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Job reference: 2025 enquiry 61

Address: **Change of use from a vacant former St Patricks Catholic club (F1f use) to form mixed use open planned foodcourt units (Eb use) on ground floor (which can be subdivided in smaller units to suit); sky restaurant (Eb use); 60 bed hotel (C1 use) with external alterations including an extension to roof to provide upper floors, single storey ground floor extension, and other alterations (within a Conservation Area).**

Date: 7-10-2026

Extra notes: **Travel Plan report**

1. INTRODUCTION

This Travel Plan has been prepared in support of the proposed Octa Hub development at the former St Patrick's Catholic Club in Huddersfield. The purpose of the Travel Plan is to establish a long-term framework for encouraging and managing sustainable travel by employees, hotel guests, restaurant customers, visitors and other users of the development.

The Travel Plan complements the accompanying Transport Statement.

The fundamental principle is simple:

- Octa Hub is designed as a town-centre, low-car destination where sustainable travel is the normal choice and private car use is the exception.
- The site's location provides an exceptional opportunity to achieve this objective.
- The development lies within Huddersfield town centre and inside the ring road and is located close to both the Huddersfield Bus Station and Huddersfield Railway Station.
- The development therefore does not need to rely upon extensive on-site car parking.
- Only 4no car parking spaces are proposed, comprising 3no general car spaces and 1no accessible car space.
- 2no EV charging points are proposed.

2. POLICY CONTEXT

The Travel Plan has been prepared having regard to the current National Planning Policy Framework (NPPF), August 2026, including the updated transport policies published in September 2026.

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NPPF TR6 requires Travel Plans to indicate how sustainable transport objectives will be delivered, monitored and managed over time. The policy also requires Travel Plans to identify fallback options where initial measures do not deliver the expected outcomes.

The Travel Plan also responds to:

- NPPF TR1 – Vision-led approach to transport
- NPPF TR2 – Local parking standards
- NPPF TR3 – Locating development in sustainable locations
- NPPF TR4 – Street design, access and parking
- NPPF TR6 – Assessing transport impacts
- At local level the principal policies are:
- Kirklees LP20 – Sustainable Travel
- Kirklees LP21 – Highway Safety and Access
- Kirklees LP22 – Parking
- Kirklees LP23 – Core Walking and Cycling Network
- Kirklees LP24 – Design
- Kirklees LP20 specifically promotes measures that encourage sustainable travel, while LP21 supports safe access and convenient cycle parking. LP22 recognises the importance of the accessibility of a site and the availability of public transport when determining appropriate parking provision.

3. TRAVEL PLAN OBJECTIVES

The objectives of the Travel Plan are to:

- reduce unnecessary reliance upon private cars;
- encourage walking and wheeling;
- encourage cycling and e-cycling;
- maximise use of bus and rail services;
- encourage car sharing where car travel is unavoidable;
- encourage use of taxis and private hire as an alternative to private car ownership;
- support EV use;
- provide appropriate information to hotel guests and visitors;
- encourage sustainable staff commuting;
- manage servicing and deliveries efficiently;
- monitor travel behaviour; and
- review the effectiveness of the Travel Plan and introduce additional measures where necessary.

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4. SITE ACCESSIBILITY

The location of the Octa Hub is central to the success of the Travel Plan.

The site is:

- within Huddersfield town centre;
- within the town-centre ring road;
- close to Huddersfield Bus Station;
- close to Huddersfield Railway Station;
- within an established pedestrian environment;
- close to shops, services and employment;
- connected to existing sustainable transport infrastructure.

The development therefore benefits from a genuine choice of transport modes. NPPF TR3 specifically promotes development in locations where users have a genuine choice of transport modes and where existing transport infrastructure can be utilised effectively.

5. LOW-CAR STRATEGY

The Travel Plan adopts a deliberately ambitious low-car strategy.

The development provides:

- 3no General car parking
- 1no Accessible/Blue Badge parking
- 4no Total parking
- 2no EV charging points

This level of provision is intentionally very limited. The Travel Plan therefore does not seek to encourage car travel by making abundant parking available. Instead, the location and design of the development make sustainable travel the obvious and convenient choice. The 4no spaces will primarily provide for essential operational requirements and users for whom car access is particularly important. There are also Council car parking adjacent the site and multi storey car park above the bus station.

