

**Consultation Response from KC,  
Highways Development Management**

**2023/90024 George Hotel, St George's Square, Huddersfield, HD1 1JA**

**Partial demolition of a Listed Building to facilitate refurbishment and extension of the George Hotel to form a 90+ room C1 hotel with associated ancillary uses (including bar, restaurant, gym, conference room) (within a Conservation Area)**

**Date Responded: 11/05/23**

**Responding Officer: CNB**

**Responding Ref: K5-7NW/18**

This application is for partial demolition, refurbishment and extensions to an existing town centre hotel to form a 90-bedroom hotel with associated ancillary uses. The site fronts on to Railway Street, a 30mph two-way single carriageway access road of approximately 6.1m width with footways and street lighting present. The road serves as access to Huddersfield Station long and short stay car parks and drop off and access to the hotel. Railway Street is within a Restricted Zone that bans loading at any time except in signed bays.

To the east of the site Railway St intersects John William Street at a signalised junction with pedestrian facilities. John William St is a 30mph two-way single carriageway link road of approximately 13.4m width with footways on both sides and street lighting present. John William St carries a high frequency bus route and there are stops within 120m.

Trip generation details were provided using the national TRICS database and this suggested that approximately 20 vehicle trips in the AM peak and 13 vehicle trips in the PM peak would be generated by the proposals. The tables submitted in the TA give "person" trip rates rather than vehicle trip rates and this can be misleading as the modal split can miss out service vehicles. The figures given above were taken from the TRICS output provided in Appendix BGH2 for all vehicles. Given that the hotel is existing and that the increase in rooms is from 60 to 90 it can be assumed that the increase in trips above the existing use will be approximately one third of the trips provided by TRICS and this equates to approximately 7 trips in the AM peak and 5 trips in the PM peak. This increase in trips would not be expected to have a severe impact on the operation or efficiency of the local highway network.

There is a single drop off/loading bay to the front of the hotel on Railway Street for guests. It is assumed that guests attending functions at the hotel will arrive either by taxi or coach, for which there is adequate drop off space close to the hotel or will arrive by private car and park in one of the town centre public car parks.

The proposals do not include any parking at the site. As the location of the site is within the sustainable town centre and adjacent to the railway station and only a short walk from the bus station and numerous public car parks this is acceptable. There are numerous town and city centre hotels at locations around the country that do not have associated parking (or very limited parking) and so this is not an exceptional occurrence with this proposal.

However, we do have a concern at the lack of cycle parking/storage at the site. Both the Transport Statement and the Travel Plan make a big play about the hotel being accessible by cycle and this is promoted as a sustainable mode of travel that could be used by staff and guests alike and is included as part of the BREEAM accreditation. The TS suggests that cycle parking could be provided by the cycle hub at the adjacent railway station, however we would point out that the cycle hub is located on the platform and to reach it cyclists would need to purchase a ticket to access the barriers at the station and so we do not feel that this would be a suitable solution for cycle parking at the hotel. We consider that to make the development more sustainable then safe and secure cycle parking for staff should be provided within the building with a possible use of the spaces made available for a valet cycle parking service for guests if required. This onsite safe and secure cycle parking should be clearly marked on a drawing and should be included as a condition.

Drawing No P202 Rev P2 shows the layout of the site with a swept path analysis indicating a car parking adjacent to the west side of the site. On Drawing No 1011 P4, provided with the TS and Travel Plan, this swept path is for a 7.5 tonne box van and is indicative that servicing can take place adjacent to the site. The servicing shown on these drawings would take over approximately 5 car parking spaces from the short stay parking area to the front of the station, however the street view image seen on Google has the parking spaces cordoned off with cones and tape and so it is assumed that this servicing arrangement has occurred previously.

