



National Highways Planning Response (NHPR 21-09) 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: 2020/92350

Location: Land south of, Heybeck Lane, Chidswell, Shaw Cross, Dewsbury, WF12 7QT

Proposal: Outline application for residential development (Use Class C3) of up to 181 dwellings, engineering and site works, demolition of existing property, landscaping, drainage and other associated infrastructure

National Highways Ref: 88911

Referring to the consultation on a planning application dated 11 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: <i>Paula Bedford</i>	Date: 11 November 2021
Name: Paula Bedford National Highways 2 City Walk Leeds LS11 9AR	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 Conditions

1. Prior the commencement of on-site works a construction traffic management plan must be agreed with the Local Authority in consultation with National Highways which will set out how the construction phase will be managed to minimise any delay to road users of the strategic road network. This should include but not be limited to:
 - HGV traffic routing including the location of holding areas which must not be at or near the SRN.
 - Hours of operation
 - HGV/Delivery timetabling and management plan which should actively seek to ensure there are no peak hour movements via the SRN with the exception of abnormal load movements or continuous concrete pours which shall be subject to 6 weeks advance notice in agreement with National Highways
 - Wheel washing facilities
2. A Framework Travel Plan(FTP) shall be secured in agreement with the Local Authority via the S106 agreement that encompass the proposals outlined in the FTP dated 20th October 2021 for Site A, and which have been accepted in our technical note DevWY0010 TM013. And, as a minimum, the Travel Plan shall include, but not be limited to:
 - Prior to first occupation of the site a Travel Plan Co-ordinator shall be appointed and should remain in situ for a minimum of 5 years post occupation
 - Targets set should seek to achieve a car driver vehicle trip mode share of equal to or less than the 2011 Census residential Journey to Work for Kirklees 014 MSOA, 70%, from the outset.
 - The mode share of car driver vehicle trips shall be reduced by 5%, to below 65%, within 5 years of initial occupation and baseline.
 - Monitoring methods shall be agreed with the Local Authority but must be undertaken for a minimum of 5 years following full occupation.

Reason

To ensure the safe and continued operation of the SRN