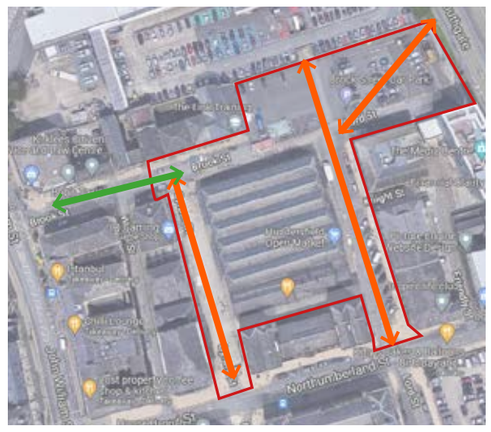
Low pedestrian movement along main routes



High pedestrian moment mainly along Brook St and Byram St



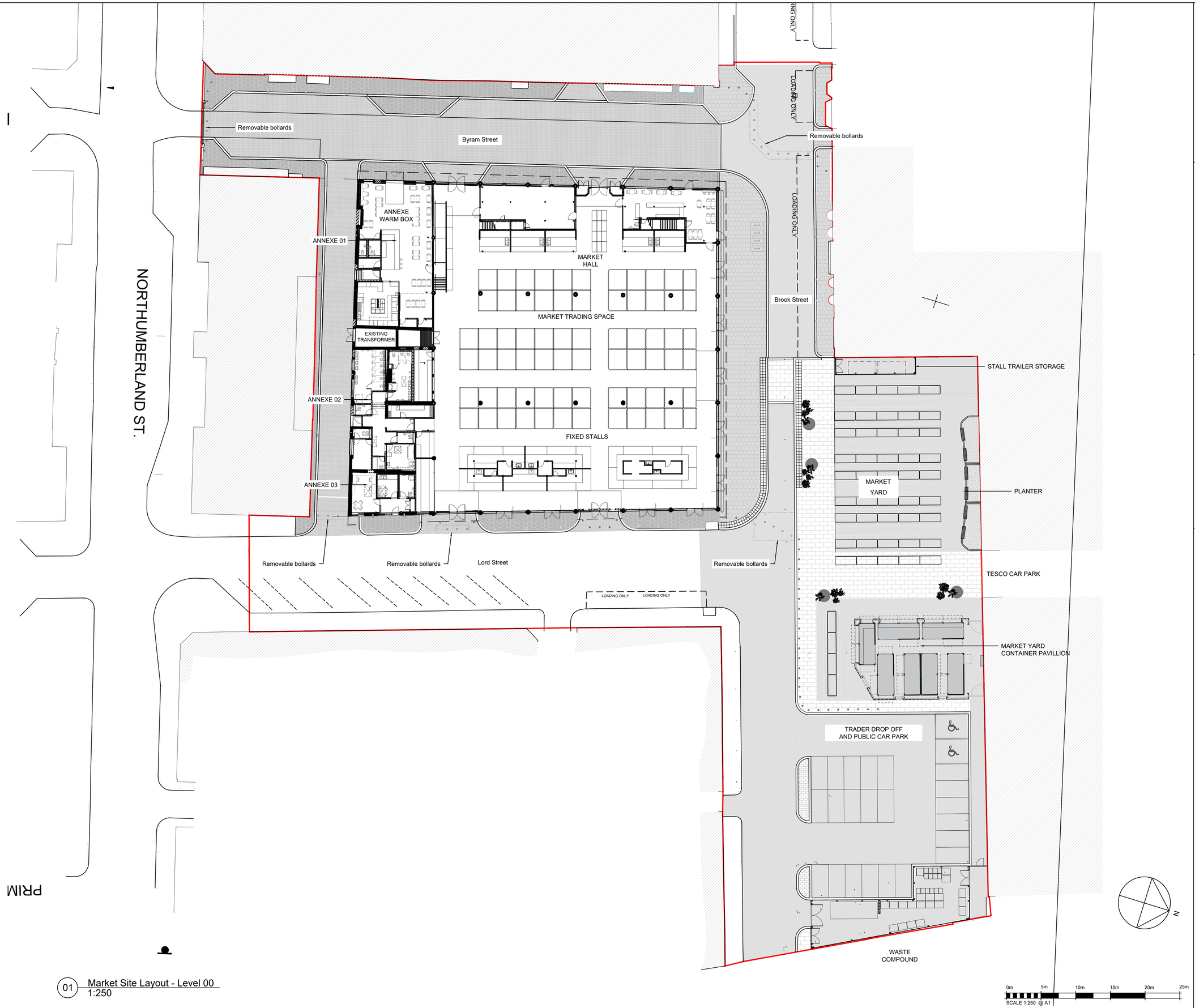
As trading but reduced intensity



Low general Town Centre movement

Low all traffic

Appendix C



01 Market Site Layout - Level 00
1:250

Note:
This drawing demonstrates the overall layout of the market site.
Layout for co-ordination purposes.

