

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

2025/91147 George Hotel, St George's Square, Huddersfield, HD1 1JA

REVISED AND ADDITIONAL INFORMATION RECEIVED (INCLUDING REVISED RED LINE SITE BOUNDARY). Refurbishment and redevelopment of the George Hotel (including partial demolition, partial reconstruction and extension) to provide a 108-bedroom hotel with bar, restaurant, gym, conference facilities and ancillary facilities (Listed Building and within a Conservation Area)

Date Responded: 31/07/2025

Responding Officer: CNB

Responding Ref: K5-7NW/18

This response is based on revised and additional information received (including revised red line boundary) for partial demolition, refurbishment and extensions to an existing town centre hotel to form a 108-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.

The site benefits from a previous permission 23/90024 for partial demolition and refurbishment of the site for the provision of a 90-bedroom hotel with associated ancillary use. This previous permission included highways conditions relating to waste management, construction access management plan, a travel plan and provision of cycle storage.

These current comments should be read in conjunction with the initial HDM response sent 17/06/2025 and appended below.

The revised and additional information includes a revised red line boundary that now includes the access to the basement areas to the front of the hotel and a number of parking spaces adjacent to the hotel to be used for servicing parking and cycle parking and to maintain a fire exit access on to the adjacent car park; cycle parking details; and a contractors site set-up drawing that indicates the location of temporary external hoardings, location of the site compound, site offices and welfare facilities and access routes for both the site and adjacent Network Rail site for the demolition/construction aspect of the development.

Revised red-line boundary – this now covers all the area impacted by the development and is acceptable, although it is noted that there are 10 parking spaces adjacent to the site marked as GH and if these are parking spaces for the hotel we would expect to see them within the red-line boundary to protect the use of the spaces, however as the site is in a sustainable town centre location, this is not a concern.

Cycle Parking Details – These are now shown on drawing 90001 Rev P3 as three Sheffield stands located to the rear of the servicing loading bay. This is not a suitable location for cycle parking as it is not overlooked and may have security issues, also the use of uncovered Sheffield stands is not suitable for long stay cycle parking and a more secure method of covered cycle storage should be used, especially in this location. This is not acceptable and we would like to see a revised option presented that includes full covering and a lockable structure (this will deter theft/vandalism and would also stop non-hotel employees/guests from using the facilities). This should be conditioned.

Contractor's site set up – this is indicated on drawing NO 90005 Rev P1 and shows the access routes to the site, welfare and office facilities (located on George Square) and both the current Network Rail hoardings around the station works and the proposed George Hotel compound site. No information was provided regarding the timings of the station works or if the Network Rail compound will be required remain for the duration of the hotel works. In the event that the Network Rail works finish before the

hotel works are completed then we would expect a revised compound line to be created around the hotel site, including any access limitations/gates across Railway Street. The hoarding also appears to extend to the middle of John William Street and this would require suitable traffic management (including traffic signals at the junction of John William Street/Northumberland Street and Railway Street) and the temporary closure should be done under the correct licence/temporary traffic regulation order from Kirklees Council as the local highway authority. These details should be provided prior to the hoardings being erected and we would recommend consultation with the Kirklees street licence team. It should be noted that a temporary street closure would usually require 9 weeks notice and this may impact on the timings of the development. These details are only partially suitable for the removal/discharge of the requested condition relating to provision of a construction access management plan, but can be included in conjunction with the other requested details as part of the Construction Access Management Plan.

With this revised/additional information we still consider that the application is acceptable on highways grounds with the condition requested in the previous comments.

Conditions

The development shall not be brought in to use until safe and secure 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

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

Footnote

Any works within the adopted highway fronting the property will need to be constructed under the correct legal agreement of the 1980 Highways Act. You are required to consult the Design Engineer (Kirklees Street Scene: 01484 221000) with regard to obtaining this permission and approval of the construction specification. Interference with the highway without such permission is an offence which could lead to prosecution.

(original comments sent 17/06/2025)

This application is for partial demolition, refurbishment and extensions to an existing town centre hotel to form a 108-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.

The site benefits from a previous permission 23/90024 for partial demolition and refurbishment of the site for the provision of a 90-bedroom hotel with associated ancillary use. This previous permission included highways conditions relating to waste management, construction access management plan, a travel plan and provision of cycle storage.

The current application was accompanied by a Transport Statement and a Travel Plan. Both of these are identical to the previous submissions for 23/90024 and are dated December 2022 but with an Addendum Statement indicating a new site plan dated April 2025.

Trip generation details were provided within the Transport Statement based on the previous application for a 90-bedroom hotel 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 (from the TRICS output provided in Appendix BGH2 for all vehicles). The current proposals for a 108-bedroom hotel would be expected to increase the trip generation proportionately. 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 indicate that the hotel is highly 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. The provision of 6 cycle spaces was included as a condition (condition 17) within the previous approval (23/90024) and we request that this condition is retained for the current application. It should be noted that the previous approval was passed at planning committee and the cycle parking was also requested by the committee.

Drawing No L054-AHR-90-XX-XX-D-A-90001 Rev P2 Proposed Site Plan shows the layout of the site, although it is low on detail and excludes the delivery/servicing vehicle swept path analysis as indicated on drawing No P202 Rev P2 from the previous permission.

Drawing No L054-AHR-90-XX-XX-D-A-90001 Rev P2 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 and it is assumed that this was created for servicing and waste collection of the existing hotel. 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, with the footway being 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. The previous approval (23/90024) had a condition (condition 5) for 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, and we would like to see this condition retained for the current application.

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

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 be 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