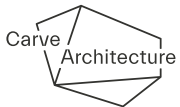


Lepton Sites HS2 & HS3

Masterplan Document



Rev E- August 2022



URBAN
WILDERNESS



PEACOCK+
SMITH



FARNLEY
ESTATES

DARTMOUTH
ESTATES



1.	Introduction	-3
2.	The Site Allocations	-4
3.	The Requirement for a Joint Masterplan	-6
4.	Involving Stakeholders	-7
5.	Site Context & Analysis	-9
6.	Policy LP5 a)- Indicative Development Layout, Phasing and Implementation Plan	-16
7.	Policy LP5 b)- Design Standards	-19
8.	Policy LP5 c)- Effective Use of the Site	-25
9.	Policy LP5 d)- Sense of Place	-25
10.	Policy LP5 e)- Housing Mix	-25
11.	Policy LP5 f)- Sustainable Travel	-27
12.	Policy LP5 g)- Interconnected Streets and Spaces	-29
13.	Policy LP5 h)- Traffic Impacts	-29
14.	Policy LP5 i)- Infrastructure Delivery	-29
15.	Policy LP5 j)- Employment Provision and Community Facilities	-29
16.	Policy LP5 k)- Open Space	-31
17.	Policy LP5 l)- Green infrastructure Strategy	-32
18.	Policy LP5 m)- Flood Risk	-32
19.	Policy LP5 n)- Energy Efficiency	-33
20.	Policy LP5 o)- Natural Environment and Heritage Assets	-33
21.	Management Plan	-34

1. Introduction

This document has been prepared to address the Kirklees Local Plan Policy LP5 requirement for a joint masterplan for almost 22 ha of allocated housing land to the east of Lepton.

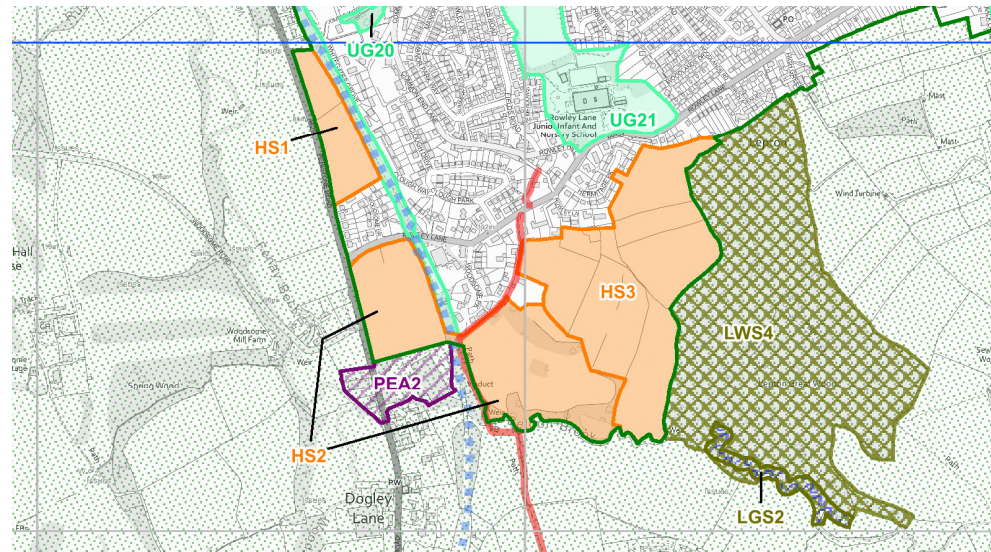
The land is identified in the Local Plan as Site Refs. HS2 and HS3 with a total indicative capacity of 598 new homes, so the principle of developing the land for this scale of housing has been established.

The purpose of this joint masterplan is to guide the future development of the sites.

This joint masterplan has been prepared by the owners of both sites.



Google Earth map with the sites highlighted in orange.



Kirklees Local Plan Policies map extract showing sites

2. The Site Allocations

2.1 Site HS2

The Local Plan allocates 9.33 ha of land east of Penistone Road either side of the former railway line as Site Ref. HS2, which is estimated as having capacity for 286 new homes.

The majority of this site is owned by Farnley Estates, who have an agreement with the owners of the former railway line to connect the two parts of the site.

The allocation identifies the following site-specific considerations:

- ; Access into the site is proposed from a single access off a new link road which would connect Rowley Lane with a new roundabout junction at Penistone Road / Woodsome Road. This site will allow vehicular and pedestrian access to HS3.
- ; Prevention and mitigation needed to reflect Water Framework Directive requirements.
- ; No residential development to take place within flood zone 3.
- ; A joint masterplan is required with adjacent site HS3 to be prepared in accordance with policies in the Local Plan.
- ; Avoidance, mitigation and/or compensation measures may be required to address any identified adverse ecological impacts in line with Policy LP30. Such measures may involve the retention of habitats and provision of a habitat corridor to be included within a masterplan for the site.



Google Earth Map showing HS2 highlighted

2.2 Site HS3

The Local Plan also allocates 12.51 ha land to the north of HS2. This land is identified in the Local Plan as Site HS3 and is estimated at having capacity for 312 new homes.

The site is owned by Dartmouth Estates.

The allocation identifies the following site-specific considerations

- ; The primary access to this site will be via adjacent site allocation HS2 to the south with a secondary access via Hermitage Park.
- ; Site layout should provide 20m stand-off distance from Lepton Great Wood and maintain hedgerows and protected trees within the site ideally through public open space.
- ; A joint masterplan is required with adjacent site HS2 to be prepared in accordance with policies in the Local Plan.
- ; Avoidance, mitigation and/or compensation measures may be required to address any identified adverse ecological impacts in line with Policy LP30. Such measures may involve the retention of habitats and provision of a habitat corridor to be included within a masterplan for the site.
- ; In order to safeguard the setting of the Grade II Listed Building known as Crow Trees, no development shall take place on the field/area marked as moderate significance in Councils HIA to the west of the public footpath that runs across the site.
- ; Proposals will identify an appropriate layout, scale, appearance and materials of the proposed residential development to minimise



Google Earth Map showing HS3 highlighted

harm to the setting of heritage assets, taking into account the evidence presented in the Council's Heritage Impact Assessment or any updated Heritage Impact Assessment submitted by the applicant as part of the planning application process.

- ; The public footpath, the historic field boundary and the trees protected by TPOs to the south of Crow Trees shall be retained as part of any development proposals.

3. The Requirement for a Joint Masterplan

The Local Plan identifies a need for a joint masterplan to be prepared for Sites HS2 and HS3.

The scope of the masterplan is set out in Local Plan Policy LP5, which states that:

Masterplans must involve all the relevant stakeholders, including the council, landowners, developers, the local community, service providers and other interested parties. Masterplans will be developed in consultation with the council prior to the submission of a planning application. Masterplans would only be sought where feasible and appropriate.



Aerial view with HS2 & HS3 highlighted



The respective design teams for the sites have met to discuss and agree on the masterplan

Masterplans will be expected to achieve the following (proportionate to the scale of development):

- ; a. an indicative development layout and phasing and implementation plan;
- ; b. high standards of design that respect the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to rural transition with appropriate boundary treatment;
- ; c. make effective use of the site through the application of appropriate densities in terms of scale, height and massing, and its relationship to adjoining buildings and landscape;
- ; d. create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness;
- ; e. plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
- ; f. reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways and electric charging points;
- ; g. a network of permeable and interconnected streets and public spaces;
- ; h. measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
- ; i. timely delivery of physical infrastructure, including sewage connections and fibre optic broadband;

- ; j. appropriate employment provision and community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities, community sport and fitness provision);
- ; k. accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;
- ; l. a green infrastructure strategy, providing an integrated network of green spaces;
- ; m. appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;
- ; n. assessment of the potential for energy efficient design including renewable energy schemes; and
- ; o. demonstration of a good understanding and respect for the natural environment, its heritage assets and their setting both within the site and in the wider locality, whether designated or not, and include details of how the natural environment and heritage assets will be conserved and enhanced.
- ; A management plan must be produced as part of the master-planning process to demonstrate how infrastructure and community assets will be maintained and managed following completion of development.

The following text demonstrates how the joint masterplan addresses the above requirements.

4. Involving Stakeholders

The joint masterplan has been prepared under guidance from planning and highways officers at Kirklees Council and will be shared with local

Ward Councillors and with GAIL (Green Alert in Lepton), who are a group of local residents.

An outline planning application (all matters reserved expect for access) for up to 75 new homes has been submitted to the Council for the first phase of HS2, which has been the subject of extensive consultation and has helped to inform the preparation of the masterplan.

In addition, there have been pre-application discussions with Kirklees for the first phase of HS3.

Both have been subject to discussions with local councillors and GAIL.

Consultation has been provided by:

- ; Environment Agency
- ; Historic England
- ; Kirklees Conservation and Design
- ; Kirklees Ecology
- ; Kirklees Education
- ; Kirklees Environmental Health (Noise and Pollution Control)
- ; Kirklees Highways
- ; Kirklees Local Lead Flood Authority
- ; Kirklees Trees
- ; Kirklees Waste and Strategy
- ; Natural England
- ; The Coal Authority
- ; West Yorkshire Archaeology Advisory Service
- ; West Yorkshire Police
- ; Yorkshire Water

4.1 Consultation with GAIL, Local Councillors and the Parish Council

Since the initial GAIL meeting in October 2020, the applicant has kept key local interest groups well informed (monthly) of the progress towards submission of a planning application, with monthly update emails being sent to GAIL, Local Councillors and the Parish Council. This provides an opportunity for direct dialogue and conversation between the applicant and interest groups on key issues.

A meeting was held with GAIL, Local Councillors and the Councils Case Officer at the Rowley Hill Club on 3rd November 2021. The venue and date of the meeting was arranged to accommodate GAIL members. The Joint Masterplan was presented at the meeting and the applicant received feedback on the proposals, further informing its development in meeting the requirements of Policy LP5. It is noted that the primary concerns raised did not in fact relate to the Masterplan Document, with issues primarily relating to the principle and quantum of development proposed (which has already been established through the Local Plan examination).