For further details of individual areas, refer to respective General Arrangement drawings

HMH-GSA-ZZ-00-D-A-5110-P01
for details.

Survey Information Used for Drawings Includes:

Internal Topo Survey
S23897-T_Rev -- Issued October 2022 By Survey and Engineering Projects

Utilities Topo and GPR Survey S20124-U_Rev -- Issued January 2020 By Survey and Engineering Projects

KEY

- NEW TARMAC
- NEW CONCRETE PAVERS
- EXISTING SURFACE FINISHES TO BE REPAIRED TO MATCH EXISTING - FINISHES VARY

REV	DATE	COMMENT	DRW | APRV
P01	12/08/25	Issued for coordination	TS | NM

Greig & Stephenson Architects
Studio SW.201, Screenworks
22 Highbury Grove
London, N5 2ER
tel. 020 7403 5511
fax. 020 7403 5544
email. info@gands.co.uk

CLIENT: KIRKLEES COUNCIL

PROJECT: HUDDERSFIELD MARKET

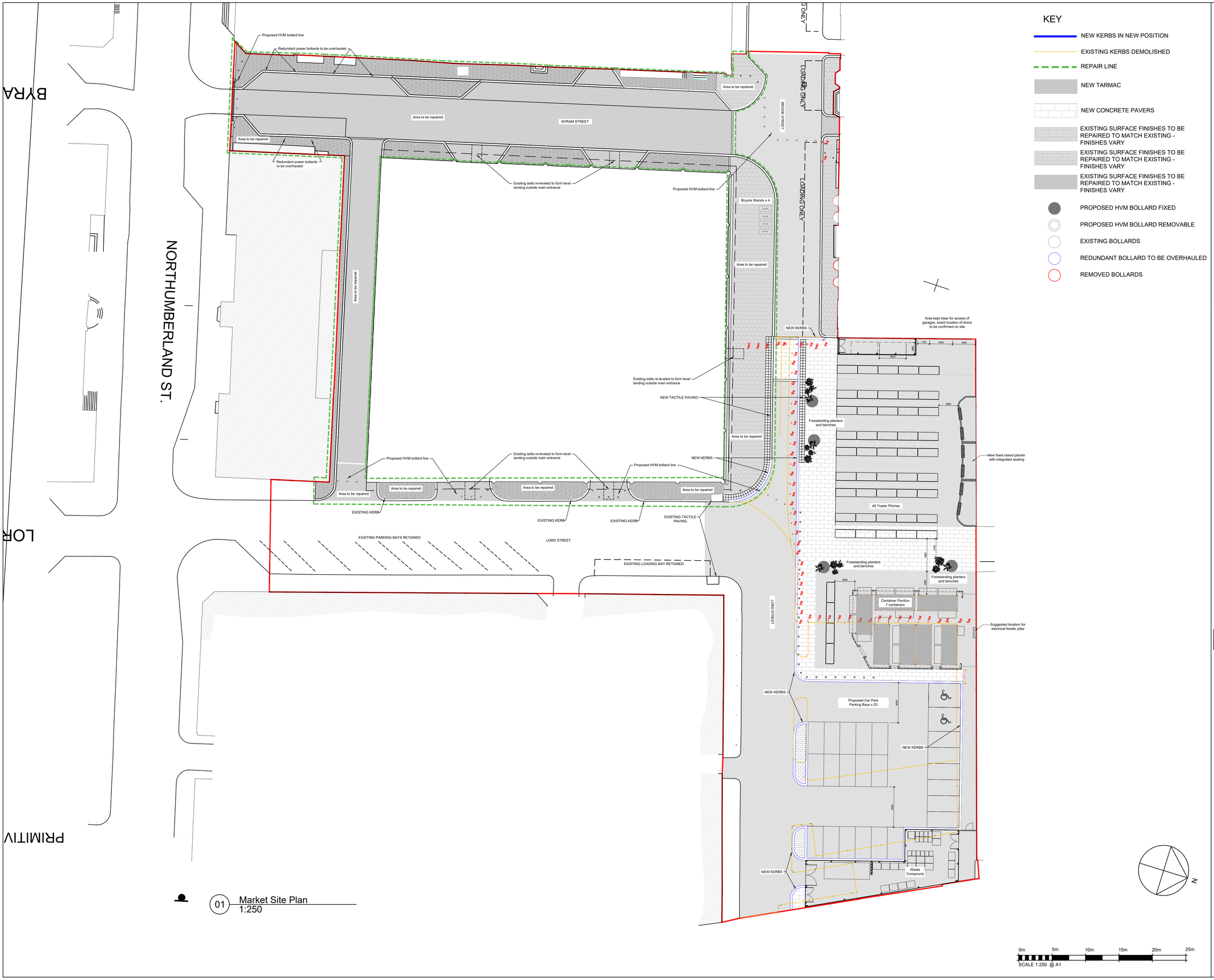
STATUS: S3 - FOR REVIEW AND COMMENTS

DRAWING: **Market Site Layout Level 00 as Proposed**

SCALE	DRW | CHKD	RVW | APRV	DATE
1 : 250 @ A1	TS	NM	12.08.2025

DRAWING NUMBER: HMH-GSA-ZZ-00-D-A-1001

REVISION: P01



01 Market Site Plan
1:250

KEY

- NEW KERBS IN NEW POSITION
- EXISTING KERBS DEMOLISHED
- REPAIR LINE
- NEW TARMAC
- NEW CONCRETE PAVERS
- EXISTING SURFACE FINISHES TO BE REPAIRED TO MATCH EXISTING - FINISHES VARY
- EXISTING SURFACE FINISHES TO BE REPAIRED TO MATCH EXISTING - FINISHES VARY
- EXISTING SURFACE FINISHES TO BE REPAIRED TO MATCH EXISTING - FINISHES VARY
- PROPOSED HVM BOLLARD FIXED
- PROPOSED HVM BOLLARD REMOVABLE
- EXISTING BOLLARDS
- REDUNDANT BOLLARD TO BE OVERHAULED
- REMOVED BOLLARDS

REVISION SUMMARY NOTE

- Lord Street kerb widening omitted
- Finishes along Brook Street pavement retained and repaired in lieu of renewal
- HVM bollards updated to suit TVRA recommendations
- Brook Street/ Lord Street car park reconfigured
- Waste compound reconfigured
- Market Yard reconfigured to suit VE changes (proposed container pavilion with 7 containers, proposed planter with integrated seating, proposed stall trailer storage, proposed freestanding planters and benches)
- Finishes in Market Yard updated to high quality tarmac and concrete block pavers
- Repair line adjusted to suit VE

NOTE: Lighting columns and CCTV location to be confirmed with M&E

REV	DATE	COMMENT	DRW | APRV
P01	12/08/25	Issued for Coordination	TS | NM

Greig & Stephenson Architects
Studio SW.201, Screenworks
