

DESIGN AND ACCESS STATEMENT  
FOR A PLANNING APPLICATION AT

# WOODHEAD ROAD, BROCKHOLES

APRIL 2024, ISSUE 3

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# // INTRODUCTION

This document has been prepared by STEN Architecture on behalf of Miller Homes and in support of a planning submission a Woodhead Road, Brockholes. This document and accompanying planning pack refers to the design of development on land allocated for residential development in the Kirklees Local Plan.

The statement explains the design principles for the development, based upon an understanding of what is appropriate for the site, and is determined through an assessment of site opportunities and constraints.

These principles are based on good practice as set out in National Planning and Urban Design guidance. The aim of the statement is to provide a framework to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be accessed by prospective users.

Miller Homes has collaborated with consultants to prepare a high quality design solution which conforms to planning policy, responds to site context, mitigates constraints and maximises the opportunities.

#### **This document is submitted on the following basis:**

- The use and suitability of the site for residential development is well established by Planning Policy;
- The key development principles and framework have been identified by Local Policy and will inform the detailed design of the scheme; and
- The design solution can be assessed using these principles, to ensure compliance.

#### **The ethos of the design is to:**

- Create a high quality residential development;
- Create a legible and attractive place with a sense of identity;
- Create a sustainable and high quality living environment;
- Make efficient use of land in terms of ecological enhancement and density;
- Provide a well planned sustainable settlement with dwellings which will meet high architectural standards and the creation of pleasant and recognisable streets; and
- Successfully address the 10 characteristics set out in The National Design Guide.

# 1.0 | PLANNING POLICY

The submission includes a comprehensive Planning Statement which is submitted alongside the technical reports and application drawings. It should be read in conjunction with this Design and Access Statement.

## PLANNING STATEMENT

The accompanying Planning Statement is documentation and application of relevant planning policy and is a central reference point for this submission. With this in mind, this Design and Access Statement is an extension of this, focusing and expanding upon design related policies and guidance to illustrate how these have been realised in delivering a successful and integrated design solution.

## NPPF

The National Planning Policy Framework (NPPF) aims to make the planning system less complex and more accessible, protect the environment and promote sustainable growth.

Paragraph 15 states:

*“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”*

Paragraph 127 states:

*“Planning policies and decisions should ensure that developments:*

*a) will function well and add to the overall quality of the area, not just for the short term*

*but over the lifetime of the development;*

*b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*

*c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*

*d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

*e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

## NATIONAL DESIGN GUIDE (NDG)

The recently published National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government’s priorities for well-designed places in the form of ten characteristics:

*“Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.”*

*NDG , Ministry of Housing,  
Communities and Local Government*

and ...

*“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:*

*the layout (or masterplan);  
the form and scale of buildings;  
their appearance;  
landscape;  
materials; and  
their detailing.”*

*NDG, Ministry of Housing,  
Communities and Local Government*

An assessment of the proposals against the characteristics is included in this document.

## BEST PRACTICE

There are numerous best practice documents relating to design including those produced by CABE, DETR, There is general consensus over the principles of good design, although different terminology is sometimes applied.

The core factors contributing to good urban design which underpin all of the above best practice include the following principles:

**Character:** somewhere with a sense of place and local distinction;

**Legibility:** a place, which is easy to understand and navigate;

**Permeability:** achieving a form of layout, which makes for efficient pedestrian and vehicular movement;

**An articulated townscape:** creating an interesting, locational responsive townscape utilising building height, scale and massing all of which should be human in scale;

**Human scale:** the arrangement of building forms, which are easy for the human eye to read and provide a sense of scale and perspective;

**Security, natural surveillance:** creating places, which are properly overlooked and make effective passive and active policing;

**Detailing, richness and interest:** promoting ornamentation, rhythm, consistent vernacular, richness and intrigue to the built environment;

**Quality within the public realm:** promoting routes and spaces, which are attractive, safe and uncluttered;

**Continuity and enclosure:** promoting the continuity of the street frontage and the definition of public and private space;

**Adaptability, robustness and sustainability:** the layout of the site and individual buildings should all contribute towards the minimisation of resources from the design stage.

## SPECIFIC LOCAL POLICY

The Kirklees Local Plan was adopted on 27 February 2019. The Local Plan is now the statutory development plan for Kirklees and has superseded the Kirklees Unitary Development Plan.

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

The Local Plan comprises the strategy and policies document, allocations and designations document and associated policies map showing the allocations and designations.

The Kirklees Highway Design Guide SPD, adopted on 4 November 2019, aims to promote high standards of highway design that reflect nationally recognised best-practice, and facilitate the delivery of high quality residential, employment and mixed-use developments in Kirklees. This SPD is relevant to all aspects of the built environment.

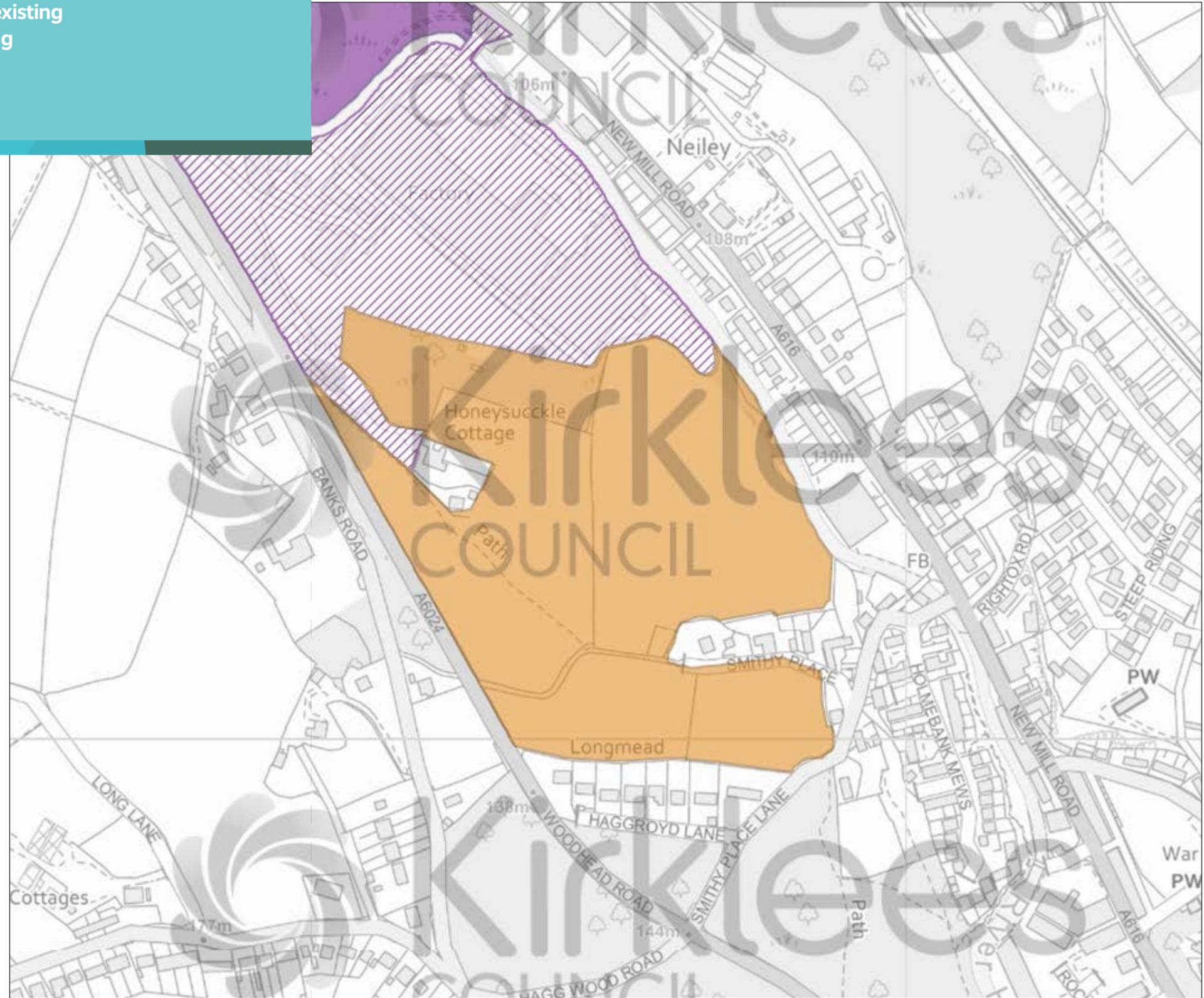
The Highway Design Guide SPD helps to encourage good design in terms of how developments, routes and spaces relate to one another to create streets and public spaces that.

# 2.0 | CONTEXT

The site context is defined by Planning policy, site location and existing features. The following chapter explores each of these, identifying opportunities to be maximised and constraints to be mitigated.

The following extracts from The Kirklees Local Plan highlight the extent of the allocation and guidelines for the development of this site. The information below shows supporting text for Site HS161.

Site HS161	
Local Plan ID	HS161
Site address	Land to the East of, Woodhouse Road, Brockholes, Holmfirth
Ownership	Private
Gross site area (Ha)	9.65
Net site area (Ha)	6.92 - Woodland and land adjacent to River Holme removed from the developable area
Constraints	<ul style="list-style-type: none"> <li>• Additional mitigation on the wider highway network may be required</li> <li>• Noise source near site - road traffic noise and noise from industrial uses</li> <li>• Site is within the Wildlife Habitat Network</li> <li>• Part of this site contains a Habitat of Principal Importance</li> </ul>
Allocation	Housing
Indicative capacity	124 dwellings
Reports required	<ul style="list-style-type: none"> <li>• Transport Assessment</li> <li>• Travel Plan</li> <li>• Flood Risk Assessment</li> <li>• Contamination report (Phase 1)</li> <li>• Air quality impact assessment</li> <li>• Noise assessment</li> <li>• Ecological Assessment</li> <li>• Health Impact Assessment</li> </ul>
Other site specific considerations	<ul style="list-style-type: none"> <li>• Crossley Mill weir adjoins this site and is a priority structure for improving fish passage</li> <li>• Any development/works within 8m of the main river watercourse must have prior consent from the Environment Agency</li> </ul>



# LOCAL CONTEXT

The site is located between the settlements of Brockholes and Honley in the Northern Holme Valley. Honley is located circa 5km South of Huddersfield town centre.

The application site is located off the A6024 (Woodhead Road) which is the main arterial road serving the Holme Valley. This road links Huddersfield with Holmfirth. The A6024 is also a main access route to Manchester.

Honley is a well-served settlement, with a good range of shops and services in the centre. Honley is also well served from an educational perspective by Honley Infant and Nursery School, Honley Junior School and Honley High School. There is also a Junior and Infant School in Brockholes, which is located 400m to the South East of the site.

