



Bromley Farm Quarry, Upper Cumberworth Transport Statement

October 2022

Project number 2074A

Paragon Highways
Office 20/21 The Rear Walled Garden, Nostell
Estate

Wakefield WF4 1AB

☎ 01924 291536

✉ mail@paragonhighways.com
paragonhighways.com



Quality Management

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1.0 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Transport Statement relating to a proposal to extend quarry operations on land at Bromley Farm Quarry, Upper Cumberworth in the district of Kirklees. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 This Transport Statement considers the traffic impact associated with the proposed development and the accident record on the local network. This report demonstrates that the proposals should be acceptable for planning approval purposes.

2.0 Existing Situation

2.1.1 Site Description

- 2.1.2 The application site is located to the east of the household waste recycling centre which is situated to the west of Denby Dale town centre off the A635. See extract from Google Earth below. The site is surrounded by open land to all sides.



2.1.3 Local Highway Network

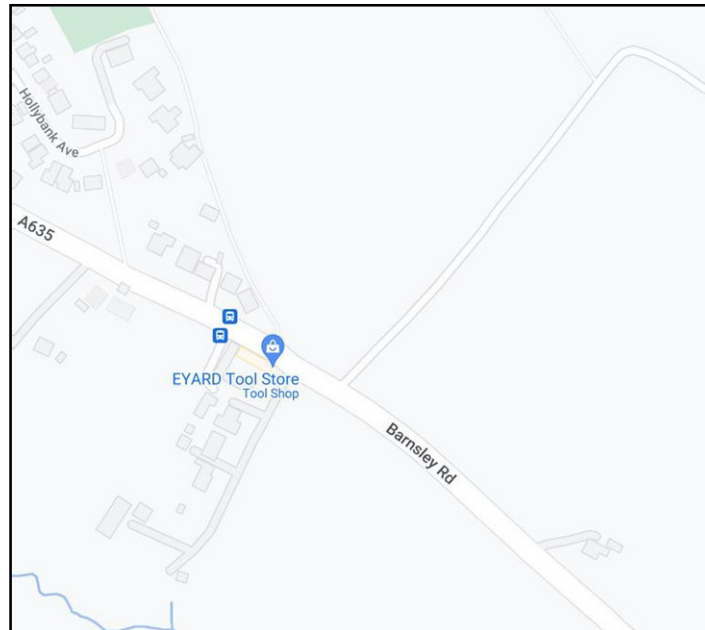
- 2.1.4 Access to the site will be from the A635 Barnsley Road. The A635 is a class 1 highway and is a two-way single carriageway at this point. It is the subject of a 40-mph speed limit. Traffic movements along the route are moderate with a noticeable increase in traffic movements at the recognised peak times.
- 2.1.5 On the approach to the site access on the A635, from both directions, there is central carriageway hatching and slow markings and with a right turn pocket when approaching from the direction of Denby Dale. See photograph below.



- 2.1.6 The A635 at this point is lit to an appropriate standard and is also a bus route. There is a continuous footway along its northern flank in the immediate locality and generally a verge on its southern flank with an intermittent footway. On the opposite side of the carriageway to the site access, to the rear of the verge is a metal crash barrier above an embankment.

2.1.7 Road Traffic Accidents

- 2.1.8 The personal injury accident records for the last 5 years up until July 2021 within the vicinity of the site have been obtained from the Crashmap. The data used is provided by the Department for Transport which is based upon records provided by local police forces. The search area can be seen below.



- 2.1.9 It should be noted that there have been no collisions within the vicinity of the site access or along the immediate section of the A635. Therefore, it can be assumed that the access and surrounding highway network appear to operate safely during the current level of traffic associated with its day-to-day use.
- 2.1.10 The injury accident record does not indicate a road safety problem that would warrant treatment or be a cause for concern as a result of the minor additional use of the quarry at its proposed level of operation. This matter is discussed in more detail in Section 5 Traffic Impact below.

3.0 Development Proposals

3.1.1 Proposed Development

3.1.2 The proposals are for an extension to Bromley Farm Quarry, Upper Cumberworth. The current site of the quarry is exhausted of mineral reserves, however, there is additional land close to the existing site which is proposed to be quarried.

3.1.3 The volumes of shale / clay to be extracted is 760,000 tonnes which will be extracted and the quarry eventually restored over a 25-year period. The volume of inert waste required for restoration will be 380,000 cubic metres.

3.1.4 The operating hours of the quarry will be 07.00 – 19.00hrs Monday to Friday and 07.00 – 13.00 hrs on a Saturday. There will be no Sunday working.

3.1.5 There will be no more than 3-4 staff working from site at any one time.

3.1.6 Access

3.1.7 Access to the site will be via the existing arrangement off the A635 Barnsley Road. Access to the site from the A635 is in the form of a simple priority junction situated on the outside of a sweeping bend which affords excellent visibility for emerging drivers. See photograph immediately below.