The meeting invitation was also extended to the local community association 'Lepton Link' chairman and treasurer, as well as the head of Rowley Lane school, the vicar of St Johns Lepton and a member of Lepton Vision. All attendees were afforded the opportunity to ask questions of the applicant and provide comment on the Joint Masterplan. KCS has continued dialogue with other local groups including the Headmistress of Rowley Lane Primary School from December 2020.

Following this meeting, the applicant presented the Joint Masterplan Document to the Kirkburton

Parish Council on 6th January 2022. A question and answer session allowed the applicant to provide reassurance to concerned Councillors and listen to the reasonable concerns which were raised. Significantly, concern was shown for the impact on the operation of Reliance Engineering by the proposed roundabout being delivered with Allocation HS2. The applicant informed the promoters of HS2 and ensured that the detailed masterplan was re-assessed to ensure no detrimental impact was caused for the Reliance Engineering Access.

4.2 Letters to Residents – December 2021

The applicant instructed Johnson Mowat, alongside distribution company 'Stannp', to write a letter to local residents informing them of the Joint Masterplan proposals and requesting their feedback via email, telephone, post or the website response form. The letter included details of the proposals, alongside a copy of the Joint Masterplan, with details enclosed of how to access the Johnson Mowat dedicated webpage.

The letter was dispatched on 17th December 2021 to 2,034 properties within close proximity to the application site

In addition, PDF copies of the letter were sent to Local Councillors, members of GAIL, the Case Officer and the individuals who had responded to the initial round of consultation (December 2020). Following a request from the Case Officer, copies of the letter were also sent to interested parties (Kirklees Cycling Campaign, Sustrains, Historic England, Lepton Community Link and Lepton Methodist Church).

It is considered that the consultation undertaken on the HS2 & HS3 Masterplan Document has

involved all the relevant stakeholders, including the council, landowners, developers, the local community, service providers and other interested parties. The compliance with Local Plan Policy LP5 is clear and well-evidenced.

5. Site Context and Analysis

5.1 Site Location

The sites are located in Lepton, a suburb of Huddersfield, around 4 miles to the east from the Town Centre. They sit in land behind the junction between Penistone Road (A629) and Rowley Lane, and in the land beyond the former railway line, and the existing residential settlements to the south of Rowley Lane.

5.2 Site Description

The sites are currently open fields and are mostly previously undeveloped. The site boundaries include Rowley Lane, Penistone Road, the rear of existing properties to the south of Rowley Lane, the former railway embankment, and the ancient woodland of Lepton Great Wood.

5.3 Character & Context

The site is surrounded mostly by residential buildings with the majority of them developed after 1960. The houses are predominantly detached or semi-detached in light brick or stone with slate or tiled roofs. The roofs take a variety of forms, including dual pitched and hipped, and often include features such as feature gables and small dormer windows. Some of them have original historic details though most appear to have modern elements such as bay windows, small porches or wooden cladding to add interest and decoration to the front façades. The plots include both forecourts and backyards of different sizes, typically with a garage on the side. To the South of the site, there are a few commercially used buildings which are generally kept in the similar style as well as showing some of the historic details.



Local Context

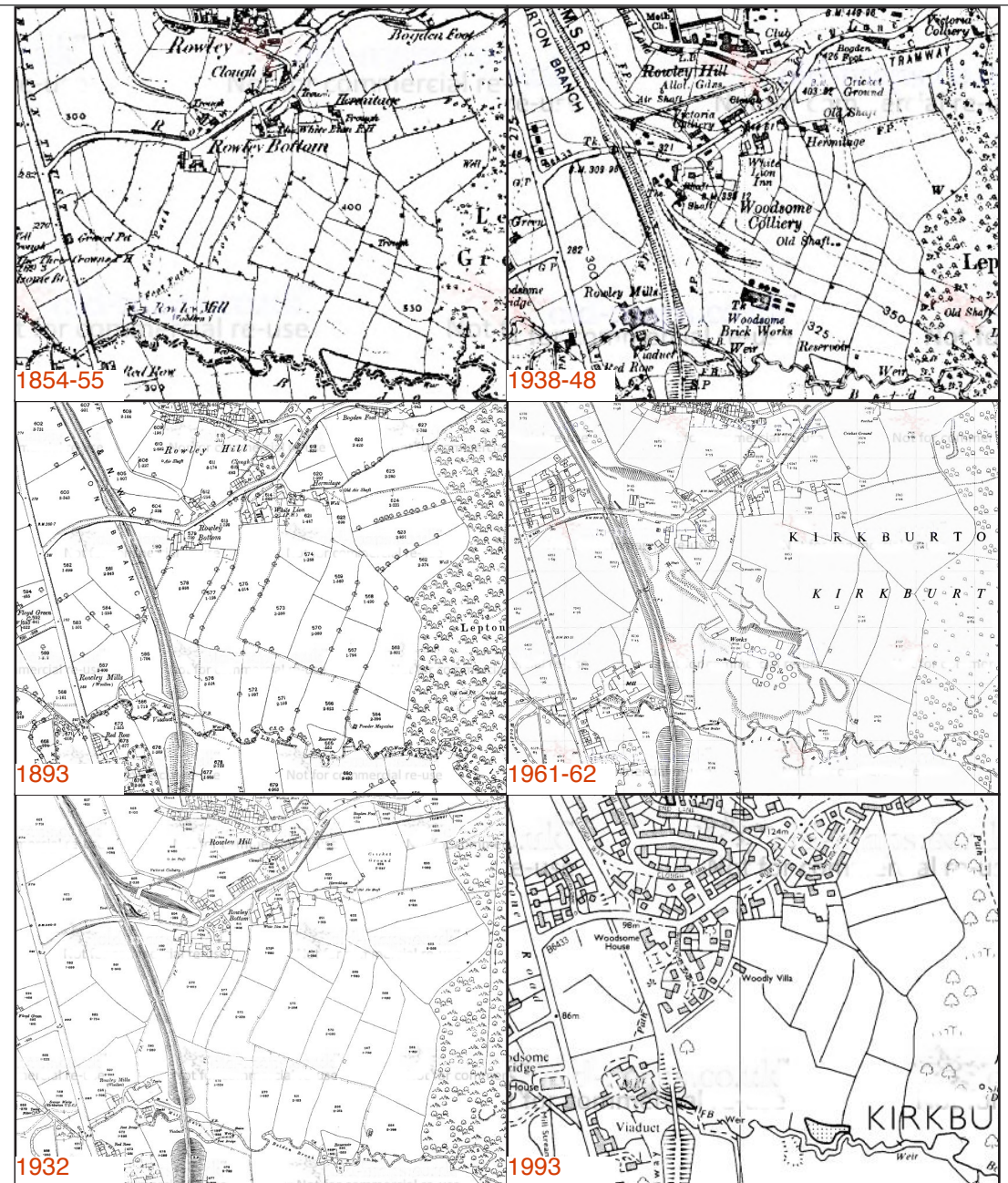
5.4 Site History

The site is and was originally open fields, with its surroundings being developed over the years. First buildings were erected around Rowley Hill and Dogley Lane and their layout has not changed significantly since 1854. The majority of them were houses built on the land towards the north of the application sites but there were also a few mills in the area. Parts of the central area of the sites were occupied by the Woodsome Colliery and Woodsome Brick Works and associated buildings from the 1930s to 1980s. These buildings have now been completely removed from the site. More extensive housing development appears between 1960 and 1993 when most of the currently existing dwellings were created along Rowley Lane and Woodsome Park. The commercial land adjacent to the southern edge of the site appears on the historical maps since 1854 as Rowley Mill and has been extended over the years.

5.5 Existing Land Use

The surrounding area is predominantly a mix of green spaces and residential land uses. There are occasional commercial uses, including the small cluster immediately to the south of the application site. These include: bar, golf club, manufacturers, loading services and Bed and Breakfast.

