

Consultation Response from KC Highways Development Management		
2026/90620 Central Warehouse, Bradford Road, Batley, WF17 5LW		
Demolition of existing building and erection of food/drink building with drive thru lane (Class E)		
Date Responded: 07/05/26	Responding Officer: M Zenner	Responding Ref: 13-10SE/9

RECOMMENDATION: HDM considers there is insufficient information to assess the potential highway impacts of the proposals fully. There are concerns that the layout appears cramped and the intensification of uses on the site could cause safety conflicts both within the site and at the access points onto Bradford Road.

Further information is required in relation to:

- Existing and proposed trip generation;
- Parking demand information;
- Drive thru use information;
- EV charging information;
- Swept paths for the drive thru use / servicing and access / egress;
- Existing and proposed servicing arrangements;
- Visibility splays at the site access and egress, and visibility within the site should be considered;
- A safe accessible pedestrian route to the buildings should be provided;
- Cycle parking for staff and visitors requires review;
- Refuse storage arrangements required.

Development Overview:

It is HDM's understanding that the existing site currently hosts a Petrol Filling Station and associated retail unit with additional facilities such as a jet wash and a vacuuming bay adjacent to the building to the south and there is an air/water point located to the north along the site boundary adjacent to two parcel lockers.

There is also an existing building located to the north of the retail building which is stated to be in commercial use, the building is currently in use by B & D Bolts and has car parking to the front and rear of the site. There is a gated access to a neighbouring site that connects to the rear car park and a grassed area behind a retaining wall at the rear of the car park.

There are currently two vehicular access points at the site accessed from Bradford Road, the existing site layout plan indicates that these are an 'in' (northern access) and an 'out' (southern access) although HDM is of the view that vehicles exiting the B & D Bolts site are more likely to exit from the northern access closest to their building rather than pass through the pumps at the Petrol Filling Station.

The proposals appear to involve the demolition of the existing commercial building to the north and to replace it with a 'drive thru' building. The building is located centrally within the space to the rear of the site with a vehicle loop around it and proposes car parking, EV charging and cycle parking. The proposals also appear to relocate some other uses within the site such as the vacuum bay and create additional car parking spaces.

The A652 - Bradford Road is an 'A' classified road subject to a 30mph speed limit. At this location on Bradford Road there are narrow cycle lanes on either side of the road, a single general traffic lane in either direction separated by a narrow area of hatching. There is a small refuge island and dropped kerbs located along the central area of the site between the two vehicular access points and a narrow right hand turn lane is located within the central hatching adjacent to both of the site accesses.

Reference to Plans/Documents:

- Application Form;
- Cover Letter;
- Existing Elevations – Dwg 251072 – 202;
- Existing Layout – Dwg 251072 – 201;
- Proposed Building Details – Dwg 251072 – 205;
- Ancillary Details – Dwg 251072 – 206;
- Location Plan – Dwg 251072 – 200;
- Proposed Elevation – Dwg 251072 – 204;
- Street View Elevations – Dwg 251072 – 207;
- Proposed Layout – Dwg 251072 – 203B

Policy:

Local Plan Policies – LP19, LP20, LP21, LP23, LP24; Kirklees Highway Design Guide SPD.

Traffic Impact/Network Assessment:

No survey data or highway assessments have been provided in relation to the proposals, HDM require further information to ascertain the existing level of trips for all the uses currently operating from the site and the likely trips for the proposals using data from sites comparable in use, location and connectivity. Survey data would also be required to demonstrate if there is adequate stacking space proposed within the drive thru lane, it is noted that the access point is located between two rows of car parking spaces which is exceptionally tight but if capacity isn't sufficient beyond the order point this could block access and egress to parking within the site and potentially result in queuing on the public highway which would not be acceptable on highway safety grounds.

Further information is required in relation to the proposed use of the drive thru including number of covers and the likely floorspace within the building that is publicly available floorspace / the number of covers proposed. It is noted that the submission states there will be 3 full time staff and 8 part time staff at the site, a full time equivalent of 7 staff.

Further information is required in relation to the use of the EV charging bays and the likely level of use of these bays, the type of charging facility proposed and likely dwell time of drivers at the spaces.

No details have been provided in relation to the parking demands for the existing uses on the site or the proposed use. Survey data should be provided to ascertain that the proposed level of car parking is adequate for the uses proposed to operate on the site and will not result in further congestion or obstructive parking within the site.

Vehicular Access:

There are currently two vehicular access points at the site accessed from Bradford Road, the existing site layout plan indicates that these are an 'in' (northern access) and an 'out' (southern access) although HDM is of the view that vehicles exiting the B & D Bolts site are more likely to exit from the northern access closest to their building rather than pass through the pumps at the Petrol Filling Station and furthermore there are right turn markings located on Bradford Road adjacent to both site access points.

The proposed site layout plan appears to show no change to the southern 'out' access but shows a new kerblineline to be constructed within the existing northerly 'in' access to allow for hardstanding to accommodate an LV cabinet and cycle parking stands. Should this amendment be approved by the LPA, it would require an amendment to the dropped kerb which would need to be delivered via a Section 278 agreement.

No swept paths have been provided for the existing or proposed arrangements at the site and HDM is concerned that amendments to this access, the intensification of use of the access and the provision of EV charging spaces adjacent to the access could cause blocking back onto the public highway to the detriment of highway and pedestrian safety.

