



KPP
ARCHITECTS

DESIGN & ACCESS STATEMENT

NEW MILLS, BROUGHAM RD,
MARSDEN, HUDDERSFIELD

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1.0 INTRODUCTION

Overview

This document has been prepared by KPP Architects in support of an a hybrid application comprising outline for the sitewide redevelopment and associated parking, and detailed for the demolition of some buildings, 1Nr new building and remedial works to the retained mill buildings.

The mixed use site could deliver up to 1811 sqm Use Class E(g) ii/ iii; 747 sqm Use Class E(g) i; 279 sqm Use Class E(a) FR; 335 sqm Use Class E(a) NFR; 121 sqm Use Class E(b); 181 sqm Use Class E(d); 469 sqm ancillary accommodation for plant, basements, etc; and up to 60 Nr residential units. The proposed development includes all associated parking, servicing and landscaping, including an improvement of the existing site access from Brougham Road.

This Document has been produced by KPP Architects in conjunction with other consultants covering strategic planning advice on drainage, ground investigation, transportation and noise.

Purpose

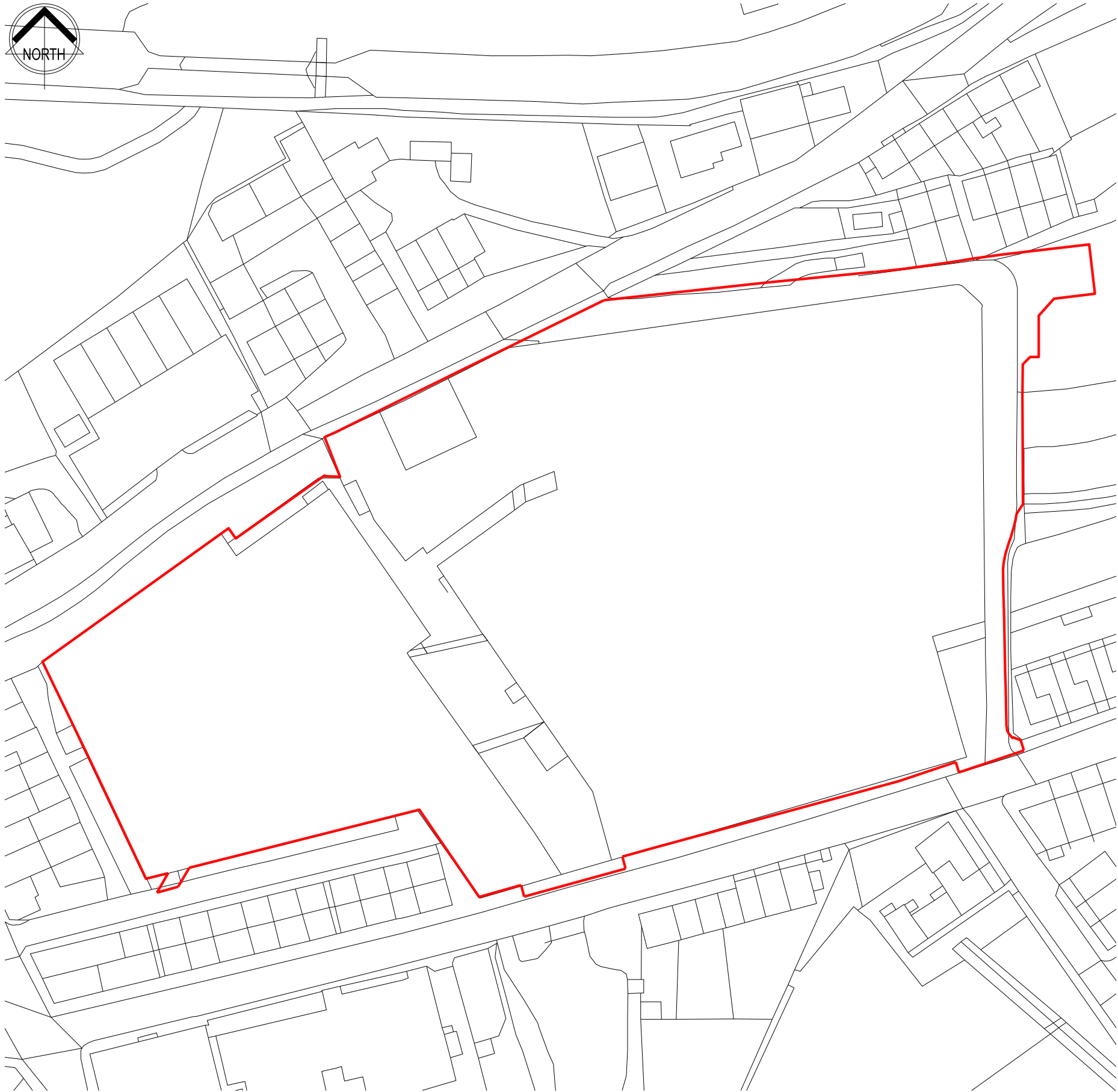
The contents have closely followed the requirements set out in The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 which sets out the formal requirements for Design and Access Statements tailored to suit the extent of the proposal including:

Design

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

Access

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



Above - Site Red Line Boundary

2.0 SITE CONTEXT

Local Context

Marsden is a large village 12km from Huddersfield and 37km from Manchester, in the Colne Valley, surrounded by moors with the South Pennines to the north and the Peak District to the south.

It is well connected by trains between Leeds and Manchester and via the A62 between Huddersfield and Oldham.

As a village Marsden expanded rapidly in the 19th century as the success of the woollen mills at New Mill and Bank Bottom Mill grew, and infrastructure of the railway and the canal reached Marsden.

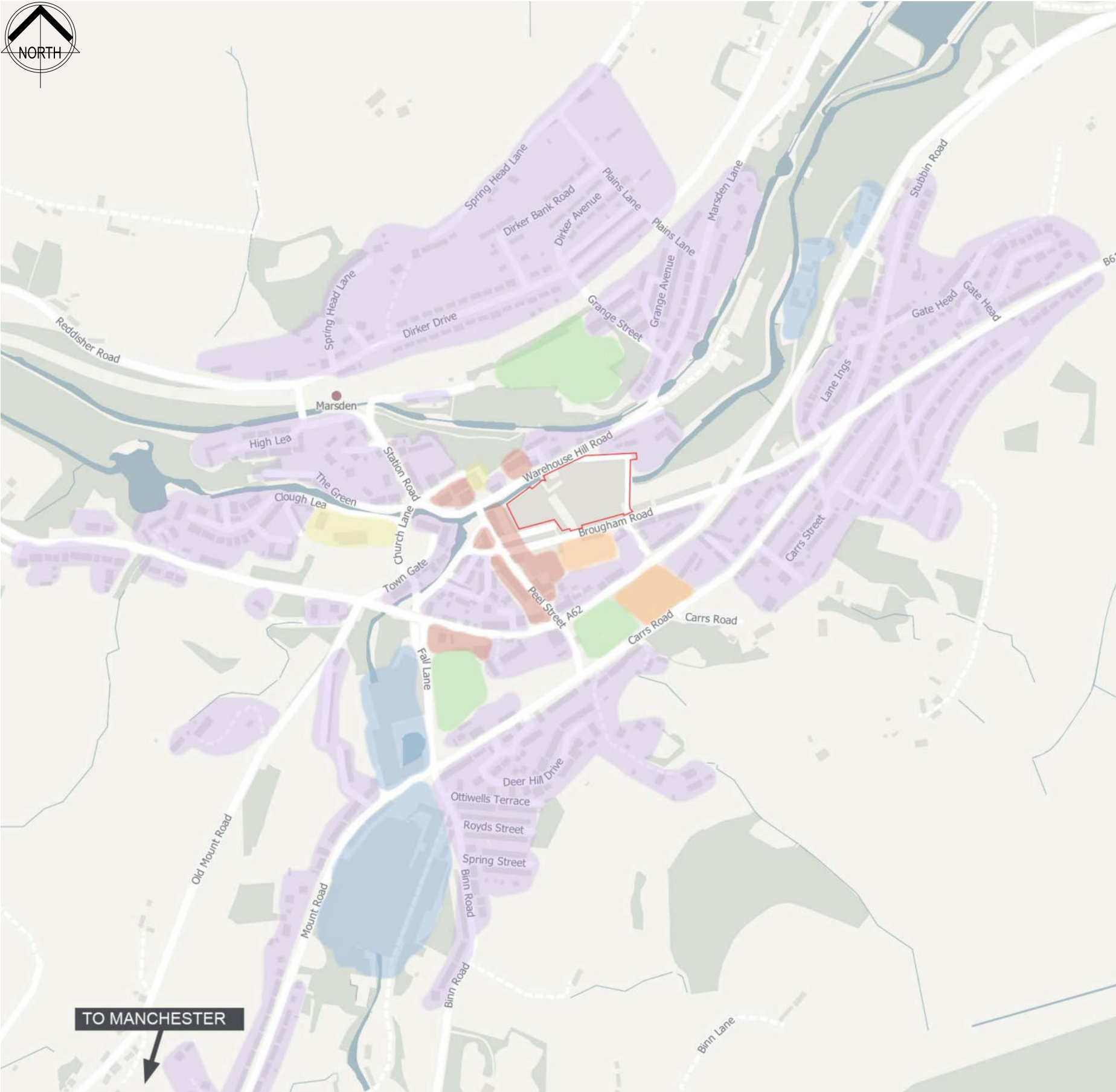
The Huddersfield Narrow Canal runs between Huddersfield and Ashton-under-Lyne in Greater Manchester. Its summit is the highest navigable waterway in the UK and it hosts the longest canal tunnel (Standedge) located in Marsden.

The village has a vibrant high street of independent retailers and an active cultural hub at the Mechanics Institute.

Marsden has a primary school, 2 churches, a cricket club, football club, golf club, bowling green and tennis courts.

Key:

	Application site boundary
	Residential Properties
	Schools
	Public Open Space
	Retail Properties
	Place of Worship
	Commercial / Industrial Building



Above - Wider area of Marsden, Huddersfield

2.2 SITE CONTEXT

Site Context

New Mills is a 1.7 Ha industrial site in the centre of Marsden, located 0.4km from the station/ canal, bounded by Warehouse Hill Road, Crowther Bruce Mill Road, Derby Terrace and Brougham Road from which the existing access is sited.

New Mills commands a prominent position in the heart of Marsden, having had a presence there since the mid-19th Century. The buildings are not listed; however, they lie within the Marsden Conservation Area and are identified as non-designated heritage assets.

Built alongside the River Colne, with a small weaving terrace on Brougham Road above a mill pond, the mill expanded over 50 years to fill the land bounded by Brougham Road, Warehouse Hill Road, Derby Terrace and Crowther Bruce Mill Road.

New Mills, managed by Crowther Bruce & Co Ltd (more latterly the Colne Valley Spinning Co.) was connected to the larger textile business at Bank Bottom Mills a mile away, and it thrived until the early 21st Century, when the textile industry was in decline.

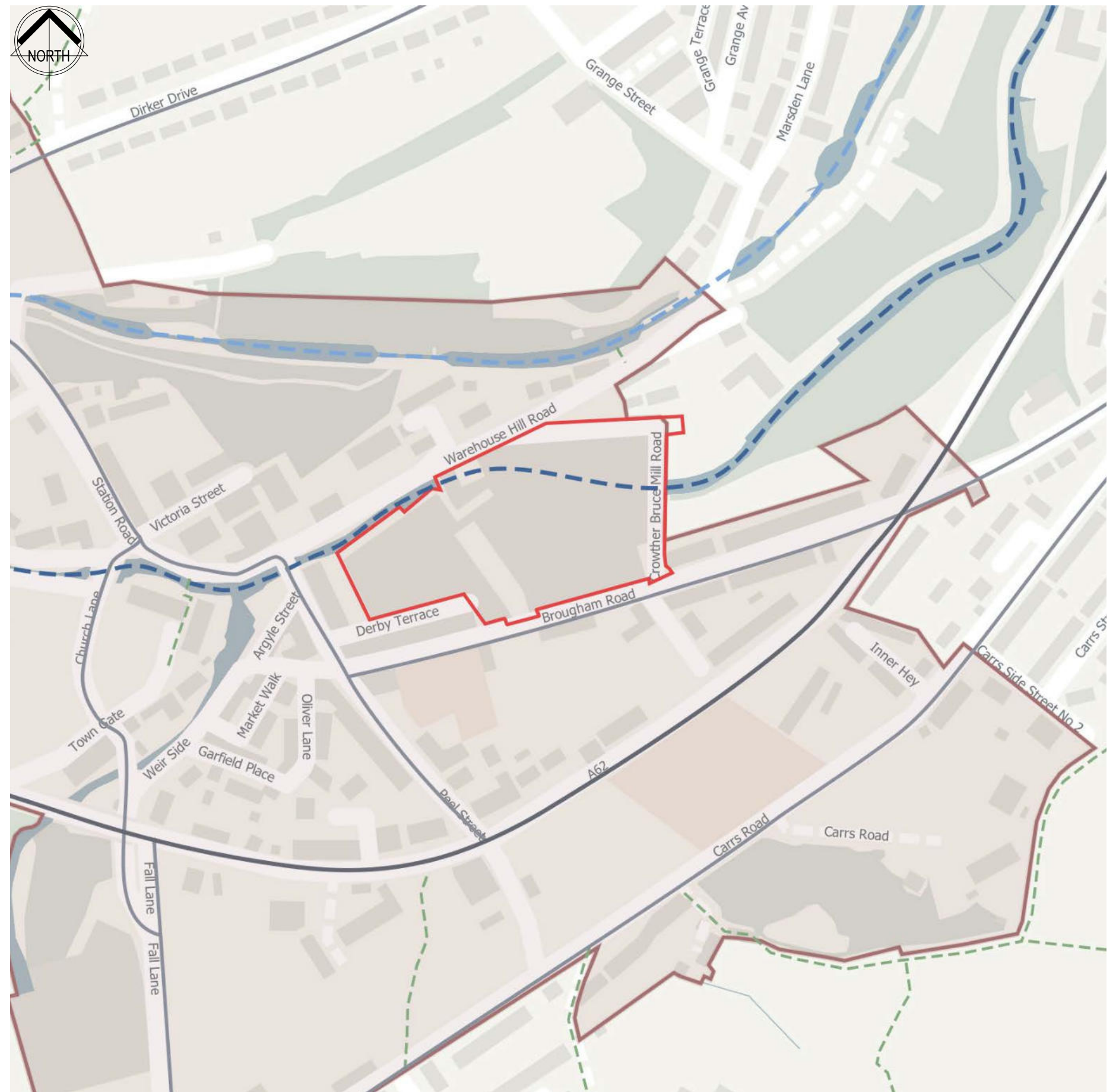
The dense footprint of buildings on site leaves limited open spaces, having developed over time as the textile industry expanded in the 19th century. Some of the buildings are even suspended across the River Colne, supported on cast iron columns in the waterway.

The buildings are natural stone, with stone slate roofs and rooflights. There are two four storey mill buildings with towers to the centre of the site, creating an iconic identity for Marsden, surrounded by 1 and 2 storey buildings, which range in height as the site falls from Brougham Road in the south to the Rover Colne in the north.

The site closed its textile operation in the early 2000's, the buildings lying empty and derelict since.

Key:

-  Application site boundary
-  Extent of Conservation Area
-  Primary vehicular route
-  Secondary vehicular route
-  Public Right of Way



Above - Local Context & Character

2.3 HISTORICAL CONTEXT

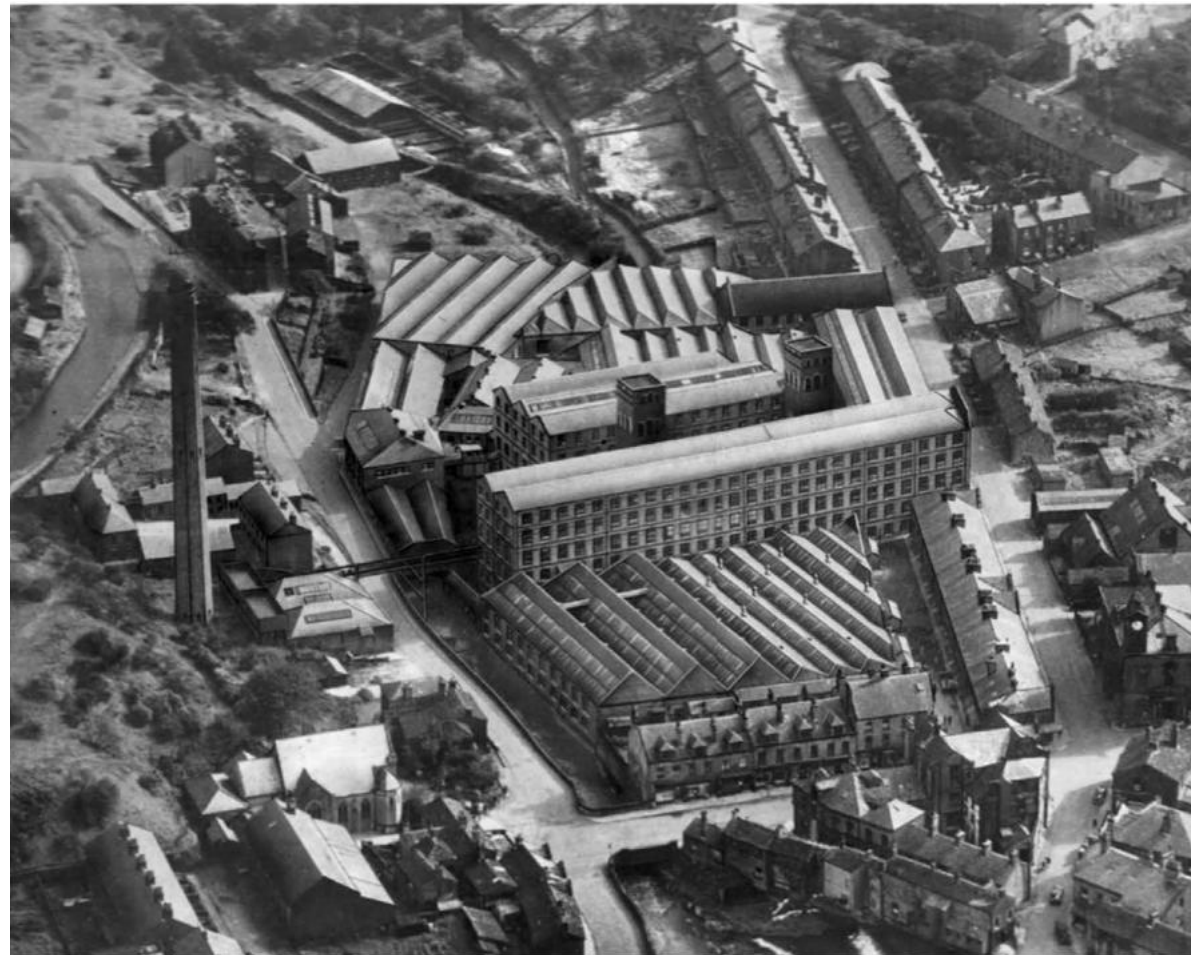
Heritage

The expansion of Marsden in the 19th Century is predominantly as a result of the thriving textile industry in the Colne Valley, supported by the ease of transporting raw materials and exporting goods via the Leeds Liverpool Canal (1812) and the railway (1845).

The impact this expansion had on the Marsden community is notable when comparing the density of the urban grain on the historic maps of 1850 - 1930, particularly the increase from 1890-1910. From scrutinising historic maps, photographs, and the measured building / topographical surveys, we have created conjectural 3-D models to demonstrate how the New Mills site may have developed in scale from a single riverside mill building to the dense mass of textile buildings present today.

New Mills lies within the Conservation Area of Marsden. The buildings are not listed; however, they are identified as non-designated heritage assets, and hold significant value to the industrial heritage of Marsden. Listed buildings / structures nearby are 10 tenter posts on Crowther Bruce Mill Road (Grade II); the Mechanics Institute on Peel Street (Grade II); the New Inn and Ingfield House on Manchester Road (Grade II); and the 7 Miles Post on Manchester Road (Grade II).

For further information on the heritage of the site, and impact of the proposals, refer to Bowman Riley's Heritage Statement accompanying this application.



Aerial view of New Mills in 1936 (Marsden History Group - www.marsdenphotoarchive.uk)



New Mills Frontage on Brougham Rd
(Marsden History Group - www.marsdenphotoarchive.uk)



General view of Marsden and New Mills in c1900 (Marsden History Group - www.marsdenphotoarchive.uk)



View of Warehouse Hill, Marsden in c1895 (Marsden History Group - www.marsdenphotoarchive.uk)



View of New Mills

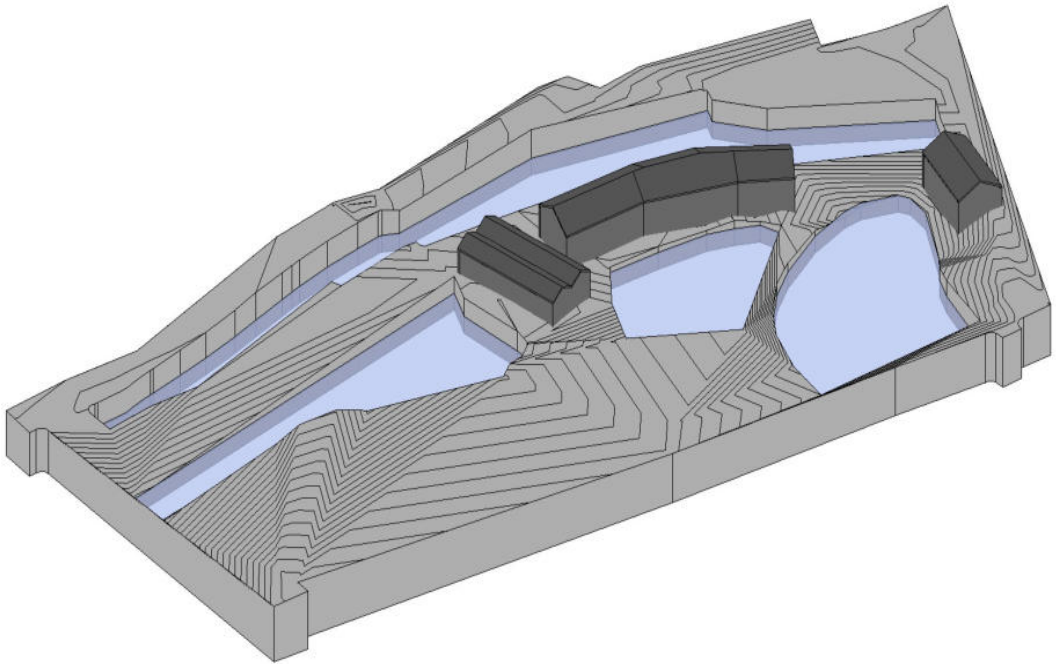
2.3 HISTORICAL CONTEXT

1850 Map

This map identifies the beginnings of industrial operations at the New Mills site, making reference to "The Old Corn Mill" (woollen). The footprints of buildings are recorded in the location of the east mill, along the riverside and along Brougham Road. What is most striking are the three large bodies of water, running west to east across the site and the "Snail Horn Bridge" presumably derived from the shape of this basin, whose outline broadly follows the basement below the existing single storey weaving shed to the west of the site today.



