

CLIENT:

Mr R. Smith

PROJECT:

Erection of detached dwelling with associated landscaping and access.



DATE:

14.09.2026

REF:

286-24-R1_A

LOCATION:

**Land adj. Windy Ridge
Cold Hill Lane
New Mill
Holmfirth
West Yorkshire
HD9 7JX**

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Introduction

- This statement has been prepared by Hinchliffe Architecture & Design Ltd in support of a Full Planning Application for the erection of a detached dwelling on land adj. Windy Ridge, Cold Hill Lane, New Mill, Holmfirth, HD9 7JX.
- A pre-planning application for the proposals was submitted to the Planning Department and feedback was received in 2025 via reference 2025/20187.
- Additional pre-planning feedback was also obtained directly from the Highways Department following the submission of additional Highways information.
- The existing site is an area of garden associated with Windy Ridge, Cold Hill Lane, New Mill.
- The proposed development would provide 4 bedroom accommodation and will assist with the Local Authorities target for new housing provision.
- The immediate site is approximately 394m² / 0.0394ha.

Context

- The site is located/accessed directly off Cold Hill Lane which is in close proximity to the centre of the village of New Mill.
- The existing site is an area of garden currently within the domestic curtilage of Windy Ridge, Cold Hill Lane, New Mill.
- The site is not within a Conservation Area nor within the Greenbelt and is undesignated on the UDP maps.
- The area is characterised by detached dwellings finished in stone with the majority on the North East side of Cold Hill Lane appearing single storey from highway level but two/three storey from the rear.

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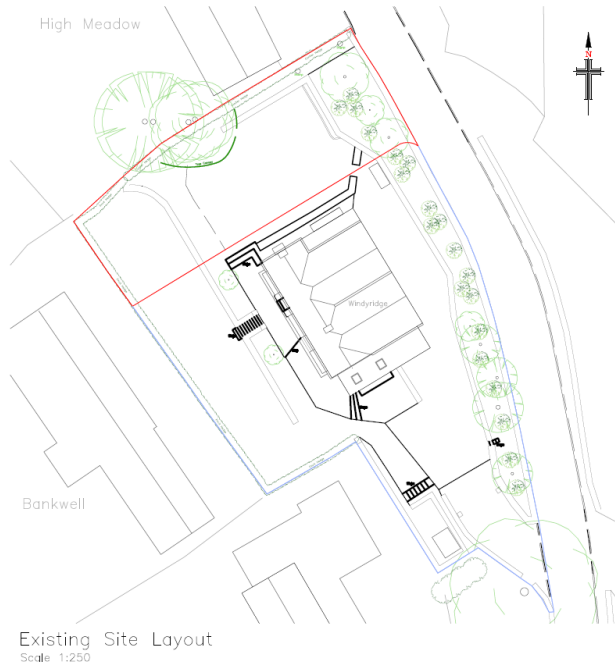
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Ownership

The below plan indicates the clients' ownership boundary and existing & proposed site layouts:



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Scale, Massing & Appearance

The proposed dwelling has been designed to appear single storey when viewed from the highway and two and a half storeys when viewed from the rear to suit the existing topography. The ridge height is set lower than the existing dwelling located to the North (High Meadow) and higher than the ridge height of the existing dwelling to the South (Windy Ridge) maintaining the stepped appearance typical of Cold Hill Lane.

The proposed dwelling will have a separation distance from High Meadow by 4.3m and 3m to Windy Ridge. The proposed development takes cues from the character of the built and natural environment within the locality and is to be constructed of natural stone walling, blue slate roof and grey fenestration, all of which are prevalent in the immediate vicinity.

The proposed rear dormers are to be clad in standing seam aluminum to allow them to blend into the roofscape understating them as defining features.

The proposed dwelling will benefit from approximately 213m² of amenity space to the sides and rear along with a private first floor terrace.

The property will provide 2 off street parking spaces within the integral double garage with a further space located on the driveway. The driveway provides sufficient space for vehicle turning to ensure vehicles can enter and exit in a forward gear.

An element of soft landscaping is provided to the street scene but this has had to be balanced against Kirklees Highways requirement for vehicle turning provision.



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As part of the pre-planning feedback received, the delegated officer requested further imagery to be able to better understand the relationship of the proposed retaining wall between the proposed dwelling and Windy Ridge. In response to this the external stair has been repositioned to now be located to the South (Windy Ridge side) to lessen the impact as the retaining wall will step down with the external stair, thus diminishing along its length. Planting via trellises has also been incorporated to add visual interest to the wall.

