



ACCU STADIUM HOTEL

Stadium Way, Huddersfield, HD1 6PG

TRANSPORT STATEMENT

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Control Sheet

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1 INTRODUCTION

1.1 Background

- 1.1.1 Calibro has been appointed by Town Sports & Entertainment Group Limited (herein referred to as “the Applicant”) to provide an appraisal of the traffic and transport implications associated with a new hotel development, located at Huddersfield Accu Stadium, Stadium Way, Huddersfield, HD1 6PG.
- 1.1.2 This Transport Statement (TS) has been prepared to accompany the planning application submitted to Kirklees Metropolitan Council. The purpose of the report is to provide the Local Planning Authority (LPA) and Local Highway Authority (LHA) with an evidence base that establishes the transport-related implications of the development and demonstrates that they would not give rise to defensible reasons for refusal under the terms prescribed by paragraph 116 of the National Planning Policy Framework (NPPF).
- 1.1.3 A Travel Plan will also accompany this application.

1.2 Site Location

- 1.2.1 The application site is located at the Huddersfield Accu Stadium on Stadium Way, Huddersfield, HD1 6PG - approximately 1.5 kilometres northeast of Huddersfield town centre and railway station. The stadium is home to both Huddersfield Town Association Football Club and the Huddersfield Giants Rugby League Football Club.
- 1.2.2 The site lies within a predominantly mixed-use urban area. To the northwest, the site is bounded by Stadium Way and Gasworks Street. The River Colne corridor runs to the south. Leeds Road (A62), one of the principal radial routes into Huddersfield town centre, lies some 200 metres to the north, providing a direct vehicular connection to the strategic highway network.
- 1.2.3 The stadium's wider setting includes a number of surface car parks serving match-day and non-match-day visitors, as well as established pedestrian and cycle connections to Huddersfield town centre and the surrounding residential areas. The site is shown in its strategic context at [Figure 1-1](#) and its local context at [Figure 1-2](#).