- 3.1.8 The access is some 7.4 metres wide with 7.0 metre kerb radii. The access narrows to approximately 5.3 metres in width some 30 metres or so from its junction with the major road. This widens out to an average of 5.5 metres beyond this point. There are several passing places along the route leading up to the application site access point off the recycling centre access road with good forward visibility where there are significant bends in the route. The speed limit along the route is 20mph.



- 3.1.9 The access road is surfaced to a good standard and the access is used on a regular basis by large tipper type vehicles which remove and replace the recycling containers.

3.1.10 Parking Provision

- 3.1.11 It is envisaged that there will be between 3- 4 employees at the site including a site manager initially, and this number is not expected to rise throughout the contract. Therefore, considering the sites rural location it is proposed to provide 3no. car parking spaces for staff initially, although if employee numbers increase (which is not envisaged) so will the parking provision at a rate of 1 car parking space per employee.
- 3.1.12 Within the site there will be adequate HGV parking and unloading areas that can easily accommodate the intended HGV parking and unloading demands.

- 3.1.13 Given the above, the parking provision for the development is therefore considered appropriate.

3.1.14 Pedestrian and Cycle Provision

- 3.1.15 There is space available within the site to provide cycle parking facilities should there be a demand for it.
- 3.1.16 Bus services are available along the Barnsley Road with a regular hourly service available to destinations such as Huddersfield, Lepton, Kirkburton, Denby Dale, Holmfirth, Clayton West and the city of Wakefield.
- 3.1.17 There is a public right of way that crosses the access leading to the site that connects Denby Dale with Upper Cumberworth – Definitive footpath no. Den/84/10. This route provides a suitable access for employees who may wish to walk to the site from the rail station in Denby Dale a distance of approximately 550 metres or so. See photograph below.



- 3.1.18 Denby Dale rail station has an hourly service to Huddersfield and Sheffield (the Penistone Line) and many local stations such as Stocksmoor and Shepley which provides a suitable alternative means of transport to the site for some employees.

3.1.19 Servicing

- 3.1.20 Other than the hgv's removing material from the quarry no servicing of the site is envisaged in this case.

4.0 Transport Policy

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. This policy therefore sets out the framework for this Transport Statement and the project's compliance with the policy objectives.

4.1.2 National Planning Policy

4.1.3 The National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government's planning policies for England and how these are expected to be applied. It recommends that new development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 5 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for hgv traffic and site operatives
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site parking will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site, and suitable access and egress onto the major road already exists

4.1.4 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport can be or has been taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network, in terms of capacity and congestion or on highway safety, can be cost-effectively mitigated to an acceptable degree.

4.1.5 Section 17 of the NPPF – Facilitating the sustainable use of minerals – and states that when determining planning applications, great weight should be given to the benefits of mineral extraction including the economy.

4.1.6 Kirklees Local Plan

4.1.7 Local transport policy is set out in the Kirklees Council's Local Plan which covers the period of 2013 to 2031. Policies relating to Transport are contained within Section 10 of the Local Plan.

4.1.8 Policies relating to Minerals can be found in Section 15. Paragraph 15.17 requires any application to be supported by sufficient information so that the likely impacts associated with the development and any proposed mitigation can be fully considered. This would include matters relating to access and hgv trips associated with the proposed development.

4.1.9 It is considered that the proposed development and access arrangements generally comply with the local and national policies mentioned above.

5.0 Traffic Impact

5.1.1 Existing Traffic

5.1.2 There are currently no vehicle movements associated with the proposed location of the quarry extension.

5.1.3 Proposed Traffic

5.1.4 The volumes of shale / clay to be extracted is 760,000 tonnes which will be extracted and the quarry eventually restored over a 25-year period. The volume of inert waste required for restoration will be 580,000 tonnes.

5.1.5 It is anticipated that there will be a maximum of 120 hgv movements per day associated with the proposed quarry with 60 in and 60 out. This equates generally to a hgv movement along the access road leading from the A635 every 6 minutes or thereabouts.

5.1.6 The access is of adequate width at the access roads junction with the A635 to allow 2 hgv's to pass which will ensure that there will be no significant waiting on the major road to allow a large vehicle to egress the site. See photograph below.



