

Spinksmire Mills, Meltham

Transport Statement

March 2026

Northern Dryers Ltd

AMA Project Number: 300606

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Northern Dryers Ltd to prepare a Transport Statement (TS) in support of a full planning application for the demolition of the existing industrial building and the construction of a new 20,250 sq.ft (1,881m²) industrial development, on land to the north of B6108 Huddersfield Road, Meltham. The proposed site layout is provided at [Appendix A](#).
- 1.1.2 The Local Planning Authority (LPA) is Kirklees Council, which also acts as the Local Highway Authority (LHA).
- 1.1.3 Vehicular, walking and cycling access to the proposed development will be taken from the existing priority-controlled T-junction, which connects to Huddersfield Road along the southern boundary of the site.
- 1.1.4 This TS has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 This TS will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers the accessibility of nearby residential settlements as well as a review of personal injury collisions
 - ▶ **Section 3** – describes the development proposals with regard to the proposed quantum of development, the proposed means of access to the site, servicing and parking provision.
 - ▶ **Section 4** – sets out the estimated traffic generation of the proposed development including an assessment of the estimated impact of the development on the local highway network
 - ▶ **Section 5** – provides a summary of the TS.

2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

2.1 SITE LOCATION

- 2.1.1 The site currently consists an existing industrial building occupied by Northern Dyers. The site is situated approximately 1km north-east of Meltham town centre and approximately 6.5km to the south-west of Huddersfield town centre. It is bordered to the north by open fields, to the east and south by areas of grassland fronting the B6108 Huddersfield Road and Station Road, and to the west by Meltham Dike.
- 2.1.2 The location of the site is illustrated in [Figure 2-1](#).

Figure 2-1 Site Location Plan



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The existing Northern Dyers site is access via Station Road to the south of the application site. Station Road connects with Huddersfield Road and Meltham Mills Road by way of a priority crossroads junction.
- 2.2.2 Huddersfield Road is a primary distributor road between Meltham and Huddersfield. Huddersfield Road is a single carriageway two-way road, is subject to a 40mph speed limit and street lit. Within the vicinity of the site, Huddersfield Road has footways to both sides. Meltham Mills Road provides access to industrial development.
- 2.2.3 To the south of its junction with Meltham Mills Road and Station Road, Huddersfield Road provides access to Meltham town centre.
- 2.2.4 On the site frontage, Huddersfield Road connects Bentley Road on the opposite side that also provides access to industrial units.
- 2.2.5 To the north of Bentley Road, Huddersfield Road passes through South Crosland and Netherton before Huddersfield town centre.

2.3 WALKING ACCESSIBILITY

- 2.3.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 2.3.2 The Government's National Design Guide defines "walkable" well-designed places as having local facilities within 800m, and CIHT Planning for Walking (2015) states "walkable neighbourhoods" are typically within a catchment of around 800m or a 10 minutes' walk.
- 2.3.3 In addition, whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

