

Consultation Response from KC, Highways Development Management
2026/91304 Rose And Crown Inn, 132, Knowl Road, Golcar, Huddersfield, HD7 4AN
Variation condition 2 (plans) 9 (drainage), 10 (drainage), 14 (highways) and 17 (provision of footway) on previous permission 2024/90839 for erection of 7 dwellings and associated infrastructure following partial demolition of existing public house (within a Conservation Area)
Date Responded: 24 June 2026 Responding Officer: Sheila Henley Responding Ref: 2-3NE/18

Recommendation: Additions and revisions.

Plan Ref: 3683 (0-) 10C Proposed Site Plan; 2376-0007 rev B - Highway Boundary; 2376-0006A - Bus Shelter; 2376-0005B - Typical Sections; 2376-0004A - Cross Sections; 2376-0003A - Long Sections; 2376-0002B – Contours; 2376-0001E - Kerbing & Surfacing; 3683 (0-) 08B - Plot 6; 3683 (0-) 09C - Plot 7.

HDM notes the revisions within the site shown on Drawing 3683 (0-) 10C Proposed Site Plan:

- Plot 1 replaces Plots 1 and 2 with three car parking spaces in same position as approved under 24/90839.
- Plots 2 and 3 replacing Plots 3 and 4 with an improved arrangement for parking, although that for plot 3 is into the radius.
- Plots 4 and 5 replace Plot 7 with driveway parking adjusted, but that for Plot 5 is into the radius.
- Plot 6 parking adjusted with double garage.
- Plot 7 replaces Plot 5 and driveway parking adjusted.
- Turning head at north-west spur extended to accommodate change at Plot 6.
- Visitor parking adjusted from parallel bays to perpendicular and number increased from 2 to 3 spaces.

Some driveways are coming from / into kerb radii or at odd angles which make for awkward manoeuvres, although that for Plot 3 is as approved.

The reorientation of the visitor bays creates a large area of hardstanding when combined with the driveway parking for Plot 7 and greater landscaping is suggested to improve the outlook along the streetscene.

The number of on-plot parking spaces proposed remains adequate to accord broadly with the advice in the Kirklees Highway Design Guide SPD for the number of bedrooms per dwelling for:

- Three bedroomed units, Plots 2, 3, 4 and 5 to have two spaces for most part.
- Four bedroomed units, Plots 1, and 6 and 7 to have at least three exterior spaces.

The intended double garage for Plot 6 is slightly wider internally than suggested within the Highways Development Delivery Planning Pre-Application and Application Advice Note of 6.0 x 5.0m. It would be suitable for parking of further cars and storage of cycles and other items.

The single garage for Plot 7 is of adequate internal size too at 6.0m x 3.0m to make it suitable for parking and storage of cycles and other items.

The garages should be retained for the purposed of parking particularly for Plot 7 given only two exterior on-plot spaces when three spaces would be the norm.

The increase in visitor spaces to three is not necessary given two would meet the ratio of one per four dwellings. The intended perpendicular arrangement would mean that these fall outside of the adoptable street extent.

It is understood electric vehicle charging points are to be installed, but there is no updated evcp plan. Also, that there was no cycle parking planned for the non-garaged plots. This should be reconsidered to encourage sustainable travel under Policy LP20 and Active Travel objectives as well as Policy LP22.

Bin storage is indicated. It is understood that there is to be a bin collection point, but this is not shown and requires to be denoted. Bin collection points will be required where dwellings are located further than 25 metres from the adopted highway.

For the adoptable standard access junction and street, the submission includes various details to satisfy planning conditions 14 and 16 from approved planning application 2024/90839 where:

Condition 14 states: *Prior to the commencement of development (including ground works), a scheme detailing the proposed internal adoptable roads shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full sections, drainage details, street lighting, signing, surface finishes and the treatment of sight lines, together with an independent safety audit covering all aspects of this work. No part of the development shall be brought into use until the internal adoptable roads for that part of the development have been completed in accordance with the approved plans and details or unless otherwise agreed in writing by the Local Planning Authority.*

Condition 17 states: *Development shall not commence until a detailed scheme for the provision of a minimum 2.0m wide footway to the full site frontage and the re-siting of the existing bus shelter to the rear of the visibility splay with associated signing and white lining has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include construction specifications, white lining, signing, surface finishes together with an independent Safety Audits covering all aspects of the work. The approved scheme shall be completed before the occupation of the first dwelling on site.*

The submitted highway boundary as well as the kerbing and surfacing details do not accord fully with geometric and technical requirements. Additionally, there is an over reliance on past approvals and some inconsistencies between plans. Specifically, it is unclear if the footway to be provided around the western junction radii is in accordance with the standard detail as below with footways on both sides of the carriageway and 2.0m beyond the transition ramp into a shared surface carriageway. A footway is indicated on the Proposed Site plan to continue, but it needs to be reflected more legibly on the highway boundary plan.

