Consultation Response from KC Highways Development Management		
2025/91888 Eden Banqueting, 297 Bradford Road, Batley, WF17 6HY		
Part change of use and alterations to Banqueting Suite to form a mixed short-term let / café restaurant use and associated works		
Date Responded: 25/03/26	**Responding Officer:** M Zenner	**Responding Ref:** 15-4SE/4

RECOMMENDATION: Further information and amendments required

Further information is required regarding the following issues, which are detailed in the main body of the report:

- Further information and clarification in regards to the parking demands of the proposed and existing uses on the site
- Further information and clarification in regards to the servicing arrangements of the proposed and existing uses on the site.
- Amendments and improvements to pedestrian access to the site
- Amendments to the proposed car parking arrangements to ensure spaces are of adequate size and operate effectively.
- Clarification over refuse storage locations within the site
- The provision of secure long stay cycle parking for staff / short stay parking for visitors to the site.
- Clarification over the provision of accessible parking spaces or EV charging.

Development Overview:

The proposals are for part change of use and alterations to a banqueting suite to form a mixed short-term let / café restaurant use and associated works. Whilst the proposals only appear to be related to the building currently used for the banqueting suite, the site edged red appears to encompass all the car parking for the site but excludes the row of units immediately located to the south-west of the building and the associated footpath / access point along this frontage.

It is the LHA's understanding that the proposals are for 18 bedrooms that can be booked from 1 day and night upto 14 days and nights. There is also a restaurant / café proposed on the ground floor of the property is detailed as being accessible to the general public and not just those staying at the property.

The provision of 32 car parking spaces are detailed within the site edged red. This encapsulates all of the parking provided for the site as a whole, car parking spaces which are likely also to be used by the neighbouring units - Snowcold, KC and Golden Pizza.

Reference to Plans/Documents:

- Addendum to Design & Access Statement
- Application Form
- Drawing 19017-D02 Rev A
- Car Parking And Service Management Plan
- Retail Assessment

Policy:

LP20, LP21, LP22, LP23, LP24

Trip Rates and Traffic Generation:

It is the LHA's understanding that the proposals for the site are to change the building to the north of the plot from a banqueting suite to a hotel / short term let arrangement and for a publicly accessible restaurant/café to be located at the ground floor in the building.

No assessment has been provided in relation to the existing trip generation / trip rates of the existing or proposed uses on the site as a whole, including the Snowcold, KC and Golden Pizza units.

No trip rates or assessments have been provided in relation to the existing banqueting use or the proposed hotel / short lets use. However, it is not considered that the proposals would constitute an increase in trips in comparison to the extant use which would generate considerable trips at peak times of use.

Vehicular Access:

The current vehicle access to the site is from Bradford Road (A652) where there is an existing dropped kerb located centrally within the site that inclines towards the buildings within the site. The existing access is wide enough to allow simultaneous access and egress.

There is a narrow right turn pocket located in the centre of Bradford Road for vehicles turning into the site who are travelling in a southerly direction.

The proposals do not appear to amend the access arrangements from the existing.

Internal Layout:

The site layout proposed appears to keep the general layout of the car park similar to the existing, however, some minor amendments are proposed to increase the number of parking spaces within the site to 32 spaces overall.

It is noted that an additional two car parking spaces are proposed infront of the Snowcold unit to replace the existing hatched markings which would increase the number of parking spaces along the western edge from 11 to 13.

The parking spaces opposite are proposed to be amended to increase the number of parking spaces from 11 to 12. It is unclear in the submitted site layout plan if the existing wall at the vehicular site access will be amended, there may be insufficient space for a vehicle to park in the car parking space closest to the vehicular access.

The area opposite the proposed hotel is proposed to be amended to fit in an additional car parking space to increase the number of parking spaces from 6 to 7, which would block access to the existing pedestrian access steps.

The proposed car parking spaces appear to have dimensions of 2.4m x 4.8m with a 6m aisle width. The LHA would recommend that spaces may need to be widened further when they are adjacent to boundary walls / railings.