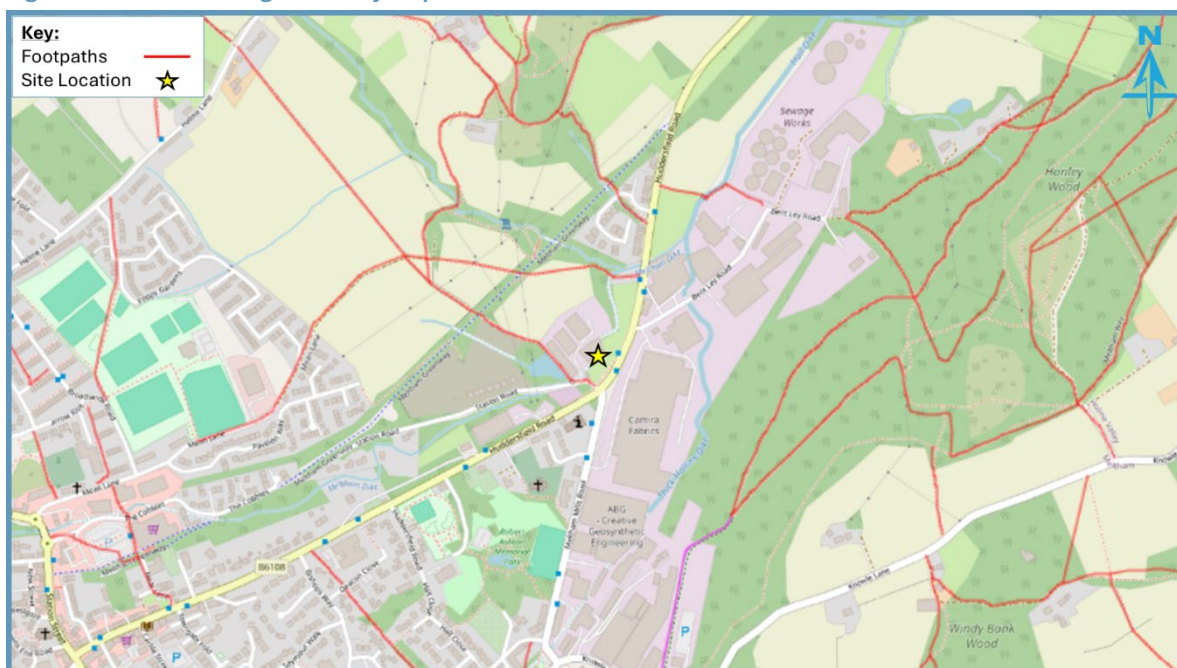
- 2.3.4 **Figure 2-2** shows a 2km walking catchment from the centre of the site.

Figure 2-2 2km Walking Catchment Plan



- 2.3.5 As shown, the site is located within a suitable walking distance of the entirety of Meltham, as well as extending into South Crosland to the north, and Wilshaw to the south. Within the 2km catchment, there is a wide range of facilities and amenities available to staff and visitors, particularly within Meltham town centre, where a variety of local shops, businesses and restaurants can be accessed.
- 2.3.6 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide traffic-free walking facilities, details of which are provided in **Figure 2-3**.

Figure 2-3 Public Rights of Way Map



- 2.3.7 The map shows that there is an established network of Public Rights of Way (PRoW) in the vicinity of the site. The closest route is Public Footpath MEL/23/60, located immediately to the south of the site and accessed via Station Road. This route runs broadly in a north-west to south-east direction, connecting with a number of other PRoW routes to the north and linking to Station Road to the south.
- 2.3.8 It also provides a route towards Blackmoorfoot Reservoir, offering recreational walking opportunities within the surrounding area.
- 2.3.9 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

