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Job reference: 2026 enquiry 61

Address: Fartown Trinity Methodist Church, Spaines Road, Fartown, Huddersfield, HD2 2SD

Date: 30-10-2026

Extra notes: **transport report**

change of use from vacant former church (use class F1f) to form nursery (use class Ef) with outdoor play area and associated new mezzanine for tuition centre (use class F1a) and associated car parking.

1. INTRODUCTION

1.1 Purpose of the Statement

This Transport Statement has been prepared in support of a planning application for the proposed change of use of the former Fartown Trinity Methodist Church on Spaines Road, Huddersfield, to an early-years nursery and tuition centre, including the construction of a new internal mezzanine floor and associated internal and external alterations. The transport statement is to be read in conjunction with the travel plan report, attached separately.

The purpose of this transport statement is to consider the likely transport implications of the proposed development, including:

- The accessibility of the site by different modes of transport.
- The anticipated vehicular movements associated with the proposed uses.
- The arrangements for dropping off and collecting children.
- The availability and suitability of car parking.
- Pedestrian and highway safety.
- Opportunities to encourage walking, cycling and public transport.
- Measures to manage and minimise potential effects on the surrounding highway network.
- The assessment is proportionate to the nature of the proposed development and the reuse of an existing building within an established urban area.

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1.2 Development Proposal

The proposal involves the reuse of a former church building to provide childcare and tuition facilities. The proposed accommodation will comprise an early-years nursery at upper ground-floor level and a tuition centre incorporating a new internal mezzanine floor. The lower ground is proposed for a multi purpose hall.

The development will bring an existing building back into beneficial use without requiring its wholesale redevelopment. The transport implications will arise principally from staff journeys, parental drop-off and collection and journeys associated with children attending the tuition centre. The actual level of activity will depend on the final registered nursery capacity, the number of tuition-centre users, staffing arrangements and operating hours.

1.3 Assessment Approach

National planning guidance recognises that a Transport Statement can provide a proportionate assessment where the transport implications of a development are limited. This transport statement focuses on the principal transport considerations relevant to the proposed development and identifies operational measures intended to minimise potential adverse effects.

2. SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

2.1 Site Location

The application site is the former Fartown Trinity Methodist Church on Spaines Road, within the established urban area of Fartown, Huddersfield. The church is no longer required for its former religious use. Its reuse for childcare and tuition would introduce a new community-oriented use within an existing building. The location within an established urban neighbourhood provides opportunities for journeys to be undertaken by walking, cycling and public transport, depending on the origins of individual users and the suitability of the available routes.

2.2 Surrounding Highway Network

Spaines Road forms part of the local highway network serving Fartown and the wider Huddersfield area. The surrounding neighbourhood contains residential properties and other local facilities. The principal transport consideration is not simply the number of vehicles associated with the development, but how those vehicles arrive, stop, manoeuvre and depart, particularly during the morning arrival period and afternoon collection period of the nursery.

The operator will therefore need to manage arrival and departure activity to minimise obstruction of the public highway and avoid conflict between vehicles and pedestrians.

2.3 Existing Use and Fallback Position

The building was formerly used as a Methodist church. The former use could have generated vehicle movements associated with worship services, meetings and other community activities, although the frequency and intensity of those movements would have varied according to the activity taking place. The proposed nursery and tuition-centre uses will have different operational characteristics, with more regular weekday activity and potentially concentrated arrival and departure periods.

The previous church use should not, however, be treated as proof that the proposed development would have an acceptable highway impact. The likely effects of the new uses to be considered on their own merits. Equally, the transport assessment recognise that the proposal reuses an existing building in an established urban location rather than creating a new development in an undeveloped or remote location.

3. ACCESSIBILITY AND SUSTAINABLE TRANSPORT

3.1 General Accessibility

The site is situated within the Fartown urban area, where journeys may be possible by several modes of transport. The suitability of each mode will vary according to individual circumstances. In particular, nursery children will generally require an accompanying adult, and some parents may need to travel onwards to work or other destinations after drop-off.

