



KPP

ARCHITECTS

DESIGN & ACCESS STATEMENT

Revision B

FOR

HYBRID APPLICATION FOR OUTLINE RESIDENTIAL
AND MIXED USE REDEVELOPMENT OF

DOBROYD MILLS

HEPWORTH / JACKSON BRIDGE

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1.0
Introduction

Introduction

This document has been prepared by KPP Architects in support of a planning submission for the proposal for residential outline planning application and mixed use planning application for redevelopment of Dobroyd Mills, Hepworth / Jackson Bridge.

This report is in support of the planning application seeking permission for Outline Planning approval along with associated infrastructure and landscaping, with access. This document has been produced by KPP Architects to be submitted in support of the planning application in conjunction with other consultants covering strategic planning advice, flooding, hydrology, transportation, landscaping and ecological assessments.

Purpose

The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal including:

SITE CONTEXT

- Assessment of the physical and cultural context of the site

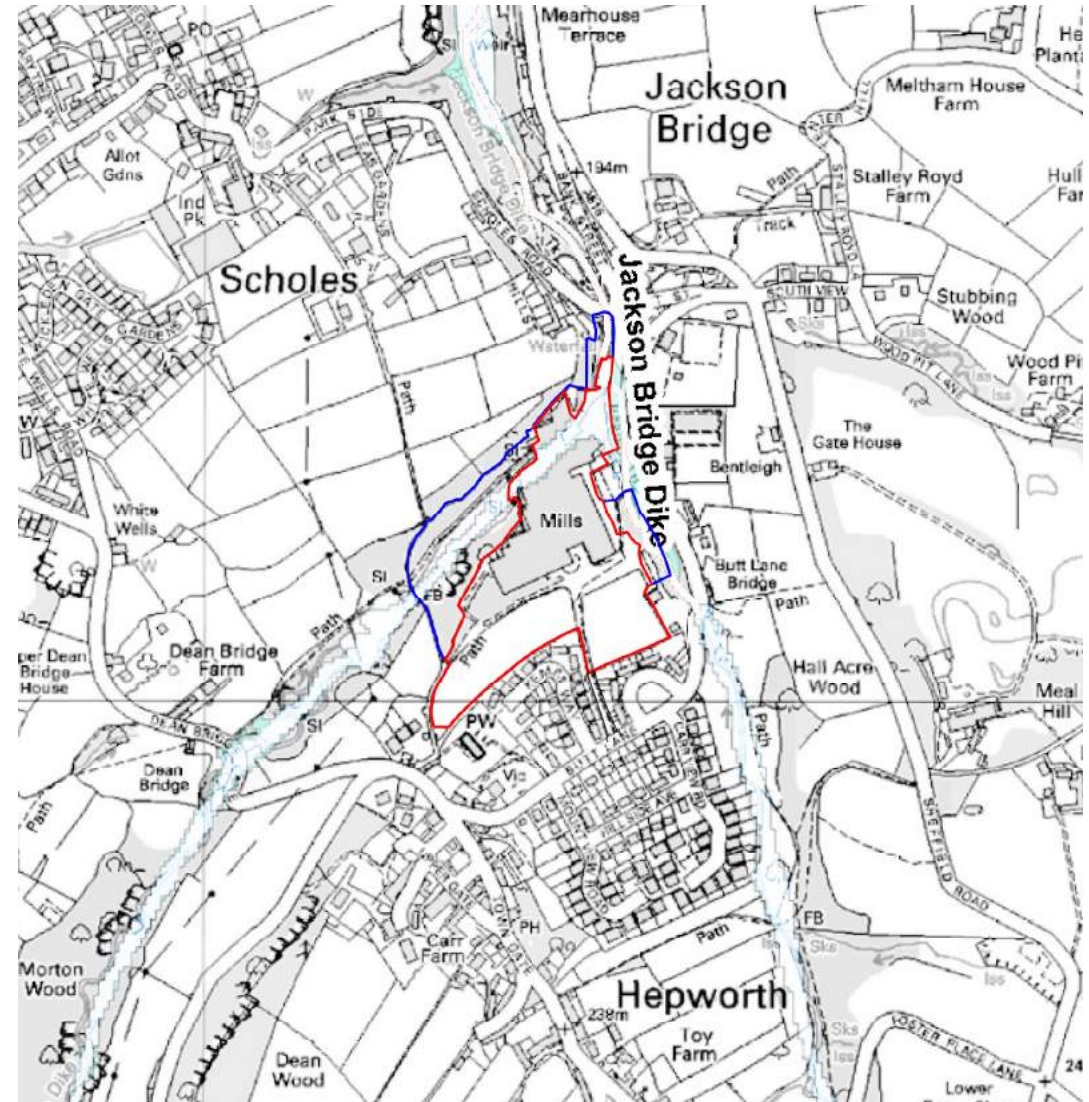
DESIGN

- Use What the buildings and spaces could look like
- Amount How much would be built on the site
- Layout How the buildings and surrounding spaces could be arranged on the site
- Scale How big the buildings and spaces could be
- Landscaping How open spaces could be treated to enhance and protect the character
- Appearance What the buildings and spaces could look like

ACCESS

- Vehicular & Transport Links. Why access points and routes have been chosen and how the site responds to the road layout and public transport provision
- Inclusive Access. How everyone can get to and move through the place on equal terms

This Development Framework Document, although submitted with the initial Outline Planning Application, will set out the design principles and parameters to be followed on future Reserved Matters Applications. This outline application seeks the approval of a vehicular access point onto the site. Many of the detailed elements, such as Design, Layout, Appearance and Landscaping are yet to be finalised. However, it will provide a reference point from which to formulate the future detailed design proposals. This document demonstrates that the design process for this Outline stage has paid proper regard to the assessment of the proposed site use, and how it will fit in with the land use around the site and the wider site context.



Above: OS Plan of the Dobroyd area – application site highlighted red



Above: Aerial photograph extract from Google Earth – application site highlighted red

2.0
Context

Contextual Site Location

Dobroyd Mills is located between Hepworth and Jackson Bridge, approximately 7.5 miles to the South of Huddersfield. The textile mill was built in 1829 and has seen many changes in ownership and production over the years. Most of the buildings are vacant, however some areas are used as commercial space accessed from Butt Lane.

The area is well served by Primary schools, with two less than a mile away and at least three more less than 2 miles away. Holmfirth High School is 1.9 miles away. The main town of Huddersfield, and the town of Penistone are both approximately 7.5 miles away, with a bus to Huddersfield every 30 minutes.

The application site is bounded by residential properties, the mill pond and trees, and Hepworth Road. It can be accessed from Hepworth Road and Butt Lane.

The site slopes gradually from west to east, with a more severe change in level parallel with Hepworth Road, evident in the rocky outcrops.

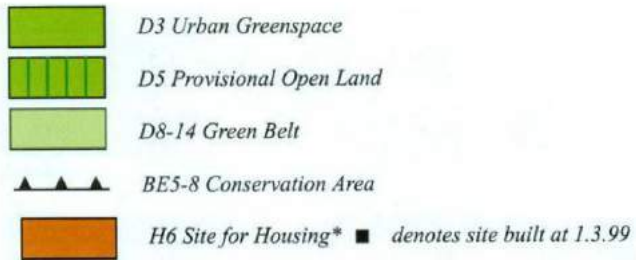
The mill buildings vary in scale and nature. The sheds to the west are predominantly single storey, vast spaces with deep spans, not compatible with modern day business use.

There are a series of older northlit sheds on the rock outcrop overlooking Hepworth Road, and a four storey early to mid 20th century building linking it to the original mill building near the mill race.