Figure 1-1 Strategic Site Context

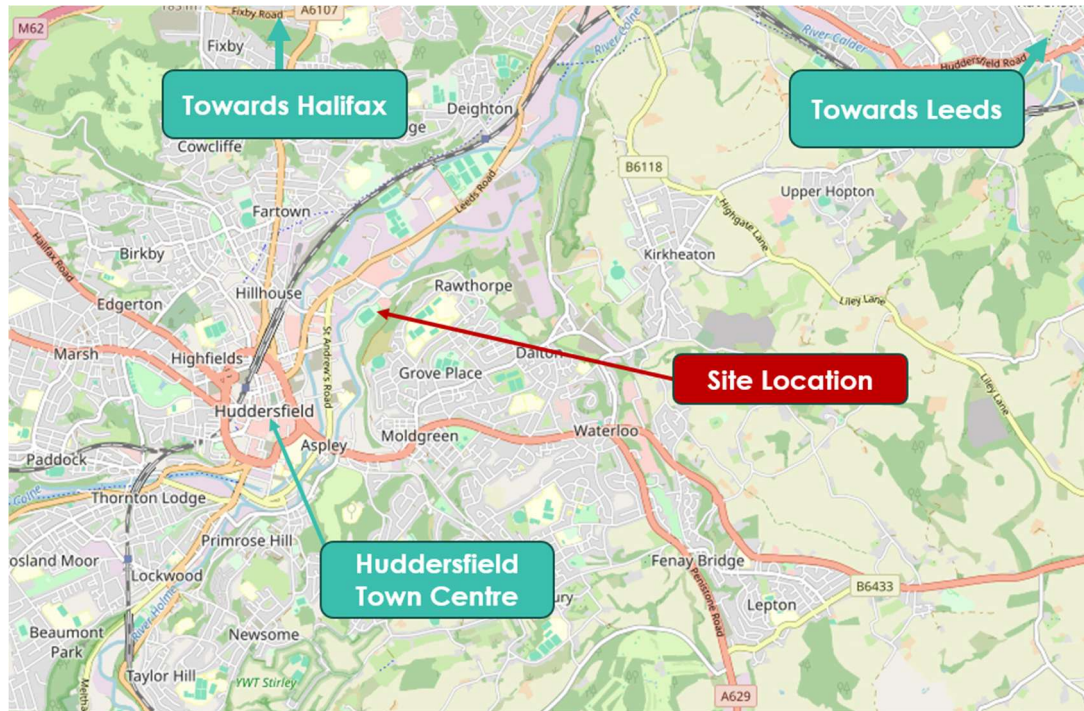
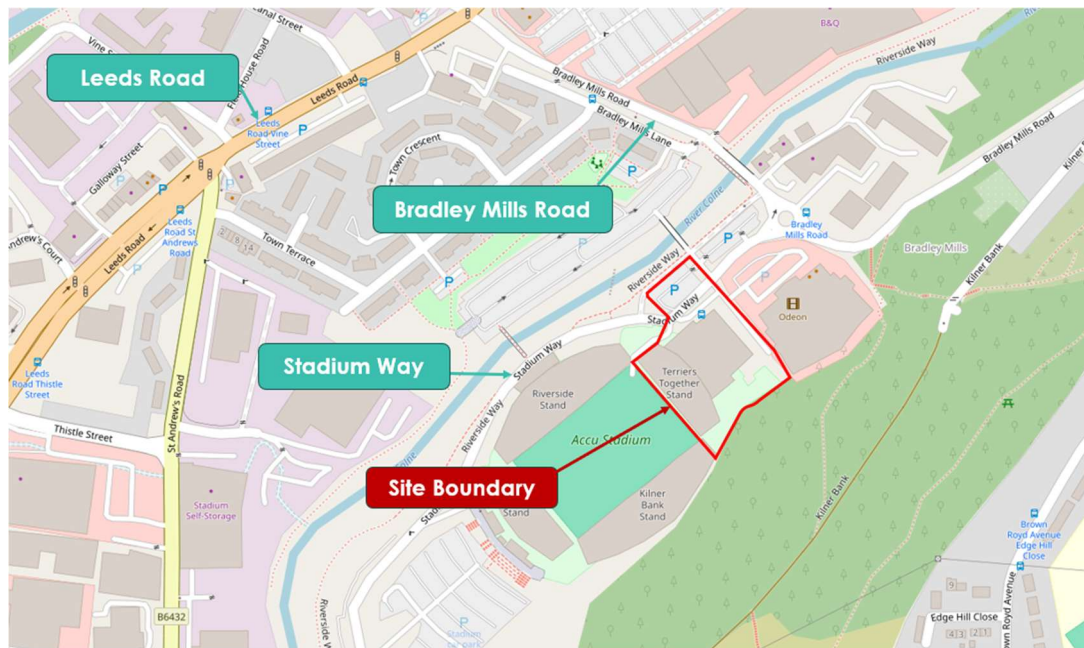


Figure 1-2 Local Site Context



1.3 Structure of the Report

- 1.3.1 This report has been prepared as a Transport Statement to provide the planning and highway authorities with the evidence they require to consider the implications of a planning application for a proposed hotel development at the Huddersfield Accu Stadium.

1.3.2 The report sets out the various considerations under the following structure:

SECTION 2: DEVELOPMENT PROPOSALS - This section of the report outlines those elements of the proposed development that are pertinent to transport, movement and accessibility

SECTION 3: TRAVEL CREDENTIALS: NON-CAR ACCESS - The non-car accessibility credentials of the application site are considered within this section of the report. An accessibility model has been created to inform the analysis and to show the site's relationship to key trip attractors. This is supplemented by a review of the interconnecting infrastructure.

