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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: **Transport report**

1. INTRODUCTION

This Transport Statement has been prepared in support of the planning application for the proposed redevelopment and regeneration of the former St Patrick's Catholic Club to create the Octa Hub, a mixed-use hospitality, leisure, food, social and accommodation destination within Huddersfield town centre.

The purpose of this Transport Statement is to identify the transport characteristics of the site and proposed development, assess accessibility by different modes of transport and demonstrate that the proposal can operate safely and sustainably without creating an unacceptable impact upon the local highway network.

The proposal is deliberately conceived as a low-car urban development. The site occupies a highly sustainable location within the established urban area of Huddersfield, within the town centre and inside the Huddersfield ring road. The site is in close proximity to both the Huddersfield Bus Station and Huddersfield Railway Station, providing excellent opportunities for travel by public transport.

The development proposes only four on-site car parking spaces, comprising:

- 3 general parking spaces; and
- 1 accessible parking space suitable for a disabled/Blue Badge user.

Of these spaces, two will incorporate electric vehicle charging provision, with appropriate electrical infrastructure to facilitate future expansion of EV charging provision where required.

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The exceptionally limited level of car parking is intentional and reflects the site's highly sustainable location, the nature of the proposed uses and the objective of reducing dependence upon private motor vehicles.

2. THE OCTA HUB

Octa Hub is intended to regenerate the former St Patrick's Catholic Club and bring the building back into productive use.

The proposed development incorporates a complementary range of uses broadly centred around:

SHOPPING – EATING – MEETING – SLEEPING

The principal elements include:

- boutique hotel accommodation;
- rooftop restaurant;
- food and social uses;
- meeting and social spaces;
- visitor and leisure activity;
- employment associated with hospitality, management, catering, cleaning and associated services.

The individual uses are complementary and are intended to operate as a coordinated destination rather than as a series of unrelated developments. This is important from a transport perspective because a proportion of movements will be linked or internalised trips. For example, hotel guests may use the restaurant and food/social facilities without generating an additional external vehicle movement. Similarly, visitors to the restaurant and social facilities may combine several activities within the same destination.

The transport characteristics of the development must therefore be considered in the context of the overall mixed-use nature of the Octa Hub.

3. SUSTAINABLE LOCATION

The site is exceptionally well located in transport terms.

It lies within Huddersfield town centre and inside the established ring road, placing the development within an existing urban environment where a wide range of services, facilities, employment opportunities and transport infrastructure are readily accessible.

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Of particular importance are the site's proximity to:

- Huddersfield Bus Station;
- Huddersfield Railway Station;
- the town centre pedestrian network;
- local shops and services;
- employment;
- civic and cultural facilities;
- restaurants and leisure facilities.

The location therefore provides a genuine choice of modes of travel and substantially reduces the need for users to travel by private car. This directly accords with NPPF Policy TR3 – Locating development in sustainable locations, which states that development generating significant movement should be located where it can limit the need to travel, particularly by private car, and provide a genuine choice of transport modes. NPPF TR3 also encourages development to make effective use of existing transport infrastructure. The Octa Hub represents precisely this type of sustainable urban development.

4. NATIONAL PLANNING POLICY

The current National Planning Policy Framework, as amended in August 2026 and updated on 29 September 2026, contains a substantially strengthened and clearly expressed approach to sustainable transport.

NPPF TR1 – Vision-led approach to planning for transport

Transport considerations are required to form an integral part of the vision for development. The Octa Hub has been designed from the outset as a sustainable, low-car urban destination.

NPPF TR2 – Local parking standards

TR2 requires parking standards to reflect connectivity by different transport modes, opportunities for walking, wheeling, cycling and public transport, local travel patterns, EV charging and the nature and mix of the development. The exceptionally sustainable location of the Octa Hub therefore provides a clear justification for a very low level of car parking.

NPPF TR3 – Locating development in sustainable locations

TR3 requires sustainable locations to limit the need to travel, particularly by private car, and provide a genuine choice of transport modes.

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The proximity of the site to both the railway station and bus station is a fundamental strength of the proposal.

NPPF TR4 – Street design, access and parking

TR4 places priority upon walking, wheeling and cycling, followed by access to high-quality public transport. It also requires development to provide appropriate cycle parking and safe and inclusive movement.