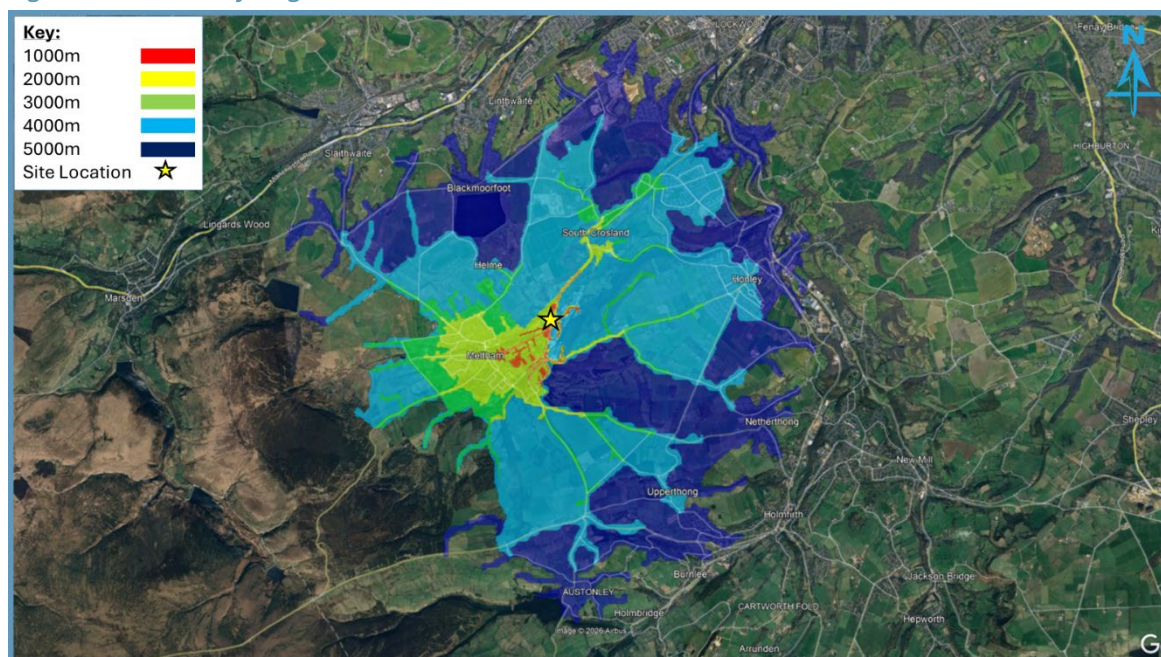
2.4 CYCLING ACCESSIBILITY

- 2.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport” (Para 77)

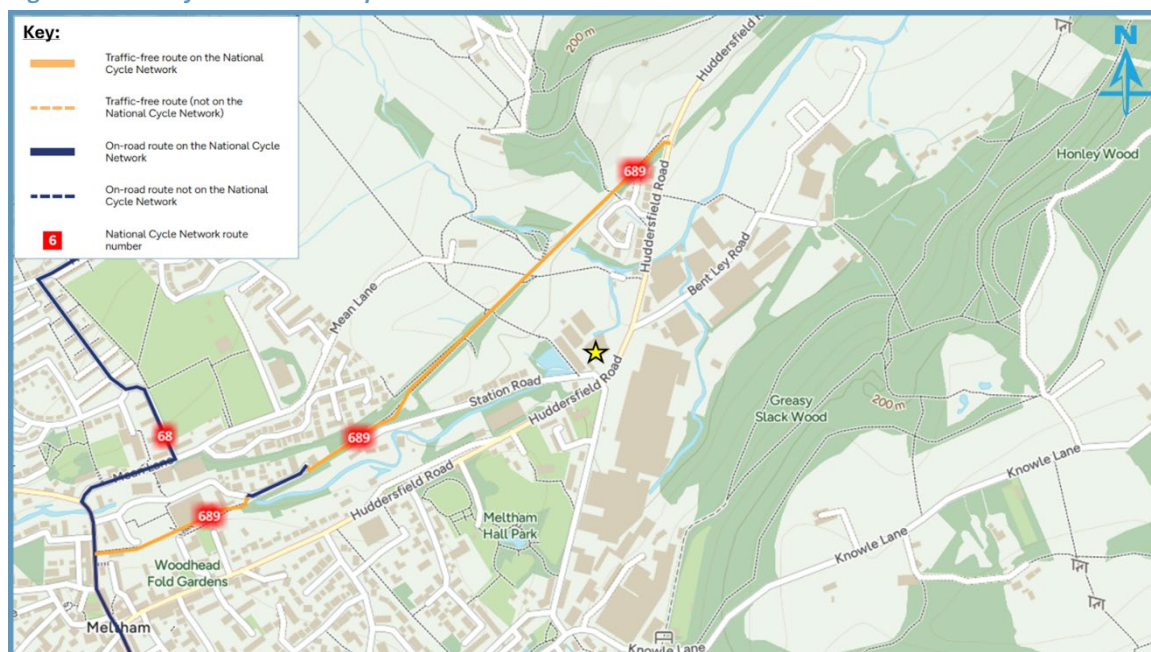
- 2.4.2 All areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.
- 2.4.3 **Figure 2-4** shows a 5km cycling catchment from the centre of the site. In addition to the areas covered within the 2km walking catchment, this extends across the entirety of Meltham and encompasses nearby settlements including Upperthong, Honley, South Crosland and Netherton. As such, This provides potential for future employees to travel to and from the site by cycle.

