



DUNSWELL ROUNDABOUT PARK AND RIDE PROPOSAL

Design and Access Statement
October 2024

Overall Site

- 1.0 The site as a whole has been designed around providing a park and ride facility for North Hull and the surrounding areas, along with ancillary buildings and bus depot to provide the park and ride services. A petrol filling station has also been included to supply customers of the park and ride and give an easily accessible refilling opportunity on one of the main routes in/out of Hull. Within the remaining site, three eateries/drive thru's have also been included to provide opportunities to awaiting bus users and the public to eat and drink.

Layout

- 1.1 The layout has been designed primarily based off the access to and from the site to minimise any disruption. Separate entrance and exit's have been provided for cars and busses onto both the A1079 and Raich Carter Way. The location of each building/area of the site has then been designed to suit the smooth operation and moving of vehicles around the site, allowing busses to access the park and ride without being held up by general car movements to customers to each of the other sections. The petrol filling station and drive thru's have been located to make them simple to access and then leave in whichever direction prospective customers may require.
- 1.2 The largest buildings have been located further from the site boundaries to make them less visible and intrusive from the surrounding highways.

Scale

- 1.3 The size of the park and ride has been based off similar facilities in the area and the estimated numbers of users that could benefit from the quick bus access into the centre of the city. These along with the known data of commuters and general public using the Priory Park facility, led to the designed 500 car spaces within the park and ride area of the site.

Appearance

- 1.4 The site has been designed to be as visually unintrusive as possible whilst still functional. All buildings have been designed in the same manner, to look modern and fit in with each other.

Landscaping

- 1.5 There is an existing dense hedge/tree line to the perimeter of the whole site, which will be largely retained to provide a screening of the site to the surrounding highways. On top of this, a landscaped buffer of over 16m has been designed to the Southern boundary of the site, in order to reduce any visual and noise impact to the existing houses along this boundary. Throughout the remainder of the site, strategically placed screen planting and trees are proposed to soften the site and further reduce any visual impact and increase biodiversity across the site.

Bus Depot

Use

- 1.6 The bus depot building has been designed specifically to suit the bus operator's requirements, allowing suitable access for busses to then be worked on and repaired in a timely manner.
- 1.7 Offices have also been included along with stores, break rooms, toilets, and other relevant rooms essential for the smooth running of any business.

Amount and Scale

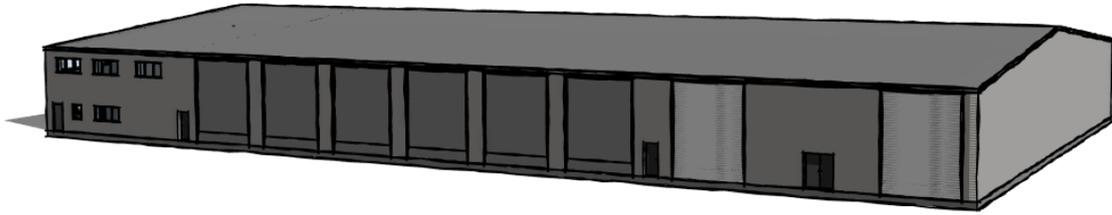
- 1.8 The amount and scale of the building is designed around the use of the bus operator that will use the building without exceeding their requirements. The height of the building is designed to allow a double decker bus to access through the roller shutter doors and then be lifted enough for engineers to work underneath the vehicle safely. This height then allows for the associated offices/rooms to be designed over 2 floors, therefore reducing the required external footprint of the building.

Layout

- 1.9 It has been designed with 12 servicing bays for the busses, ensuring a smooth running of operations of the local bus network. Including offices spread over 2 floors, the building has been kept to a minimum size possible whilst ensuring sufficient size for the business.
- 1.10 This building is located in the centre of the large plot, to ensure it is not too prominent from the surrounding roads. It will be well screened from the dense hedgerows being retained along the Beverley Road and Raich Carter Way.

Appearance

- 1.11 The building is proposed to be clad in horizontal metal anthracite cladding with doors to match. This will give the building a sleek and modern look, improving the character and feel of the area, whilst fitting in with similar close by buildings, such as within the Kingswood retail park.



Park and Ride Ancillary Buildings

Use

- 1.12 To aid in the smooth running of the park and ride operations, a number of small ancillary buildings are required. These include, a toilet and welfare building, for waiting customers and operators as well as an information desk for any questions customers may have; a plant/store room for the businesses operations, and 2 no. canopied waiting areas, one for bicycles and one for people, to give sheltered accommodation for customers waiting for a bus to arrive.

