



National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Operations Directorate
Highways England.
North East Region
PlanningYNE@nationalhighways.co.uk

To: Kirklees Council FAO William Simcock
CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 2024/92281

Location: Land adj, 17, Whitehall Road West, Birkenshaw, BD11 2LS

Proposal: Erection of 23 dwellings

National Highways Ref: NH/24/08082

Referring to the consultation on a planning application dated 17 October 2024 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)~~

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: 01 November 2024
Name: Paula Bedford	
Position: Planning & Development	
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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.

I have reviewed the revised drainage information supplied by the Applicant which seeks to restrict surface water run-off to 6l/s to Whitehall Road West. And, subject to this revised drainage strategy being accepted by the Kirklees flood drainage lead, this reduction in surface water run-off is considered to address National Highways concern with the potential impact on the highway drain.

Recommended Condition

No part of the development hereby permitted shall commence until a Construction Traffic Management Plan (CTMP) has been submitted and agreed in writing by the Local Planning Authority in consultation with the Highway Authority for the M62 Motorway. Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason: To mitigate any adverse impact from the development on the M62 Motorway in accordance with DfT Circular 01/2022

Informative:

- The CTMP should evidence how it will seek to reduce construction traffic movements via the SRN during peak hours.
- HGV's should be sheeted to reduce the potential for debris being tracked onto 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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.