22 Highbury Grove
London, N5 2ER
tel. 020 7403 5511
fax. 020 7403 5544
email. info@gands.co.uk

CLIENT: KIRKLEES COUNCIL

PROJECT: HUDDERSFIELD MARKET

STATUS: S3 - FOR REVIEW AND COMMENTS

DRAWING: Public Realm Proposed Plan with surface finishes

SCALE	DRW | CHKD	RVW | APRV	DATE
1 : 250 @ A1	TS	NM	12.08.25

DRAWING NUMBER: HMH-GSA-PR-00-D-A-5110

REVISION: P01

0m 5m 10m 15m 20m 25m
SCALE 1:250 @ A1

Appendix D

2.19 Waste Management Strategy

During the WS3 updates period discussions were undertaken between Kirklees Waste, Markets, GSA and JT & Crew (F&B advisor). It was recognised that in addition to the waste new waste compound, a provision for a temporary 'holding space' for F&B waste was required. This is required to avoid the requirement for long and frequent trips by the markets team when clearing the F&B stalls and eating areas.

The use of 22a Byram Street was instructed into the scheme for use as the holding bin store and food store.

Incoming Waste regulations will require the client to sort waste at source for collection. The implementation and waste collection frequency of the future use is not yet defined. It will be dependent on the amount of waste provided, final trader types and Kirklees' councils own central waste processing capabilities.

Due to the above unknowns space the waste management strategy has been based on reasonable provision, utilising the space available and similar market type waste streams.

It is understood that all waste will be collected by the council's waste collection service, except the roll on roll off compactor, which will be via separate private hire by the market. Collection frequency is to be arrange to suit the actual waste produced upon operation.

A summary of the strategy is shown here.

WASTE STREAMS

Food Waste
Food waste anticipated from F&B Units, Market Cafe, Incubator Kitchen and traders that sell fresh food such as Fruit and Veg.

General non recyclable waste
General waste that cannot be recycled from traders and from the public. Anticipated that market staff will periodically collect this waste from traders and public stations throughout the day to avoid interface of traders with the bin store.

Mixed recycling
Same strategy as general non recyclable waste, but collected separately to allow for sorting at the point of collection.

