Consultation Response from Highways England		
2021/94208 Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, Oakenshaw, BD12 7ET		
Outline application for re-development of former waste water treatment works, including demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8)		
Date Responded: 14 February 2022	Responding Officer: Paula Bedford	Responding Ref: NHPR21

National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Simon Boyle (Regional Director)
Operations Directorate
North East Region
National Highways
Planningyne@highwaysengland.co.uk

To: Kirklees Council FAO Nick Hirst

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

Council's Reference: 2021/94208

Location: Former North Bierley Waste Water Treatment Works, Cliff Hollins Lane, Oakenshaw, BD12 7ET

Proposal: Outline application for re-development of former waste water treatment works, including demolition of existing structures to provide employment uses (Use Classes E(g)(ii); E(g)(iii); B2 and B8)

National Highways Ref: 93329

Referring to the consultation on a planning application dated 26 November 2021 referenced above, in the vicinity of the M62 & M606 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: 14 February 2022**
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.

My review has concluded that whilst the traffic allied to the development proposals has an impact at M62 Junction 26 in terms of practical reserve capacity (PRC) and delay, this is not considered to result in a severe impact in terms of queuing on the slip roads and causing delay on the circulatory. As such, I recommend that the following condition is attached to any grant of planning consent.

Recommended Conditions

1. Prior to start of works on site a construction traffic management plan (CTMP) shall be submitted for approval by the local authority on consultation with National Highways. The CTMP shall ensure that the construction works are managed appropriately and give due regard to minimising the impact on the SRN and its junctions at peak hours. In particular :

    - HGV deliveries to and from site shall be undertaken outside of peak hours with the exception of continuous concrete pours or abnormal load movements both of which should be agreed in advance with National Highways.

    - HGV holding/waiting areas should not be created at, or near to, SRN junctions.

Reason: To ensure the safe and continued operation of the SRN, namely M62 J26 at peak hours

This represents my recommendation in relation to planning application 2021/94208