



Paddock Road, Kirkburton.

Design & Access Statement

On Behalf of Persimmon, West Yorkshire
October 2026



Introducing Land West of Paddock Road, Kirkburton.



**PEGASUS
GROUP**

ABOUT PEGASUS GROUP

Since 2003, we've been solving planning and development problems for our clients successfully, and we're really proud of that. Even though our work is complex, what we deliver for our clients is very simple: we deliver results.

Expertly Done sums up our approach. We listen and learn from our clients, working as true partners who are passionate about delivering excellence and expertise on every step of the journey.

Everything we do is **Expertly Done**.

Pegasus Group
5th Floor (East)
Capitol
Russell Street
Leeds
LS1 5SP

www.pegasusgroup.co.uk | T 0113 287 8200

October 2026 | Project code: P25-1724

© Copyright. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group Ltd.
Crown copyright. All rights reserved. Licence number 100042093.

♻️ Printed material produced by Pegasus Design Leeds is printed on paper from sustainably managed sources and all parts are fully recyclable.

Land west of Paddock Road presents an exciting opportunity to deliver a thoughtfully designed, attractive neighbourhood in the north east of Kirkburton. Inspired by the area's rich landscape character and village heritage, this new place to live, work and play will embrace contemporary urban design principles while responding sensitively to its surroundings. The vision includes:

- A well-connected network of welcoming streets and public spaces that encourage movement and interaction;
- Green frontages and species-rich hedgerows that enhance biodiversity and soften the built environment;
- Strong visual and physical links to the surrounding landscape and existing green corridors;
- A diverse mix of homes to suit a variety of household sizes and needs;
- Architecture and design that reflect and respect the character of Kirkburton, creating a distinctive and locally rooted neighbourhood.

CONTENTS

01 INTRODUCTION	4
02 ASSESSMENT.	7
03 PREPARING PADDOCK ROAD	25
04 THE MASTERPLAN AND DESIGN	31
05 CONCLUSION	62
06 APPENDIX 1 – THE PARAMETER PLAN	64

NOTE: THIS DOCUMENT IS DESIGNED TO BE PRINTED DOUBLE SIDED
OR VIEWED ELECTRONICALLY AS SPREADS

01 INTRODUCTION

INTRODUCING THE SITE

- 1.1 This Design and Access Statement (DAS) has been prepared by Pegasus Design, part of Pegasus Group, on behalf of Persimmon Homes West Yorkshire to support an Outline Planning Application for residential development on land west of Paddock Road, Kirkburton.
- 1.2 The proposed development comprises up to 160 dwellings, including the provision of affordable housing, with details of layout, scale, appearance and landscaping reserved for subsequent consideration.
- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement. The DMPO also states the following requirements:
- “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
- (a) the design principles and concepts that have been applied to the development; and
 - (b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
- (a) explain the design principles and concepts that have been applied to the development;
 - (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - (e) explain how specific issues which might affect access to the development have been addressed.”

PURPOSE OF THE STATEMENT

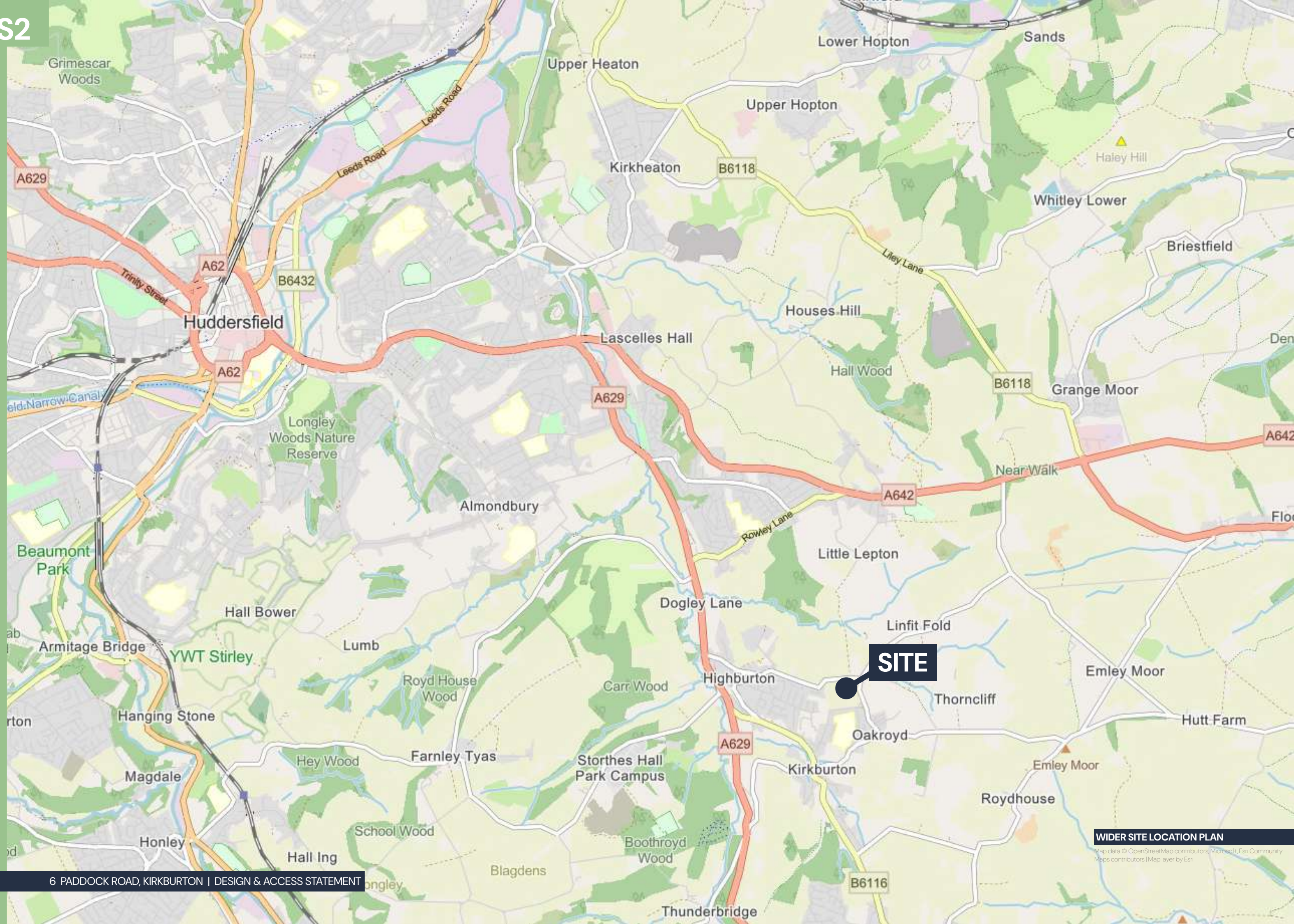
- 1.4 The purpose of this Design and Access Statement is:
"...to explain how the proposed development is a suitable response to The Site and its setting, and demonstrate that it can be adequately accessed by prospective users." (para. 029, PPG, Reference ID: 14-029-20140306)
- 1.5 This document achieves this within the following sections:
- Introduction**
- 1.6 Outlines the purpose of this document and presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy.
- Assessment**
- 1.7 Considers the site and its surroundings in terms of both the local and wider physical, historical and social setting, as well as the technical and architectural context.
- Preparing Paddock Road**
- 1.8 Presentation of the design principles that have been derived from a combination of Government Policy and site assessment, as well as its key findings and how this informed a design evolution.
- The masterplan and design**
- 1.9 Presentation of the key design proposals including the masterplan, housing tenure and mix, building heights, parking plan, boundary treatments, landscape design, refuse plan, materiality approach and townscape and overlooking.
- Summary**
- 1.10 This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