Brockholes also provides a range of small shops and facilities including a Post Office and convenience goods store, a small number of public houses and two places of worship. A doctors surgery and library can also be found in Honley village.

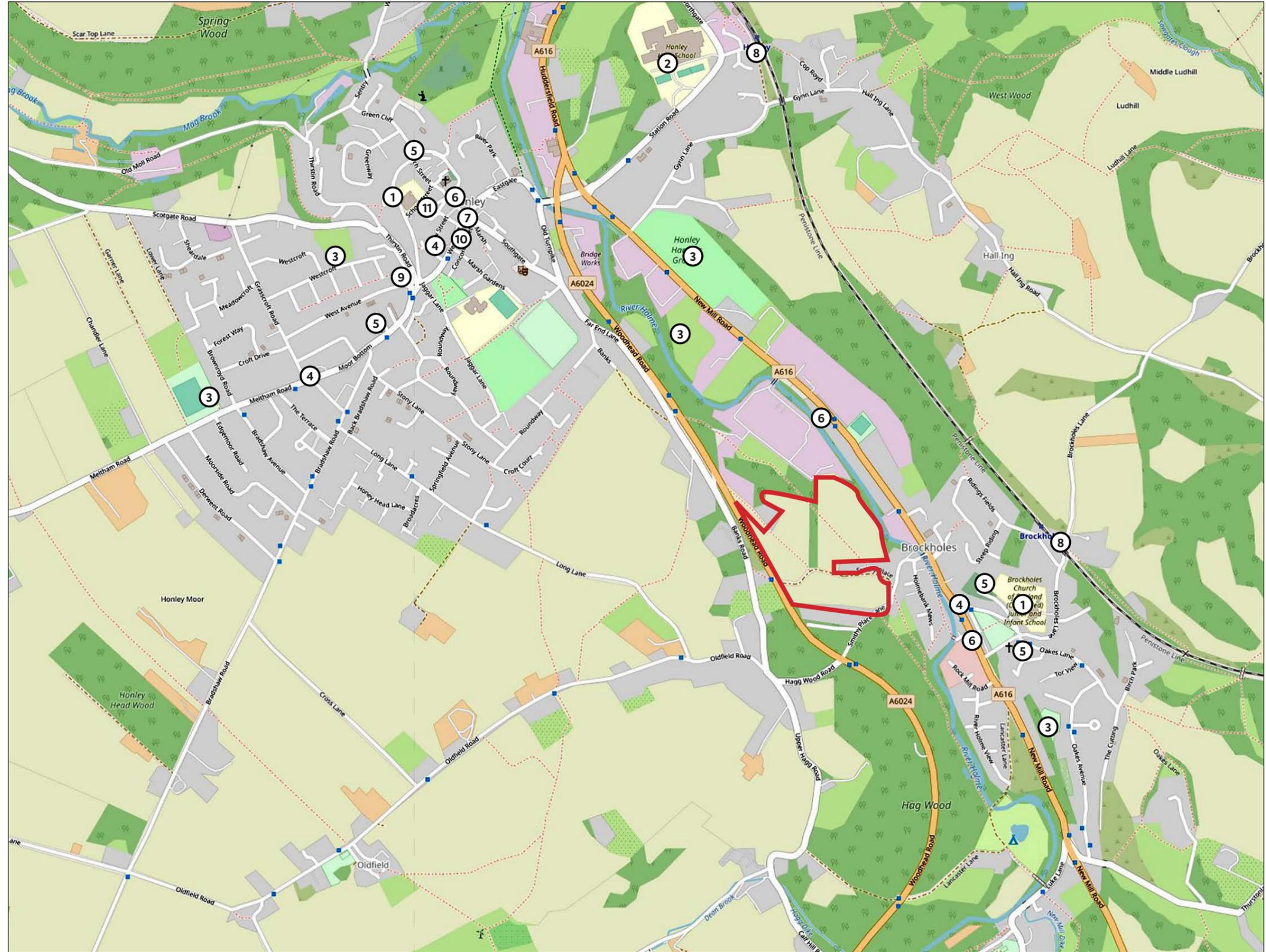
There are a number of formal and informal open space and recreation grounds within walking distance of the site, the closest open space being the village green which includes a football pitch and children's play area.

The nearest bus stop to the site is located directly adjacent to it on the A6024 (Woodhead Road) providing access to Huddersfield town centre. Bus stops are also located on the A616 (New Mill Road) which provide access to Huddersfield Town Centre.

Brockholes railway station is located around a 10 minute walk East of the site on the opposite side of the valley. The station provides regular services linking Sheffield, Huddersfield and Barnsley. Honley station is a little further North and services the same line.

Services and facilities in the area include:

1. Primary School;
2. Secondary school;
3. Open space;
4. Supermarket;
5. Place of worship;
6. Public house;
7. Doctors surgery;
8. Railway Station;
9. Library;
10. Bank; and
11. Honley village centre contains a number of small shops, chemists, bank, convenience store and post office.



# NEARBY RESIDENTIAL DEVELOPMENT

Brockholes, which means ‘home of the badger’, traces its history back to the Middle Ages. Like all villages, Brockholes has seen many changes from the days when farming, the mining of coal from ‘dayholes’ in the hillside, and the thriving textile trade were the main occupations. Whilst there are some small family businesses and a new business park, most people commute from the village to work.

The village is dominated by a huge rock outcrop, which in 1870 gave the name Rock Mills to the nearby textile mill which manufactured high-class worsted cloth. The mill was demolished in 1975. The directors of the mill built two terraces of sturdy stone back-to-back houses for employees, aptly named Rock Terrace and Rock Cottages. The ‘local’ is called the Rock Inn.

Central to the village is a small green set back from the A616 behind terraced housing, and overlooked by a church, a chapel and the village hall, formerly the village school. The village hall on Brockholes Lane was built in 1837 and is a Grade II listed building. Further Grade II structures are the Gothic Revival St George’s Church of England parish church, built in 1861, the 17th- or early 18th-century Bank End farmhouse and barn on Bank End Knoll at the South-East of the village and a late 18th- to early 19th-century single-span bridge over the River Holme on Smithy Place Lane.

Brook (Electric) Motors, founded in 1904 by Ernest Brook, by its 50th anniversary in 1954 it employed more than 2,000 people and was the largest exclusive producer of AC motors in the world. The traditional mill village and historic core changed little up until the 1950’s and 1960’s when municipal housing was constructed along Oaks Avenue and the Ridings Fields private estate. There was further suburban infilling in the latter part of the 20th century and more recent suburban developments have been built upon former mill sites and edge of village fields, old railway cuttings and open areas.

Brockholes is now a semi-rural commuter settlement, mostly consisting of a number of housing areas, some of which has been built on the former premises of Rock Mills, which was only one of several large textile mills. There was also a spinning works, shoddy mill, and a textile machinery engineering works, though now only the latter still exists.

A number of larger businesses were established in the industrial units of the old Rock Mill site, including a tyre fitting and repair company, an electrical wholesalers, a steel fabrication company, and a car registration plate business. More recently the local petrol station was bought out by a national chain and refurbished to include a mini supermarket.



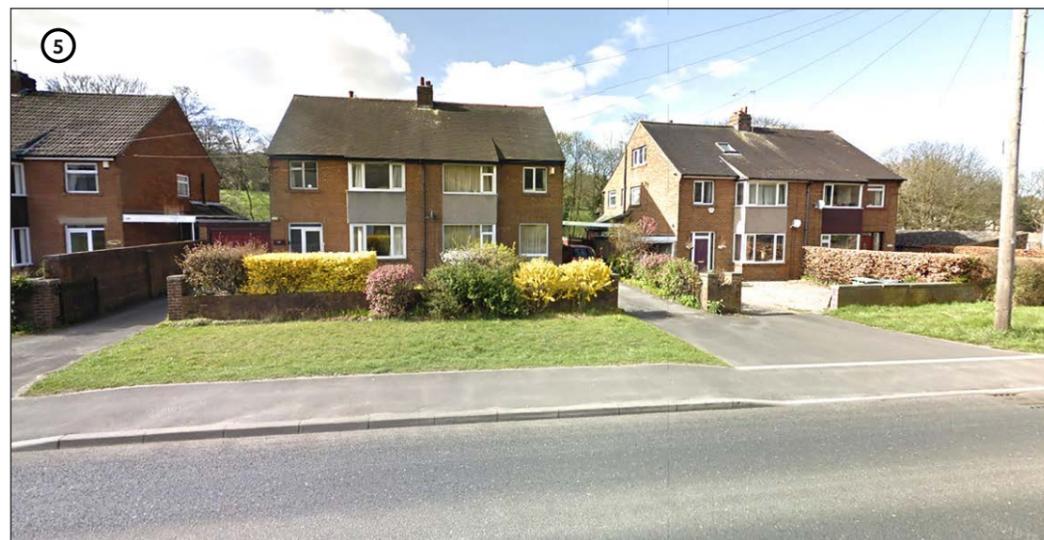
Smithy Place Lane, stone buildings with a vertical emphasis. Windows and detailing are simple, following straight lines and a grid like appearance. Buildings are close to the back edge of the footpath.



Haggroyd Lane - large detached dwellings with large front gardens and gaps between buildings. Buildings are generally stone with detailing to match.



Oldfield Road - regularly spaced semi-detached and detached dwellings. Development is characterised by side parking and large front gardens.



New Mill Road - regularly spaced semi-detached dwellings constructed in brick and occasional panels of render. Plots are set behind a large verge with parking to the front and side.



Holmebank Mews - a more recently constructed development consisting of a varied mix of terraced, semi-detached and detached homes. Build lines are well defined with many dwellings having front parking and integral garages.

# SITE ANALYSIS

The site is located to the West of the village of Brockholes / New Mill Road between the A616 and A6024 which provide bus routes to Honley and Huddersfield to the North. Access to local shops and facilities in the centre of Brockholes is within easy walking distance via Robinson Lane / Smithy Place Lane and New Mill Road.

The A6024 Woodhead Road forms the sites Western boundary and is heavily treed along this edge. To the West of the road there are a few detached villas set back from the road at higher level in spacious grounds, with woodland copses and tree planting along the edge of the road providing screening. This section of the road has a semi wooded character influenced by Hagg Wood which the road cuts through further to the South. From this edge there is a sharp change in levels along the Eastern side of the road and into the site, the road being set at a higher level to the majority of the site. Similarly the Southern edge is at a higher level and is bounded by the rear gardens of detached 1 and 2 storey houses with large gardens along Haggroyd Lane. Mature trees can also be found along this Southern boundary. From the elevated Western and Southern parts of the site, the land slopes North-Westward gradually until close to the North Eastern edge where the land falls sharply again adjacent the river. On the opposite side of the river to the East of the site are semi detached residential properties and a builder's merchants which front onto New Mill Road. However, these are screened by the intervening mature trees.