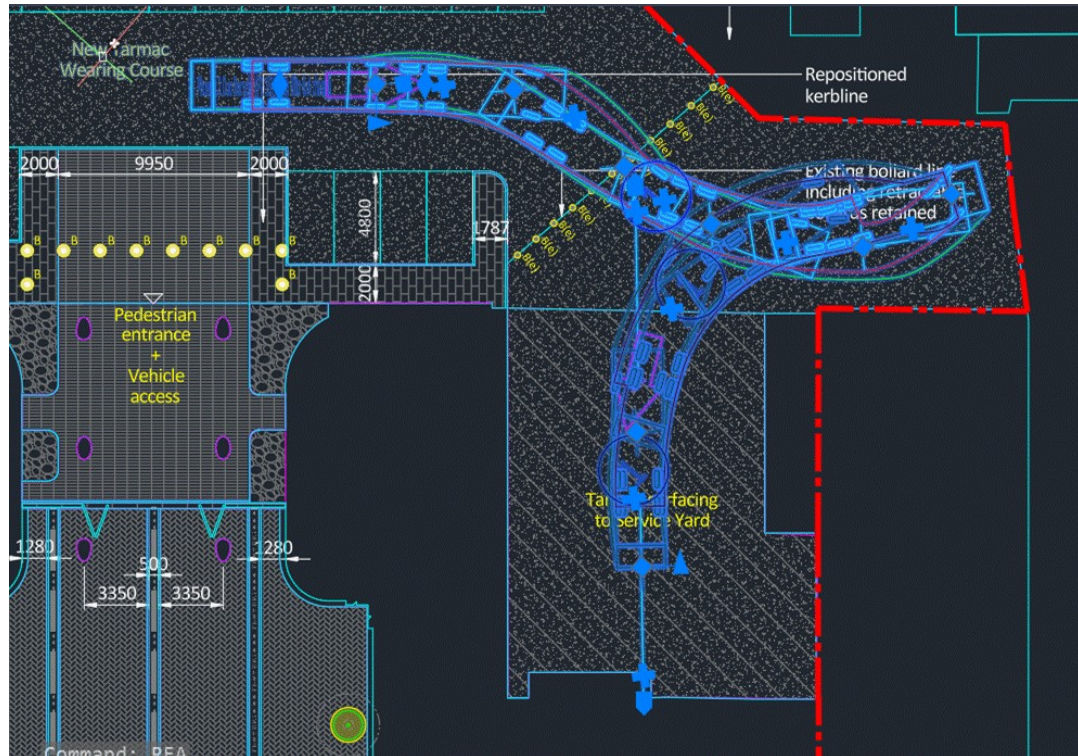
SECTION 4: TRAVEL CREDENTIALS: CAR-BORNE - This section of the report considers the geometry of the vehicular highway network in the locality of the application site and considers whether it is suitable to accommodate the physical requirements of the type and volume of vehicular movements

SECTION 5: CAR PARKING STRATEGY - This section sets out the proposed car parking strategy for the hotel development, having particular regard to the existing parking resource available within the stadium complex.

SECTION 7: SUMMARY AND CONCLUSIONS - A summary of the salient findings of the report are provided within this section and these are used to evidence an overarching conclusion regarding the suitability of the proposed development.

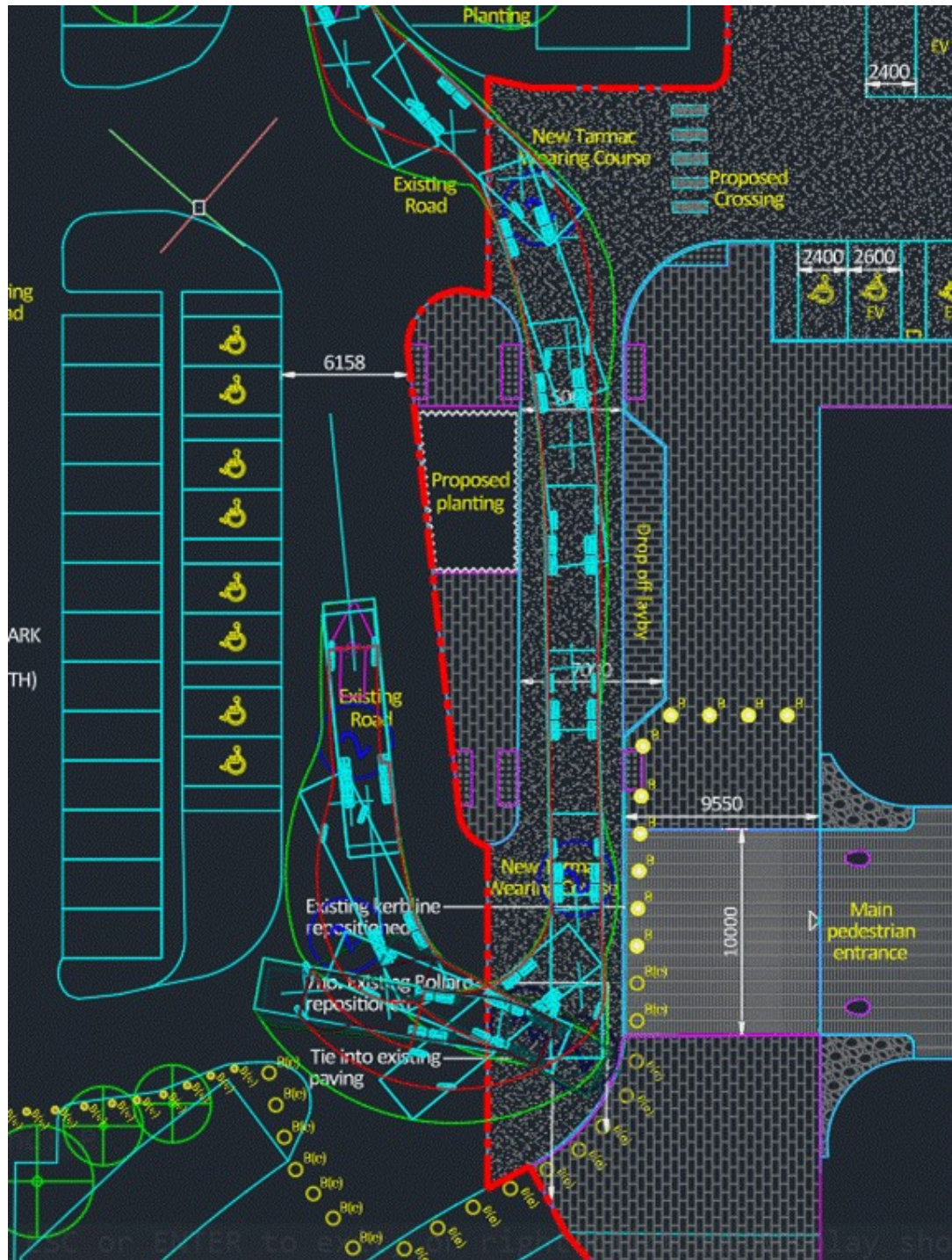
- 2.2.3 An 11.2m refuse collection vehicle has been used as the design vehicle for servicing movements, which is also representative of the 10-metre rigid vehicles that would access the site for linen collection and food and beverage deliveries. These vehicles would pass through a line of demountable bollards and their movements would be managed to avoid a four-hour window covering the periods immediately before, during, and after sporting fixtures at the stadium. An extract of this vehicle tracking is included in [Figure 2-2](#) below.

