

Our ref:
Your ref: 2020/92331 & 2020/92350

Planning Services
Kirklees Council

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FAO: Victor Grayson

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By Email Only

Dear Victor,

National Highways Planning Response 2020/92331 Land East of Leeds Road, Chidswell & 2020/92350 land south of Heybeck Lane

As you're aware I've been working with the Chidswell developer on the 2 applications noted above, alongside their transport consultant Pell Frischmann and Chris Dows from Kirklees Council to agree their traffic impact on the strategic road network and identify suitable highway mitigation schemes at both M62 J28 and M1 J40.

This has been a complex and lengthy process that has required consideration of the cumulative impacts of not only these two applications but also those of two cross boundary sites in Leeds known as Haigh Moor Road residential site and Capitol Park a large employment site which also necessitated involvement from their respective consultants and Leeds Council.

All parties met again recently and agreed, in principle, on a mutually acceptable scheme at M62 J28 subject to final modelling checks. The developers transport consultants are now tasked with pulling together the finalised scheme drawing which will then be subject to a Walking Cycling & Horse Riding Assessment and a Stage 1 Road Safety Audit (RSA); whilst discussions take place between the respective applicants and both Councils to agree funding mechanisms for the joint M62 J28 scheme and finalise travel plans, targets, monitoring measures and mitigation scheme trigger points with National Highways.

Discussions on the potential mitigation solution at M1 J40, which is specific to the two Chidswell applications only, are also well underway. We recently agreed that the traffic impact from the smaller site 2020/92350 land south of Heybeck Lane does not, as a standalone site, trigger the requirement for mitigation. It is only when this is considered cumulatively with the larger site 2020/92331 at land east of Leeds Road that this requirement is triggered.

As such, it is my intention to condition the M62 J28 mitigation scheme and a mechanism that allows for further assessment in the future to determine the details of the M1 J40 mitigation scheme on planning application 2020/92331 land east of Leeds Road. This will allow planning application 2020/92350 land south of Heybeck Lane to progress through the planning system.

However, before this can happen further works are required on the individual travel plans of both applications to ensure this agreement is captured and that individually and cumulatively the travel plan targets, measures and monitoring and the, as yet to be agreed mitigation scheme trigger points align to support this approach.

In the meantime, our HEPR16 temporary non-determination recommendations for both applications will remain in place.

In the interim, I suggest that discussions between both Council's and the respective applicants are started in earnest to agree funding mechanisms particularly for the cross-boundary impact scheme at M62 J28; and between all parties to bring all other remaining matters to a conclusion including agreement to suitable wording for condition(s) and trigger points to ensure these schemes are appropriately delivered.

I hope this provides a useful update as to where we currently are with the Chidswell applications and provides a level of comfort that progress is being made on mutually acceptable solutions to their traffic impact on both our networks.

However, please don't hesitate to contact me should you require any further clarification or wish to discuss this matter further.

Yours sincerely

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