Historic Maps

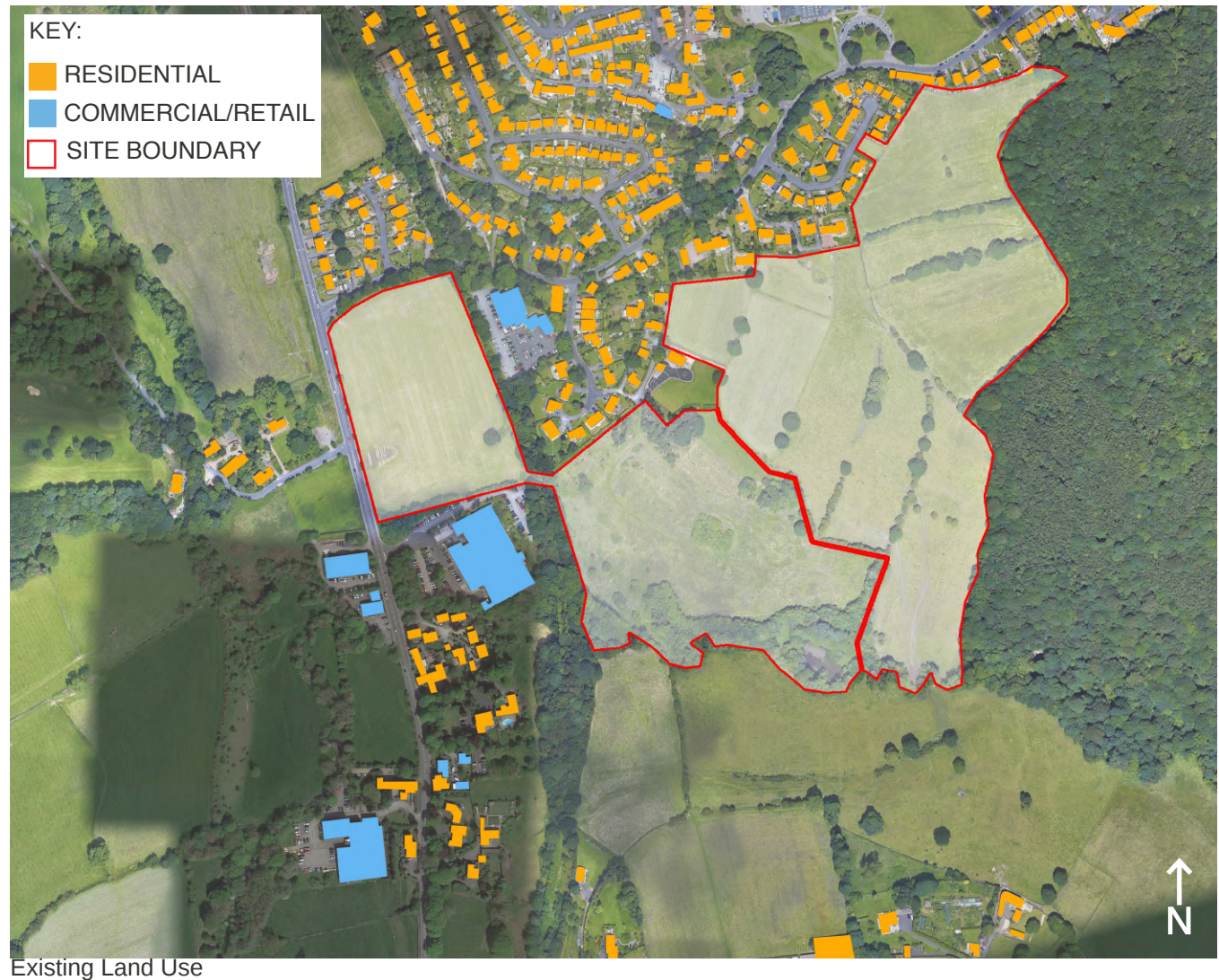


5.6 Landscape and Open Space

The site is surrounded mainly by farmland made up of open fields and some wooded areas including Lepton Great Wood and Spring Wood.

The open fields are generally surrounded by lines of trees and hedgerows, occasionally joining up to larger areas of woodland as above.

The allocation sites terrain slopes gradually



from West to East providing great views from the elevated points, towards the south-west. Besides some areas being developed, there is still a generous amount of green space remaining which results in an open, countryside feel to the neighbourhoods.

5.7 Transport & Access

There is currently no official vehicular access to the sites though parts of HS2 are directly adjacent to the primary road of Penistone Road (A629) which runs from Skipton (North Yorkshire) to Rotherham (South Yorkshire) through Keighley, Halifax, Huddersfield and Chapeltown. HS2 is also contiguous to Rowley Lane which connects Penistone Road (A629) with Wakefield



Landscape and Open Space map with site boundaries indicated in red line

Road (A642) leading towards Wakefield. HS3 is adjacent to the residential access road of Hermitage Park. The sites sit 4 miles south-east from Huddersfield town centre. They are located along the routes of bus lines 233 and 84A, frequently running between Huddersfield and Denby Dale. There are 3 bus stops around the sites within 1-2 minute walk, providing routes towards Huddersfield (20-25 minutes) or Denby Dale (40-50 minutes). The closest amenities, including shops and restaurants are located within 15 minutes walk in Lepton Village Centre. A more substantial retail park providing a larger variety of services is placed 1.5 miles (3 minutes drive) from the site towards Huddersfield.



Local Bus Network- source: West Yorkshire Metro

5.8 Site Photographs



View into HS2 from Penistone Road



View into HS2 from Penistone Road



View into HS2 from Penistone Road/ Rowley Lane junction



View into HS2 from Rowley Lane



View into HS2 from Beldon Brook Green



View into HS3 from Beldon Brook Green



View into HS3 from Hermitage Park



View into HS3 from western boundary

6. Policy LP5 a)

; Indicative Development Layout, Phasing and Implementation Plan

6.1 Development Layout

An indicative development layout has been provided (drawing ref. 338-P-006 Rev. N) that shows how the site could be laid out.

This layout is based on:

- ; The main point of vehicular access being from a new roundabout junction at Penistone Road/Rowley Lane;
- ; A new link road from the roundabout to provide vehicular access to the part of Site HS2 to the east of the former railway line and to the main part of Site HS3;
- ; Secondary points of vehicular access for small-scale early phases of development from Rowley Lane (75 homes within HS2) and from Hermitage Park (up to 80 homes within HS3);
- ; A hierarchy of streets: primary, secondary and tertiary;
- ; The tree lined primary road being able to accommodate a bus route;
- ; New and improved public footpath and cycle connections throughout the site and into Lepton, to encourage new residents to walk/cycle to the local facilities and to also maintain and to also improve access into the surrounding countryside;
- ; Retaining as many hedgerows and trees as possible in addition to new tree planting and landscaping, in order to improve biodiversity and create an attractive landscape setting for the development;
- ; An extensive network of interconnected green space for amenity and ecology purposes, with areas of new public open space that make the most of the topography and natural features, including:
 - ; An extensive green corridor adjacent to Lepton Great Wood running for 600m, the length of the site, creating a buffer and green edge to the development as the landscape transitions to countryside;
 - ; A wide recreational open space in HS3 with views across the valley toward Woodsome Hall, maintaining visual connections with Lepton Great Wood;
 - ; Open space in front of the listed building on Rowley Lane;
 - ; Green space on the wooded slopes between HS2 and HS3, linking to the woodland edge of the site;
 - ; Extensive green space along Penistone Road, to maintain the semi-rural approach to Lepton from the south and a separation from the listed building on Woodsome Road;
- ; The provision of play and exercise areas across the site;
- ; The potential to connect to the former Huddersfield-Kirkburton Branch railway line which could become a pedestrian/cycleway;
- ; The use of sustainable urban drainage systems with ponds and swales with foul water pumping stations where needed in HS3;
- ; Not developing in any areas at risk from flooding;
- ; The creation of distinctive character areas within the site



6.2 Phasing Plan

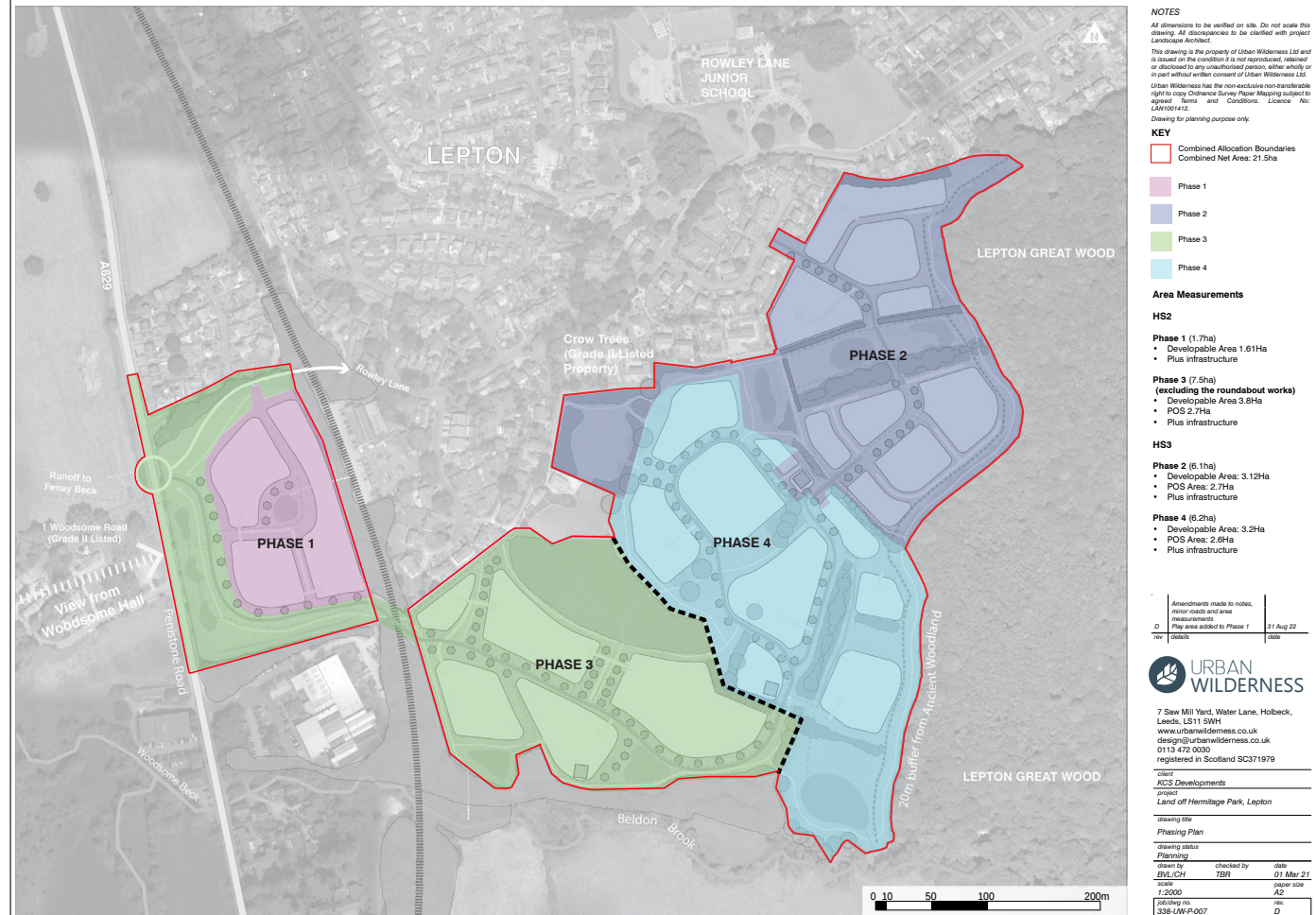
A phasing plan has been provided (drawing ref. 338-P-007-Rev. D) that shows four phases of development. The proposed housing numbers are approximate at this stage. The final numbers will be subject to detailed design, taking in aspects of infrastructure, housing mix, site conditions etc:

- ; Phase 1 (1-3 years)- 75 new homes to be accessed from Rowley Lane.
- ; Phase 2 (2-4 years)- up to 80 new homes to be accessed from Hermitage Park.
- ; Phase 3 (4-6 years)- approximately 100-200 new homes to be accessed via a new link road across the former railway line with a new roundabout junction on Penistone Road and a realignment of Rowley Lane. It was agreed at the Local Plan Examination that this highway improvement is only required once approximately 150 new homes are on site.
- ; Phase 4 (6-10 years)- approximately 140-230 new homes to be accessed from Phase 3.

