

From:
To: [DCAdmin](#)
Subject: Comment on planning application 2022/62/92081/E
Date: 05 July 2022 11:22:45

I have sent short message via the application website as an objection due to the need to update the transport assessment document. My full comments are:

"Whilst I welcome the demolition of the derelict and unused buildings on the site, this application creates serious concerns about the impact on traffic flow on Leeds Road and the Leeds Road/Huddersfield Road intersection, as well as other roads in the vicinity. I have emailed a detailed set of comments which includes the following, which I consider to be the most important issue.

1) Before any decision is made, the "2022-92081 _+Transport+Assessment_938349" document needs to be updated and any reference to an ongoing business and traffic flows relating to the garage on the site should be removed. The document refers to a working garage, and shows photographs of a 'rammed' site full of cars for sale. That was the case for many years, but the site was cleared of cars, and the garage ceased trading, many months ago. Therefore any estimated increase in traffic flows due to the development will be total, and not incremental.

2) Peak traffic times are indicated as 8am to 9am and 5pm to 6pm. Locals will be well aware that parents collecting children from the nearby Batley Girls High School, on Windmill Lane, cause another peak during school leaving hours, every weekday afternoon during term time.

Parents' cars (and taxis) arrive early and park on Windmill Lane, Ridgeway Drive, Hill Crescent and Hillhead Drive while waiting for the children, and this already causes problems for vehicles passing along these roads. When they do get to move, some of the school traffic already queues back from the traffic lights past the Upper Batley Lane/Leeds Road junction, and drivers use Brownhill Road and Brookroyd Lane.

Prior to granting the application, existing actual traffic flows should be measured, specifically during school terms, and taken into consideration.

3) The proposed entry/exit is said to be 38 metres from the traffic light stop line on Leeds road. That is only for traffic going ahead or turning left. For traffic turning right out of Leeds Road onto Gelderd road, the stop line is 12 metres closer to the proposed entry/exit line (measured using the Acrobat measuring tool on the scale drawing). This is to allow for large vehicles space for turning left into Leeds Road from Gelderd Road. Traffic turning right onto Gelderd Road has to wait until traffic from Birstall has cleared. Vehicles leaving the proposed site to head onto Gelderd Road towards Leeds will have to cross the first lane and may block the going ahead lane.

4) The application should take into account that there is a bus stop adjacent to the proposed entry/exit point, on the same side of the road, as shown on the map in Appendix A, marked "Leeds Road Sovereign Close". A bus parked at the bus stop will severely hinder line of sight for traffic leaving the site, as would any large vehicle queuing up Leeds Road. The proposed 'Keep Clear' notification on the road may impact where the bus can actually stop.

5) Should the application be approved, there will be considerable disruption to free flowing traffic during demolition and building work due to contractor's vehicles accessing the site at the busy intersection. Experience shows that workmen park their vehicles, often 'white vans', as close to a site as possible (and often with little regard for other road users). This has the potential to clog the area, with the potential for the Leeds Road/Huddersfield Road intersection being gridlocked. This disruption could continue for up to two years, since the application's Retail Impact Assessment suggests that the store may not open until 2024.

Additionally, during this time, queues could regularly extend past the Upper Batley Lane/Leeds Road junction and it is highly probable that regular users of Leeds Road will try to avoid the traffic light intersection with Huddersfield Road by using Brownhill Road and Brookroyd Lane to exit onto the A62. Brownhill Road surface is already a patchwork of poorly filled potholes, and increased traffic would only make it worse.

This traffic may also divert from further up Leeds Road, via Hill Crescent and Hillhead Drive, increasing traffic on these residential roads."

I trust these comments will be considered before any decision is made, and I specifically refer again to the need to update the traffic assessment!

Sincerely,