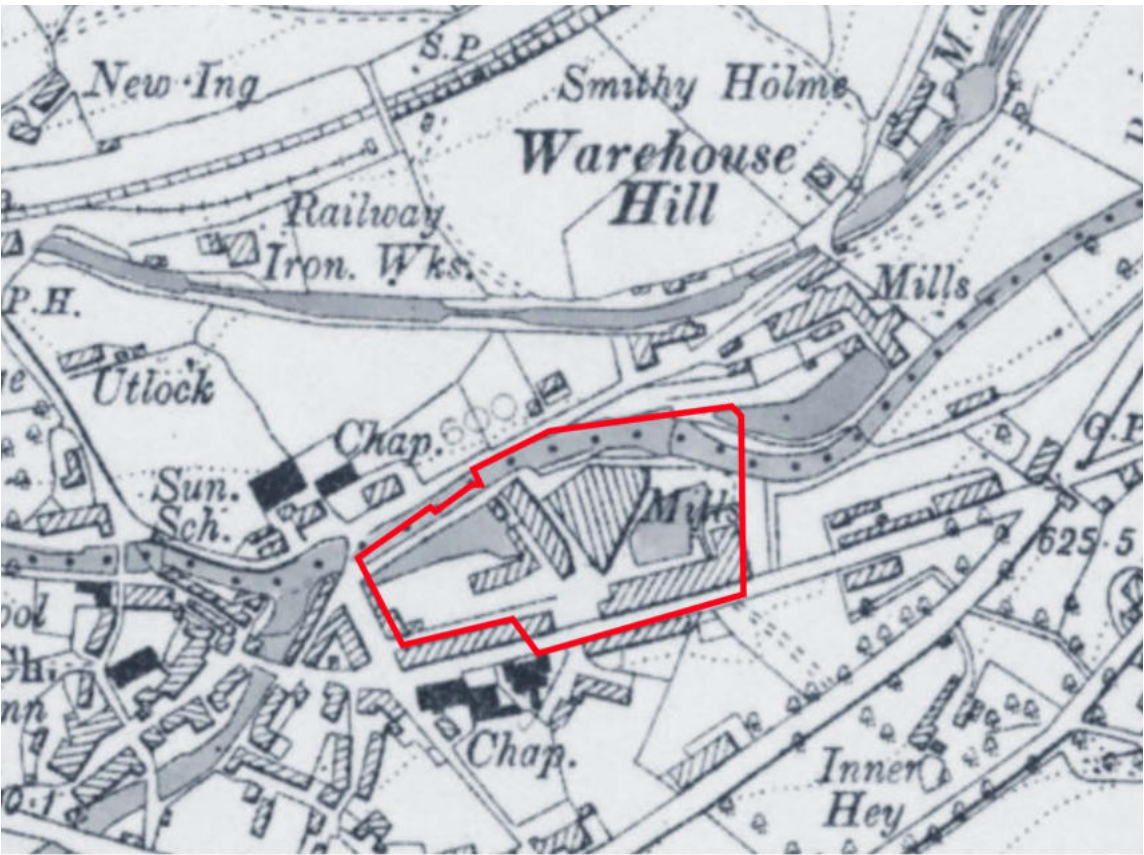
Historic Map Circa 1850



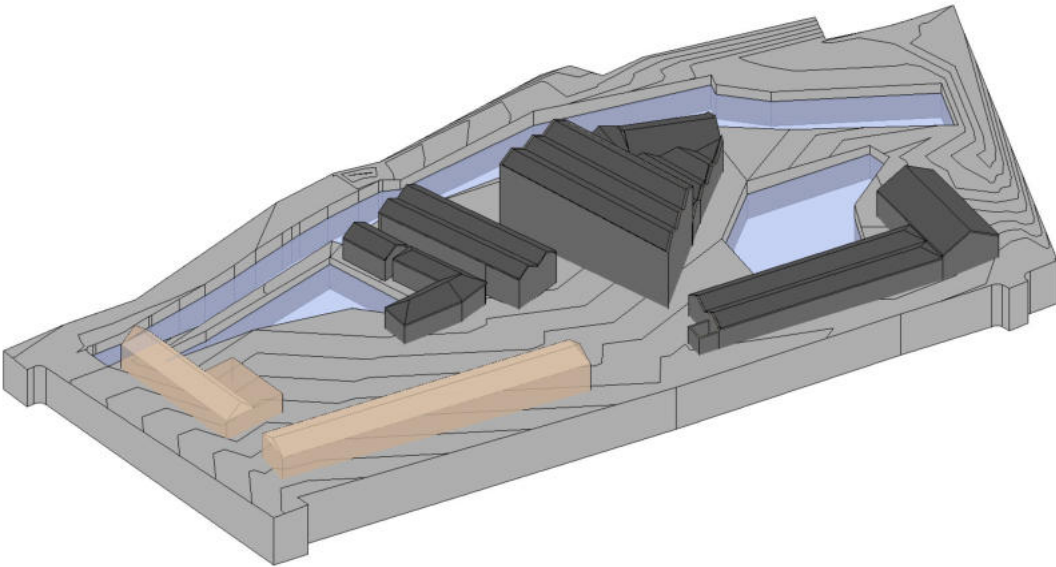
Conjectural Massing Model

1890 Map

As the textile industry expanded, the map shows how the site developed in response. The Brougham Road terrace and office building are now complete, one of the mill ponds has been infilled and built over expanding the east mill, and buildings have started to be built to the west of the east mill.



Historic Map Circa 1890

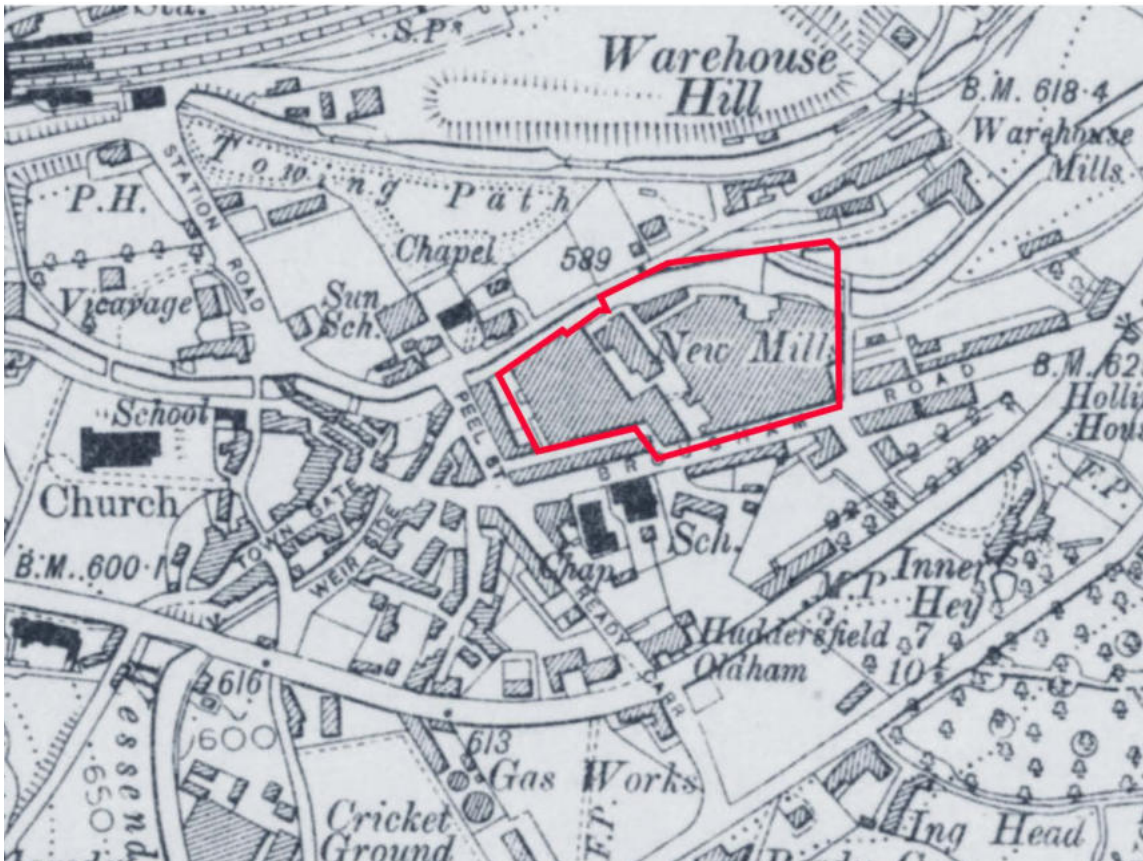


Conjectural Massing Model

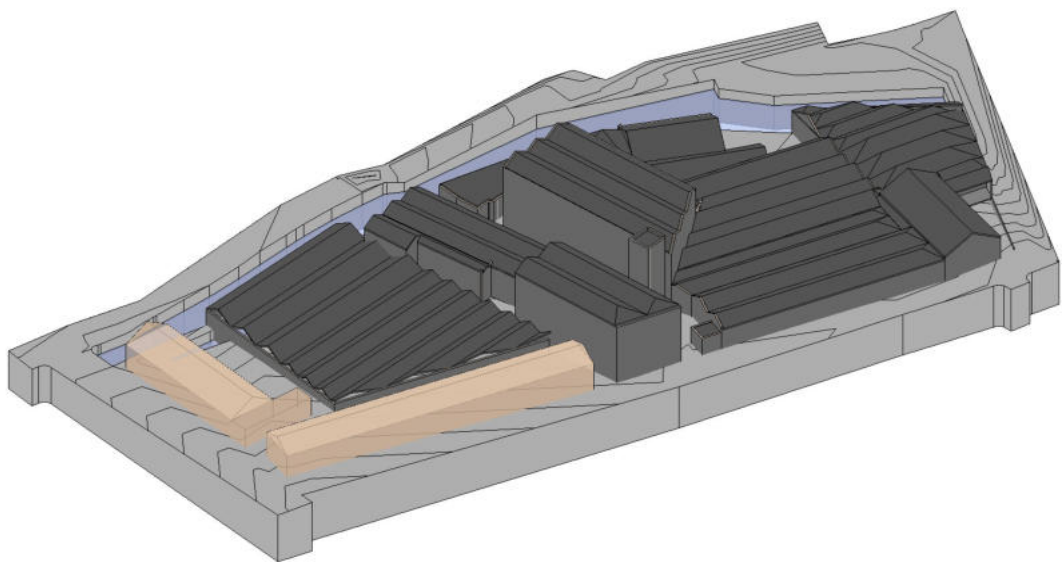
2.3 HISTORICAL CONTEXT

1908 Map

By 1908, the impact of the industrialisation of the textile industry in Yorkshire is clearly evident at New Mills. A further mill pond has been infilled to accommodate more buildings to the east of the site, the southern part of the west mill has been constructed, as have the single storey weaving sheds to the east and west. In fact, almost 100% of the site is now full of buildings.



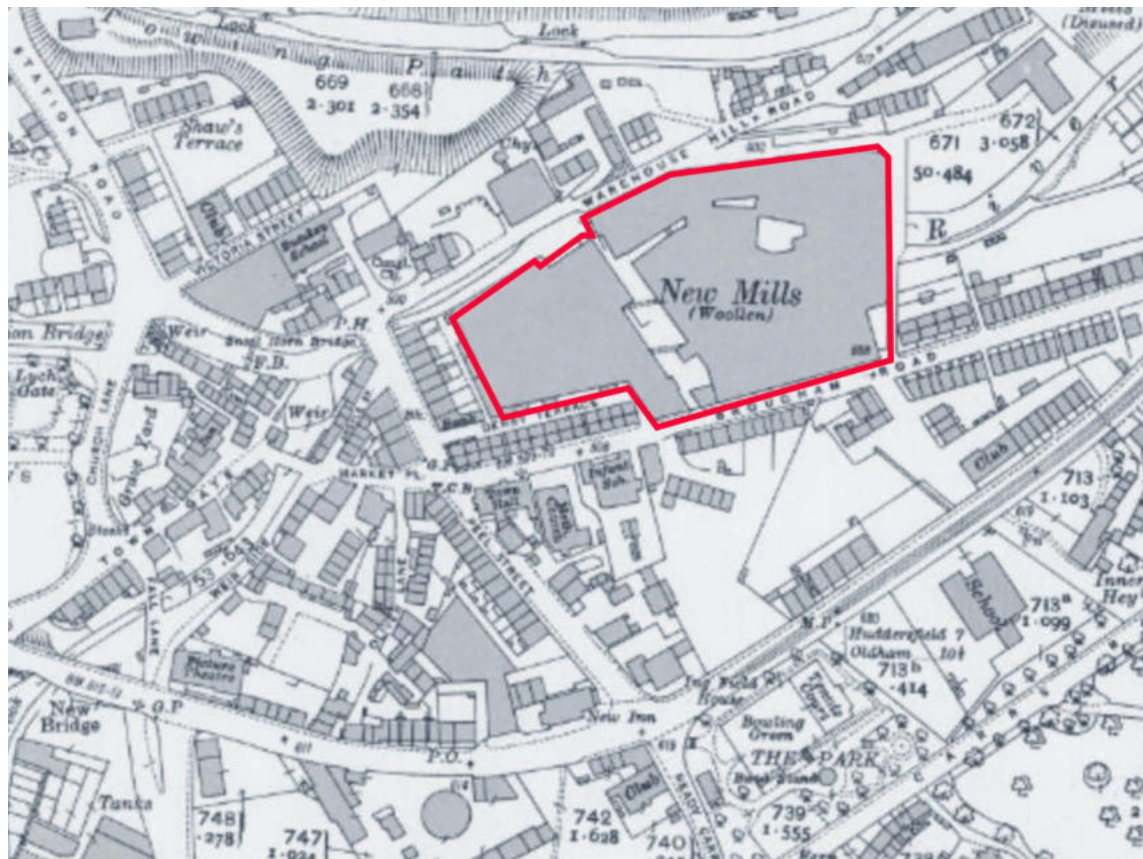
Historic Map Circa 1908



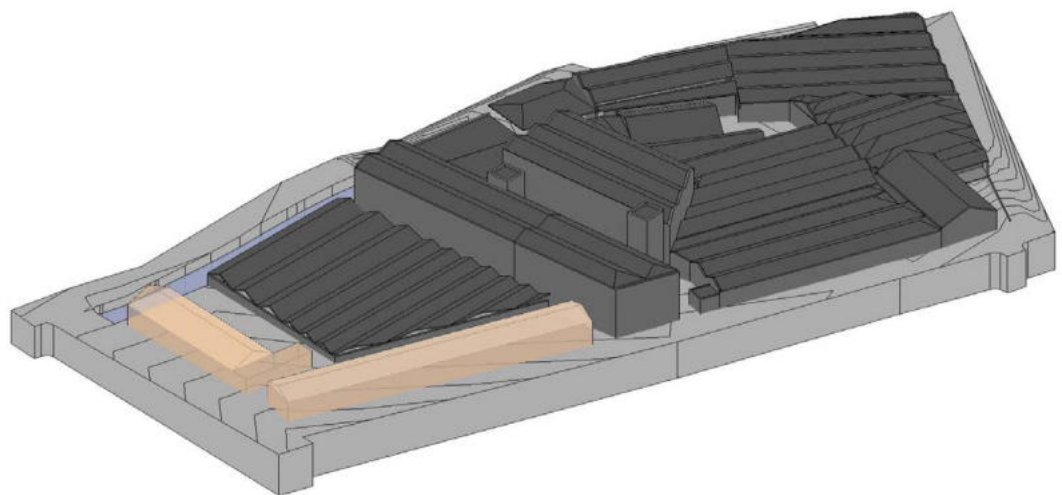
Conjectural Massing Model

1930 Map

With nowhere left to expand into, by 1930 New Mills had developed to include buildings over the River Colne, leaving a limited access route on a north south axis from the Brougham Road.

