

DC Admin

From:
Sent: 26 May 2026 22:55
To: Louise Bearcroft; DC Admin
Subject: Objection to Planning Applications 2025/61/92713/E and 2025/44/92737E

Ms Bearcroft

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

New plans have been uploaded on 14.05.26, on planning application 2025/61/92713. Proposed Site/Block layout [id 1139684]. This revised plan is showing slight changes for bin collection points.

These new plans only address some of the outstanding issues on the previous plan uploaded on the 30th April 2026.

Outstanding issues:

Bin Collection Points and Bin Drag Distances

The private drive has been increased in length and 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.

The relocated Bin Collection Point, now near to Plot 5, adjacent to the public highway, has reduced the bin drag distance for Kirklees employees only. This relocated area for the Bin Collection Point has further increased the drag distance for the residents of Plot 6 -10. These plots now have a bin drag distance of even further than what was shown on the previous plans. These drag distances exceed the maximum drag distance of 25 metres even more.

As mentioned in previous objections 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.

The previous plan showed Plot 10 had a drag distance of 27.01 metres and Plot 9 a drag distance of 30 metres. Now these distances have been increased even more on the current plan. The developer has conveniently left these measurements off the current plan, presumably to not highlight this extra drag distance to Kirklees planners.

There are extra bin areas for plot 9 and 10 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.

The location of these new bin areas 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 means an RCV will not have enough room to use this turning area.

As the turning area between plot 5 and Plot 6 is part of the private drive RCV's will not be able to use this turning area as it is not part of the highway.

RCV's are now shown on the plan as travelling forward between Plot 2 and Plot 3 and then reversing 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 a rough 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 estimated 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.

Based on the above estimated plot sizes, the RCV will need to reverse **at least 47.4 metres.**

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

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

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 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 the 2 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 into the private drive, along the front of Plot 6 and Plot 7. The turning area is now not long enough to accommodate the full length of a large delivery/service vehicle because of these visitor parking spaces. The turning area should be long enough to accommodate a large delivery/service vehicle after allowing for the fact that these visitors' parking spaces might be occupied at any time.**

The Visitors Parking, RCV access and Delivery/Service Vehicles issues that were highlighted on previous complaints are still unresolved.

These new plans on 14th May 2026 have not resolved the above issues.

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

Please log this objection against the case files for both planning applications, 2025/92713 and 2025/92737

Yours faithfully