

Address: 2 Eunice Lane Huddersfield HD88PB

About the application

Application number: 2023/91280	
What is the application for?:	Quarrying operations for the extraction of clay, shale and incidental coal and s
Address of the site or building:	Bromley Farm Quarry, Barnsley Road, Upper Cumberworth, Huddersfield, HD8 8PD
Postcode:	S36 4HG

User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	No
The following objection is based on the materials and in reference to the recommendations of what should be considered when submitting an application. My first objection is against the Preliminary Ecological Appraisal prepared by RDF Ecology. Simply put this ecological appraisal cannot be considered complete for the application as it has been redacted (see page 2) and therefore not suitable for issue and as such the planning application cannot proceed without an approved EIA. With regard the noise monitoring. Table 5.1 suggests that there has been a measured dB reading of 36.8 at 62 Cumberworth Lane with new activities producing 48.5 with a limit of 70. The table then states that this is in compliance with the NPFF as it does not exceed the 70 limit however surely the noise produced during new activities should be added to any background noise. Please clarify. Further to the generation of noise the Noise Policy Statement for England (March 2010) mentions "Health and quality of life" and goes on to say that "It is recognised that noise exposure can cause annoyance and sleep disturbance both of which impact on quality of life. It is also agreed by many experts that annoyance and sleep disturbance can give rise to adverse health effects. The distinction that has been made between „quality of life effects and „health effects recognises that there is emerging evidence that long term exposure to some types of transport noise can additionally cause an increased risk of direct health effects." During reinstatement works at Bromley Farm there was an audible and continuous drone that was evident throughout to the point where we had to close all windows and doors (during the summer). This was not a positive impact. The distances of properties given in the supporting statement are contradictory and these oversights along with the inadequate periods of monitoring (1 hour periods on a single day 14th June 2022) would suggest that the recommendations made with regard	

single day (4th June 2022) would suggest that the recommendations made with regard noise should be discredited until a more competent check has been carried out of the data contained in the application.

With regard the conservation area status of Upper Cumberworth I would be keen for any planning official and/or local councillor to comment how the addition of noise and most likely dust are complimentary to the conservation area.

With regards highway safety and traffic

Currently and as noted in the report "There are currently no vehicle movements associated with the proposed location of the quarry extension." (section 12.8.1)

Section 12.8.3

"It is anticipated that there will be a maximum of 120 hgv movements per day associated with the proposed quarry with 60 in and 60 out. This equates generally to a hgv movement along the access road leading from the A635 every 6 minutes or thereabouts. "

Whilst the intended route for traffic is via a main road the use of Carr Hall road to get to the processing plant 4.8 miles away (not approx 5km as mentioned in the report) has a high potential to impact on local walkers and residents alike. Many people use the public footpath that exits onto Carr Hall road and at present there is no pedestrian walkway to segregate vehicles and people, some of which will be school children using sustainable means of transport (walking) to the highly thought of local school.

"12.9 Conclusion

12.9.1 It is considered that the proposed development would not result in excessive vehicle trips that would be discernible from the daily fluctuations in flows that could be expected on the local public highway network. "

I am baffled that this conclusion can be written in good conscience. Every 6 minutes there will be an HGV leaving or entering the proposed plant. Every 6 minutes there is either going to be a vehicle on Carr Hill Road (endangering local residents and walkers) or every 6 minutes queuing at the Sovereign Junction.

The data regarding accidents only seems to have considered the "vicinity of the site". Crashmap data as used by the report shows 2 "serious" incidents on the Carr Hall Road route (2018 and 2021). 3 slight at the junction of Barnsley Road/ Carr Hall road junction and then should the HGV's follow what will likely be the "planned route" at Sovereign Junction 3 more slight incidents.

The application doesn't seem to have considered overall impacts on the network and to the residents in an adequate or thorough way.

The application attempts to emphasise the economic benefits of the application to the local and wider community.

I am struggling however to note any substantiation in the application that the

community affected will receive any economic betterment. In actual fact the report states that no new jobs are to be created as a result of the application.

That being the case the applicant should be able to accurately state the number of jobs taken up by residents of Upper/ Lower Cumberworth.

The application talks about "indirect effects" and "spin-off" benefits (repeated twice) without ever noting these in detail. Presumably Upper Cumberworth has suppliers which will benefit by the application.

As far as I can tell (and as stated in the application) I can find zero economic benefit to the community in Upper Cumberworth.

Based on everything written and reviewed I can't see how in good conscience when sustainability is at the forefront of both Government and Local Authority Policy that this application can be granted.

As a closing thought the application speaks for itself

Section 7.3.11

Also the movement of HGV's exporting mineral and importing waste for restoration will have a negative impact on the local landscape character and views from Cumberworth Lane, particularly when in close proximity to parts of the site that are not fully screened.