Amount and Scale

- 1.13 The waiting areas have been designed to accommodate a suitable number of customers that would be waiting at any one time. This is based off statistics from bus operators on their existing public bus routes in the area, as well as predicted peak time numbers of the park and ride facilities. This has then also lead to the required numbers of toilets to suit this building type and numbers. All the buildings have then been designed with mono pitch roofs along the southern boundary of the site to reduce the size whilst keeping them practical. The overall footprint of each building has also been kept to a minimum to prevent the feel of overdevelopment to neighbouring properties.

Layout

- 1.14 The buildings have been located on the Southern boundary, to fit in with bus

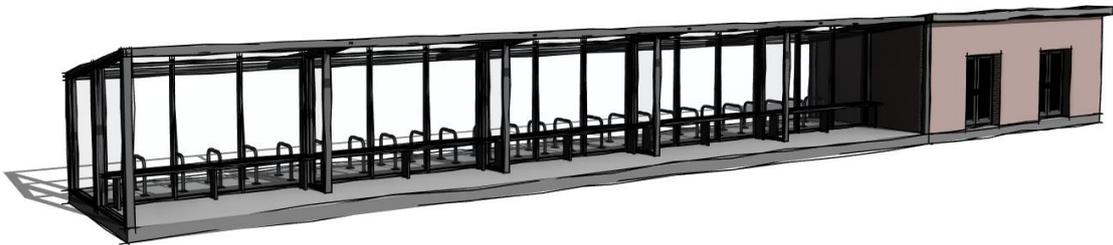
movement around the site, but have been designed to be set off from the boundary with a large buffer and acoustic fence to reduce impact to the residential properties to the south.

Appearance

- 1.15 The bike store and bus shelter are simple glass canopied structures, blending into the surroundings and being as unobtrusive as possible. Whilst the welfare, toilets and plant are small mono-pitch brick structures, keeping a reduced height along the boundaries of the site to reduce impact on neighbours.

Landscaping

- 1.16 The buffer zone between these buildings and the Southern boundary is proposed to be planted with native screen planting, which owing to the low eaves heights of these buildings, will quickly screen them to reduce and visual and noise impact that could be possible.



Drive Thru's

Use

- 1.17 Within the scheme, 2 no. drive thru restaurants and 1 no. café drive thru has been included. These are designed to suitably accommodate the needs of each, with the restaurants having larger kitchens for a wider requirement of cooking and the café drive thru having a smaller preparation area and therefore smaller total footprint.
- 1.18 Each building then also has the relevant required rooms to operate properly, such as staff rooms, toilets and bin store.

Layout

- 1.19 They are located close to the proposed entrance/exit of the site from Beverley road, to reduce high traffic numbers having to move extensively throughout the site at any one time, and keeping it easy to access for prospective customers.

Appearance

- 1.20 They are proposed to be clad in muted tones, to fit in with the modern look of the proposed site, whilst maintaining a low visual impact, blending in and being suitably screened all year round by the existing hedgerows around the site.

Landscaping

- 1.21 The drive thru's have been located within the area that no changes are being made to the dense perimeter hedge, and therefore will be screened from the road. This along with proposed trees around the buildings and car parks will soften this area of site whilst adding to biodiversity.



Petrol Filling Station

Use

- 1.22 The purpose of a park and ride is to reduce the number of cars needing to drive into the city and therefore improve traffic numbers. By including a petrol filling station in this site, customers accessing the park and ride do not need to drive further down the A1079 or Raich Carter Way in order to refuel their own vehicles, thus maintaining the reduced traffic numbers that the park and ride should create.

Amount and Scale

- 1.23 The petrol filling area and canopy are designed to allow 8 vehicles to refuel at the same

time, with enough height to include larger vehicles such as HGV's with sufficient shelter from rain. The building to accompany this is designed to suitably accommodate the running of the petrol station, as well as a small shop as you would usually expect to see at similar facilities. The building is designed as a modest single storey, monopitch roof to keep the height as low as practically possible.

Layout

- 1.24 These facilities are located in the northern most corner to be accessible from both the A1079 and Raich Carter Way.

Appearance

- 1.25 The petrol filling station has also been designed as a mono-pitch building, to keep the height down, as well as clad in muted tones to fit in with the other proposed buildings and keep visual impact to a minimum.
- 1.26 The shop has been designed to keep a modern look, similar to all the other proposed buildings, to give the area a new lease of life and appear attractive to passing traffic to encourage custom.

Landscaping

- 1.27 These structures are once again located behind areas of dense hedge lines which will soften the views looking into site and reduce noise and light spill. Further trees are proposed along the access roads to appear more appealing whilst breaking up each area and adding to biodiversity of the site.