NATIONAL DESIGN GUIDE.

- 1.11 The 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.
- 1.12 It is based on national planning policy, practice guidance and objectives for good design as set out in the National Planning Policy Framework. Specific, detailed and measurable criteria for good design are most appropriately set out at the local level. They may take the form of local authority design guides, or design guidance or design codes prepared by applicants to accompany planning applications.
- Introducing the ten characteristics**
- 1.13 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 CRITERIA GUIDE
THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES



02 ASSESSMENT.

- 2.1 The first step in the design process was to gain a thorough understanding of the context within which the site sits. This section sets out the contextual analysis which has been undertaken.

CONTEXTUAL REFERENCE.

- 2.2 The application site is located to the north eastern edge of the settlement of Kirkburton, a town approximately 6 miles south east of Huddersfield and within the local authority of Kirklees Council. In the context of the wider area, Wakefield lies approximately 12 miles to the north east and Barnsley, approximately 13 miles to the south east.
- 2.3 The Site is bounded by Moor Lane to the north, Paddock Road to the east and Burton Acres Lane to the south. Existing residential development is located to the south and west, with more open agricultural land to the north and east.
- 2.4 The Site extends to approximately 7.5 hectares and comprises predominantly pastoral grassland, currently used for grazing. The landform is gently undulating, with a gradual fall from the south-east towards the north-west. The Site is subdivided by a network of dry stone walls and sections of hedgerow, with intermittent trees primarily located along field boundaries, particularly towards the western edge. A Public footpath (KIR/70/10) runs along the western boundary, forming part of the local Public Rights of Way network.
- 2.5 The Site is located within the West Yorkshire Green Belt. It is Persimmon Homes's view that the site is situated in a sustainable location, with numerous facilities and services available to potential future residents.





SITE CONTEXT PHOTOS.

- 2.6 The site is located to the east of the built-up area comprising the village of Kirkburton. The site is bound by dry stone walling, with trees and vegetation along the boundaries to Moor Lane and Paddock Road. There are existing dwellings backing onto the western boundary of the site, Moor Lane and Woodland Meadows, single and two storey dwellings. There is an existing public right of way (PROW) [KIR/70/10] which runs parallel to the western boundary of the site, in a north-south direction.
- 2.7 The site slopes gently down from the eastern boundary to the western boundary of the site.





SMITHS ARMS
MORRISONS DAILY
HIGHBURTON CE FIRST SCHOOL
BURTON HALL VILLAGE HALL

SPRING GROVE FISHERIES
THE FOXGLOVE

GREGORY PLAYING FIELDS

GREGORY FIELDS TENNIS CLUB

KIRKBURTON LIBERAL CLUB

KIRKBURTON PRE-SCHOOL & MIDDLE SCHOOL

THE JUNCTION INN

NORMAN'S NEIGHBOURHOOD KITCHEN

JOYS COFFEE HOUSE

BURTON DEAN PARK

CO-OP FOOD

KIRKBURTON LIBRARY

THE KIRKBURTON HUB

KIRKBURTON C OF E FIRST SCHOOL

KIRKBURTON CRICKET CLUB

LOCAL SERVICES AND FACILITIES PLAN

LOCAL SERVICES AND FACILITIES

2.8 It is Persimmon Homes’s view that the site is situated in a sustainable location, with numerous facilities and services available to potential future residents.

Retail and Services

2.9 The village centre lies to the south of the site, an approximately 15 minute walking distance from the site, which includes a village butcher, co-op retail store, hair salon, and beauty treatment rooms, hardware store and a number of charity shops.

