DC Admin

From: Nick Hirst
Sent: 21 August 2025 12:04
To: DC Admin
Subject: FW: Castle Hill Hotel - 2024-93494
Attachments: 2018 Transport Assessment.pdf; 2024 Transport Assessment.pdf

Categories:

DC,

Representation (including the below and attached; can they be merged into a single document?) for uploading please.

Thanks,

Nick

-----Original Message-----
From:
Sent: 20 August 2025 14:15
To: Nick Hirst <Nick.Hirst@kirklees.gov.uk>
Cc: Cllr Alison Munro <Alison.Munro@kirklees.gov.uk>; Cllr Paola Davies <Paola.Davies@kirklees.gov.uk>
Subject: Castle Hill Hotel - 2024-93494

Dear Mr Hirst

Let me start by acknowledging the period for comments has expired for this application.

From previous dialogue, officers have confirmed that comments will be accepted for applications up to the day before the matter goes to committee. As far as I am aware, no time has yet been set for a decision on the application in question. Hopefully the timing of my comments will therefore be acceptable.

Planning have gone on record, that the current application 2024/93494 is sufficiently similar (to the prior 2018/93591) to allow documentation associated with the 2018 application to 'back fill' (my term) any shortfall in supporting documents for the 2024/93494 application.

My comments relate to the traffic assessments associated with both current and prior applications, and apparent inconsistencies. In particular, my comments relate to documentation evidencing likely traffic volumes - I attach 2 summaries. Whilst one refers to traffic flows and the other to parked vehicles it seems to me that the differences are irreconcilable.

The 2018 application includes documentary support for a parking requirement (estimated max 45) for a significant time period each day. The 2024 application plans incorporate only 37 parking spaces. It should also be noted that the parking identified only appertains to the development - no public parking was included to reflect the requirements of visitors to the site (not making use of the development). Over the last 20 years (despite the absence of facilities) the numbers of parked vehicles have often exceeded 20 and much higher levels on good days.

The 2024 transport assessment provides road trips instead of parking volumes. The estimated traffic volumes appear inexplicably low (with no evidential support) and appear to be irreconcilable with the 2018 data. The figures put forward again exclude visitors looking to make use of what is a public carpark.
The above appears to illustrate (to me) the concept of treating documents of one application as 'representative' for a different application is flawed. I suspect a systematic comparison of documents (between the two applications) would reveal similar inconsistencies.

Obviously, my apologises if I have overlooked reconciling detail/documents on the 2018 application but (as you will appreciate) there is a significant volume of documentation attaching to the 2018 file and labels are sometimes difficult to interpret.

Once you have had an opportunity to look at the above, I would appreciate your comments on both the transport issue and the broader issue around compatibility of documents between different applications.

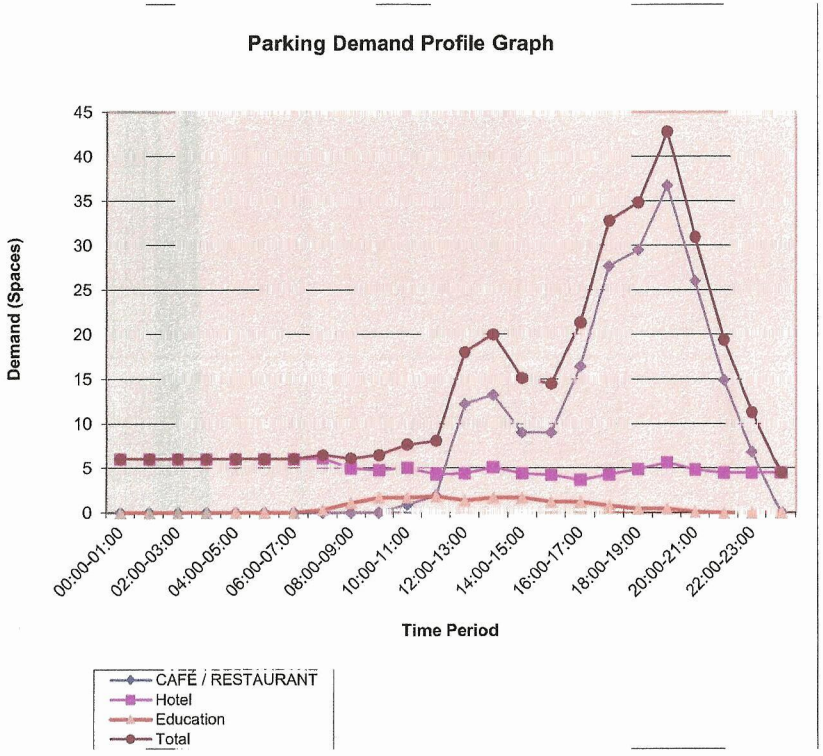
Given Cllr Munro and Cllr Davies have already commented on the application I have copied them in.