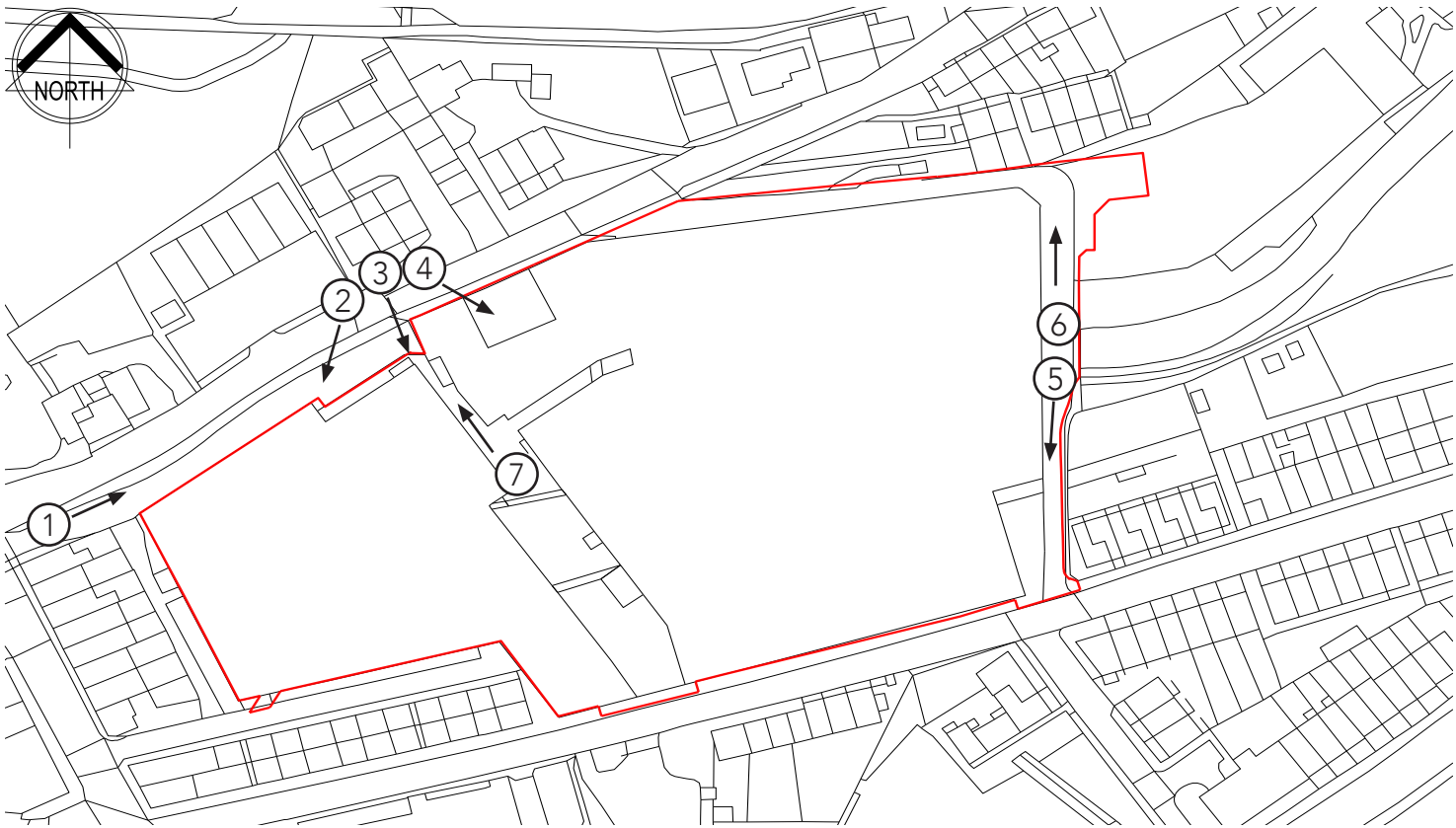


Historic Map Circa 1930

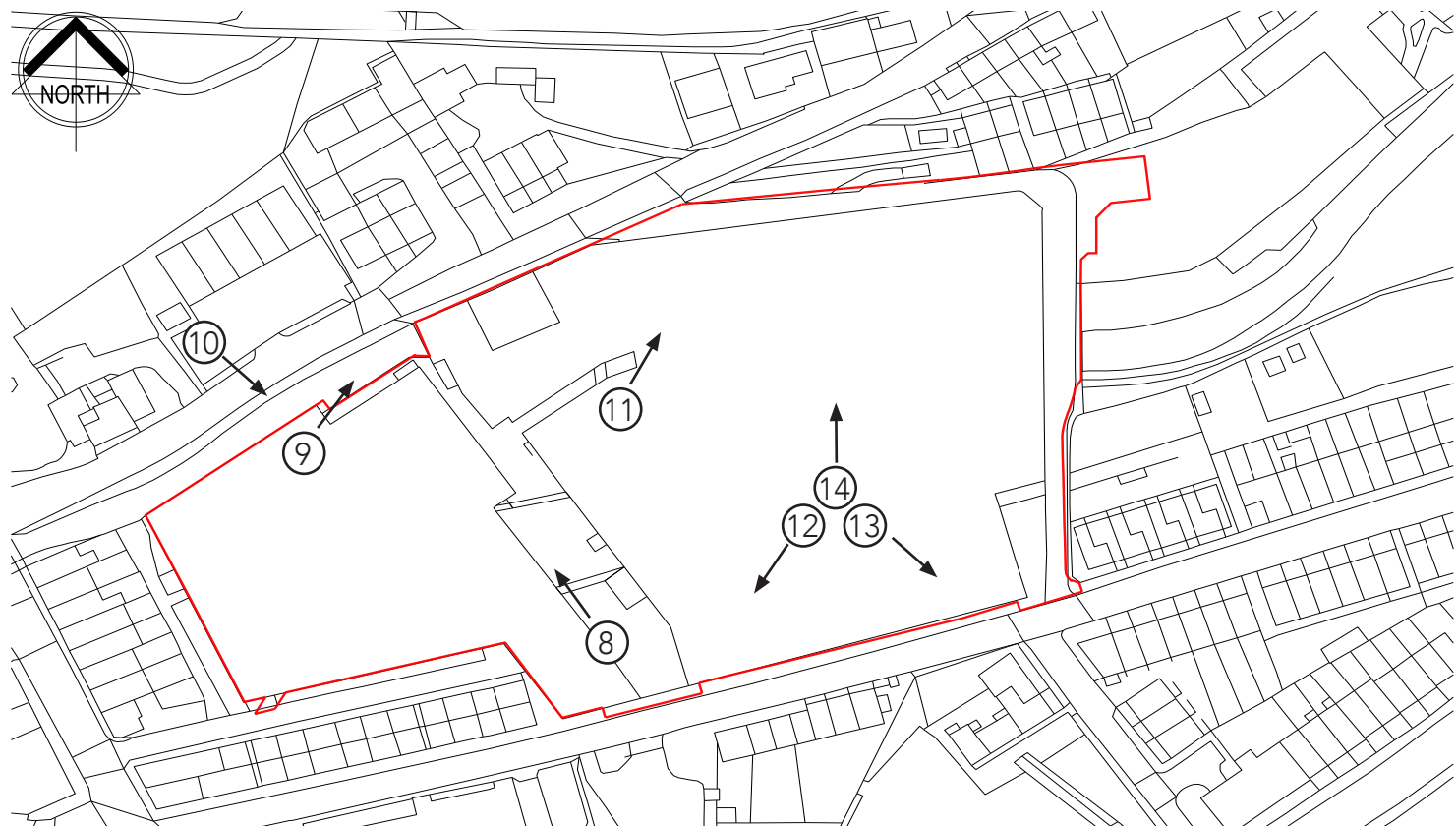


Conjectural Massing Model

2.4 KEY VIEWS EXISTING SITE PHOTOS



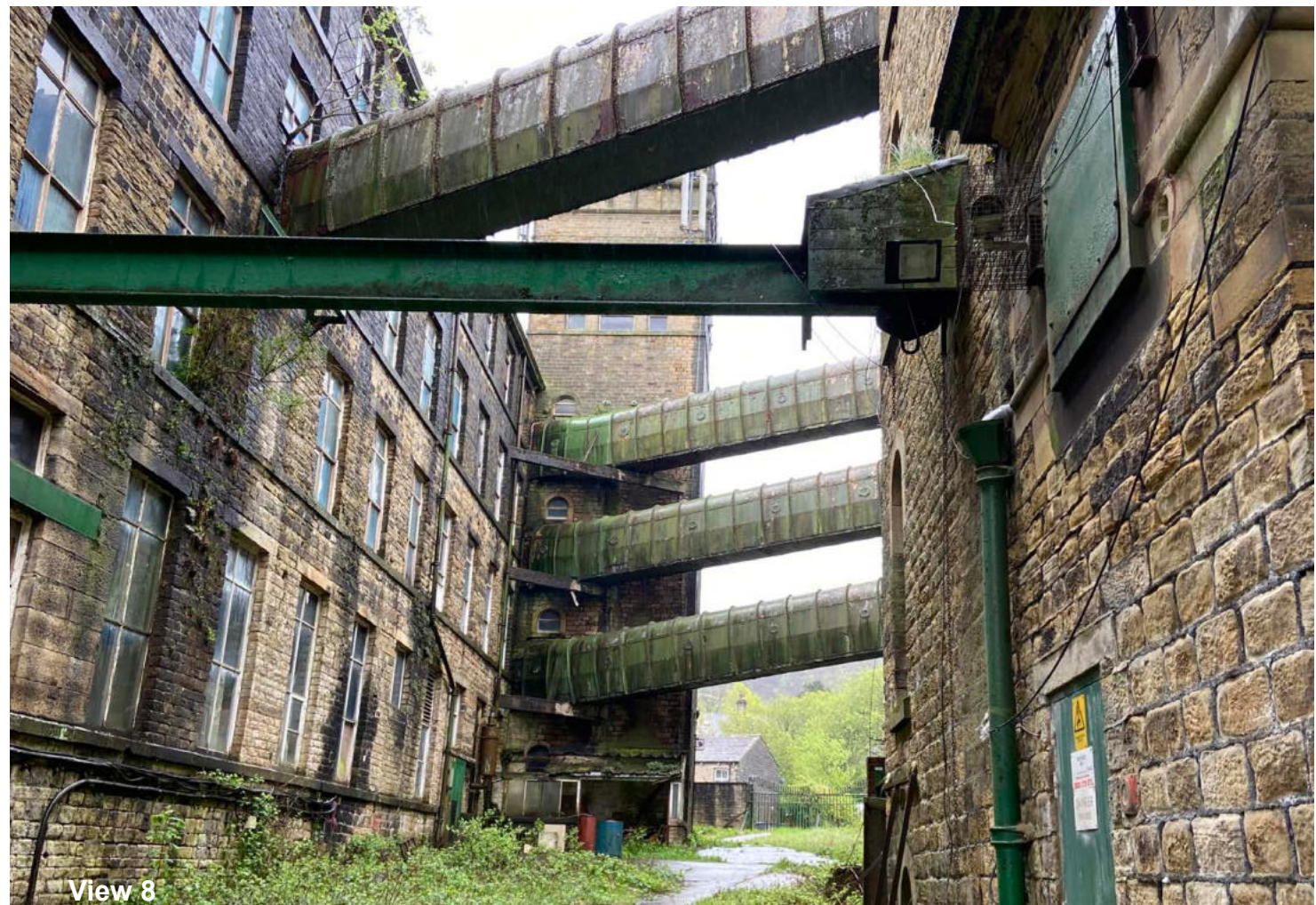
2.4 KEY VIEWS EXISTING SITE PHOTOS



View 9



View 10



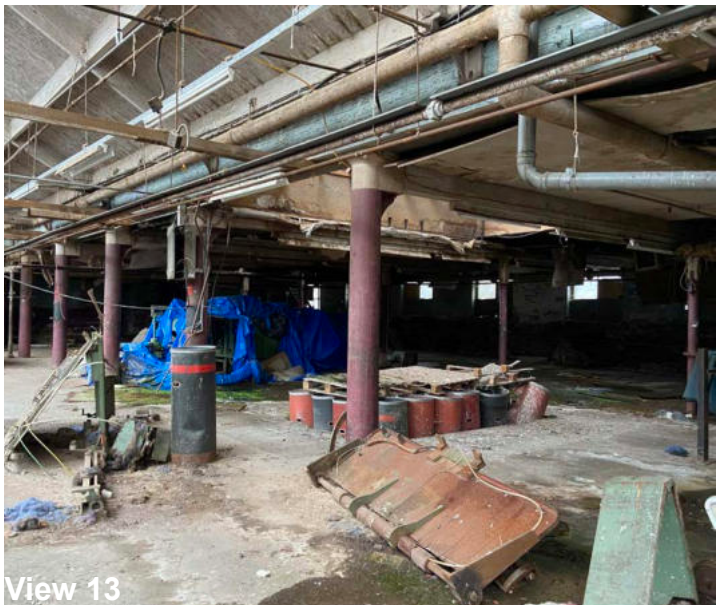
View 8



View 11



View 12

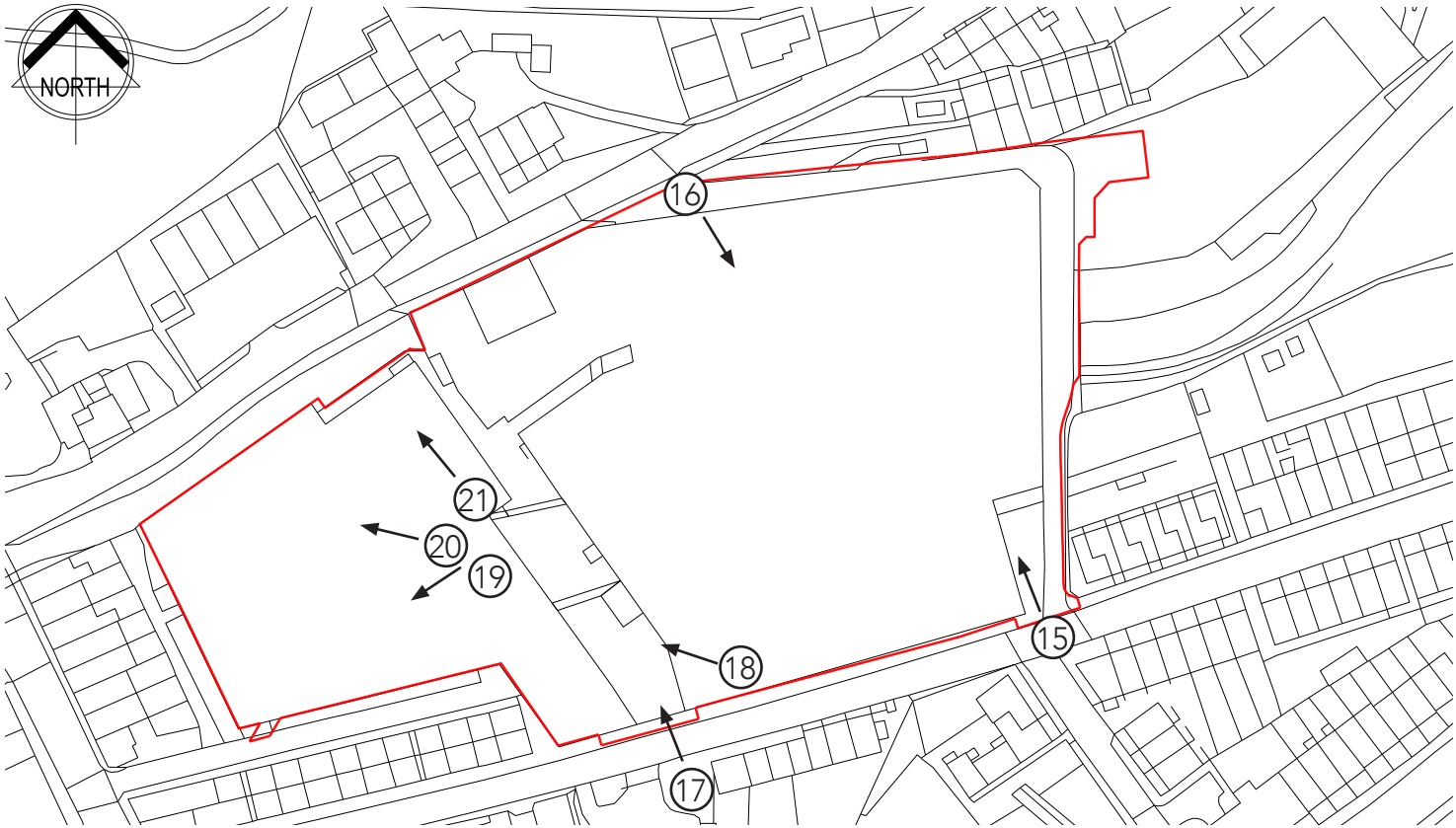


View 13



View 14

2.4 KEY VIEWS EXISTING SITE PHOTOS



View 16



View 17



View 15



View 18



View 19

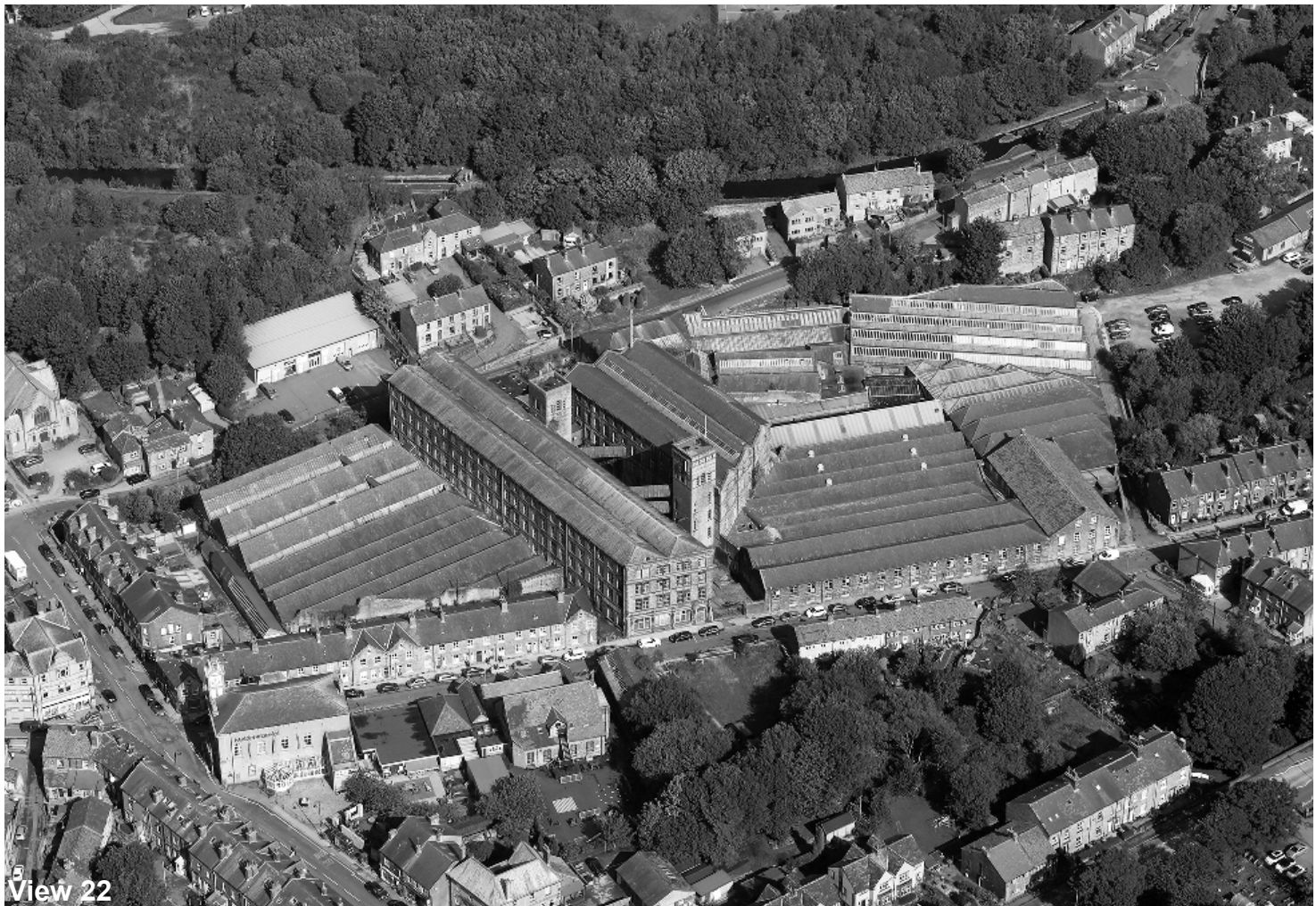
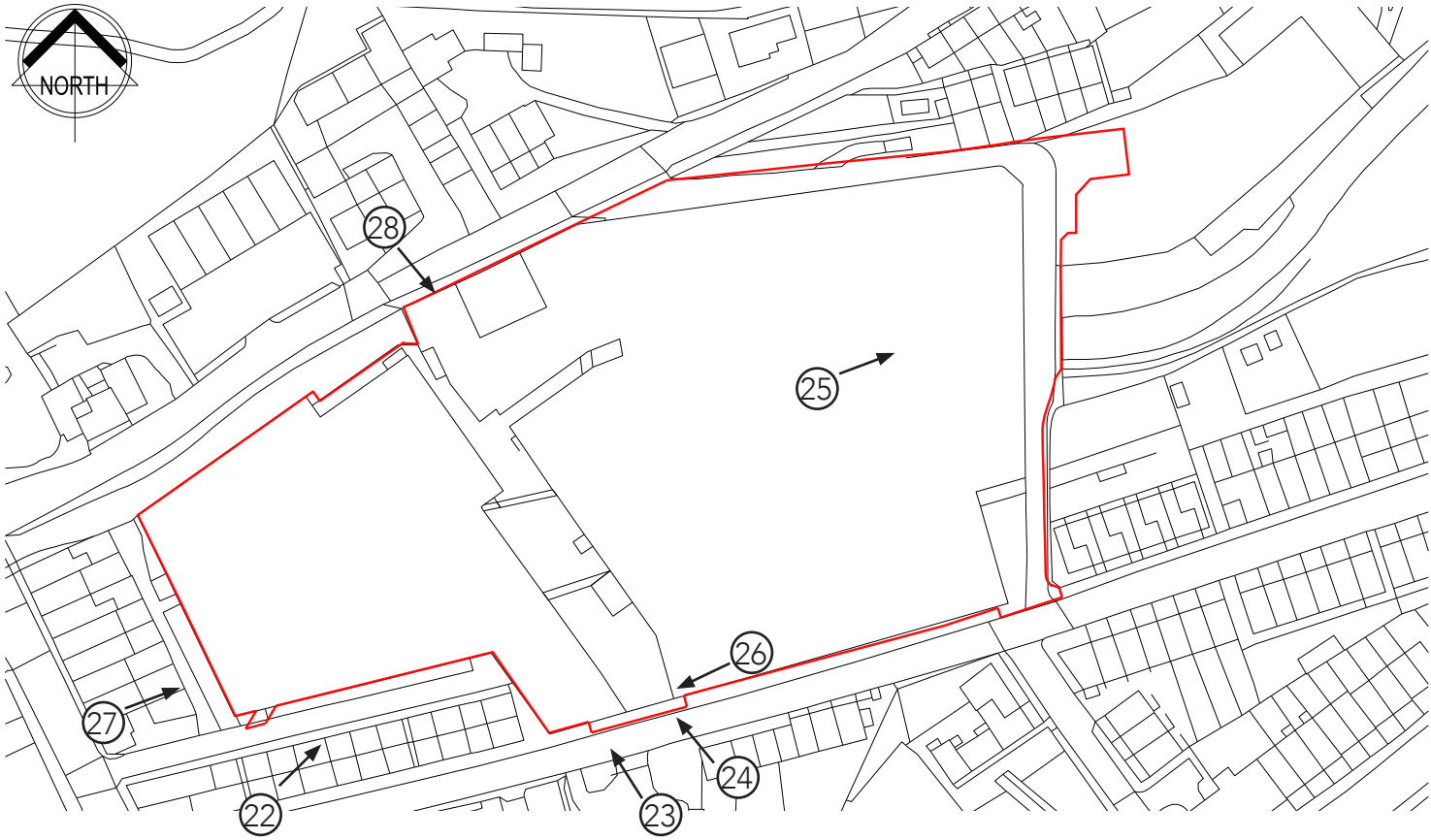


View 20



View 21

2.4 KEY VIEWS EXISTING SITE PHOTOS



2.5 EXISTING CONNECTIONS

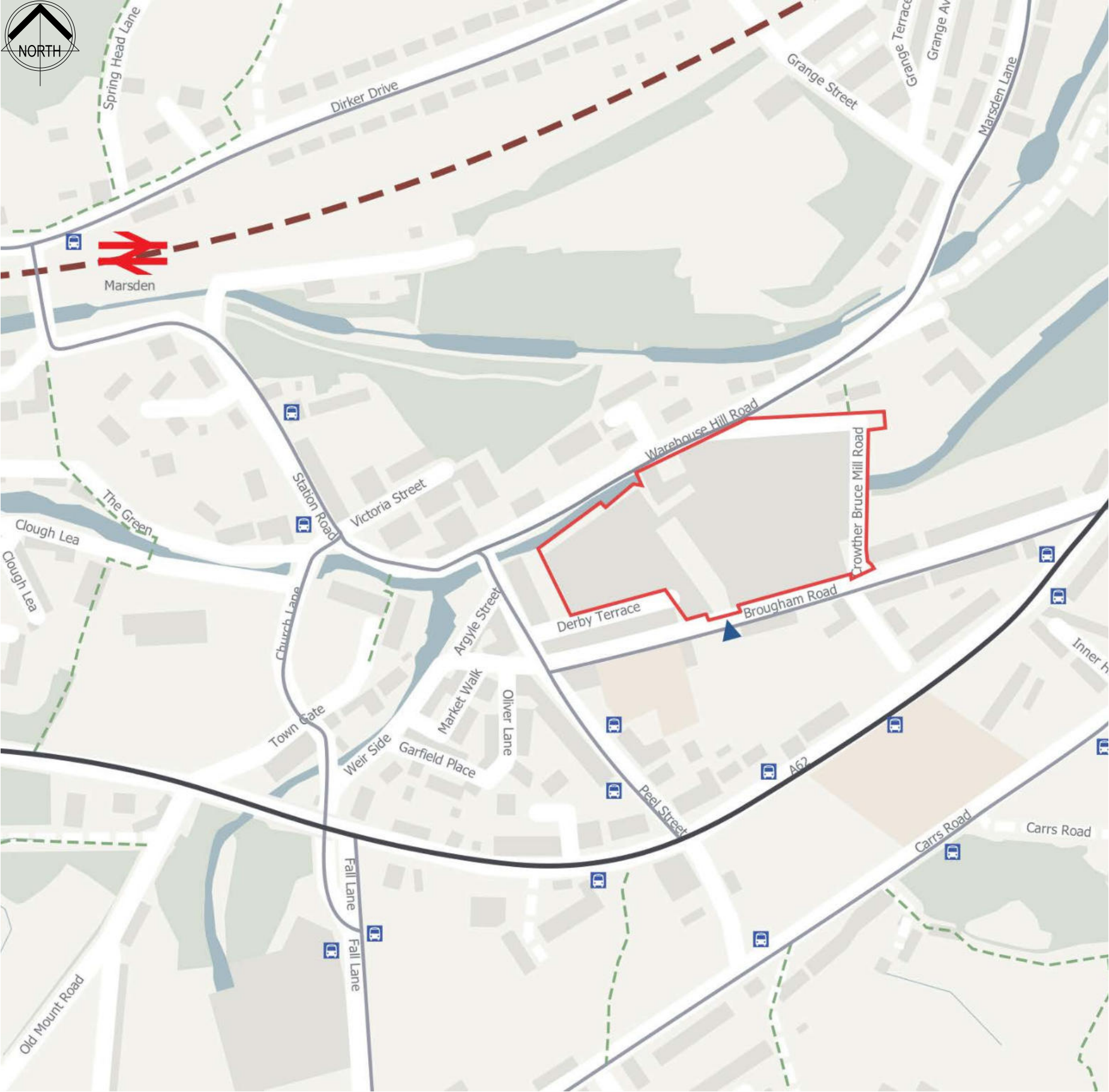
The application site is located at the heart of Marsden, approximately 12km from Huddersfield and 37km from Manchester, accessed along the A62 which runs through Marsden. It is within walking distance of Peel Street, the primary high street within Marsden.

Access to the site shall be achieved via an enhanced existing vehicular route off Brougham Road to the southern boundary of the site. This will initially be the pedestrian access to the site also, with opportunities to provide additional pedestrian access from Derby Terrace to the west, and Warehouse Hill Road to the north east.

There are currently bus stops along Peel Street, the A62 and Carrs Road within 5 minutes walking distance to the site. These provide connectivity to and from Oldham, Huddersfield, and the other local towns and villages along the nearby highway network

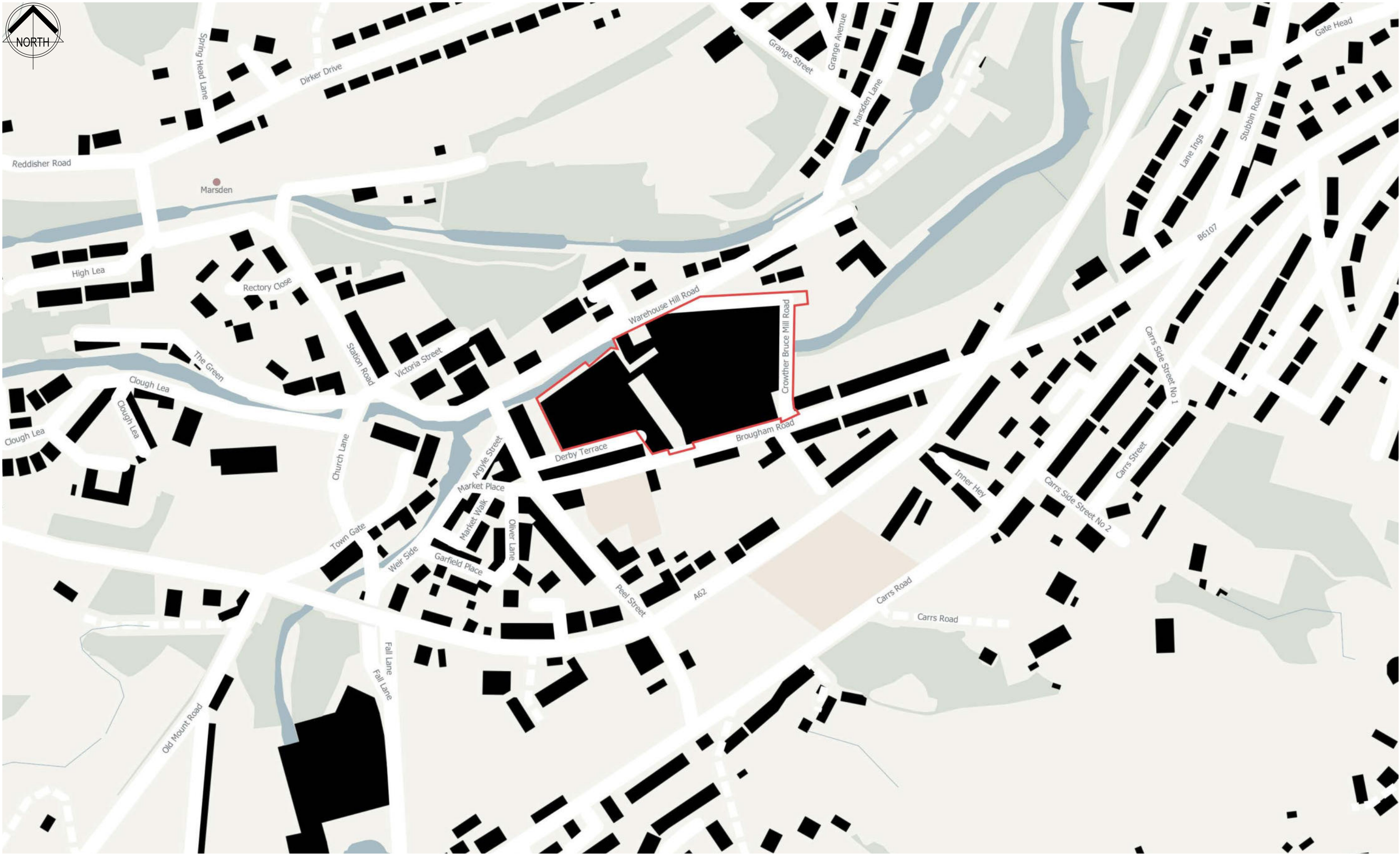
The nearby railway services can be accessed across a bridge to the north west of the site, with services regularly unning to Huddersielf, Manchester and Liverpool.

There are various PROW routes around the site, as well as the nearby pedestrian routes along the river Colne as well as the Leeds Liverpool Canal towpath, which are both in very close proximity to the site and provide public amenity routes to the site.