To the North of the site are industrial units occupied by local businesses. The industrial units are screened by a grouping of mature trees. Similarly, the North Eastern boundary consists of a mature wooded edge with the River Holme running adjacent to and defining this part of the boundary in a cutting. There are also a few 2 storey residential properties with gardens adjacent to the site in the North West corner, served from the employment access road to the North of the site off Woodhead Road.

The site is split into open grassed fields. These fields are bounded by lines of mature trees along field boundaries. There are also a number of individual large mature trees within the fields. The Southern field is bounded to the North by Robinson Lane, which provides an informal access to houses at the bottom of the valley on Smithy Place Lane, as well as providing access to the A616 (New Mill Road). Currently agricultural access to the fields is gained by this Lane, which has a wooded rural lane character with mature trees either side and stone walls and gables of properties directly abutting the lane to the East. Robinson Lane serves a number of detached properties and 2 storey cottages at it's Eastern end, these homes back onto the site with rear boundaries forming the site boundary. The field to the South of Robinson Lane is at a higher level to the lane and retained by the stone boundary all running along its edge.

A public right of way (footpath) runs through the Western field diagonally to link Woodhead Road with Robinson Lane, this route along with Robinson Lane is to be accommodated and retained as part of the proposals (Kirklees ref Hol131/40). Due to the mature trees around the site's periphery and the woodland blocks around its edges, it is only visible from a number of key elevated vantage points which include Banks Lane to the West (over open fields), and from the Ridings Estate some distance away at the opposite side of the valley.

The site is bounded to the West by the A6024, from where it slopes in a Northerly direction to the River Holme to the North-East.



1. Existing Vehicle Routes;
2. Proposed vehicle access, subject to detailed design and survey;
3. Existing pedestrian routes cross the site;
4. River Holme to the West;
5. Existing trees across the site and boundaries;
6. Existing commercial works to the north;
7. Existing residential development close to the site;
8. Sloped areas restrict development; and
9. Potential views to the east over the river

# 3.0 | SKETCHBOOK

The following images are the culmination of the site analysis and the start of formation of the detailed design. The masterplan and supporting sketches identify principles and parameters to be considered in producing a detailed design.

The adjacent illustrative masterplan is informed by the sites existing features and the design seeks to retain important natural assets.

The area close to the site entrance is restricted by changes in topography and existing planting along Woodhead Road. Therefore development in this area is restricted with the opportunity to create a landscape led entry feature.

Existing trees and the river to the boundaries are important. Development is set away from these edges with the intention to screen new development.

Individual high quality trees at various points across the site are key design cues and, subject to survey and recommendations, they are retained. There is a clear opportunity to make good use of these trees to create small areas of green space for the benefit of new residents and to inform the character and identity of the development. The potential to create a well managed, habitat rich and landscape led design solution is clear.

Key features of the masterplan include:

1. Primary vehicle access from the West through a large green area;
2. A series of outward facing development parcels defined by existing trees and topography;
3. Retention and protection of existing trees and the riverside;
4. Individual trees form a series of intimate green spaces;
5. Consider the interaction with existing pedestrian routes and access between West and East;
6. Clear street hierarchy and considered movement of car, pedestrians and services vehicles; and
7. Potential non-vehicle link between East and West.

The adjacent plan is an illustrative proposal and enabled the design team to focus on delivering an appropriate design solution. The following pages explain how the identified principles of this masterplan have been progressed and carried forward to the detailed design solution.



# 4.0 | DESIGN SOLUTION

The following explores the details of the proposal and demonstrates how it complies with the Local Policy and National Guidance. It also confirms that the proposal integrates well with existing, adjacent development.

The design solution is a well planned and high quality proposal that complies with National and Local Policy. The proposal retained much of the identity of the site through the retention of existing landscape features, meets high architectural standards and enables the creation of pleasant and recognisable streets.

There is a clear movement hierarchy characterised by active streetscenes and a considered landscaping scheme.

All homes comply with security standards and building regulations having appropriate storage space and the potential to be adapted as life circumstances change.

The orientation of homes have been carefully considered to deliver an efficient and effective layout. Development blocks are grouped together to ensure positive streetscenes whilst the amount of hard-surfacing required to access homes is minimised. Parking solutions vary and the potential to provide pleasant areas of landscaping is clear.

In summary the scheme proposes 146 new dwellings including a mix of 2,3,4 and 5 bedroom housetypes. This mix includes:

- 18 no. 2 bedroom dwellings;
- 66 no. 3 bedroom dwellings;
- 47 no. 4 bedroom dwellings; and
- 15 no. 5 bedroom dwellings.

Key features include:

1. Primary vehicle access from the West;
2. Equipped play space within open space;
3. Pedestrian connections through the open space connect East and West areas;
4. Secondary access at the North-East;
5. Central open space is overlooked by new dwellings and links to similar spaces to the North;
6. Northern edge of the site is defined by an existing water course;
7. South-East boundary is defined by rear boundaries of new dwellings; and
8. Retained trees along Long Lane to the East.

In addition to the above, the following pages explain the principles of the design in more detail.

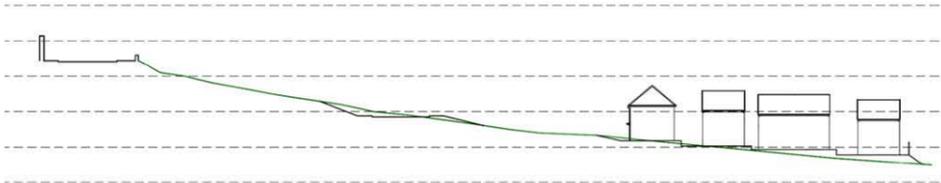


# CROSS-SECTIONS

The application pack includes a selection of cross-sections that show how the proposal makes good use of the challenging topography.

The sections show the interaction with existing trees, the riverside and site boundaries.

A more detailed drawing is included with the application.



CROSS-SECTION A-A



CROSS SECTION B-B



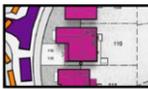
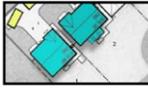
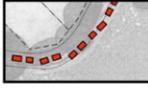
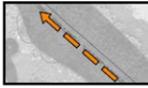
CROSS SECTION C-C

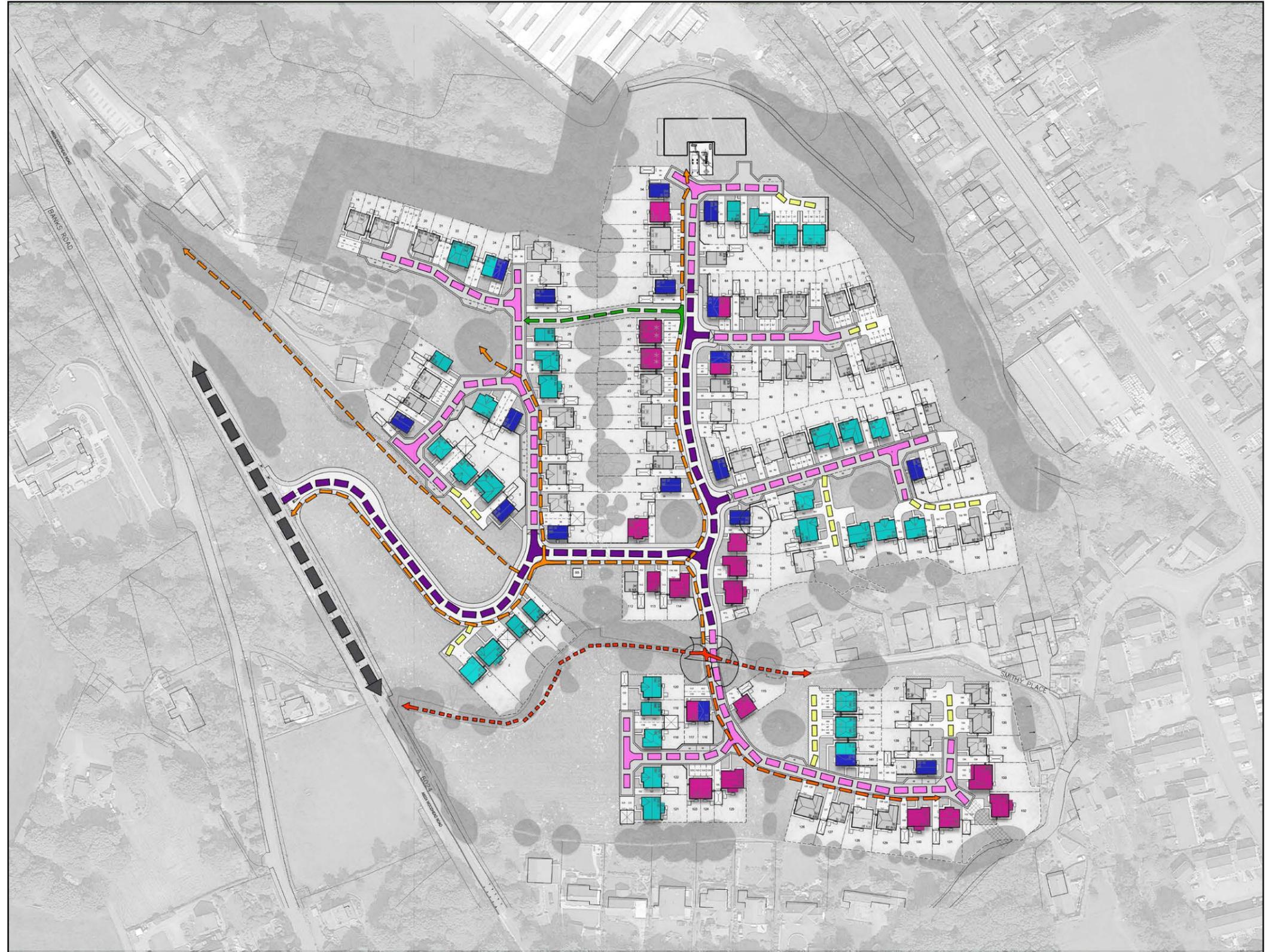
# LAYOUT

The adjacent illustration shows how the design team have made use of a number of principles to follow Local Policy guidelines. A clear methodology is followed, it ensures a well defined public and private realm, identifiable locations and buildings and the creation of pleasant streets and spaces.

New development is designed to facilitate safe and convenient movement by pedestrians including people with limited mobility, elderly people and people with young children. The private realm is well-defined though the use of materials, robust side and rear boundaries and landscaping. The location and orientation of the new dwellings respect the surrounding properties and relate well to one another. They are generally positioned parallel to one another, or at 90 degrees to their neighbours.