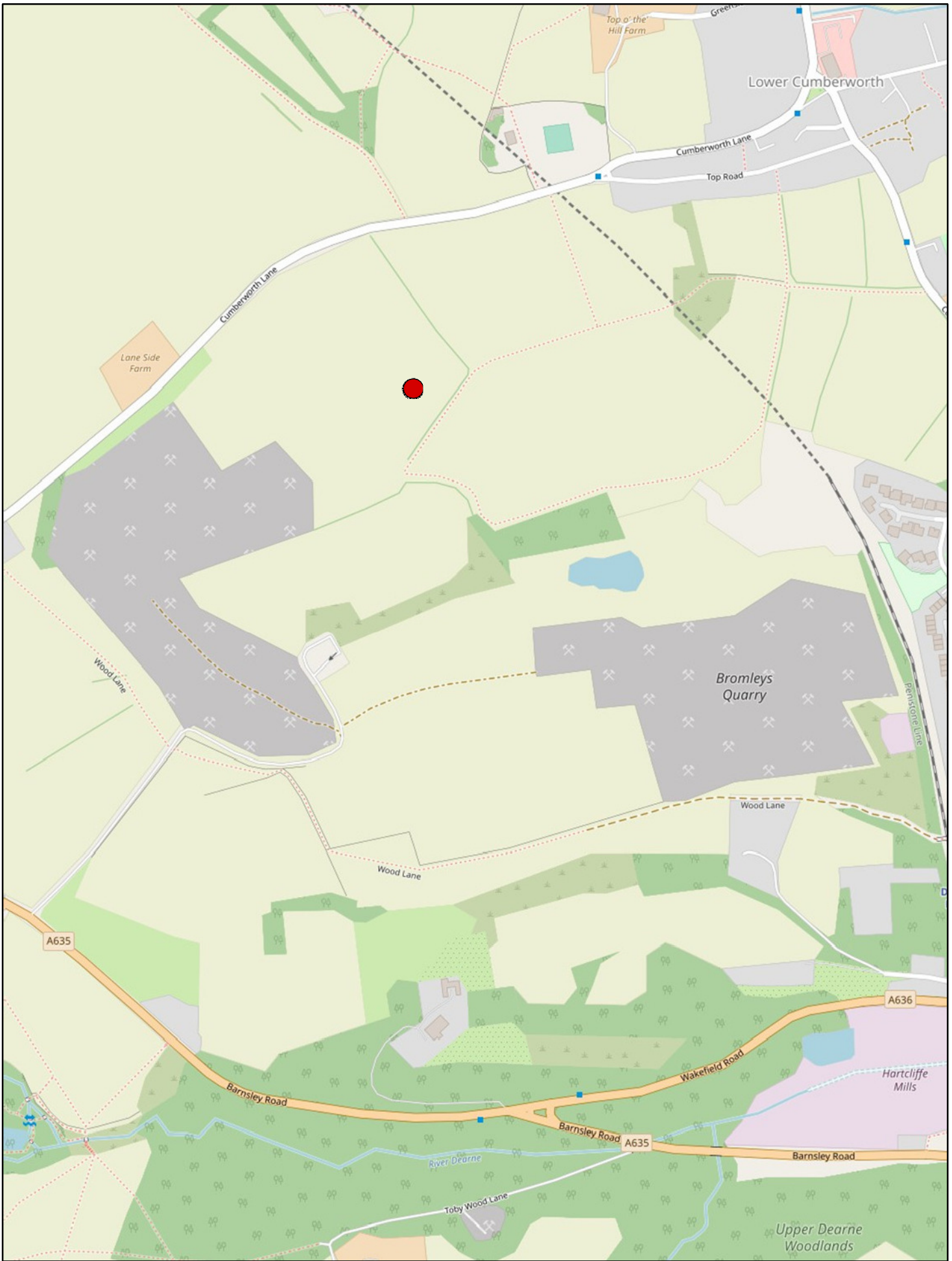
- 5.1.7 The road leading to the site which also serves the recycling centre does narrow to some 5.3 metres some distance from the junction with the A635, however, beyond this point there are significantly wide passing bays, and the carriageway averages some 5.5 metres in width which would allow 2 hgv's to pass. This carriageway width also allows for a hgv to pass a private car with adequate clearance.
- 5.1.8 As noted previously in this report there is a public right of way that crosses the access to the site / recycling centre. Additional signage will be erected at this point to inform pedestrians / ramblers of the additional hgv traffic movements associated with the proposed quarry extension. This will be to a standard to be agreed with the LHA Public Rights of Way Section.

6.0 Conclusion

- 6.1.1 The proposals are for an extension to Bromley Farm Quarry, Upper Cumberworth. The current site of the quarry is exhausted of mineral reserves, however, there is additional land close to the existing site which is proposed to be quarried.
- 6.1.2 The volumes of shale / clay to be extracted is 760,000 tonnes which will be extracted and the quarry eventually restored over a 25-year period. The volume of inert waste required for restoration will be 580,000 tonnes.
- 6.1.3 It is anticipated that there will be a maximum of 120 hgv movements per day associated with the proposed quarry with 60 in and 60 out. This equates generally to a hgv movement along the access road leading from the A635 every 6 minutes or thereabouts.
- 6.1.4 It is considered that the proposed development would not result in excessive vehicle trips that would be discernible from the daily fluctuations in flows that could be expected on the local public highway network. Therefore, the level of traffic generated by the proposals can easily be accommodated and will have no material impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.

