Consultation Response from KC, Highways Development Management
2024/93494 Victoria Tower, Castle Hill, Lumb Lane, Almondbury, Huddersfield, HD4 6TA
(amended plans) Erection of restaurant/café/bar, six guest rooms, exhibition/interpretation room, WCs, terrace, car parking and ancillary accommodation
Date Responded: 07/11/2025 Responding Officer: Ryan Kinder. Responding Ref:K6-11SW/1.

2024/93494 Victoria Tower, Castle Hill, Lumb Lane, Almondbury.

RECOMMENDATION: No objection subject to conditions and the submission of a stage 1 safety audit in accordance with GG119 prior to determination of application.

Development Overview:
Planning application for the erection of a restaurant/café/bar, six guest rooms, exhibition/interpretation room, WCs, terrace, car parking and ancillary accommodation (within the curtilage of a Listed Building) at Victoria Tower, Lumb Lane, Castle Hill.

In terms of the development description and quantum of development the proposals are identical to that approved under Application No. 2018/93591, approved at Strategic Planning Committee on
From a highway perspective there have been no material changes since the previous approval and as such the proposals are considered acceptable in principle.

As part of the proposals the car park will be formally marked out, providing 37 parking spaces, which includes 5 disabled parking spaces and EV charging enables spaces.

The proposed development would replace the original Castle Hill Pub that was demolished in 2005. The proposed development will consist of a public reception, restaurant/bar area (Circa 70 covers), a kitchen, public and private toilets, and a small basement for storage. On the first floor there would be six en-suite bedrooms. The building would also include exhibition/educational facilities showing the history of the site.

Supporting plans/documents:
Proposed site plan – ref 328790)-05-Rev F dated 28-03-2025.
General arrangement and site clearance – ref 156199-100-001 dated Sept 2023.
Transport Statement – ref Rev A dated April 2025.
Proposed site plan PROW routes – ref 3287(SK)122- Rev C dated 28-03-2025.

Vehicular Access:
The only means of vehicular access to the site is from Castle Hill Side using Public Byway No. 171, which is defined as a byway open to all traffic (BOAT). Whilst a BOAT has public rights for vehicles, they tend generally to be mainly used for the purposes for which footpaths and bridleways are used (i.e. walkers, cyclists and equestrians).
Byway No. 171 has a definitive width of 3.7m and is a maintainable at public expense. Byways are maintained by the Public Rights of Way (PROW) Section, byways are not maintained to an adoptable highway standard, but to a standard commensurate with the intended use, to enable intended users - walkers, cyclists, equestrians and occasional motor vehicles to use the route safely. Byway 171 is largely tarmacadam surfaced with some drainage. The proposal would undoubtedly result in intensification of use of the byway by vehicular traffic and should the application be recommended for

approval PROW would be seeking improvements to the byway in terms of surfacing and drainage and a number of passing places although any improvements would obviously need to be sensitive to the nature of the site.

The proposed passing places as indicated on general arrangement and site clearance dwg (ref 156199-100-001) fall outside of the boundary of the BOAT, these will therefore have to be provided and constructed by a third party approved contractor. In addition to the construction of the passing places the applicant has indicated they are willing to provide resurfacing improvements to the BOAT. These improvements will be secured via appropriate condition accordingly.

Traffic impact/generation/parking provision.
Contained within the Transport Statement the applicant has referred to the following scenario:
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 facilities. 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.

Parking:
A detailed assessment of parking demand was undertaken as part of the previous approval, this included parking surveys undertaken on a Saturday and Sunday, when it was considered parking demand would be highest. Together with a parking accumulation exercise, based on trip rates for the proposed development. It was acknowledged and considered reasonable that there would be a degree of linked trips, with some existing visitors to Castle Hill choosing to use the proposed new facilities and a 15% linked trip reduction factor was incorporated into the assessment.

It was acknowledged that the restaurant/café was likely to generate the greatest parking demand, and the assessment considered a number of scenarios, based on 60, 70, 80 and 90 covers. Following review of the parking assessment it was considered that on balance, to ensure parking demand could

be accommodated the number of customers/covers in the restaurant/café should be restricted to 70 and a condition to this effect was attached to the previous permission. A similar condition would be required should this application be approved.

It is noted that there is the potential for additional overspill parking to the site in the form of a parking layby on Lumb Lane, which could accommodate circa 12 vehicles. Notwithstanding this to ensure that the parking demand does not outstrip the available space, should the application be approved a condition requiring a car parking management plan will be required, the details of which will require agreement prior to being discharged.

Servicing arrangements:
Swept paths for a service vehicle entering and turning in the car park have been demonstrated in an area which is not restricted by parked vehicles, this indicates that deliveries to and from the site is achievable. There is limited information provided in terms of the refuse storage and collection arrangements to which the Councils Waste Strategy team may have further observations. To ensure this information is obtained a suitable condition will be required accordingly.

PROW diversion:
To facilitate this development it will be necessary to divert the existing PROW 169 and BOAT 171, details of which are contained within the proposed site plan PROW routes (ref 3287(SK)122- Rev C). further details comments on this matter are provided by the Councils PROW team. It should be noted that this elements of works will be required prior to any material start on site should a planning application receive approval.

Phasing of works/approvals:
Given the complex nature of the site and required permissions in order to carry out this project, it is understood that the following sequence of approvals in order will be required:

- Planning approval.
- Historic England consent.
- Lease agreement from the Council (for building footprint).
- License consent for other areas (outside of the area of lease agreement).
- PROW/BOAT diversion approval and implementation.
- Material start on site.