Cardboard
Traders that produce frequent amount of cardboard are to request cardboard cage from market staff. The cages are replenished and managed by market staff to avoid the need for individual traders to visit the bin store. Holding store provided at 22a Byram Street to store cardboard waste and cages.

Glass
Anticipated glass waste will be bottles and containers from the F&B Units. The trader responsible for the F&B unit will require access to the holding bin store to take bottle bins and transfer into 240l wheeled bins. Market staff to transfer from holding store to waste compound periodically. Glass crusher located at waste compound.

Meat Products
Required chilled storage. No space for central location, proposed that storage is located on the relevant stalls. Strategy to be revisited as trader list is populated.

Waste Cooking Oil
Same strategy as Meat Products.

Waste Stream	Method of Collection	Method of Disposal
Food Waste	Collected by trader and transferred into 240L bin in holding bin store.	Markets team to transfer 240L bins to main waste compound. Markets to investigate foot waste recycling on site options
Cardboard	Traders store waste on their stall and load into cages to be supplied and managed by the market staff. Full and empty cages to be stored within the holding store and taken to the main waste compound by the market staff.	Roll on Roll off cardboard compactor located in Waste Compound. Contracted by Market. Confirmation required if a baler is required or whether the Ro/Ro has compacting capabilities.
General Waste from traders and including hot & beverage waste	F&B waste will be deposited by public and staff into small recycling station. Traders to retain waste on their stall for collection by market staff using 240l bins or single person operated open bin on castors.	Stations periodically sorted and stored in holding store. When full and at end of day waste moved to waste compound by staff and emptied into 1100l Euro Bins.
Mixed Recycling Small Cardboard and paper / packaging / metal / plastic (TBC)	Same strategy as general waste but sorted at point of collection.	As General waste but separate and clearly identified bins to denote mixed recycling.
Glass	Glass collected by bar and cafe trader in bottle bins and taken to holding store to be transferred into 240ltr bins.	Market Staff move from holding store to waste compound crush glass and store for collection
Meat Products	Traders dispose in 240l bins and store within their own cold rooms in fixed stalls. TBC with Markets	These will be emptied by a licensed contractor. Contracted by Market - rent charged to specific traders.
Waste Cooking oil	Strategy to be agreed with Markets and Waste Team	Strategy to be agreed with Markets and Waste Team

2.19 Waste Management Strategy

CAPACITY

Holding Bin Store

Located at 22a Byram Street. The building requires modification to the doors and openings to create separate access to the bin store and the food stores.

The holding store is a temporary bin store for market staff and traders to place waste quickly to minimise the frequency of trips down to the main waste compound.

- 1 x 1100L Euro Bin - General Waste
- 1 x 1100L Euro Bin - Mixed Recycling
- 2 x 240L Wheeled Bin - Glass
- 2 x 240L Wheeled Bin - Food Waste

Waste Compound

New larger waste compound provided in location of existing compound. Storage for waste until periodic collections are made by refuse vehicles.

A multi mover is to be provided to allow the safe moving of bins by staff from the holding store to the waste compound.

It is anticipated that the collections are to be arranged by Kirklees to suit the frequency and contract type. Space and access is provided for the market staff to move full bins to pavement for collection.

- 1 x 1no. Roll on Roll off 40 yard Compactor - Cardboard Only
- 19 x 1100L Euro Bin - General and Mixed Recycling (split to suit the waste production of market in operation).
- 8 x 240L Wheeled Bin - Glass
- 8 x 240L Wheeled Bin - Food Waste