Many Thanks

CAR PARK ACCUMULATION ASSESSMENT - TOTAL

The total car parking accumulation / demand at the proposed development is the sum of the demand for the proposed restaurant and hotel uses, as follows:-

Time Range	CAFÉ / RESTAURANT	Hotel	Education	Total
00:00-01:00	0	6	0	6
01:00-02:00	0	6	0	6
02:00-03:00	0	6	0	6
03:00-04:00	0	6	0	6
04:00-05:00	0	6	0	6
05:00-06:00	0	6	0	6
06:00-07:00	0	6	0	6
07:00-08:00	0	6	0	6
08:00-09:00	0	5	1	6
09:00-10:00	0	5	2	6
10:00-11:00	1	5	2	8
11:00-12:00	2	4	2	8
12:00-13:00	12	4	1	18
13:00-14:00	13	5	2	20
14:00-15:00	9	4	2	15
15:00-16:00	9	4	1	14
16:00-17:00	16	4	1	21
17:00-18:00	28	4	1	33
18:00-19:00	30	5	0	35
19:00-20:00	37	6	0	43
20:00-21:00	26	5	0	31
21:00-22:00	15	4	0	19
22:00-23:00	7	4	0	11
23:00-24:00	0	4	0	4
				43



Total Car Park Accumulation / Demand Assessment for all Proposed Uses

Victoria Tower, Huddersfield

15th May 2020

TRICS TOTAL

Traffic Generation

The development is made up of a number of different uses, all of which are low traffic generators during the morning (8-9am) and evening peak hour (5-6pm).

It is considered the additional traffic will be spread throughout the day with slightly higher movements on a weekend.

Whilst this is not considered to be significant, there will be some increase in traffic in terms of visitors but also service vehicles.

The main traffic generators would be visitors to the hotel and restaurant but this would be spread during the day when the restaurant is in operation. The hotel facilities are limited to six en-suite bedrooms therefore; the traffic generation from this element of the development would be limited to no more than 4 movements in the morning peak and 5 movements in the evening peak hour.

The Café / Restaurant is approximately 199 sq. metres with a layout designed to accommodate a maximum of 100 covers.

Between 5 -6pm traffic flows are forecasted to be in the region 10 vehicles split 6 inbound and 4 outbound.

The busiest time is typically around 6-7pm with a peak traffic flow of 18 vehicles split 10 inbound and 8 outbound.

The traffic flows during the morning peak for the restaurant are considered to be insignificant.

Taking into account the two main traffic generators, a forecasted increase in traffic during the morning peak hour would be in the region of 4 additional movements. During the evening peak, an increase of approximately 15 vehicles would be forecasted.

The above does not take into account the trips generated by a visitor centre / exhibition faci lities. The proposed size of this element of the development is 78 sq. metres and is difficult to forecast what the likely traffic generation would be as result of this use.

Nevertheless, adding another 6 trips during the morning peak and a similar number during the evening peak would be a robust scenario.

As a result, the total traffic generation for the development would be in the region of 10 additional movements during the morning peak and 21 vehicle movements during the evening peak hour.

The forecasted increase in traffic is not considered to be significant.