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| Consultation Response from KC, Highways Development Management |
| 2025/92070 Johnsons Wellfield Quarries Ltd, Thewlis Lane, Crosland Hill, Huddersfield, HD4 7AB |
| 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 |
| Date Responded: 04/06/2026 Responding Officer: CNB Responding Ref: K2-15/1 |

These highways comments are in response to a letter (ref AF1231) sent Dec 2025 and a Technical Note 01 Rv 2: Traffic Movement Review dated Dec 2025 from Brookbanks, both sent in relation to the original HDM comments submitted on 28th August 2025.

The initial VoC application was for the extension of the operating life of the quarry for a further 15 years and the original highways comments were, in principle, supportive of the variation of conditions. However, due to the increase in the length of the extraordinary additional use of the highway HDM requested a maintenance contribution from the applicant of £25,000 per year for the lifetime of the development.

This amount was not calculated from any figures of proposed tonnage of materials or number of HGV trips as assumed in the applicants letter, but came from a senior member of the Kirklees Highways Maintenance team and was based around the cost of sending out a patching team to repair any defects on the highway caused by the movement of the materials. This figure has been a standard request for several other quarry developments/extensions throughout the Kirklees area.

The references in the previous HDM comments to 2,500 tonnes of materials was based on the proposed wording for the variation of condition 7 only and was used to demonstrate that the daily tonnage of materials moved would not exceed the figures agreed previously and there would be no increase in materials moved per day, just an extension of the time that this would occur for.

The applicants letter states (and we consider erroneously) that the quarry movements have not caused any deterioration in the surface of Thewlis Road. We feel this is incorrect as Streetview clearly shows that the highway surface between the quarry entrance and Blackmoorfoot Road has degraded through time to the point where, around 2020, the road surface was replaced by the council at a cost of approximately £50,000. It is noted that Thewlis Road beyond the quarry entrance did not require replacement and is used by very few vehicles, indicating that the quarry use was the main generator of trips on Thewlis Road causing additional extraordinary wear to the highway.

The extended use of Thewlis Lane by HGVs operating from the quarry is expected to cause the degeneration of the road surface courses between the quarry site and the junction with Blackmoorfoot Road and so the Kirklees Highway Maintenance team have requested that a contribution is made by the quarry to cover this maintenance. After further consideration and negotiation with the Highway Maintenance manager a revised sum of £5,000 per annum (index linked) for the lifetime of the quarry has been proposed. This would allow for limited emergency patching along Thewlis Lane and at the junction with Blackmorefoot Road and for a full resurfacing of Thewlis Lane once the additional quarrying and reinstatement has been completed. This should be included within a s106 agreement with the council.

If the applicant is not willing to agree to the annual payment, then we would want to see a condition survey carried out along Thewlis Lane between the quarry entrance and the junction with Blackmorefoot Lane, repeated annually with any repair or mitigation paid by the applicant. This should be secured by planning condition.

The submitted Transport Technical Note indicated there wouldn't be an increase in the number of vehicles accessing the site for the foreseeable future and that the number of trips would remain similar to those at the current time. However, it should be noted that Condition 7 does allow up to 140 trips per day (70 two-way trips) and this was allowed with the original permission. The Technical Note indicates

approximately 35 two-way trips are currently occurring per day and this could be doubled within the limits of the existing permission, and this is acceptable. The fact that the quarry operator is not using their full level of trips is a benefit, however we appreciate that this may not always be the case.

With this we consider the variation of conditions 1, 7, 11 and 16 to be acceptable on highways grounds with the aforementioned extraordinary additional use highway maintenance payments (either £5,000 pa for the lifetime of the development within a s106 agreement or a condition requesting regular condition surveys with mitigation for damage paid by the applicant, wording for this condition can be provided).