Above: Site plan showing local key points

Key



Local Development Plan

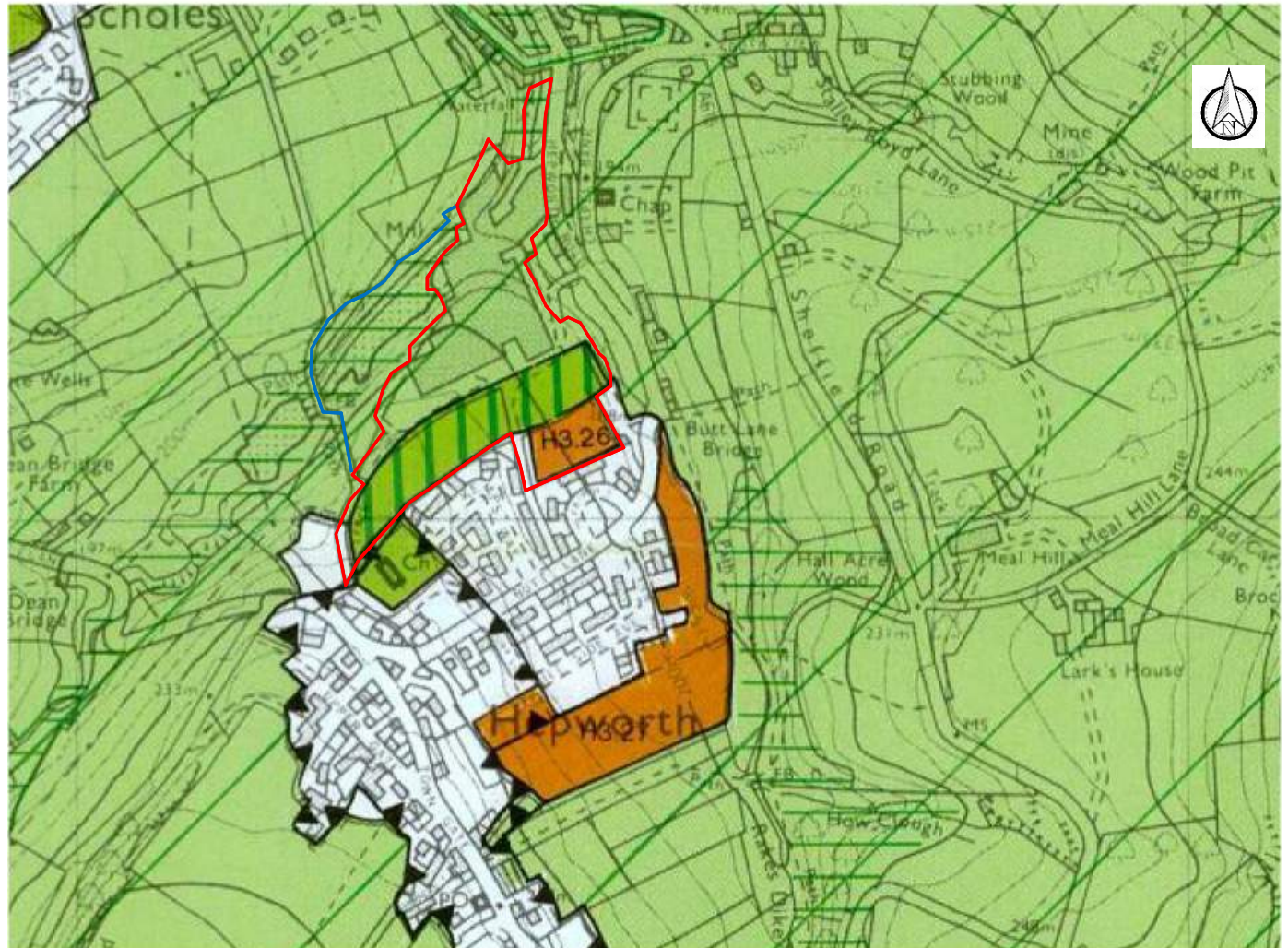
The planning application will be assessed against the policies of the adopted development plan (2000 UDP and 2011 Core Strategy). The NPPF is a material consideration.

The site is a mixture of allocations. The existing mill buildings are employment, a Brownfield site in the Green Belt; the upper area towards Holy Trinity Church is safeguarded land and through discussions with the LPA residential use is deemed appropriate; and the area to the rear of Hepworth Crescent has a housing allocation (H3.26)

The Core of the NPPF (for consideration from the day of its publication) is presumption in the favour of sustainable development.

The site is sustainable due to its close proximity to Hepworth and Jackson Bridge amenities, schools, excellent public transport links, public rights of way and on the periphery of an established residential area. As identified in the NPPF 2012 these make it a "key site" critical to the delivery of housing targets.

For further details please refer to separate Planning Statement accompanying this application.