[Figure 2-2](#) Refuse Vehicle Tracking



- 2.2.4 Additionally, a 12-metre coach has also been assessed to demonstrate that the occasional drop-off of hotel guests can be accommodated within the proposed layout, which is included in [Figure 2-3](#) below.

Figure 2-3 Coach Vehicle Tracking



2.3 Car & Cycle Parking

- 2.3.1 The car parking strategy for the hotel is a key consideration within this Transport Statement and is addressed in detail within [Section 5](#). In summary, it is proposed that hotel guests will make use of a managed allocation from within the stadium's existing surface car parking stock, which currently provides in excess of 1,000 spaces across multiple car parks on the Stadium Way frontage.
- 2.3.2 Car parking requirements for the proposed development have been derived in accordance with the maximum parking standards set out within the Kirklees Unitary Development Plan (UDP). The proposed development comprises a 141-bedroom hotel and a restaurant of approximately 215 sqm. The car parking requirement has been calculated based on the above standards and is set out in [Table 2-1](#) below.

Table 2-1 Kirklees UDP Maximum Car Parking Standards and Requirements

Land Use	Maximum Car Parking Standard	Car Parking Requirement
Hotel Guest - 141 Rooms	1 per room	141
Hotel Staff - 40 FTE Staff	1 per 3 FTE Staff	13
Restaurant Guest - 215 sqm	1 per 4sqm	54
Restaurant Staff - 10 FTE Staff	1 per 3 FTE Staff	3
Total	-	211

- 2.3.3 The assessment demonstrates that, based on Kirklees UDP maximum standards, the proposed development *could* warrant a maximum car parking requirement of 211 spaces (based upon a stand-alone hotel, and a stand-alone restaurant). It is proposed that 100 car parking spaces will be ringfenced for exclusive use by hotel and restaurant guests and staff, the remaining parking demand is proposed to be absorbed by the stadium's surface parking stock. The justification for the level of parking is demonstrated in [Section 5](#) of this report.
- 2.3.4 The layout of the car parking area has been designed to provide a clear unobstructed route between these bays and the hotel entrance. The hotel itself is served by level access at its principal entrance, ensuring a step-free arrival experience from vehicle to building for guests with mobility impairments or those travelling with pushchairs and luggage.
- 2.3.5 Of the 100 ringfenced hotel guest spaces, 6 are designated as accessible parking bays, representing 6% of the dedicated guest provision. The accessible bays are located immediately to the north and east of the proposed hotel, minimising walking distances between the bays and the building entrance. these measures reflect the inclusive design principles embedded in the proposal.

