



## National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Graeme Watt (Head of Planning & Development)  
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To: Kirklees Council (FAO Victor Grayson)

Email: [dcadmin@kirklees.gov.uk](mailto:dcadmin@kirklees.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)

[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 2025/91542

**Location:** Land at, Highmoor Lane, Hartshead Moor, Cleckheaton, BD19 6LW

**Proposal:** Erection of 40 dwellings and associated works, including formation of new vehicular access and erection of cricket netting

**National Highways Ref:** NH/25/12066

Referring to the consultation on a planning application dated 15 July 2025 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);
- ~~e) 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.<sup>1</sup>

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 propose not 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](mailto: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 [BMTadminsupport@nationalhighways.co.uk](mailto:BMTadminsupport@nationalhighways.co.uk)

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

**Signature:**

**Date: 04 August 2025**

**Name:** Paula Bedford

**Position:** Planning & Development

**National Highways**

**Calder View House**

**Wakefield**

**WF2 7UA**

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<sup>1</sup> 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.

The development proposals are located adjacent to the M62 mainline but are located equidistant between M62 Junctions 25 and 26. Given the scale of development proposed and the distance from these SRN junctions it is not considered that the development proposals will have a severe impact at either M62 Junction 25 or 26.

However, given the development proposals are located adjacent to the M62 mainline it will be necessary for the applicant to provide information to confirm there are no issues with regards to matters such as earthworks, structures, boundary treatments that may require construction safeguards to be put in place prior to start of such works.

### **Recommended Conditions**

#### **Condition 1**

Prior to start of earthworks a scheme detailing the location of works adjacent to the highway's boundary of the M62 shall be submitted to and approved by the Highway Authority in writing. The scheme shall include design and construction details, their distance from the highway boundary fence line and cross-sectional drawings. The approved scheme shall be implemented prior to the commencement of the proposed development and thereafter retained during the life of the development.

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

#### **Condition 2**

Where works are proposed to be undertaken within 5m of the boundary with the M62 motorway a boundary treatment plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the M62 motorway) before commencement of development. The plan shall include as a minimum:

- a) details of the acoustic fencing location, type, construction method and maintenance.
- b) details for management of existing boundary planting to include a Method Statement for any works required to address the removal, retention and management of trees along this boundary.

All works shall be undertaken in accordance with the agreed plan prior commencement of development and maintained in perpetuity as such thereafter.

Reason: For reasons of safety, liability and maintenance in accordance with paragraph 57 DfT Circular 01/2022.

### **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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

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.