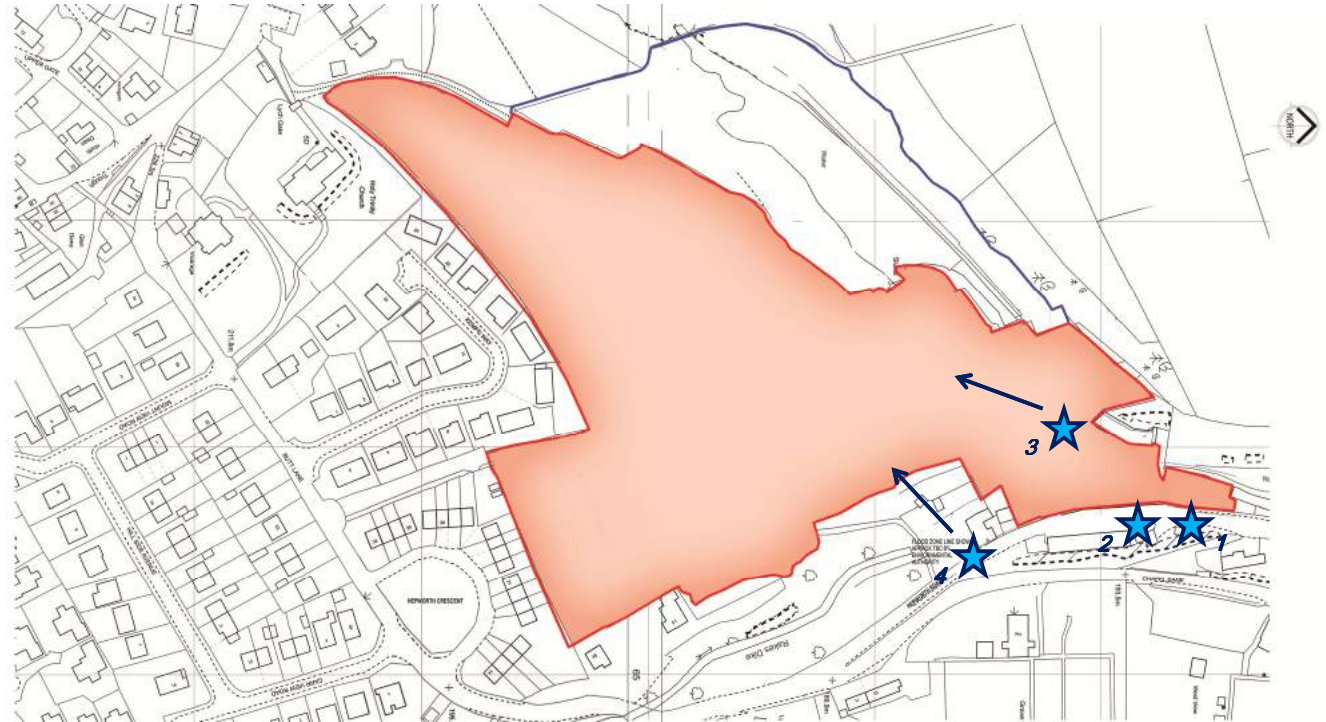


Above: Site location highlighting extent of application site

2.3 Key Views – Surrounding Area



1 – Existing Mill Access from Hepworth Road



2 – Existing view north up Hepworth Road



3 – Existing Mill building

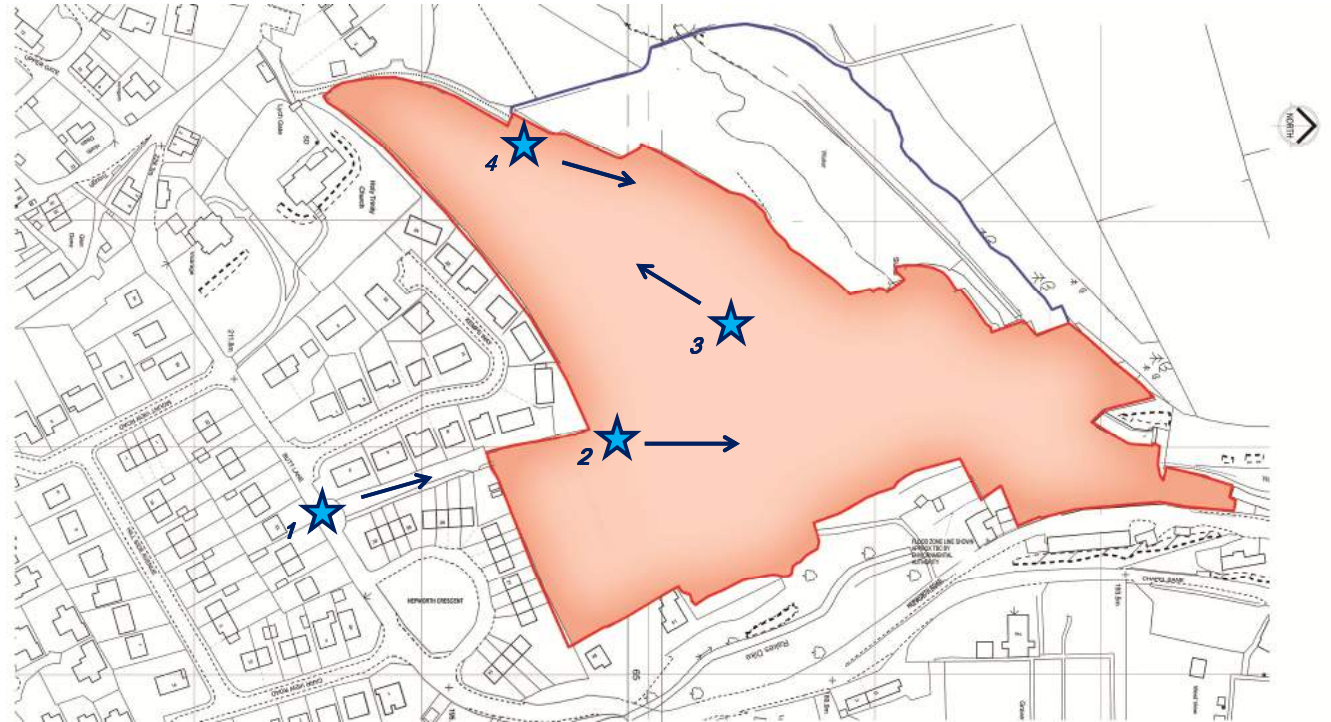


4 – Existing view of Mill building from Hepworth Road

2.3 Key Views – Surrounding Area



1 – View north down existing site access from Butt Lane



2 – View of existing mill buildings from car park



3 – View west across site towards woodland footpath



4 – View north east down woodland footpath

Connections

The application site is located on the edge of Hepworth and Jackson Bridge, sited behind established residential properties along Butt Lane and Hepworth Road.

Hepworth Road links on to the A616, via Bank Street, a key network route through the Holme Valley between Sheffield and Huddersfield. Butt Lane is connected to Far Lane which leads on to B6106 Penistone Road

There are bus stops within walking distance of the site along Butt Lane and Hepworth Road, leading to the village centre, and Huddersfield / Holmfirth.

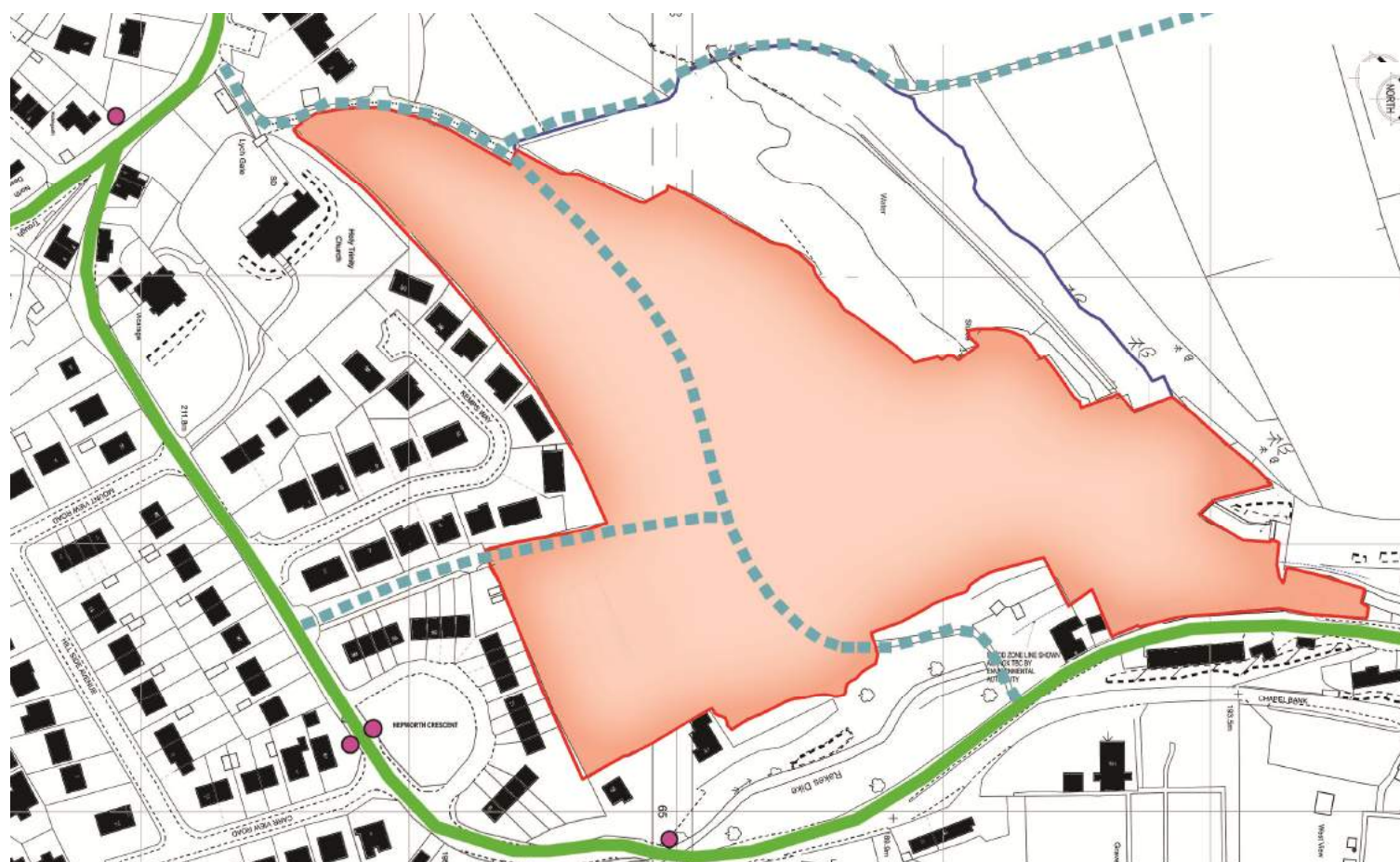
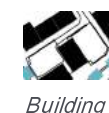
There are a number of public rights of way around the site. The one running through the site (HOL/141/20) will be retained but altered to suit the housing layout. The proposed route will maintain a green way through the site and consideration should be given to houses along the footpath for an open feel and natural surveillance. (see the image opposite for existing public footpaths throughout the site).

The nearest railway stations are Brockholes and Stockmoor with trains to Huddersfield and Sheffield.

The Highways Consultant is working closely with Kirklees Council Highways department to complete a detailed Transport Assessment which identifies the proposed access points into the site and mitigate the impact of residential traffic associated with the development.

Traffic surveys have been undertaken by The Highways Consultant as part of preliminary investigations into the viability of the site, the results of which have informed the potential points of access, and mitigation strategies to deliver the development as efficiently as possible.

(Please refer to separate Highways Statement accompanying this application for further details).



Above: Urban grain, main access routes around site and bus stops

Ecology & Environmental Impact

The Ecology Report concludes the site to be of low ecological value in its current state, supporting common habitats of poor species diversity. Considered replanting around the site, the introduction of some bird and bat boxes and the remediating the mill pond will improve biodiversity.

There is evidence of bat activity on site and recommendations have been made in the accompanying report regarding this.

Comprehensive ecological appraisal and surveys accompany this application to provide further details on the site's ecology.