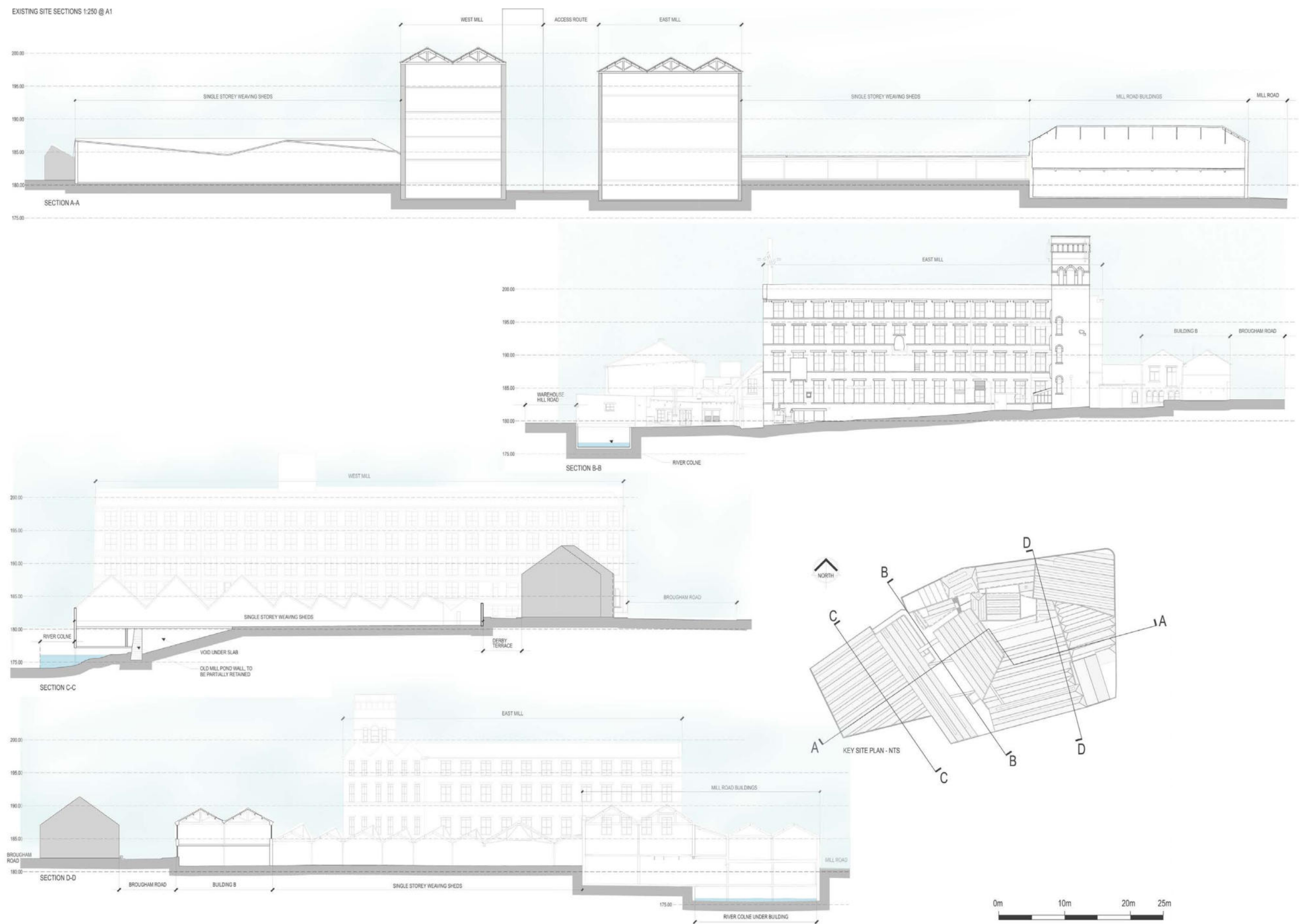
- Key:
- Application site boundary
 - Marsden Railway Station
 - Primary vehicular route
 - Secondary vehicular route
 - Public Right of Way
 - Local bus stop

Above - Site Red Line Boundary

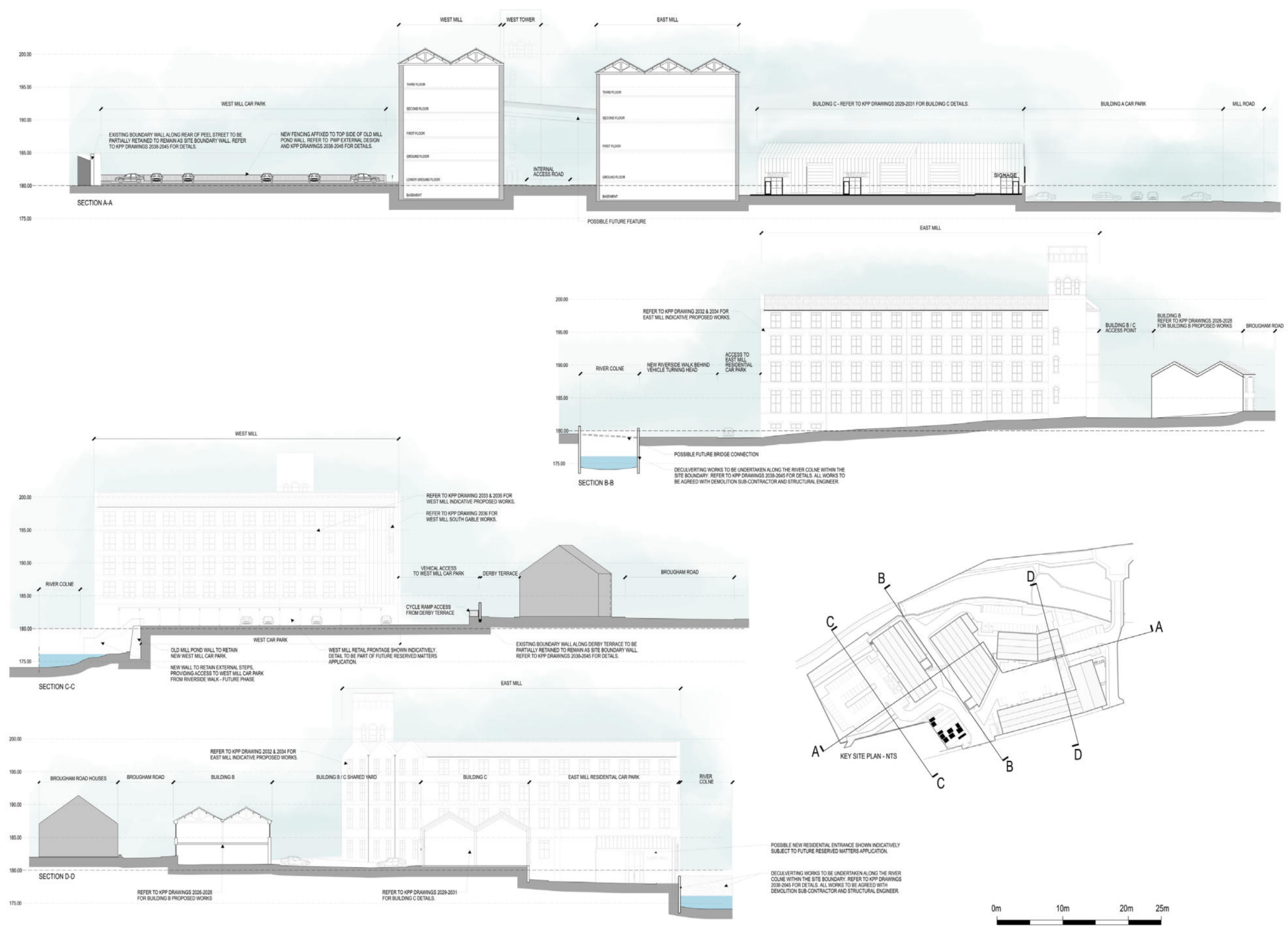


Above - Existing Urban Grain

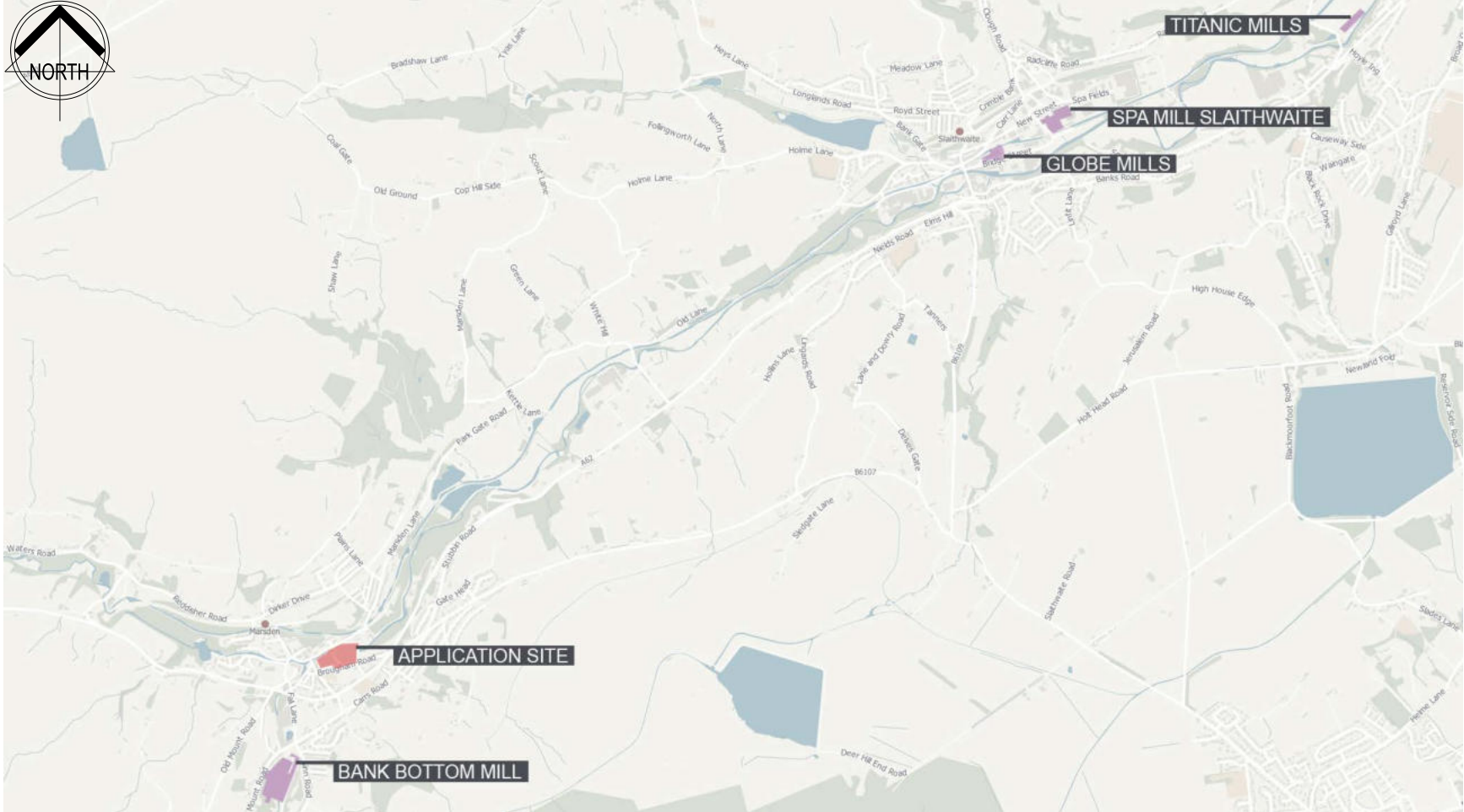
2.7 EXISTING SITE SECTIONS



2.7 PROPOSED SITE ELEVATIONS



Here are other mill developments in the local area.



Globe Mills

This impressive mill complex established in 1887 was refurbished around 2021 from a worsted-spinning mill to a mixed-use development in the heart of Slaithwaite. The buildings comprise two, five storey mill buildings accommodating 80,000 sq ft of business space.

The building has been developed in a heritage led approach, sensitively refurbished to expose features such as timber floors, original brickwork and beams. Now fully transformed as a sustainable mixed-use site which complements the historic village.



Bank Bottom Mill

1824 Bank Bottom Mill, later known as Marsden Mill, grew to become the epicentre of woollen cloth production in Marsden through the 19th century. Originally a fulling mill, Bank Bottom Mill peaked in the late nineteenth and early twentieth centuries under the ownership of the Crowther family, in particular John Edward Crowther, a businessman and philanthropist.

As the textile industry declined in the late twentieth century, the production of woollen cloth at the mill finally ceased in 2003, leaving thousands of square feet of industrial space awaiting restoration.



Spa Mill Slaithwaite

Spa Mill is one of the few mills in the area occupied and in use by Spectrum Yarns, who have been sited here since 1986, supplying yarns for weaving, machine knitting, hand knitting & upholstery.

Established as steam-powered woollen spinning mill in 1860s, single-storeyed weaving sheds were added by 1887 and extended further in the early 20th century by the Slaithwaite Spinning Company who built a large five-storey cotton-spinning mill on the site.



Titanic Spa

The impressive Titanic Mill in Linthwaite, was built in 1911, sharing its construction with the launch of the RMS Titanic.

In 2005, this impressive Grade-II listed six storey textile mill, derelict since the 1990's, was restored and converted into the UK's first eco-friendly spa with 30 separate apartments.

Its success continues to thrive, through its pioneering sustainable spa facilities, with its own borehole for geothermal heating.

3.0 PLANNING & CONSULTATION

KIRKLEES COUNCIL POLICIES MAP

The site is allocated for Mixed Use (adopted Plan Ref MXS11) and this application seeks to submit in accordance with this, proposing light industrial, residential and retail as some of the uses.

The site was previously approved for demolition of the east mill, and the buildings to the west to accommodate a new health centre with offices, gym, restaurants and residential units including associated parking (2005/ 93716 and 93717). The application was approved in 2006 but has expired.

KPP began working with John Edward Crowther Ltd in 2018, to develop a vision for New Mills, which would see it become a viable employment and mixed-use site at the heart of the town once more.

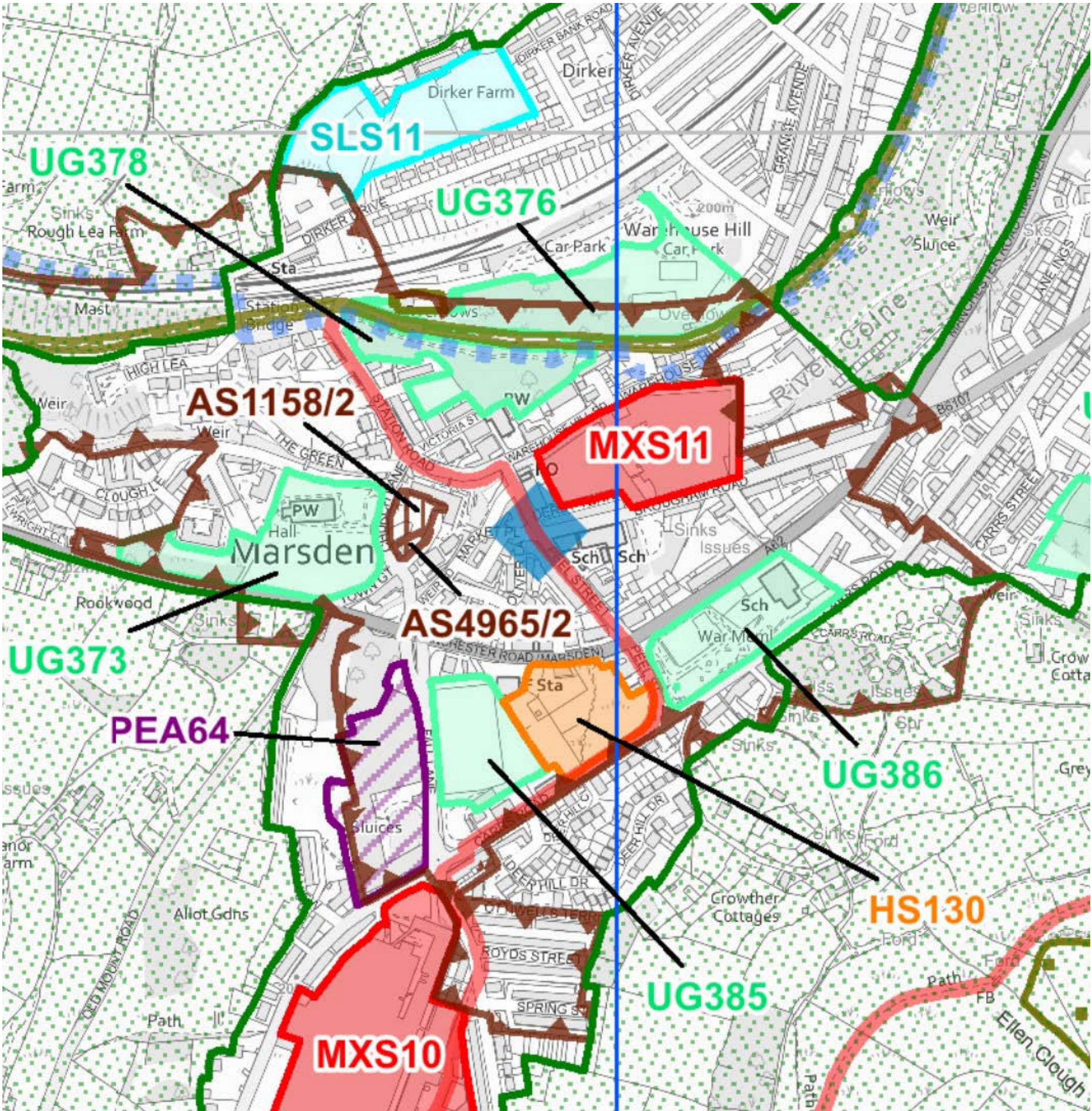
In 2023 the site was successful in securing £5.7m DLUHC funding with a commitment to deliver the scheme by 2026. Informal meetings and discussions have been held with the Council, Historic England and the key community stakeholders, followed by a pre-application in 2024 following a detailed analysis of the site.

This analysis has included a detailed heritage assessment, structural investigation, highways/ access review and an appraisal of the buildings physical form to identify opportunities for redevelopment, retaining as much of the existing as viably possible.

These work streams were run concurrently, alongside viability appraisals for different uses to complement and enhance Marsden.



Above Image: Extract from Kirklees Council Policies Map



Above Image: Extract from Kirklees Council Policies Map

3.2 PRE-APPLICATION & PUBLIC ENGAGEMENT

Pre-Application

KPP has worked collaboratively with key officers at Kirklees Council through the pre-app process, including highways and heritage, with external input from Historic England.

Whilst the desire to develop the site is supported by the Council, the design team have been challenged to deliver a scheme which satisfies Local Plan policies for parking, access, heritage, ecology and flood risk. The development of the submitted scheme is demonstrated in Section 4.0.

The outcome of the pre-application response raised the following, as matters to consider:-

Heritage - impact of the proposed changes on the character and appearance of the Conservation Area; the loss of buildings which are "Non-Designated Heritage Assets", and; setting effects on the Listed "Tenterhooks" on Crowther Bruce Mill Road.

Structural – further information on the current condition of the buildings to be retained, and the suitability of the ground to support the proposed development- including the de-culverting of the River Colne.

Flood Risk – strategies to deal with areas of Flood Zone 2 and 3, de-culverting the river and the impact of climate change on the safety of future users

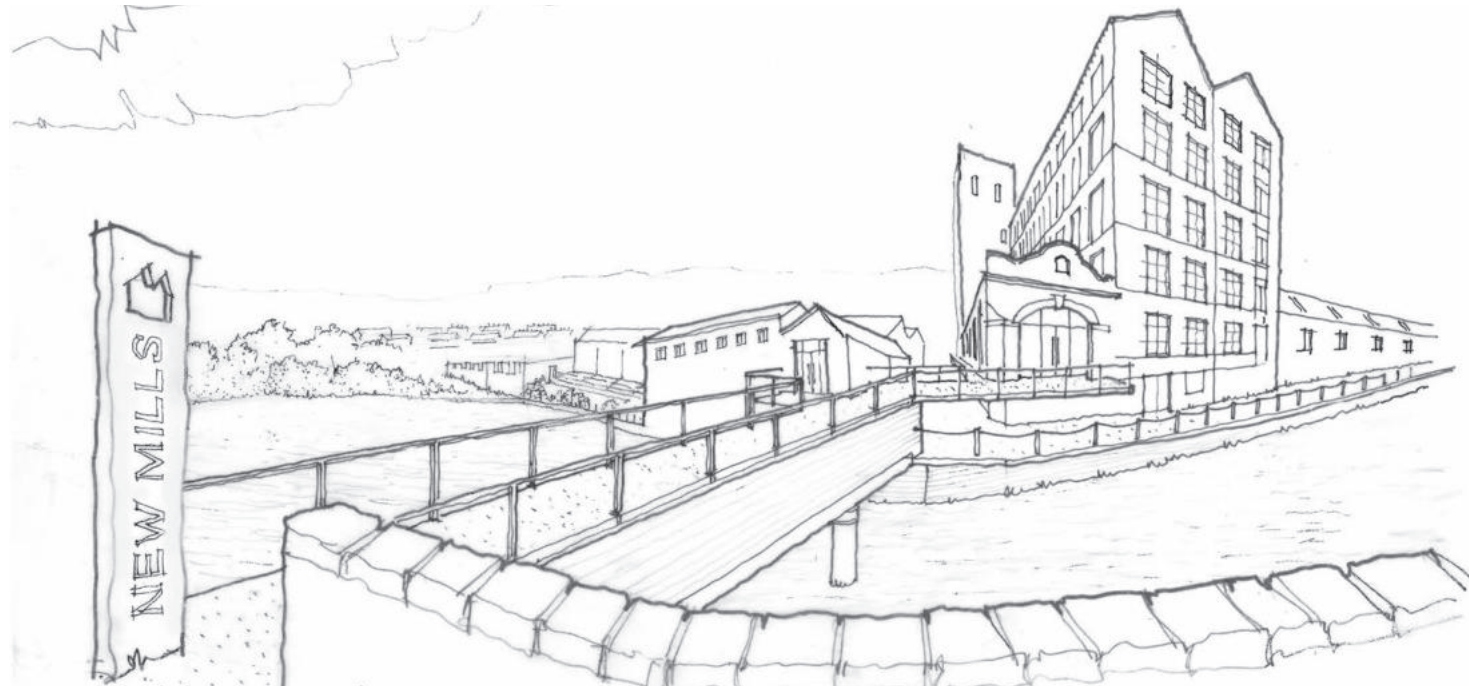
Highways - existing parking issues in Marsden, access details, circulation and pedestrian safety issues.

Potential harm - as to how the designated District Centre in Marsden would function, due to the range and nature of uses proposed, such that a diverse mix of uses can be viably delivered on site.

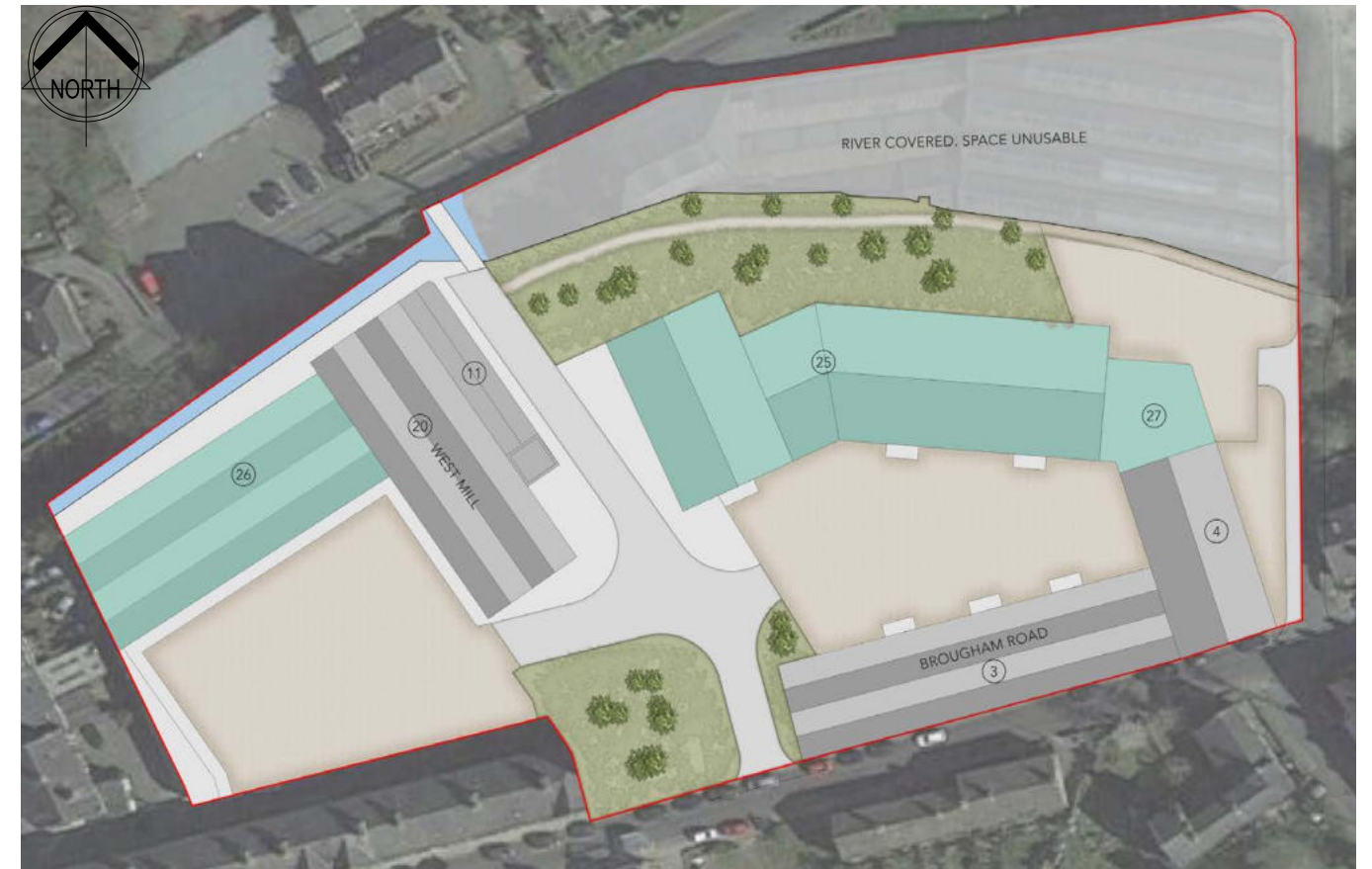
Public Engagement

Two public consultation events were held, one in June 2024 followed by another in December 2024, as well as hosting a website for online feedback. The masterplans proposed for each event are shown adjacent. It is noticeable how the scheme evolved in this time, in response to feedback from the public events and through collaboration with the Council.