2.10 Alongside these there are a number of restaurants and pubs within walking distance of the site, including; The Junction Inn (approx. 10 minute walking distance), Smiths Arms (approx. 13-minute walking distance), as well as a number of others within the village: The Foxglove, Joys Coffee House, The Bakery, Spring Grove Fisheries, and Normans Neighbourhood Kitchen

Education

- 2.11 A diverse selection of schools for all age groups are also offered in the area, providing a good range of choice for local residents. The site is close to the following early years care and educational facilities:
- Kirkburton Pre-School
 - Highburton Playgroup
 - Kirkburton CE First School
 - Highburton CE First School
 - Kirkburton Middle School
 - Shelley High School
 - King James High School

Community Facilities

- 2.12 There are several community facilities within a walking distance of the site; to the western boundary of the site lies Gregory Playing Fields and Skate Park, which includes a number of tennis courts and football pitches and is home to local football team; Kirkburton AFC, as well Gregory Fields Tennis Club. To the southwest of the village is Kirkburton Cricket Club.
- 2.13 Kirkburton Library, which lies within the village centre and is run by Kirklees council, provides a range of services; including public access PCs, assistive technology and access to council services.
- 2.14 Burton Village Hall, to the northwest of the site, is a key hub within the community and is regularly used by a number of community groups including Highburton playgroup, Burton Out of school club, Baby & Toddler classes, Brownies, Karate and Yoga classes and music classes.

Health Facilities

- 2.15 Within the centre of the village is Kirkburton Health Centre, Kirkburton Eyecare and Rowlands pharmacy. Additional dental and health facilities are located a short driving distance away, with Scissett Dental surgery an approx. 13-minute drive away and additional health facilities within Huddersfield.

Religious Buildings:

- 2.16 All Hallows Church, Kirkburton is a Grade I listed church within the village. There are a number of religious buildings for varying religions within Huddersfield, a short driving distance away.

 RED LINE BOUNDARY

 MAIN ROAD

 CHURCH

 LIBRARY

 COMMUNITY CENTRE

 PLAY AREA/ SPORTS FIELD

 PARK

 SCHOOL

 HEALTH CENTRE

 CAFE

 PUB/BAR

 RESTAURANT

 SHOP





118 PADDOCK ROAD



KIRKBURTON CONSERVATION AREA BY JIM WALTON



OLD FORGE BY RICHARD HEYWOOD, HISTORIC ENGLAND

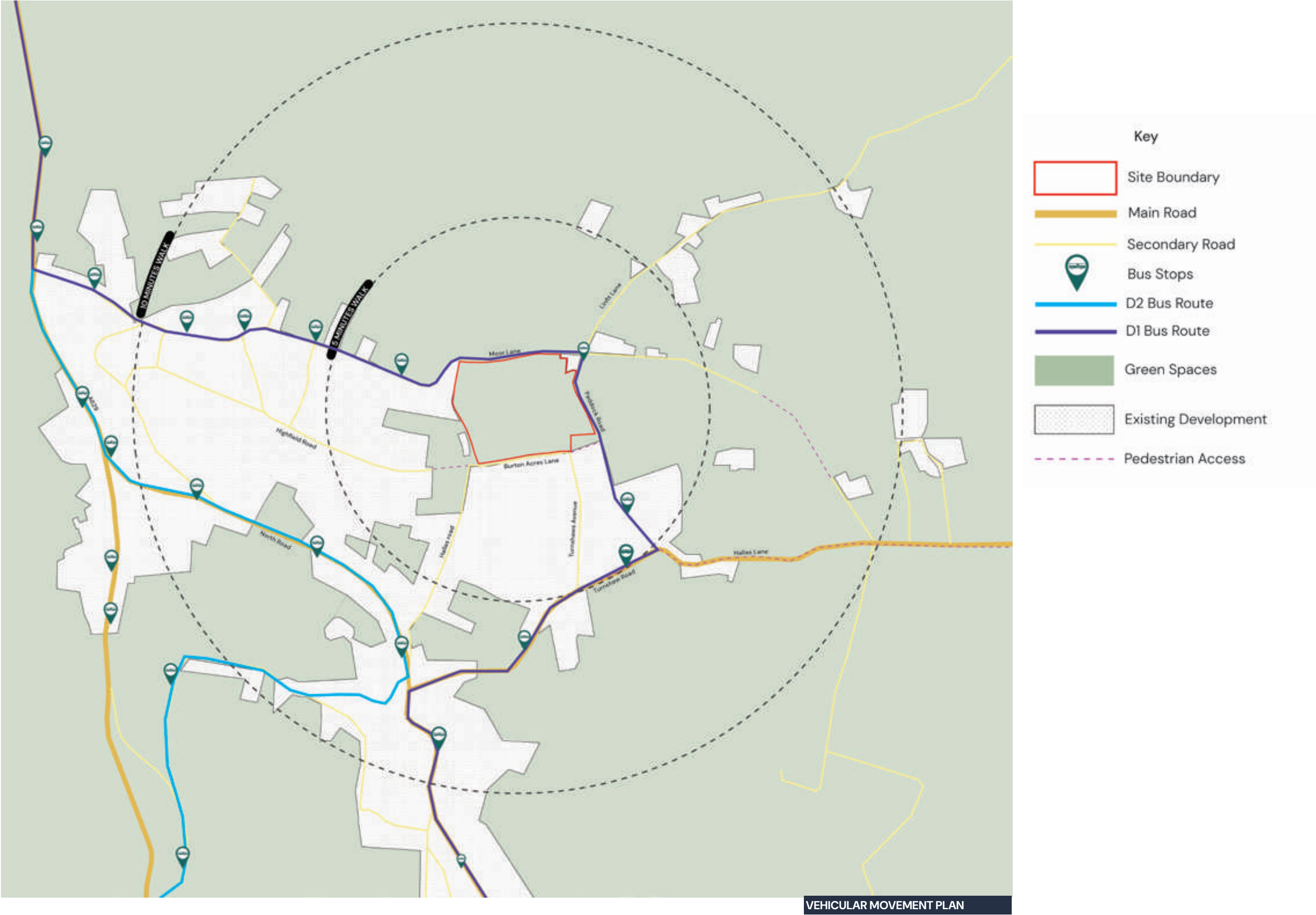


HIGHBURTON CONSERVATION AREA BY HUMPHREY BOLTON

HERITAGE AND CONSERVATION.