A Stage 1 Road Safety Audit (RSA) of the new access junction and any public highway amendments should be carried out by an independent team before planning permission is granted. Resolution on the access layout should be achieved with the LPA/HDM firstly before undertaking any RSA so as to avoid abortive work. The brief and auditors would need to be agreed with the LPA/HDM in advance.

Visibility splays from the proposed site accesses should be demonstrated to comply with a 30mph speed limit, 2.4m x 43m to the nearside kerblineline.

Despite the proposed plan stating 'existing crossing in' for the northern access and 'existing crossing out' on the southern access, HDM believes those exiting the drive thru lane and those using the EV spaces would not drive across the Petrol Filling Station frontage to exit the site and therefore there could be conflicts at the site access that compromise highway safety. Further consideration is needed in relation to access and egress arrangements and the implications of using the PFS forecourt to exit from the site.

Furthermore, no details have been provided in relation to the existing servicing of the site and the proposed servicing arrangements for the site. Service vehicles are likely to be large vehicles with sizeable turning circles that may not be accommodated within the constrained layout submitted and may not be able to pass underneath the canopy of the Petrol Filling Station or through the tight layout proposed in this existing area, especially with the addition of extra car parking spaces. Further information and swept paths should be provided to detail the existing and proposed arrangements.

The proposals appear to remove access to the neighbouring property to the rear where there is an existing gate, in the proposed arrangement landscaping is shown in front of the existing gate but no access is provided from the drive thru loop. The applicant should review and clarify rights of access from the neighbouring property, provide appropriate access if necessary and detail this for review.

Pedestrian Access:

HDM notes there are no dedicated pedestrian access routes to the existing uses on the site. However, it is HDM's view that the proposals are likely to intensify the use of the site for vehicles and pedestrians and as such dedicated pedestrian routes should be provided to enable safe access and egress by visitors and staff. At present the arrangements seem to prioritise access from the car park or PFS pumps and there is no dedicated pedestrian route from the proposed unit to the Bradford Road frontage. It is HDM's view that the proposals should provide a 2m wide footpath for pedestrians and the proposals should tie into the existing public highway arrangements within the vicinity of the site on Bradford Road.

The proposed drive thru is shown with sliding doors to the frontage but the site layout plan shows a narrow strip of hard standing at the front of the building with bollards located along the full extent of it, which would mean pedestrian access is not possible.

Internal Layout:

The proposed building is located centrally within the space to the rear of the site with a vehicle loop around it and proposes car parking directly in front of the unit, adjacent to the 'out' point of the drive thru and adjacent to the 'in' point of the drive thru. No swept paths have been provided for the drive thru loop and no details shown of the order point.

HDM is concerned that this arrangement appears very tight for vehicles manoeuvring in and out of the site due to the presence of the EV charging spaces and proposed car parking spaces within the site, swept paths should be provided for large cars / 4 x 4's within the site passing around the drive thru loop.

The proposed car parking spaces adjacent to the exit from the drive thru would impede visibility which should be considered further.

The arrangements appear cramped and HDM is concerned the proposed arrangements would increase conflicts within the site due to the level of parking spaces proposed and the close proximity to other uses such as the drive thru, the vacuum bay / jet wash and the access / egress arrangements.

Parking:

The submission includes approximately 17 car parking spaces overall incorporating 1 accessible parking spaces and 6 Electric Vehicle Charging Spaces. Kirklees Council's Highway Design Guide does not have specific car parking standards for retail, leisure and hotel uses and therefore evidence should be provided to demonstrate that the proposed parking is appropriate for the development.

Standard parking spaces provided in a perpendicular arrangement should be 2.5m wide x 5m length and provided with 6m aisle widths. Accessible spaces should be provided with an additional 1.2m aisle to one side and to the rear of the space.

Kirklees Council's Highway Design Guide does not have specific cycle parking standards for retail and food / drink uses, however, The Department For Transport Local Transport Note 1/20 provides notional standards on Page 134 of the document, setting out both long stay and short stay standards and also provides guidance on the design of facilities. All cycle parking should be located at ground floor level, long stay for staff should be provided in a secure covered arrangement and short stay visitor facilities should be located in a well overlooked location with natural surveillance close to the proposed destinations. The cycle parking proposed is remote from the proposed building and therefore is not considered fit for purpose and should be reviewed.

Servicing & Waste Management:

It is anticipated that the refuse & recycling arrangements are likely to be undertaken by a private organisation and further clarification should be supplied to HDM to this end. The bin storage appears to be located at the side elevation of the existing retail unit but it is not clear if there is sufficient space provided for the existing use and no details are provided for the storage of refuse of the proposed drive thru which could impede access routes or parking spaces within the site as a result. Furthermore the location of the parcel lockers could impede access to the refuse store.

The Kirklees Waste Management Design Guide For New Developments provides additional information in relation to waste management within Kirklees.

Public Transport:

The site is less than 300m distance from Batley Bus Station and there is a bus stop opposite the site. There are approximately 1-4 bus services per hour along Bradford Road.

Conclusion:

HDM considers there is insufficient information to assess the potential highway impacts of the proposals fully. There are concerns that the layout appears cramped and the intensification of uses on the site could cause safety conflicts both within the site and at the access points onto Bradford Road. See recommendation above.