The drawing also indicates that waste collection would take place from John William Street, and it is noted that there is an existing dropped kerb of approximately 9m length adjacent to the doorway to the rear of the hotel. As this would not have been for vehicular access to the site it is assumed that this was created for servicing and waste collection. At this location John William Street is reduced to a single lane heading northbound (the side of the hotel and dropped kerb) with a hatched central reserve. At this location the footway is approximately 3.2m wide and we consider that, although there would be some obstruction of the footway and vehicles may need to drive over the cross hatching central reserve, refuse collection could take place from this location. However, we would like to see the production of a waste management plan that would provide details of how the waste collection would be managed, including the responsibility for the movement of waste bins to and from the premises so they are not left on street after emptying. This should be conditioned.

An intermediate Travel Plan was submitted with the application and, although there is limited scope for changing car trips for sustainable and active modes as the TP would be most effective with staff rather than guests, we welcome the presence of a TP. We note that the TP is keen to promote active travel such as cycling but again must mention the lack of cycle parking at the site. We would request that the intermediate TP is worked up to a full Travel Plan within 6 months of the hotel becoming operational and the contact details of a full time Travel Plan Co-Ordinator is provided along with the results of the initial travel plan survey, new modal shift targets that are both challenging but achievable and guided by the initial survey and any proposed mitigation if targets are not reached, along with details of the travel information to be supplied to staff and guests to encourage sustainable travel. There should also be a contribution of £2000 per year for the five years of Travel Plan Monitoring (total £10,000) to pay for assessment of the monitoring and guidance from the Kirklees Travel Plan Monitoring officer, this should be included as a s106 payment. We would also request that the hotel operator should contact the West Yorkshire Combined Authority Travel Plan Network to see what travel opportunities can be offered, such as discounted metro-cards etc. This should be conditioned.

We would also like to see the submission of a construction access management plan for the demolition and construction phases of the development. This should provide details of the times and routes to be used by vehicles accessing the site, the location of delivery and contractor parking, the location of materials storage if it is to be outside the building and the use of traffic management for large deliveries and cranes where necessary and the use of a banksman for deliveries when necessary. This should be conditioned.

With this we consider that the application is acceptable on highways grounds with the following conditions.

### **Conditions**

The development shall not be brought in to use until cycle storage facilities have been provided in accordance with details that have been approved in writing by the Local Planning Authority, the approved facilities shall thereafter be retained.

Reason: To comply with the Council's sustainability objectives

Before development commences, a waste management plan containing details of suitable storage, bin presentation points and access for collection of wastes from the premises hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be provided before first occupation and shall be so retained thereafter.

Reason: In the interests of amenity and highway safety and to meet the requirements set out in Local Plan Policy LP24 part d(vi).

Within the first 6 months of any part of the development being brought into use a Full Travel Plan shall be submitted to and approved in writing by the LPA. The travel plan shall include measures to improve

and encourage the use of sustainable transport. The measures will include as a minimum:

- the provision of 'live' and other bus/train information;
- provision of METRO passes;
- car sharing facilities
- the upgrade of bus stops and shelters where necessary;
- the introduction of working practices to reduce travel demand and
- the provision of on site cycle facilities and information.

The Travel Plan will include details of when these measures will be introduced.

To support the promotion of the use of sustainable modes the travel plan will also include: how the travel plan will be managed; targets aimed at lowering car use, particularly single occupancy trips, from/to the site; a program for monitoring the travel plan and its progress and how the travel plan and its objective of more sustainable travel will be promoted. The approved travel plan shall thereafter retained throughout the lifetime of the development unless otherwise agreed in writing by the LPA.

Reason: To comply with the Council's sustainability objectives

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the LPA. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the numbers and size of vehicles expected to access the site, the routing of construction traffic to and from the site, construction workers and delivery parking facilities, the location of materials storage and site facilities, the use of traffic management/banksman for large deliveries and the provision, use and retention of adequate wheel washing facilities within the site and the means of removal of mud and debris from the highway/footway. Unless otherwise agreed in writing by the LPA, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

Reason: In the interests of highway safety