The operator promote sustainable travel modes where reasonably practicable while recognising the practical needs of families with young children and staff working shifts or travelling from outside the immediate neighbourhood.

3.2 Walking

Walking may be a practical option for families living within the surrounding residential neighbourhood. The operator will encourage parents and carers who live within a reasonable walking distance to walk to the premises where this is safe and practicable.

The final assessment to confirm the condition and continuity of the footways serving the site, the location of pedestrian crossing points, and whether the entrance can be reached safely from the surrounding streets. Particular attention to be given to the arrival and departure of young children. Parents and carers to be encouraged to supervise children closely when approaching or leaving the premises and to avoid allowing children to move independently through vehicle manoeuvring areas.

3.3 Public Transport
Bus services operate in the wider Fartown and Huddersfield area. Published timetable information identifies services including the 360 and 384 in the wider Spaines Road/Fartown area. The availability of these services provides potential opportunities for staff and some parents to travel by public transport.

The operator will provide staff and parents with information about available public transport services where appropriate. Bus services and timetables may change, and users should consult current operator information when planning journeys.

3.4 Cycling
Cycling may be suitable for some staff and visitors, particularly those living within the surrounding area. The feasibility of providing secure cycle parking should be considered against the available external space and the need to retain safe pedestrian access, secure outdoor play provision and appropriate vehicle circulation. Any cycle parking to be conveniently located, secured and designed so that bicycles do not obstruct access routes or create hazards for young children.

3.5 Staff Travel
The operator will encourage staff to consider walking, cycling, public transport and car-sharing where these options are practical. Staff to be provided with information about sustainable travel opportunities and any arrangements for staff parking.

The operator will also consider staff shift patterns when determining staffing arrangements, so that staff arrivals and departures can be managed without unnecessary conflict with the busiest child drop-off and collection periods.

4. ANTICIPATED TRAFFIC GENERATION

4.1 Sources of Traffic

The proposed development may generate vehicle movements from the following sources:

- Parents and carers dropping off and collecting nursery children.
- Parents and carers bringing children to and collecting them from the tuition centre.
- Staff arriving and departing.
- Occasional deliveries and service visits.
- Visitors, contractors and other operational journeys.
- The scale of these movements will depend on the number of children attending, the number of staff on duty, the operating hours and the arrangements for staggered attendance.

4.2 Nursery Traffic Characteristics

A nursery can generate concentrated vehicle movements around its opening and closing periods. Some parents may walk, use public transport or combine the journey with other activities. Others may arrive by car. The operator to establish a clear arrival and collection procedure that encourages parents to use the designated entrance and any suitable on-site stopping or parking arrangements.

Where practical, parents to be encouraged to stagger arrival and collection times rather than all arriving at the same time. Parents should not be instructed to stop or wait in locations where doing so would obstruct the highway, footway, access to neighbouring properties or visibility for other road users.

4.3 Tuition-Centre Traffic Characteristics

The tuition centre will generate journeys associated with the arrival and departure of pupils and staff. The extent to which these movements overlap with nursery activity will depend on the tuition timetable.

Where practicable, tuition sessions to be scheduled to avoid unnecessary overlap with the busiest nursery drop-off and collection periods. If overlapping periods are unavoidable, the operator should implement suitable arrival and collection management procedures. The tuition-centre entrance and circulation arrangements should allow users to enter and leave independently of the nursery, without passing through nursery accommodation or interfering with safeguarding arrangements.

4.4 Traffic Generation Assessment

At this stage, a reliable numerical estimate of additional vehicle movements cannot be provided because the final nursery capacity, tuition-centre capacity, staffing levels and operating hours have not been confirmed.

The previous church use may provide useful contextual information, but it should not be used as a substitute for assessing the likely movements associated with the new proposed uses.

