

DC Admin

From:
Sent: 13 May 2026 22:48
To: Louise Bearcroft; DC Admin; Alan Smith; Waste Planning
Subject: Objection to Planning Applications 2025/61/92713/E and 2025/44/92737E - -Moor Lane, Gomersal

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Good Morning,

Objection to Planning Applications 2025/61/92713/E and 2025/44/92737E

New plans have been uploaded on Planning Application 2025/92713, 30.04.26, Proposed Site/Block layout [id 1137136], showing revised plans for visitors parking, bin areas and vehicle access.

Bin Collection Points and Bin Drag Distances

The private drive has now been increased so that it now starts at Plot 5, encompassing the turning area between Plot 5 and Plot 6, and extends across the front of Plot 6,7, 8 9 and 10. These plots are all located down a private drive which will mean residents will have to drag their bins to the bin collection point, located opposite plot 7 on the private drive.

The maximum drag distance for a bin is 25 metres. This has been confirmed by Mr Mike Hibbert in his KC Waste Strategy (Refuse & Recycling) consultee response [id947358] dated 9th August 2022 for Planning Application 2022/92100 and by Alan Smith, in his KC Waste Strategy (Refuse & Recycling), consultee response [id1112980] 10.11.2025 Planning Application 2025/61/92713/E. Date Responded: 07/11/2025 Responding Officer: Alan Smith Responding Ref: WPN 25 035.

This revised plan is showing the drag distance for plot 8, 9 and 10, all still exceed the allowable maximum drag distance of 25metre.

A new bin area for plot 9 and 10 is now located on the private drive that serves both these properties. This means these bin areas will be in full view from the primary windows of both these properties.

Also marked on this plan, it shows the bins for Plot 9 and Plot 10 from these new bin areas will have a drag distance of 27.01 metres to the Bin Collection Point. Plot 8 is shown as having a drag distance of 30 metres to the Bin Collection point. All these drag distances exceed the 25 metre allowable bin drag distance.

The location of this new bin area for Plot 9 and Plot 10 will cause serious bin blight and spoil the street scene for this new development.

Visitors Parking and RCV access

The relocation of 2 of the visitors parking into the head of the turning area between Plot 5 and Plot 6 and the 3rd visitors parking space located opposite the turning area on the private drive, means an RCV will not have enough room to use this turning area. RCV's are now being shown on the plan as travelling forward between Plot 2 and Plot 3 and then reversing back across the front of Plot 2 and Plot 1 and down the development road past the front of Plots 3, 4 and 5. This reversing distance is conveniently not shown on the plan.

I am unable to use the adobe measuring tool. On the plans, plot sizes are only given in Sq Metres and not showing outer dimensions measurements of length and width. I have calculated an estimate of the RCV's reversing distance based on the internal width of each plot using the **internal measurement of the rooms for each plot.**

Plot 2 (HT06) Garage Width 5088 Pathway Estimated width 1000

Plot 1 (HT04) Internal Width 13961

Plot 3 (HT03) Internal Width 6397 Garage Width 3000 Pathways est. width 1000

Plot 4 (HT01) Internal Width 5610 Garage Width 3000

Plot 5 (HT01) Internal Width 5610 Garage Width 3000

Obviously the actual plot sizes will be greater than these internal measurements due to the outer structure of the buildings, meaning the actual reversing distance will be more than my calculated estimate.

Based on the above estimated plot sizes, the RCV will need to reverse **at least 47.4 metres to the Bin Collection Point on this development.**

The calculated minimum distances per plot are:

Plot 2 minimum distance 6.0 metres

Plot 1 minimum distance 13.9 metres

Plot 3 minimum distance 10.3 metres

Plot 4 minimum distance 8.6 metres

Plot 5 minimum distance 8.6 metres

Total distance 47.4 metres

This exceeds the 12 metre maximum allowable reversing distance for an RCV.

As specified by Alan Smith "Reversing distance for an RCV must not exceed 12m (WISH guidance)"

This was stated by Alan Smith, in his KC Waste Strategy (Refuse & Recycling), consultee response [id1112980] 10.11.2025 Planning Application 2025/61/92713/E. Date Responded: 07/11/2025 Responding Officer: Alan Smith Responding Ref: WPN 25 035.

Delivery/Service Vehicles serving private drive.

As the private drive serving plots 6,7,8,9 & 10 is over 20 metres, facilities should be provided to allow delivery or service vehicles up to 3.5 tonne max gross weight to turn round, so they can leave the public highway in forward gear and then re enter it also in forward gear (Kirklees Highway Guidance Note Emergency Access. Waste Management, Servicing, and Deliveries Page 7 Section 70). This facility has not been provided on the plans, as specified in Kirklees Highways Guidance Note, April 2020.

As 2 of the visitors parking spaces have now been relocated into the head of turning area between Plot 5 and Plot 6, and as the 3rd visitors parking space has been located opposite the turning area, this means the length of that turning area has been reduced and a large vehicle will not have enough turning area to enable it to reverse along the private drive, across the front of Plot 6 and Plot 7. This turning area is now not long enough to accommodate the full length of a large delivery/service vehicle because of these visitor parking spaces. A turning area should be long enough to accommodate the large delivery/service vehicle after allowing for the fact that these visitors' parking spaces might be occupied at any time. This plan does not provide a turning area which will provide enough space for a delivery/service vehicle to be able to turn round.

In view of this information these planning applications should be refused.

Please add these comments to both planning applications 2025/92713 and 2025/92737

Thank you