NPPF TR6 – Assessing transport impacts

TR6 requires an appropriate Transport Statement or Transport Assessment, together with a Travel Plan where appropriate, proportionate to the nature and scale of the development.

It also requires multimodal trip generation and sustainable transport opportunities to be considered. Development should only be refused on transport grounds where it would have a severe adverse impact on the transport network or an unacceptable impact on highway safety, taking mitigation into account. The Octa Hub's Transport Statement and separate Travel Plan have been prepared in accordance with this approach.

5. KIRKLEES LOCAL PLAN

The principal adopted local transport policies are:

LP20 – Sustainable Travel

LP21 – Highway Safety and Access

LP22 – Parking

LP23 – Core Walking and Cycling Network

LP24 – Design

LP20 – Sustainable Travel

LP20 seeks to locate development where there is reduced need to travel and where sites are served by public transport.

It also seeks measures which encourage sustainable travel. The Octa Hub strongly accords with this policy because of its central urban location and immediate relationship with the principal public transport facilities within Huddersfield.

LP21 – Highway Safety and Access

LP21 requires development to provide safe and effective access and to take account of pedestrians, cyclists, emergency vehicles, servicing and refuse collection.

The proposed development will retain and manage access arrangements appropriate to the existing building and its urban context.

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LP22 – Parking

LP22 recognises that parking provision should be determined having regard to the availability of public transport, local accessibility and the type, mix and use of the development.

This is particularly relevant to the Octa Hub. The proposal's four-space parking provision is therefore not an arbitrary reduction but a direct response to the site's exceptional accessibility. Kirklees planning decisions continue to apply LP20, LP21 and LP22 in precisely this manner, with parking levels considered in conjunction with public transport accessibility and the type and mix of development.

6. PEDESTRIAN ACCESS

The Octa Hub is intended to be fundamentally accessible on foot.

The site is located within the established pedestrian environment of Huddersfield town centre and is within convenient walking distance of:

- Huddersfield Bus Station;
- Huddersfield Railway Station;
- town centre shops;
- employment;
- civic facilities;
- leisure uses; and
- restaurants and other services.

The location therefore provides an opportunity for users to arrive without a private vehicle. The development will provide a clearly identifiable and accessible principal entrance. Pedestrian movement will be prioritised over vehicular movement within the site. This accords with NPPF TR4, which requires walking and wheeling to be prioritised in the design and layout of development.

7. PUBLIC TRANSPORT

Public transport represents the principal sustainable transport opportunity associated with the development. The site's proximity to Huddersfield Bus Station provides access to an extensive network of local and regional bus services. Huddersfield Railway Station provides rail connectivity to destinations across West Yorkshire and beyond.

The combined availability of bus and rail services means that:

- hotel guests can arrive without a private vehicle;
- restaurant customers can travel by public transport;

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- staff can commute by public transport; and
- visitors can access the town centre without car dependency.

The site's location is therefore particularly suitable for a low-car development.

8. CYCLING

Cycling represents an additional sustainable travel opportunity.

The development will provide secure cycle parking in an appropriate and accessible location. Provision should cater for staff and visitors, with consideration given to the increasing use of electric cycles. Cycle parking will be designed to be secure, convenient and readily accessible rather than being treated as residual space. This accords with NPPF TR4 and Kirklees LP21, which seek safe, secure and convenient cycle parking to encourage sustainable travel.

9. CAR PARKING

The proposal provides only four car parking spaces:

3no General parking

1no Accessible / Blue Badge

4no Total

This represents a deliberately low level of car parking. The proposal should therefore be understood as a nil-standard-car development with a very limited operational allowance, rather than a conventional car-dependent development.

The four spaces provide limited flexibility for:

- essential operational requirements;
- short-stay visitors;
- disabled users;and
- exceptional circumstances.

The accessible space will be conveniently located to provide step-free access to the building. The very low level of parking is considered appropriate because:

- the site is within Huddersfield town centre;
- the site is within the ring road;
- the railway station is readily accessible;
- the bus station is readily accessible;
- extensive pedestrian facilities are available;
- the proposal is mixed-use;
- hotel and restaurant users can arrive by public transport;
- staff can be encouraged to use sustainable modes;

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- the development is supported by a Travel Plan; and
- excessive parking would undermine the sustainable transport objectives of the scheme.