Drainage / Flood Risk

The FRA concludes that flood risk from watercourses and land is considered low for the majority of the site, apart from a high risk area around the Hepworth Road entrance. Approx. 12,000m² existing building footprint is to be demolished, to be replaced by two smaller buildings 900m² footprint. The amount of water currently displaced will be drastically reduced.

Surface water is to be discharged into local watercourses, attenuated on site and foul water will be discharged to existing adopted sewers.

For further details please refer to separate Drainage and Flood Risk Assessment Reports accompanying this application.

Pond Appraisal

A condition report has been undertaken and recommendations made to clear existing debris and rebuild collapsed walls.

It is proposed that the principles of a maintenance plan be established through the outline application, to be implemented as part of the long term proposals for the site, in collaboration with the ecology strategy.

Site Investigation

There are various exposed rock faces throughout the site from its historic use as an operational mill. The topography is such that the levels fall from west to east, towards the entrance.

There is a water course running through the site which branches off from the mill pond, which will be considered in the design of the site.

For further information please refer to separate Desktop Reports accompanying this application.



Above: View of woodland path



Above: View of the mill across the Mill Race

Trees

The Dobroyd Mills complex has an established belt of trees to the north of the site, flanking all sides of the mill pond. However there are no TPOs. A tree assessment and subsequent report has been undertaken to be BS 5837:2012 ("Trees in relation to design, demolition and construction. Recommendations") which identifies that the majority of the trees are in good condition.

The trees are relatively unaffected by the proposals, other than a few trees to the west, however this is subject to the layouts to be submitted through Reserved Matters applications. The extensive tree belt offers a positive soft landscaping buffer between the application site and the open fields and is considered a positive asset to the setting of the application site for its existing and proposed uses. It is proposed that the principles of a woodland maintenance plan be established through the outline application, to be implemented as part of the long term proposals for the site.

(For further details please refer to separate Arboricultural Assessment Report accompanying this application)

Landscaping

A Landscaping Strategy report has been undertaken to review how the existing greenspace, trees and biodiversity opportunities can be enhanced by development of the site as a whole.

(For further details please refer to separate Landscaping Report accompanying this application)

Highways

The Highways Consultant has been working closely with Kirklees Council Highways department to ensure a coordinated approach

Traffic surveys have informed the points of access and mitigation strategies to deliver an efficient development

A detailed Transport Assessment identifies the work necessary to access the site and mitigate the impact of residential traffic associated with the development.

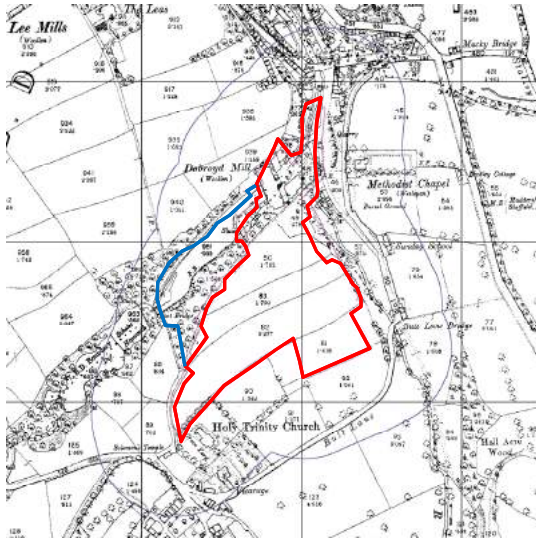
The existing access from Hepworth Road is to be remodelled.

The existing access from Butt Lane is also to be used for construction traffic, and pedestrian & cycle access to the site.

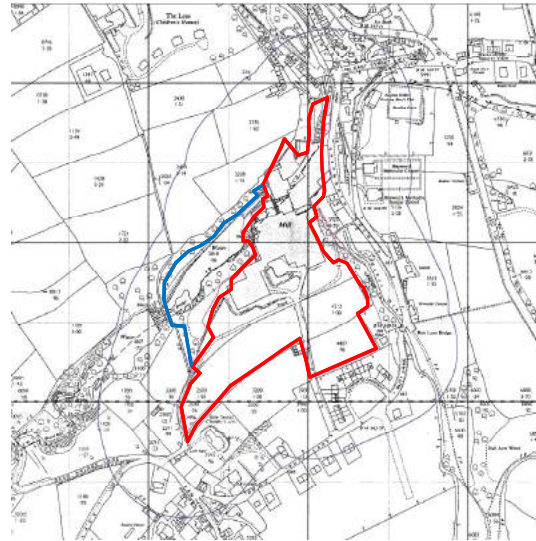
A separate Highways Assessment Report will accompany this application with further details.



Above: Aerial view of the application site



Above: Historic Map, approx. 1893



Above: Historic Map, approx. 1955



Above: Existing Urban grain plan of the site, showing mass and footprint of local buildings

Site Context & Urban Grain

The application site is approximately 3.95 hectares split between open land and old mill buildings, with residential properties to the southern periphery, and the Mill Race to the north.

Around half the site is currently undeveloped, part of which is made ground which has been backfilled from use of the site as a mill. The topography of the application site falls from west to east.

The surrounding buildings are predominantly residential, with other local services such as schools, shops and a church.

The proposal for mixed residential use for the site accords with the existing urban grain in principle, complementing and expanding the existing residential market offering.

Boundaries

The site is bounded by residential developments to the south, the mill race to the north and open greenspace to the west.

Other buildings close by include a Primary School, a church and a convenience store.

There are a number of Public Rights of Way around the site that remain unchanged by this application, and 1No. to be integrated into the proposed housing through Reserved Matters.

Townscape Character

There are many residential properties surrounding the site, some pre-war, some post war and some newer houses to the west. There is a mix of detached and semi-detached houses, mostly 2 storey. Understanding the types of dwellings already available will be important for informing the choice of layout, scale, style, of Reserved Matters applications, whilst satisfying the "need" identified by the Market.

Due to the slope of the site from west to east, the elevated position of part of the site will allow for a view across the valley. It also enables a variety of scales of property to be explored, with 2 storey, 2 ½ storey and even 3 storey as an option. The houses will respect the surrounding existing properties, especially where bounding the conservation area.



Pre 1900's



1900 - 1930



1931 - 1970



1971 - 1999



21st Century



Above: Modern detached stone house



Above: Detached cottages on Kemp's Way



Above: Detached stone house



Above: Semi detached stone and render houses

3.0
Consultation &
Involvement

Consultation & Involvement

A formal pre-application was submitted to Kirklees Council in July 2015 and the principle of residential and mixed use development was agreed.

Subsequently a public exhibition was held at Hepworth Village Hall, where approximately 450 local residents were invited to attend. Stakeholders, Local Ward Councillors and Parish Councillors were also invited to attend.

Over 160 people attended and of those 60 feedback forms were returned on the day. Discussions held with the project team included:-

- The need for redevelopment of the site
- Impact on highways
- School and medical facility capacities
- Improving the housing mix of the area – increasing first/ second time buyer and retirement opportunities

(For further details please refer to separate Public Exhibition Report accompanying this application)



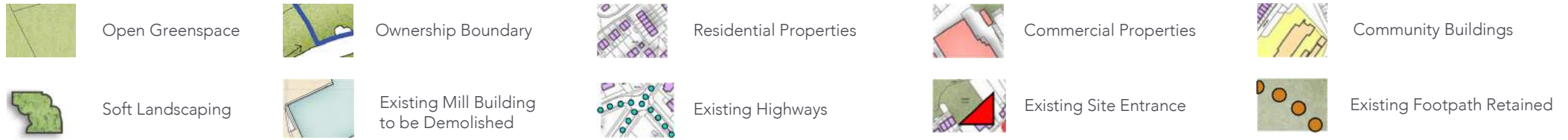
Above: Holy Trinity Church



Above: Hepworth Town Hall

4.0
Evaluation &
Design Evolution

4.1 Existing Site Analysis



- 1 Home of Hepworth Band
- 2 Mill Building to be demolished
- 3 Existing Housing
- 4 Holy Trinity Church
- 5 Mill Pond to be retained
- 6 Woodland to be retained
- 7 Working Mens Club
- 8 Playing Field
- 9 Hepworth Pre-school



Above: Existing Site Analysis

4.2 Opportunities & Constraints

- ① Consideration of aspect distances
- ② Proximity to listed building in conservation area
- ③ Pedestrian and cycle links through the site
- ④ Mill pond and mill race under existing building
- ⑤ Existing building
- ⑥ Long distance views from elevated position
- ⑦ Open aspect at frontage; improve access & presentation of ex. buildings
- ⑧ Enhance biodiversity and soft landscaping
- ⑨ Rocky outcrops



Public Right of Way



Above: Opportunities & Constraints Plan



Above: Opportunities & Constraints Plan



Photograph 1a – View from Sheffield Road



Photograph 1b – View from Sheffield Road

These photographs show that from Sheffield Road there are limited views of the site.