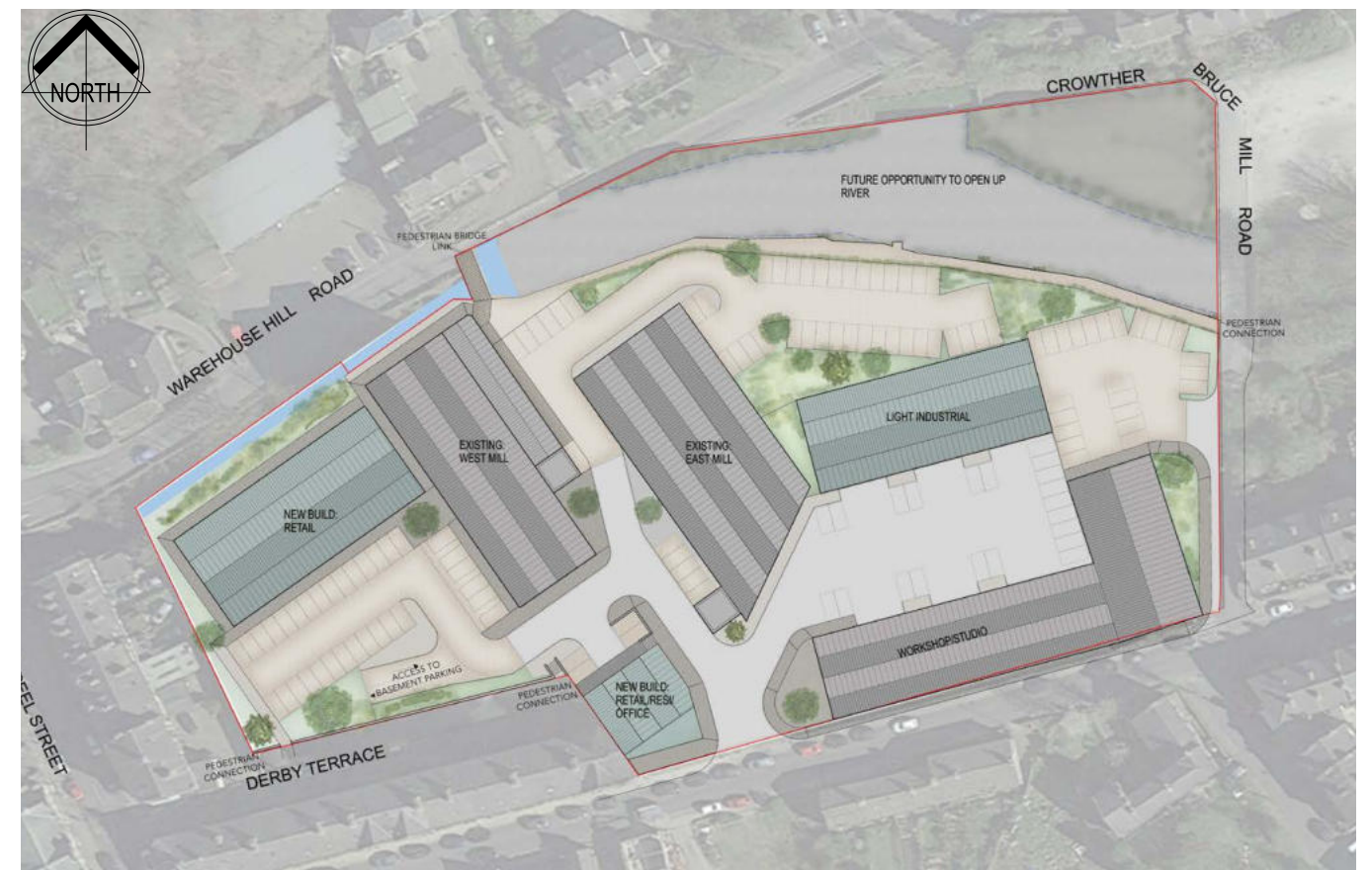
The majority of people attending supported the redevelopment of the site and welcomed the plans for regeneration. Concerns included parking, impact of the demolition/ construction phase, removal of Brougham Road façade, ensuring a balance of retail/ leisure offer to limit impact on existing independent operators.



Concept Sketch submitted Pre-Application

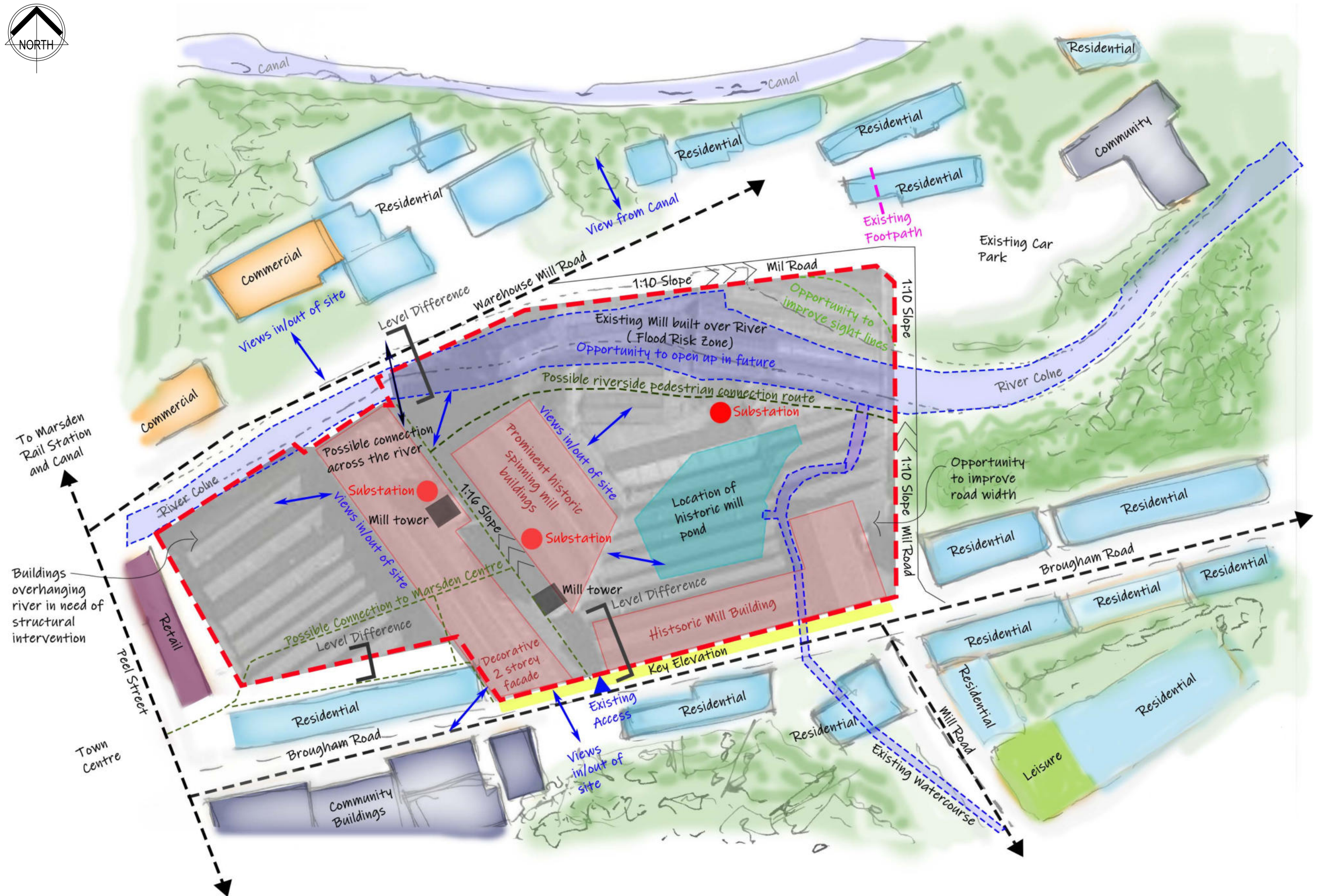


Presented for 1st Phase Consultation



Masterplan as submitted for Pre-Application

4.0 EVALUATION & DESIGN EVOLUTION



4.2 SITE ANALYSIS

Archaeology

The Arc Environmental Desktop Study concluded that there was a high probability of made ground, due to the historic phased development of the buildings on site, backfilling of mill pond etc. however due to underlying sandstone of Upper Kinderscout Grit, shallow bedrock is anticipated just below the site. No coal mining is recorded in the area, there are no landfill sites close by and it is a low risk UXO zone so no further investigations are required for these aspects. Gas monitoring is suggested as a precaution, albeit that the site is in a low to medium risk area. Some intrusive investigation works have been undertaken.

For further information on Archaeology, refer to the Arc Environmental and Solmek reports accompanying this application.

Air Quality

The application site is not in an AQMA, the closest one is AQMA 8 at Outlane, 7km north-east of the development site. Due to the distance of the closest AQMA to the proposed development site, no sensitive receptors have been assessed within an AQMA.

Road traffic has been identified as the most likely emission source to cause potential risk of exposure of air pollutants at receptors. Development trips have been provided by the transport consultant to inform the detailed air quality assessment. This assessment also covers air quality impacts of construction and operational traffic emissions.

Refer to accompanying AQ Assessment for more details.

Noise Impact

The accompanying noise assessment concludes that noise from proposed commercial operations on site is predicted to fall below acceptable levels. It also concludes that residential development is appropriate in the existing buildings, with the correct glazing and ventilation strategies. Details of any external plan and deliveries will be required in due course.

For further information on the Noise Strategy, refer to Dragonfly's Noise Assessment accompanying this application.

Transport Assessment

Highways - The transport strategy has been developed collaboratively with the Local Authority Highways Officer to propose a vision led scheme which reflects Local and National policy. The point of access to the site re-uses the existing one on Brougham Road, redesigned in accordance with acceptable local authority highway design. The demolition of the infill buildings on the site, has facilitated permeability through the site to reconnect Marsden from the east west and south, with a pedestrian/ cycle led scheme. Parking will be provided in accordance with local authority standards, and has been sited close to the building entrances for the mixed-use site. This will be managed by a car park management plan, and includes accessible, electric charging and car club spaces.

For further information on the Transport Strategy, refer to Via Solutions Transport Statement accompanying this application.

Sustainability, Climate Change, & Mitigation

The proposed development shall incorporate the essential consideration and desirable measures where practical and feasible as detailed within the Kirklees Council issued 'Planning Applications Climate Change Guidance' 2021. The accompanying report considers the following aspects:

- National and Local Policy
- Reducing energy demand
- Minimising carbon emissions and waste
- Renewable and low carbon energy
- Building design layout for carbon reduction
- Considering flooring and minimising impacts
- Minimising water usage
- Landscaping and biodiversity

- Air pollution

Refer to accompanying Climate Change Statement for further details.

Phase 1 - Desktop Study

Previous Site Investigations have shown that the site has some contamination in areas of made ground- particularly in an area where there was a former mill pond. The site has elevated levels of PAH (polyaromatic hydrocarbon), TPH (total petroleum hydrocarbon- mineral oil), chromium, zinc and copper. There is a moderate to high risk to end users of the site and a moderate risk to controlled waters and construction workers. Working methods would need to manage the risk to site workers, as well as the water environment. The previous ground investigations showed that parts of the existing floor slab are suspended over a void (a former mill pond). It is also known that the northeastern part of the site sits on a slab over the River Colne. The retention of these slabs will need to be carefully considered to ensure that they are structurally robust enough to support any future loads. It is unlikely that new physical development could proceed on these slabs, and parking may be the most load that could be achieved. It is also not unreasonable to assume that some strengthening may be needed if these areas are to be retained. The site would not need radon protection and no elevated levels of ground gas were identified.

For further information on the Desktop Study, refer to Sheppard Planning report accompanying this application.

Phase 2 - Intrusive Survey

Intrusive investigation works have been carried out to the site to confirm the ground conditions and to test for ground and water contamination (reference S250431). Gas monitoring was also carried out and a gas risk assessment produced (reference S250431/GAS). Contamination poses a low risk to the future users of the site, with generally low contamination levels mitigated by hard surfacing and clean imported material used for landscaped areas. There is a low risk of contamination to surface waters and aquifers. Contamination risks during construction are to be contained by appropriate control measures in accordance with good construction practices. There are historic buried tanks on site which will require monitoring during the works – any unexpected contamination will require further investigation and a remediation strategy developed if necessary. Material that may be required to be removed from site is expected to be classified as non-hazardous waste. The gas monitoring has characterised the site as CS1, and in a low-risk area for radon and as such no gas measures required. Due to the presence of historic mill ponds, the made ground depths vary across the site. This is to be taken account of in the development of the foundation designs. Conventional foundations generally are to be situated on the sandstone bedrock. In areas of greater depth made ground either deep fill foundations or piled foundations will be required.

For further information on the Intrusive Survey, refer to Dudley's report accompanying this application.

FRA & Drainage Strategy

The site lies within flood zone 1, 2 and 3 so the site has a high risk of fluvial flooding, however any vulnerable uses have been proposed in areas of low risk so an Exception Test should not be required and a safe means of escape in a flood event has been identified as the main entrance from Brougham Road. Part of the proposed scheme is to de-culvert the River Cole, currently bridged over by the mill buildings. This should be positively received by the Authorities. Surface water will discharge into the River Colne and foul water will discharge to YW combined sewer in Crowther Bruce Mill Road. The report concludes that the proposed development is appropriate for the New Mills site.

For further information on the Flood Risk and Drainage Strategy, refer to Dudley's report accompanying this application.

Ecology & Bio-diversity characteristics

The PEA identified the presence of bats and barn owls, which must be addressed in advance of the demolition and any construction works. The River Colne may also require mitigation to avoid impact during these periods. With little vegetation and ecological value on site, the proposed development, including new soft landscaping scheme and de-culverting the River Colne, will have significant biodiversity enhancements for the application site. There are no trees on site, as confirmed in the accompanying arboricultural technical note.

For further information on the Ecology, refer to Futures Ecology PEA accompanying this application.

4.3 DESIGN DEVELOPMENT

OPTIONS APPRAISAL

The development options were progressed concurrently with appraisals of the site context; access strategy; uses/ viability; and heritage. These work streams ran parallel, such that options could be assessed for their heritage and viability impact as the proposals developed. The development strategy was driven by the principle of retaining and re-using as much existing space as possible, however early review of building condition, levels and physical space, identified that some demolition would be required to facilitate the refurbishment of some of the existing buildings.

For example, access to and exposure of, the historic Brougham Road terrace from inside the site, which requires the demolition of the single storey infill over the historic mill pond and the four-storey spinning mill (east), previously approved for demolition. Redevelopment of the retained northern buildings on the east side for light industrial use demanded adequate yards/ parking, etc, therefore the loss of some existing buildings is unavoidable to deliver this.

Furthermore, early viability appraisals concluded that the amount of space in the two four-storey spinning mills (115,770 sq ft) outweighed the likely demand of possible uses (retail, residential/ office, etc) and the resulting refurbishment was not financially viable.

The site splits naturally east and west by the north-south linear yard between the two four storey spinning mills. With the western parcel lying closer to Marsden Centre, retail and hospitality uses have been identified for the ground floor of the western spinning mill and courtyard, with possible office and residential uses for the refurbishment of the upper floors. The eastern side lends itself to light industrial/ workshop and studio uses, predominantly employment.

Options A-D

- Existing Brougham Road offices and the terrace, two of the most historic buildings at New Mills, retained and refurbished for offices, studio/ workshop/ light industrial units.
- New light industrial units proposed to replace the loss of employment space, sharing the yard with the Brougham Road terrace ("Carding Court").
- Retention of the most northern buildings (suspended over the River) for light industrial use.
- New commercial/ retail units facing the POS and River to replace the loss of employment space, as the existing buildings (west) overhanging the River are in poor structural condition.
- Retain and re-use existing access from Brougham Road.
- A second access proposed from Crowther Bruce Mill Road to this lower part of the site.
- Access into the western side of the site for vehicles does not exist, therefore Option A proposed a ground and first floor cut out of the existing four-storey spinning mill (west) and demolition of the infill weaving sheds to create a central courtyard/ public open space/ parking area, which would create opportunities for connections to the town centre.

These options were discounted for the following reasons:-

1. Poor condition and structural inability of the existing slab over the River to support light industrial use.
2. Intensified use of Crowther Bruce Mill Road to access the southern industrial units.
3. Non-industry standard building for light industrial use in the southern units.
4. Poor yard/ turning areas for light industrial use.
5. Too much accommodation to deliver a viable development.



Option A



Option C



Option B



Option D

4.3 DESIGN DEVELOPMENT

Option E

As A-D, however it included the proposal to demolish the buildings over the River and leave the slab insitu due to the cost of its removal; additional new space create in Carding Court.

Option F

- A detailed access appraisal was undertaken to consider possible points of entry into the site, which would be appropriate for the redevelopment in terms of capacity and visibility; this resulted in a remodelling of the existing access on Brougham Road as the only sensible and deliverable access.

- The necessary widening required the loss of buildings to the left or right. The 19th century terrace to the east was considered to have more heritage significance than the building to the west. The extent of reduction to the western spinning mill was informed by the heritage study and the development appraisal, being taken back to the line in the building which defined its construction in two phases.

- Consideration was also given to opening up the River, an opportunity to deculvert in line with anticipated EA requirements and regain the significance of the River to New Mills and Marsden.

- This option created a viable mix of uses, including a limited amount of residential units and more employment.

This option was discounted for the following reasons:-

- 1.Impact on heritage significance of the Brougham Road frontage to the west mill.
- 2.The cost of opening up the River.

Option G

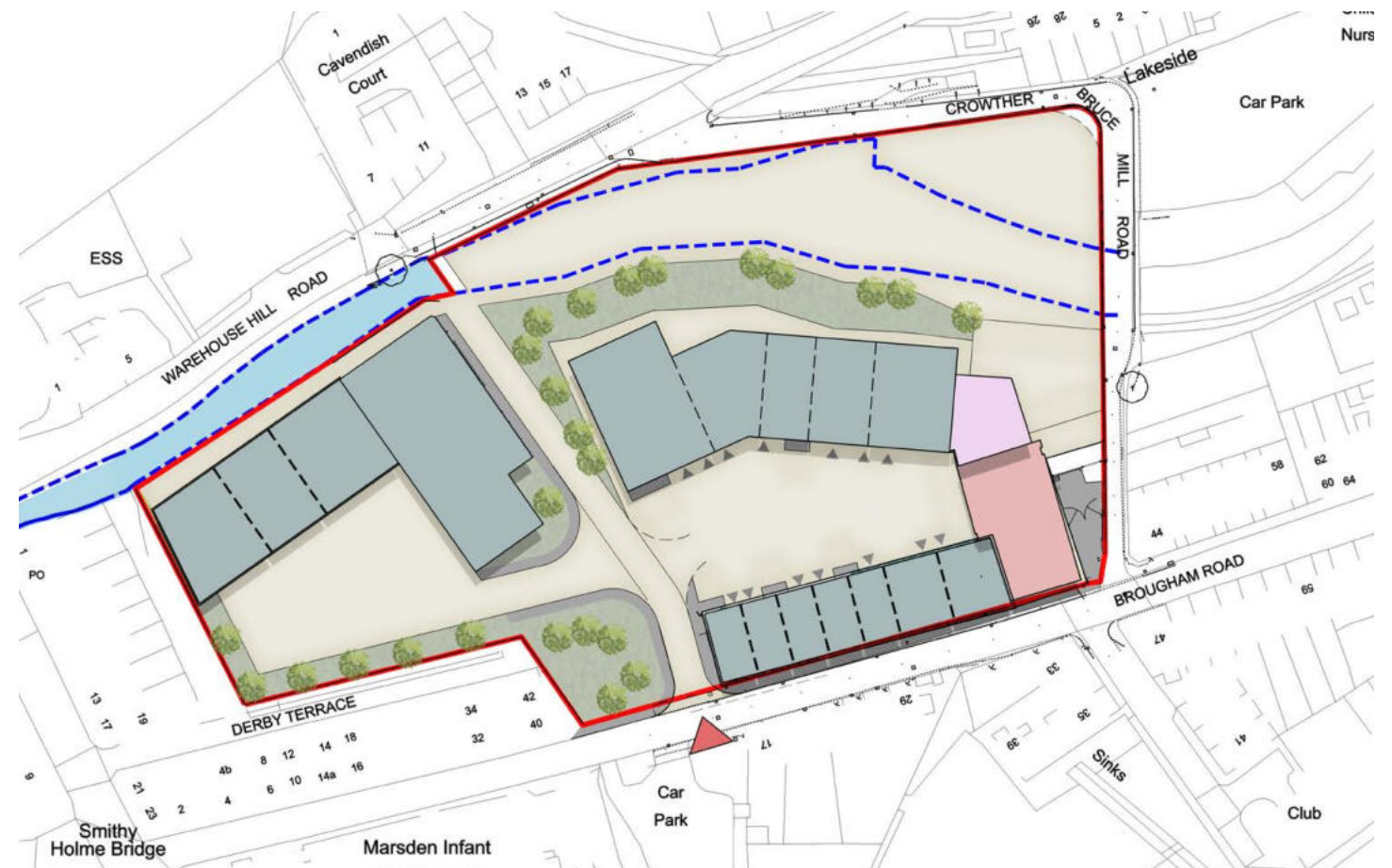
This option accompanied the DLUHC funding application, re-introducing the slab across the River for viability reasons.



Option E



Option F



As discussions with the Local Authority progressed and more detailed designs/ investigations were undertaken to understand building condition, the River, highways, etc, numerous options were explored as the scheme attempted to respond to all these challenges.

This was an impossible task, and the submitted scheme is a solution which balances the consideration of viability, heritage, highways and flood risk, whilst working within the parameters of the secured Government funding.

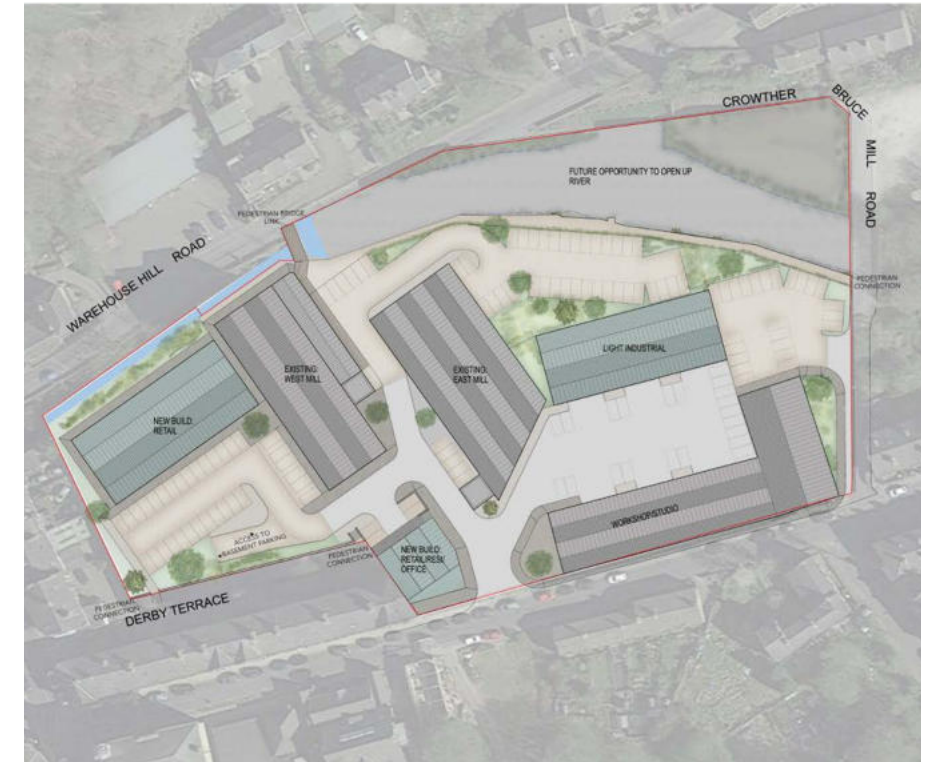
The resulting scheme proposed the retention of both east and west mill, which has been positively received by the Local Authority and the community, however some demolition of the west mill is required in order to deliver an acceptable highways access, which will unlock the whole development. This decision was made following extensive option appraisals in collaboration with the Local Authority and highways / heritage / consultants.