Figure 2-4 5km Cycling Catchment Plan



- 2.4.4 At a strategic level, National Cycle Network (NCN) Route 689 runs in a north / south direction past the site to the west. NCN Route 689 runs between Meltham and Huddersfield. NCN Route 689 connects with NCN Route 68 in the centre of Meltham. NCN Route 68 known as the ‘Pennine Cycleway’ runs up the spine of England and through three National Parks between Derby and Berwick-upon-Tweed. The cycle network is detailed on the plan attached at [Figure 2-5](#).

Figure 2-5 Cycle Network Map



2.5 PUBLIC TRANSPORT

Bus Services

- 2.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT’s ‘Guidelines for Planning for Public Transport in Developments’ (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures

to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

- 2.5.2 There are a total of eight bus stops within the recommended walking distance of the proposed site, located along Huddersfield Road and Meltham Mills Road.
- 2.5.3 The two nearest bus stops are located on the site frontage along Huddersfield Road. The stops are equipped with bus stop flags and timetable information as well as sheltered seating, raised kerbs and bus stop cage road markings. The stops detailed are set out on the attached plan at **Figure 2-6**.

Figure 2-6 Public Transport Location Plan



- 2.5.4 Details of the services calling at the mentioned bus stops have been obtained from recent timetables produced by various bus operators. **Table 2-1** summarises local bus service details and route information.

Table 2-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
323	Huddersfield Bus Station – Meltham Broadlands	Two PM services	Two PM services	Every 60 min 09:40 – 23:50
324	Huddersfield Bus Station – Meltham Broadlands	Every 15 min 05:22 – 22:48	Every 15 min 07:43 – 22:52	Every 60 min 07:52 – 20:41
933	Meltham Circular	Every 60 min 09:55 – 15:55	Every 60 min 09:55 – 15:55	-
937	Marsden - Honley	One AM & PM service	One AM & PM service	-

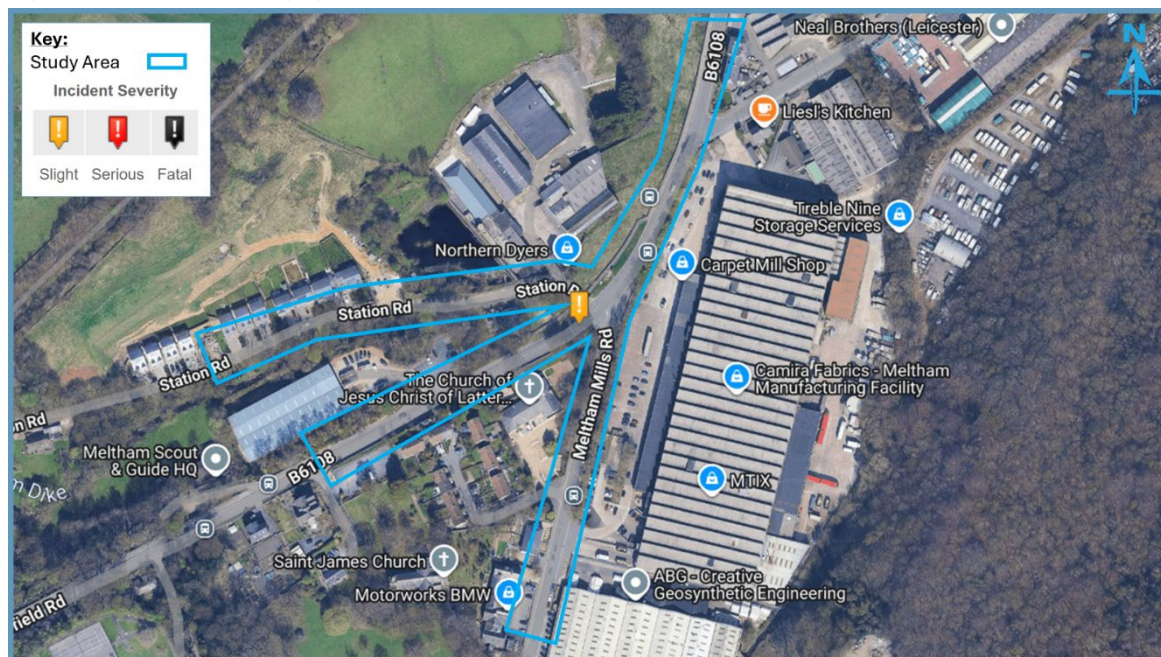
- 2.5.5 **Table 2-1** sets out that the local bus stop provides access to two bus services that provide a combined peak frequency of approximately five buses per hour in both directions Monday – Saturday, as well as two buses per hour in both directions on Sundays, to key destinations such as Huddersfield Bus Station.