Distance to site: Approx. 200m
 Photograph 1a is from near the crossroads of Sheffield Road, East Street and South View, looking across the green at the Working Men's Club. There is no view of the site from this location.

Photograph 1b is from further along Sheffield Road. The site is screened by mature trees, with the mill building barely visible through the dense vegetation.

Conclusion: Negligible visual impact.





Photograph 2a – View from Chapel Bank



Photograph 2b– View from Chapel Bank

These photographs from Chapel Bank have a direct view overlooking the site. The Working Men's Club and an old graveyard, along with a small number of houses overlook the mill, albeit with some mature tree screening.

Distance to site: Approx. 70m

Photograph 2a has a relatively unrestricted view of the existing mill building, with partial screening to the area of mill that is to be demolished and redeveloped.

Photograph 2b is further along Chapel Bank and has a more exposed aspect of the northlit sheds to be demolished. There is an area of dense foliage that will screen part of the development area.

Conclusion: The houses to the upper plateau, where the northlit sheds are to be demolished should have more consideration of their outward aspect to provide a positive façade, as noted in the opportunities and constraints analysis.





Photograph 3a – View from Woodpit Lane



Photograph 3b – View from Woodpit Lane

These photographs from Woodpit Lane show that due to the levels, combined with the trees there is no view of the Mill site.

Distance to site: Approx. 300m

Photograph 3a is orientated directly at the site, with no possible view through due to the rising bank and the foliage of the trees completely obscuring the site.

Photograph 3b shows that this density of trees continues down the lane, with no view from further down.

Conclusion: No visual impact.



4.3 Visual Impact Assessment



Photograph 4a – View from Staley Royd Lane



Photograph 4b – View from Staley Royd Lane

These photographs from Staley Royd Lane have views overlooking the site and existing mill buildings.

Distance to site: Approx. 400m

Photograph 4a: Pockets of development land are visible, as has been identified in the Constraints and Opportunities plan, Consideration must be given to the outward facing facades of the properties in Phase 6. However, the sloping topography of this area of the site provides the potential of interesting streetscape and will be a continuation of the residential properties existing on Kemps Way.

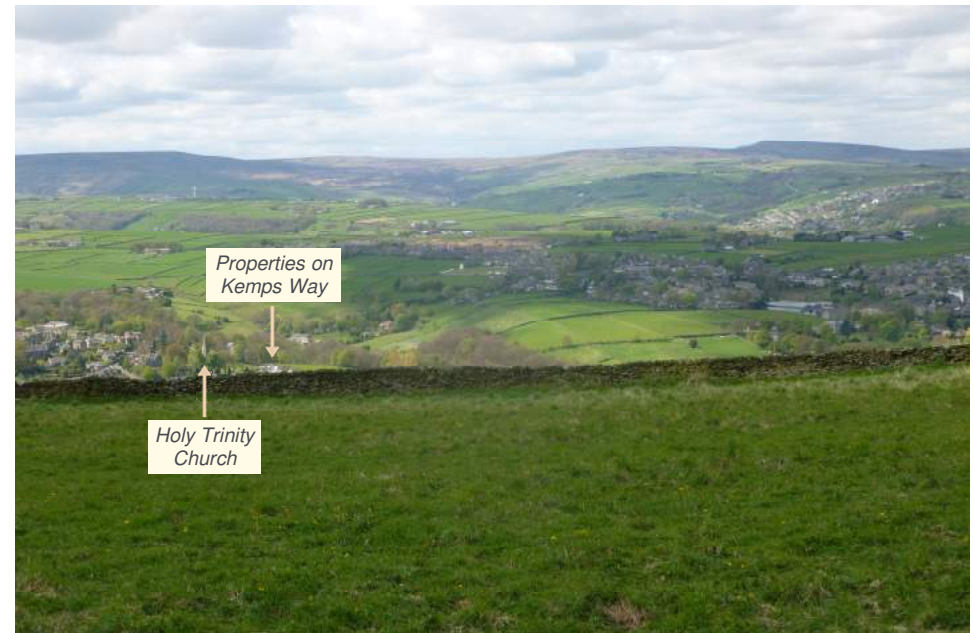
Photograph 4b is a closer view of the site and development area.

Conclusion: Limited impact to the upper area of the site.





Photograph 5a – View from Scar Hole Lane



Photograph 5b – View from Dick Edge Lane

The above photographs were taken from the junctions of Scar Hole Lane, Dick Edge Lane and Intake Lane. The mill can be seen from the elevated position.

Distance to site: Approx. 1200m

Photograph 5a looks across a farm property towards the mill, on the approach to the crossroads up Scar Hole Lane. The roof can be seen over the tops of the trees bounding the site, with approximately half of the proposed development concealed at this distance.

Photograph 5b is from Dick Edge Lane just after the crossroads, and demonstrates that despite the elevated position a clear view of the application site is not possible. However, a small section of the upper plateau development will be visible, due to screening and undulating levels.

Conclusion: Development of houses in this location will blend into existing residential properties, having little impact on the substantial backdrop of mature trees





Photograph 6a – View from Intake Lane



Photograph 6b – View from Intake Lane

The above photographs were taken from the crossroads of Hirst Lane, Scaly Gate and Intake Lane. The mill cannot be seen from this location due to the land rising before dipping down to Jackson Bridge.

Distance to site: Approx. 1300m

Conclusion: No visual impact.



4.3 Visual Impact Assessment



Photograph 7a – View from Dean Lane



Photograph 7b – View from Dean Lane / Dean Bridge Lane

The above photographs were taken from Dean Lane, looking back in the direction of the site. The mill cannot be seen from this location due to a number of properties, and trees screening the mill, which is at a lower level.

Distance to site: Approx. 300m

Photograph 7a is from approximately half way up the lane, looking back towards the site. Due to the mill site sloping off on the other side of Dean Bridge Lane the development areas are not visible from this location.

Photograph 7b is from the mouth of Dean Lane, looking across Dean Bridge Lane towards the site. The trees that border the church yard completely screen any view of the site.

Conclusion: No visual impact





Photograph 8a – View from Public Footpath around the site



Photograph 8b – View from Public Footpath around the site

The above photographs were taken from along the public footpath that winds around the site, around the back of the mill buildings.

Distance to site: Approx. 100m

Photograph 8a is from a public footbridge which crosses over the mill race along the footpath. The rear of the mill building that is proposed to be demolished is visible up the clearing of the Mill Race.

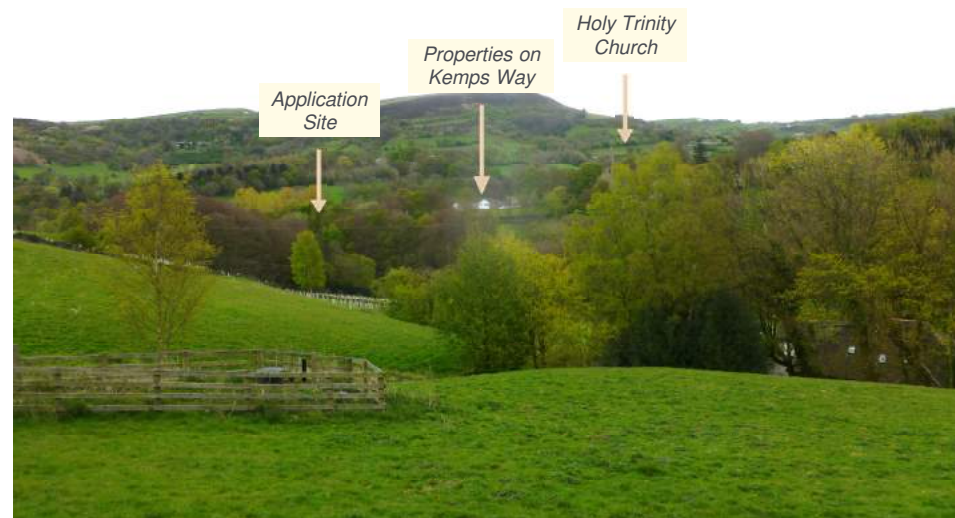
Photograph 8b is from the opposite side of the Mill Race, from the edge of the tree line and looking across to the mill. The trees that border the race partially screen the view of the site.