Important principles of the design solution include:

- 
Buildings positioned around junctions to create identifiable waymarkers and focal points;
- 
Dual aspect dwellings at corners ensure continuity of activity and natural surveillance;
- 
Outward facing dwellings overlook open space and contribute to the character of the proposal;
- 
Primary highway;
- 
Secondary Highway;
- 
Tertiary Highway;
- 
Retained route via Smithy Place; and
- 
Key Pedestrian Routes including retained PROW



# SECURED BY DESIGN

## CONTINUITY AND ENCLOSURE

There is a clear definition between the public and private domain with all properties having 'defensible spaces' to their frontages, and sides on a corner position, with a variety of hard and soft treatments to the street, some giving physical enclosure to the semi-private spaces such as railings and fences.

Additional gable windows are also introduced to overlook public areas and ensure 'active frontages' exist throughout the site creating a safe and naturally surveyed environment. All the properties will have individual footpath accesses to their rear gardens giving direct control over their own private domain.

This will aid security and, with easy access, also enable waste and recycling provisions to be located at the rear of the properties, out of sight from the street. Where possible the dwelling's private amenity spaces back onto other gardens or are screened from public areas by 1800mm high brick pillar/fences or vertically boarded fences, with rails inboard to reduce climbing potential.

## SECURITY, NATURAL SURVEILLANCE

The proposal creates a pleasant environment for residents where they feel safe and quality of life is not undermined by crime or the fear of crime. The following considerations have been taken into account in producing the design solution;

- Well defined routes for cars and pedestrians which are well overlooked;
- Structured places with no conflict between uses.
- All publicly accessible spaces overlooked;
- Management scheme to ensure landscaped areas are well maintained; and
- Well defined spaces and the use of suitable planting.



 Rear amenity space is protected and well defined by robust boundary treatments and buildings

 Front gardens, private parking and private drives are clearly defined by materials and low level boundary treatments.



# APPEARANCE



**STREETSCENE A**



**STREETSCENE B**



**STREETSCENE C**



**STREETSCENE D**

The application pack includes a selection of street scenes which indicate how the proposal will look and how materials are used to define spaces and key routes. The above streetscenes indicate the type of materials used across the proposal. Here, variations in roof colours and occasional use of render create an interesting and characterful built form that overlooks open space.

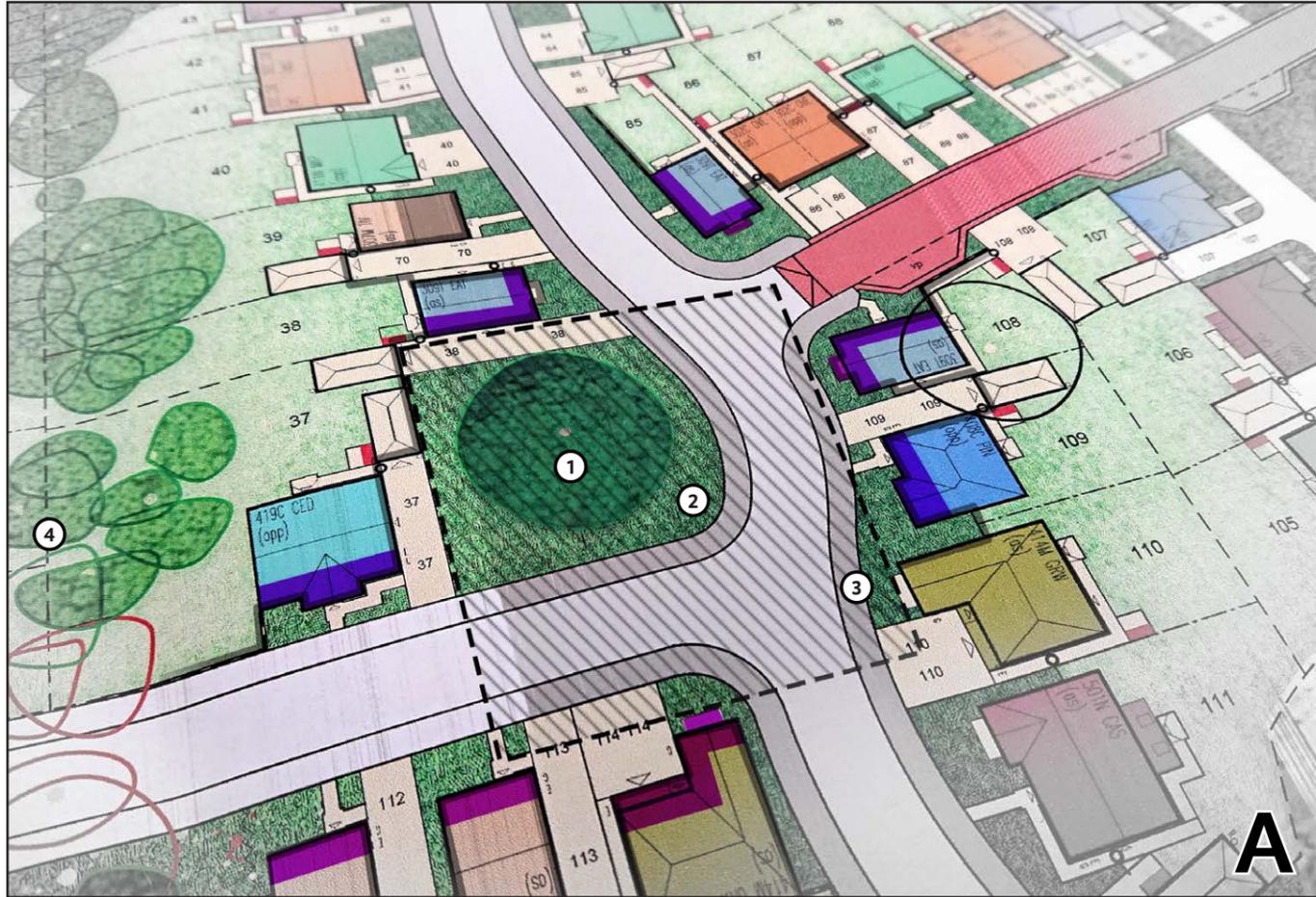
Materials have been carefully considered to make good use of the characteristics and features of new technologies and construction methods whilst complimenting existing housing stock.

A detailed Materials Plan is included with the application and illustrates the distribution of finishing treatments across the proposal.





# LANDSCAPING



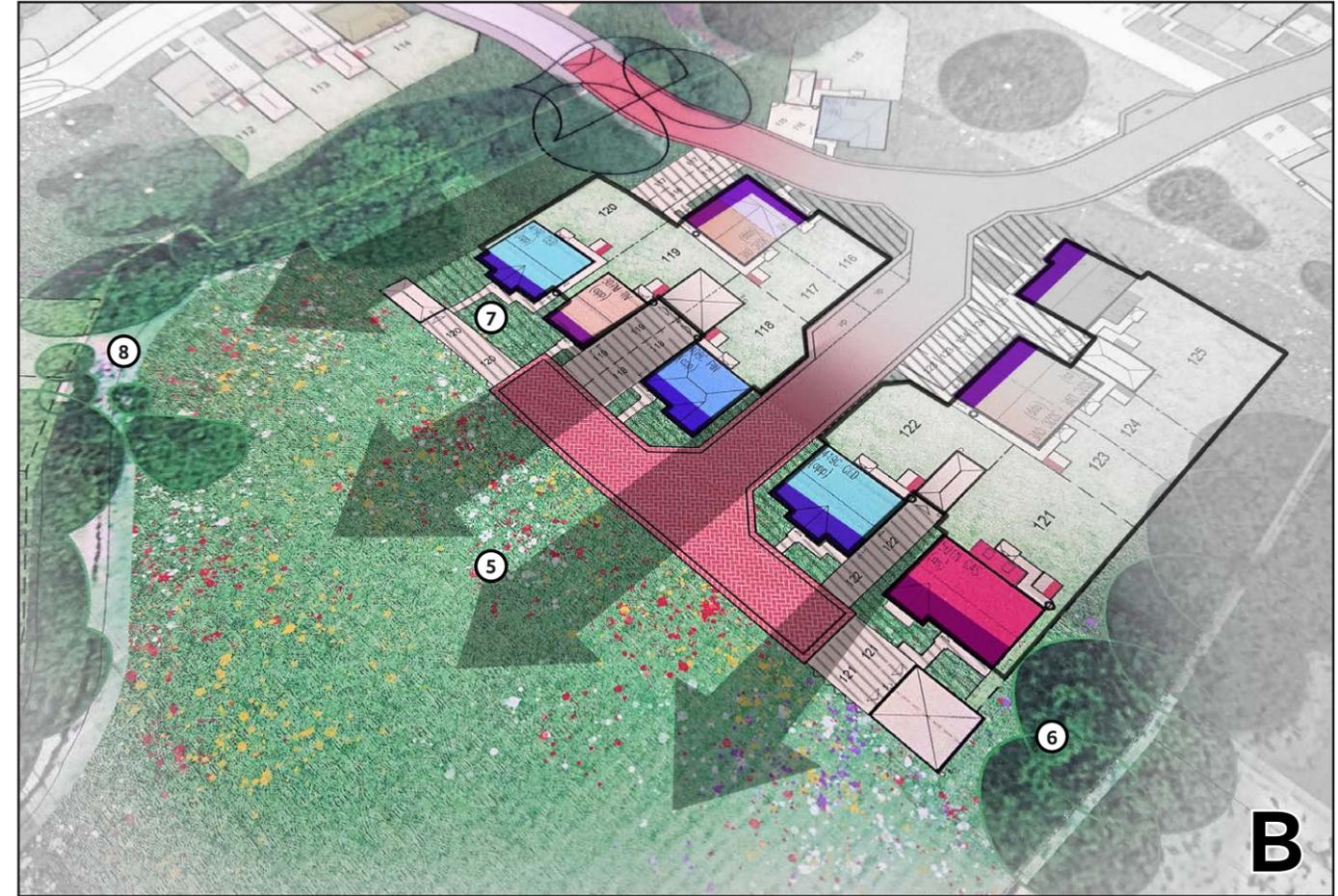
The above illustration shows an example of how a single retained tree is an important design cue and retention can inform and dictate character.

Buildings are set back from the tree to allow growth and maintenance whilst creating an intimate space for local residents to interact with nature. The space becomes a focal point for social interaction and amenity and promotes well being. Residents benefit from a positive outlook and interaction with natural elements and space.

The tree also acts as a waymarker, defining the space and guiding visitors throughout the development.