6. WALKING AND WHEELING

Walking will be promoted as the principal mode for short-distance journeys. The building operator will provide visitors and hotel guests with information identifying:

- the railway station;
- bus station;
- town centre;
- nearby services;
- walking routes; and
- pedestrian connections.

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The principal entrance will provide an accessible route for all users. Where appropriate, hotel information will include approximate walking times to major destinations. This will reinforce the message that visitors do not need a car to access or enjoy the Octa Hub.

7. PUBLIC TRANSPORT

Public transport will be actively promoted.

Hotel guests will receive information on:

- local bus services;
- railway services;
- station locations;
- onward travel; and
- taxi/private-hire alternatives.

Public transport information may be provided:

- at reception;
- through hotel booking information;
- through digital guest information;
- on the Octa Hub website;
- through QR codes;
- through staff induction material.

The proximity of both bus and rail infrastructure means that public transport can realistically form a significant component of the development's travel pattern.

8. STAFF TRAVEL

Staff represent an important component of the Travel Plan. Employees will be encouraged to consider sustainable travel for journeys to and from work.

Measures may include:

- public transport information;
- cycle information;
- car-sharing promotion;
- EV information;
- walking information;
- flexible travel information; and
- discouraging unnecessary single-occupancy car journeys.

Where practical, staff induction information will explain the site's low-car philosophy. The Travel Plan Coordinator will maintain appropriate information for staff.

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9. CYCLING

Secure cycle parking will be provided in an accessible location. The provision will be available principally for staff and visitors.

Consideration will be given to:

- secure cycle storage;
- e-bike use;
- e-scooter use;
- appropriate charging facilities where practicable;
- convenient access; and
- weather protection where feasible.

The objective is to ensure that cycling is a realistic alternative to car travel rather than simply a policy requirement.

10. CAR SHARING

Where employees need to travel by car, car sharing will be encouraged. The operator will encourage employees with compatible journeys to consider shared travel.

This will reduce:

- the number of vehicles travelling to the site;
- parking demand;
- congestion;
- transport-related emissions.

11. ELECTRIC VEHICLES

2no EV charging points are proposed within the 4no space parking provision. The development will therefore support users who need to travel by car while encouraging the transition towards zero-emission vehicles. The electrical infrastructure should, where practical, permit future expansion if demand increases.

12. HOTEL GUESTS TRAVEL

The hotel element provides a particularly strong opportunity for sustainable travel promotion. Booking and pre-arrival information should advise guests that the hotel is centrally located and readily accessible by rail and bus. Guests will be provided with information regarding:

- railway services;
- bus services;
- walking routes;

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- taxis/private hire;
- local attractions; and
- local services.

This will reduce the perceived need to bring a private car to Huddersfield. The limited car parking availability should also be clearly communicated during the booking process.

13. RESTAURANT AND VISITOR TRAVEL

Restaurant and visitor users will be encouraged to travel by sustainable modes. The central location means that customers can combine their visit with other town-centre activities. The restaurant and social uses will operate as part of a broader destination, creating opportunities for linked trips.

This is particularly relevant because the development combines:

EATING + MEETING + SOCIALISING + SLEEPING

within one destination.

14. TAXI AND PRIVATE HIRE

Taxi and private-hire travel will be recognised as an important component of the sustainable transport strategy.

Taxis can provide a practical alternative to private car use for:

- evening visitors;
- hotel guests;
- users carrying luggage;
- elderly visitors;
- users with mobility difficulties; and
- visitors arriving from outside Huddersfield.

The building operator will manage pick-up and drop-off activity to avoid unnecessary obstruction of the highway or pedestrian environment.

15. SERVICING AND DELIVERIES

The operator will seek to consolidate deliveries wherever practicable. Restaurant and hotel suppliers will be encouraged to coordinate deliveries to minimise unnecessary vehicle movements. Delivery arrangements will be managed to avoid conflict with pedestrian activity wherever practicable. Waste collections will similarly be managed through an agreed servicing regime.

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16. TRAVEL PLAN COORDINATOR

A Travel Plan Coordinator will be appointed by the operator. The Coordinator will be responsible for:

- implementing the Travel Plan;
- maintaining sustainable travel information;
- promoting sustainable travel to staff;
- providing information to hotel guests;
- monitoring travel patterns;
- reviewing parking demand;
- coordinating with the local authority where necessary; and
- implementing additional measures where monitoring identifies a need.

The Coordinator may be an existing member of the management team rather than a separate full-time appointment.

