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Application number: 2023/62/91280/E0	
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 proposal specifically on the basis of traffic flow, traffic routes and the size and frequency of the class 1 HGV that will be traveling to and from the site. As mentioned by another, approving this development would add considerably to diesel HGV traffic on the roads and 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). I also agree with another objection already submitted that the Transport Statement submitted with the application and the full application itself does not consider the impact of the HGV Class 1 vehicles on the immediate road network and residential area. Nor does it state the axle weight of each vehicle. However, to move the materials set out in the application (in and out) will require articulated lorries (44 ton) and 32 ton 3 and 4 axle non-articulated lorries. There will be up to 120 movements each day. Whilst perhaps distributed in all directions, if even a quarter of these movements travel north then west, they will inevitably travel over minor roads towards the A616. This is exactly what happens at present. Barnsley Council is well aware of this for a number of reasons, not least the repair cost to the unsuitable minor roads used. So, I wish to object on the basis of the unacceptable increase in HGV Class 1 vehicles travelling using direct routes on minor roads. The routes used in the past by HGV Class 1 lorries to and from exactly the same site entrance for exactly the same materials (both in and out of the site) until the previous quarry was closed and landscaped are well known to both the Councils of Kirklees and Barnsley. In addition, the current routes used by nearby quarried HGV Class 1 vehicles are well	

in addition, the current routes used by nearby quarries HGV Class 1 vehicles are well known. As are the routes already used by Wavin's own HGV Class 1 articulated lorries to and from Crow Edge towards the crossroads at the Sovereign pub.

All these lorries traveled and continue to travel using as short a distance as possible between the main roads used to access the wider area. This is done to save time and the cost of fuel and tyre and other vehicle wear which are together a considerable cost. They are therefor a potent motivation to continue this behaviour.

For example, to gain access to the A616 via Wood Royd Hill Lane. This access is already very popular with HGV Class 1 vehicles. An examination of the Barnsley Council Highways records will show the already frequent need to repair Wood Royd Hill Lane for this reason -- sometimes monthly.

It is likely that Wavin will wish to move inert material from it's Crow Edge site (where it has significant inert material suitable to be placed in the proposed site).

This exit from wood Royd Hill Lane to the A616 also gives the best access to the Sheffield area, to points on the way to Manchester and all areas near and beyond Holmfirth.

This will mean a large increase in HGV Class 1 traffic traversing Wood Royd Hill Lane (HD9). It will gain access to this exit to the A616 by travelling via the Sovereign Pub area or perhaps by Carr Hill Road. It will the go via 5 Lane Ends (Haddingly), Haddingly Lane, Slack Top Lane, Hogg Close Lane to Wood Royd Hill Lane. Alternatively using Broadstone Road, Brown Edge Road and Lower Maythorne Road to join wood Royd Hill Lane and thence the A616.

The road network between Bromley Farm and Crow Edge is generally narrow, winding, country roads, often used by pedestrians, horse riders, and cyclists. Increased HGV quarry traffic on this type of road is unsafe for these users.

Kirklees and Barnsley Council support the recent changes in the Highway Code that clarify the importance of speed, giving way and other dangers to pedestrians, bicycles, dog walkers and cyclists. The minor roads that will be used by a significant proportion of these HGVs are routinely used by all these groups in significant numbers. The rural economy relies in considerable part in keeping these minor roads attractive to this group of people.

Most of these roads have limited or no pavement and an examination of the verges already illustrates their current overuse by HGV Class 1 vehicles (the damage is not principally caused by farm vehicles).

I would therefore like Kirklees to:--

1. Insist on a more realistic and wider ranging independent report of the local impact of 120 HGV's per day on the areas through which this traffic will be distributed along minor roads. Specific attention should be drawn to the statements I have made today to establish or contradict their bone fides. A 'guess' or an assertion by the applicant is not satisfactory.

2. With the assistance of that report, formally seek the view of Barnsley Council - specifically Highways - on their perspective on the likely impact on minor roads for which they are responsible. Barnsley Council are already aware of the saturated nature of it's minor roads in this area with HGV Class 1 vehicles. I am surprised they were not consulted directly with such a huge number of vehicle movements and with Kirklees being so familiar with the routes used by quarry lorries in this part of their jurisdiction.

3. Mandate a restriction on the routes that Wavin can use to make the up to 120 HGV movements per day. It may be that the major roads are suitable. But these lorries must not use the minor roads. This poses a question of equity for the owners of current HGVs already using these routes in relation to Wavin if the proposed additional HGV transits area approved. However, that must not lead to paralysis and allowing all the vehicles to use minor roads. If equity is an issue and impossible to achieve, then perhaps the project must not be approved.

I am unable to comment on the overall merit of the application. However, I am certain that the three points I have made in my summary must be considered by Kirklees.

I make no apology for the length of this submission.