Features of this space include:

1. Retained tree with appropriate space to ensure root protections, canopy maintenance and restrict impact from new dwellings;
2. Surrounding planting and grassed areas offer informal seating and meeting space;
3. Active streetscenes and landscaped front gardens combine with the green space to create a characterful landscape led area; and
4. Other retained trees from the rear boundaries of plots and reinforce the landscape led approach.



The above illustration shows the interaction between new development and open space.

Outward facing development in a loose grain creates an open edge to the built form offering glimpse views through. Front gardens are designed to soften the edges of the buildings and assimilate the design solution into the green infrastructure.

Features of this space include:

1. Large area of open space with the potential to become a habitat rich space for the benefit of flora and fauna;
2. Retained trees to the south screen development from existing residential development to the south;
3. Opportunity for front gardens and landscaping to enhance the space; and
4. Existing trees along the Smithy Place ensure the character of this route is maintained.



# NATIONAL DESIGN GUIDE

The National Design Guide describes 10 characteristics which contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

The following explains how the design solution addresses each characteristic.

## CONTEXT

The application is a parcel of a residential development and in general forms part of a wider regeneration in the area.

In this context the proposal is influenced by Local Policy and the evolution of the site from an illustrative proposal to a constructed development.

This proposal demonstrates the future of the site as a new community which is respectful of the setting and forms a considered and coherent addition to the character of the new development.

## IDENTITY

Adjacent development and the existing settlement are influential and the proposal reinforces this identity. Massing, scale, heights and materials are carried forward and ensure this new proposal is well integrated into the wider development.

The location of open spaces and key frontages are established by existing natural features and topography and are important factors in establishing the identity of the proposal.

## BUILT FORM

The built form follows the patterns established by the restrictions of topography, planting and riverside and comprises of outward facing development parcels that interact with strategic highways and existing tree planting.

In this respect the design solution follows established patterns in an urban grain in keeping with adjacent development. Built form is also in keeping with nearby development having building and blocks in a similar scale, form and density.

Dual aspect dwellings are used at a number of locations to ensure

continuity of activity and natural surveillance. These buildings are recognisable and memorable features that serve as waymarkers to aid navigation.

Open space is well overlooked by outward facing development and active streetscenes. The position and orientation of buildings is carefully considered to create clusters around junctions, variations in character and ensure the public realm is complimented by built form.

## MOVEMENT

Access and movement are established by technical reports to achieve a safe junction from Woodhead Road.

Pedestrian movement is prioritised and the proposal is permeable and accessible. Vehicle access and movement is clear and direct. Together these elements create a clear hierarchy of streets and footpaths that compliment built form and open space.

Car parking is in compliance with Local Policy and a mixed variety of parking solutions is delivered.

## NATURE

The proposals seek to retain much of the existing and high quality boundary planting alongside large, individual trees dotted around the interior of the site

In addition, new areas of planting are provided to strengthen the green edges and provide a natural habitat for fauna.

The garden areas will be surrounded by secure boundary treatments. The mix of plant species grown within gardens will provide opportunities for small wildlife and garden birds to benefit from the development to a much greater extent than that which currently exists.

## PUBLIC SPACES

Public spaces are defined as those outside private ownership and include streets, footpaths and greenspace. The definition of these elements are is clear throughout the proposals.

Private spaces are identified by changes in materials, boundaries and landscaping ensuring the public realm is identifiable and accessible.

All areas of the development can access nearby facilities and services along safe and vibrant routes.

Greenspaces to the centre and south-west of the proposal are accessible with an emphasis on connecting to similar spaces in adjacent development.

## USES

The proposal is a parcel of residential development with associated landscaping and highways. It is, however, part of a larger existing and established settlement.

With this in mind, and following principles established by Local Policy, the application makes an efficient use of land to deliver a varied residential development that will help support the variety of services.

The proposal will deliver non-vehicle connections to strategic routes and larger settlements beyond.

The proposal delivers a variety of homes in an inclusive, tenure blind format and will support a community that will make good use of local services.

## HOMES AND BUILDINGS

Each home provides a high quality internal environment for new residents. All homes comply with security standards and building regulations having appropriate storage space and the potential to be adapted as life circumstances change.

Dwellings have access to private amenity space and proximity to public open space will ensure opportunity for interaction with outdoor space. All buildings make a positive contribution to the proposal and relate well to public spaces. In this respect they contribute to social interaction and community inclusion.

Rear access, bin storage and refuse collection points provide the means for efficient servicing. Refuse collection points are introduced at various locations. These will ensure appropriate, safe and convenient collection of refuse as confirmed by vehicle tracking analysis and in compliance with local policy.

## RESOURCES

Energy use and efficiency are maximised through a ‘fabric first’ approach to design and construction and a well researched selection of materials. The intention is to minimise carbon emissions over the extent of the buildings life.

Dwellings are designed for long-term living and provide both storage space and amenity space whilst having the potential to adapt as circumstances change through the course of ownership. Parking solutions vary and the potential to provide pleasant areas of landscaping is clear.

The value of space in the home and its benefits for health and well being are realised. Private amenity spaces are protected by robust boundaries and landscaping and add value to each home. Residents have space for bin and cycle storage and can access streets from rear gardens.

## LIFESPAN

The proposal and homes will be built to last for generations and will support local residents, services and growth. The variety of uses in the immediate and wider vicinity combine to confirm long-term sustainability and viability.

The development of this residential scheme will contribute towards an increase in the number of people living in this area. Neighbourhoods are reinforced by movement networks, the mix of uses and tenures, the amount and position of open space and local vernacular building materials and styles. The health, wellbeing and quality of life of those who will be using an area is positively influenced by its cohesion.

The vitality of neighbourhoods is enhanced by creating variety and choice within the development and caters for a range of demographic groups especially families. An increase in activity in the area will also promote a safe, crime-free environment.

Alongside the developed areas, and in the context of the wider masterplan and landscaping scheme, the proposal= ensures the natural and green elements of the development and interaction with the existing natural features are protected for the long term benefit of a range of plants, insects and animals.

In summary new residents and following generations will have the opportunity to have In summary new residents and following generations will have the opportunity to have long and successful lives in a sustainable and pleasant location.

# 5.0 | SUMMARY

The design team have proposed a viable and residential development that makes a positive contribution to the wider settlement. A considered approach to housetypes, movement, natural features and the context of the site ensure a high quality living environment for new residents.

The design solution is a well planned and high quality proposal that complies with National Guidance and Local Policy.

In general the proposal meets high architectural standards and creates pleasant and recognisable streets. Pedestrian movement is simple and well defined - all areas of the development are accessible on foot.

Streets are defined by landscaping, materials and building positions to ensure natural surveillance and activity throughout. The proposal is a well considered development in a sustainable location. It forms an integrated extension to nearby development that is characterful and identifiable.

In summary the scheme proposes 146 new dwellings including a mix of 2,3,4 and 5 bedroom housetypes with the following key layout features;

1. Primary vehicle entrance from Woodhead Road at a safe and visible location;
2. Entry road and open space mitigate change in levels and an opportunity to create a pleasant, landscape led entry feature;
3. Retained access to Smithy Place and dwellings beyond the application boundary;
4. Individual retained trees are retained throughout the proposal and form recognisable features. Trees are set within pocket greenspaces offering a pleasant outlook and intimate amenity areas for new residents;
5. Retained buffer planting and trees ensure the character of the site is retained and the impact on views into the site is minimised;
6. Undeveloped and sloping area is retained as greenspace with the potential for ecological benefit; and
7. Pump station at an appropriate point of the site.



# 6.0 | BHL 12 ASSESSMENT

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12. Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.



## INTEGRATING NEIGHBOURHOODS



### 1. NATURAL CONNECTIONS

**CREATE PLACES THAT ARE WELL INTEGRATED INTO THE SITE AND THEIR WIDER NATURAL AND BUILT SURROUNDINGS. AVOID CREATING ISOLATED AND DISCONNECTED PLACES THAT ARE NOT EASY PLACES TO MOVE THROUGH AND AROUND.**

A new vehicular access is proposed from Woodhead Road. The movement network is designed to ensure footpath links to across the site. A simple block structure has been designed in a legible perimeter block principle with dwellings located to respect existing buildings and take advantage of areas of open space. Existing tree and natural features are retained to create identifiable locations and aid wayfinding.



### 2. WALKING, CYCLING AND PUBLIC TRANSPORT

**SHORT TRIPS OF UP TO THREE MILES CAN BE EASILY MADE ON FOOT OR BICYCLE IF THE RIGHT INFRASTRUCTURE IS IN PLACE, HELPING TO IMPROVE PUBLIC HEALTH AND AIR QUALITY WHILST ALSO REDUCING LOCAL CONGESTION AND CARBON EMISSIONS**

The site is located between the settlements of Brockholes and Honley in the Northern Holme Valley.

Brockholes lies about five miles South-East of Huddersfield and approximately in the middle of the Holme valley. The A616 road from Huddersfield to Sheffield runs through the village and affords easy access to various motorway routes principally via the M62 to the North and M1 to the East. Brockholes train station is located on the Penistone Line, and provides regular services to Huddersfield, Barnsley and Sheffield.

Honley is located approximately 5km South of Huddersfield town centre. The application site is located off the A6024 (Woodhead Road) - the main road that serves the Holme Valley. This road links Huddersfield with Holmfirth, 5km to the South of the application site. The A6024 provides one of the main access routes to Manchester.



### 3. FACILITIES AND SERVICES

**PLACES THAT OFFER SOCIAL, LEISURE AND RECREATIONAL OPPORTUNITIES A SHORT WALK OR CYCLE FROM THEIR HOMES.**

There are a number of formal and informal open space and recreation grounds within walking distance of the site, the closest open space being the village green which includes a football pitch and children's play area.

The nearest bus stop to the site is located directly adjacent to it on the A6024 (Woodhead Road) providing access to Huddersfield town centre with a journey time of 15 minutes. Bus stops are also located on the A616 (New Mill Road) which provide access to Huddersfield Town Centre also with a journey time of 15 minutes. Brockholes railway station is located around a 10 minute walk East of the site on the opposite side of the valley side at an upper level to the village. The station provides regular hourly services linking Sheffield, Huddersfield and Barnsley. Honley station is a little further North and services the same line.



### 4. HOMES FOR EVERYONE

**A RANGE OF HOMES THAT MEET LOCAL COMMUNITY NEEDS.**

A range of housing needs have been identified and realised in the design proposals, which incorporates a mix of housing from two-bedroom homes to five bedroom detached homes. This will enhance the settlement and offer the opportunity to provide dwellings for the first-time buyer through to larger families.