Below are some of the massings considered at the request of the Council for a replacement building. However, the additional development added substantial pressure on the viability of the development, so the decision was made to retain some of the feature stonework at the entrance to the site as a gateway area of public realm. This has been developed by Planit Landscape Architects - refer to Planit accompanying document for details.

The retention of the additional space existing buildings and opening up of the River has put pressure on the Phase 1 funding, such that the proposal is to secure the planning in outline for future development of the mills but create the employment uses now, in accordance with the funding requirements.



Post Funding Option 1



Post Funding Option 2



3 Storey from South-East



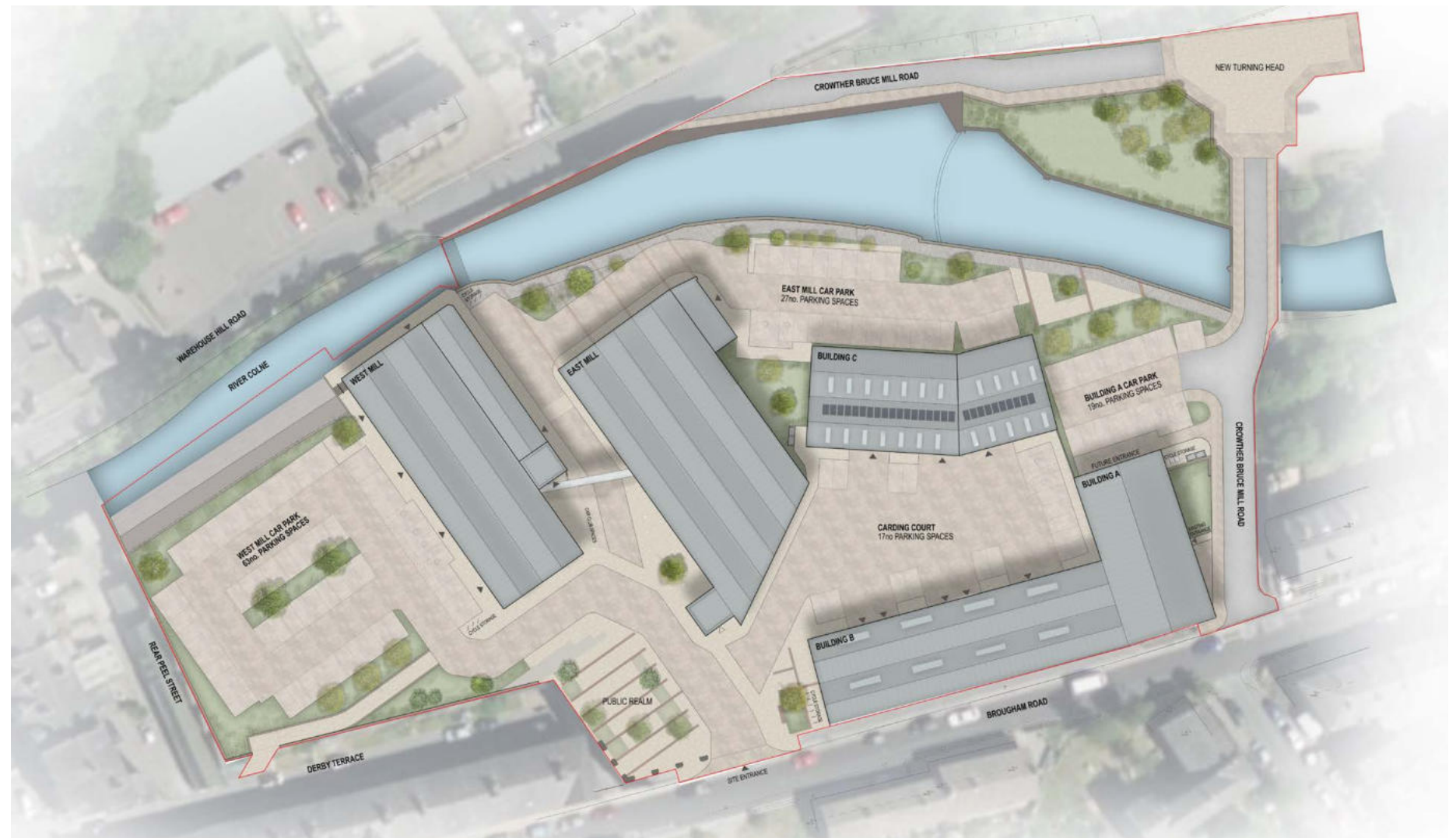
4 Storey from South-East



3 Storey from South-West



4 Storey from South-West



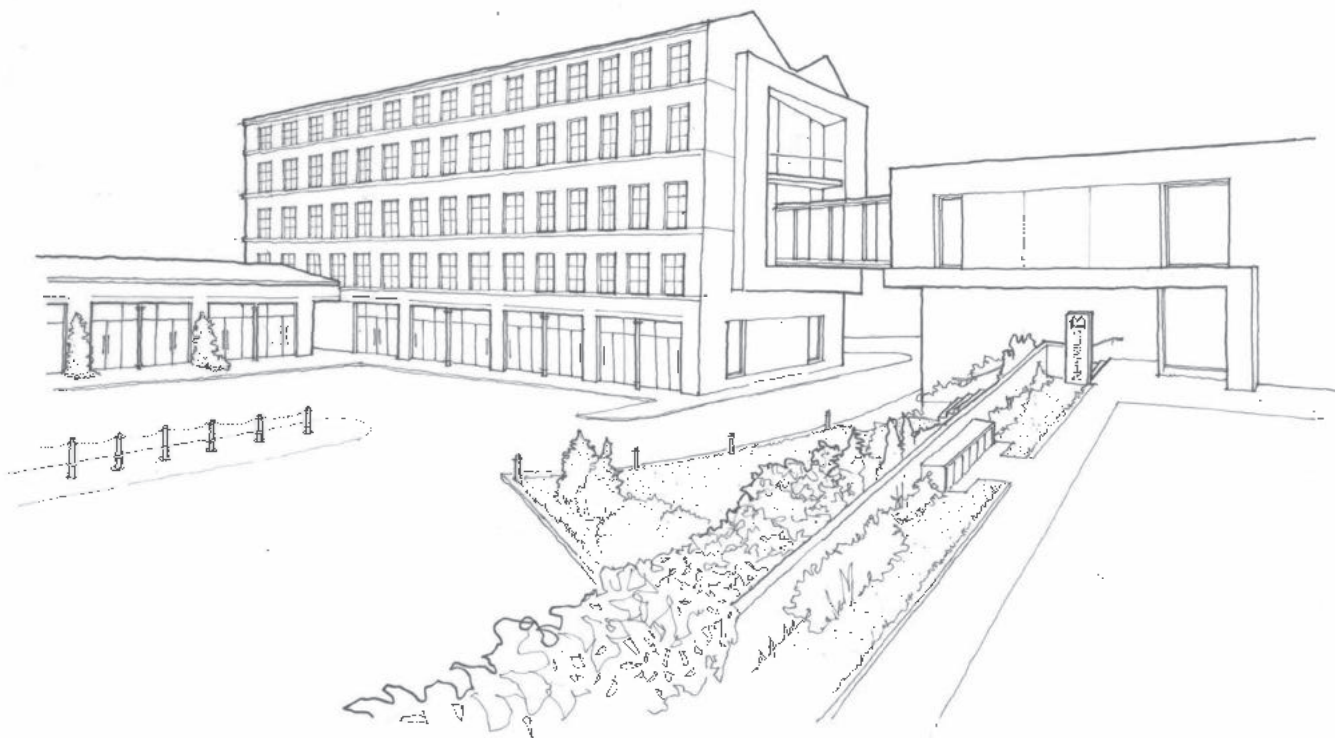
Above: Proposed Masterplan



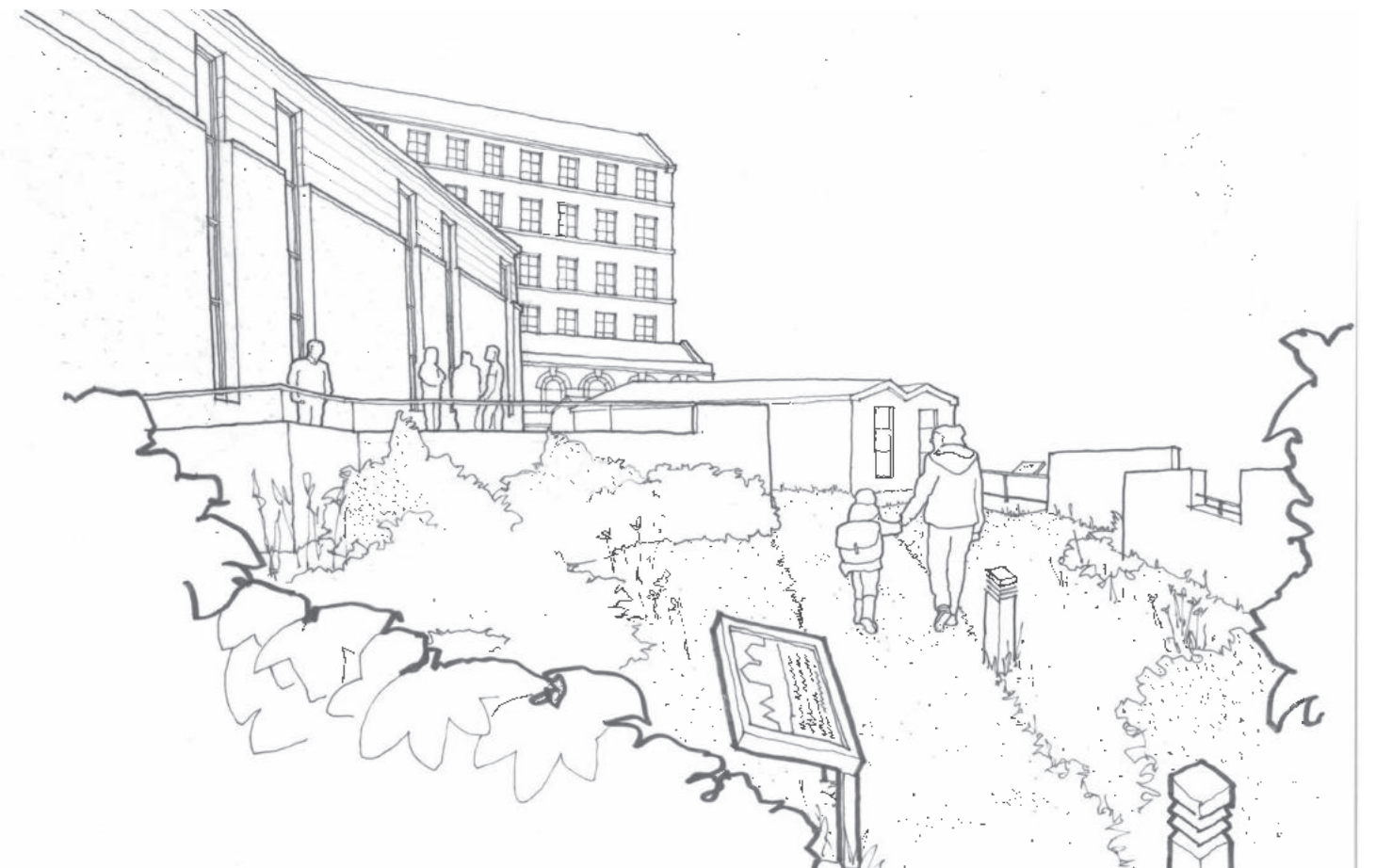
View Of Apartment Entrance & Central Axis To Pedestrian Bridge Across River



Interior View Of Retained And Refurbished Brougham Road Building



View From Derby Terrace



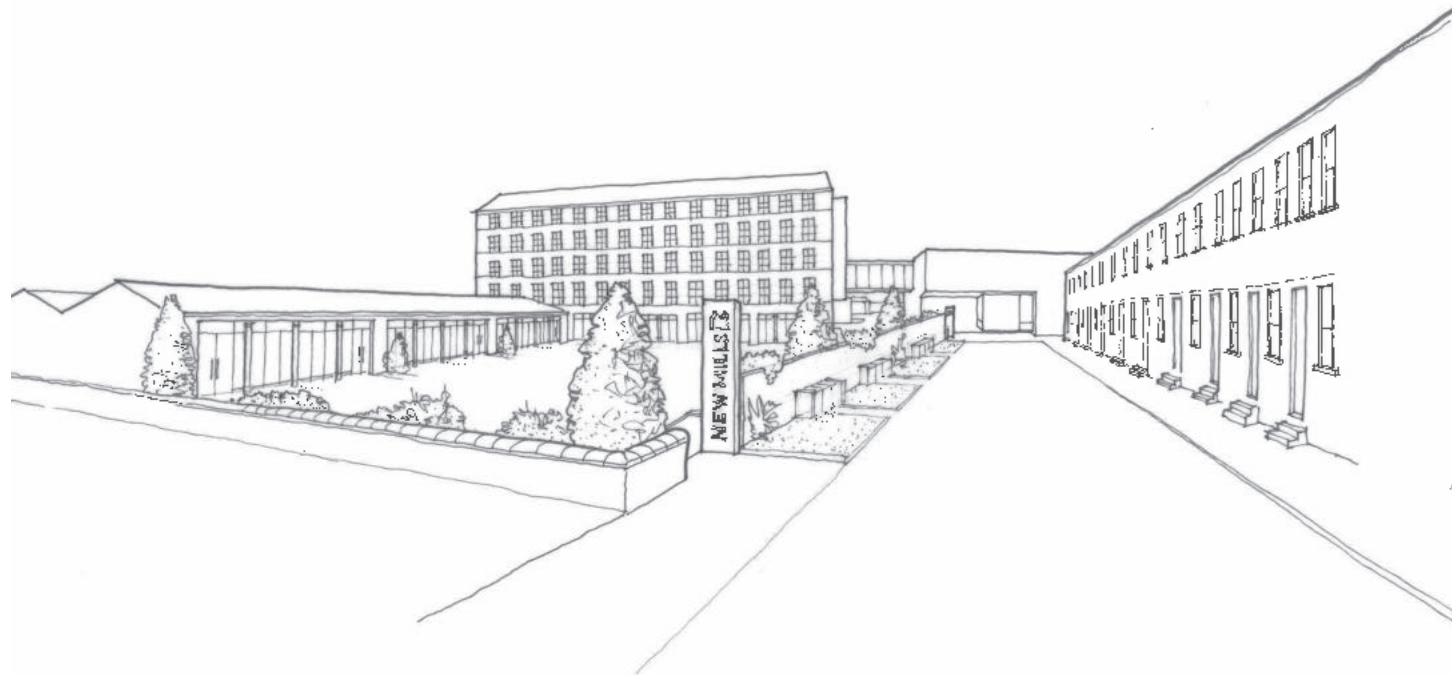
View Of The Riverside Path



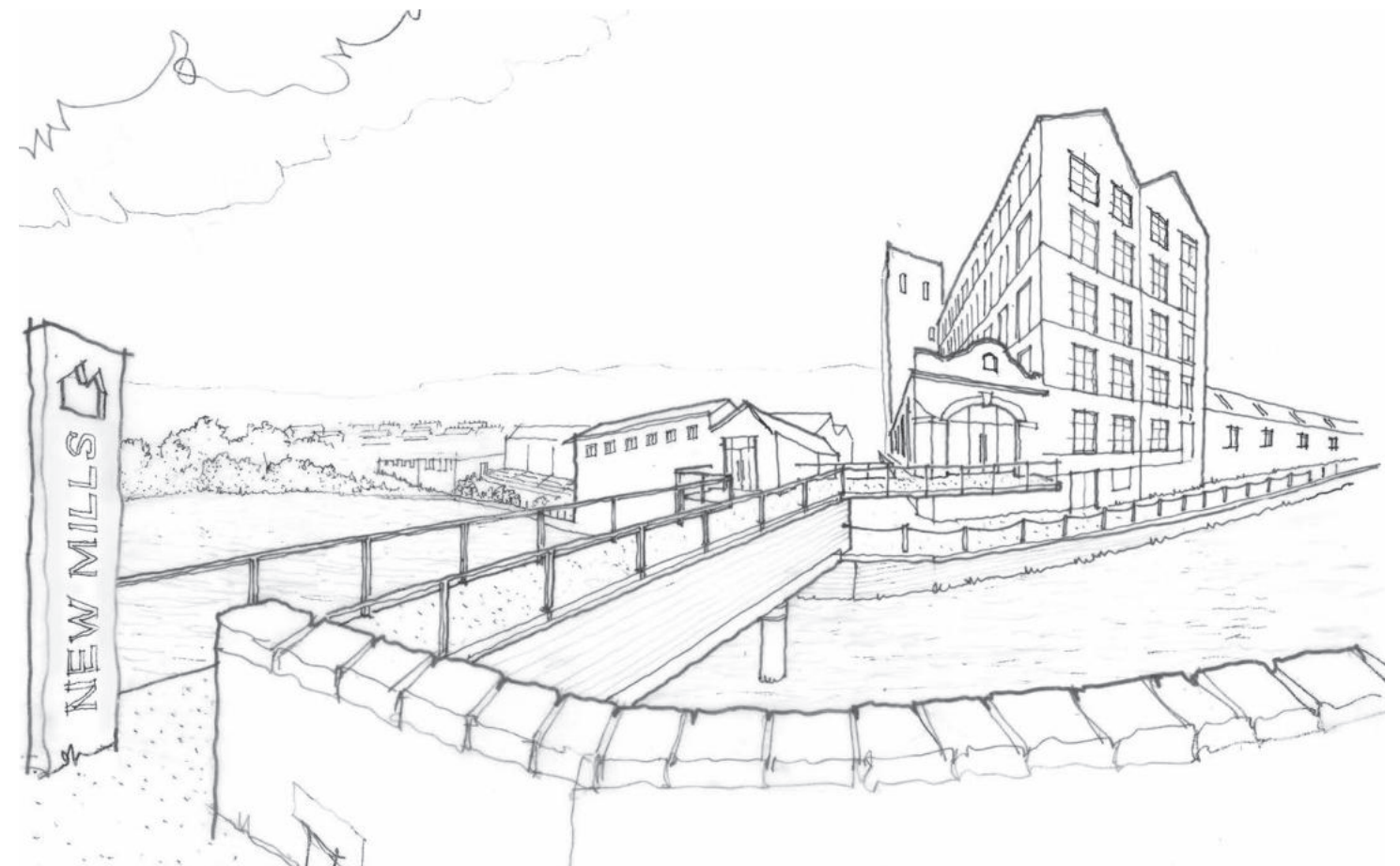
Concept Sketch of Proposed Site Entrance



Concept Sketch of Proposed Site Entrance from across Brougham Road



View Across Derby Terrace



View from Warehouse Hill Road, across towards New Mills



Sunny Bank Mills, Leeds



Dean Clough Mill, Huddersfield



Salts Mill, Saltaire, Bradford

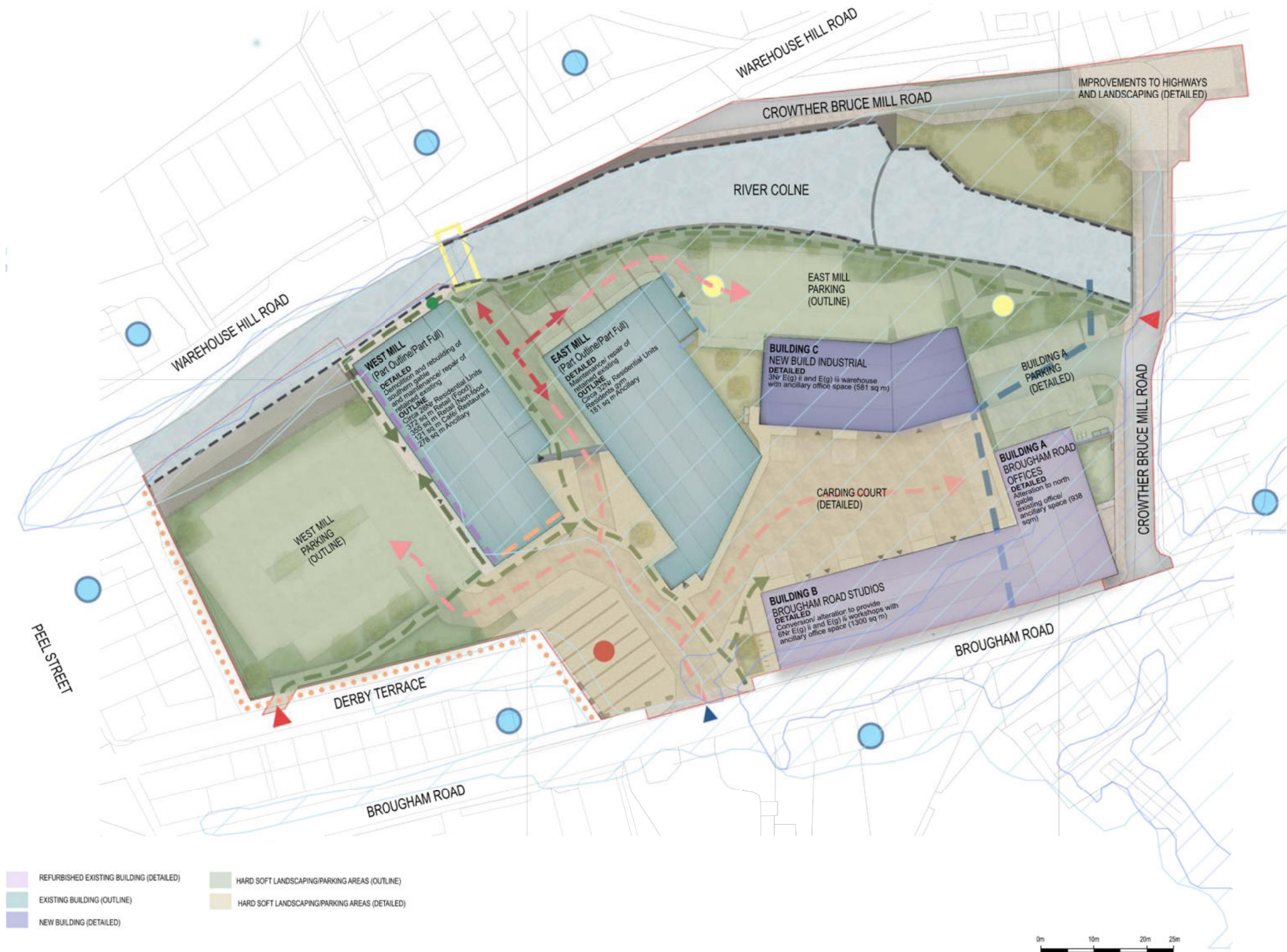


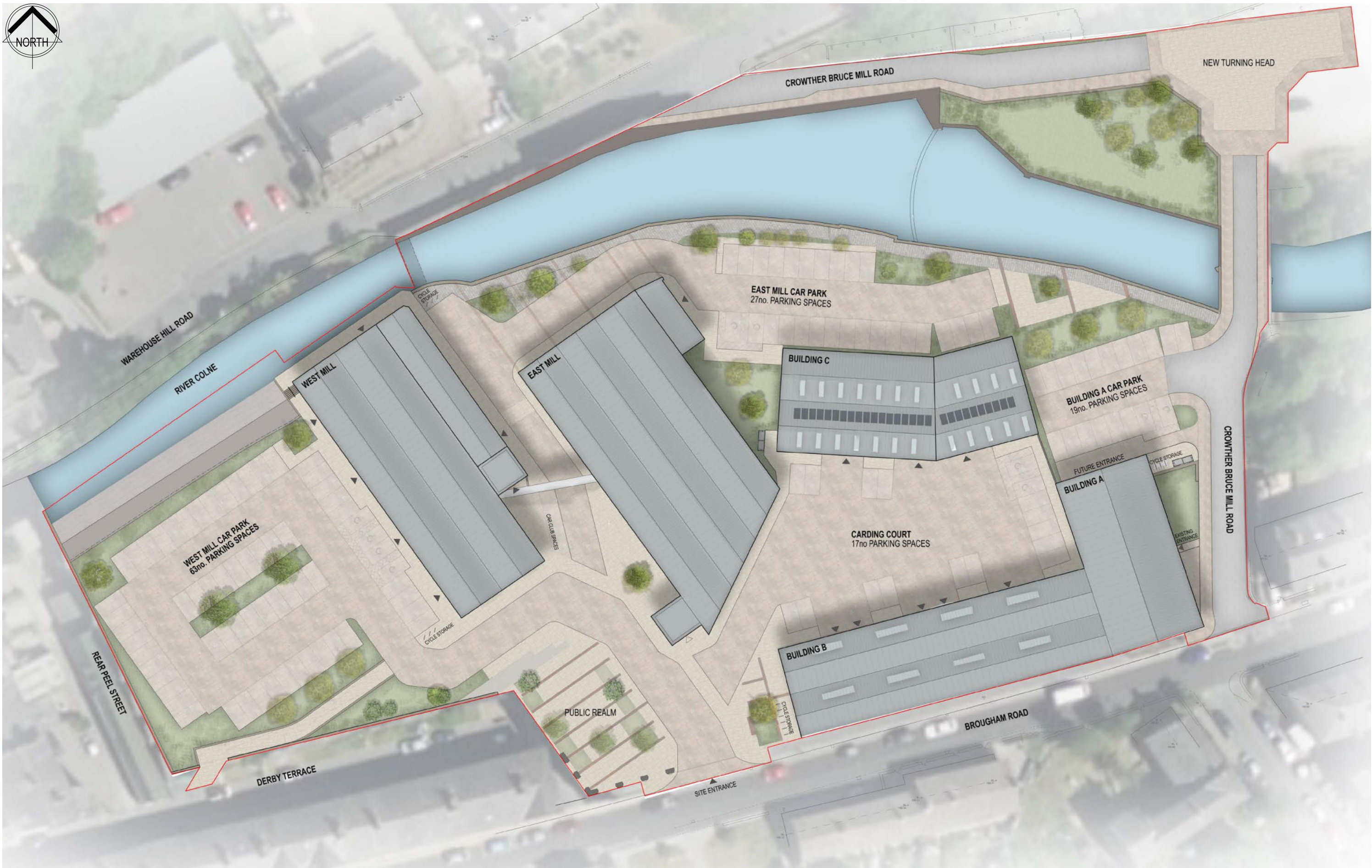
Redbrick Mill, Batley

5.0 MASTERPLAN & DESIGN PROPOSALS

Key:

