



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 Richard a Gilbert)
DCadmin@kirklees.gov.uk

CC: transportplanning@df.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 2022/91477

Location: Land off Lindley Moor Road, Lindley, Huddersfield

Proposal: Hybrid Planning Application for the erection of an industrial unit for E(g)/B2 /B8 use with associated access, parking, groundworks and landscaping in conjunction with an outline application for mixed use development use class E(a), E(b), E(g), B2 and B8

National Highways Ref: 95504

Referring to the consultation on a planning application dated 11 July 2022 referenced above, in the vicinity of the M62 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.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningyne@nationalhighways.co.uk.

Signature:	Date: 24 January 2024
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 Highways' 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 Non-Approval

Our previous review highlighted the need for further information in the form of a transport assessment addendum (TAA) has recently been submitted by the Applicant for review.

In broad terms, is it considered that the TAA has resolved several of the issues that were highlighted in the previous review, and this is welcomed.

In addition, it is considered that the variation to the current signal timings at the Ainley Top roundabout has the potential to improve the operation of this junction. However, queue length data has not been collected as part of the data collection, and as such, the model has not been validated. As a result, we are not able to accept the conclusions of the TAA, including the signal timings variation.

It is recommended that the holding recommendation remains in place until:

- Queue length data is collected to validate the model; and
- And once the validation is done, Paragon should engage the Council and National Highways' Operations team at the appropriate time to agree the variation to the signal timings to optimise the performance of the Ainley Top roundabout. For the avoidance of doubt, any signal timing changes should not be at the expense of the safe and continued operation of the SRN.

I will re-visit this recommendation no later than 16 April 2024

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.