



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

From: Simon Boyle (Regional Director)
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Yorkshire North East Region
National Highways
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To: Kirklees Council FAO Louise Bearcroft
dcadmin@kirklees.gov.uk

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

Council's Reference: 2023/91305

Location: Railway line and associated land between, Huddersfield and Westtown (Dewsbury), within the Order Limits of The Network Rail (Huddersfield to Westtown (Dewsbury), Improvements Order 2022

Proposal: Discharge conditions 5 (Code of Construction Practice), 6 (Construction Traffic Management Plan), 10 (Contaminated Land) of deemed planning permission granted by the Department for Transport in relation to The Network Rail (Huddersfield to Westtown (Dewsbury) Improvements Order 2022, Stage 3 of the Development

National Highways Ref: NH/23/00992

Referring to the consultation on a planning application dated 10 May 2023 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.

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

Signature:	Date: 12 May 2023
Name: Paula Bedford	Position: Assistant Spatial Planning Manager
National Highways Calder View House Peel Avenue Wakefield WF4 3GH	

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.

Recommend No Objection

National Highways offer no objection to the above noted discharge of conditions application although it is noted that only Condition 5 & 6 are relevant.

And, whilst it is welcomed that deliveries to and from site are to be timed to avoid waiting and conflicts at the site entrance movements to and from the SRN should, wherever possible, be timed to be undertaken outside of peak hours.

In addition, it is noted that abnormal load movements will be subject to 5 weeks' notice. And again, whilst this is welcomed, the applicant is reminded that any such movements via the SRN should be registered through the ESDAL system at the earliest opportunity to allow the required National Highway approval to be in place, this is currently believed to be longer than a 5 week notice period.

Reason: To ensure the safe and continued operation of the SRN

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.