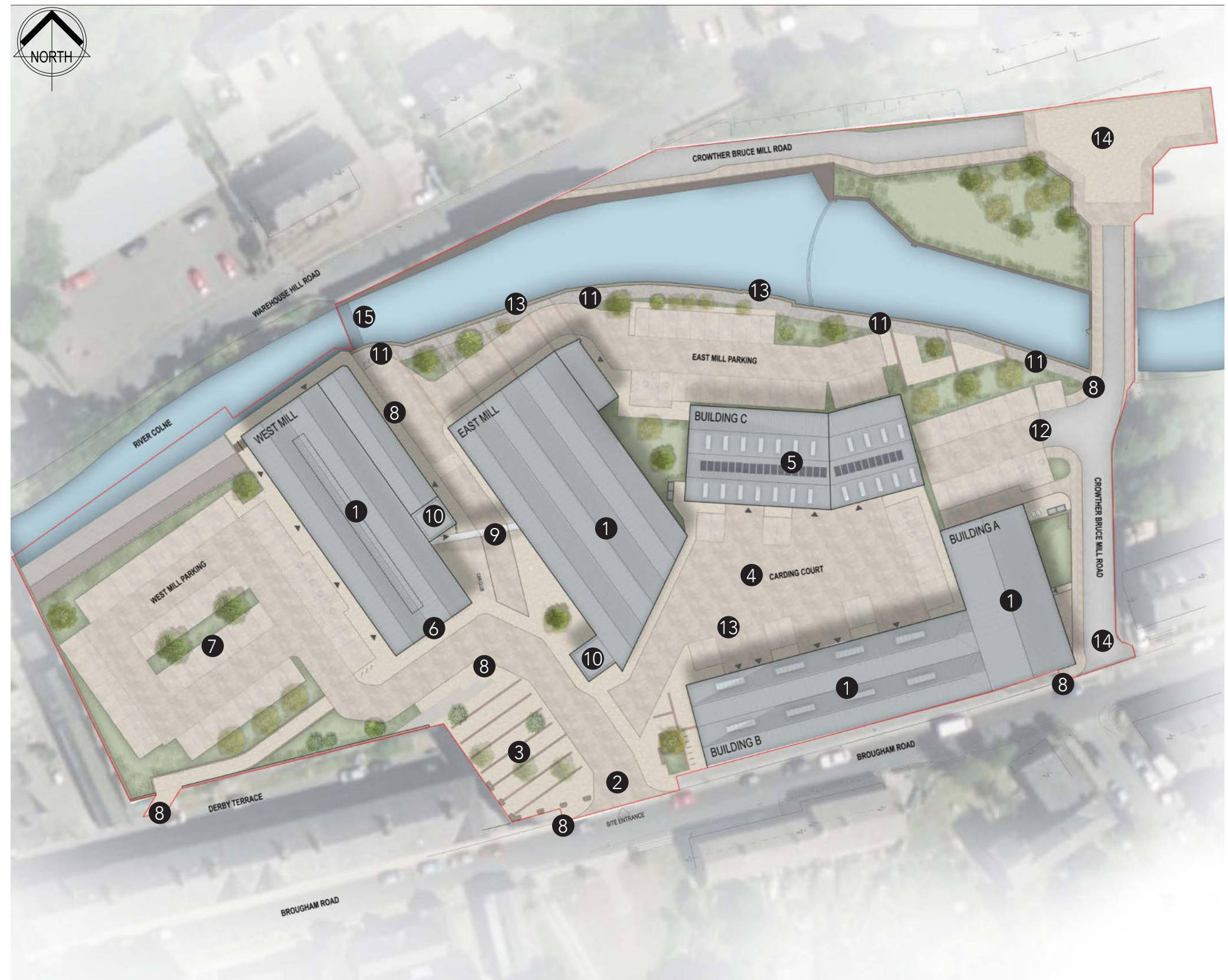
- POSSIBLE LOCATION OF FUTURE CONNECTION ACROSS RIVER
- VEHICULAR ROUTE
- PEDESTRIAN ROUTE
- SERVICE VEHICLE TURNING HEAD
- EXISTING CULVERT INTO RIVER
- RIVER BOUNDARY DETAIL (REFER TO ACCOMPANYING INFORMATION)
- SENSITIVE BOUNDARY WALL DETAILS
- NEW FEATURE GABLE TO WEST MILL (DETAILED)
- FUTURE NEW RESIDENTIAL ENTRANCE TO EAST MILL USING RECLAIMED STONE FROM DEMOLITION, WITH STANDING SEAM CLADDING (OUTLINE)
- FUTURE RETAIL FRONTAGE TO GROUND FLOOR OF WEST MILL, REUSING EXISTING OPENINGS AND COLUMNS (OUTLINE)
- PUBLIC REALM AT SITE ENTRANCE (REFER TO ACCOMPANYING DETAILS)
- SENSITIVE NOISE RECEPTORS TO SITE PERIPHERY
- FOCAL POINT / FEATURE GATEWAY
- OPEN UP BLOCKED UP FEATURE WINDOW TO WEST MILL GABLE (OUTLINE)
- FLOOD ZONE 2
- FLOOD ZONE 3





5.3 MASTERPLAN DEVELOPMENT PRINCIPLES

1. Retention of historic buildings on Brougham Road, East Mill and partial West Mill
2. Improved access into site
3. New "gateway" hard/ soft landscape feature on Brougham Road
4. Creation of "Carding Court" through the renovation and refurbishment of the historic Brougham Road building into studio/workshop units complemented with new light industrial units in a private yard
5. New industrial units to incorporate stone reclaimed from demolition, and modern materials with attention paid to river elevation design and detailing due to prominence from surrounding views into Marsden
6. New feature gable to partially demolished West Mill, using modern material to complement the new light industrial units of Carding Court for a coherent architectural language
7. Creation of "New Mills Yard" to provide flexible space for Marsden, including much needed parking; refurbishment of the ground floor spinning mill for retail/leisure units revealing historic structure and impressive façade viewed from Derby Terrace
8. Pedestrian routes into site from Marsden improving connectivity through Marsden, particularly links to the school and main retail area on Peel Street from the northeast
9. Primary axis through the site retained for pedestrian, cycles and limited vehicles as part of a shared surface approach to the hard/soft landscaping design. The route will connect Mill Road to Brougham Road and Derby Terrace
10. Both existing stair towers retained and refurbished for residential use on the upper floors of the historic East and West mills
11. New Riverside walk to connect Crowther Bruce Mill Road to the site and Marsden centre
12. New feature entrance and car park for retained and refurbished Brougham Road office building
13. Existing stone walls reduced to maintain edge protection to the River
14. Altered boundary wall to improve the sight lines and turning on Crowther Bruce Mill Road bend and widen it nearer Brougham Road
15. Future opportunity for bridge link across the River (subject to planning and further funding).



Above - Masterplan design principles

5.4 AMOUNT, USE & SCALE

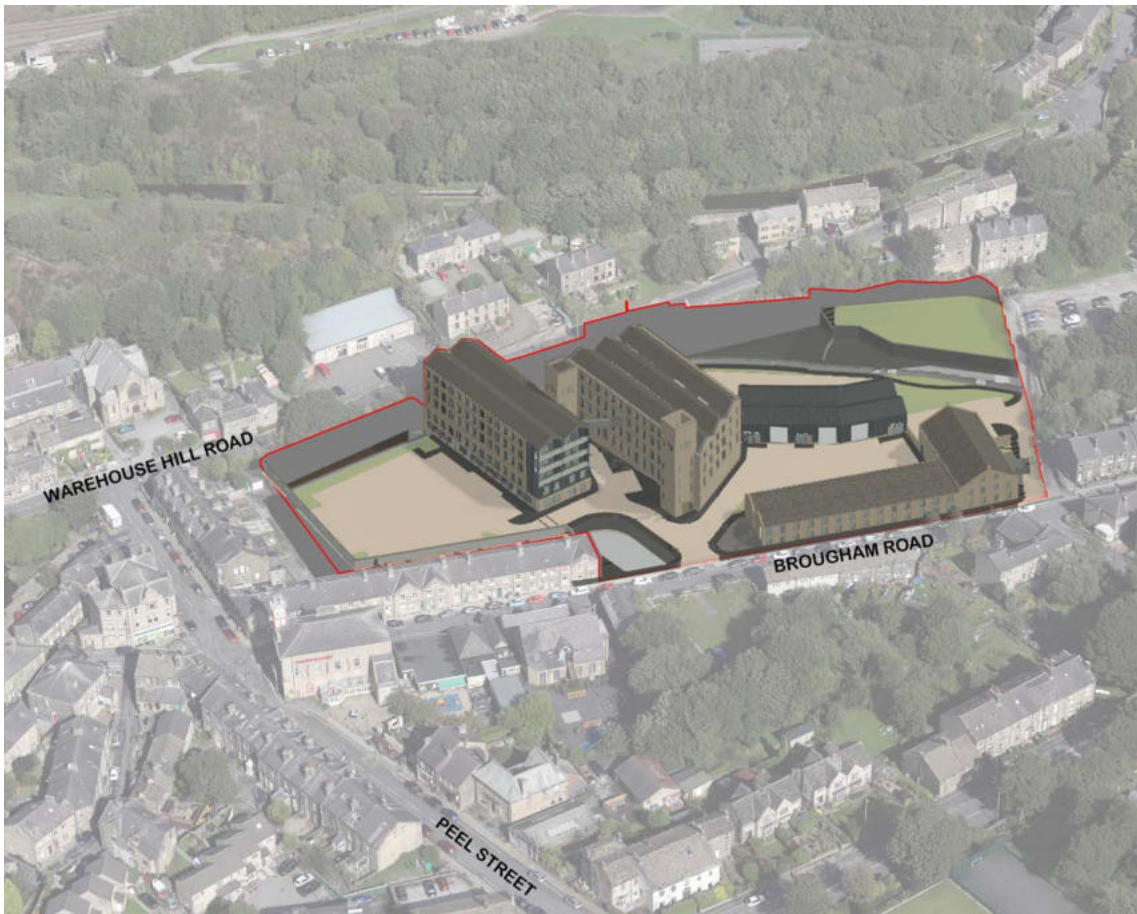
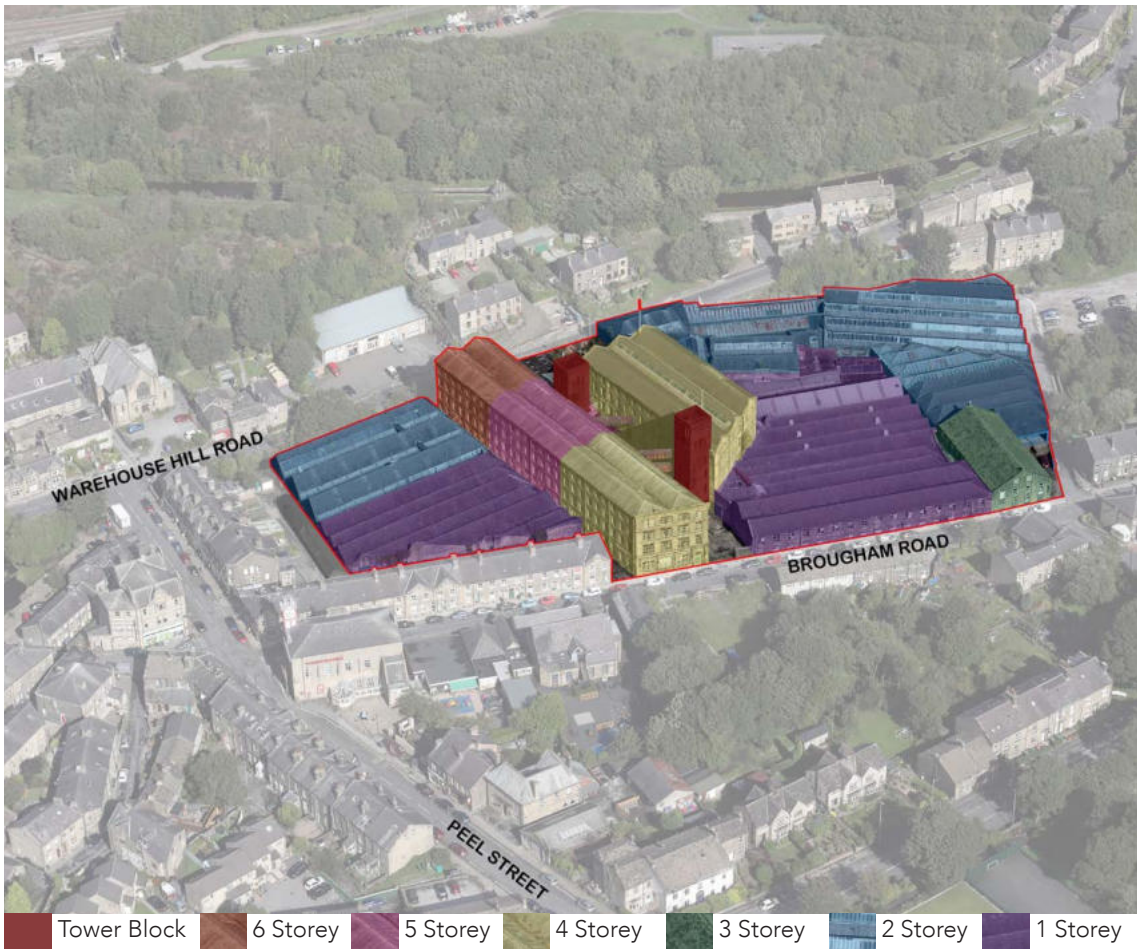
Amount & Use

Up to 1811 sqm Use Class E(g) ii/ iii; 747 sqm Use Class E(g) i; 279 sqm Use Class E(a) FR; 335 sqm Use Class E(a) NFR; 121 sqm Use Class E(b); 181 sqm Use Class E(d); 469 sqm ancillary accommodation for plant, basements, etc; and up to 60 Nr residential units.

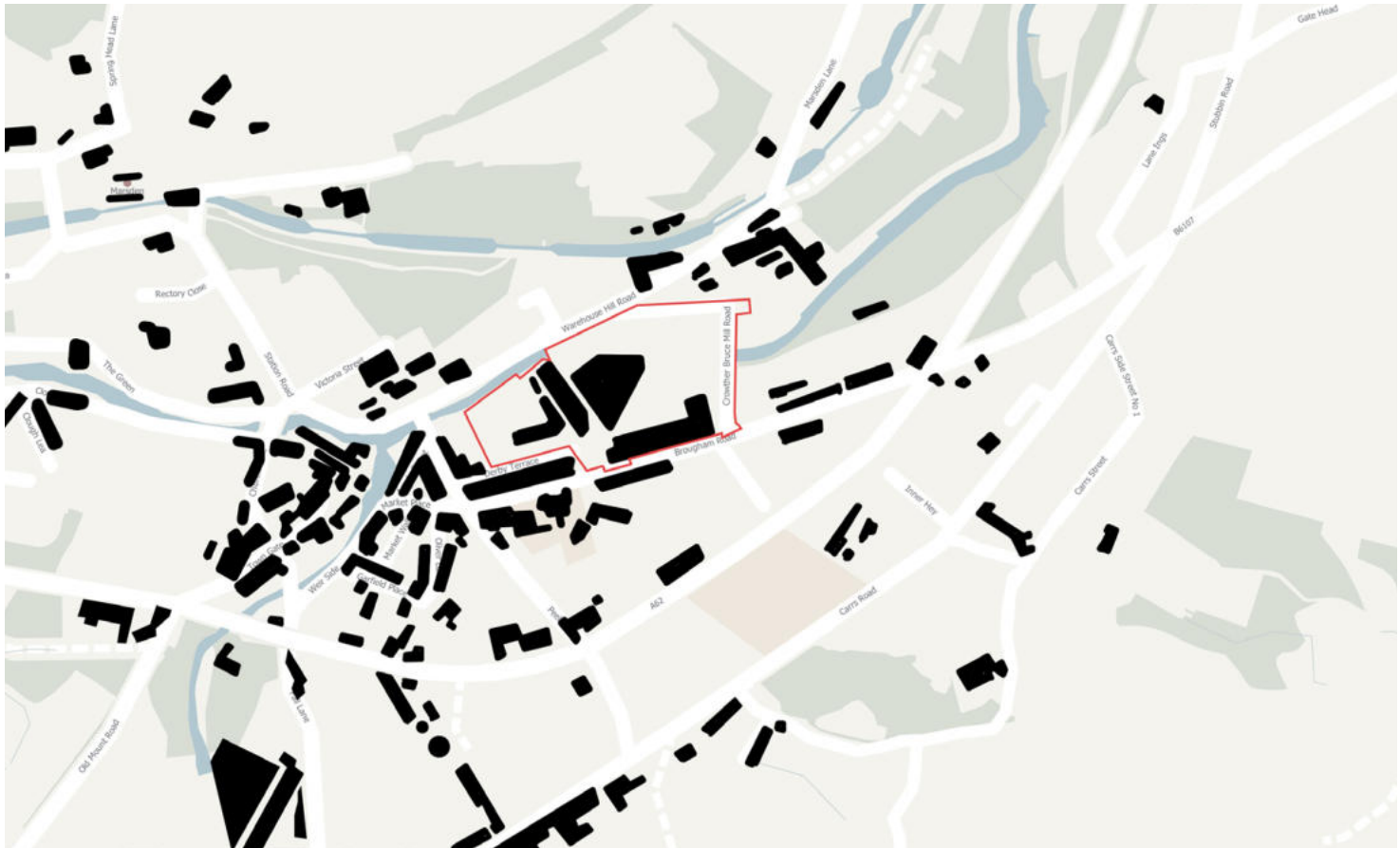
Scale & Urban Grain

The below urban grain maps compare the historic density of the site circa 1890, with the retained and new-build massing following the proposed development.

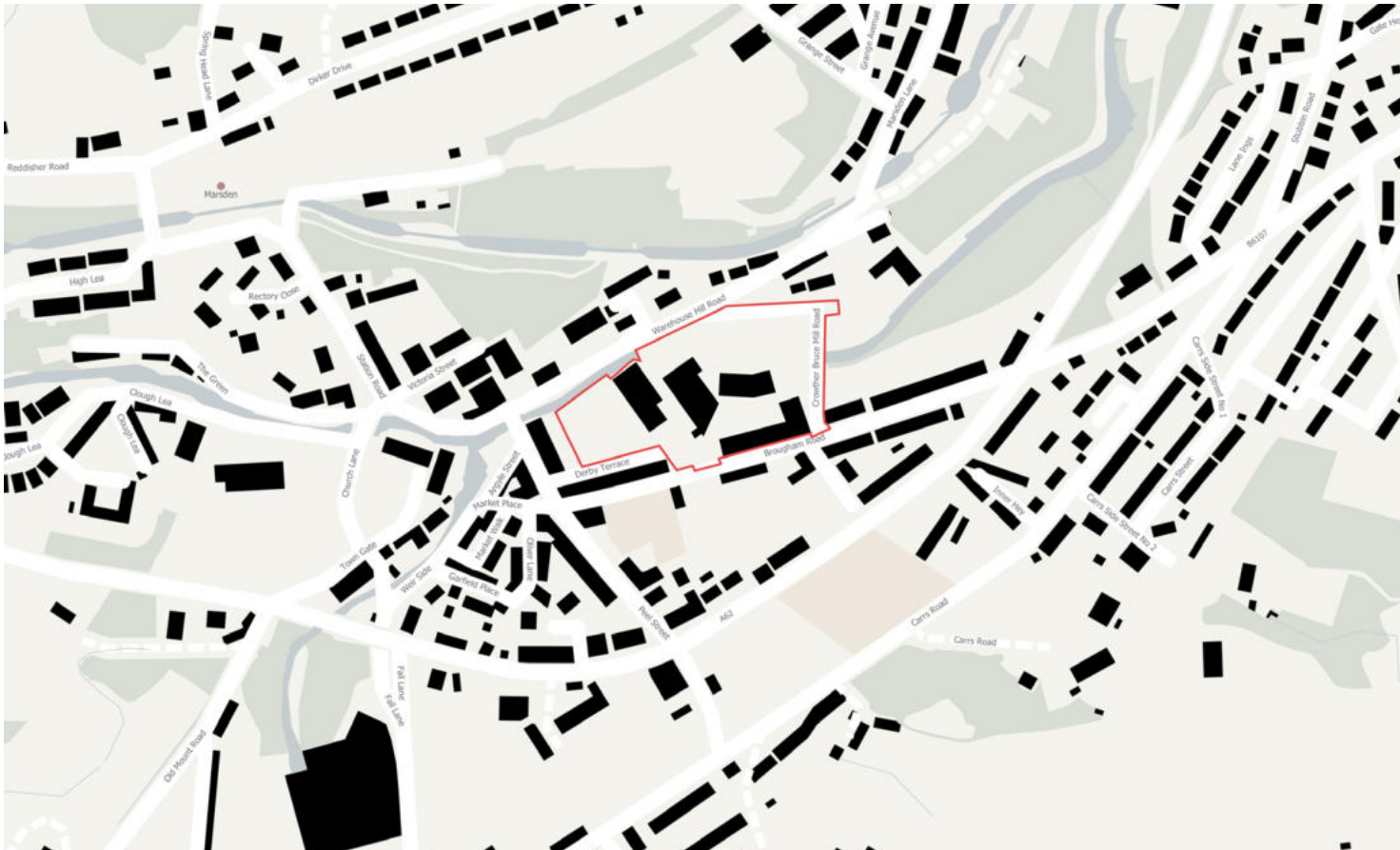
As can be seen, the works will return the mill back towards its massing prior to its expansion during the 20th century, providing a more open and accessible site, suited for the proposed contemporary use.



