

Highways Parking and Servicing Statement

PROJECT:	457 Bradford Road
Project Address:	457 Bradford Road, Batley
Project Description:	Office accommodation ancillary to the existing Bison Steak House restaurant.
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Purpose of this issue

Assess the highway, parking and servicing implications of the final ancillary office proposal.

Final drawing PL01A (PL01 revision A dated 11 October 2026), supplied on 14 October 2026, is the submission drawing. The application area figure is retained at approximately 14.8 m2. Roof runoff will drain to a soakaway. No separate office occupation is proposed. The form retains nine existing and nine proposed car spaces. PL01A retains the existing parking layout and 7.5-tonne servicing swept path.

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1 Purpose

This statement assesses the highway, parking and servicing implications of the ancillary office on final PL01A at Bison Steak House, 457 Bradford Road. The retained application area is approximately 14.8 m². Occupancy is up to three people, typically 8.00am to 6.00pm, without separate or independent occupation. The assessment does not assume that office use has identical travel effects to storage.

2 Site access and transport context

The restaurant is accessed from the A652 Bradford Road, a busy classified route. The site includes marked off-street parking and an internal area used for manoeuvring and servicing. Batley Bus Station, public parking and pedestrian routes are close to the site.

3 Former decision and appeal

The former scheme proposed a three-storey restaurant extension and internet cafe, with an increase in restaurant capacity. The Inspector found that the limited additional parking provision had not been justified and that the extension footprint would restrict larger vehicles from satisfactorily entering and leaving the site. The resulting reversing or stopping on Bradford Road would harm highway safety.

The former appeal concerned a larger scheme. Final PL01A retains the smaller container footprint, existing parking arrangement and 7.5-tonne box-van swept path. Any detailed entrance, drainage or service works must preserve those areas.

4 Trip generation and operational effects

- No increase in restaurant covers or customer floorspace.
- No customer use of the container.
- Office occupancy is limited to three people. This is not confirmation of three new employees or of unchanged total staffing.
- No separate office business or independently occupied unit is proposed.
- Confirm existing and proposed whole-site staffing, staff travel modes, shift overlap and any change to delivery frequency.
- No alteration to the existing vehicular access from Bradford Road.

Typical office hours are 8.00am to 6.00pm. Operating days have not been specified. The business relationship limits the scale of the proposal, but an unchanged trip or parking-demand conclusion requires confirmation of the operational information above.

5 Parking

The amended application form records nine existing and nine proposed car spaces, consistent with the retained parking layout on final PL01A. Office access, soakaway works and service equipment must not reduce their usability or obstruct manoeuvring. Three-person occupancy does not by itself establish unchanged parking demand.

6 Servicing and swept paths

PL01A retains a swept-path analysis for a 7.5-tonne box van, identified in the original statement as the largest regular restaurant servicing vehicle. The plotted manoeuvre provides the basis for retaining forward-gear access and departure. This revision has not independently rerun the analysis or reconfirmed the vehicle with the operator. Check the completed office access works against the swept envelope and required clearances.

The office remains part of the restaurant operation. Confirm any additional office deliveries and coordinate them with restaurant servicing. The personnel door, pedestrian route and any entrance landing or ramp must remain clear of parking bays and vehicle manoeuvring. PL01A shows a personnel door but does not yet define the full threshold and external access arrangement.

7 Container delivery and installation

1. Agree the lifting vehicle, route and operating position before delivery.
2. Schedule delivery outside the restaurant's busiest customer period and avoid highway peak periods where practicable.
3. Temporarily suspend parking within the lifting and manoeuvring area.
4. Use a competent lifting contractor and trained banksman.
5. Keep pedestrians outside the controlled lifting area.
6. Complete the lift from within the site unless a separately approved traffic-management arrangement is required.

8 Pedestrian and cycle safety

Regular office occupation requires a safe pedestrian route between the office, restaurant welfare facilities and site access. Detailed entrance arrangements must preserve gates, parking and servicing space and reflect the flood-access assessment. Soakaway trenches and inspection covers must not introduce obstructions or trip hazards. Staff cycle and motorcycle needs have not been quantified.

9 Policy assessment and conclusion

The final proposal is a small ancillary office with no additional restaurant customer seating or independent business occupation. PL01A and the form retain the existing parking provision and servicing arrangement. The reports consistently require entrance and soakaway works to preserve these areas. Whole-site staffing and travel effects remain unquantified, so no unconditional claim of unchanged transport demand is made.

10 References

- Kirklees Council, Decision Notice 2023/62/92975/E, dated 1 July 2024.
- Planning Inspectorate, Appeal Decision APP/Z4718/W/24/3352005, dated 13 June 2025.
- Kirklees Local Plan, Policies LP21 and LP22.
- National Planning Policy Framework, current online edition reviewed 13 October 2026, transport provisions. <https://www.gov.uk/guidance/national-planning-policy-framework>



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