110L 1100l Euro Bin General Waste

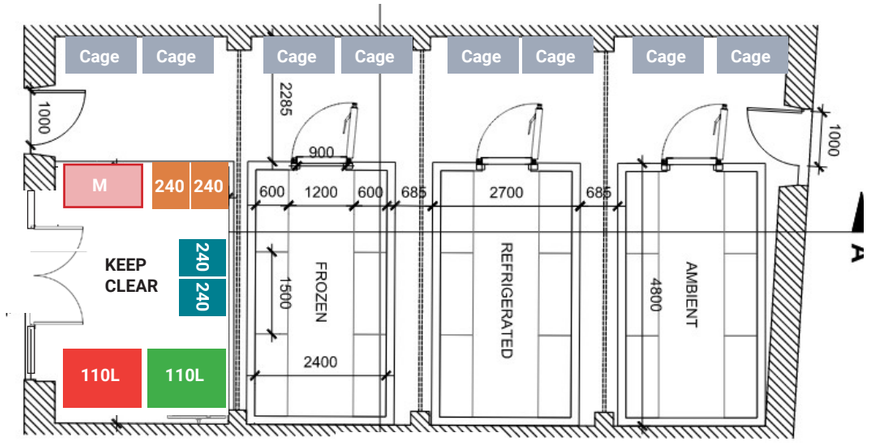
110L 1100l Euro Bin Mixed Recycling

240 240l Wheeled Bin Glass

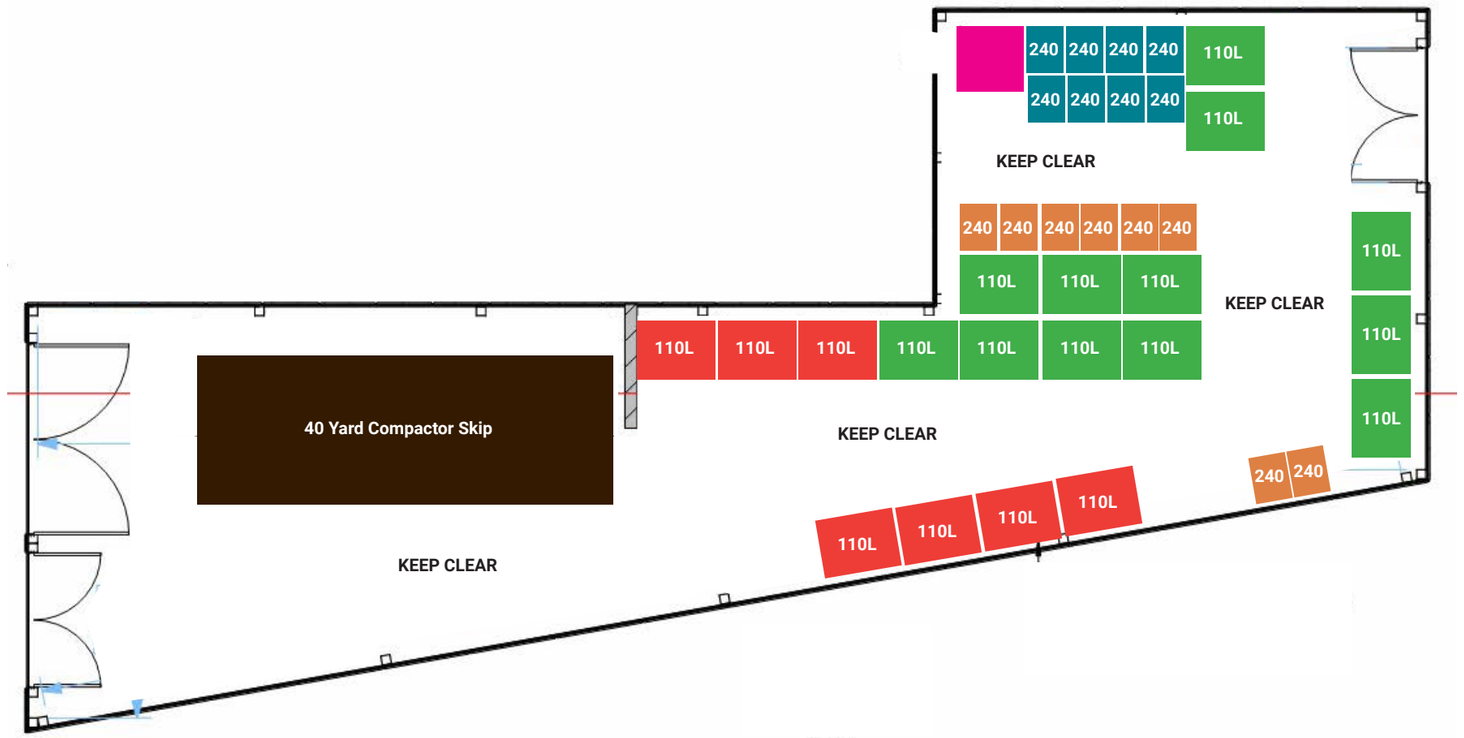
240 240l Wheeled Bin Food

Glass Crusher

M Multi-Mover XL50 - Bin Mover



Holding Bin Store - 22a Byram Street



Waste Compound

2.19 Waste Management Strategy

Waste Routes

The holding bin store is located close to the market to lower the frequency of trips to the main compound. The holding compound is accessed by Market Staff only and through managed agreement with those traders that require access (F&B).

The main compound is accessed by the market staff only.