- 2.3.6 Of the 100 ringfenced hotel guest spaces, 6 will be provided with active electric vehicle charging points, representing 6% of the dedicated guest parking provision.

Table 2-2 UDP Kirklees UDP Maximum Cycle Parking Standards and Requirements

Land Use	Maximum Cycle Parking Standard	Cycle Parking Requirement
Hotel - 141 Rooms	1 per 15 rooms	10
Restaurant - 215sqm	1 per 40sqm	6
Total	-	16

- 2.3.7 From a review of Table 2.2 above, it is proposed that 26 cycle parking spaces are to be provided. Of these, 12 will be external cycle parking spaces in the form of Sheffield Stands. The remaining 14 cycling parking spaces will be internal spaces, with visitors obtaining access by speaking to a member of staff at reception.

3 NON-CAR TRAVEL CREDENTIALS

3.1 Introduction

- 3.1.1 This section of the report describes the availability and quality of the various non-car travel networks accessible to the application site. The existing non-car credentials are considered by way of GIS-based modelling, using centralised travel networks and public transport data to identify the geographical catchment of each mode and the key trip attractors located therein.
- 3.1.2 The Huddersfield Accu Stadium benefits from an established urban location approximately 1.5 kilometres from Huddersfield town centre and rail station, affording the proposed hotel an inherently strong public transport and active travel offer. This is consistent with the principles set out in paragraph 116 of the NPPF, which seeks to direct development to locations that are well-served by sustainable modes of travel.

3.2 Accessibility via Foot

- 3.2.1 The application site connects directly onto the formal footway network via Stadium Way and Gasworks Street, providing convenient pedestrian access to Huddersfield town centre, the railway station, bus interchange, and a wide range of retail, leisure and employment destinations. The route to the
- 3.2.2 Stadium Way is subject to a 30 mph speed limit and benefits from a continuous footway on both sides of the carriageway. Pedestrian crossings are available at nearby junctions, and the desire line from the stadium to the town centre is well-established given the volumes of pedestrians associated with match-day events.

3.3 Accessibility via Bicycle

- 3.3.1 The industry-standard distance over which cycling is considered feasible for most of the population is 5 kilometres, although it is acknowledged that many regular commuters and leisure cyclists will undertake considerably longer journeys.
- 3.3.2 The local cycling network around the site includes National Cycle Route 66, which runs through Huddersfield town centre, providing connections towards the Calder Valley and beyond. The towpath of the Huddersfield Narrow Canal, which passes close to the site, also provides an attractive traffic-free route. Kirklees Council has invested in cycle infrastructure across the borough in recent years and the broader Active Travel England agenda continues to drive improvement in provision.

3.4 Accessibility via Bus

- 3.4.1 It is accepted that public transport accessibility comprises two principal aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and

2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

3.4.2 In the case of the first criterion, the nearest bus stop is located some 200-metres. On this basis, the distance to the nearest serviced bus stops is therefore within the maximum desirable distance of 400-metres identified by the Institute of Highways & Transportation (IHT) document entitled Planning for Public Transport in Developments.

3.4.3 The stops on Leeds Road are served by a number of frequent bus services, as detailed in the table below. These provide regular connections into Huddersfield town centre and bus interchange (a journey of approximately 5–10 minutes), as well as onwards to Dewsbury, Leeds, Halifax and surrounding settlements.

Table 3-1 Local Bus Services

Service	Route	Monday -Friday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Bus 3	Huddersfield – Dewsbury – Leeds	05:30	Every 10 min	23:00	Every 30 min	Every 30 min
Bus 9/9A	Huddersfield – Salendine Nook	06:00	Every 12 min	22:30	Every 15 min	Every 30 min
Bus 185	Huddersfield – Halifax	06:00	Every 15 min	22:00	Every 30 min	Hourly
Bus 363/364	Huddersfield – Holmfirth	06:30	Every 30 min	21:30	Every 60 min	Every 90 min

3.4.4 On this basis, journeys by bus represent a viable mode of travel for future employees of the site.

3.5 Accessibility by Rail

3.5.1 Huddersfield Railway Station is located approximately 1.5km from the application site, comfortably within walking distance. The station is served by regular services operated by Northern and Avanti West Coast, providing direct connections to Leeds (journey time approximately 15 minutes), Manchester (approximately 40 minutes), Sheffield, and Liverpool. TransPennine Express services additionally connect to York and Hull.