No details have been provided in relation to the provision of accessible parking spaces or EV charging points which should be clarified. The submitted Car Parking And Servicing Management Plan states that there are 4 designated car share spaces, 2 drop off / taxi spaces and 2 accessible spaces, but none of these are annotated on the site plan.

Parking:

A Car Parking And Servicing Management Plan has been submitted as part of the application which details that the older UDP Appendix 2 Parking Standards for Kirklees have been referred to which states as 'maximum' standards that 1 car parking space per bedroom and 1 car parking space per 3 staff members could be provided.

The Management plan details that there are proposed to be 18 bedrooms and a maximum of 20 staff on site at any given time equates to a requirement for 24 car parking spaces, and therefore the provision of 32 car parking spaces ensures that there are no overspill parking on the highway.

However, the LHA is concerned that no details or assessment have been provided in relation to the existing parking useage or parking demands of the Snowcold, KC and Golden Pizza units which also use the existing car parking within the site which should be clarified to ensure that the parking proposed for the site is adequate to support all the uses proposed within the site.

The plan details that visitor / resident parking for the proposed use will be provided on a request basis and the site management will register vehicles as required to ensure there is no overspill parking, potentially using the Susgo app. They also state that overnight parking by non-residents will be prohibited unless approved by management.

There may be some demand for parking for the proposed café / restaurant use which is detailed within the application as being open to the general public.

A full assessment of likely levels of parking demand and times of demand across the site should be provided to ascertain the level of parking proposed is fit for purpose. Further clarification should be provided in regards to the dimensions and type of parking proposed within the site.

Servicing:

The submitted Car Parking And Servicing Management Plan details that servicing to the proposed development will be undertaken from within the site but does not make reference to the existing servicing arrangements for the neighbouring units – Snowcold, KC and Golden Pizza; which the LHA feels should be considered as part of the proposals.

Appendix A of the Car Parking And Servicing Management Plan provides swept paths for a 10m rigid vehicle and a refuse vehicle which are shown to access and egress in forward gear and turn within the site. It is noted that there swept path for the 10m rigid runs very close to the car parking spaces infront of the Snowcold unit, however, the submitted plan states that the servicing is as existing. The plan details that 1 or 2 delivered are generated across the day, 1 LGV and 1 OGV whilst refuse collections are done on a weekly basis. It is not clear if this servicing relates to the proposed use or relates to all the uses across the site, further clarification should be provided.

Waste Management:

The plan clarifies that refuse will be collected by private refuse vehicles on a weekly basis, it is not clear if this relates to the proposed use only or if this relates to all of the uses across the site, further clarification should be provided.

Locations of refuse bins should also be demonstrated to ensure bins do not impede pedestrian access paths or parking spaces / circulation space.

Pedestrian access:

At present there is a stepped access from the Bradford Road frontage and there is also a level access point from Grafton Street along the frontage of the neighbouring units, although the entrance point is narrower than 2m width, although this is not included within the site edged red at present and the route ends infront of the access for the Snowcold unit. The LHA would recommend that this footway is incorporated into the site edged red and that accessible pedestrian access from the existing footway to the property is provided as part of the proposals. The existing stepped access to the property would be blocked by the amendments to the proposed car parking layout.

Pedestrians could also use the vehicular access from the Bradford Road frontage although this is subject to an incline and it is likely the gradient exceeds 1 in 20 which would not be accessible for all.

Public Transport:

There are bus stops located within close vicinity of the site, there is a northbound bus stop located along the site frontage and a southbound bus stop located just south of Mount Street. The bus stops are provided with level access bus boarding points and poles.

Cycling:

No detail has been provided in relation to existing or proposed cycle parking within the proposals. Some provision should be made for staff and visitors at the site, long stay secure provision for staff is preferable and should comply with guidance set out in LTN 1/20.

Conclusion: Further information and amendments required, see recommendation.