## DISTINCTIVE PLACES



### 5. CHARACTER

**DOES THE SCHEME CREATE A PLACE WITH A LOCALLY INSPIRED OR OTHERWISE DISTINCTIVE CHARACTER?**

The design approach is to create a positive identity for the site which helps improve local distinctiveness, whilst being sympathetic to the prevailing mixed suburban character, in terms of scale, materials and detailing. A co-ordinated approach to the architectural treatment of individual properties within the site will ensure there is a common distinctive architectural aesthetic across the scheme. Variety to key plots will aid legibility and place-making.



### 6. A MEMORABLE CHARACTER

**CREATE PLACES THAT ARE MEMORABLE.**

Several design concepts were explored throughout the design process. The overarching objective was to create a series of memorable spaces throughout the development that would ensure every dwelling has a positive outlook and all dwellings would be near to an area of safe, overlooked green space.

Boundary trees and woodland are respected and their long term protection and management is ensured.



### 7. WELL DEFINED STREETS AND SPACES

**CREATE A NETWORK OF STREETS AND SPACES THAT ARE WELL ENCLOSED BY BUILDINGS AND/OR STRUCTURAL LANDSCAPING, TAKING CARE TO ENSURE THAT FRONT DOORS AND THE PRINCIPAL FAÇADES OF BUILDINGS FACE STREETS AND PUBLIC SPACES**

The proposed movement and street network provide a clear hierarchy of street types which will aid legibility and wayfinding, dwellings are orientated to denote the hierarchy of the road, with dual aspect types on corners. Smaller estate roads lead from the main road into more intimate areas of the site. Key prominent plots/vista stopping homes will have slightly contrasting material approaches to provide subtle way-markers throughout the scheme with complementary landscaping creating reinforcing this approach.



### 8. EASY TO FIND YOUR WAY AROUND

**USE LEGIBLE FEATURES TO HELP PEOPLE FIND THEIR WAY AROUND A PLACE**

Dwellings will be orientated to denote the hierarchy of the road. Smaller estate roads lead from the main road into more intimate areas of the site. Each area will be differentiated through the innovative use of different (but complementary) materials, road surfacing, colour differentiation and landscaping

## STREETS FOR ALL



### 9. HEALTHY STREETS

**STREETS ARE DIFFERENT TO ROADS. STREETS ARE PLACES WHERE THE NEED TO ACCOMMODATE THE MOVEMENT OF MOTOR VEHICLES IS BALANCED ALONGSIDE THE NEED FOR PEOPLE TO MOVE ALONG AND CROSS STREETS WITH EASE. ACTIVITY IN THE STREET IS AN ESSENTIAL PART OF A SUCCESSFUL PUBLIC REALM.**

A clear hierarchy of streets has been established within the detailed layout with the primary vehicular routes, shared surfaces and private drives clear identifiable. All streets are framed through the siting of dwellings.

The use of dual fronted corner turning units, with individual accesses to dwellings identified, ensures activity and natural surveillance within the development.

Direct access to each property is clearly identified with footpath clearly identifiable for all users.



### 10. CYCLE AND CAR PARKING

**WELL-DESIGNED DEVELOPMENTS WILL MAKE IT MORE ATTRACTIVE FOR PEOPLE TO CHOOSE TO WALK OR CYCLE FOR SHORT TRIPS HELPING TO IMPROVE LEVELS OF PHYSICAL ACTIVITY, AIR QUALITY, LOCAL CONGESTION AND THE QUALITY OF THE STREET SCENE.**

**WELL-DESIGNED STREETS WILL ALSO PROVIDE SUFFICIENT AND WELL-INTEGRATED CAR PARKING.**

The housing layout has been designed with consideration of not only the amount of parking but how and where it is accommodated ensuring that ad-hoc on-street parking is minimised.

The treatment of parking for the site varies according to the buildings it serves, and always with a view to creating an attractive and safe environment. The parking arrangements ensure that all dwellings have a driveway, garage or parking bays.



### 11. GREEN AND BLUE INFRASTRUCTURE

**CREATIVE SURFACE WATER MANAGEMENT SUCH AS RILLS, BROOKS AND PONDS ENRICH THE PUBLIC REALM AND HELP IMPROVE A SENSE OF WELLBEING AND OFFER AN INTERACTION WITH NATURE. AS THE RICHEST HABITAT FOR A RANGE OF FLORA AND FAUNA, THEY ARE ALSO A KEY PLAY IN ACHIEVING THE NET GAIN IN BIODIVERSITY SOUGHT BY THE 2020 ENVIRONMENT BILL.**

New areas of open space offer visual and physical interaction with natural elements. Retained trees form intimate spaces within the development and boundary trees are key to maintaining the character of the site.

Complimentary planting and landscaping will enhance this space. This area is a meaningful and identifiable space promoting social interaction and well being. This is a calm space offering potential for flora and fauna to flourish.

There is potential for new structured planting and bulbs to be set against a high quality green backdrop.



### 12. BACK OF PAVEMENT, FRONT OF HOME GARDEN

**CITIES, TOWNS AND SUBURBS USED HEDGES TO DEFINE PUBLIC AND PRIVATE SPACES, HELPING TO CREATE CHARACTERFUL AND BIODIVERSE PLACES. THE SPACE BETWEEN THE BACK OF THE PAVEMENT AND THE FACE OF BUILDINGS HAS A SIGNIFICANT IMPACT ON THE QUALITY OF A PLACE. CLEAR DEMARCATIONS BETWEEN PUBLIC AND PRIVATE SPACES CAN ENCOURAGE PEOPLE TO PERSONALISE THE FRONT OF THEIR HOMES WHILST ALSO OFFERING OPPORTUNITIES TO INTEGRATE LEVEL CHANGES, UTILITY BOXES AND WASTE STORAGE.**

Proposed homes have sufficient private amenity spaces for the storage of bins away from the front of properties in rear gardens, with easy access to the street. Homes have sufficient allocated parking, and, in most instances, garages are provided which can store cycles. Where garages are not available (e.g. terraced and some semi-detached units) sufficient amenity space has been provided to enable sheds to be erected.

# 7.0 | ADDENDUM A

Following submission to the Local Authority, Miller Homes have engaged with the council to address comments and additional requirements. The following addendum summarises this process and highlights the key changes to the proposal.

The number of units have been reduced from 146 to 137. This includes a remix of accommodation to include a greater proportion of 2 bedroom homes. The changes have allowed the challenges presented by the steep gradients to be addressed in a more sympathetic way in terms of the impact on the site.

In summary the scheme proposes 137 new dwellings including a mix of 2,3,4 and 5 bedroom housetypes. The proposal includes:

- 22 no. 2 bed homes;
- 41 no. 3 bed homes;
- 56 no. 4 bed homes; and
- 18 no. 5 bed homes.

Referring to the adjacent planning layout, key changes include;

1. Play spaces have been identified;
2. Overlooking of Wheatfield House has been addressed by rotating of adjacent plots;
3. Overlooking of 16 Smithy Place has been addressed by moving the closest plot;
4. The challenging levels towards the southern boundary, and the intention to keep as much of the trees and landscaping as possible meant moving all the plots away from the site edge. This allowed a green corridor to be retained along the boundary, that will be maintained by a management company. This corridor wraps around to the eastern boundary too. The plot adjacent to the retained tree in the POS has been removed to make this space more usable: and
5. The challenging levels in the area adjacent to the River Holme and the need to mitigate the step in level from the built form to the green space meant some changes to the eastern boundary. This change has meant more opportunity for landscaping. There is also a stronger relationship between the POS with the retained tree, and the built form.



# DESIGN SOLUTION AMENDMENTS

In addition to the annotated layout the following updates have been made to the revised design solution:

- The submitted Cross Section, Street-Scene and Tree Removal Plans outline the constraints to the site's development. The revised scheme has sought to turn these constraints into opportunities where possible;
- The gross density of the development has decreased to 14dph. The development will deliver 27 affordable homes which equates to a policy compliant 20% provision;
- The areas of POS within the site have been enlarged and where they flank the PROW they will now deliver a connected area of usable greenspaces. Due to the site's topography the provision of a LEAP is not feasible at the site and consequently it was considered more appropriate to deliver four LAP's, including a Trim Trail located along the PROW. The proposed location of the four LAP's will ensure that each parcel/section of the scheme are each served by local areas of play. Benches are also proposed along the PROW route to ensure that this becomes a pleasant/usable space for general amenity purposes:
- A key amendment to the scheme is the removal of the previously proposed dwelling in the southern section of the site adjacent to the PROW. The provision of an enlarged area of open space in this location will ensure that the greenspaces located along the PROW route are connected;
- The amended proposals will also improve/enhance the surface of the 'walked footpath' which is located adjacent to the definitive PROW route. The route ties into the definitive PROW route at either end of the site to align with what currently take place 'on the ground':
- A substantial number of additional trees will be planted within the POS areas; along the PROW to help frame this key route; and also within the street-scene;
- Open space along the river will now include a mown footpath route which runs through the space, again flanked by benches to enhance its

amenity value. The area immediately to the east of the proposed homes will include a landscape strip to soften the change in levels in this area of the site. It will also ensure that this space is bound by landscaping to create an area of POS which will protect the character of the river corridor:

- Additional landscape detailing has been provided on the northern edge of the site where the pumping station and attenuation tank are due to be located. This is to improve the vista along the street and to also confirm that the area located above the tank will be grassed to create a useable area of POS:
- The siting of homes within proximity of retained trees have been amended in a number of locations in order to move built form further away from RPA's and to reduce any constraints associated with shading:
- All key vistas through the site have been reviewed to ensure that corner-turning homes are located in the correct locations:
- Front of plot parking areas have been broken up, either through changes to house types or through the provision of increased areas of landscaping. Particularly on the site's northern edge. The proposed visitor parking space located in front of Plot 7 which was located over the PROW has been removed from:
- The Greenwood house type has been removed as previously requested;
- Plot 102 has been re-orientated and moved forward to improve its relationship with Wheatfield House. The relationship between the two properties will be in excess of standard separation distances and also at an oblique angle. There are no direct views between the elevations of these homes;
- The proposed rendered plots have been removed as agreed. The proposed materials fully align with those agreed at our previous meeting;
- The revised layout has also taken into consideration the points raised by Highways Development Management.



# APPEARANCE

Miller Homes have engaged with the Local Authority to confirm the distribution of materials, finishes and boundaries.

The revised streetscenes and revised planning drawings show how the proposal will look and how materials are used to define spaces and key routes.



STREETSCENE A



STREETSCENE B



STREETSCENE C



STREETSCENE D

# CGI 1- NEW ACCESS



The elevated view over the development from Woodhead Road shows the new vehicle entrance and access road. The required retaining structure, needed to mitigate the change in levels is softened by new planting. The hard edges of this structure are softened by shrubs and trees and entry is along an attractive route.