- 2.17 The Site does not lie within a Conservation Area. Kirkburton conservation area follows the historic core of the village along Huddersfield Road and North Road. The conservation area includes a number of listed buildings; Old Forge – Grade II, Church of All Hallows – Grade I, Yew Tree Farm – Grade II.
- 2.18 Adjacent to the site but outside of the conservation area sits 118 Paddock Road – A Grade II Listed farmhouse, circa late 18th century / early 19th century.
- 2.19 List of Grade II Listed Buildings in close proximity:
- 118 Paddock Road – Grade II
 - 80&82 Paddock Road – Grade II
 - 72 & 74 Paddock Road – Grade II
 - Former Water Mill at Manor Mil Farm – Grade II
 - Old Forge – Grade II

- RED LINE BOUNDARY
- CONSERVATION AREA
- GRADE II LISTED BUILDING



PEDESTRIAN AND VEHICULAR MOVEMENT

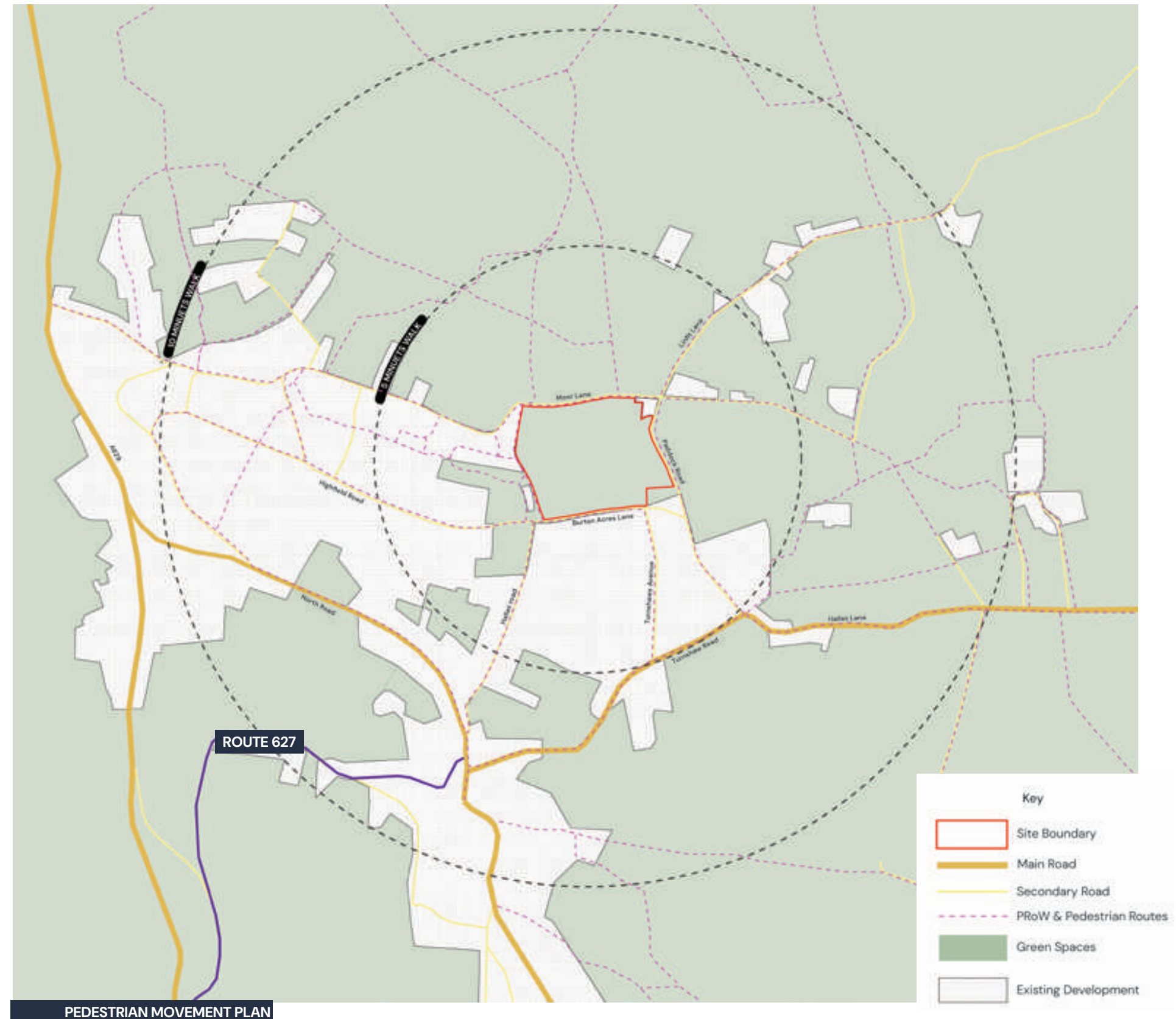
- 2.20 The village of Kirkburton lies to the east of the A629 Penistone Road, which provides a primary route to the north towards Huddersfield, and towards Sheffield to the south.
- 2.21 Moor Lane runs in an east-west direction along the northern boundary of the site; the highway has a footway to the northern side of the highway only. Paddock Road runs along the eastern boundary of the site, with a pedestrian footway to the eastern side of Paddock Road only.
- 2.22 The site sits to the north of Burton Acres Lane; this has restricted (pedestrian only) access to Paddock Road and is accessible from residential access roads, Turnshaws Avenue or Hallas Road.
- PROW KIR/70/10 runs parallel to the western boundary of the site.
 - PROW KIR/91/10 heads northwards from Moor Lane to the north of the site

National Cycle Network.