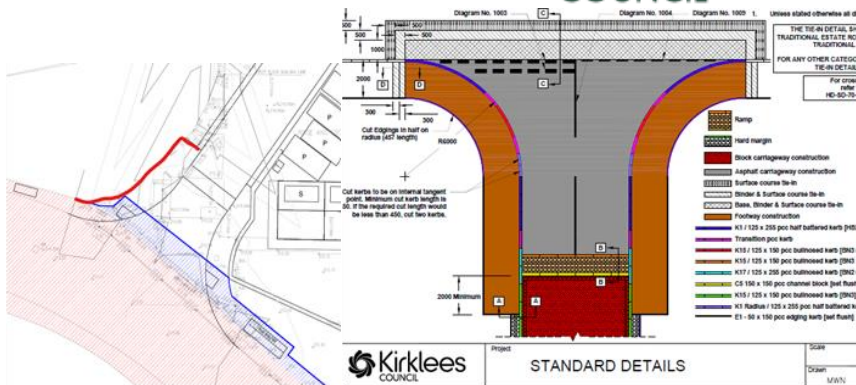
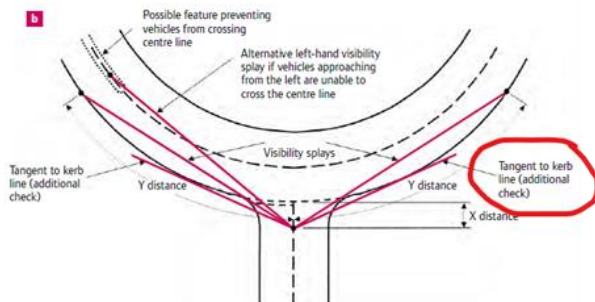


Table 1: Summary of Residential Street Types

Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)
Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH
Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts
Design speed	25 mph	20 mph	15 mph
Speed restraint	100m	60m	40m
Forward visibility	33m	25m	23m
Centreline radius (Minimum)	35m	20m	Based on vehicle tracking
Typical Cross section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin
Carriageway width	6.75 metres	5.5m	5.5m

On the highway boundary plan there are no visibility splays indicated at the junction to the existing road however the 2.4m x 43m splay to the west also requires the secondary visibility splay as the junction is located to a bend as per the extract below from Manual for Streets.



The visibility splay 2.4 x 33.9m to the east is sub-standard for a 30mph speed limit and it is unclear how this was derived. It does reflect past consents including 2022/90469, but confirmation is necessary as to whether this is a maximised extent or reflects a lower recorded speed profile and the 85th percentile speeds from a recent speed survey. If this is not the case additional vertical or horizontal traffic calming will be required to ensure the appropriate speed is self-enforcing.