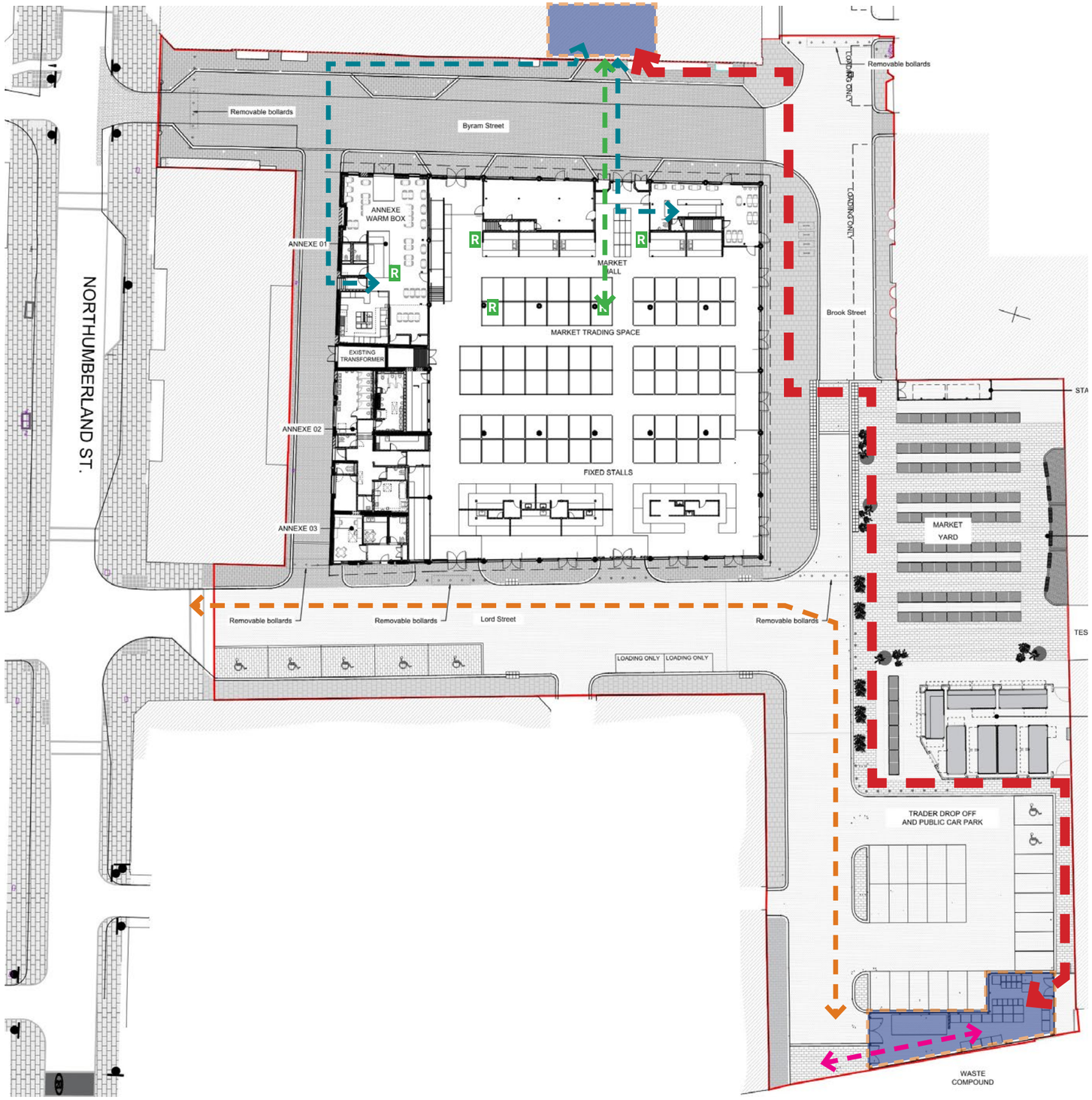
Route between the main compound and holding store - use of a multi-mover is required for safe and convenient moving of bins.

Authorised traders only access route for food waste and glass waste to holding store.

Period waste collection from public recycling stations.

Staff to move bins to pavement and back during collection

Refuse Vehicle Route



2.19 Waste Management Strategy

Bins Catalogue
The following page shows the spec for the bins, cages and equipment required for the strategy.

General Waste / Mixed Recycling Collection Bin
Capacity: 1100L or 440KG
Dimensions: W1370 x H1470 x D1118m
Material: Polyethylene
Payload - 440 Kg

Glass and Food Waste Collection Bin
Capacity: 240L
Dimensions: Height 1100 mm; Width 580 mm; Depth 740 mm
Material: Polyethylene
Payload - 96 Kg

1100L

240L

Glass crusher GC100T
Bottles are fed into an opening where the glass is crushed and collected in a wheel bin below. With the ability to crush up to 100 bottles in just 2 minutes, the crushed glass or 'cullet' is 80% smaller in volume and recycle-ready. Operating at a height of less than 1.7m, the GC100T Glass Crusher can be installed in store rooms, waste areas or in the bar area itself.
Dimension: 600 (W) x 590 (D) x1685 (H) mm
Capacity : 120 lit bin
Degree of Compression 80 %
Machine weight: 180 kg
Noise level : 68 dB