Conclusion: No visual impact.





Photograph 9a



Photograph 9b

The above photographs were taken from the top of Dean Bridge Lane in Scholes, looking across the valley towards the site.

Distance to site: Approx. 400m

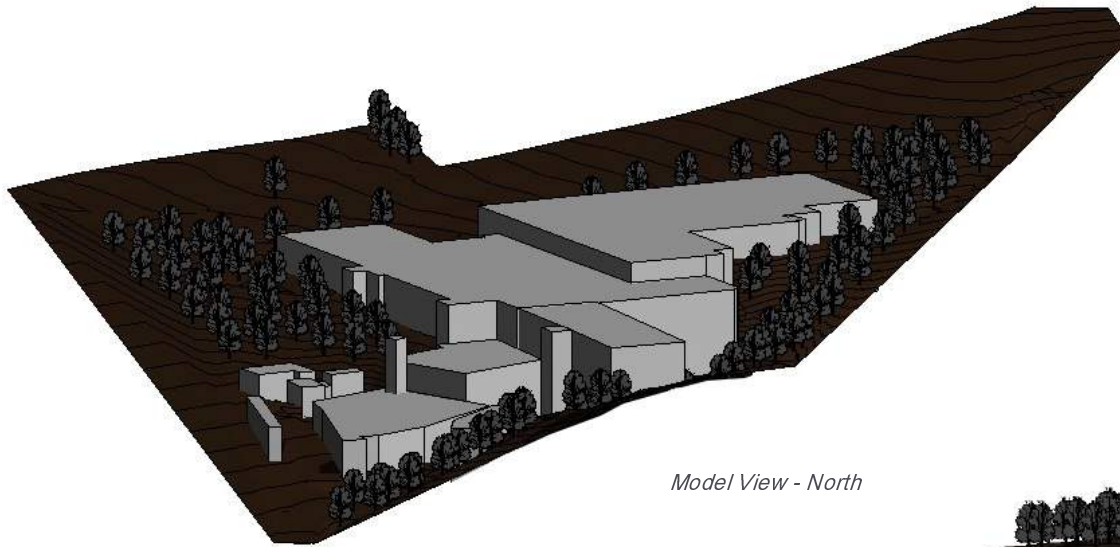
From photograph 9a, most of the site is concealed by trees. The rear elevations of the houses on Kemps Way can be seen, as can the portion of developable land that they face on to. The Holy Trinity Church can also be seen.

Photograph 9b is from slightly further down the slope of Dean Bridge Lane, and due to this more of the site is obscured. The rear elevations of the properties on Kemps Way are again visible from this position.

Conclusion: Minimal visual impact due to levels and existing landscape screening. Some housing that will be visible will substitute the current view of the rear view of the Kemps Way properties, and therefore have limited impact.



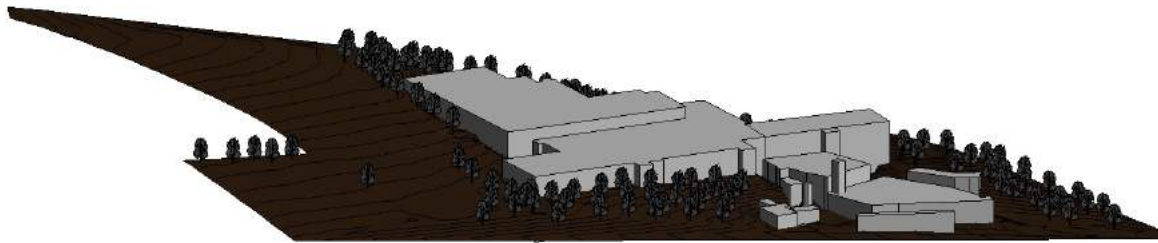
EXISTING TOPOGRAPHICAL MODEL



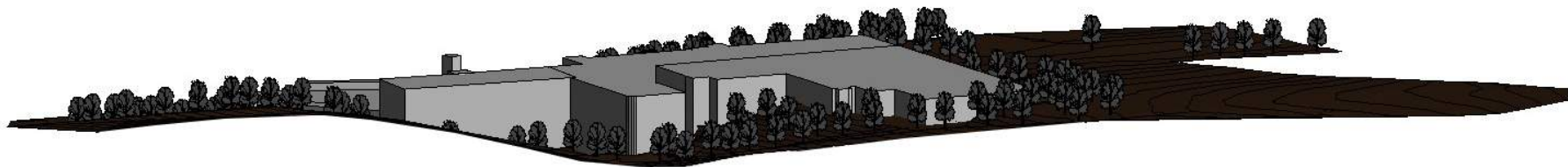
Model View - North



Model View - South



Model View - East



Model View - West

CHARACTER AREAS

The character areas for the proposed development can be split into distinct areas:

- (i) Mill Courtyard
- (ii) Bank View
- (ii) The Greenway
- (iv) Green buffer zone (wildlife corridor)
- (v) Hillside Approach

The Mill Courtyard area lies at the basin of the development off Hepworth Road and contains the original mill buildings. The demolition of the existing buildings will create an open expanse on which is proposed two new hybrid workshop units with offices. The units will have a presence on Hepworth Road and retain employment use. The home of the Hepworth Band also flanks the courtyard.

Bank View is the area of residential development commanding an elevated position above Hepworth Road with key views of Hullock Bank on the opposite side of the valley. The design of the houses here should consider their outward appearance and views from the valley side into the application site.

The Greenway is a substantial swathe of open informal Greenspace through the site, roughly following the route of the existing public footpath. Houses should be encouraged to overlook this area, and the design of their front façade needs careful consideration with softer more implied boundaries. The Greenway and the principal route running perpendicular to it will act to deliver the site connections north, south, east and west.

The green buffer zones to the perimeter of the site will offer wildlife connectivity and a soft, separating buffer zone between existing residential properties and the application site.

Properties along Hillside Approach will follow the topography of the site, falling west to east and in the context of urban grain, the properties should aspire to be more generous in footprint, whilst acknowledging the existing properties of Kemps Way.

BUILDING HEIGHTS

Street rhythm and character areas will be defined by the scale and design of the buildings within them. Focal points can be emphasised by increased or varying building heights which will inform the urban grain.



Woodland Buffer



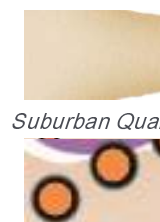
Rural edge to site

Green Connections



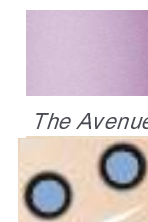
The Greenway

Primary Route



Suburban Quarter

Secondary Route



The Avenue

Tertiary Route



Above: Opportunities & Constraints Plan

STREET HIERARCHY

The Principal route will be primary road of 5.5-7m carriageway width at 1:12, with 2m footways and/ or 3m foot/cycle ways. Additional area should be considered for soft landscaping either within dwelling curtilage or as a dedicated green thread, connecting to more principal greenways.

Kerbs will be full, dropped where required for pedestrian crossing, and traffic calming should be included by means of raised tables or similar at road junctions.

Secondary, less formal roads, will be located in the residential zones, typically of a 4.8-6m width and will be a mixture of formal roads and less formal shared surfaces. 2m footways may reduce to 0.6m margins for lower traffic flow areas.

Tertiary roads will be used to access no through areas, mews courts, and other lower density zones. These should encourage safe use by residents and changing the surfacing, width and possibly speed will inform drivers and pedestrians of the change in priority.

SOCIAL DIVERSITY

The new dwellings will offer a mixed tenure with some properties for sale and some affordable, with shared equity sale to offer choice of tenure opportunities. The affordable housing element should integrate with market housing in terms of layout, appearance, etc.