- 2.23 Route 627 of the national cycle network connects Kirkburton to Millhouse Green and the Trans Pennine Trail via Shipley. The route travels on local roads through the villages of Stocksmoor, Shepley and Huddingley.

Public Transport

- 2.24 The closest bus stop to the site is situated on Paddock Road, at the junction with Moor Lane, which provides bi-hourly services to Denby Dale, Clayton West and Huddersfield bus station. The closest railway station is Stocksmoor, which is an approximately 7-minute drive from the site, which provides hourly northern rail services to Sheffield, Meadowhall, Barnsley and Huddersfield.



PLANNING POLICY CONTEXT

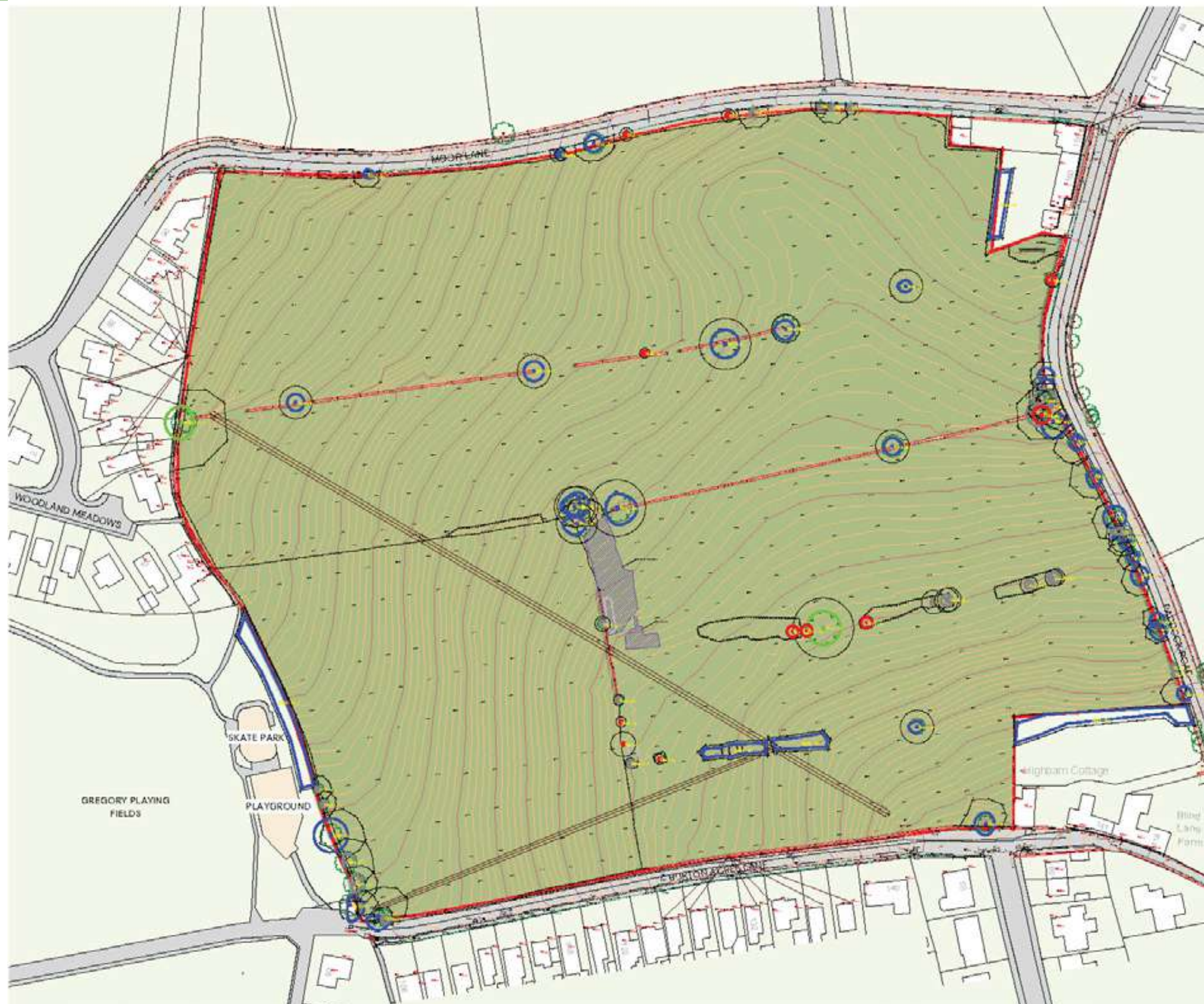
- 2.25 A full consideration of the planning policy context is set out within the accompanying Planning Statement. A summary of the principal policy considerations relevant to the design evolution and development framework is provided below.
- 2.26 The determination of planning applications is governed by Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan comprises the adopted Kirklees Local Plan (2019), including the Strategy and Policies document, Allocations and Designations document and associated Policies Map. National policy, as set out within the National Planning Policy Framework (NPPF) (August 2026), together with relevant Planning Practice Guidance (PPG), is also a material consideration in the determination of planning applications.
- 2.27 The NPPF establishes the Government's planning policies for England and confirms that the purpose of the planning system is to contribute to the achievement of sustainable development through the delivery of economic, social and environmental objectives. These objectives should be pursued in mutually supportive ways to ensure the delivery of sustainable and well-designed communities.
- 2.28 At the heart of the Framework is the presumption in favour of sustainable development. Where relevant development plan policies are out of date, decision-makers are required to have regard to the policies of the NPPF as a whole and the benefits arising from sustainable development proposals, including the delivery of new homes and affordable housing. The adopted Kirklees Local Plan is currently being reviewed, with work underway to prepare a new Local Plan to guide growth beyond the current plan period. Whilst this process is ongoing, the emerging Local Plan remains at an early stage and can therefore be afforded limited weight in decision-making.
- 2.29 The Council's housing land supply position is also a significant material consideration. Kirklees Council is currently unable to demonstrate a five-year supply of deliverable housing land. In these circumstances, national policy places increased importance on the delivery of sustainable residential development that contributes towards meeting identified housing needs.
- 2.30 The Proposed Development will deliver up to 160 dwellings, including 35% affordable housing, in a sustainable location adjacent to the existing settlement of Kirkburton. As demonstrated within the accompanying Planning Statement, the Site lies within the Green Belt but is considered to comprise Grey Belt land for the purposes of the NPPF. The Development Framework Plan has been informed by the Site's opportunities and constraints, including its landscape, heritage and movement context, creating a landscape-led residential neighbourhood supported by significant areas of public open space and green infrastructure.
- 2.31 This Design and Access Statement demonstrates how the principles of sustainable development, high-quality design, accessibility, landscape integration and placemaking have informed the evolution of the proposals and the resulting Development Framework Plan.

