

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?	Yes
I wish to object to the proposed quarrying activities at Bromley Farm Quarry for the following reasons: This planning application if permitted will be detrimental to the locality and to the conservation area of Lower and Upper Cumberworth and the 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, Whithy Woods and the small wood and Pond within feet of the area for the quarry proposal- all 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). 15 years hence the proposed quarry will be exceed this target by a further 10years. Indeed 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. Further, 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	

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 wagon 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.

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 therefore 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 distur