



Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)

Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Network Delivery and Development
Highways England.
Yorkshire & North East Region

To: Kirklees Council – Victor Grayson

CC: transportplanning@df.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 2021/92086

Referring to the planning application referenced above, dated 3rd June 2021, Planning Application for the erection of 270 residential dwellings and associated infrastructure and access at land at, Bradley Villa Farm, Bradley Road, Bradley, Huddersfield, HD2 2JX, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted~~
- c) recommend that planning permission not be granted for a specified period
- ~~d) recommend that the application be refused~~

Highways Act Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@df.gov.uk.

Signature:	Date: 23rd June 2021
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Annex A

Highways England recommend that further assessment is required

HIGHWAYS ENGLAND (“we”) has been appointed by the Secretary of State for Transport as 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.

Highways England recommends that planning consent should not be granted until the deficiencies highlighted below, and within the attached technical note DevWY0043 – TM001 have been satisfactorily addressed and any subsequent mitigation requirements have been identified and assessed via the Road Safety Audit Stage 1 process to ensure the safe and continued operation of the SRN

1) Table 6.1 of the Transport Assessment (TA) presents the junctions to be assessed (i.e. a materiality or capacity assessment) to consider the impact of the development proposals, this table does not include any junctions at the SRN, and it is stated that the list of junctions was agreed with Highways England. However, this is not the case, as the review of the Transport Assessment Scoping Study (TASS), stated that M62 Junction 25 should be included within the junctions to be reviewed when Phase 1 of the Site Allocation is being considered. As such, justification is required from Optima as to why this requirement has been disregarded;

2) With regards to peak hour traffic flows, it was stated in the TASS that surveys would be undertaken in October 2020 to compare with the 2018 data that Optima had, to enable the determination of an appropriate and representative ‘Covid factor’ to apply to the new survey information. However, this has not been collected for M62 Junction 25, and as such, there is only 2018 data for the SRN. Given this, justification from Optima as to their approach within the TA is required;

3) It is not known as to whether the peak hours identified within the TA are the network peak hours for the SRN;

4) The assessment within the TA identifies that M62 Junction 25 should be modelled, however, M62 Junction 25 has not been modelled within Section 7 of the TA which considers the modelling of the Phase 1 development proposals;

5) With regards to the modelling of M62 Junction 25 for the purposes of the Environmental Statement, it is not clear as to whether the improvements allied to the Clifton Business Park proposals at this location have been included within the junction modelling, and as such, clarification is required on this issue. Furthermore, clarification is required as to whether the assessment of M62 Junction 25 includes the improvement scheme at Cooper Bridge, which has implications for the operation of M62 Junction 25;

6) The modelling of the junction presented in the TA shows minimal queuing in the 2018 and 2034 base scenarios, which is not considered by JSJV of how the junction operates at present, and does not reflect the queuing observed on the M62 southbound off-slip, which is caused by queuing on the A644 from Cooper Bridge;

7) It is stated that the impact of the proposed full HS11 allocation, in terms of highway capacity and safety, does not trigger the requirement of any mitigation at this junction. However, it was requested that M62 Junction 25 be assessed for the Phase 1 development proposals, and this has not been undertaken by Optima;

8) Considering the information presented with regards to the assessment of the merge / diverge provision, it is considered by JSJV that the Northbound Merge and the Southbound Diverge require upgrading as a consequence of the 2034 assessment of the full HS11 allocation;

9) Finally, clarification is required to why M62 Junction 24 has not been included within the modelling in advance of the Environmental Statement being prepared, as stated previously within the TA; and

10) In overall terms, it is considered that the Travel Plan is acceptable, however, it will mainly be a matter for Kirklees Council to comment upon in more detail, given they will be responsible for monitoring its effectiveness.

We will review this recommendation no later than 3rd December 2021

This response represents our formal recommendations with regard 2021/92086