- 3.5.2 The proximity of the hotel to Huddersfield station represents a significant asset for the development. Hotel guests are likely to use the station, and the walkability of the connection means that rail is a genuinely viable mode for hotel arrivals and departures without dependence on onward transfer. This significantly reduces the propensity for guests to require a car during their stay.

3.6 Section Summary

- 3.6.1 The evidence presented within this section confirms that the application site benefits from an excellent range of non-car travel options that constitute genuine alternatives to the private car. In particular:

- Huddersfield town centre, railway station and bus interchange are all accessible on foot within approximately 12 minutes, significantly reducing car dependency for guests.
- A number of frequent bus services on Leeds Road provide regular connections to a wide range of destinations throughout the day and into the evening.
- Direct rail connectivity from Huddersfield station to Leeds, Manchester and other major centres makes rail a practical choice for a significant proportion of hotel users.
- The local cycling network, including the canal towpath, provides attractive active travel options.

- 3.6.2 The proposals therefore accord with the principles of sustainable development as they relate to transport and with the policy objectives of the NPPF.

4.2 Stadium Way

- 4.2.1 Stadium Way is a two-way urban road that provides direct frontage access to the Accu Stadium. In proximity to the site access points, the carriageway is of adequate width to accommodate two-way traffic including delivery and service vehicles. The road is subject to a 30 mph speed limit throughout its length and is well lit.
- 4.2.2 The junction of Stadium Way with Gasworks Street operates as a priority arrangement and provides access to the northern part of the stadium car parks.
- 4.2.3 The access arrangements are well established given the long-standing use of the stadium for large-scale events.

4.3 Bradley Mills Road

- 4.3.1 Bradley Mills Road is an unclassified two-way carriageway of approximately 1.5km in length, running on a broadly east to west alignment between the vicinity of the Accu Stadium and the residential areas of Dalton and Rawthorpe to the east. The road is subject to a 30 mph speed limit throughout its length and is well lit.
- 4.3.2 The road provides a secondary vehicular route to the stadium complex and is used by a proportion of pedestrians and vehicles associated with match-day events.

4.4 Leeds Road (A62)

- 4.4.1 Leeds Road (A62) is a primary arterial route running broadly east to west through Huddersfield, connecting the town centre to the M62 motorway at Junction 25 (approximately 4 kilometres to the north). In proximity to the site, Leeds Road is a dual or wide single carriageway road carrying significant volumes of traffic and is subject to a 30 mph speed limit.
- 4.4.2 The road is well served by public transport, with a bus lane in operation during peak hours, and benefits from a continuous footway and segregated cycling provision at various points along its length.

4.5 Highway Safety

- 4.5.1 Personal Injury Accident (PIA) data within the vicinity of the site has been obtained from Crashmap, a publicly available data source, for the most recent five-year period available, in accordance with the requirement of National Planning Practice Guidance.
- 4.5.2 The results are extracted in the below Figure for context.

Figure 4-2 Personal Injury Accident Records (2020-2024)



- 4.5.3 The available data identifies 4 collisions have been recorded in the vicinity of the site over the most recent 5-year period.
- 4.5.4 A total of two personal injury accidents occurring on Long Street Road/Park Road, all of which are some distance from the application site over the course of the study period. The collision is recorded as resulting in a 'slight' injury, which is classified by STATS19 guidance as "an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention."
- 4.5.5 The PIA data identifies a total of four recorded collisions within the study area over the survey period, distributed across two distinct clusters, neither of which is in the immediate vicinity of the application site or its access points.
- 4.5.6 Two collisions are recorded at or immediately adjacent to the A62 / Canal Street junction, comprising one serious and one slight injury incident. The presence of collisions at this location is not unexpected given the volume and nature of traffic on the A62, and the incidents are not considered to be related to, or exacerbated by, traffic movements associated with the stadium or the application site. There is no clustering pattern that would suggest a systemic geometric or operational deficiency directly attributable to the site's existing use.

