

**Consultation Response from Mike Hibbert,
 KC Waste Strategy(Refuse & Recycling)**

2024/93605 Land at, Main Avenue, Cowlersley, Huddersfield, HD4 5US

Erection of 57 dwellings with access from new through road connecting Main Avenue and Windsor Road, and associated works, including engineering and landscaping

Date Responded: 27/01/2025.

Responding Officer: Mike Hibbert

Responding Ref: WPS 24-087

NOTES/COMMENTS:

The following comments are made without prejudice and purely from the point of view of the Waste Collection Authority. They are intended to help create an environment that functions safely and efficiently for waste management; and reduce the negative impacts of bin blight on the neighbourhood. Addressing these will also enable the proposal to better meet the policy requirements of LP24 part d (vi), LP43 and the Kirklees Highway Design Guide SPD in respect of refuse collection. Ultimately this will be to the benefit both residents and the Authority for the life of the development.

In the section of the application form relating to waste and recycling it is stated that “Provision for the storage of refuse has been accommodated on site (in curtilage, where applicable), with collections to be made in line with current Council requirements.”

The applicant has submitted Proposed Site Layout Coloured Drawing Number 103 Rev P5 Dated 26.11.24. that is annotated with the proposed location of bin storage for three wheeliebins at each dwelling. This information is supported by the Design and Access Statement P1 17/12/2024 that in Section 4.3 Refuse Strategy and Cycle Storage outlines the Refuse Strategy Plan

All units including the apartments have their own private bins and cycle storage to avoid any communal arrangements. Bins are located within the rear gardens or side alleys of all properties to avoid these being visible from the street. All residents will drag their bin to the front street or bin collection point of refuse day for the bins to be collected. All apartments and units on a private drive have bin collection points located a reasonable distance from the property to allow this to be collected from an adoptable road.

Key

-  Site boundary
-  Bin Storage (Hard standing for wheelie bins)
-  Cycle Storage
-  Resident Drag Route
-  Refuse Collectors Drag Route

Waste storage and presentation:

- It is welcomed that the plan shows the storage for 3 x 240ltr bins at each property, 1x240ltr Residual, 1x240ltr Recycling and as the properties have gardens the space to accommodate a third bin for garden waste or to accommodate future changes to waste



collection due to the implementation of Simpler Recycling legislation. As the proposed dwellings have private gardens, opportunities to encourage composting should be sought to better meet the council's 'clean and green' objectives for waste reduction.

- Guidance indicates the storage footprint for a 240ltrs wheeliebin is 940mm x 780mm with enough room to allow removal of the bin from the storage location.
- Preference is for storage of waste bins in rear gardens as shown on the plan. For plots where bin storage is in the rear gardens gated access should be secure, gates wide enough to pass through and the route between the rear gardens and the front access road must not require residents to pull bins up/down gradients of more than 1:12. Plots 17 and 50 are in terraced blocks and have convoluted access to rear gardens that may cause residents to leave bin on the frontage. Preference is for bin storage in rear gardens but consideration may need to be given to purposed designed bin stores to the front of the properties located away from windows and doors.
- The layout plan shows the location of communal Bin Collection Points (BCP's) for presentation of wheeliebins adjacent to the adopted highway for Plots 16 to 18 & 21, 29 to 32 and 49 to 52. The layout appears to follow guidance BS5906:2005 that specifies that the maximum drag out distance from an individual property to the Bin Collection Point (BCP) is 25m.
- It is welcomed that space for the presentation of bins on collection day is indicated on the plan. It is important to ensure that bins do not cause obstruction to pedestrians or other highway users when presented for collection, particularly where space requires these to be left in clusters. Bin presentation space should be on a hard surface and where a refuse collection vehicle (RCV) can be easily reached.
- To facilitate loading of full wheeliebins the surface between the bin store/ BCP and the highway should be smooth hard surface without kerbs. The proposed layout must ensure that parked cars do not obstruct the route between the bin store and loading point.
- On sites such as this, waste storage and collection can require careful consideration and the identification of space within the site layout is critical. As such, the details of these arrangements must not be left to Planning conditions.

Refuse Collection Vehicle access:

The Authority defers to Highways colleagues for technical analysis of the road layout and swept paths in respect of RCV access but offers the following observations in this regard.

- Suitable site access and manoeuvrability space for a Refuse Collection Vehicle is vital to the Council's ability to discharge its obligation to collect waste from domestic properties. This obligation will exist in perpetuity on any residential development and as such will be a critical consideration in the layout of the site.

- The Authority will not take an RCV into private drives or roads that are not built to adoptable standards. Where the Plan shows shared surface streets, confirmation is sought these are adopted/ constructed to adoptable standard.
- Bin Collection Points are located on spur roads that service Plots 16 to 18 & 21, 29 to 32 and 49 to 52. Reversing is a recognised safety risk for crews and pedestrians. **The Waste Industry Safety and Health (WISH) Forum guidance states “Reversing causes a disproportionately large number of moving vehicle accidents in the waste/recycling industry. Injuries to collection workers or members of the public by moving collection vehicles are invariably severe or fatal. BS 5906: 2005 recommends a maximum reversing distance of 12 m.**
- Swept Path Analysis Drawing number P2445-T-1004 dated 18/10/24 shows routing for a 11.6m RCV. The current largest vehicle in the Waste Collection Authority fleet is 11.22m.
- Swept path analysis must show the manoeuvrability of this vehicle throughout the site, demonstrating the safe passing of other vehicles likely to be using the road – either parked or moving.

Full detailed guidance on waste management requirements can be found in in the [Kirklees Waste Management Design Guide 2020](https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx) (available on the Planning advice notes page at: <https://www.kirklees.gov.uk/beta/planning-applications/guidance-and-advice-notes.aspx>)

Waste policy context:

- Local Plan Policy LP24 (part d.vi) and National Planning Policy for Waste (para 8) by –“incorporating adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste”
- Local Plan Policy LP43 Waste Management Hierarchy “The council will encourage and support the minimisation of waste production and support the re-use and recovery of waste materials including, for example, recycling, composting and Energy from Waste recovery”.
- Local plan Policy LP15 – residential use in town centres part h: provision of refuse storage and collection.
- Scheme design should conform to Building for a Healthy Life (2020); Building Regulations 2010 Part H6; and British Standard 5906:2005 Waste Management in Buildings Code of Practice.

Further advice on Highway matters is contained in the [Kirklees Highway Design Guide SPD](https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx) which can be found at <https://www.kirklees.gov.uk/beta/planning-policy/adopted-supplementary-planning-documents.aspx>