

DCAdmin

From:

Sent:

30 April 2024 21:57

To:

Tabasum; DCAdmin

Subject:

Fwd: Re Objection to proposed quarrying at Bromley farm

Dear Farzana

Re Objection to proposed quarrying at Bromley farm

I write with the agreement of the Cumberworth Quarry Action Group (CQAG). We know you have received a number of objections from us but please note this is an evolving situation and we wish to exercise our right to lodge further objections until this matter is determined.

Cumulative Impact

The evolving situation referenced concerns evidence relating to cumulative impact. This is a matter that we have expressed concern about previously, particularly the

failure of Kirklees to consider this adequately to date. We would also point out that it is not considered in any of the presented evidence by the applicant. Since the start of the quarrying campaign at Hen Perch, we are seeing significant increases in eight wheel HGV traffic associated with the quarry traversing the route to and from what appears to be Wavin's at Crow Edge. This is also the route that we anticipate will be used by the Bromley Farm quarry project's HGV traffic if approved (120 movements per day is one of several figures offered in the confusing data submitted by the planning Applicant in its submissions on the Portal).

Our conclusion is therefore based on evidence published by the applicant on the Planning Portal, a thorough knowledge of the area in the CQAG plus objective observation of these specific vehicles to and from Hen Perch to the A616 Victoria Crossroads junction with Woodroyd Hill Lane near Crow Edge.

For example, in a 1.5 hour observation, this equated to 20 vehicles passing the proposed entrance to the Bromley Farm refuse entrance very recently. In each of two further and separate one hour observations this week at the end of Woodroyd Hill Lane, the number of the same HGV vehicles counted averaged 14 movements per hour; summed for both directions. It was noted that those traveling West all turned left out over the A616 road's center white lines at Victoria crossroads; presumably these HGV's traveled on to Wavin's entrance nearby in Crow Edge. HGV's with the same company logos traveling East and presumably returning from Wavin's, arrived from the direction of Crow Edge by turning right into Woodroyd Hill Lane and then struggling up the switchback at the other end of Woodroyd Hill Lane up the steep short twisting hill onto Hog Close Lane. The strain the switchback places on the HGV's requires them to cross the center line in two places on that switchback with the obvious difficulties for traffic, cyclists, pedestrians and equestrians.

We have yet to objectively record other examples of this route being unsuitable for this volume of heavy HGV traffic. Casual observation reported (with evidence) by residents suggests that we should document at least three more specific unsuitable areas using the methodology you are aware we have been using. When we do, we will be focusing on The Sovereign junction, which is too tight for these HGV's if turning left from Barnsley Road onto Penistone Road and two other areas. Another road we will turn our attention to is Carr Hill Road. We will be writing separately to you about this narrow residential road because it has a 3 Ton Weight limit Highways sign that is breached by these vehicles.

The Sovereign is a concern because the 8 wheelers and articulated HGVs making a left turn there are obliged to cross to the opposite side of this busy and fast-moving road, the A629. It is already a complex junction due to the Fuel Services provided at the junction which are themselves routinely used by HGVs such as the large number of PMW Quarries 8 wheel HGVs based at this junction - they queue to refuel there at the end of each working day there. And large agricultural vehicles also refuel there and so are also to be found turning into and out of the forecourt. It may be that this left turn from Barnsley Road onto the A629 breaches standards as a choice for HGV routes; we are looking into that. This unsuitable left turn may be a choice taken by drivers aiming to gain access to turn right into nearby Cumberworth Lane off the A629 in order to access Woodroyd Hill Lane and thus Crow Edge. And we have set out our data for the current HGV traffic flow on that route above. Of course, none of this is recorded in the submission by Wavin.

If the Council considers this information alongside the proposals set out in the Bromley Farm application, adds the necessary local agricultural traffic for long established and important farming businesses, this represents a significant additional impact for local residents hitherto unquantified in any of the documentation submitted for current HGV traffic flows (or, indeed, the Bromley Farm application). We'd also suggest that some more detailed consideration is given to the wheel washing facilities. The Wakefield road was, the day before yesterday, covered in mud which is itself an additional and significant hazard, given the other numerous points being made here and by others in comments submitted by the community on the Planning Portal before it was closed (most, if not all of which are objections - hundreds of them).

Much of the route, for Wavin traffic, is as you know, part of the National Cycle Network. Thus, the cumulative impact described has a huge detriment, not just to residents from dirt, noise and air quality, but it also presents road safety risks to cyclists, pedestrians (with some local residents necessarily walking with children on this inappropriate route) and other road users, such as equestrians.

There has been no assessment of the totality of the route, a concern for the Community as it is our view that these areas of concern prevail for the route as a whole.

Highways Risk Assessment and bordering Council Authority Consultation

We have previously asked for a copy of the Highways Risk Assessment associated with this application and with other related developments and yet nothing has been received. We'd request that this is forthcoming please.

We would also appreciate it if you can signpost our group to the Council's mandatory consultation with the neighbouring Council Authority impacted by this proposal (required due to the proposal's current size and due to any future potential approved extensions) - and, of course, their response.

Kind regards,