

**Consultation Response from KC,
Highways Development Management**

2022/92081 Land at, Huddersfield Road/Leeds Road, Birstall, Batley, WF17 9AA

Demolition of existing buildings and erection of retail food store with associated parking and landscaping

Date Responded:

Responding Officer:

Responding Ref:

This application seeks approval to the demolition of an existing buildings and the erection of a retail food store with associated parking and landscaping at land at, Huddersfield Road/Leeds Road, Birstall, Batley.

The site is located at the signalised junction of A62 Huddersfield Road/Geldard Road and A643 Leeds Road/Nelson Street. Leeds Road and Huddersfield Road are principal routes connecting Leeds with Brighouse and Huddersfield with Leeds and are subject to heavy traffic volumes throughout the day.

The application is supported by a Transport Statement (TS) prepared by Paragon Highways. This is summarised as follows:

The Site

The site contains 4 terrace houses located at the far northwest corner that front onto Huddersfield Road, with approximately 1910 sqm of car sales area located to the sides and rear. There are also two vehicle repair buildings to the rear of the site with a floor area of approximately 333sqm.

The main access to the site is located off Leeds Road to the far east side of the site and takes the form of a dropped vehicle crossing some 8.2m wide. Visibility to the east is restricted due to the adjacent boundary wall offering a visibility splay of 2.4m x 20m to the wheel track.

The Proposal

A single retail unit is proposed, with a total gross floor area of 408 sqm. The plans show a retail area of 279sqm and a back of house area of 129sqm. 18 off-street parking spaces are proposed.

It is proposed to improve the existing access point off Leeds Road for the development. This access is shown to be widened to around 9.7m to allow sufficient access for all traffic including service and delivery vehicles to the site. The result of the widening has provided a slight improvement in visibility at the access of 2.4m x 21m (to wheel track) and 2.4m x 43m to the west.

Paragon Highways consider that it is appropriate to use the improved access arrangement at this location as it maximises the distance between the access and the signalised junction stop line located some 38m to the west. Keep clear marking are proposed to assist right turn movements.

The existing site also contains two other access points which are both located adjacent to the signalised junction stop line. As part of the development, it is proposed to permanently close these access points and reinstate the footway to a full kerb height.

Servicing

The site servicing is via a proposed service yard. Vehicle tracking shows that there is sufficient space to allow internal turning for a 12m long rigid HGV.

Traffic generations

Existing Trips

To determine the traffic generations of the existing site the national TRICS database has been interrogated.

The trip data has provided the following trips during the typical network peak hours AM/PM for the existing uses: -

Car Show Room (1910 sqm) = 8/6 trips during the peak hour

Garage Services (333 sqm) = 10/2 trips during the peak hour

Four Terrace Houses = 3 trips during the peak hour

Existing Total Trips = 21 in the AM peak and 11 in the PM peak.

Proposed trips

To determine the anticipated traffic generation of the proposed retail unit during the typical network peak hours the TRICS data base has again also been interrogated.

The proposed unit is to be a convenience store. Using the TRICS data it is envisaged that this would generate between 70 and 85 trips during the network peak periods resulting in a net increase of 49 and 74 two-way movements in the peak hours.

Highway Safety have commented on these proposals as follows:

1, A stationary bus at the stop immediately adjacent to the access will severely obstruct visibility to the right for a driver exiting the premises. Pedestrians stood at the bus stop will also hinder visibility to the right when exiting the premises.

Conflicts may also occur when vehicles heading towards the A62 signals are passing a stationary bus due to poor inter-visibility.

2, Drivers exiting the premises and turning right through queuing traffic will struggle to see vehicles approaching from the A62. Drivers turning right into the site through a queue may struggle to see pedestrians.

3, Right turn in/left turn out HGV turning movements from Leeds Road into the site may be difficult given the acute angle and the potential conflict with traffic queuing back from the signals.

4, Queuing on the A643 'above' the access may not be single file which could result in right turning vehicles turning across a live inside lane.

5, It is uncertain whether an adequate visibility splay to the right can be achieved when exiting the premises.

UTC comments

The A62 / A643 is a very busy junction, particularly during the evening peak with long queues extending back in both directions through Birstall Smithies and towards the Ikea area. Any turning movements which take further time out of the main road stage will make this worse.

Highways Development Managements comments regarding this site are as follows:

- 1, Only a 12-metre heavy good vehicle is tracked which is un-acceptable. A 16.5 metre articulated HGV should be tracked. The proposed servicing arrangement are therefore not shown to be acceptable.
- 2, There is no pedestrian access shown into the site from the east and the eastern kerb line of the access junction onto Leeds Road runs through the location of the existing bus stop. There is no existing footway to the east of the access and therefore no obvious location to re-site the bus stop other than close to the A62/ A643 junction which would not be acceptable.
- 3, Visibility to the east or left of the proposed access when exiting is sub-standard.
- 4, The TRICs Assessments of the existing uses may not be representative and the net increase in two-way movements in the peak hours may be higher than stated in the TS.

Car Show Room rates - the area used is 1910 sqm, this is the whole of the area of the site other than the garage buildings. The TRICs assessments are based on main dealers and national companies that have substantial show rooms and vehicle servicing.

Vehicle servicing. This is based on just the area of the garage buildings and only 2 sites in Stevenage and Sunderland. There is no allowance for any service yard or customer parking.

Four Terrace Houses - The existing housing is derelict with no driveways, and it is unlikely that they generated any traffic.

Conclusion.

Given the highway safety concerns regarding the intensification in turning movements, the inability to re-site the existing bus stop, sub-standard junction visibility, UTC comments regarding impact on the A62/ A643 junction, and concerns regarding poor servicing arrangements and that the TRICs Assessments may not be representative Highways Development Management would recommend refusal of these proposals on highway safety grounds