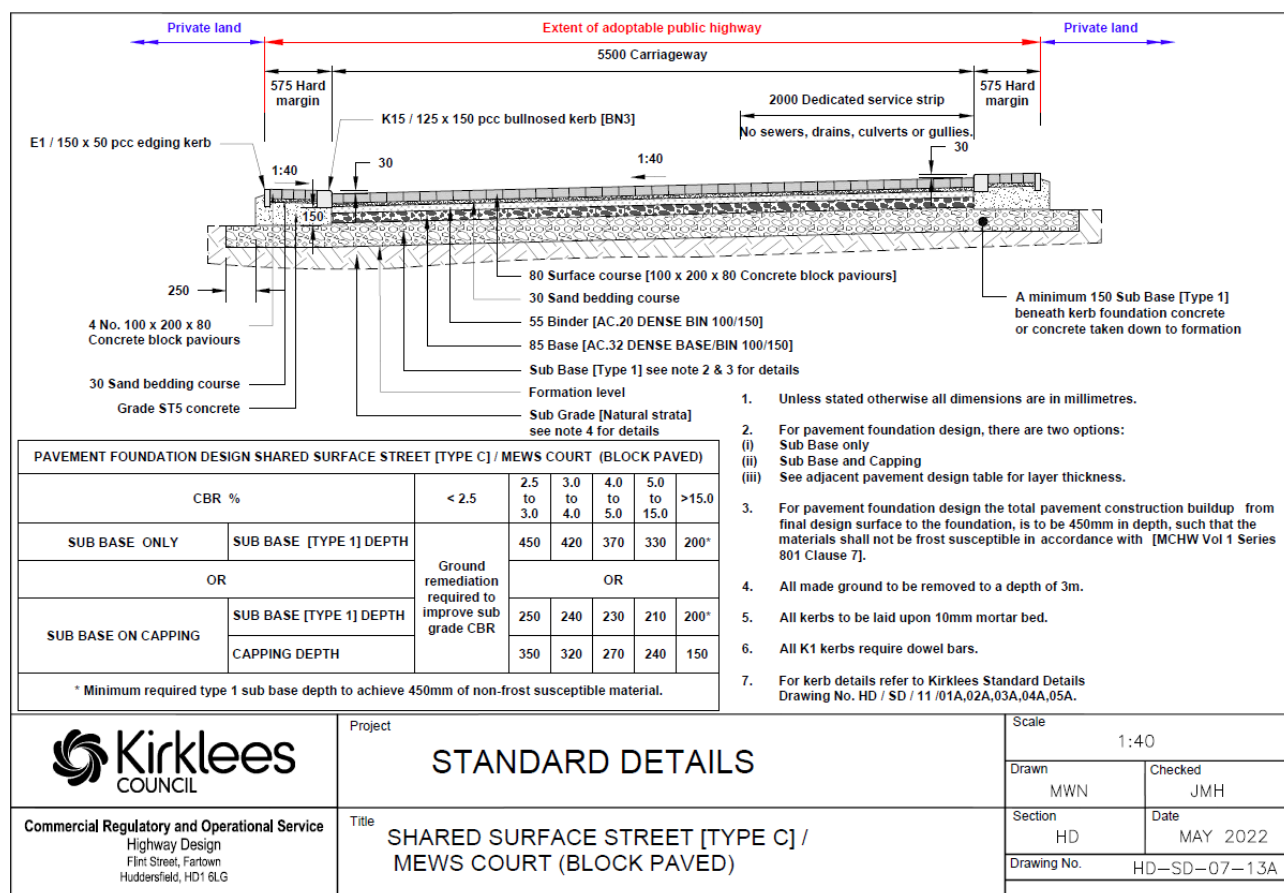
Junction visibility splays will also be required for the junction with the first spur of the turning head, Road B, as below:



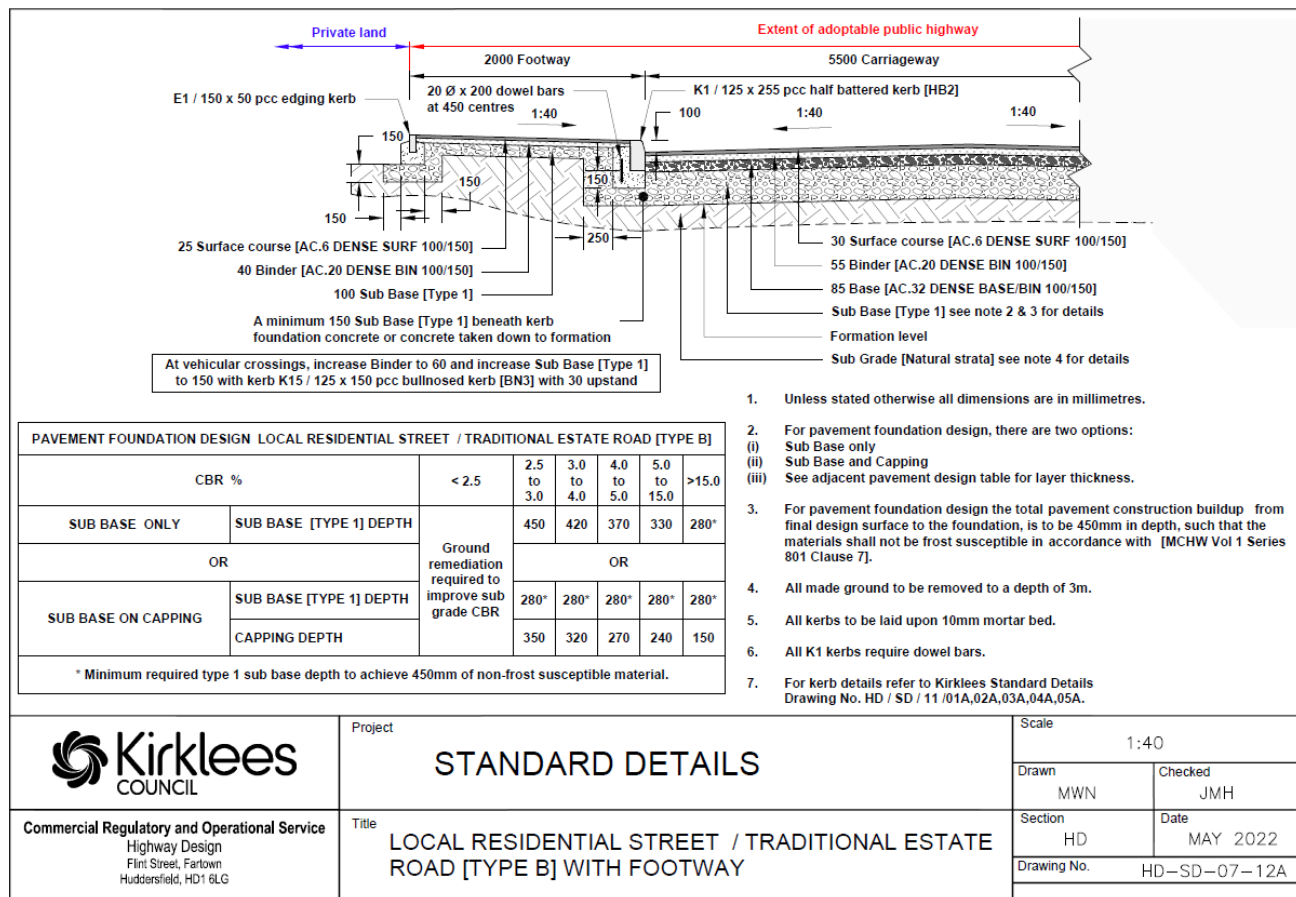
A minimum carriageway width of 5.5m will be required for side roads off the spine road. Dimensions need to be added.