- 4.5.7 A further two collisions are recorded at the junction of Bradley Mills Road with Bradley Mills Lane, again comprising one serious and one slight injury incident. No collisions are recorded on Stadium Way, on the approach to or egress from either stadium car park access point, or within the red line boundary of the application site. This confirms that the existing site access arrangements operate safely and that there is no established pattern of accidents that would indicate an unacceptable safety risk associated with the current vehicular use of the site.
- 4.5.8 On the basis of the above, it is evident that there is not a clustering or frequency of accidents that might otherwise be suggestive of a deficiency in the layout or geometry of the highway network which would then indicate an unacceptable safety risk. Indeed, the traffic generation, that is shown at [Section 5](#), would not give rise to any material change in the safety performance of the wider highway network.

4.6 Section Conclusion

- 4.6.1 The application site benefits from direct access to the local and strategic highway network, which provides good connections to both the regional motorway network and to Huddersfield town centre. The road network in the vicinity of the site is of established urban character and has accommodated the traffic associated with major stadium events for many years.
- 4.6.2 The analysis confirms that the adjoining public highway network is suitable to accommodate the types and volumes of vehicles likely to be associated with the proposed hotel, and that there are no inherent highway safety concerns in the existing operation of the network that the development would exacerbate. The proposals are therefore acceptable in the context of highway geometry and safety.

5 CAR PARKING STRATEGY

5.1 Introduction

- 5.1.1 This section sets out the proposed car parking strategy for the hotel development, having particular regard to the existing parking resource available within the stadium complex. Given the nature of stadium car parks - which are underutilised on the majority of non-match days - the strategy seeks to demonstrate that the hotel can be adequately served by a managed allocation from the existing car park stock without the need for additional surface car parking.

5.2 Existing Parking Resource

- 5.2.1 The Huddersfield Accu Stadium is served by a substantial surface car parking estate on and around the Stadium Way frontage, of approximately 1,000 car parking spaces. Prior to this application, a portion of that parking stock served the leisure centre that the hotel will replace. This results in the release of 30 spaces that were previously assigned to leisure trips and which are now available to support the hotel operation, representing a net displacement that directly benefits the proposed development without requiring any new parking to be created.
- 5.2.2 The total parking quantum within the stadium complex, the precise layout of the ringfenced areas, and the management arrangements are described further below.

5.3 Matchday Scenario

- 5.3.1 On days when a match or major event takes place at the Accu Stadium, the car park is subject to elevated demand from event visitors. It is anticipated that the hotel will operate at, or close to, full occupancy on match days, given the strong demand from supporters and event attendees for nearby hotel accommodation. Based off data for another hotel located within the car park of a stadium, It is assumed that 25% of the hotel guests will be attending the football match, and there is no restaurant trade to non-residents is assumed on matchdays, as the stadium's own hospitality and concourse facilities satisfy this demand.
- 5.3.2 The anticipated parking demand on a matchday is therefore as follows:
- **Hotel guests:** 141 spaces (reflecting 100% occupancy, with a car occupancy rate of 1 space per room as a robust upper bound)
 - **Restaurant:** 0 spaces (no external restaurant covers on matchdays)
 - **Staff (hotel and restaurant combined):** 16 spaces (13 hotel staff and 3 restaurant/ancillary staff)
 - **Total demand:** 157 spaces

- 5.3.3 Of the 141 hotel guest spaces, it is estimated that 35 guests will themselves be attending the match (25% of 141), meaning their vehicle occupies a space that would, in any event, have been used within the stadium car park as part of the normal match-day parking allocation. These 35 vehicles therefore represent no net addition to matchday parking demand beyond the baseline position.
- 5.3.4 Against this total demand of 157 spaces, 100 spaces are ringfenced for exclusive hotel and staff use at all times.
- 5.3.5 The ringfenced allocation will be fully utilised on matchdays. The remaining demand - 57 spaces (i.e. 157 minus 100) - is to be drawn from the wider stadium car park. Within that wider car park, 67 spaces are effectively available to the hotel without displacing any existing matchday parking demand, derived as follows:
- 30 spaces formerly allocated to the leisure centre (now ceased), released in full; and
 - 37 spaces occupied by hotel guests who are themselves attending the match and whose vehicles are therefore already accounted for within the stadium's normal matchday parking allocation.
- 5.3.6 Since the 67 spaces effectively available within the wider car park exceed the 57 spaces of residual demand, the hotel parking requirement on matchdays can be fully accommodated without any net reduction in the parking available to stadium visitors. A surplus of 3 spaces remains available within the wider car park above and beyond what is needed. The matchday scenario is therefore self-contained and presents no conflict with existing stadium operations.