Appendix A

Location Plan

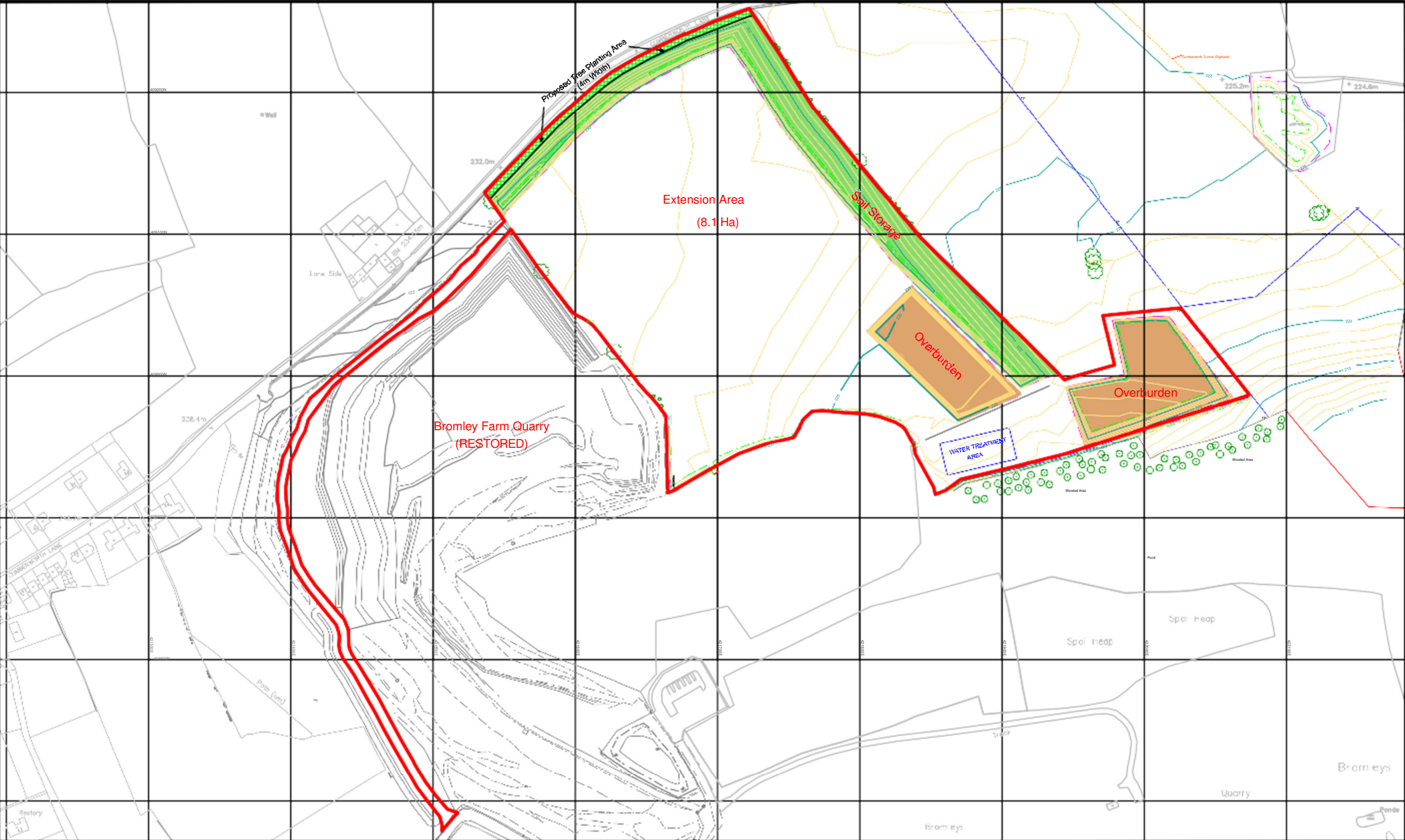


Legend:

● Site Location

Appendix B

Proposed Site Layout



Silkstone

Environmental Ltd

www.silkstoneenvironmental.co.uk

7, Hall Annex, Thorncliffe Park, Chapeltown, Sheffield, S35 2PH

Tel (0114) 2573487 Fax (0114) 2573459

Planning Application Area (8.1 Hectares)

Top soil and subsoil screening mound

overburden storage mound

Proposed Tree Planting

Rev

Description

Date

By

Chkd

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Client:



Project:

BROMLEY FARM EXTENSION

Plan Title:

SITE LAYOUT PLAN

Drawing No.

22007/501

Rev

Date: Sept 2022

Scale: 1:2500 @ A3

Drawn

PS

Chkd:

MB