The shared surface carriageway must have speed restraint features every 40m and not be steeper than 1:21 or 5% otherwise a Local Residential Street (Type B) with footways on both sides will be required. The sections of footway can be removed from the adjacent the shared surface carriageway if these exceed the 2m beyond the transition ramp and if the gradients permit.

The kerbing and surfacing drawing indicate a tarmacadam surface for the shared surface carriageway. This is unacceptable and will need to be replaced with a block paved carriageway as per para. 3.14 for the KHDG SPD and the standard detail below:



Should any changes result in the provision of residential street, then it would be required to meet the following construction specification:



The original swept path analysis tracking a waste collection vehicle under 2022/90469 is for a smaller vehicle than set out the KHDG SPD and a revision will be necessary for an 11.85m in length refuse vehicle. The tracking must indicate how it can pass an on-coming or parked family car throughout the layout at a design speed of 10mph. There is a likelihood that the carriageway will require widening on the bends to enable this manoeuvre. The dimensions are:

- Length = 11.85m
- Width = 2.5m
- Width when Loading = 4.1m
- Height = 6m
- Turning circle (wall to wall) = 22.07m
- Turning circle (between kerbs) = 17.88m
- Gross Vehicle Weight = 26 tonnes.

Each gully must drain a maximum of 180sqm, and gullies must be located immediately upstream of all dropped kerb crossing points. There is need to ensure that gully positions are located so that these avoid the tyre tracks of vehicles entering and exiting private driveways. Double gullies will be required at all low points and have separate gully connections to the carrier drain. Gully connections must be a maximum of 12 metres in length.

The reports for Stage 1 Road Safety Audit and Designer Response for agreement with Highways as overseeing organisation remain outstanding to fully satisfy and are again requested as previously under discharge application 2025/90314. These need to be in accordance with the DMRB document GG119 and the previously agreed brief. This will be required in advance of planning permission being granted as the findings may result in changes, including to the red line boundary due to road safety remedial measures being required.

No highway materials, construction methods, and technical details are approved at this stage. The detailed design and any highway adoption approval under a s38 Highway Agreement will be subject to a full technical audit on application. Works in the highway will be subject to a s278 Highway Agreement.

Overall, the plot changes are acceptable in the main, although position of driveways should be reviewed to reduce the impact on radii and corners, such as at Plots 3 and 4 as well as to add landscaping to improve the aesthetics. Three visitor bays are more than is necessary and one could be omitted. Despite previous consents, a review of the access and street layouts as well as the construction specification details to satisfy Conditions 14 and 16 from planning approval 2024/90839 found some anomalies with current KHDG SPD and standards for adoptable layouts needing revisions and further information to fully satisfy policy LP21. Additional details are required for:

- i. EVCP's.
- ii. Cycle parking for non-garaged plots, if relevant.
- iii. Swept Path Analysis for a 11.85m long waste collection vehicle.
- iv. Stage 1 Road Safety Audit and Designer Response reports.
- v. Visibility splays to the public road and within the site.