5. PARKING AND DROP-OFF ARRANGEMENTS

5.1 General Principles

Car parking and drop-off arrangements are important because young children require close supervision and may be less predictable than adult pedestrians. The development to provide a safe and workable arrangement for staff parking, any visitor parking, and the arrival and departure of children. The adequacy of the proposed arrangements must be assessed against the actual site layout, available parking spaces, access geometry, the needs of disabled users and the anticipated level of activity.

5.2 On-Site Parking

There are 9no car parking spaces achieved on site. The assessment establish whether the available spaces can accommodate the expected demand without creating unsafe manoeuvres or causing vehicles to queue back onto Spaines Road.

The adequacy of car parking provision to be assessed in accordance with the relevant current Kirklees policies and standards, taking account of the site's location and the nature of the proposed use.

5.3 Drop-Off and Collection

The operator to adopt a clear drop-off and collection procedure appropriate to the final site layout. Where safe and practicable, parents to use designated on-site stopping or parking areas.

Parents to be informed that they must not:

- Stop where vehicles would obstruct the highway or footway.
- Block neighbouring driveways or property accesses.
- Park in locations that compromise visibility at junctions or access points.
- Allow children to move unsupervised through vehicle circulation areas.

- Leave vehicles unattended in a manner that creates an obstruction or safety risk.
- Staff should supervise the arrival and collection process where necessary, particularly during the busiest periods.

5.4 Avoidance of Highway Obstruction

A principal objective of the operating arrangements will be to avoid vehicle queuing or informal parking that obstructs Spaines Road or nearby residential accesses. The operator to communicate the approved arrangements to parents and carers before the nursery opens and reinforce them through regular reminders. If operational experience identifies recurring congestion or unsafe stopping, the operator to review the arrangements and introduce reasonable corrective measures.

6. HIGHWAY AND PEDESTRIAN SAFETY

6.1 General Safety

The proposal to be operated in a manner that minimises conflict between vehicles, cyclists and pedestrians. Particular consideration is required because the principal users of the nursery will be young children, who depend on adults to supervise their movements.

6.2 Separation of Pedestrians and Vehicles

Where the site layout permits, pedestrian routes to be distinguished from vehicle manoeuvring areas. The route between any parking or drop-off area and the building entrance to be as direct as reasonably practicable and should avoid unnecessary crossings of vehicle circulation routes.

The outdoor nursery play area to remain secure and separated from parking and vehicle movement areas. Children should not be required to cross an active vehicle manoeuvring area to reach the play space. Any gates, boundaries or access controls to be designed and operated to prevent children from entering the highway or vehicle circulation areas unsupervised.

6.3 Visibility and Vehicle Manoeuvres

The existing vehicular site access arrangements to be reviewed to establish whether drivers have adequate visibility when entering or leaving the site. Vehicle manoeuvres to be assessed against the actual geometry of the access and car parking area.

6.4 Accessibility for Disabled Users

The development seek to provide appropriate access for accessible parents, carers, staff and visitors. 1no accessible car parking has been proposed in accordance with the applicable standards and the circumstances of the site.

The approach from the public highway and parking area to be assessed for accessibility, including gradients, surface conditions, changes in level and the arrangement of entrance doors.

7. SERVICING AND DELIVERIES

Deliveries may include food, nursery supplies, cleaning materials and other routine items associated with the operation of the premises. The operator to arrange deliveries at times that minimise conflict with the busiest child arrival and collection periods. Delivery vehicles use suitable stopping locations and should not obstruct the public highway, footways, neighbouring accesses or emergency access routes.

The size and frequency of deliveries are expected to depend on the final operating arrangements. The operator to confirm whether regular deliveries by larger vehicles are anticipated and whether the site can safely accommodate them. Waste collection arrangements to be managed so that bins and collection vehicles do not obstruct pedestrian access or compromise the security of the outdoor play area.