This approach is strongly supported by NPPF TR2 and TR3.

10. ELECTRIC VEHICLES

Two of the proposed parking spaces will be provided with EV charging provision. This demonstrates that the development is not seeking to prevent private vehicle use altogether but rather to manage and minimise it while supporting the transition to zero-emission transport. The electrical infrastructure should, where practical, allow additional charging provision to be installed in the future. This accords with NPPF TR2, which specifically identifies EV charging infrastructure as an appropriate consideration in determining parking provision.

11. ACCESSIBLE PARKING

One dedicated accessible parking space is proposed. The location will be selected to provide convenient access to the principal entrance and minimise unnecessary travel distances for users with mobility difficulties.

The provision demonstrates that the low-car philosophy does not compromise inclusive access. Indeed, NPPF TR4 expressly requires transport arrangements to create safe, inclusive and attractive places for all users, including people with limited mobility.

12. SERVICING AND DELIVERIES

The mixed-use nature of the Octa Hub will require controlled servicing associated principally with:

- hotel supplies;
- restaurant supplies;
- food deliveries;
- waste collection;
- maintenance;
- laundry; and
- general operational requirements.

Servicing will be managed by the building operator to avoid unnecessary obstruction of the surrounding highway and pedestrian environment. Where practicable, deliveries will be scheduled outside the busiest pedestrian periods. The Travel Plan will incorporate management measures to reduce unnecessary vehicle movements.

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13. TAXIS AND DROP-OFF

Given the hotel and restaurant components, taxi and private-hire vehicle movements will occur. These movements will be managed as short-duration drop-off and pick-up activity rather than through provision of additional permanent parking.

The highly accessible town-centre location means taxi/private-hire vehicles provide an important complementary transport option, particularly for:

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

14. TRIP INTERNALISATION

A key characteristic of Octa Hub is the complementary relationship between its uses. The development is not simply a collection of independent uses generating wholly separate trips.

For example:

Hotel guest → restaurant → social/meeting use → hotel
can represent one linked visitor journey rather than multiple independent external trips.

Similarly:

local visitor → food/social space → restaurant
can occur within the same destination.

The concentration of complementary uses within an existing town-centre building therefore provides opportunities for trip internalisation and linked trips.

This is consistent with the vision-led and multimodal approach promoted by NPPF TR1, TR3 and TR6.

15. HIGHWAY SAFETY

The proposal does not introduce a new suburban-style access arrangement or a significant new highway infrastructure requirement. The development is located within the established urban highway network. The very limited on-site parking provision means that the proposal will not create a substantial increase in vehicular manoeuvring activity within the site.

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The principal movement hierarchy will be:

1. Pedestrians and wheeling
2. Cycling
3. Public transport
4. Taxi/private hire
5. Limited private car use

This hierarchy reflects NPPF TR4.

16. AIR QUALITY AND CARBON

The low-car nature of the development will assist in limiting unnecessary vehicle movements and associated emissions. The site's proximity to public transport reduces reliance upon private cars and supports the wider transition towards lower-emission forms of travel. NPPF CC2 also requires development, where relevant, to support sustainable patterns of movement and improve walking, cycling and public transport opportunities.

17. TRANSPORT CONCLUSION

The Octa Hub represents a highly sustainable form of urban redevelopment. The site benefits from:

- a central Huddersfield location;
- location within the town-centre ring road;
- excellent pedestrian connectivity;
- close proximity to the bus station;
- close proximity to the railway station;
- access to cycling opportunities;
- only four car parking spaces;
- one dedicated accessible parking space;
- two EV charging points;
- a comprehensive Travel Plan; and
- complementary mixed uses capable of generating linked/internalised trips.

The proposal therefore deliberately limits reliance upon private vehicles.

The proposed four-space parking provision is considered appropriate to the exceptional accessibility of the site and the nature of the development.

There is no evidence that the proposed development would result in an unacceptable impact upon highway safety or a severe residual impact upon the transport network.

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The proposal accords with the principles of NPPF TR1, TR2, TR3, TR4 and TR6 and with Kirklees Local Plan Policies LP20, LP21, LP22, LP23 and LP24. Accordingly, there are no transport or highway reasons why planning permission should be withheld.

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