2.6 PERSONAL INJURY COLLISION RECORDS

- 2.6.1 To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, an initial study of the CrashMap database has been conducted. The study area extends 200m in all directions from the site access and includes sections of Station Road, Huddersfield Road and Meltham Mills Road.

- 2.6.2 The most recent five-year period (2020 – 2024) of available data has been considered ensuring the study is up to date. The collision plot is set out in **Figure 2-7**.

Figure 2-7 Personal Injury Collision Plot



- 2.6.3 As detailed above, collision was recorded within the study area during the five-year study period. No 'serious' or fatal collisions were identified.
- 2.6.4 The recorded incident occurred in August 2022 and involved three cars. The collision resulted in three slight injuries to passengers.

Summary

- 2.6.5 Given the low frequency and severity of the collisions recorded over the most recent five-year period, it is considered there are no existing highways safety concerns. Therefore, it is considered that additional collision data is not required to be requested from KC given there are no clusters or hotspots identified that require more in-depth analysis.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 3.1.1 The application seeks [outline / full] planning permission for the demolition of the existing industrial building and the construction of a new industrial development comprising approximately 20,250 sq.ft (1,881m²) of floorspace, together with associated servicing, parking and circulation space. A copy of the proposed site layout is included at [Appendix A](#).
- 3.1.2 The proposed development will operate in a manner consistent with the existing industrial use of the site. An area for servicing and turning is retained at the northern extent of the site, as per the existing arrangement, allowing service vehicles to enter, manoeuvre and exit the site in a forward gear.

3.2 SITE ACCESS

- 3.2.1 Vehicular access to the proposed development will continue to be taken from the existing priority-controlled T-junction connecting to Huddersfield Road along the southern site boundary.
- 3.2.2 As the proposed redevelopment will operate in the same manner as the existing industrial use, the existing access arrangement is considered suitable to accommodate the vehicle movements associated with the existing operation. No alterations to the access geometry or its operation are proposed.

3.3 SERVICING ARRANGEMENTS

- 3.3.1 The site will be serviced the same manner as the existing operation. Deliveries will continue to be undertaken by commercial vehicles in line with the industrial use, with access taken via the established priority-controlled junction onto Huddersfield Road.
- 3.3.2 A turn area is proposed at the northern extent of the site in order to improve the current arrangement. This enables service vehicles to access and egress the site in a forward gear.
- 3.3.3 Given that the proposed redevelopment will operate in the same manner as the existing use, the established servicing arrangements are considered appropriate and sufficient to accommodate expected servicing activity without adverse impact on the adjoining highway network.

3.4 PARKING

- 3.4.1 The proposed level of parking will remain consistent with the existing operation of the site. As the redevelopment will function in the same manner as the current industrial use, the existing quantum of parking is considered appropriate to serve the proposed development.

4 DEVELOPMENT IMPACTS

4.1 INTRODUCTION

- 4.1.1 This section sets out the methodology and assessment parameters used in assessing the proposed development and its potential impact on the highway network.

4.2 DEVELOPMENT TRAFFIC GENERATION

- 4.2.1 The proposals are for an improved facility for the existing operator of the site that is more efficient and meets the standards that they require to take them forward. While the GFA of the building is increasing, the number of employees and deliveries will remain the same.
- 4.2.2 Given this is an established operation with the number of employees and deliveries staying largely the same as they are currently, the development traffic is not anticipated to result in a material impact on local highway operation or capacity.

