

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: 10/09/2025 Responding Officer: CNB Responding Ref: K5-7NW/18

This response is based on revised and additional information received (relating to cycle storage) 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.

Previous HDM comments for the current application were submitted on 31/07/25 for revised plans and original comments were submitted on 17/06/2025. This current set of HDM comments relates only to the changes that allow for cycle storage and should be read in conjunction with the previous sets of comments.

The previous application had cycle parking requested by the planning committee members to be added as a condition. The previous iteration of this current application indicated outdoor cycle parking adjacent to the hotel building in the form of Sheffield Stands or similar and this wasn't considered by HDM as being suitably safe or secure and wouldn't be attractive to cycle users.

The current iteration of the application indicates a room is now to be made available for cycle storage/parking within the basement and is shown on drawing No 20706 Rev P4 "Proposed Basement Floor Plan".

Further details of the cycle parking layout were contained in a planning response document (file ref 2025_4891147_W-15) dated 29/08/2025. This indicated the layout of the proposed cycle store and style of cycle racking.

This revised drawing and additional technical details are acceptable for the removal of the cycle parking condition, however we are aware that this may remove planning protection of the retention of cycle storage for the lifetime of the building and so we would request that the revised drawing No 20706 Rev P4 and planning response document (file ref 2025_4891147_W-15) are added to the approved plans and specifications if you are minded to approve this application.

Both the drawing and the document include the previously submitted outdoor cycle stands adjacent to the building. These are retained as parking for electric cycles due to the current unknown issues around electric cycle battery fires and the requirement to keep the hotel building safe. We consider that the use of outdoor cycle parking for electric cycles would make the parking unattractive to owners of more expensive electric cycles, however we understand that there may be fire safety concerns with the cycle's batteries, and until any further planning guidance is provided in relation to the storage and

parking of electric cycles, we can accept the outdoor location.

With this we consider the application is still acceptable on highways grounds and that the condition requesting details of cycle storage can now be removed. All other relevant conditions and footnotes from the previous responses should remain.