# CGI 2 - RIVERSIDE WALK



View from the riverside edge to the northeast. New trees and planting are positioned to create a pleasant screen between the built form and natural space. The intention is to allow this planting to mature into a robust edge that promotes screens buildings from low levels without restricting views out from new homes.



# HOLME VALLEY NDP

The Holme Valley Neighbourhood Development Plan (NDP) 2021 - 2031, published August 2021 provides a vision and objectives and proposes planning policies which will help deliver development which meets local needs and aspirations. The Holme Valley NDP has been written by a steering group of local Parish Councillors and community group representatives.

The following text highlights relevant policies from the NDP and a response from the Design Team. The intention is to show how the policies have been responded to in delivering a revised scheme following the initial planning submission.

## Policy 1: Protecting and Enhancing the Landscape Character of Holme Valley

The site falls with the Wooded Rural Valleys (G8) - Holme River Valley Landscape Character Area. The Character Area forms the main valley of the River Holme running in a North-South direction. The valley is generally low lying and visually enclosed by the steep valley sides. Views to the east are mostly contained by the steep topography. Urban influence from Huddersfield is evident in the north of the valley, while the southern areas are more rural and tranquil, as are the higher tributary valleys which feel more open and exposed.

The LCA indicates that stone walls supplemented by fencing are common as field boundaries. The site includes an existing stone wall boundary that runs through the centre in north-south direction. Much of this boundary falls in the rear gardens of proposed homes (plots 25-35) and is therefore removed. However, a section to the south, within open space, is retained and made good. The field boundary is also defined by several trees. These are retained in rear gardens with appropriate offsets and root protection areas. This approach is also used in the southern area of the proposal with a stone wall and existing trees retained within open space, close to new play area (adjacent to plots 132-137).

The edges of the site are populated by trees, shrubs, and similar planting. Most of the planting is retained with new buildings set away from sensitive canopies and root protection areas. There are continuous landscape buffers, including new and existing planting along several the site edges. A linear greenspace, incorporating seating areas, and walking route, form the eastern boundary close to the route of the River Holme. The LCA indicates the main valley has a busy feel with tranquillity increasing up the valley slopes. It also indicates an urban influence from Huddersfield to the North and a rural influence from the south. The site is located between central and northern parts of the LCA and at the bottom of the valley. In this respect the character is expected to be influenced by the urban north whilst facilitating a transition to rural areas to the south. This proposal includes several detached homes interspersed with areas of higher densities made up of smaller semi-detached homes. The intention is to create a proposal with open and semi-rural edges punctuated by more semi-urban nodes that responds to the site’s location in the LCA.

## Policy 2: Protecting and Enhancing the Built Character of the Holme Valley and Promoting High Quality Design

### LOCAL CHARACTER

Adjacent development and the existing settlement are influential, and the proposal reinforces this identity. Massing, scale, heights, and materials are carried forward and ensure this new proposal is well integrated into the wider development. All new homes are 2 storey constructed in reconstituted stone. The location of open spaces and key frontages are established by existing natural features and topography and are important factors in establishing the identity of the proposal. The character of the proposal is also influenced by the retention of existing stone walls, retention of existing trees and substantial new planting.

### SENSE OF PLACE

A sense of place is delivered through a consistent use of materials, landscaping and built form. All spaces and streets are overlooked by new homes and the public realm is a safe and attractive environment. The proposal varies between semi-rural and semi-urban character and is reflective of its position in proximity to established settlements and natural assets. The retention of trees and the provision of connected areas of POS, which are located to respond to the PROW route and river, will create a unique sense of place for this development on account of the site’s areas of landscape and biodiversity value.

### UTILISING EXISTING ASSETS

The proposal retains a large number of existing trees, shrubs and planting – particularly along existing field and site boundaries. These are complimented by a considered landscaping scheme. Care is given to the River Holme corridor where a linear

Greenspace follows the line of the river and includes seating areas and a playspace. Where possible, and within the public realm, an existing stone wall is retained and enhanced. The existing PROW is retained within greenspace and all new residents can easily access the route.

### INNOVATION AND RESPONDING TO LOCAL CONTEXT

Materials have been carefully considered to make good use of the characteristics and features of new technologies and construction methods whilst complimenting existing housing stock.

### GATED COMMUNITIES

The proposal is not a gated community. Permeability is afforded by the retention and enhancement of the PROW route through open space.

### INCLUSIVITY AND ACCESSIBILITY

Each home provides a high-quality internal environment for new residents. All homes comply with security standards and building regulations having appropriate storage space and the potential to be adapted as life circumstances change. Inclusive access within the layout will provide for ease of movement by all social groupings and will meet the standards for disabled access for such items as steps, ramps, door widths, etc.

The approach to the dwelling, the area of land within the curtilage of the property from the boundary of the plot up to the building itself, will have accessible paths and drives , taking into account the topography of the site.

### PUBLIC SPACES

There is a clear distinction between the public and private realm delivered by changes in materials, boundary treatments and landscaping. There is no-conflict between uses and no ambiguity between areas of ownership, management, and maintenance. An existing Public Right of Way cross the site. The route is maintained, reinforced, and protected by development – it is a safe and attractive route benefiting from natural surveillance and proximity to new areas of publicly accessible open space.

### BUILT FORM AND MATERIALS

The built form follows the patterns established by the restrictions of topography, planting and riverside and comprises of outward facing development parcels that interact with strategic highways and existing tree planting. The proposed reconstituted stone has a weathered appearance which will help integrate the new development into the local vernacular. The built form includes by the retention of existing stone walls.

The proposal is a parcel of residential development with associated landscaping and highways. It is, however, part of a larger existing and established settlement. With this in mind, and following principles established by Local Policy, the application makes an efficient use of land to deliver a varied residential development that will help support the variety of services.

### PROTECTING AMENITY

The proposal is defined by outward facing development. Rear gardens are conjoined and protected by buildings, every resident has access to private, outdoor amenity space. The grouping of buildings and parcels establishes an efficiency of built form that facilitates the delivery of amenity spaces at several locations. These range from small areas of grassed seating areas to larger areas of open space that include walking routes and play spaces.

## Policy 5: Promoting High Quality Public Realm and Improvements to Gateways and Highways

Prior to the proposed development, the riverside was not publicly accessible. The proposal opens this edge by creating a new greenspace to improve interaction with this asset and promote a point of interest in a safe and sustainable manner.

Throughout the proposal there are intimate areas of open space designed to form a network of amenity that allows every resident and visitor access to a meaningful outdoor and natural space.

The Kirklees highway Design Guide outlines several overarching ‘place-making’ principles. In this respect, every resident can access open space and access points on foot or cycle to make connections to existing routes. Footpaths are well-defined, logical, and legible. There is ample opportunity for new residents to meet and interact and form a bond with the neighbourhood. The existing PROW is retained within greenspace and all new residents can easily access the route.

## Policy 6: Building Homes for the Future

The orientation of homes has been carefully considered to deliver an efficient and effective layout. Development blocks are grouped together to ensure positive streetscenes whilst reducing the amount of hard surfacing required to access homes is minimised.

Pedestrian movement is prioritised, and the proposal is permeable and accessible. Vehicle access and movement is clear and direct. Together these elements create a clear hierarchy of streets and footpaths that compliment built form and open space.

## Policy 11: Improving Transport, Accessibility and Local Infrastructure

Access and movement are established by technical reports to achieve a safe junction from Woodhead Road. Pedestrian movement is prioritised, and the proposal is permeable and accessible. Vehicle access and movement is clear and direct. The existing PROW is retained within greenspace and all new residents can easily access the route.

Priority has been given to non-vehicle route and connections alongside simple vehicle movement. The proposals deliver a permeable movement network that ensures all areas of the site are accessible. Exiting access points to the wider settlement are emphasised and well connected. The proposal seeks to limit car use by taking account of existing non-vehicle routes and reinforcing connection to established services and development beyond the site boundary.

Car parking is in compliance with Local Policy and a mixed variety of parking solutions is delivered.

## Policy 12: Promoting Sustainability

Energy use and efficiency are maximised through a ‘fabric first’ approach to design and construction and a well-researched selection of materials. The intention is to minimise carbon emissions over the extent of the building’s life.

Dwellings are designed for long-term living and provide both storage space and amenity space whilst having the potential to adapt as circumstances change through the course of ownership. Parking solutions vary and the potential to provide pleasant areas of landscaping is clear.

The value of space in the home and its benefits for health and wellbeing are realised. Private amenity spaces are protected by robust boundaries and landscaping and add value to each home. Residents have space for bin and cycle storage and can access streets from rear gardens.

# HOLME VALLEY VISION

Holme Valley Vision prepared a detailed response and review of the initial planning submission. This response used the Holme Valley Residents Checklist to structure comments in a series of questions and answers. The following text includes extracts from Holme Valley Vision's comments accompanied by a response from the Design Team. A number of HVV comments relate to wider infrastructure - in this respect the allocation of the site confirms the Local Authority view on the sustainability, suitability and deliverability of development in this location.

## Are the proposed buildings with in the popular height brackets?

HVV Comment - The cross-section drawings suggest that the height of the buildings will follow the line of the natural slope. However it is proposed to construct 2.4 m acoustic barriers for those properties with lines of sight from New Mill Road and Woodhead Road. Consideration should be given to the impact these structures will have on the view of the sight from both the close area and the long views. The latter are of significant importance in the Holme Valley Neighbourhood Development Plan.

**Design Team Response - Detailed level work has been carried out to minimise the impact of the development onto New Mill Road and Woodhead Road. 3D visualisations have been prepared to show how the proposed landscaping also helps nestle the development into the settlement.**

## Are the buildings made from one, or more of the popular local materials?

HVV Comment -Despite the frequent use of 'high quality' in the application documents, this claim is contested.

The construction material will be artificial or reconstituted stone. This not considered to be 'high quality' or compliant with the new national planning policy emphasis on 'beauty'. While this material may appear similar at first, it ages in a different way to natural stone so will eventually be out of keeping with the local vernacular.

The construction material should be Yorkshire stone, grey brick or stone or buff stone.

**Design Team Response - The proposed reconstituted stone has a weathered appearance which will help integrate the new development into the local vernacular. The reconstituted stone will be made from the re-use of natural stone. It is not financially viable to construct the development out of natural stone, and the proposals are similar to recent new developments in the area.**

## Are the building's roofs made from one or more of the popular materials?

HVV Comment -It is not clear what colour will be used for the

slate roof tiles. They should be black or grey slate or grey tiles to fit with the local vernacular.