5 SUMMARY

5.1.1 AMA has prepared this Transport Statement to accompany a planning application for a proposed industrial development on land to the north of B6108 Huddersfield Road, Meltham. The following summarises the key points:

- ▶ The proposed development is an upgraded facility for the existing owner of the site. The site fully accords with both national and local transport policy;
- ▶ Future employees of the development would have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport;
- ▶ The most recent five-year Personal Injury Collision data identifies no serious or fatal collisions within the study area and no pattern of highway safety concern;
- ▶ Vehicular access will continue to be taken from the existing priority-controlled T-junction onto Huddersfield Road, which currently serves the established industrial use. No alterations to the access arrangement are proposed;
- ▶ Servicing and vehicle manoeuvring will operate in the same manner as the existing site, with an improved turning area at the northern extent of the site to allow vehicles to enter and exit in a forward gear;
- ▶ The level of parking provision will remain consistent with the existing operation and is considered appropriate for the proposed redevelopment; and
- ▶ Given this is an established operation with the number of employees and deliveries staying largely the same as they are currently, the development traffic is not anticipated to result in a material impact on local highway operation or capacity.

5.1.2 This TS has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.

5.1.3 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

APPENDICES

Appendix A Proposed Site Layout



Appendix A
Proposed Site Layout

SPINKSMIRE MILLS - MELTHAM HOLMFIRTH

Survey Control Co-ordinates				
Reference	East	North	Elevation	Description
GP501	410884.904	411044.486	145.00	Survey Station
GP502	410912.091	411120.373	142.04	Survey Station
H02	410912.106	411120.413	142.07	Survey Station
H03	410941.268	411172.432	140.77	Survey Station
H04	410950.157	411289.294	139.27	Survey Station
H05	410860.056	411149.505	141.50	Survey Station
H05A	410874.192	411140.955	140.54	Survey Station
H5B	410867.195	411167.669	141.82	Survey Station
H06	410844.715	411188.986	142.53	Survey Station
H07	410867.858	411181.244	142.46	Survey Station
H7A	410884.222	411191.875	142.64	Survey Station
H7B	410879.605	411213.417	142.47	Survey Station
H7C	410863.899	411225.150	142.84	Survey Station
H7D	410875.245	411231.157	141.93	Survey Station
H7E	410856.825	411252.971	142.03	Survey Station
H08	410817.290	411173.979	143.04	Survey Station
H09	410795.153	411143.443	144.63	Survey Station
H07A1	410895.855	411175.672	139.38	Survey Station
H07A2	410895.433	411160.612	139.62	Survey Station
H07A3	410897.989	411176.729	139.33	Survey Station
R01	410946.267	411147.580	139.92	Survey Station
R02	410894.867	411158.882	139.82	Survey Station
R03	410907.387	411173.204	139.15	Survey Station

BOUNDARY LEGEND

A_B EXISTING STONE WALL RETAINED

B_C 2.2m HIGH PALADIN FENCE

C_D EXISTING STONE WALL RETAINED

D_E NEW STONE WALL TO MATCH EXISTING

E_F EXISTING BOUND.