6.3 Implementation Plan

The masterplan will be implemented in the following way:

- ; Phases 1 and 2 can be implemented without having to carry out extensive highway improvements.
- ; Phases 3 and 4 will require an agreement between the landowners to deliver the required highway improvements and the link road. The two site owners have met and agreed an approach that the cost of highway improvements will be shared between the two parties.



HS2 & HS3- Masterplan
Phasing Plan

7. Policy LP5 b)

; Design Standards

The joint masterplan includes a Design Code, which establishes design principles. This will be used alongside the Kirklees Housebuilder Design Guide SPD (June 2021) and the Open Space SPD (June 2021) when detailed proposals are brought forward for the various phases of development.

7.1 Design Code Approach

In order to articulate the development, and to help to deliver a legible narrative to the places, a number of character areas have been developed. These character areas help to broadly determine the approach through different areas of the site. Within each character area, there will be a further detail design process which will identify key locations such as corner-turners, vista stops etc where feature elements may be used.

7.2 Palette of Materials/ Vocabulary of Details

Generally facing materials to be natural stone with slate roofs. Some areas, such as the Railway and Woodland Edge will use more traditional detailing, including stone window surrounds, while other, such as the Spine Road areas can utilise more contemporary detailing and proportions. This reflects the more urban and rural feeling areas within the overall masterplan. The fine detail of this will come forward in detail planning applications.

The roofscape in particular will form an important aspect of the development, as there are distance views into the site where the roofscape will be particularly prominent. It is proposed that roof forms take traditional pitched forms, while reflecting the variety within the local area, including features

such as gables and dormer windows. The vision is that the roofscape will sit amongst an extensive landscape infrastructure linking in to existing natural features.

7.3 Boundary Treatments

A range of front boundary treatments can be used to differentiate the different character areas to give a strong sense of place to the individual spaces.

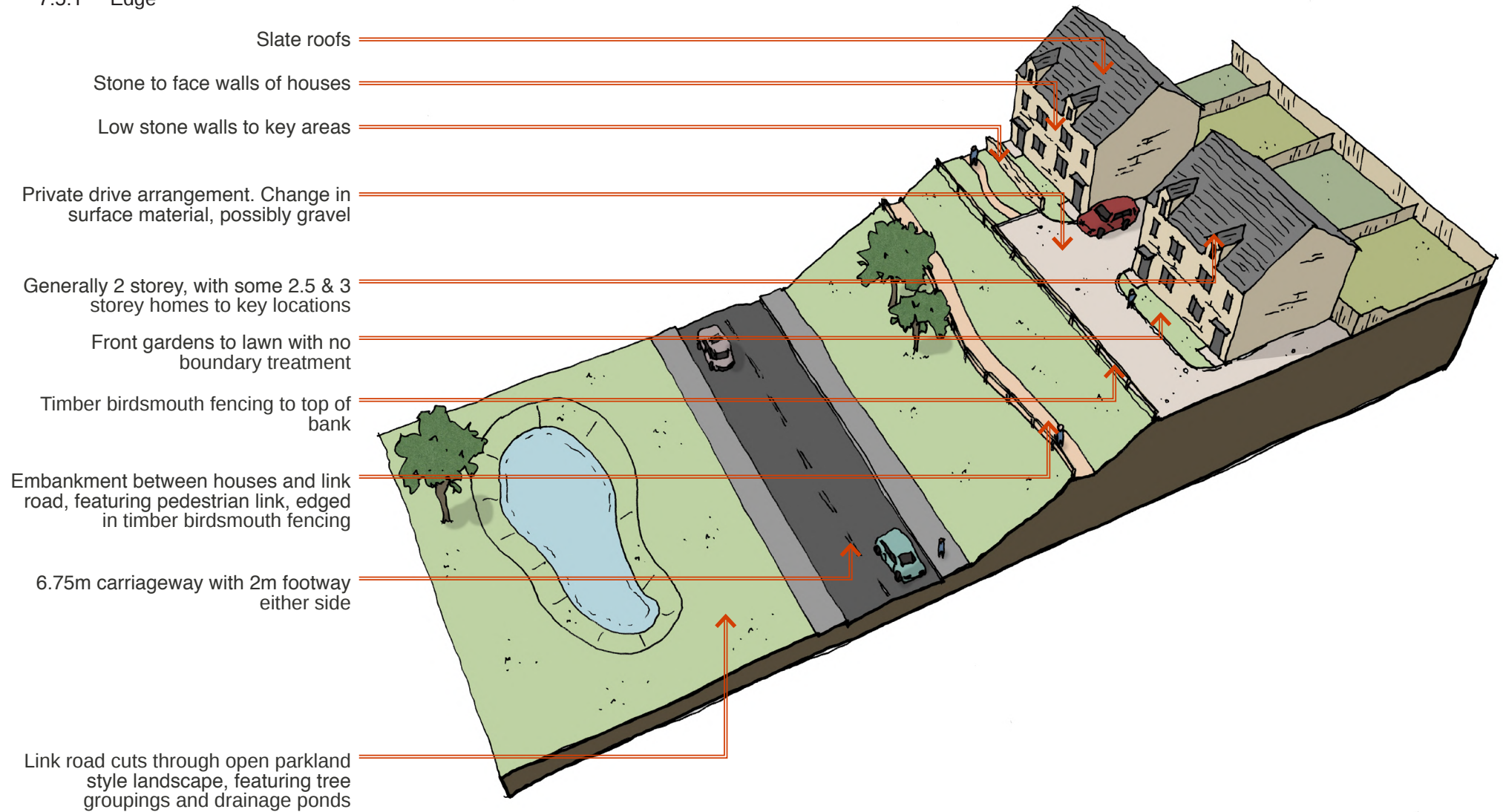
7.4 Highways

The vehicular and pedestrian routes through the development will have a strong sense of hierarchy, moving from more formal, wider highways of the Link Road and Spine Road to the informal private drives around the edge of Phase 1 or adjacent to the railway embankment. Street trees will be used where appropriate. These are shown indicatively in this Design Code.

