

Our ref: AF1231
17 December 2025

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Via email to: farzana.tabasum@kirklees.gov.uk

Dear Farzana

Application number: 2025/70/92070/W, Airfield Quarry, Crosland Hill, Huddersfield, HD4 7AB – Response to Kirklees Council Highways Development Management Comments (dated 28 August 2025)

With regard to the above Section 73 Application (Town and Country Planning Act 1990) for Airfield Quarry. The proposals concern a variation of conditions 1, 3, 7, 9, 11, 14, 15, 16, 17, 25, 28, 54 on previous permission 2015/90640 for variation of condition 12 (basal siltstones) on previous permission 2009/93289 for extension of mineral working with restoration and demolition and subsequent reinstatement of dwelling and adjacent buildings. The application was validated by Kirklees Council on 31 July 2025.

The Applicant is Johnsons Wellfield Limited and Bright & Associates (B&A) are acting as the Agent in this matter. The full address of the Site is Airfield Quarry, Crosland Hill, Huddersfield HD4 7AB.

During the consultation period, comments have been received from the Kirklees Council (KC) Highways Development Management (Ref: K2-15/1, dated 28 August 2025). The comments related to Conditions 1, 7, 11 and 16.

In the interim period, our transport consultants, Brookbanks, have produced a Technical Note 01 Rev2: Traffic Movement Review (December 2025) to accompany the application. Hereafter, referred to as the Traffic Movement Review (December 2025). Their report examines the number of vehicle movements generated by Airfield Quarry and the potential impact that the extension of time at the Quarry will have on the local highway network. I am pleased to attach a copy of their report.

I will now address the matters raised by the KC Highways Development Management regarding the requested maintenance amount below.

With regard to Condition 1, the KC Highways Development Management states ‘... *Due to this extraordinary additional use of the highway we would request that a maintenance amount of £25,000 per annum (index linked) is paid to Kirklees Highways as the Local Highway Authority for additional maintenance on the local highway network for the additional wear caused by the extension of time of use of the quarry, the additional mineral being removed and the trips generated by inert waste used for the infill. This should be added to a s106 agreement with the council*’.

We understand that the specified maintenance amount is based on the mathematical calculation of 2,500 tonnes per day onto the highway network for a further 15 years. KC Highways Development Management refer to this under Condition 7 (ref.2015/70/90640/W0) and then repeat the same 2,500 tonnes per day figure under Conditions 11 and 16.

The amount requested is a wholly disproportionate figure as a financial contribution and no explanation or mathematical formula regarding how the sum has been calculated has been provided.

The upper tonnage figure is exactly that and does not represent the average or indeed, the total annual volume set out in the Planning Statement (July 2025). A figure of 50,000m³ per annum will apply. With a reasonable density of soils, or indeed, aggregate, of between 1.8 and 1.5/tonnes per m³, the average annual tonnage will be 82,500 tonnes/(5.5 days x 50 weeks) = 300 tonnes/day. Thus, using the 18 tonnes/load figure = 17 daily HGV (34 daily two way). The Traffic Movement Review (December 2025) provides evidence of how this figure contributes to the overall highway usage and determines the scale of HGV use on the public highway. The report also notes that currently, an average traffic use on Blackmoorcroft Road is of 5,747 two way movements over a 24 hour period and that of these, 566 are HGV movements. Thus, a figure of 6% daily contribution to the overall use.

It is relevant to note that hitherto, no financial payments for highways have been made. The condition of the highway has not worn out excessively nor has it been damaged due to historic quarry uses. Hence, there is no reason to expect any different, other than standard highway maintenance during the next 15 years. Therefore, we refute the request made by KC Highways Development Management for an annual financial contribution as being unjustified and disproportionate.

The request for such a sum also fails to consider the wider benefits that the application offers in that it sustainably uses an available mineral resource and achieves beneficial restoration through importation of locally derived markets. There is a clear need for a facility such as this as we have demonstrated in the application. The close proximity of Airfield Quarry to the Huddersfield conurbation is a significant advantage in this instance.

We trust that both you and your Highways Development Management will take these factors into consideration and withdraw the request for financial contributions.

Yours sincerely

A handwritten signature in black ink, appearing to read "Rick Bright". The signature is written in a cursive, slightly stylized font.

Mr R. Bright

Principal Consultant

Enc.