

Consultation Response from KC, Highways Development Management
2025/92671 Butchers Arms, 38, Town Gate, Hepworth, Holmfirth, HD9 1TE
Change of use and alterations to convert first floor to ancillary residential accommodation and additional dining/community meeting space and alterations to convert bathroom at second floor level to storage space (Listed Building within a Conservation Area)
Date Responded: 22/12/2025 Responding Officer: CNB Responding Ref: K12-12/12

This application is for the change of use and alterations to convert the first floor of an existing public house to ancillary residential accommodation and add an additional private dining/meeting room and convert a bathroom to storage.

The application site was submitted for planning permission for conversion of first floor accommodation into an extended restaurant/bar area and this was refused as 20/91219 and 21/93551 and a subsequent appeal dismissed all based on the impact of the proposals on the operation and efficiency of the local highway network and issues with the increased parking demand within the village causing highway safety concerns. Listed Building Consent was granted for the works (20/91220) and these were carried out on the first floor. The previous refused proposals would have increased the numbers by an additional 40 covers.

The Kirklees Highway Safety team have records of complaints relating to parking issues on Main Gate since the previous refusals and appeal decision and so there are currently parking issues in the village without the additional parking demand of the proposals.

The current proposals are to add a two-bedroom ancillary flat (pub managers accommodation) to the first floor and an additional private dining room/meeting room that is shown to seat approximately 18 people.

Submitted details indicate that the private dining area/meeting room would only be used approximately 4 times a month (twice for dining and twice for meetings), however it would be difficult to enforce this and so it is assumed in these consultation comments that the private dining/meeting room can be used at any time.

It is noted that the ancillary accommodation will not generate any additional trips to the previous situation where the full first floor was taken up by the pub residential accommodation, although it is noted that this residential accommodation was removed after the listed building consent was given.

It is likely, however, that the proposed private dining/meeting room will generate additional trips to the site, however we concede that this will be less than the 40 covers associated with the previous applications.

The main concern with the previous applications and with the current application, is the very limited availability of parking both at the site, where there are only 8 parking spaces provided, and locally within Hepworth where there is also a residential parking demand and, for the most, a historical road layout that predates motorised vehicles. The applicant has provided a parking survey of the village based on the Lambeth methodology. The parking survey was carried out on a weekend (Saturday and Sunday 19th and 20th October 2024) between the hours of 12 noon and 11pm for the Saturday and 9pm for the Sunday. These times fit with the proposed opening times for the pub/restaurant and it is assumed that the peak demand days will be Saturday and Sunday with a possible demand on a Friday evening. No details were provided to indicate whether there were any other events taking place at the Village Hall on Town Gate at the time.

The parking survey identified that there were possible available parking spaces on the following 5 streets (within 200m/2-minute walking distance as per the Lambeth methodology), Dean Bridge Lane (7 spaces), Butt Lane (6 spaces), Town Gate (37 spaces), Upper Gate (10 spaces) and Main Gate (3 spaces), and this should provide approximately 63 on-street parking spaces.

Upper Gate - this is a private road and as such we could not support any parking along Upper Gate and so the identified 10 spaces would not be viewed as usable.

Dean Bridge Lane - it is noted that only 55m of Dean Bridge Lane are within 200m of the proposal site and there is a bus turning head located within this 55m so we consider that only 5 spaces would be reasonable in this location. It should be noted that there is no pedestrian footway on Dean Bridge Lane and the first 84m of Town Gate along the route to the application site.

Butt Lane – Using the adopted highway, there is only 70m of Butt Lane within 200m of the site and most of this is either narrow or on a sharp bend, which wouldn't be suitable for safe parking. There is residential parking and accesses to off-street residential parking and so we would consider a maximum of 3 parking spaces may be available on Butt Lane. It should be noted that Butt Lane is adjacent to Holy Trinity Church and during service times there may be an existing parking demand along here. It should be noted that Butt Lane hosts a medium frequency bus route and any inconsiderate parking may obstruct public transport.