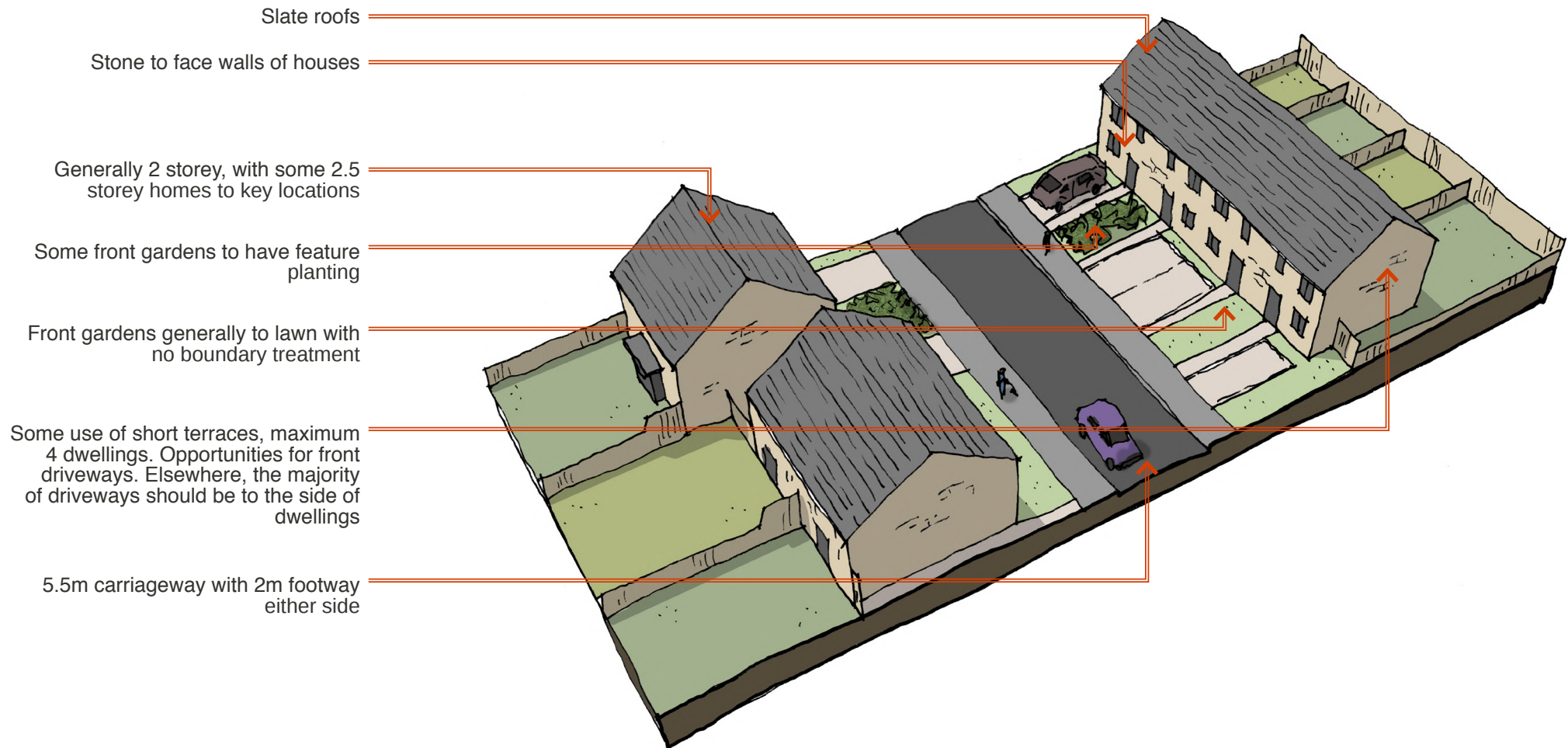


7.5 Character Areas

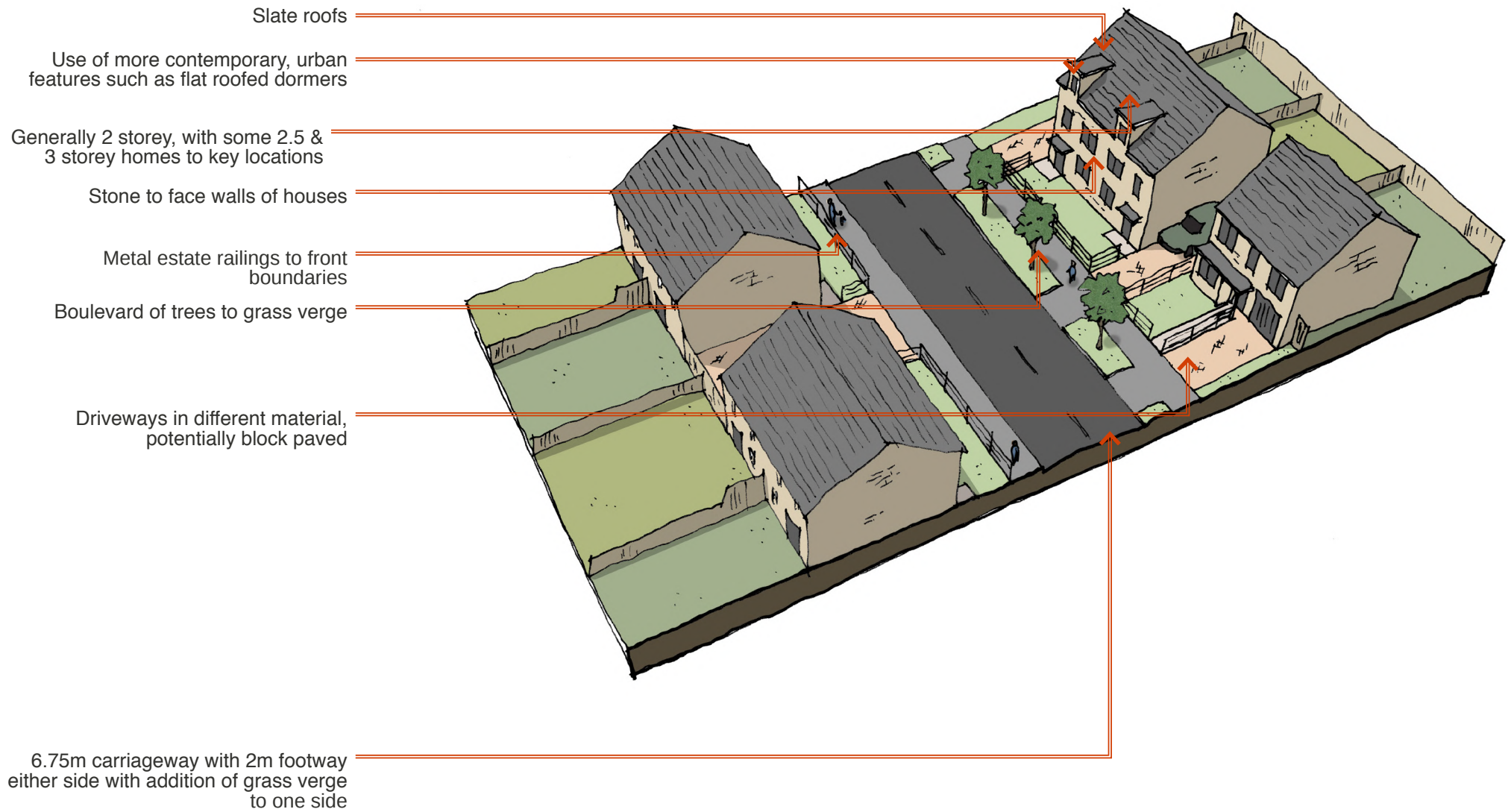
7.5.1 Edge



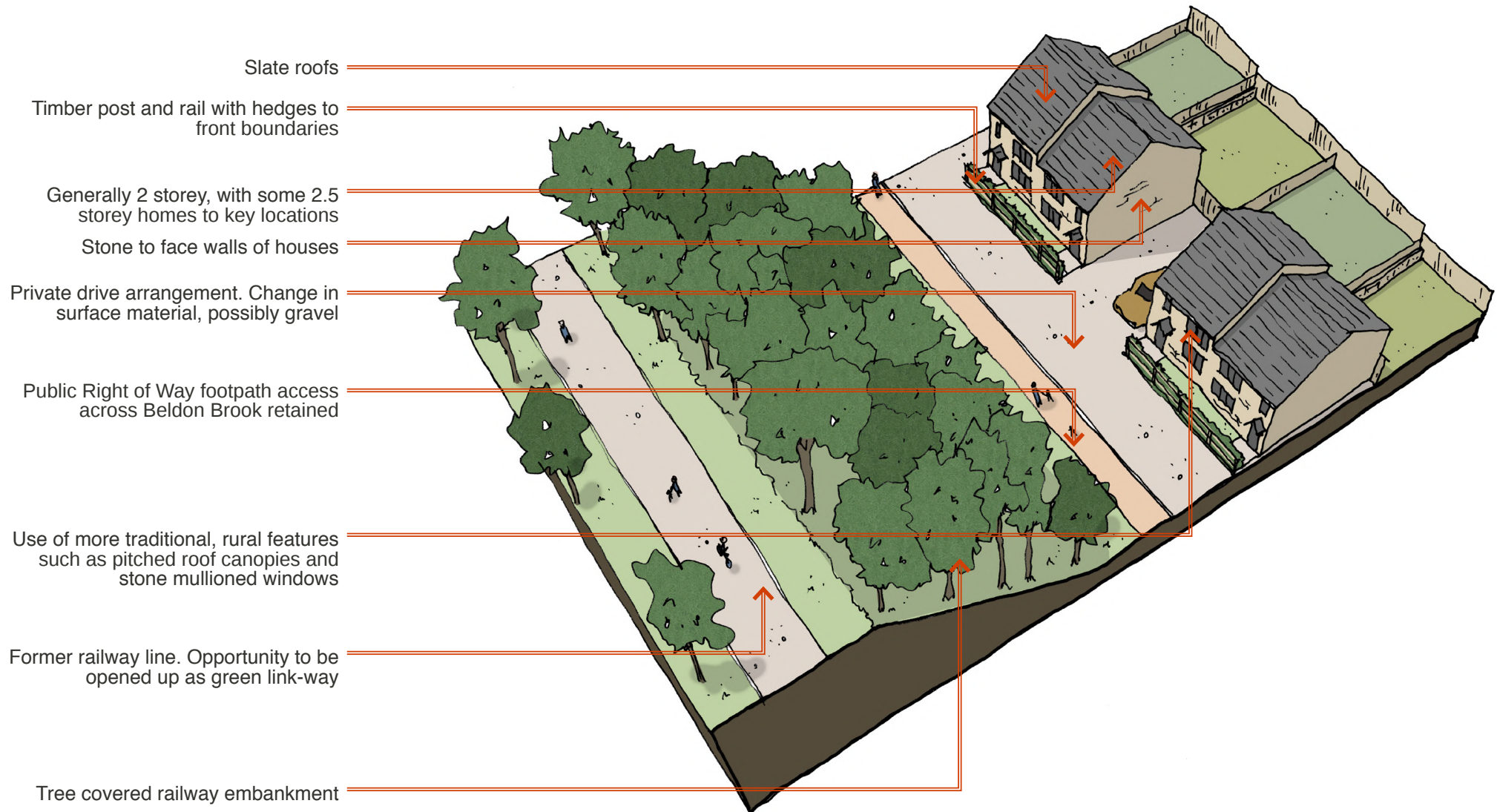
7.5.2 Internal



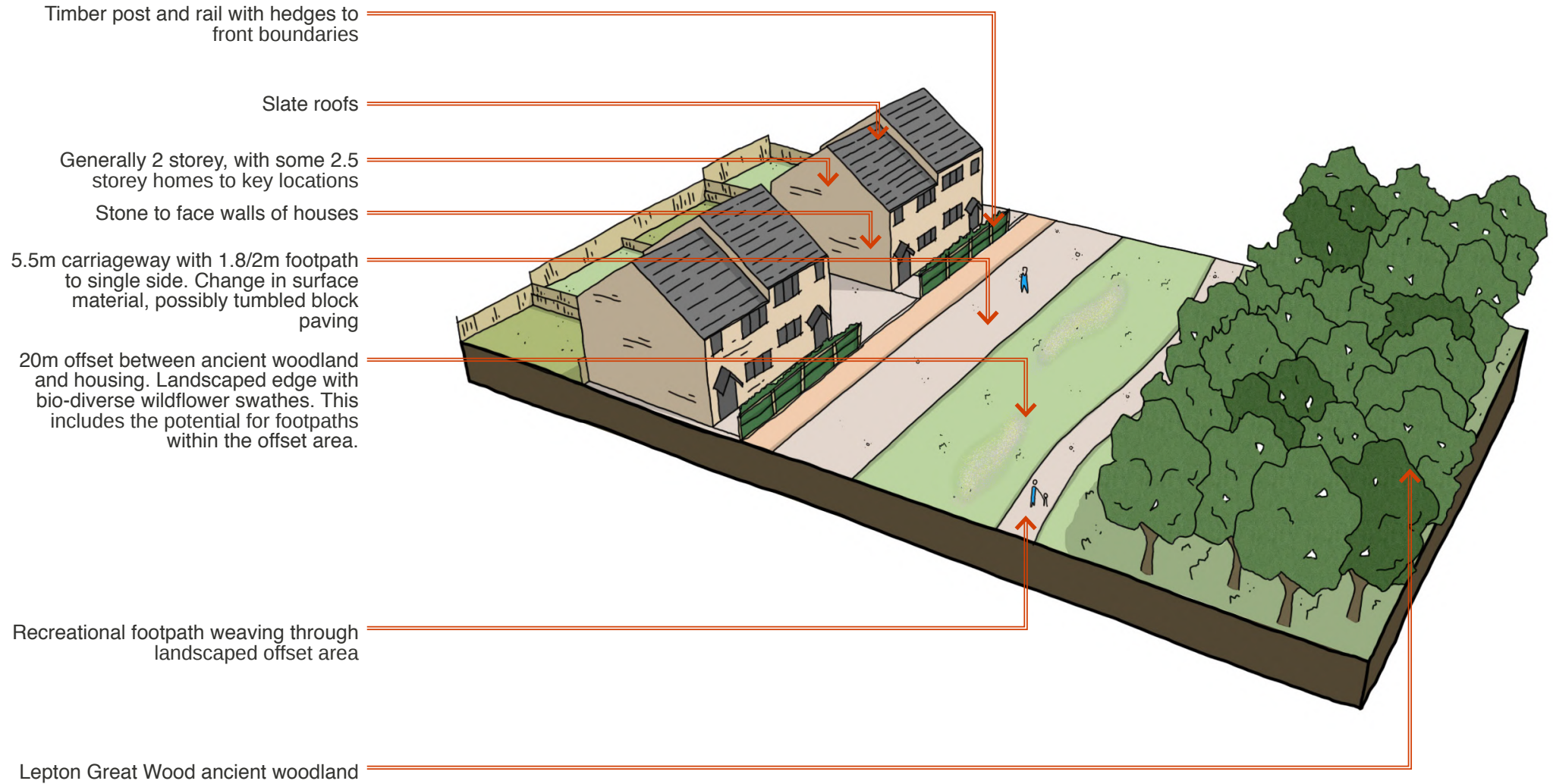
7.5.3 Spine Road



7.5.4 Railway



7.5.5 Woodland Edge



8. Policy LP5 c)

; Effective Use of the Site

The land lies at the edge of the settlement and represents an opportunity to 'round off' Lepton by creating a well-defined new edge to the village, contained by the existing woodland and valley of Beldon Brook.

The density of development will vary across the site, with some areas reflecting the semi-rural location. Appropriate housing densities will be used to make an effective use of the site whilst also respecting the nature of surrounding development and infrastructure. The surrounding context is fairly low density at c. 20-40 dwellings per hectare.

Massing of buildings and density of development will be carefully considered at the edges of the new sites, so as to knit in to the surrounding fabric of development. While it is important to maximise the effective use of the site, it is also key to consider the suburban/ semi-rural setting, and the masterplan has been conceived as a series of linked green spaces. These will incorporate areas of exiting mature landscape and nature habitat and also provide opportunities for new bio-diverse habitat creation and sustainable drainage systems.

The development will be predominantly 2 storey, with opportunities for 2.5 and 3 storey houses in key locations to give variety, and focus to building groupings. Taller buildings would typically be in corner locations and used as vista-stops. They will also allow appropriate areas within the site to achieve a higher density of development and maximise the effective use of the site.

9. Policy LP5 d)

; Sense of Place

The joint masterplan makes the most of the site's topography and edge of settlement setting by creating a number of character areas within the two allocated sites. Part of creating a unique sense of place is knitting the development into the existing neighbourhood, and this is done by considering appropriate massing, density and character of built form adjacent to existing settlements, whilst maintaining existing and creating new connections between and through the new development.

The masterplan is conceived as a sequence of linked spaces, which gradually step up the sloping site, maximising opportunities for connection between. By developing a set of coherent linked, high quality landscaped spaces, the masterplan seeks to deliver a strong sense of place.

Different character areas are to be created, which have been detailed elsewhere in this document. These will be articulated in the type and form of development, materials, boundary treatments and density.