Focal points of the development should include feature house types of high quality design or landscaping, which establish a development identity. Within the identity the development should have character areas defined by house design/ type, density, massing and landscaping to create a distinct sense of place.

In turn this will induce a legible layout and route through the site and beyond to local amenities.

The scale of the proposed buildings should take advantage of the topography of the site, which falls from west to east.

The masterplanning needs to be flexible and possibly on a phased basis, to facilitate development by more than one house builder. This will allow house builders to respond to current market demands and trends at the time of development.



Above: Concept Masterplan of the site

5.0
Design Solution

Design Layout

- point of access from Hepworth Road winding up through the rock face, leading to more traditional estate roads and drives to each plot.
- Pedestrian access points follow the vehicular access point. However pedestrian and cycle routes are proposed from Butt Lane and the existing Public Right of Way through the site through the open greenspace.
- The proposal is an urban structure which aims to integrate the new dwellings with the existing houses, established soft landscaping, woodland and open green space surrounding it.
- Reserved Matters applications will seek to create a modern detached / semi-detached 2-2.5 storey development with the opportunity for some 3 storey dwellings and the introduction of smaller terrace blocks in keeping with some of the surrounding built form.
- Shared public courtyards provide security and encourage a community ethos whilst retaining flexibility for parking.
- Wildlife corridors are proposed to much of the boundary and between zones, with more access into the Greenway. Links are to be made across the site through the landscape buffers.
- A strategy for providing greenspace is to be agreed through discussions with the council

Amount & Use

Development Summary:-

| | |
|------------------------|----------------------------|
| Gross Site Area | 3.95 Hectares / 9.76 Acres |
| Dwellings (circa 75) | 2.73 Hectares / 6.75 Acres |
| Open Green Space | 0.50 Hectares / 1.23 Acres |
| Commercial Development | 0.72 Hectares / 1.78 Acres |

House Types – semi detached, detached and small terraces
2/3/4 bedroom dwellings on 2 - 2 1/2 storey, some 3 storey

Scale

The scale of dwellings suitable for this site could vary from east to west, maintaining a simple 2 storey approach for dwellings flanking the existing houses on the site boundary. Increasing to 2 ½ or 3 storey to the east and north.

The existing grain, density and height of the surround houses is predominantly detached and semi-detached of two storeys with small front and rear gardens of varying sizes.



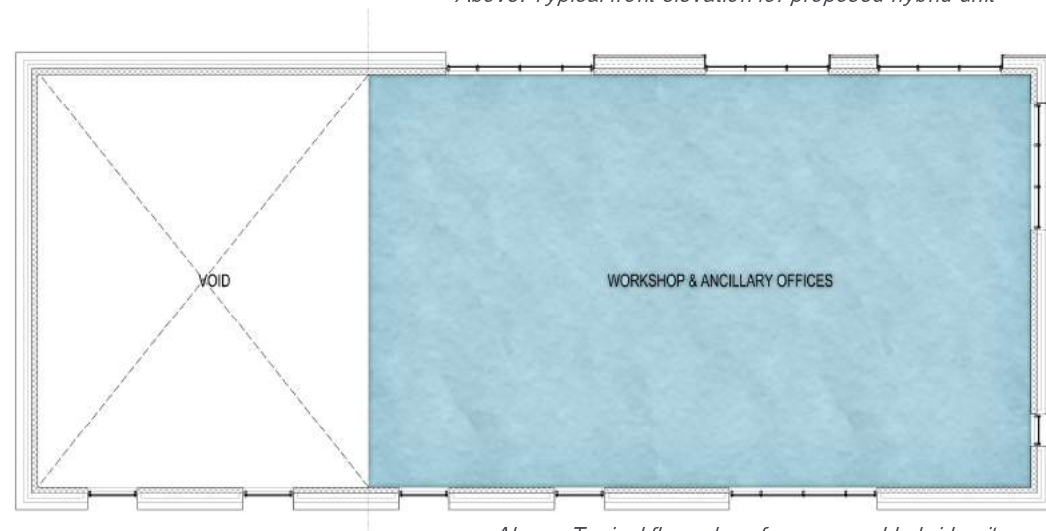
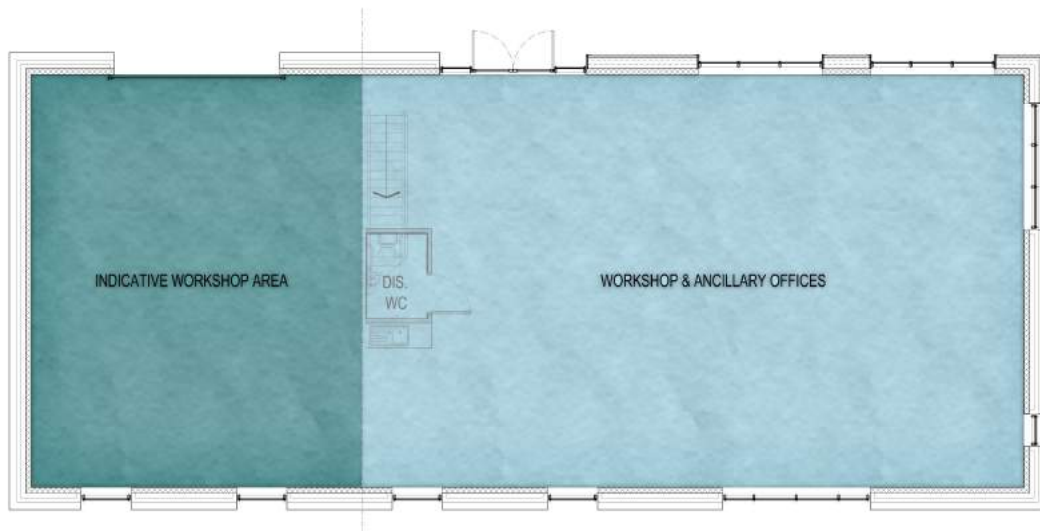
Above: Indicative Masterplan for the development site, in context

Commercial Development

Proposed Commercial Element consisting of 900m² B1c / B8 Light Industrial with ancillary offices. Ideal hybrid workshop / mezzanine office opportunity.



Above: Typical front elevation for proposed hybrid unit



Above: Typical floor plans for proposed hybrid unit

Urban Design

A variety of solutions could be delivered through Reserved Matters applications for the application site. Given the close proximity to a range of public transport the site can support shared courtyard parking, but whilst retaining a reasonable level of density of homes.

The examples below show parking solutions for consideration, including on road parking, detached garages, communal courtyard parking, shared private on street parking and private driveways. Each solution is designed to support the needs of the future residents and provide high levels of security with the overlooking of the areas from adjacent properties.

Using a range of surface materials and differing road widths along the access route can act to reduce the in-pass of traffic through the development.



Private Driveway

Front of home parking removes pressure on main access roads. Allows houses to be set back from road produces openness while still improving privacy and security



Communal Courtyard Parking

Proximity to public transport and shared parking allows parking use to be kept to minimum. Enhances security with parking overlooked from several units.



