
From: Paul Cornfoot <paul.cornfoot@foreconsulting.co.uk>

Sent: 10 June 2020 07:57

To: Adam Watson <Adam.Watson@fljld.co.uk>; jon@merakialliance.co.uk; owen.townsend@curtins.com

Subject: FW: Kirklees Planning Application: 2016/92298 - North Bierley, Works to Chain Bar Roundabout

Morning All

See response from Highways England below.

- Good news that they have confirmed that Condition 20 can now be discharged, as far as HE are concerned.

Regards

Paul

Paul Cornfoot

t 07979 248316



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From: Bedford, Paula [mailto:Paula.Bedford@highwaysengland.co.uk]

Sent: 09 June 2020 12:12

To: paul.cornfoot@foreconsulting.co.uk

Subject: FW: Kirklees Planning Application: 2016/92298 - North Bierley, Works to Chain Bar Roundabout

Paul,

In terms of discharging the condition as Highways England have already accepted the principle of drawing 60221630 Rev 5 following the RSA stage 1 audit I am willing to accept that from our perspective I consider that this condition could be discharged should the Council submit a formal application. However, that does not preclude your client from having to undertake a detailed design review and satisfactorily complete a stage 2 RSA in order that condition 21 can be discharged to allow the development to come into use.

In terms of next steps, having refreshed my memory of the works these appear to be mainly on the local road network with only minimal works required on our network to accommodate the changes as they tie in from Bradford Road. As such it is more likely we would be looking to Kirklees Council to lead on this and undertake the work on our network via a Section 6 agreement. The S278 agreement would then be with them rather than Highways England although it would still need to accommodate monies to cover A-One+ costs for DMRB compliance checks, RSA2 reviews etc. Of course this remains open to discussion but it would make more sense for the Council to adopt this approach as it avoids your client entering into several different agreements.

On that basis it may be worth you discussing this approach with the Council before we make any meeting arrangements as they may wish to lead the meeting either way I believe they should be in attendance so we can collectively agree on the approach.

I look forward to hearing back from you.

Thanks

Paula

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From: Paul Cornfoot [mailto:paul.cornfoot@foreconsulting.co.uk]
Sent: 08 June 2020 10:53
To: Bedford, Paula <Paula.Bedford@highwaysengland.co.uk>
Subject: Kirklees Planning Application: 2016/92298 - North Bierley, Works to Chain Bar Roundabout

Morning Paula

I have spoken to my client and he agrees that an introductory virtual meeting would be a good way to start the process off. I will let you have the attendees from our side in due course.

On another, related matter, Condition 20 of the Design Notice (attached) states the following:

*20. No more than 17,642m² of floorspace shall be constructed until either:
a. the highways works on the Bradford Road approach to M62 Junction 26 Chain Bar, as shown in principle on AECOM drawing number 60221630 Rev 5, are approved in writing with Kirklees Council in consultation with Highways England; or
b. the improvement scheme to remove M62 westbound to M606 northbound traffic from the M62 Junction 26 Chain Bar roundabout circulatory carriageway is implemented by Highways England.*

Reason: *In the interests of highway safety for all those using the surrounding highway infrastructure and to accord with Policy T10 of the Kirklees Unitary Development Plan, PLP21 of the Publication Draft Local Plan and guidance within the National Planning Policy Framework.*

Can you confirm that, on the basis that AECOM drawing number 60221630 Rev 5 has been accepted by Highways England and been through a Stage 1 RSA, that this Condition has been discharged – as far as Highways England is concerned.

Condition 21 relates to the occupation of the development and clearly the improvement works will need to be in place before this occurs.

I look forward to hearing from you.

Many thanks

Paul

Paul Cornfoot

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