The landscaped areas within these character areas will also play a focal role in delivering a legible built environment. This is assisted by the retention of key existing mature landscape features including tree lines and hedgerows which will help to anchor the development in the rich existing landscape.

Linkages to the existing settlements are also crucially important, in particular by foot and cycle access, using existing Public Rights Of Way and creating new links.

10. Policy LP5 e)

; Housing Mix

Policy LP5 (e) of the Kirklees Local Plan requires Masterplans to plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion. Given that we are not yet at the detailed design stage, the Masterplan intends to solely set the parameters for housing mix across the wider site with the detailed housing to be addressed within the detailed planning applications for each phase of the development.

Policy LP11 sets out the approach to Housing Mix within new developments across Kirklees, and reiterates the need to provide a mix (size and tenure) of housing suitable for different household types which reflect changes in household composition in Kirklees and take into account the latest need for different types of housing. The Council encourages the inclusion of appropriate design elements that ensure buildings are suitable or can be adapted to meet the needs of people needing specialist accommodation at present and into later life.

The Kirklees SHMA identifies a dominance in two and three bedroom properties (65.7%) within Kirklees existing housing stock. The SHMA also identifies that Kirklees Rural East is categorised by predominantly 3 and 4 bedroom family housing. The development proposals seek to balance the existing mix, in providing a proportion of 2 bedroom houses, alongside larger family houses in keeping with the character of the surrounding area. It is anticipated that larger dwellings will be focused towards the edge of the development phases, allowing for a soft transition between the urban



Sequence of Spaces Plan

development and wider countryside.

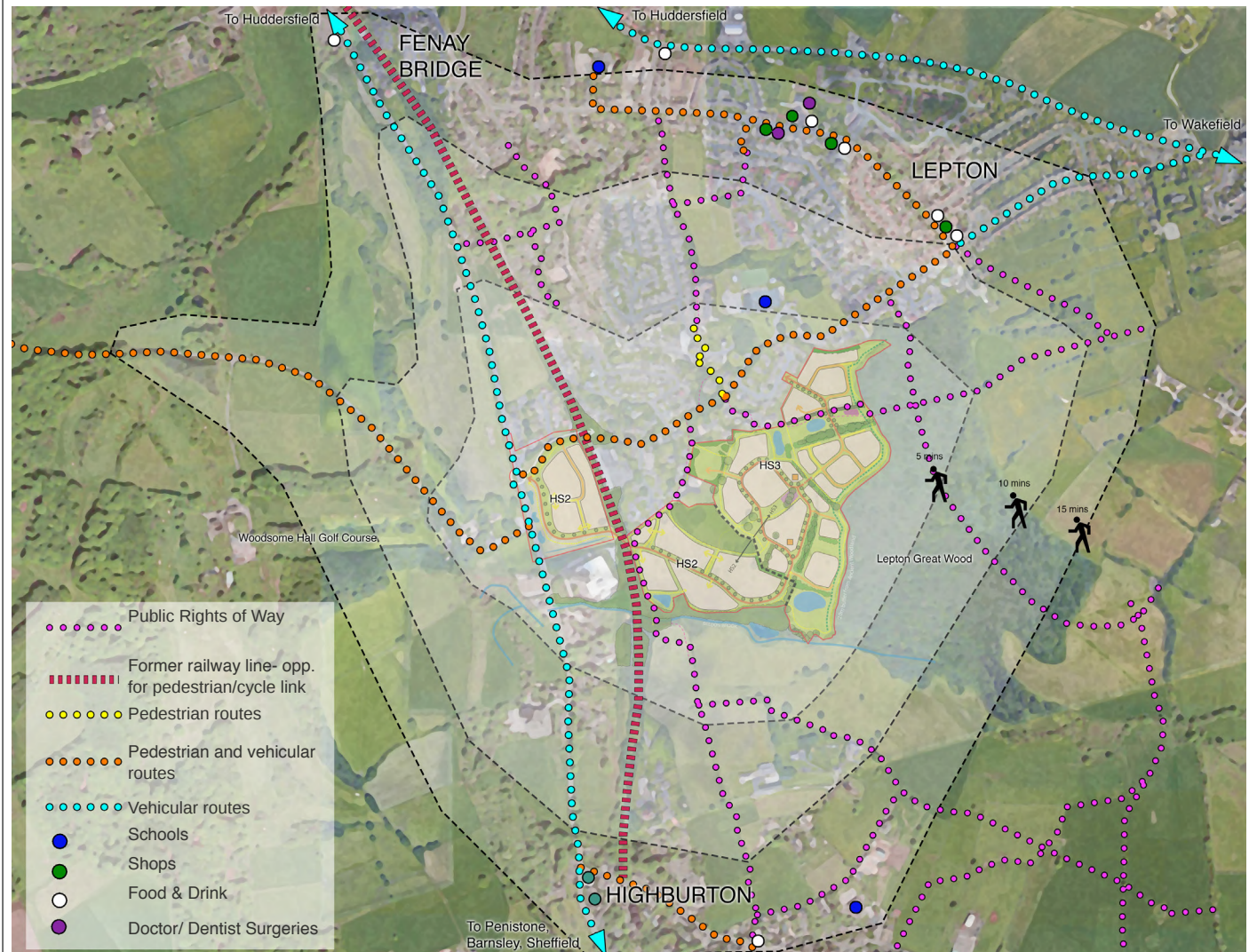
Recent research has identified that a significant proportion of homeowners have converted bedrooms into home offices, and with the growth in home-working it is expected for this trend to continue within new build housing. Therefore, there is an identified need for larger dwellings which have capacity to accommodate a home office. The community consultation exercise has identified a preference for larger dwellings, with no requests received to date for high-density housing such as apartments.