Shared space/ rear parking

Informal off road parking in common shared area reduce wasted space from unused parking areas, providing security whilst still retaining privacy

Safer Places & Secure By Design

Although the application is outline, the following principles of Safer Places and Secure By Design will be considered in more detail through the Reserved Matters applications:

- Publicly accessible spaces will be overlooked by houses and roads, this includes the open greenspace, the planting and access of which will be carefully considered to ensure the principles of the above are maintained.
- The housing and road layouts will consider the resulting sense of community, whilst promoting a sense of ownership, respect and territorial responsibility to discourage crime and anti-social behaviour
- Pedestrian routes will be open and direct
- Access to private or defensible space will aim to be limited through a change in width and/or surface texture/ colour
- Permeability will be carefully considered and where through routes are deemed positive for connectivity and community cohesion, they will be limited around rear and side boundaries
- Front boundaries will be defined with a change in surfacing or low level landscaping so as not to impede view for natural surveillance
- Rear and side boundaries will have a minimum of 1.8m high robust fences with a secure lockable gate to ensure private amenity space
- Where footpaths abut rear and side boundaries, consideration will be given to the introduction of defensible planting to supplement the fence
- Footpaths will be lit in accordance with BS 5489:2013 where appropriate
- A mix of house types facing each other will be considered in the layouts to encourage natural surveillance by occupants at varying times of day
- Blank gables will be avoided where possible or mitigated with a 1m buffer zone or defensible climbing plants
- Parking will be in garages or in close proximity to the properties, with parking to the rear
- Houses will be designed in accordance with PAS 24: 2012 or equal approved
- Doors (including front, rear and patio, locking systems, glazing and letter plates) will be PAS 24: 2012 or equal approved
- Chains, limiters and viewers will be considered for all front/ rear doors
- The use of accessible roof lights will be limited
- Intruder alarms, where installed, will satisfy BS EN 50131 or BS 6799
- Meter boxes will be externally located and overlooked where possible
- Garage doors will satisfy LPS 1175 Issue 7: 2010 or STS 202 Issue 3: 2011
- Where secure cycle storage is provided it will satisfy LPS 1175 SR1 or be located in a secure shed
- Bins will be located in the rear of the properties accessed through a secure 1.8m high gate

Key Spaces

The following images show a typical estate road view with direct parking from the road. Houses set back but facing the access road to encourage openness and natural surveillance with a mixture of surface treatments.



Above: Concept street scenes of housing mix, detached and semi-detached dwellings

6.0
Design Principles



Building Design & Materials

Diverse, yet coherent street scenes are fundamental to the delivery of a high quality, interesting character areas. Streetscapes must consider the buildings and soft landscaping as part of the overall impact of a continuous street scene.

Thought should be given to enhancing facades with careful consideration of doors, porches, window size, style and sub-division, thermal efficiency, roof proportion, walling materials and external features such as chimneys depending upon the local vernacular.

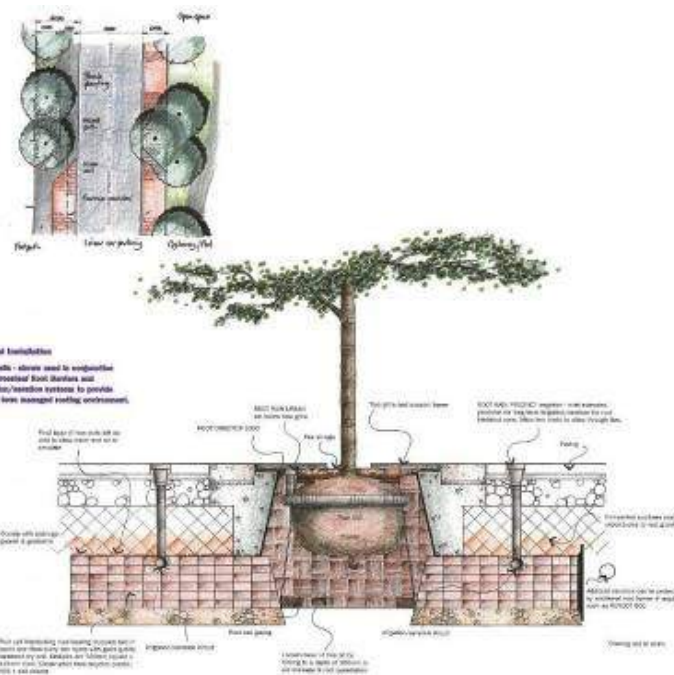


Surfacing

Carriageways, footways, open greenspace and planting should be holistically designed to present a coherent environment with blurred boundaries.

The approach should include views and vistas; clear sight lines; varying the width of paths and open space; encouraging a natural, yet managed, feel to the rural edge connecting it to the on site environment.

Planting should vary, from the urban frontage, to a more ornamental sub-urban feel, blending to become native countryside at the periphery with hedgerows to encourage wildlife. Transition zones should be considered to achieve this.



7.0
Heritage Statement

Heritage Context

The land on which Dobroyd Mill stands was bought in 1799, with the first mill building built in 1829.

The successful textile company Dobroyd Mills Company Limited was started on the site by William Haigh in 1919 following his return from World War I.

The complex of building rapidly expanded through the 1940's, extending the buildings from the historic 4 storey spinning mill at the heart of the site, building up and over the rocky face and watercourse to provide a new weaving shed, mending room and offices.

By the 1960's the mill employed nearly 600 people but since the 1970's the mill has succumbed to the decline of the textile industry across the region.

The current owners (Z Hinchliffe Ltd of Denby Dale) obtained the site in the late 1990's in order to satisfy the requirements of a national retail client. Sadly the contract did not progress and so the buildings at Dobroyd became surplus to requirement, as the woollen spinning business at Denby Dale was thriving.

This resulted in a vacant cluster of industrial buildings circa. XXXXX ft² on varying floor levels, needing extensive maintenance with difficult access to the highway network.

The varying nature of internal spaces, from the four storey spinning mill to the vast north lit weaving sheds, failed to secure any long term commercial tenants or buyers, which subsequently resulted in the need to explore other avenues for the long term future of the site.

It was decided that housing was the most appropriate use for the upper area and that retaining some employment use on the lower at Hepworth Road should be considered.



Above: Long distance view of the mill



Above: Church of the Holy Trinity, Hepworth



Above: Long distance view of the mill

Heritage Context (continued)

The historic buildings are not compatible with efficient modern business; having deep footprints, limited daylight, restricted access and constrained yard areas.

Whilst the four storey spinning mill at the heart of the site could be viewed as a non-designated heritage asset, and converted, a recent viability assessment for this demonstrated it would not be economical and unlikely to appeal to small workshop/light industrial businesses.

The decision was made to propose the demolition of all the existing buildings to enable the delivery of 900m² workshop units across two buildings, which would appeal to the market and secure the long term development of the site.

In close proximity to the west boundary of the application site lies the Grade II listed Church of the Holy Trinity. Built in 1863, it is of Gothic revival style with hammer dressed stone and ashlar dressings.

The north boundary of the Church is also the Conservation Area boundary of Hepworth.



Above: Church of the Holy Trinity, Hepworth



Above: Aerial View of site

Impact on Heritage Asset

The concept masterplan acknowledges the presence of the Church and its open setting to the rear by retaining the western corner as open greenspace or gardens. The rapidly falling levels from this point will also allow the Church to dominate over any built form.

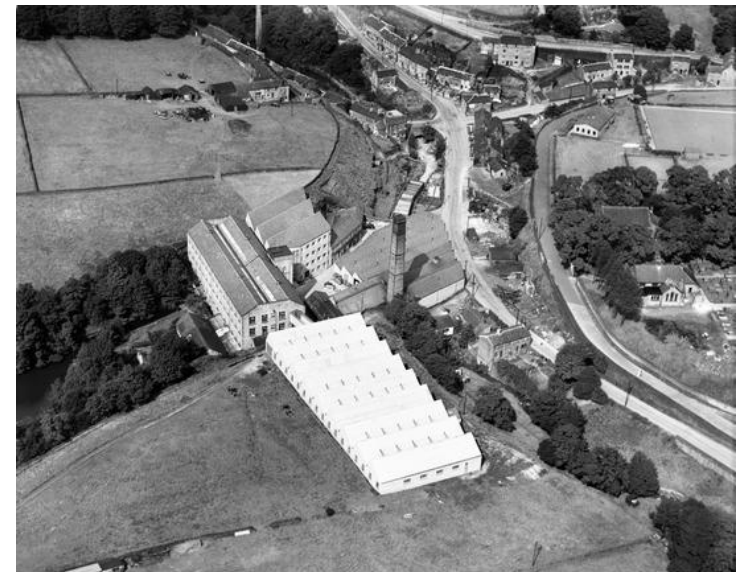
The denser residential development is suggested to be concentrated to the east of the application site, amidst the existing residential properties. The properties may become larger, detached and in a more open setting towards the Church, wood and open fields. This allows pedestrian, cycle and vehicular permeability through the site.

Conclusion

On balance, the development of this area of the application site for residential use is acceptable in policy terms and with careful and considerate planning through Reserved Matters the impact on the Church and its setting will be minimal.

The original building is a characterful four storey building, accessed via the yard from Hepworth Road.

In this 1939 photo (courtesy of Britain from Above) the building stands alone with the northlit sheds overlooking Hepworth Road.



Above: Historical aerial View of site

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