Above - Proposed site massing



Above - Historic urban grain - circa 1890



Above - Proposed urban grain

5.5 PROPOSED CONNECTIONS

Key:

- 1. Vehicular Site Access
- 2. Future Pedestrian / Cycle Site Access
- 3. West Mill Car Park
- 4. East Mill Car Park
- 5. Carding Court Service Yard
- 6. Parking for Building A
- 7. Car Club Parking
- 8. Public Realm at Site Entrance
- 9. Service Vehicle Turning Head

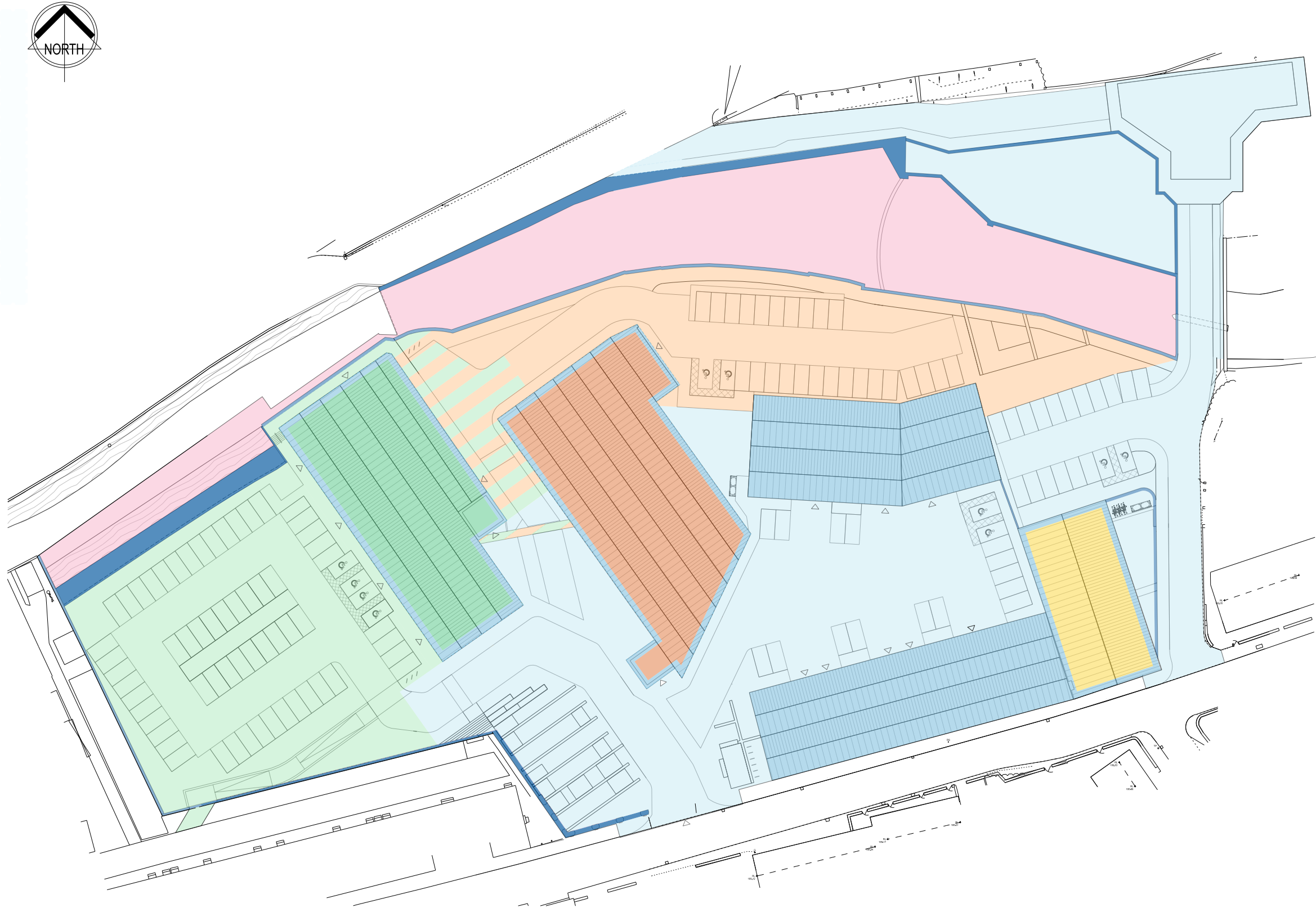
- Application site boundary
- Marsden Railway Station
- Primary vehicular route
- Secondary vehicular route
- Public Right of Way
- Local bus stop
- Proposed vehicular connections through site
- Proposed pedestrian connections around site



Above - Proposed Connections Plan

5.6 PROPOSED PHASING

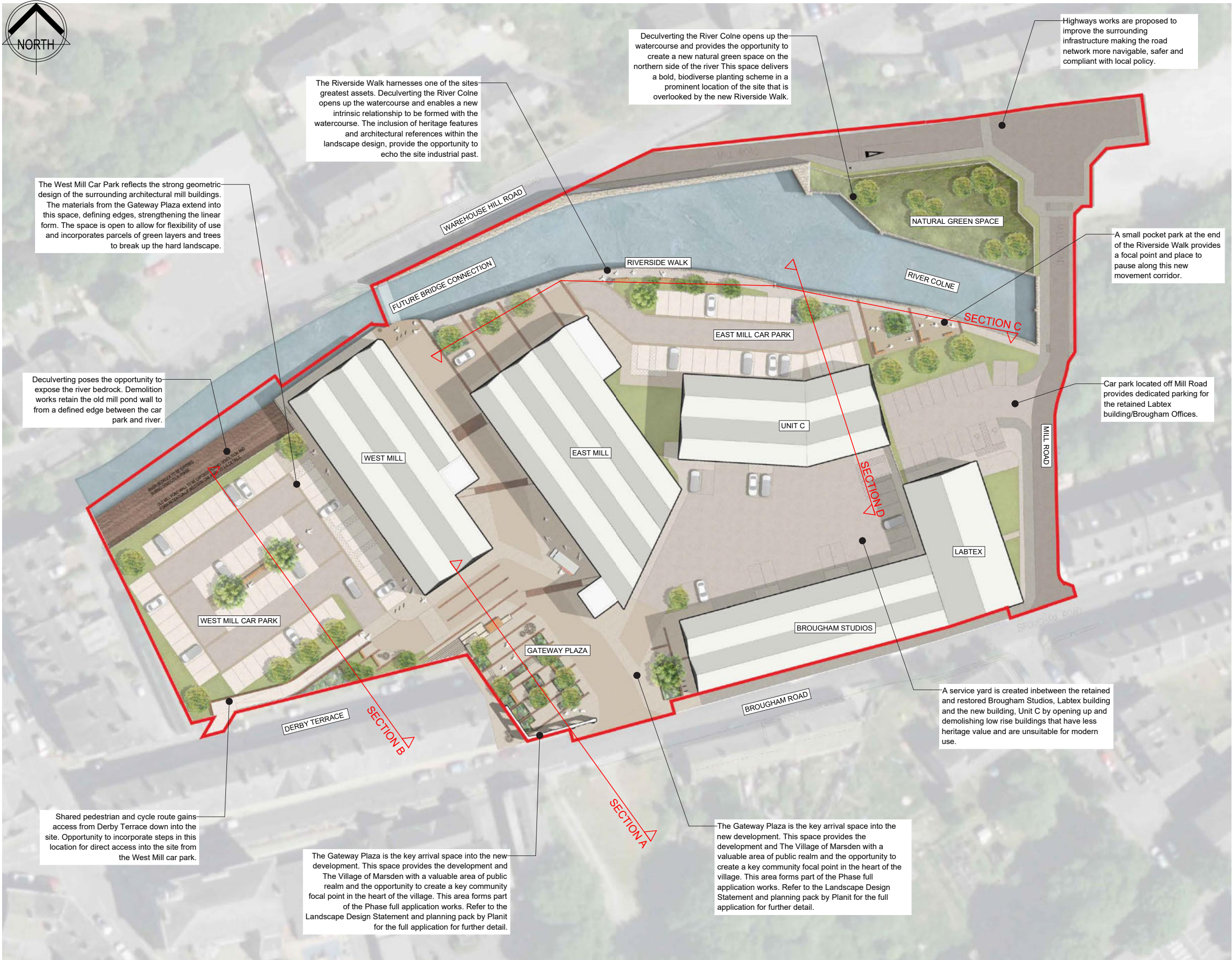
- PHASING PLAN - POST DEMOLITION**
- PHASE 0 - DEMOLITION & SITE PREPARATION**
WHOLE SITE IS SUBJECT TO DEMOLITION / SITE PREPARATION + LATER PHASE WORKS. RED HATCH DENOTES RIVER OPENING WORKS TO BE UNDERTAKEN & COMPLETED DURING THIS PHASE ONLY.
- PHASE 1 - BOUNDARY TREATMENTS**
DENOTES EXISTING WALLS TO BE PARTIALLY RETAINED DURING DEMOLITION PHASE AND REMAIN AS BOUNDARY WALLS. ALSO DENOTES NEW RAILINGS IN SEVERAL LOCATIONS. THESE WORKS ARE TO COMMENCE DURING PHASE 0 AND RUN INTO PHASE 1. REFER TO KPP DRAWINGS 2039-2045 FOR DETAILS.
- PHASE 1 - BUILDINGS**
EAST AND WEST MILLS TO BE MADE SAFE AND WATERTIGHT DURING THIS PHASE, AS WELL AS MAKING GOOD OF BUILDING A POST DEMOLITION. BUILDINGS B AND C TO BE FULLY COMPLETED DURING THIS PHASE. FULL PLANNING PERMISSION SOUGHT FOR THESE ELEMENTS.
- PHASE 1 - ASSOCIATED WORKS**
DENOTES PHASE 1 ASSOCIATED WORKS INCLUDING PROPOSED HIGHWAY IMPROVEMENTS, NEW ACCESS FROM BROUGHAM ROAD, NEW SHARED YARD FOR BUILDINGS B & C, NEW CAR PARK TO REAR OF BUILDING A AND NEW FEATURE HARD LANDSCAPING TO SITE ACCESS.
- LATER PHASE - WEST MILL BUILDING REFURBISHMENT**
INTERNAL REFURBISHMENT AND FITOUT OF THE WEST MILL. REMAINING WORKS TO ENVELOPE OF MILL TO BE COMPLETED DURING THIS PHASE ALSO. REFER TO KPP DRAWINGS 2033 & 2035 FOR INDICATIVE DRAWINGS. OUTLINE PLANNING PERMISSION SOUGHT AS PART OF THIS APPLICATION.
- LATER PHASE - WEST MILL ASSOCIATED WORKS**
DENOTES ALL ASSOCIATED WORKS TO BE COMPLETED AS PART OF WEST MILL PHASE OF THE WORKS INCLUDING WEST MILL CAR PARK, SERVING THE WEST MILL RESIDENTIAL AND RETAIL UNITS + WEST MILL CAFE UNIT, ALL TO BE COMPLETED AT THE SAME PHASE.
- LATER PHASE - EAST MILL BUILDING REFURBISHMENT**
INTERNAL REFURBISHMENT AND FITOUT OF THE EAST MILL. REMAINING WORKS TO ENVELOPE OF MILL TO BE COMPLETED DURING THIS PHASE ALSO. REFER TO KPP DRAWINGS 2032 & 2034 FOR INDICATIVE PLANS. OUTLINE PLANNING PERMISSION SOUGHT AS PART OF THIS APPLICATION.
- LATER PHASE - EAST MILL ASSOCIATED WORKS**
DENOTES ALL ASSOCIATED WORKS TO BE COMPLETED AS PART OF EAST MILL PHASE OF THE WORKS INCLUDING RIVERSIDE CAR PARK, SERVING THE EAST MILL RESIDENTIAL UNITS, ALL TO BE COMPLETED AT THE SAME PHASE.
- LATER PHASE - ACCESS SPINE ROAD + FEATURE LINK RESTORATION**
DENOTES ALL ASSOCIATED WORKS TO BE COMPLETED AS PART OF A LATER PHASE OF THE WORKS, SERVING EITHER THE WEST MILL RESIDENTIAL AND RETAIL UNITS OR EAST MILL RESIDENTIAL, WHICHEVER IS UNDERTAKEN FIRST.
- LATER PHASE - BUILDING A REFURBISHMENT**
ENVELOPE WORKS, INTERNAL REFURBISHMENT OF AND ASSOCIATED WORKS TO BUILDING A TO BE COMPLETED ONCE CURRENT TENANTS VACATE. TO REMAIN AS EXISTING UNTIL THAT TIME.



5.7 LANDSCAPING PRINCIPLES

Hard and soft landscaping design is being developed for this application, provided by PWP Landscape Architects (Illustrative Masterplan adjacent) and Planit Landscape Architects.

Refer to accompanying hard and soft landscaping design information for further details.



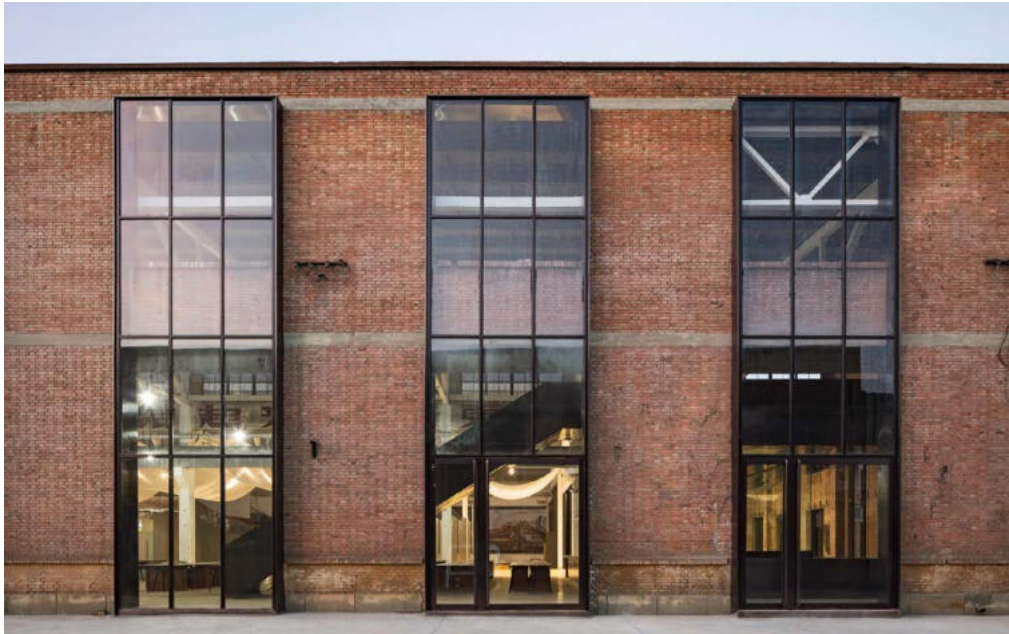
Above - Proposed Landscaping Principles

5.8 MATERIALS PALETTE

The materials selected for new build elements of the scheme have carefully considered the traditional late 19th/ early 20th century palette of materials used in textile buildings of the time, such as natural stone, slate roofs etc.

These have been complemented by more modern materials such as larger glazed areas to the West Mill gable and future retail shop fronts, lead look alike standing seam cladding to the West Mill gable, new build industrial units and future East Mill entrance.

Natural stone to walls, copings, etc will be reclaimed form the demolition where feasible.



Superimpose China - Changzhi City Expo



Concealed Gutter



Reclaimed Stone



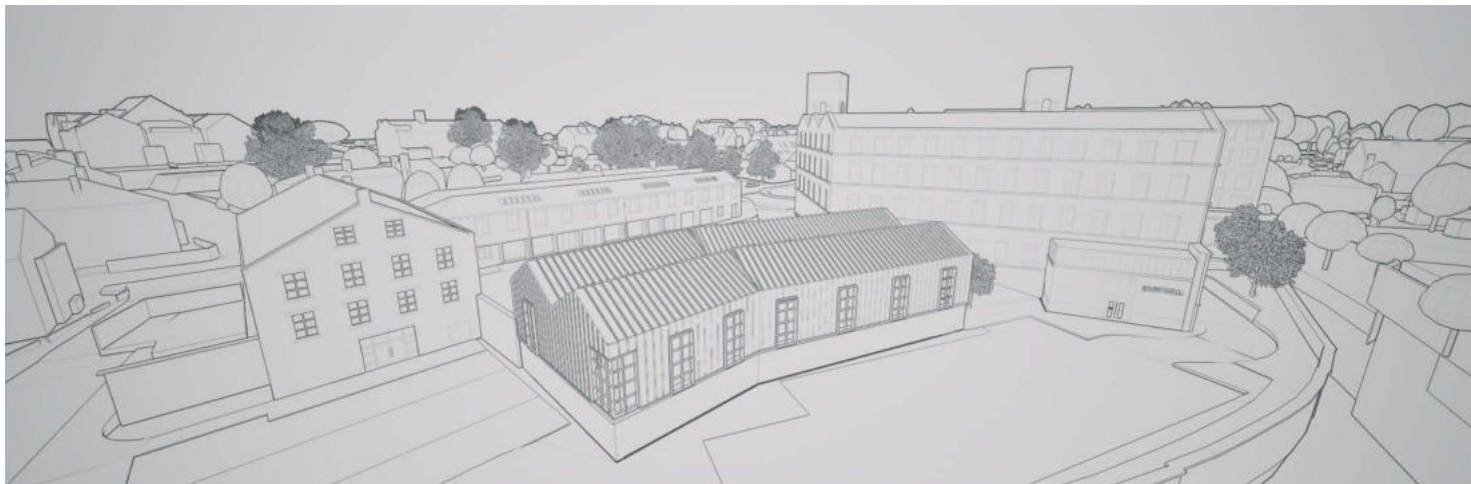
Talbot Mill - Manchester



1 & 2 Fallaize Street, Oxford North - Oxford







6.0 SUSTAINABILITY & CLIMATE CHANGE

6.1 SUSTAINABILITY & CLIMATE CHANGE

The National Planning Policy Framework (NPPF or the Framework) was revised in 2025 stating all new Local and Neighbourhood Plans and reviews must align with the policies of current Framework.

The NPPF states clearly that the purpose of planning is to help deliver sustainable development and defines three strands of a Golden Thread, which should be equally considered in order to achieve sustainable development. These are economic, social, and environmental, focusing on high-quality design for new homes and places, stronger protection for the environment, constructing the right number of homes in the right places, and focusing on greater responsibility and accountability of Councils and Developers for housing delivery

New Mills has the potential to be a highly sustainable, exemplary, mixed-use development, integrating opportunities for work, living and recreation. The masterplan has been heritage led and demonstrates how the redevelopment celebrates the significance of the existing buildings whilst providing opportunities for new buildings, to support retail, residential and employment uses.

New residential units in the existing mills will enhance the housing market offering for the area, providing much needed homes in a range of sizes in a unique location. The employment uses have been sited to the east of the site, in a more secluded location, allowing the retail/ café uses to be close to the thriving Peel Street businesses.

All buildings and uses are knitted together by new connections, east-west from Peel Street to Mill Road via the River and north-south from the River to Brougham Road, via a hard/ soft landscape strategy. Delivery of these three aspects of development in a highly sustainable location at the heart of the Village with placemaking in mind, will allow the redevelopment of New Mills to relate to its surrounding context and connections which will embed the proposals in the local area.

Minimising carbon emissions will be achieved through the re-use of some of the existing buildings on site including East Mill, West Mill and the Brougham Road buildings (A & B), in turn minimising the embodied carbon associated with new buildings. Their refurbishment will include thermal improvements and upgraded energy performance which will secure their use into the future.

Any new buildings will be designed and built in accordance with current building regulations. The energy strategy for the development will be fully electric (pending a viability review) striving towards a net zero future, aligning with national low carbon building services and grid decarbonisation. Air Source Heat Pumps are likely to be the preferred heating and cooling system, offering a low-carbon alternative to fossil-fuel combustion systems and roof-mounted PV panels could be used in appropriate locations, subject to sensitivity testing in the Conservation Area. PV and ASHP systems could significantly reduce operational carbon emissions and will futureproof the development for a net zero transition.

Other areas to consider, to assist in climate change mitigation, include:-

- Sustainable drainage systems, which support the de-culverting of the River Colne from a flood risk perspective; on-site SW storage to reduce flows into the River Colne.
- Minimising water usage through appropriately specified sanitary fittings for water saving, water meters for plant with large water demand and increased soft landscaped areas with suitably specified species.
- Increased biodiversity, exceeding Local and National policies.
- Sustainable travel at the heart of the vision led transport strategy, with enhance pedestrian and cycle links and the promotion of public transport use, car club schemes and car sharing will have positive impacts on local air quality, supported further by an increase in landscaped open spaces.

Further details can be found in the accompanying Orbis Climate Change Report.



7.0 CONCLUSION

7.1 CONCLUSION

The Government funding support obtained by the applicant and the Council provides a unique opportunity to unlock the redevelopment of New Mills. The extensive floor space, with a dense footprint, located on a slope and partially over the River Colne, presents many constraints and challenges in terms of viable redevelopment.

These opportunities and constraints have been extensively tested against all aspects of the redevelopment. This process has been a collaboration of the design team with their Council counterparts, to arrive at an “on balance” proposal, which has considered the following aspects:-

- Heritage impact, including urban setting
- Access/ highways impact including connectivity for pedestrians and cyclists
- Use and amount
- Demolition strategy
- Flood Risk and Drainage
- Noise
- Biodiversity and landscaping

The resulting proposal comprises three elements, demolition, full planning and outline.

Demolition – this covers the southern end of the West Mill, the infill buildings to be cleared to allow the site to be opened up for development and the buildings and slab which currently culvert the River Colne to the north.

Full planning - this covers the refurbishment and conversion of the Brougham Road building (Building B), a new light industrial terrace to Carding Court (Building C), the new gable end of the West Mill, and the entrance feature.

Outline planning – this covers the future conversion of the East and West Mill, and their associated infrastructure/ parking requirements, hard/ soft landscaping of the wider site, and the external façade/ entrance of Building A.

The opportunity to provide much needed jobs and dwellings on site, supported by some retail and workshop/ studios has been positively received by the local community and the scheme has developed following input from the Council and feedback from the 2 public consultations.

The funding was secured in support of the proposed employment creation, however the opportunity to deliver an exciting, placemaking development was at the heart of the options appraisal. Improving connectivity in Marsden through the site, opening up the river to reconnect it with the village centre, bringing the iconic mill buildings back into use, were key components to the development strategy for New Mills.

The resulting proposal comprises a mixed-use development including employment (light industrial/ studios/ workshops and offices), residential and retail, spread across five buildings. Four existing (East Mill, West Mill, Brougham Road offices and Brougham Road studios) and 1 new building for light industrial use in Carding Court.

The materials palette for the west mill gable and the new building have been carefully selected using natural stone (reclaimed from the demolition where possible) and lead look-alike standing seam cladding, fenestrated sympathetically with the existing buildings but modern in appearance, acknowledging the 21st century elements as a contrast to the original 19th and early 20th century mill buildings.

The scale of the new building is moderate, allowing the east and west mill to retain their prominence and presence in the heart of the village and beyond and comparable to the Brougham Road studio building.

The hard and soft landscaping principles are set out in the accompanying PWP proposals document and will be delivered as part of a future phase, when the East and West Mills are developed. The refurbishment of these requires significant financial input and may require additional external funding, however the initial phase will be a substantial start on the journey to realising the future of New Mills.



Reference Page

Precedent Images Pg30:

Sunny Bank Mills, Leeds - Website: <https://www.sunnybankmills.co.uk/>

Dean Clough Mill, Huddersfield - Website: <https://www.deanclough.com/>

Salts Mill, Saltaire, Bradford - Website: <https://www.saltsmill.org.uk/>

Redbrick Mill, Batley – Website: <https://www.redbrickmill.co.uk/>

Material Palette, Pg39:

Superimpose China - Changzhi City Expo, PHOTO BY Marc Goodwin and Valentin Racko, website : <https://divisare.com/projects/384927-superimpose-marc-goodwin-re-veil-factory-regeneration>

Concealed Gutter, website: <https://www.facebook.com/tegerebuilderskenya>

Talbot Mill – Manchester, Capital and Centric Website: <https://www.capitalandcentric.com/project/talbot-mill>

1 & 2 Fallaize Street, Oxford North – Oxford Website: <https://www.oxfordnorth.com/>

All OS maps produced using Ordnance Survey National Geographic Database OpenData - <https://osdatahub.os.uk/>

KPP
ARCHITECTS

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