NATIONAL DESIGN GUIDE

- 2.32 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.
- 2.33 The ten characteristics are: –
1. Context – enhances the surroundings.
 2. Identity – attractive and distinctive.
 3. Built form – a coherent pattern of development.
 4. Movement – accessible and easy to move around.
 5. Nature – enhanced and optimised.
 6. Public spaces – safe, social, and inclusive.
 7. Uses – mixed and integrated.
 8. Homes and buildings – functional, healthy, and sustainable.
 9. Resources – efficient and resilient.
 10. Lifespan – made to last.

LOCAL POLICY – KIRKLEES LOCAL PLAN

- 2.34 At the local level, the adopted Kirklees Local Plan (2019) provides the principal framework for assessing the proposed development. Relevant policies include LP1 (Presumption in Favour of Sustainable Development), LP2 (Place Shaping), LP3 (Location of New Development), and LP24 (Design), together with a range of thematic policies relating to housing, transport, environmental protection and infrastructure provision.
- 2.35 Policy LP2 requires development to positively respond to local character and contribute to place-making, while Policy LP3 directs new development to sustainable locations that reflect the settlement hierarchy and growth priorities of the district. Policy LP11 seeks to ensure the delivery of high-quality housing that addresses identified needs and supports the creation of mixed and balanced communities.
- 2.36 Design is a key consideration under Policy LP24, which requires high-quality design to be embedded from the outset and to respond appropriately to local context. Supporting policies, including LP21 (Highways and Access), LP30 (Biodiversity), LP32 (Landscape), and LP35 (Historic Environment), ensure that development is accessible, environmentally responsive, and sensitive to its surroundings.
- 2.37 In addition, Policy LP5 (Masterplanning) is of relevance, requiring development to achieve a high standard of design, incorporate green infrastructure and open space, and respond to landscape character through a coordinated and permeable layout.
- 2.38 Policy LP32 (Landscape) is of particular importance in relation to landscape and visual considerations, requiring development to take account of and enhance landscape character, including the setting of settlements, the pattern of woodland, trees, field boundaries and the appearance of landscape features.
- 2.39 Policy LP33 (Trees) is also relevant, seeking the retention of trees and woodland that contribute to amenity and landscape character, and requiring appropriate mitigation and replacement planting where loss is necessary.
- 2.40 Furthermore, Policy LP63 (New Open Space) supports the provision of well-designed and accessible green space that enhances the natural environment, contributes to visual amenity and supports community wellbeing.
- 2.41 Taken together, the Development Plan supports the delivery of sustainable, well-designed residential development in appropriate locations. The proposed scheme has been developed in accordance with these policy requirements and demonstrates a clear alignment with the overarching objectives of the Local Plan.



- RED LINE
- CANOPY OF EXISTING TREES
- CATEGORY A TREES
- CATEGORY B TREES
- CATEGORY C TREES
- CONTOUR EVERY 0.2M
- CONTOUR EVERY 1M
- EXISTING STRUCTURE
- OVERHEAD ELECTRICITY LINES

TREE SURVEY.

- 2.42 A tree survey was undertaken in August 2025 in accordance with BS5837:2012 to inform the proposed development at Paddock Lane and Moor Lane, Kirkburton. The survey identified a total tree population comprising individual trees and groups of mixed species, predominantly including common ash, sycamore, hawthorn, oak, and occasional lime and willow.
- 2.43 The surveyed trees are primarily of moderate quality (Category B, 49%) and lower quality (Category C, 33%), with a smaller proportion identified as high quality (Category A, 3%). A notable proportion (15%) fall within Category U, indicating trees that are unsuitable for retention due to poor condition or limited life expectancy.
- 2.44 High-quality trees (Category A), including mature oak and sycamore specimens, make a positive contribution to the local landscape and are suitable for long-term retention. Category B trees also offer notable amenity value and are generally in good condition, while Category C trees are of lower value and are often younger or of reduced form.
- 2.45 The tree stock is dominated by semi-mature specimens (56%), with smaller proportions of young (17%), mature (10%), and early mature trees (5%). Approximately 12% of trees are dead, reflecting a degree of decline within the site's vegetation.
- 2.46 Overall, the majority of retained trees are in fair to good physiological and structural condition, although some show localised issues such as past pruning, restricted rooting environments (e.g. adjacent to walls and roads), or minor crown dieback.
- 2.47 Root Protection Areas (RPAs) have been calculated in accordance with BS5837 to guide the design process. In several cases, RPAs are influenced by existing site features such as drystone walls, roads and level changes, requiring adjustment to reflect realistic rooting patterns. To inform this process, a Ground Penetrating Radar (GPR) survey was undertaken along key site boundaries to better understand existing rooting extents and assist in accurately defining RPAs where rooting patterns may be constrained by existing site features. This information has informed the Development Framework Plan and the retention strategy for important trees and landscape features.

