

SUGGESTED TEXT FOR ANY OBJECTIONS YOU MAY WISH TO SUBMIT

I wish to object to the proposed quarrying activities at Bromley Farm Quarry for the following reasons:

It will be detrimental to the locality and to the conservation area of Upper Cumberworth and Upper Dearne Woodlands for the following reasons: The proposed development would have a major impact on the natural environment. The most immediate impact is on the agricultural land use which would destroy animal, insect and plant habitats. Less than half a mile away are the Upper Dearne Woodlands, a conservation area home for a variety of wildlife including bats, badgers, deer, woodpeckers, owls and a variety of other animal and birds. This natural environment will be greatly affected by such a development right on its doorstep. Particularly when nationally and locally we have a much sharper focus on environmental matters. The application document notes that the trees and hedges present at the proposed site are not important as part of the local landscape character, this is simply not correct. Cumberworth/Denby Dale is a semi-rural area – the land is a mixture of agricultural and residential use, and the trees and hedges are a large part of the local character, as well as providing habitats for wildlife. The application document almost ignores the effect on the environment in this semi rural area the development which would be very much out of keeping with the rest of the area creating a visible eyesore.

This type of development in a residential area is unwanted and undesirable for all but the developer. Kirklees has the following stated strategic aim 'Our vision is for a Net Zero and Climate Ready Kirklees by 2038.' (Kirklees.gov.uk - Our Targets). Approving a development for open cast mining for shale, clay and associated coal that adds considerably to diesel emissions on the roads and promotes open cast coal and shale mining cannot be compatible with that stated aim.

The restorations plans are woefully inadequate. We hope that this can be reviewed in order that areas are restored once worked on an ongoing basis and not having to wait until the end of all excavations. An appropriate ecological consultant could be employed to design a restoration plan that will enhance the environment, provide a significant increase in ecological outputs and somewhere that everyone can use – rather than simply return to agricultural use with a few trees.

The increased number of HGV vehicles and associated movements accessing the proposed mining site will add considerably to local traffic, creating excessive traffic, noise and pollution associated with heavy goods vehicles. The plans suggest that there would be a HGV entering or leaving the site every six minutes. The exact numbers though are very unclear and must cast doubt on whether Wavin are able to clarify EXACTLY the vehicle numbers involved. I also note the hours of work. 7.00am to 6pm on Monday to Fridays and 7.30am to 1pm on Saturdays. These hours are too long with noise pollution a great concern. The issues of traffic in upper Cumberworth and Lower Cumberworth have been picked up on numerous occasions with local ward councillors and senior officers. The roads are not made for large waggon traffic, and these often block the roads to other vehicles, there has also been damage to highways and pedestrian access because of usage, which with increased volumes increases the risk of accidents and damage. The general effect on local traffic, the added congestion at the Sovereign crossroads and Carr Hill Road which is already a serious problem. Often lorries do not use

existing A roads but take the shortest route possible be that B roads or smaller this is already an issue and in part contributed to the council altering the usage of Carr Hill Lane. This will only get worse. The existing entrance to the Council tip off A635 is barely wide enough for two cars to pass. When HGVs at the rate of one every 6 minutes use the site as well as the cars visiting the tip this will lead to traffic congestion as well as noise.

In any but bone dry conditions dirt and slurry would be carried into Barnsley Road creating a skid hazard. In dry weather Clay dust would probably blow into Cumberworth Lane affecting the farm and the approaches to both Upper and Lower Cumberworth Villages. The application states that a public footpath runs alongside the site. In fact, it crosses the road at the point where the new road joins the existing road to the recycling centre creating a cross road right on a sharp right angled bend on a relatively blind summit. A mix of waggons in two directions, private cars entering and exiting the recycling centre both having to cross each other's path plus walkers, many of them children, all at a blind point on the junction would appear to be a recipe for disaster. Waggons every six minutes up and down Barnsley Road are almost bound to form queues. If this is allowed on the road to the recycle centre both operations will probably come to a standstill because the road isn't wide enough to allow cars in both directions to pass stationary waggons.

The road through Upper Cumberworth is 40 mph but the most likely route to and from Wavin's works at Crow Edge is via Carr Hill Road. This would mean that traffic going to and from the quarry would have to cross the busy A629 in both directions. Apart from traveling through a large part of the village incoming waggons reaching the junction by the Star Pub would have to make a right turn across the traffic in Barnsley Road. This junction and crossing is used by the children and parents for the first school who have permission to park in the Star car park when delivering and collecting their children.

If this application had been for a wind farm then the company applying for the development would have included in their application a provision of an annual fund to be used by those affected by the development for the benefit of the community. For example the fund for the three large turbines above Ingbirchworth is £10,000 per annum for twenty five years. Another three turbines close to Carlecotes operates a similar scheme. I would hope that this application is rejected but if the Council and Planning department are willing to ignore the objections and approve it I would hope that they would insist that Wavin set up a trust that residents and organisations in the affected villages can draw on. Wavin's scheme will alter the traffic load and disrupt the environment around the two villages for the whole of twenty five years, and probably beyond. Any fund set up should therefor reflect the ongoing disruption over the whole period and should most probably be index linked to inflation.

There are also suggestions of other hazards : Landfill Gas potential as suggested in the report of Enviro AG which may lead to explosions Mine Gas potential as suggested by the Coal Authority report which may lead to explosions and toxic gas release.

Noise Pollution both in the quarry and on local roads. The previous quarry workings were extremely noisy with most noise caused by HGVs being loaded/unloaded and being driven on uneven road surfaces when empty. At least half of the traffic will fall into that category. Reversing warning sirens were a constant disturbance as was the noise associated with rock crushing. The proposed hours of working are excessively early and late in the day when noise pollution is more evident and disturbing.

Dust pollution, clay and shale are known to be very dusty. Regardless of any safeguards Wavin may suggest dust will undoubtedly increase. 120 movements of additional Heavy Goods Vehicles entering and leaving the site from/to the A639 Barnsley Road every six minutes. Contrary to the view in the 'Consultation' supporting the application, that there will be little impact to traffic flow, there is bound

to be substantial impact on this busy road particularly with very large heavily laden articulated vehicles (as described in the application) pulling out slowly to turn right up the hill. This is bound to cause delays and tailbacks and is potentially dangerous at certain times in the day.

120 HGV waggon movements per day would be detrimental to the air quality of the area, particularly important when you consider the proximity of the local school (Cumberworth First School) to the proposed site which sits within the conservation area. The Government's National Planning Policy Framework states that planning decisions need to 'enable and support healthy lifestyles.' Having increased traffic, combined with a 'dirty' industry being reintroduced to the area does not support this aim. The pollution from the large number of HGVs coupled with the dust generated by the extraction works is potentially harmful to the pupils (and other residents) at a time when the focus should be on improving air quality.

The detrimental effect on local house prices. Can Wavin compensate using the profits they will make as a result of the proposal? With all the affects I have stated above I believe the Council should decline the application. There is no benefit for the community to live alongside the dirt, noise, pollution and disturbance as well as the environmental devastation the site is due to cause for the next 25 years. Crucial to my objection is that the development will safeguard zero jobs in Kirklees. Absolutely none. Wavin Hazlehead has the following postcode S36 4HG, a South Yorkshire not a Kirklees postcode.

For the reasons stated above we believe that the Council should refuse this application as there isn't enough benefit to the area for what will be 25 years of disruption, noise, dust and pollution.

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