

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

2024/93139 former Conservative Club, Branch Road, Batley, WF17 5SB

Car park alterations to fit 58 spaces including 5 disabled parking spaces and 11 electric charging point stations (within a Conservation Area)

Date Responded: 21-10-2025.

Responding Officer: Mark Berry.

Responding Ref: 13-10NW-13.

The Highways Development Management (HDM) consultation response dated 10th April regarding this car park application was as follows.

The application site is located at the Branch Road/Stocks Lane/A652 Bradford Road junction. The proposals show a new car park with 58 spaces on land to the rear of the former Conservative Club with a revised In and Out access arrangement onto Branch Road.

A separate application is submitted for the change of use from conservative club to retail, cafe (hot food), external alterations to form covered seating area and accessible entrance to the main entrance, erection of extension to form two retail units and plant room (2024/93155).

The H D M recommendation was that the car park application and Change of use application need to be considered in tantum as it is possible that the proposed change of use could be unacceptable without the proposed car park and Highway Safety comments associated with the 2024/93155 application could affect the design of the site access.

The HDM consultation response also dated 10th April regarding the proposed change of use application (24/93155) included the following.

Given the sensitive location of this site on the highway network at the Branch Road/Stocks Lane/A652 Bradford Road junction and to enable H D M to make a proper and meaningful assessment the application should include a Transport Statement prepared in accordance with guidance in the Planning Practice Guidance Suite. The scope of the Transport Statement should be agreed with HDM, and could include details of proposed traffic generation, access to site by various travel modes, accident analysis, a justification of parking standards and site access design and service arrangements.

The Highway safety section was also consulted and made the following comments relevant to this site.

The proposed change of use will inevitably create a strong desire line across Branch Road between the site and Aldi. Whilst it is acknowledged that the road is one-way it is around 8.5m wide and straight, so it could be difficult to cross during busier traffic conditions, especially if less able.

Highway Safety recommended buildouts down to a 5.5m pinch point, with an uncontrolled crossing including appropriate dropped kerbs and tactile paving. Pedestrian access through the boundary should ideally tie-in with the crossing. The Aldi access will need to be shown together with existing waiting restriction which may need to be extended.

The response also commented that a combined stage 1/2 Road Safety Audit covering all aspects of the design including the proposed access and internal car park layout will need to be provided. In the first instance the applicants should provide a Road Safety Audit Brief and the Safety Auditors CVs for approval be our Highway Safety section.

The applicants have now provided a Transport Statement (TS) prepared by Paragon Highways.

The TS examines the current site utilisation, evaluates its accessibility through various transport

modes and reviews the local road safety records, outlines the development proposal and provides information pertaining to the site's parking and servicing provision, considers the traffic Impact and provides a summary of the primary findings and conclusions

Section 2 refers to the building being vacant and last used consisting of the following:

- E(b) Sale of food and drink = 221 sqm
- E(a) Display/ sale of goods other than hot food = 511 sqm

The existing plans do not show any class E(a) Display/ sale of goods other than hot food use.

The ground floor is shown to be a working men's club with kitchen and other ancillary rooms and the first floor a hall with kitchen, backstage and WC presumably historically used for functions and not Display/ sale of goods other than hot food or retail use.

Section 3 refers to E(a) Display/ sale of goods other than hot food – Existing 511 sqm vs Proposed 563sqm (net increase of 52 sqm).

HDM would consider the net increase to be 563 Sqm.

Section 5 referring to Traffic Impact uses the net increase in class E(a) retail use figure of just 52Sqm in the assessment. This is not accepted and the assessment of pedestrian crossing demand is not therefore accepted.

5.7 refers to the introduction of further buildouts on Branch Road adjacent to the site are not justified given existing high quality crossing facilities available on Branch Road and that the development would only result in a peak hour increase demand of only 3 additional pedestrian movements.

The conclusions of section 5.7 are not accepted partly because the assessment in the increase in additional pedestrian movement is not accepted but primarily because this a highway safety issue.

Pedestrian will use the crossing facilities available on Branch Road when travelling along Bradford Road to access the site but not between the existing and proposed car parks to the retail units (Aldi and proposed retail use).

HDM therefore consider that the buildouts to Branch Road recommended by Highway Safety Section should be shown to be provided.