KEY ARBORICULTURAL CONSIDERATIONS

- 2.48 **Retention Strategy:**
The majority of Category A and B trees are suitable for retention and should be integrated into the layout.
- 2.49 **Tree Removal:**
Trees identified as Category U, including dead or severely declining specimens, are recommended for removal to facilitate development and for safety reasons.
- 2.50 **Construction Impacts:**
Protective fencing and exclusion zones will be required during construction to safeguard retained trees and their RPAs.
- 2.51 **Site Constraints:**
Tree positions, RPAs, and linear features such as stone walls influence the developable area and layout configuration.
- Conclusion**
- 2.52 The site contains a mixed-quality tree population with a strong proportion of retainable trees that contribute to site character. With appropriate design responses and tree protection measures, the proposed development can be accommodated while retaining the most valuable arboricultural features and mitigating impacts on the existing landscape resource.

TOPOGRAPHY

- 2.53 The site comprises approximately 7.5 hectares of land characterised by a moderately sloping and undulating landform, with a clear variation in levels across the site.
- 2.54 Topographical survey data indicates that ground levels range from approximately 148m AOD at the lowest points within the north-western and western extents, rising to approximately 174m AOD along the southern and eastern boundaries.
- 2.55 This establishes a pronounced fall across the site from the south-east towards the north-west, reflecting the wider local landform. The gradient is generally consistent, although localised variations occur due to existing features such as field boundaries, embankments and retained vegetation.
- 2.56 The site is enclosed in parts by existing dry stone walls and vegetation, which further define level changes and contribute to the legibility of the topography.

LOCAL ARCHITECTURAL CHARACTERISTICS

Local character summary

- 2.57 There is a diversity of building styles and materials within Kirkburton, whilst still having sufficient uniformity overall to create a character which is distinctive. Historically the choice of building materials reflects what would have been available locally. The predominate material palette in Kirkburton is stone, with a combination of artificial and natural stone (used in the more historic properties within the village). There are a few occurrences of red brick and several rendered buildings which add variety to the streetscape.

Moor Lane/ Woodland Meadows

- 2.58 The residential development to the south of Moor Lane, including Woodland Meadows and Cotswold Mews was constructed in the 1980's / early 1990's, and has a number of key characteristics. Along Moor Lane, dwellings are set back from highway approx. 5-6m, often behind (1m high approx.) dry stone walls. Similarly, on Woodland Meadows, dwellings are set back behind 5-6m long front gardens, however there are limited boundary treatments to differentiate between public and private domain. The predominate material palette in this area is artificial stone, with art stone head and cills, with grey tiled roofs.
- 2.59 There are a mix of single storey and 2 storey dwellings, with a number of the dwellings in this area being gable fronted.

Paddock Road

- 2.60 Along Paddock Road, there is a mix of older stone terraced dwellings and larger semi-detached dwellings, with hipped roofs, render and red brick, typical of post war construction styles. Dwellings are set back approximately 6metres from the highway, with the primary access stepped/sloped down from highway and the majority of dwellings having front parking. Primary access to side elevation of dwellings.
- 2.61 The older properties along Paddock Road, include the Grade II Listed 72 & 74, and 80 & 82 Paddock Road, which form part of a row of dwellings, dated 1792. These dwellings are hammer dressed stone, with stone quoins, stone mullions and grey slate roofs. There are a number of similar dwellings, including a row of terraced dwellings at the junction of Paddock Road and Moor Lane, these are natural stone with stone surround details to doors and windows, stone mullions, stone corbel details and slate roofs.



Burton Acres Lane

- 2.62 Primarily late 20th Century development, dwellings are set back from the highway behind lawned front gardens, between 6–10m in length. Key features used in this area are gable fronted dwellings, predominately 2 storey dwellings, bay windows. Predominate materials are artificial stone facing to the front elevations, and buff / pale red brick to side and rear elevations. Many of the gable fronted dwellings have the primary access on the side elevation, accessed from the driveway.
- 2.63 Dwellings are predominately side parked with detached garages to rear of dwellings or car ports to the side of dwellings. There are very few front boundary treatments to the front of dwellings with some low hedge and shrub planting. The differentiation between public and private space is limited.



Turnshaws Avenue

- 2.64 At the northern end of Turnshaws Avenue, buildings are predominately single storey dwellings, or dormer bungalows, red brick with grey roof tiles, although there are a handful of dwellings with red roof tiles. Low brick walls differentiate between the public and private realm. Towards the south of Turnshaws Avenue, the storey height increases to predominately two storey redbrick terraced dwellings.
- 2.65 A handful of dwellings have been recently renovated to include large, gable windows, use of off-white render and timber cladding, which contrasts with the existing character of the area.



Primrose Drive

- 2.66 More recent residential development within Kirkburton has been on the site of the former mill. This area was constructed in 2018, by Redrow Homes. The development includes a mix of detached, semi-detached and terraced dwellings. The materials palette within this development helps to define this character area through the use of red brick, render and a range of details including, tile hanging to bay windows, circular windows, timber cladding, splayed brick heads, and contrasting brick banding. As well as the use of both red and grey roof tiles.





- RED LINE BOUNDARY
- EXISTING TREES & HEDGES
- VEHICULAR & PEDESTRIAN ACCESS
- PEDESTRIAN ACCESS POINTS
- PUBLIC RIGHTS OF WAY
- EXISTING DRY STONE WALL
- SINGLE-STOREY DWELLING
- PROTECT EXISTING RESIDENTIAL AMENITY SPACE
- UTILITY OVERHEAD LINES (11KV)
- UTILITY UNDERGROUND LINES (11KV)
- CANOPY OF EXISTING TREES
- CATEGORY A TREES
- CATEGORY B TREES
- CATEGORY C TREES
- GRADE II LISTED BUILDING
- GREEN BUFFER

CONSTRAINTS & OPPORTUNITIES PLAN

THE OPPORTUNITIES & CONSTRAINTS.