17. TRAVEL INFORMATION

A dedicated travel information package will be prepared. This may be provided digitally and/or physically.

It will include the following:

- bus information;
- rail information;
- walking routes;
- cycling information;
- taxi/private-hire information;
- EV information;
- cycle parking; and
- car-sharing information.

A QR code can be incorporated into reception and guest information to provide access to live travel information.

18. PARKING MANAGEMENT

The 4no parking spaces will be managed by the building operator. The accessible space will be reserved for eligible users. The limited number of spaces will be clearly communicated to hotel guests and visitors before arrival. The intention is to prevent users assuming that extensive private car parking is available. This is important because the success of a low-car development depends partly upon managing expectations as well as providing physical infrastructure.

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19. MONITORING

The Travel Plan will be monitored following occupation.

Monitoring can include:

- staff travel surveys;
- parking utilisation;
- cycle parking use;
- EV charging use;
- staff travel mode;
- guest feedback; and
- operational servicing issues.

The first review should take place following a suitable period of operation, allowing the development to establish a representative travel pattern.

20. TARGETS

The overarching target is to maintain the Octa Hub as a low-car development.

The principal indicators will therefore include:

- maintaining very low parking demand;
- encouraging sustainable staff commuting;
- maximising public transport use;
- encouraging walking and cycling;
- maintaining accessible parking availability;
- monitoring EV charging demand; and
- avoiding unnecessary vehicle movements.

The success of the Travel Plan should not be measured simply by increasing the number of parked vehicles. Indeed, for Octa Hub, low car parking demand is an indicator of success.

21. CONTINGENCY MEASURES

If monitoring identifies unexpectedly high car dependency, the operator will review the reasons and introduce appropriate measures.

Potential measures include:

- enhanced public transport information;
- improved staff travel information;
- additional car-sharing promotion;
- further cycle facilities;

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- revised guest information;
- increased digital travel information;
- improved EV infrastructure where justified; and
- liaison with the Local Highway Authority.

The Travel Plan is therefore intended to be a living management document, capable of responding to actual travel behaviour following occupation.

22. ACCESSIBILITY AND INCLUSION

The Travel Plan recognises that not every user will have the same transport needs. The low-car approach will therefore not prevent reasonable access for people with disabilities or limited mobility. The dedicated accessible parking space is an important component of the strategy. The development will also promote accessible public transport, taxi/private-hire travel and step-free pedestrian access where available. The objective is not simply to reduce car use but to provide an inclusive choice of travel modes.

23. CLIMATE CHANGE AND SUSTAINABLE TRANSPORT

The Travel Plan supports the wider objectives of national climate policy. NPPF CC2 requires development, where relevant, to support sustainable patterns of movement and improve opportunities for walking, cycling and public transport. The Octa Hub responds directly through:

- its highly sustainable town-centre location;
- very limited car parking;
- public transport promotion;
- cycle provision;
- walking promotion;
- EV charging; and
- travel monitoring.

24. CONCLUSION

The Octa Hub is exceptionally well positioned to operate as a sustainable, low-car development. Its location within Huddersfield town centre, inside the ring road and in close proximity to the bus and railway stations provides a genuine choice of sustainable transport modes.

The proposal intentionally provides only:

- 3no general parking spaces + 1no accessible space = 4no spaces total
- together with;
- 2no EV charging points.

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This very low level of car parking is considered appropriate to the site's accessibility and the nature of the development. The Travel Plan establishes a framework for encouraging:

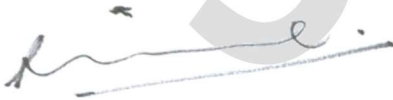
- walking;
- wheeling;
- cycling;
- public transport;
- rail travel;
- car sharing;
- taxi/private hire; and
- EV use.

The plan also establishes mechanisms for:

- travel information;
- staff engagement;
- guest information;
- parking management;
- monitoring;
- review; and
- contingency measures.

The proposal therefore fully embraces the vision-led, sustainable transport approach of the 2026 NPPF. The Octa Hub is not designed around the private car. It is designed around the town centre, public transport and people. The Travel Plan provides an appropriate mechanism to ensure that this principle continues throughout the operational life of the development. The proposal therefore accords with NPPF TR1, TR2, TR3, TR4 and TR6, together with Kirklees Local Plan Policies LP20, LP21, LP22, LP23 and LP24.

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