Self contained Side Loaded Cardboard Compactor Roll on Roll off Skip
Compact and store cardboard waste
Dimension: Approx 2400 x 6000

4 sided Jumbo Demountable Roll Cage Cardboard
Store and transport bulky and multiple items with this pallet sized (jumbo) demountable roll cage container truck. It has 4 sides to keep items contained and offers a drop down door for easy access and removal of containers.
Dimension: 800 x 1200 x 1820mm
Base shelf size: 800 x 1200mm
Mesh size: 150 x 400mm
Load capacity: 500 kg
Load capacity per shelf: 100 kg
Unit weight: 42 kg

Multi-Mover XL50
Engine power 1500 watts 24 VDC, maintenance-free.
2 x 12-volt 55 Ah batteries, maintenance-free, AGM lead acid.
Charger 24 volts 8A, high frequency, external.
Push and Pull 5,000 kg, 2,800 Newton horizontal traction.
Air tyres with block profile: 15 cm wide 15-inch.
Solid-rubber swivel castor, dia. 200 mm.
Ergonomic tiller head with emergency stop, belly button.
Potentiometer for adjustable maximum speed to 5 km/h.
Tiller head can fold together.
Gross axle weight 400 kg.
Battery display.
IP54.
Lock with 2 keys.
Emergency stop switch on the housing.
Tow bar coupling to 45 cm height, in height adjustable.
Pin/ball head to 65 cm height.
Coupling plate with M12 thread at for couplings.
Work area: 6 to 8 km.
2 years warranty, parts list and manual.
CE and Declaration of Conformity.
Towing Hitch with Ball 25 – 65
Horn 85db
Weight package 300 Kg

Appendix E

Parking Usage Data - no of vehicles and staff initals

Time	1. Brook Street / Market Side					
	Monday 9th June	PT/ DR	Wednesday 11th June	ED/ AD	Saturday 14th June	IB/DR
08:00	**1** x car	PT	~	~	**2** x vans	DR
09:00	0	PT	0	ED	**3** 2 x vans/ 1 x car	DR
10:00	0	DR	0	ED	0	DR
11:00	0	DR	**1** x car	ED	0	DR
12:00	0	PT	**2** x car	ED	0	DR
13:00	0	PT	**2** x car	ED	0	DR
14:00	0	PT	0	ED	0	DR
15:00	0	DR	0	ED	0	DR
16:00	0	PT	0	ED	0	DR
17:00	0	PT	0	ED	0	DR
18:00	0	PT	~	~	0	DR
18:30	0	PT	~	~	~	~

Time	2. Private Parking					
	Monday 9th June		Wednesday 11th June		Saturday 14th June	
08:00	**9**	PT	~	~	**11** 6 x cars/ 4 x vans/ 1 x HG	DR
09:00	**9**	PT	**5** x cars 2 x staff/ 3 x hairdre	ED	**13** 9 x cars/ 3 x vans/ 1 x HG	DR
10:00	**9**	DR	**6** x cars 3 x staff/ 3 x hairdre	ED	**13** 9 x cars/ 3 x vans/ 1 x HG	DR
11:00	**9**	DR	**7** x cars 4 x staff/ 3 x hairdre	ED	**15** 9 x cars/ 5 x vans/ 1 x HG	DR
12:00	**9**	PT	**6** x cars 4 x staff/ 2 x hairdre	ED	**15** 9 x cars/ 5 x vans/ 1 x HG	DR
13:00	**9**	PT	**4** x cars 2 x staff/ 2 x hairdre	ED	**14** 9 x cars/ 5 x cars	DR
14:00	**9**	PT	**5** 4 x car/ as above + 1 x van	ED	**14** 9 x cars/ 5 x cars	DR
15:00	**9**	DR	**4** x cars 2 x staff/ 2 x hairdre	ED	**14** 9 x cars/ 5 x cars	DR
16:00	**9**	DR	**3** x cars 1 x staff/ 2 x hairdre	ED	**4** x cars	DR
17:00	**9**	PT	**3** x cars 1 x staff/ 2 x hairdre	ED	**4** x cars	DR
18:00	**9**	PT	~	~	**4** x cars	DR
18:30	**9**	PT	~	~	~	~