It should also be noted that the existing rooms within Windy Ridge adjacent to the proposed retaining wall are a w/c and utility room along with the fact Windy Ridge is also in our clients ownership.



Access

Access to the existing site would be via a new 6m wide access served directly off Cold Hill Lane.

It is noted visibility splays are below the minimum requirements, however, further to additional pre-planning application feedback received from Mr Chris Dows (Kirklees Highways) email dated 07.05.2026;

"It is acknowledged that the survey data confirms that Cold Hill Lane is lightly trafficked, with an average of around 216 vehicles per day, with 85th percentile traffic speeds of 22.5mph southbound and 24.4mph northbound. It is noted that these speeds equate to a stopping sight distance, Y- distance, of 32m to the north and 33.5m to the south.

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The submitted plan, Drawing No. 0001, Oct 25 – “Proposed Visibility”, demonstrates that 33.5m is achievable to the south, whilst to the north 18m is achievable, a shortfall of 14m. These distances are based on an X – distance of 2m rather than the normally recommended 2.4m. It is acknowledged that a minimum X – distance of 2m may be considered in lightly trafficked slow speed situations, but that doing so is likely to mean that to enable a driver to see the front of some vehicles will protrude slightly into the carriageway.

A review of road traffic collision data confirms that there have been no recorded personal injury collisions within the vicinity of the site along Cold Hill Lane, including its junction with Huddersfield Road, which suggests Cold Hill Lane operates safely.

To summarise, it is recognised that the proposed access arrangements do not fully accord with recommended guidance in terms of visibility to the north, however, taking into consideration the characteristics of Cold Hill Lane i.e. low traffic volumes, actual vehicle speeds and the absence of any recorded injury collisions, it is considered that subject to addressing the following issues, as set out below, it would be difficult to justify an objection to the proposals on the grounds of highway safety.

Issues to address; for completeness this includes previously raised issues, which must be satisfactorily addressed.

- *A 4-bedroom dwelling should provide 3 off street parking spaces. To contribute towards parking provision a garage must provide minimum internal dimensions of 3m wide by 6m long.*
- *The site falls away steeply to the west from Cold Hill Lane, the gradient of the access and parking areas shall be no greater than 1:20*
- *Due to visibility constraints the internal layout shall include internal turning to enable vehicles to enter and exit the site in a forward direction*
- *The boundary walls shall be realigned to the back of the visibility splays, the area within the visibility splays shall be hard surfaced with no obstruction to visibility within the splays so formed”*

The above feedback was provided upon receipt of the additional highways information produced by Paragon Highways (Technical Note), this is also included in this submission. All of the above requirements have been incorporated into the proposed scheme, 3 parking spaces are provided (2 within the integral garage and a further space on the driveway), the garage internal dimensions are 6m deep by 5.4m wide exceeding the minimum requirement for a double garage, vehicle turning is provided on the driveway and no part of the driveway would exceed a 1:20 gradient.

Given all pre-planning requirements have been met, Kirklees Highways Department should be able to support the scheme.

Off road parking would be unaffected for the existing dwelling (Windy Ridge).

Agent Request

- Hinchliffe Architecture & Design Ltd would politely ask to be contacted by the delegated Planning officer prior to a formal determination of the application.

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Kirklees Local Plan Policies:

- **LP 1** – Achieving Sustainable Development
- **LP 2** – Place Shaping
- **LP 3** – Location of New Development
- **LP 7** – Efficient and Effective Use of Land and Buildings
- **LP 20** – Sustainable Travel
- **LP 21** – Highway Safety
- **LP 22** – Parking Provision
- **LP 24** – Design
- **LP 30** – Biodiversity and Geodiversity
- **LP 33** – Trees
- **LP 51** – Protection and Improvement of Local Air Quality
- **LP 52** – Protection and Improvement of Environmental Quality
- **LP 53** – Contaminated and Unstable Land

National Planning Policy Framework:

- **Chapter 2** – Achieving Sustainable Development
- **Chapter 4** – Decision-Making
- **Chapter 5** – Delivering a Sufficient Supply of Homes
- **Chapter 8** – Promoting Health and Safe Communities
- **Chapter 9** – Promoting Sustainable Transport
- **Chapter 11** – Making Efficient Use of Land
- **Chapter 12** – Achieving Well-Designed Places
- **Chapter 14** – Meeting the Challenge of Climate Change, Coastal Change and Flooding
- **Chapter 15** – Conserving and Enhancing the Natural Environment

