

Rusby Cottage
Park Head
Birds Edge
Huddersfield
HD8 8XW

Mr. Mathias Franklin
Head of Planning and Development
Kirklees Council,
Planning and Development Service,
PO Box 1720,
Huddersfield,
HD1 9EL.

16th September 2023

Dear Mr Franklin

Objection to Planning Application 2023/91280: Bromley Farm Quarry

Thank you for your letter of 8th September 2023 informing that additional or updated information had been provided by the developer regarding the above application.

I have previously sent a letter to KMC outlining some of my concerns about this development I will not reiterate them here. I still stand by my objection.

What I would ask, now, is that Kirklees Highways look again at this development in particular the potential impact of 120 HGV vehicle movements each day on the transport network especially the route that these HGVs will travel from Upper Cumberworth to Crow Edge.

I have looked at the revised Transport statement submitted by the developer. This statement concentrates on vehicle movement on and off the site but not the route that the HGVs will take through the narrow country roads from the site at Bromley to their destination in Crow Edge.

I raise this issue again due to the following. The day before I received your letter I was in a car behind a HGV which was travelling along Barnsley Road -A635 - towards the Sovereign crossroads. My car is fitted with a dash cam and at the end of the journey as a result of what I saw and its relevance to this particular planning application I kept the footage. I have attached a number of stills from the video which I have detailed in 6 photos shown below. (The actual footage was taken on Thursday 7th September 2023 at approximately 5pm – the video date stamp is not accurate. The actual video is available should you require it)

Photo 1 HGV on the Barnsley Road A635 opposite entrance to recycling centre at Bromley Farm.



Photo 2 HGV turning left at the Star PH at Upper Cumberworth from A635 onto Carr Hill Road. Carr Hill Road runs through a highly populated residential area of Upper Cumberworth.



Photo 3 shows HGV crossing over white lines onto the opposing carriageway to take the blind right hand bend on Carr Hill Road approx 100m from its junction with the A635



Photo 4 shows that almost the whole of the HGV crosses into the opposing carriageway on the blind right hand bend



Photo 5 taken on Carr Hill Road facing west – approaching the junction with the A629



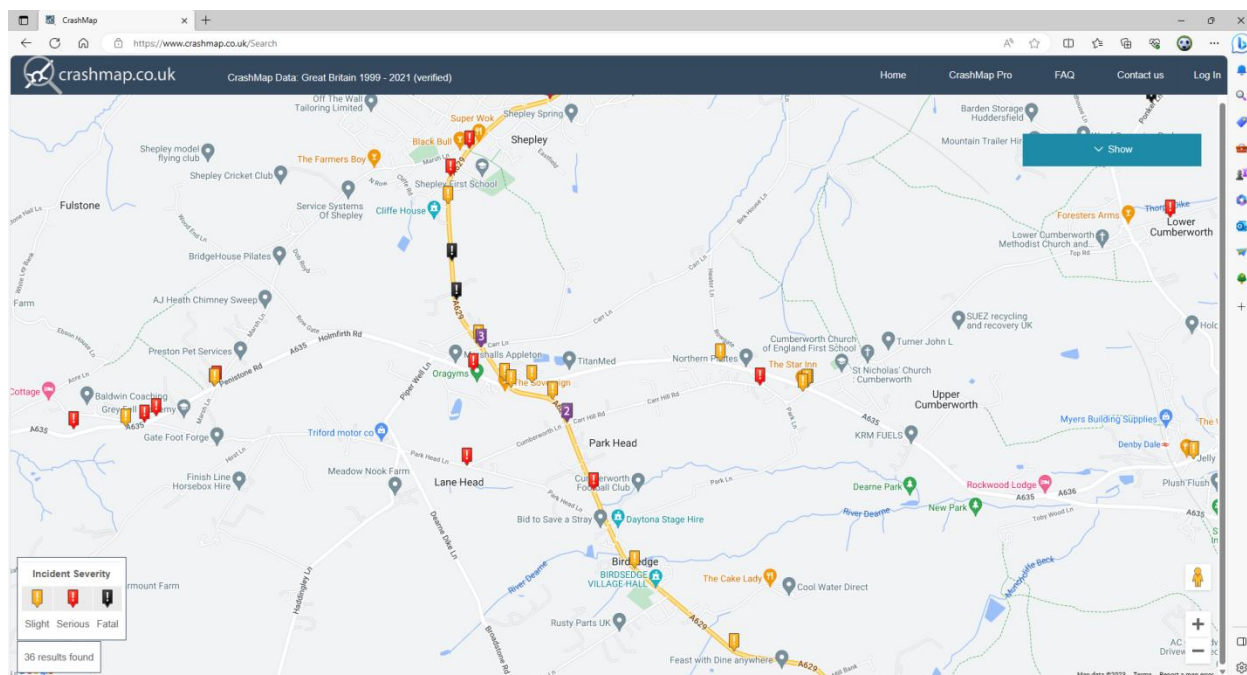
Photo 6 shows HGV crossing over the A629 junction heading West from Carr Hill Road/Cumberworth Lane to Cumberworth Lane on west side of A629



This series of photos follows just one potential exit from the proposed site. Just look at how far over that HGV is across the white line – on a blind bend – thankfully on this occasion no one was coming the other way. But if there are 60 additional HGV movements per day during business hours- some 300+ movements a week or 15,000 additional movements per year for 25 years – it is highly likely that a serious accident will occur on this route. This part of Carr Hill Lane is used by pedestrians, cyclists and horse riders – all adding to the likelihood of a serious outcome. The NPPF and the Kirklees local plan realize how important it is to consider the impacts of a development on the road/transport network - not just the access to the site but also across the wider network. There is also a need to consider the effects such a development could have on other road users such as pedestrians, cyclists and horse riders.

I believe that this development will have a significant negative impact on the safety of the highways throughout the journey from site to factory an impact which increases harm and actually the potential for increased serious harm.

I would ask KMC to consider again the impact this will have on the transport network and also do their own research about road collisions in the area and along potential routes to Crow Edge. The below crash map shows a very different picture of the number of collisions in the area than that shown in the developers Transport Statement. Increasing slightly the geographic parameter widening them past the road just outside the entrance to the proposed site shows a very different picture to that shown by the developer. As can be seen there have been a significant number of collisions in the area – along potential transport routes.



Road safety is a key consideration across the whole of the highway network and it will be adversely affected by this development. I do not consider that such safety has been properly addressed by the applicant and as such this proposal is counter to Section 104 of the NPPF and part of Section 10 of the Kirklees Local Plan.

I maintain my objection to this application.

Yours sincerely