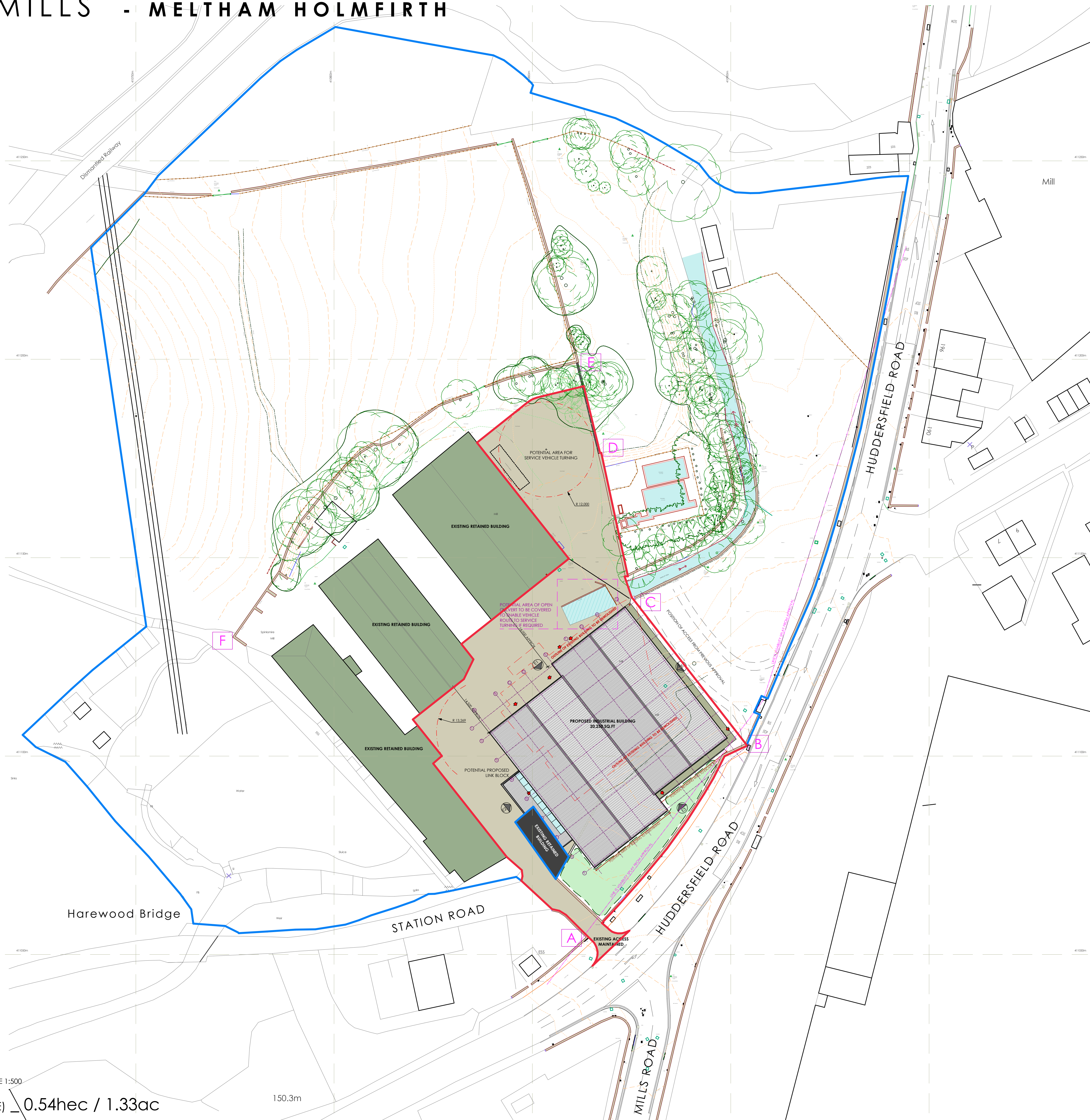
GATES RETAINED



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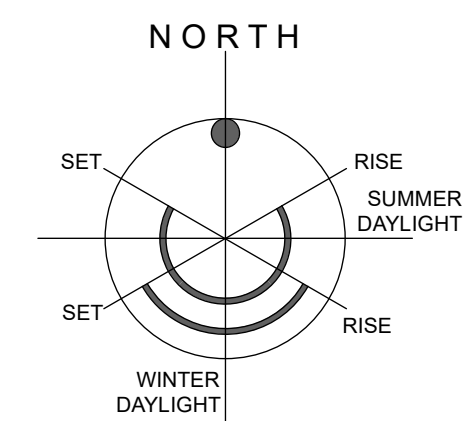
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SITE AREA (AS DEFINED BY THE RED LINE) 0.54hec / 1.33ac



NOTES

ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING REGULATIONS AND THE REQUIREMENTS OF THE LOCAL AUTHORITY.



P01	BOUNDARY LEGEND AND IMAGE ADDED.	IR		04/02/2
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PROJECT

SPINKSMIRE MILL
MELTHAM, HOLMFIRTH

TITLE	PLANNING INFORMATION General Arrangement PROPOSED SITE PLAN
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DRAWING NO. 1564-LRC-ZZ-XX-DR-A_1002	REVISION	P01
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☐ PLANNING ☐ BUILDING REGS ☐ TENDER

☐ COMMENT
 ☐ INFORMATION
 ☐ CONSTRUCTION

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