5.4 Non-Matchday Scenario

- 5.4.1 On non-matchday and non-event days, the stadium's wider car park operates at very low occupancy, as the principal generator of demand - the stadium itself - is inactive. This represents the majority of days in any given year and is the scenario in which the hotel will generate its baseline day-to-day parking demand.
- 5.4.2 The restaurant associated with the hotel is expected to trade to external covers on non-matchdays, generating additional parking demand beyond that of the hotel guests and staff alone. The anticipated parking demand on a typical non-matchday is therefore:
- Hotel guests: 141 spaces (full occupancy, 1 space per room)
 - Restaurant (external covers): 60 spaces
 - Staff (hotel and restaurant combined): 16 spaces
 - Total demand: 217 spaces
- 5.4.3 Of the 60 restaurant spaces, 12 are estimated to relate to diners who are also hotel guests and whose vehicles are already accounted for within the hotel guest parking allocation. These 12 spaces therefore represent no net additional demand.

5.4.4 As on matchdays, 100 spaces are ringfenced for hotel and staff use, and this allocation will again be fully utilised. The residual demand to be met from the wider stadium car park is therefore 117 spaces (217 minus 100).

5.4.5 Of this 117-space residual, 42 spaces are effectively already absorbed:

- 30 spaces released by the cessation of the leisure centre use; and
- 12 spaces attributable to restaurant diners who are already hotel guests and are therefore parked within the ringfenced hotel allocation.

5.4.6 The net additional spaces required from the wider stadium car park on a non-matchday are therefore 75 spaces (117 minus 42). Given that the stadium car park is operating at very low occupancy on non-matchdays - with the majority of spaces lying vacant in the absence of a match or event - the car park has more than sufficient latent capacity to absorb this demand with ease. No conflict with existing or legitimate competing uses arises.

5.5 Summary of Parking Strategy

5.5.1 In both scenarios, the parking demand associated with the hotel and restaurant can be fully met without detriment to existing users of the stadium car park. The strategy makes productive use of an existing and significantly underutilised asset, consistent with sustainable planning principles, and avoids the need to provide additional surface parking land.

5.5.2 It is evident from the above that vehicular trip generation associated with the proposed development would not have a material or discernible impact on the existing operation of the highway network.

5.5.3 Consequently, the evidence confirms that there is no existing unacceptable hindrance to the free flow of traffic along the access road and nor would an unacceptable impact arise from the development proposals.

6 SUMMARY & CONCLUSIONS

6.1 Report Summary

6.1.1 This report has been prepared by Calibro Consultants Ltd and has considered the traffic and transport implications of the proposed 141-bedroom hotel to be developed within the existing footprint of the Huddersfield Accu Stadium, Stadium Way, Huddersfield, HD1 6PG.

6.1.2 The salient findings of the report may be summarised as follows:

- The proposed hotel will be located within the existing stadium envelope, utilising an area formerly occupied by a leisure centre. No new vehicular access points are required.
- Frequent bus services on Leeds Road provide connections throughout the day to Huddersfield interchange and to a wide range of regional destinations.
- Huddersfield Railway Station offers direct rail connections to Leeds, Manchester, Sheffield and other major centres, making rail a practical arrival mode for a significant proportion of hotel guests.
- The surrounding highway network is of suitable geometric standard to accommodate the types of vehicles associated with the development, and no highway safety concerns have been identified that the proposals would exacerbate.
- The car parking strategy demonstrates that the hotel can be satisfactorily served through a managed allocation from the stadium's existing parking stock, having regard to the complementary demand profiles of hotel and stadium uses.

6.2 Report Conclusion

6.2.1 On the evidence presented within this report, it is concluded that the proposed hotel development at the Huddersfield Accu Stadium would not result in an unacceptable impact on highway safety, nor would it give rise to a residual cumulative traffic impact that could be characterised as 'severe' in the terms of paragraph 116 of the NPPF.

6.2.2 The development is well-located in terms of sustainable transport accessibility and the proposed parking strategy ensures that the needs of hotel guests can be met without detriment to existing stadium users. Consequently, the proposals are considered to be acceptable on transport and highway grounds and planning permission should not be withheld on this basis.

APPENDICES

APPENDIX A

Illustrative Masterplan



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