11. Policy LP5 f)

; Sustainable Travel

The layout encourages new residents to access nearby facilities in Lepton on foot or by cycle using new and improved connections, specifically the following seven points of access:

- ; An existing public footpath from the north of the HS3 site through Lepton Great Wood to Birch Avenue;
- ; A new footpath connection from HS3 via Hermitage Park to Rowley Lane;
- ; An existing public footpath from the west of the HS3 site to Rowley Lane;
- ; An existing public footpath from the west of the HS2 site to Rowley Lane via Woodsome Park;
- ; A new footpath connection to Rowley Lane from Phase 1 of HS2;
- ; A new footpath connection to Penistone Road from HS2;
- ; An existing public footpath from the south of the HS2 site leading to Highburton.



Local Connections

There is a potential additional link from within the HS2 site to the reopened former Huddersfield-Kirkburton railway line which could become a cycleway/walking trail. This is identified in the local plan as a core cycle/walking route and any detailed proposals will include details of this connection, subject to it being opened up.

An extensive and coherent network of footpaths will be provided on site to link to these access points and form attractive pedestrian routes.

For destinations in the wider area, Rowley Lane and Penistone Road are both bus routes with regular services from Denby Dale to Huddersfield Town Centre.

There are bus stops on Penistone Road close to the junction with Rowley Lane, from where there are three buses an hour to Huddersfield and to Denby Dale.

There are four bus stops on Rowley Lane at Woodsome Drive, Clough Park, Hermitage Park and Woodlands Road, from where there is an hourly service in both directions to Huddersfield via Lepton and to Denby Dale via Kirkburton.

Connections will be provided to these bus stops.

Consideration will be given to providing new residents with MetroCards to encourage the use of public transport.

In addition, the primary street has been designed as a loop to allow for a bus to access the site and turn around, if considered appropriate by the West Yorkshire Combined Authority.

Electric Vehicle Charging Points will be provided to all new homes, in accordance with Local Plan policy LP24.



Connections From The Site

12. Policy LP5 g)

; Interconnected Streets and Spaces

As shown on the Masterplan Framework Plan, Sequence of Spaces Plan and Green Infrastructure Plan, an extensive and coherent network of footpaths will be provided on site to link to these access points and form attractive pedestrian routes. These will include connections to the proposed future cycle/ walking path on the former Huddersfield-Kirkburton Railway Line.

13. Policy LP5 h)

; Traffic Impacts

The Local Plan Examination identified that there is capacity in the local road network to accommodate approximately 150 new homes on these two sites without the need for major highway improvements.

However, Phase 1 includes a widening of Rowley Lane at its junction with Penistone Road, which will improve queuing during peak hours.

After initial phases have been developed, the Rowley Lane/Penistone Road access will need to be improved. The masterplan shows a realignment of Rowley Lane and the potential creation of a new roundabout on Penistone Road.

This new potential roundabout has been designed

to accommodate the additional traffic from the development, but also to assist in reducing traffic speeds along Penistone Road.

The draft design of the potential roundabout has considered both side roads and site access along Penistone Road and is not expected to cause traffic issues at any of these intersections. Further detailed design work and discussions with local highways officers and local occupiers will take place before the design is finalised.

14. Policy LP5 i)

; Infrastructure Delivery

Sewage and broadband will be delivered phase by phase in consultation with statutory undertakers. Broadband is seen as a key service that is crucially important to modern life. With the emergence of increased flexible working and working from home, this is even more important. This goes hand in hand with the flexibility of new homes to incorporate home offices.

Road infrastructure will be delivered phase by phase to provide access to the site, as explained in the phasing plan on page 18. Each phase will have its own required area of public open space, delivered in accordance with legal agreement to be negotiated with Kirkless MDC.

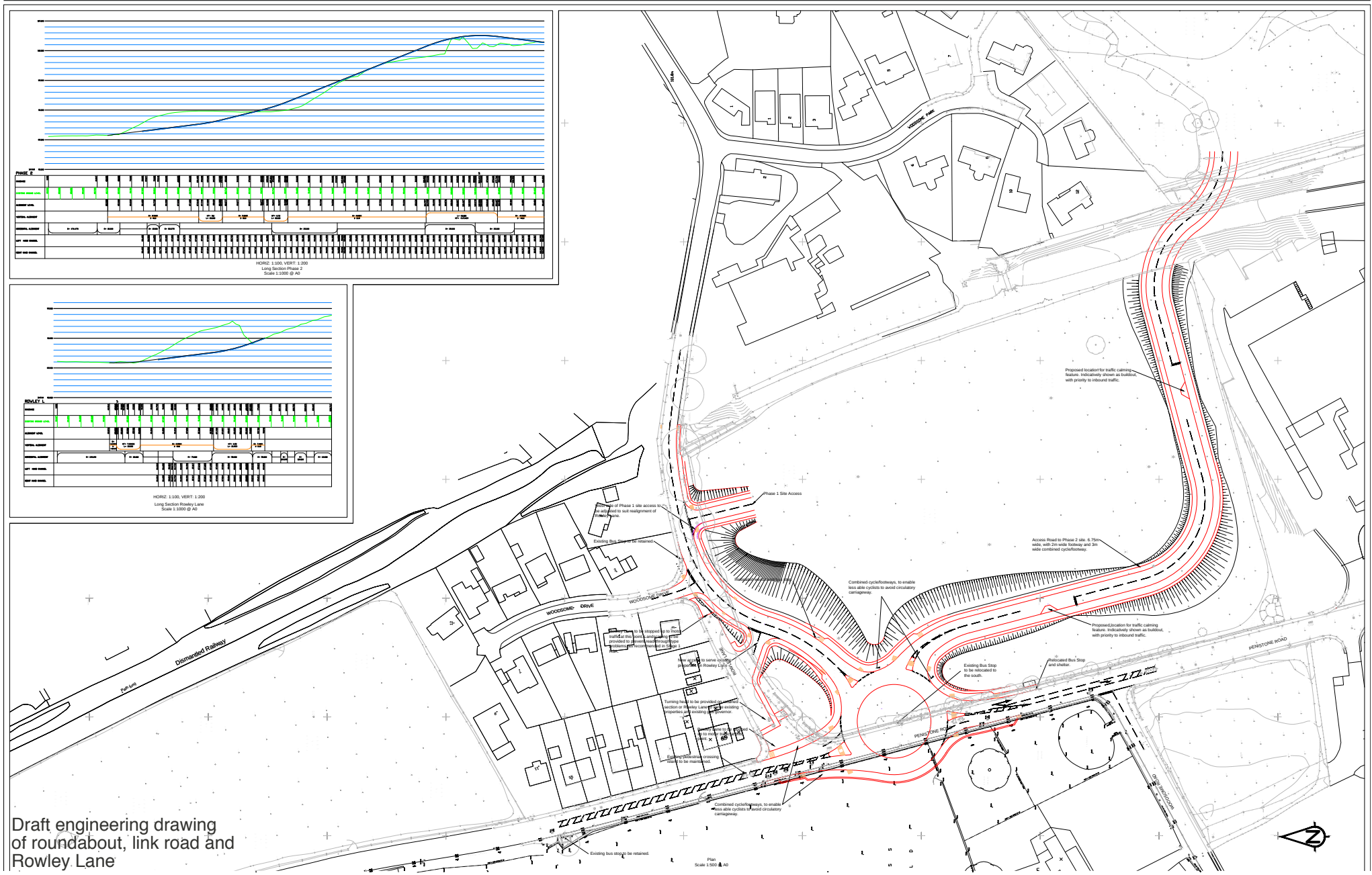
In advance of applications for individual phases, discussions will be held with electric and water supply companies to ensure connectivity.

15. Policy LP5 j)

; Employment Provision and Community Facilities

Policy LP5 (j) requires appropriate employment provision and community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities, community sport and fitness provision). It is considered that in allocating this site for residential development, with no need to allocate any part of the sites for community use / employment, that both the Council and the Planning Inspectorate deemed the application site location as sustainable. Lepton is well located with sustainable transport links towards Huddersfield, as well as hosting a range of shops, services and employment opportunities within Lepton. Any requirement to improve existing facilities / infrastructure such as schools, will be picked up within the Section 106 contributions from each phase of the development.

Policy LP9 encourages developers to consider an agreed training or apprenticeship programmes, however this is a detailed matter to be considered during each application phase with the relevant developers. Matters relating to training and apprenticeship programmes will be addressed within the Section 106 agreements for each phase of development, not within the wider Masterplan Document.



16. Policy LP5 k)

; Open Space

The joint masterplan shows a network of open spaces linked by footpaths and green corridors.

The open spaces will vary in size and function, including:

- ; An extensive green corridor adjacent to Lepton Great Wood running for 600m, the length of the site, creating a buffer and green edge to the development as the landscape transitions to countryside;
- ; A wide recreational open space in HS3 with views across the valley toward Woodsome Hall, maintaining visual connections with Lepton Great Wood;
- ; Open space in front of the listed building on Rowley Lane;
- ; Green space on the wooded slopes between HS2 and HS3, linking to the woodland edge of the site;
- ; Extensive green space along Penistone Road, to maintain the semi-rural approach to Lepton from the south and a separation from the listed building on Woodsome Road; and
- ; Numerous smaller more intimate spaces for amenity and recreation.

These green spaces will be a combination of amenity greenspaces and semi-natural greenspaces. Play areas will also be located as indicated on the Green Infrastructure Plan. It is envisioned that these will be LEAPs. Detailed landscape plans will be submitted alongside detailed applications for the various phases.

The total area dedicated to open space would be 10.3Ha, i.e. almost half of the site.



