



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Simon Boyle (Regional Director)
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To: Kirklees Council FAO Victor Grayson

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 2020/92331

Location: Land east of, Leeds Road, Chidswell, Shaw Cross, Dewsbury

Proposal: Outline planning application for demolition of existing dwellings and development of phased, mixed use scheme comprising residential development (up to 1,354 dwellings), employment development (up to 35 hectares of B1(part a and c), B2, B8 uses), residential institution (C2) development (up to 1 hectare), a local centre (comprising A1/A2/A3/A4/A5/D1 uses), a 2-form entry primary school including early years provision, green space, access and other associated infrastructure

National Highways Ref: 88876

Referring to the consultation on a planning application dated 7 August 2020 referenced above, in the vicinity of the M62 & M1 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A).~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A National Highways recommended Planning Conditions & reasons).~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A).
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature:	Date: 7 February 2023
Name: Paula Bedford National Highways Calder View House Peel Avenue Wakefield WF4 3GH	Position: Assistant Planning Manager

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Temporary Non-Approval

It is recommended that the application should not be approved until:

The condition wording to secure the monitoring strategy & delivery of the 2 mitigation schemes (M62 J28 & M1 J40) aligned to this development are agreed by all parties

Reason

To ensure the safe and continued operation of the SRN

I will re-visit this recommendation no later than 10th March 2023

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.