Stage 1 Safety Audit.
The proposal will require a stage 1 safety audit and designers response in accordance with GG119 with the brief to be agreed prior to submission. The audit should cover all aspects of the design, access road and PROW diversion.

In conclusion, acknowledging that the proposals are identical to those previously approved on balance the proposal is considered acceptable form a highways perspective (subject to completion of stage 1 safety audit), the following conditions should be included in any planning decision:

Construction management plan.

Prior to the commencement of development (including ground works) a Construction (Environmental) Management Plan (C(E)MP) shall be submitted to and approved in writing by the Local Planning Authority. The C(E)MP shall include:
 pre-development road condition surveys (the extent of which shall be agreed in writing with officers prior to the surveys being carried out);
 condition surveys of the passing places referred to in condition 8 (once constructed);

 a timetable of all works;
 details of any phasing of development
 details of point(s) of access for construction traffic;
 details of construction vehicle sizes and routes;
 times of construction vehicle movements;
 details of parking for construction workers;
 details of construction-phase signage;
 details of wheel washing facilities within the site;
 details of dust suppression measures;
 hours of works;
 details of measures to control noise and vibration from construction-related activities;
 details of any artificial lighting to be used during construction; and
 details of any additional measures required in relation to cumulative impacts (should construction be carried out at other sites during the same period).

The development shall be carried out strictly in accordance with the C(E)MP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority. Upon completion of the development, post-development road condition surveys (including surveys of the passing places) and a schedule of remedial works shall be submitted to and approved in writing by the Local Planning Authority, and the approved remedial works shall be carried out no less than six weeks following the completion of all construction works related to the development.

Reason: In the interests of amenity, to ensure the highway is not obstructed and in the interests of highway safety, and to accord with Policies LP21, LP24 and LP52 of the Kirklees Local Plan and the National Planning Policy Framework.
This pre-commencement condition is necessary to ensure measures to avoid obstruction to the wider highway network, to avoid increased risks to highway safety, and to prevent or minimise amenity impacts are devised and agreed at an appropriate stage of the development process.

Maximum number of covers.

On Saturdays and Sundays the total number of restaurant/café/bar customers (including customers using the outdoor terrace) shall at no time exceed 70 without the prior written approval of the Local Planning Authority, and all customers shall pre-book online.

Reason: In the interests of highway safety and amenity, and to maintain the setting, appearance and significance of heritage assets in accordance with Policies LP20, LP21, LP24 and LP35 of the Kirklees Local Plan and the National Planning Policy Framework.

Car Park Management Plan:

No development shall take place until a car park management plan has been submitted and approved in writing by the Local Planning Authority. The Plan shall include details of the supervision and marshalling of the car park at peak times on a weekend. The plan so approved shall be implemented before the development is brought into use and retained thereafter.

Reason: In the interests of highway safety and to achieve a satisfactory layout.

Access Road.

Prior to the commencement of development, a scheme detailing passing places and access track resurfacing (as shown indicatively on drawing 156199-100-001), associated works to the access road shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include construction specifications, details of surface finishes and any white lining and signing, an independent safety audit covering all
aspects of this work, details of the delivery of the scheme by an approved contractor. The scheme shall include all aspects of temporary traffic management, a schedule of works, and safety arrangements for all users of the public highway. Unless otherwise agreed in writing by the Local Planning Authority all construction work shall be carried out in accordance with the approved scheme. Unless otherwise agreed in writing by the Local Planning Authority, no works shall commence on the development hereby approved prior to the completion of the passing places in accordance with the approved scheme. Unless otherwise agreed in writing by the Local Planning Authority, the restaurant/café/bar use hereby approved shall not be brought into use prior to the full implementation and adoption of the approved scheme (including the carrying out of any repair to the passing places caused by damage during construction and deemed necessary by the Local Planning Authority).

Reason: To ensure adequate access is provided to the development hereby approved, in the interests of highway safety and amenity, to encourage the use of sustainable forms of transport, and to maintain the setting, appearance and significance of heritage assets in accordance with Policies LP20, LP21, LP24, LP35 and LP47 of the Kirklees Local Plan and the National Planning Policy Framework.

Car Park.

Prior to the development hereby approved being brought into use, details (including construction details and specifications, and details of surfacing, edging and drainage) of the parking areas shall be submitted to and approved in writing by the Local Planning Authority. The parking areas shall be constructed in accordance with the details so approved prior to the development hereby approved being brought into use, and shall thereafter be retained throughout the lifetime of the development.

Reason: In the interests of highway safety, to achieve a satisfactory layout, and to maintain the setting, appearance and significance of heritage assets in accordance with Policies LP20, LP21, LP24 and LP35 of the Kirklees Local Plan and the National Planning Policy Framework.

Cycle parking.

Prior to the commencement of superstructure works, details of secure, covered and conveniently-located cycle parking for use by staff of and visitors to the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details so approved and the
cycle parking shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and encouraging the use of sustainable transport modes, and to accord with Policies LP20, LP21, LP22 and LP24 of the Kirklees Local Plan and the National Planning Policy Framework.

Method of storage/access for waste.

"Before development commences, details of suitable storage, bin presentation points and access for collection of wastes from the dwellings 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: To meet the requirements set out in Local Plan Policy LP24 part d(vi).