8. PARKING ON SURROUNDING STREETS

The potential for car parking displacement onto surrounding residential streets is an important consideration. The risk will depend on the availability of on-site parking, the level of demand generated by staff and parents, the timing of arrivals and departures, and the existing parking conditions in the area. The operator will encourage staff and parents to use the designated arrangements and to avoid obstructive or inconsiderate parking.

9. OPERATIONAL MANAGEMENT MEASURES

The following measures are proposed in principle, subject to the final site layout and operational arrangements.

9.1 Travel Information

The operator will provide parents and staff with information about available walking, cycling and public transport options.

9.2 Arrival and Collection Procedure
A clear procedure will be established for the arrival and collection of children, including the appropriate entrance and any designated stopping or parking arrangements.

9.3 Staggered Attendance
Where practicable, arrival and collection times will be managed to reduce unnecessary concentration of vehicle movements.

9.4 Staff Car Parking
Staff will be informed of the designated parking arrangements and will be encouraged to consider sustainable travel alternatives where practicable.

9.5 Safe Access to the Play Area
The outdoor play area will be secured and arranged so that children do not have to pass through active car parking or vehicle manoeuvring areas.

9.6 Deliveries
Deliveries will be scheduled and managed to avoid conflict with peak arrival and collection periods wherever reasonably practicable.

9.7 Review of Operational Arrangements
Following occupation, the operator will review the practical operation of the site and respond to any substantiated concerns about parking, access or child drop-off and collection. These measures are intended to manage the transport implications of the development. They do not replace any physical highway works, parking provision or other measures that may be required by the Highway Authority.

10. PLANNING POLICY CONSIDERATIONS
10.1 National Planning Policy Framework (NPPF)
The NPPF seeks to ensure that development is located and designed to promote sustainable transport, with due regard to accessibility, highway safety and the likely effects of development on the transport network. Government guidance on Travel Plans, Transport Assessments and Transport Statements explains that the level of assessment to be proportionate to the scale and likely transport effects of a proposal.

The key consideration is whether the development would result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road

network, taking into account of reasonable opportunities to promote sustainable transport.

10.2 Kirklees Local Plan

The Kirklees Local Plan includes policies concerning sustainable travel, highways and access. The Local Plan's sustainable transport approach establishes a user hierarchy prioritising pedestrians, cyclists and public transport ahead of private vehicles. The Local Plan also recognises that Travel Plans and more detailed transport assessments may be appropriate where the scale or circumstances of a development are likely to generate significant movements.

The proposal should to be assessed with regard to:

- The accessibility of the site by sustainable modes of transport.
- The safety and suitability of the access arrangements.
- The adequacy of car parking and drop-off provision.
- The potential for conflict between pedestrians and vehicles.
- The likely effect on the safe and effective operation of the surrounding highway network.

11. SUMMARY AND CONCLUSION

The proposal seeks to bring the former Fartown Trinity Methodist Church back into beneficial use as an early-years nursery and tuition centre. The site is situated within the established urban area of Fartown, Huddersfield, where bus services operate in the wider neighbourhood and some journeys may be undertaken by walking, cycling or public transport.

The principal transport issues relate to the arrival and collection of children, staff parking, the management of vehicle movements, and the safe separation of children from vehicle circulation areas. These matters can be addressed through a combination of appropriate site-layout arrangements and effective operational management, provided that the final parking capacity, access geometry and expected level of activity are shown to be acceptable. The applicant will establish clear procedures for drop-off and collection, encourage sustainable travel where practicable, manage deliveries and seek to avoid obstructive parking or vehicle movements.

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The applicant requests that the proposal be considered on its merits, taking into account of the reuse of an existing building, the nature of the proposed community uses and the proposed measures for managing access and transport activity.

Prepared by

Redacted

Michael Chow BA Arch, Dip Arch, ARB
Managing and Concept Director
Chartered Architect and Urban Masterplanner
for and on behalf of Jade3 Architecture Limited

Jade3