**Design Team Response - The roof colour will be black or grey. The colour, material and 'slate appearance' will mirror the local vernacular.**

## Do the buildings use one or more of the popular window styles?

HVV Comment -The windows should be mullion, casement (windows next to each other) or sash

**Design Team Response -The proposed windows are casement**

## Do the building's roofs use one or more of the popular styles?

HVV Comment -Similarly the design of the roofs should fit with the predominant Holme Valley style. They should either feature gables above doors or windows or be pitched

**Design Team Response -There are a mix of roof styles which are in-keeping with the area. The majority are hipped.**

## Do the buildings use on or more of the popular details?

HVV Comment -These are houses designed for anywhere; not the Holme Valley. There is no evidence at all of the distinctive design details being used. One would expect to see dentiles, black gutters and large corner stones in 'high quality' Holme Valley housing. None of these are evident.

**Design Team Response - The gutters and downpipes are black.**

HVV Comment -This could be an anywhere estate. It is the size of a small village but there is nothing in the design to indicate that it is of the Holme Valley.

The building design is straight from Miller's general pattern book. This is obvious from the names used for the different types of houses. No consideration has been given to matching the distinctive design styles found in the Holme Valley.

The estate will comprise low density detached houses. There is no sign of a terrace, a common type of housing found in the Holme Valley.

**Design Team Response - The proposed site layout works with the challenges of the site including considerable level changes to provide a suitable response to the opportunities and constraints present. The use of terrace housing has been largely avoided due to the steep levels and also to prevent large areas of frontage parking. Traditional terrace housing allowed for no dedicated parking spaces, rear access, suitable amenity space etc.**



## Does the proposal protect or increase the amount of nature on site?

HVV Comment -There is no evidence of this. The site at the moment is a green enclave and building on it will inevitably result in loss of habitat.

Comments on this matter are being made by River Holme Connections and local residents. We fully support and endorse their views.

**Design Team Response -There will be large areas of the site set aside for natural green spaces. Numerous trees have been retained and new trees planted. The gross site area is 8.3 Ha of which 2.59 Ha are open space (31% of the site is open space).**

## Are there green areas where you would like to spend time and play?

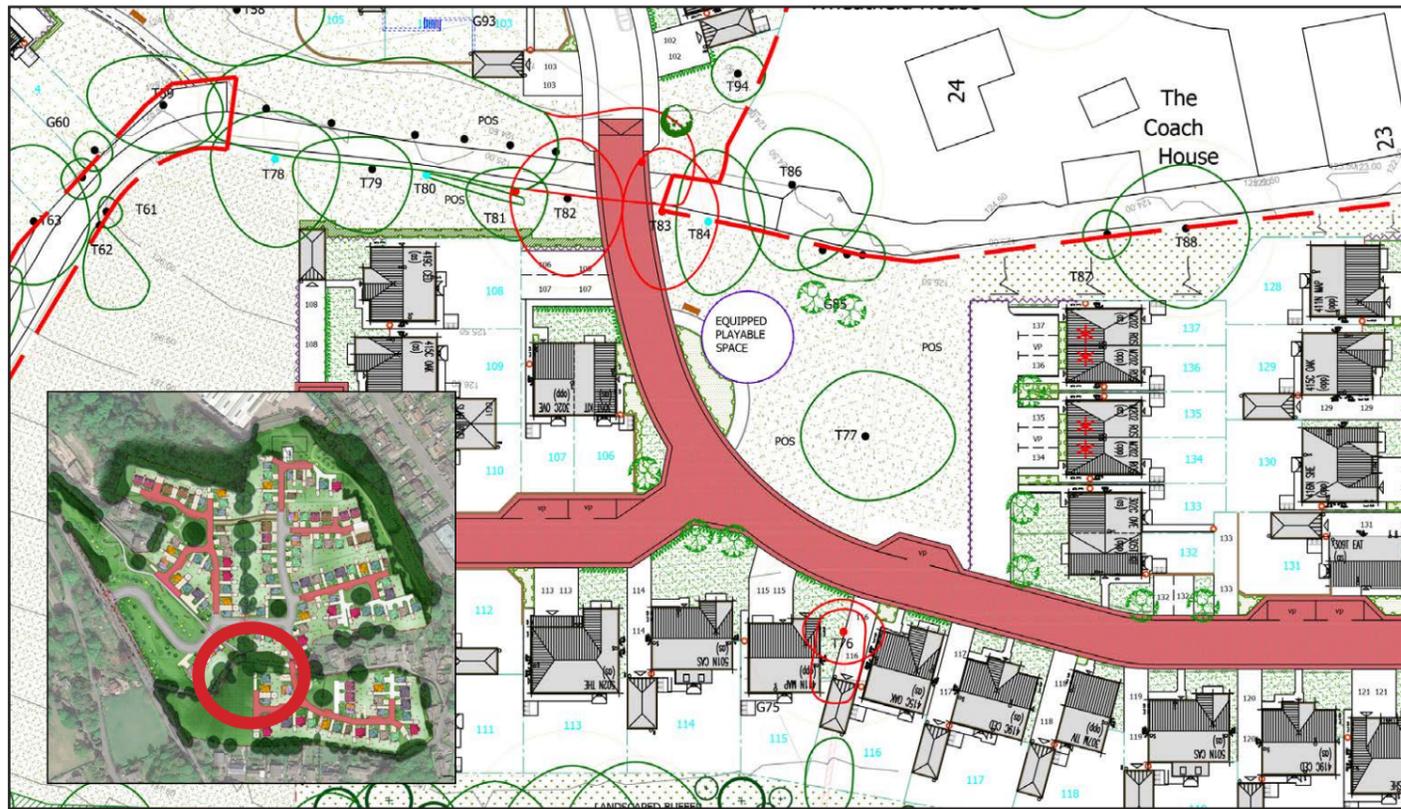
HVV Comment -No. The site include provision of green areas and it is a low density estate. Some gardens will be fenced which will create visual barriers. The pockets of green space appear to be just that – pockets of left-over land scattered around the estate. There is nothing to encourage using the space for play or assembly.

**Design Team Response - Working alongside the Landscape Officers at Kirklees Council, further work has been undertaken to ensure the green areas are integrated into the development. Numerous trees have been retained in the public realm, which have created pockets of green space around the site that provide breaks in the built form.**

## Does the development create new streets and allow for many routes through rather than dead ends and cul-de-sacs?

No. The layout provides for nothing other than dead ends and cul-de-sacs. It is a housing estate that could be anywhere. There is no sign of any feature that would enable the development of a neighbourhood and growth of neighbourliness. It is a collection of houses.

**Design Team Response - The road pattern has to work with the challenging levels on the site. Providing connectivity would mean significantly more re-grading and loss of natural habitat. The proposals strike the right balance.**



**Does the proposal have a good range of housing, mixed throughout, to allow people from different economic backgrounds and ages live here?**

HVV Comment - Over ten different designs are listed in the planning application documents but these are predominantly three or four bedroomed houses (77% of the estate). 10% will have five bedrooms, leaving on 12% with two bedrooms.

It is exceedingly well-know that there is a need for small accommodation in the Holme Valley for young people and those wishing to down size. This demand may not be evident in the standard housing market assessments but this need has been clearly and strongly expressed in the many of the local surveys conducted over the last ten years. This estate does nothing to help address the local housing need.

Design Team Response - The proposals have been amended to include more 2 bedroom houses, which now account for 16% of the site. 3 bedroom houses account for 30% of the site, 4 bedroom houses account for 41% of the site and 5 bedroom houses account for 13% of the site. The scheme will include the provision of 12 different housing styles which increase incrementally by approx.10sq.m between each of the homes, from the 2-bedroom homes to the 5-bedroom homes being provided at the site. Creating a housing mix which will meet a wide range of housing needs

**Do you think there is the right amount of parking and that it is designed well?**

HVV Comment - No. The number of parking spaces complies with Kirklees' minimum requirements. A lot of the parking appears to be at the front of houses. Additional visitor parking is some way away from them, at the end of the cul de sacs. This will inevitably encourage on-street parking. It is not obvious location for dust bins.

Design Team Response - There are a mix of parking solutions, with some frontage parking, some integrated garage types and some side drives or garages. There is an appropriate balance to provide meaningful breaks in the areas of frontage parking.

**Are there public spaces, squares, greens or play areas with buildings fronting onto them which you would like to visit?**

HVV Comment - No. The green spaces are left-over plots of land. There is nothing to attract people to use them. Who would sit on the corner in the middle of a housing estate to watch the traffic go by?

Design Team Response - Working alongside the Landscape Officers at Kirklees Council, further work has been undertaken to ensure the green areas are integrated into the development. Numerous trees have been retained and new trees planted in the public realm, creating pockets of green space around the site that provide breaks in the built form.

# 8.0 | ADDENDUM B

This addendum illustrates the details of a new application for four new homes at Woodhead Road, Brockholes. The application is closely related to an approved development currently under construction by Miller Homes. This submission follows the resolution of a covenant that previously restricted this area from development.



Plot 138 and 141, typical front elevation



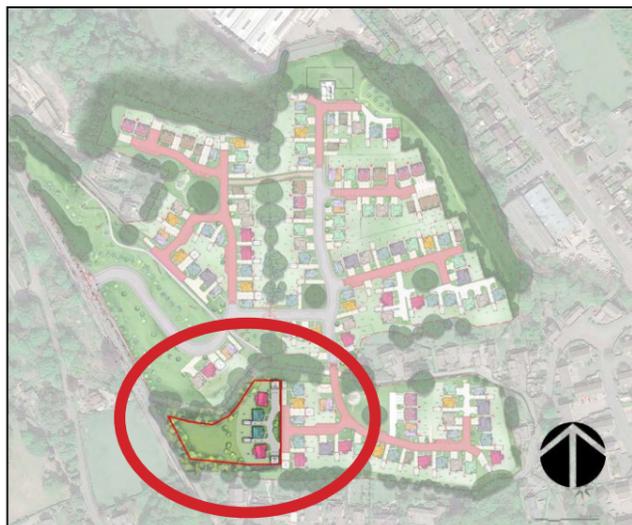
Plot 139 and 140, typical front elevation

The submission includes 4 new dwellings, access and landscaping. The proposal will become part of a larger residential development constructed by Miller Homes.

The proposal uses housetypes found in the approved adjacent development. They are constructed in the same materials with the same details and finishes. There will be no discernible difference between the appearance of this proposal and the adjacent development.

The intention is to create an integrated extension to the adjacent development using land that has previously been restricted by a covenant. This covenant has now been resolved.

1. Landscaped space at a focal point of the area.
2. Access from adoptable highways. New homes are served by a looped private drive.
3. The proposal makes use of large detached homes in spacious plots. Each has a separate garage. The houses and their arrangement are in keeping with those found in immediate areas of the approved development.
4. The proposal includes a large area of natural space to be enhanced by new planting. This space will become a diverse and protected habitat.



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