Time	3. Brook Street Pay and Display Carpark					
	Monday 9th June PT/ DR		Wednesday 11th June		Saturday 14th June	
08:00	**3**	PT	~	~	**22** 20 x cars/ 2 x vans	DR
09:00	**7**	PT	**8** x cars	ED	**16** 14 x cars/ 2 x vans	DR
10:00	**14**	DR	**13** x cars	ED	**25** 22 x cars/ 3 x vans	DR
11:00	**10**	DR	**14** x cars	ED	**30** 27 x cars/ 3 x vans	DR
12:00	**15**	PT	**15** x cars	ED	**25** 22 x vans/ 3 x vans	DR
13:00	**12**	PT	**13** x cars	ED	**23** 20 x cars/ 3 x vans	DR
14:00	**10**	PT	**13** 12 x cars/ 1 x van	ED	**22** 19 x cars/ 3 x vans	DR
15:00	**11**	DR	**6** x cars	ED	**22** 19 x cars/ 3 x vans	DR
16:00	**14**	DR	**4** x cars	ED	**11** x cars	DR
17:00	**12**	PT	**4** x cars	ED	**7** x cars	DR
18:00	**10**	PT	~	~	**12** x cars	DR
18:30	**10**	PT	~	~	**15** x cars	DR

N.B Total is in bold

Appendix F

Huddersfield Market

Forecast of Traffic Flow Changes based on Parking Data / Parking Spaces Changes

Revision A - 23.7.2025 - further analysis and loading demand based on stalls undertaken

Revision B - 31.7.2025 - further analysis following discussion with client.

Revision C - 20.8.2025 - minor amendment to parking numbers in Brook St to tally up with confirmed numbers in the proposals.

	Existing Two-Way Movements per Day									Proposed Two Way Movements Per Day								Difference per Day (Two-Way Movements)						
Location	M	T	W	Th	Fr	Sat	Sun	Existing Spaces	Comment	Proposed Spaces	M	T	W	Th	F	S	Sun	M	T	W	Th	F	S	Sun
Pay & Display	38	38	38	38	38	38	38	9	this will reduce as parking will predominantly be mobility spaces; assume 100% reduction. Existing 8am-6pm, assume with proposal that same hours apply but add 25% increase due to greater offer at the market except Monday when market closed.	9	38	48	48	48	48	48	48	0	10	10	10	10	10	10
Brook Street / Market St	2	10	10	10	10	10	10	18	this will be removed	0	0	0	0	0	0	0	0	-2	-10	-10	-10	-10	-10	-10
Private Parking	18	18	15	18	18	30	28	20	this will be removed	0	0	0	0	0	0	0	0	-18	-18	-15	-18	-18	-30	-28
Brook St P&D	256	256	180	256	180	416	180	31	the car park will reduce from 31 to 24 so more likely to be at capacity; assumed existing use on Fri and Sun is same as Wed when closed.	24	180	486	486	486	616	616	514	-76	230	306	230	436	200	334
Brook Street P&D - Loading												100	100	100	100	100	100	0	100	100	100	100	100	100
Loading Bays	72	72	0	72	72	72	72	6	assume 5 bays in large space + 1 other; assume 50% use now per hour for 6 hours; assume 20 minute stay per bay over 2 hours for 6 bays in future.	6		144	144	144	144	144	144	-72	72	144	72	72	72	72
Northumberland Street Loading			48		48		48	2	assume 3 per hour per bay for 2 hours currently (Wed, Fri, Sun), then same hours over longer period.	2	0	0	48	0	48	0	48	0	0	0	0	0	0	0
Back Northumberland Street Loading	48	48		48				2	assume 3 per hour per bay for 2 hours currently (Mon, Tues, Thurs) , then same hours over longer period.	2	0	48	0	48	0	0	24	-48	0	0	0	0	0	24
Total	434	442	291	442	366	566	376	88	Total	43	218	826	826	826	956	908	878	-216	384	535	384	590	342	502
											-216	384	535	384	590	342	502	-216	384	535	384	590	342	502
Notes																	2521							2521

Pay and Display in Lord Street was calculated from financial figures and apportioned for the number of bays adjacent the market.

Private Parking, Brook Street and Brook St P&D car park used the data provided by the Council for Mon, Wed and Saturday and then factors / assumptions made.

Loading bays existing assumes 50% use over 6 hours. Future use assumes 20 minutes stay per bay over 2 hours.

Pay and Display in Lord Street for the proposal assumed to be broadly similar as existing but 25% increase in use applied to account for greater market offer.

Brook St P&D assumes 22 spaces of 24 spaces used for each hour and varying depending on when the market closes each day.

Sunday use of Brook St P&D is assumed as 20 spaces per hour.

Brook St P&D assumes 22 spaces occupied from 8am on most days (except Mon and Sun) and 20 spaces from 8am on Sunday in the future.

Demand for loading based on 49 pitches + 7 containers + 17 units in the market so 73 loading demands on market days over 2 hour period up to 10am.