Green Infrastructure Plan

Surface water runoff from each phase is to be restricted to greenfield runoff, with flows attenuated in dry basins. The basins are formed from the natural ground within the site and are to be grassed, with the inclusion of wildflower meadow surfacing to improve the habitat.

17. Policy LP5 I)

; Green Infrastructure Strategy

The joint masterplan shows a network of interconnected open spaces and tree lined streets that together will create green infrastructure, linking to Lepton Great Wood, the valley of Beldon Brook and the wider countryside.

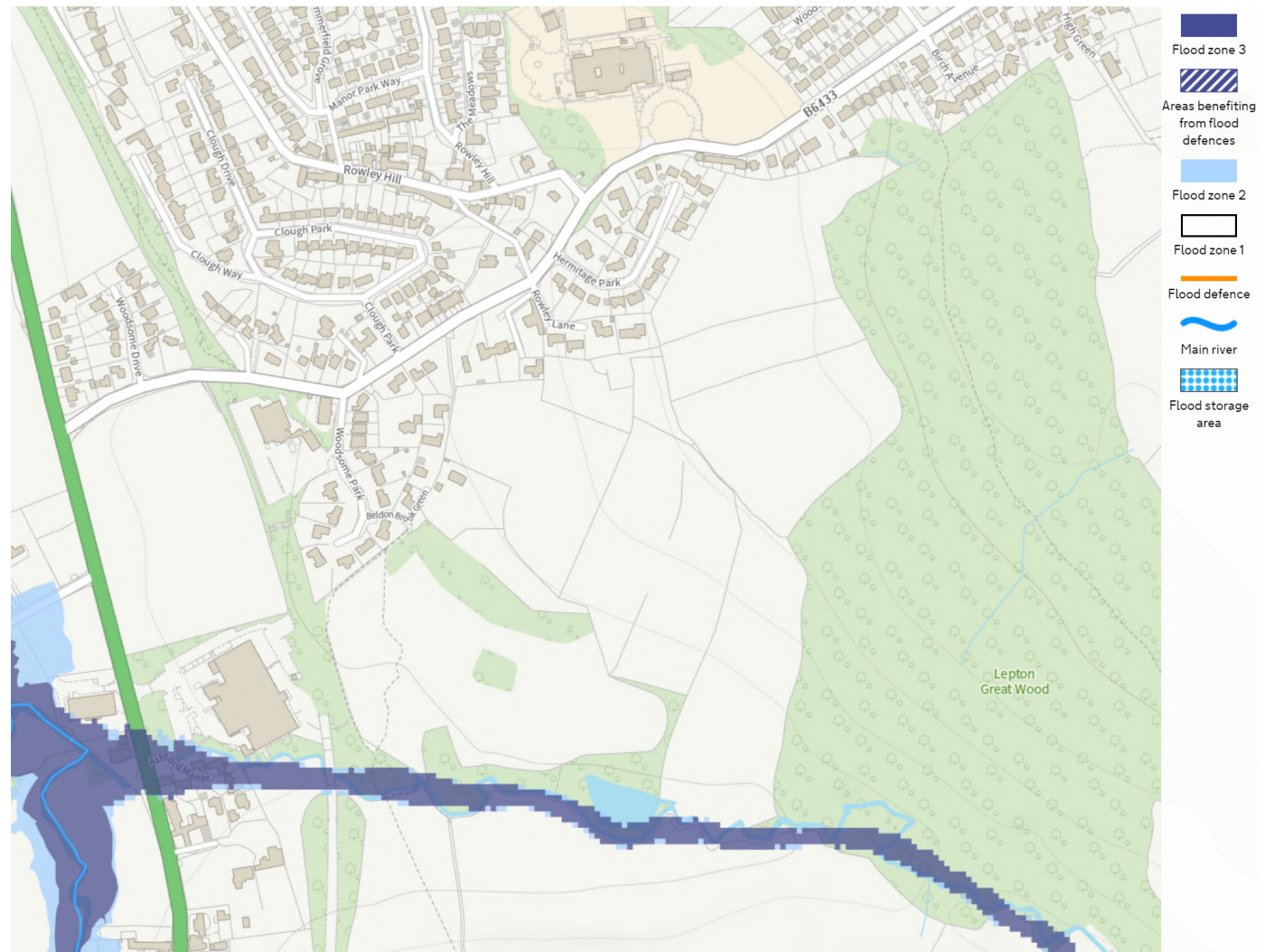
18. Policy LP5 m)

; Flood Risk

The joint masterplan shows no development in any areas at risk from flooding.

In accordance with site topography, existing catchments and phasing of the development, the foul and surface water drainage networks and outfalls are to be independent for HS2 and HS3. The outfall principles are:

- ; HS2 (western): Surface water discharge to Fenway Beck, foul water to 225mm diameter combined sewer in Penistone Road;
- ; HS2 (eastern): Surface water discharge to Beldon Brook, foul water to 225mm diameter



Flood Map

combined sewer in Penistone Road;

- ; HS3: Surface water discharge to Beldon Brook, foul water to 300mm diameter combined sewer in Rowley Lane. Phase 2 to be served by independent attenuation and foul water pumping station to enable construction independent of Phase 4.

Surface water runoff is to be restricted to greenfield rates, with runoff attenuated in online dry basins to provide surface water treatment in accordance with C753 The SuDS Manual. The attenuation is sized to accommodate up to and including the 1 in 100 year + climate change in accordance with current Kirklees Council policy. Basins for each phase of the masterplan have been positioned within the appropriate topography of each phase to provide suitable overland flow routes in the event of an exceedance/blockage within the drainage.

Due to the topography of HS2 and HS3, it is necessary to pump foul water flows from dwellings in each area, with pumping stations proposed within the low lying topography of the relevant development phases. Details of SUDS strategy shown on Landscape Framework Development Plan and Green Infrastructure Plan.

19. Policy LP5 n)

; Energy Efficiency

Policy LP5 (n) requires an assessment of the potential for energy efficient design including renewable energy schemes. Although the proposed development is not yet at the detailed design stage, all new build dwellings are required to be developed in line with the latest Building Regulations. Updates

to Approved Document L (ADL), or Part L, of the Building Regulations for England, came into force on 15 June 2022. The regulations address the conservation of fuel and power.

The updated regulations aim to lower the operational carbon emissions of new homes, raise fabric efficiency standards and introduce a new level of quality control. The updates require all new homes to produce 31% fewer operational carbon emissions compared with the Part L 2013 regulations. This increase in energy efficiency can be achieved through any combination of fabric, heating systems and renewable technologies.

New homes will now be assessed under a new Standard Assessment Procedure (SAP) calculation called SAP10. Formerly calculated using SAP 2012, SAP10 is an update on this methodology, setting greater insulation requirements and a new target primary energy rate, expressed as kWhPE/(m² per year). The government has stressed the 31% reduction in operational carbon emissions will act as a stepping stone towards a 75% reduction by 2025, as set by the Future Homes Standard.

It is re-iterated that each phase will be required to be developed in line with the most up to date Building Regulations, regardless of the date which planning permission is obtained. This is a legal requirement which will secure energy efficient design not just within the proposed development at Lepton, but at developments nationwide.

20. Policy LP5 o)

; Natural Environment and Heritage Assets

Preliminary ecological appraisals and heritage impact assessments were prepared to inform the Local Plan process.

The results of these surveys have informed the joint masterplan by:

- ; Proposing green corridors to link ecological areas;
- ; Protecting areas of high biodiversity value;
- ; Providing an area of open space around the listed Crow Trees property on Rowley Lane;
- ; Retaining open space on Penistone Road to set the development back from the listed property on Woodsome Road;
- ; Introducing a large area of open space within HS3 to allow for uninterrupted views to/from Woodsome Hall and a better understanding of the heritage asset, while maintaining visual connections with Lepton Great Wood;
- ; Improving biodiversity on site where possible, using the green corridors and maximising additional native planting on site;
- ; Maintaining an extensive green corridor adjacent to Lepton Great Wood running for 600m, the length of the site, creating a buffer and green edge to the development as the landscape transitions to countryside;
- ; Creating green space on the wooded slopes between HS2 and HS3, linking to the

- woodland edge of the site;
- ; Maintaining an existing public footpath from the north of the HS3 site through Lepton Great Wood to Birch Avenue;
- ; Creating a network of interconnected open spaces and tree lined streets that together will create green infrastructure linking to Lepton Great Wood, the valley of Beldon Brook and the wider countryside.

With regards Heritage aspects, detailed consultations will be undertaken with Historic England and Kirklees Conservation at the time which a planning application is submitted for each development phase

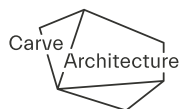
21. Management Plan

HS2 and HS3 are intended to be developed out on a phased basis with the highway connection between HS2 and HS3 only being available after the second phase of HS2 is completed and the development will only be fully inter-linked on a highway basis once the final phase of HS3 is complete.

At the completion of each phase of development a Management Company will be formed to serve the residents of that particular phase. Upon acquisition of a home each resident will be granted a share in the Management Company, although until such time as all properties within a particular phase are sold responsibility for running the Management Company will remain with the developer of the site. Upon the sale of the final unit, the control of the Management Company

will be transferred to the individual shareholders who will thereafter continue to be responsible for the management of the public open space and play facilities in line with a landscape and ecology master plan that seeks to maximise biodiversity gain.

Each individual Management Company will nominate a representative to an overarching Managing Board, which covers the entire site, and will over time and when appropriate to do so considering the linkages between the phases, take over responsibility for management of parts of the site with the eventual intention being that once all four phases of development are complete the individual Management Companies for separate phases will no longer be required and the overarching Board will thereafter take on responsibility for the management of the entire HS2 and HS3 allocation with the services it provides being paid for via a service charge of all residents.



URBAN
WILDERNESS



PEACOCK+
SMITH



FARNLEY
ESTATES

DARTMOUTH
ESTATES

KCS
Development Limited