Butt Lane – using a private foot path would increase the amount of Butt Lane within 200m to 110m, although again the section near the junction with Town Gate is narrow and has a sharp bend, however we do not know if access along the private foot path will be made available to all users, although it is currently an application to become a PROW footpath, this is not currently being progressed by the Kirklees PROW team.

Town Gate – This is the longest and widest street within Hepworth, however as a result it also fronts on to the most residential dwellings, most of which do not have off street parking and so there is a high demand for residential parking along Town Gate. There is a section of Town Gate that has No Waiting At Any Time TRO markings as it reduces to approximately 5m width and this TRO extends for 20m. Just to the south of this there is a section of residential parking again with the road narrowing down to 3.5m and so approximately a further 55m are unsuitable for additional on-street parking. There may be some on-street parking to the north of the junction with Far Lane, but this may only be suitable for two cars and is at the furthest extreme of the Lambeth Methodology walking distance. We consider that only the first 55m of Town Gate to the south of the site is suitable for parking, and this will be shared with residents, other users and as the current overflow parking from the existing pub use. To the north of the site there is approximately 42m of road suitable for parking on one side, however this is also outside the Village Hall and may be subject to competing uses, and beyond this there is a narrowing for approximately 33m that is not suitable for parking without the possibility of obstruction occurring. Beyond this, to the northern end of Town Gate there is approximately 30m where on street parking could occur. This may provide on-street parking along the full length of Town Gate for approximately 22 cars, although these will be shared with residents parking and competing users.

Main Gate – The only section of Main Gate that is within the 200m walking distance from the application site is just to the southeast of the junction with Far Lane and any parking here is likely to obstruct the right turn movement out of Far Lane. There may be some car parking further to the southeast on Main Gate but this is beyond the 200m limit of the Lambeth Methodology and is beyond the far end of the village centre and is unlikely to be used by visitors to the pub.

This suggests that of the streets surveyed, there would only be approximately 30 parking spaces available to be used by visitors to the pub, and it should be known that these will be in competition with

other users within the village, such as the Village Hall, residents and visitors. This is approximately half of the number of spaces identified in the survey.

The survey then suggested a parking stress figure for each of the roads surveyed, giving a percentage of spaces occupied. These indicated a parking availability of 5 spaces on Dean Bridge Lane, 3 spaces on Butt Lane, 12 spaces on Town Gate, 4 spaces on Upper Gate and none on Main Gate, a total of 24 available spaces. Given that we identified a shortfall of 50% in the available spaces than those identified on the survey, we consider it reasonable to halve the observed number of available spaces to achieve an acceptable figure, this would equate to 12 available spaces on a Saturday. The Sunday figures indicated slightly less available spaces than on the Saturday with 16 on street spaces available, again when reduced by half this would indicate 8 available spaces. It is to be noted that the observations taken are a snapshot and the figures may vary at other times with either more or less spaces being available.

The main issue is, will the proposals generate more parking demand than is currently available within the village? As mentioned previously the ancillary accommodation will not generate any additional trips and the proposals will generate fewer trips than the previous refused and appeal decision applications.

Using TRICS trip rates for restaurants as this appears to best reflect the proposed use of the new dining area and so a trip rate per cover can be obtained, we got peak trip rates of 0.194 for arrivals per cover, when calculated for the proposed 18 covers this gives a possible arrivals trip volume and therefore parking demand of 4 vehicles (rounded up from 3.5). It may be possible that this parking demand may occasionally be higher, but we do not consider that this would happen with sufficient frequency as to have a severe impact.

Given the number of possible parking spaces identified within the village in the submitted parking survey, it is likely that an additional parking demand of 4 spaces may be available for users of the proposed dining room.

With this we consider that on balance, given the existing parking demand and limited number of on-street parking spaces in Hepworth, the application is acceptable on highways grounds.