- 2.67 The Opportunities and Constraints associated with the proposed development have been identified following the assessment of the site and its surroundings, as detailed in the Assessment Section. These are listed below and shown on the Opportunities and Constraints Plan opposite. This assessment of the site and its surroundings has informed the design proposals.

Opportunities

The Site has the potential to deliver a sustainable residential development comprising up to 160 dwellings, including 35% affordable housing, supported by public open space, landscaping and sustainable drainage infrastructure.

ACCESS AND MOVEMENT

- The Site provides an opportunity to create a single, well-defined vehicular access from Moor Lane, minimising impacts on the surrounding highway network.
- There is also an opportunity to prioritise walking and cycling through the provision of new footpaths and greenways within and around the Site, linking to surrounding streets and the wider Public Rights of Way network.
- Public Footpath KIR/70/10 along the western boundary presents an opportunity to be retained and integrated into the development. Appropriate landscape buffers and planting can help soften views and enhance the user experience.

LANDSCAPE, GREEN INFRASTRUCTURE AND SUDS

- The site provides opportunities to create landscaped green buffers along sensitive boundaries, particularly adjacent to the Grade II Listed Building, helping to enhance biodiversity, strengthen landscape character and protect heritage setting.
- The north-western part of the Site offers the opportunity to create a multifunctional green corridor incorporating planting, sustainable drainage and pedestrian routes to improve biodiversity and connectivity.
- Existing vegetation, mature trees and drystone walls can be retained and integrated within a connected network of green infrastructure throughout the Site.

DESIGN AND CHARACTER

- The Site provides an opportunity to deliver high-quality architecture informed by the local character and vernacular of Kirkburton. Development can respond positively to the surrounding built form,

landscape setting and edge-of-settlement location, creating an appropriate transition between the village and the surrounding countryside.

- The diversion of the existing overhead electricity lines presents an opportunity to improve the visual quality of the Site, increase development flexibility and strengthen the integration of development, public open space and green infrastructure.

Constraints

- The Site lies within the West Yorkshire Green Belt. As demonstrated in the accompanying Planning Statement, the Site is considered to comprise Grey Belt land for the purposes of the National Planning Policy Framework (August 2026).
- A Grade II Listed farmhouse is located to the south-east, requiring careful consideration of its setting.
- The Site adjoins Gregory Playing Fields and existing residential development, influencing layout, access arrangements and the relationship between built form and open space.
- Public Footpath KIR/70/10 runs along the western boundary and represents a sensitive recreational receptor with direct views across the Site.
- Residential properties along Burton Acres Lane form a sensitive southern edge with a close visual relationship to the Site.
- Existing drystone walls within and around the Site are important landscape features that should be retained where practicable.
- Existing 11kV overhead electricity lines cross the Site, influencing the developable area, layout and landscape structure. Whilst diversion is proposed, their current alignment remains a key consideration in establishing the development framework.
- Category A and B trees are present along the Site boundaries and make an important contribution to landscape character.
- The Site comprises gently undulating land, falling from approximately 170m AOD in the south-east to 148m AOD in the north-west, influencing drainage, views and the pattern of development.



03 PREPARING PADDOCK ROAD

DESIGN PRINCIPLES

- 3.1 The principles established form a clear framework for creating a distinctive place, characterized by consistent, high-quality design. These principles are informed by the site assessment and aligned with the goal of delivering a development that meets the standards set out in the NPPF and Planning Practice Guidance, specifically:

Accessibility

“The ability to move safely, conveniently and efficiently to and within a place will have a great influence on how successful it is. The experience for all users, whatever their mobility or mode of transport are important” (Planning Practice Guidance, Paragraph: 022 Reference ID: 26-022-20140306)

- Ensure convenient, safe, and direct access for all residents to local facilities, play areas, and homes;
- Provide efficient primary vehicular access to the site from Moor Lane;
- Establish a clear movement hierarchy with easily recognisable routes that create a balanced street network;
- Maintain a human scale in the built form to support ease of orientation and a sense of place.

Creation of amenity space

“Public spaces are available for everyone to see, use, enjoy. They help bring neighbourhoods together, and provide space for social activities and civic life”

(Planning Practice Guidance, Paragraph: 018 Reference ID: 26-018-20140306)

- Provide public green spaces with planting and pathways to create strong pedestrian connections throughout the development;
- Position homes to front onto open spaces and green links, enhancing natural surveillance and fostering a sense of security;
- Ensure private amenity space for all new residents

Locating development in sustainable locations

“..... the type of development and its location:

- a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution”

(NPPF August 2026, Policy TR3)

Planning for climate change

“Development plans should take a proactive approach to mitigating climate change and supporting the transition to net zero, in accordance with the objectives and provisions of the Climate Change Act 2008.”

- a. Proposing development patterns through their spatial strategy and allocations which:
 - i. Can help contribute to radical reductions in greenhouse gas emissions (which can be informed by an assessment of baseline carbon emissions and the potential effect of development options on future emissions and their mitigation); and

- ii. Avoid increased vulnerability and improve resilience to the effects of climate change (including through providing for necessary infrastructure improvements and the future relocation of homes and other uses where public safety would be at risk, for example as a consequence of coastal change).

(NPPF August 2026, Policy CC1)

Quality of public realm

“Designs should ensure that new and existing buildings relate well to each other, that streets are connected, and spaces complement one another”

(Planning Practice Guidance, Paragraph: 024 Reference ID: 26-024-20140306)

- Provide green spaces that create a buffer to surrounding natural areas;
- Integrate and enhance both existing and proposed landscape features;
- Define the public realm through strong building frontage lines and varied enclosure of private spaces; and
- Ensure controlled access to private areas.

Character and amenity

“Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation”

(Planning Practice Guidance, Paragraph: 007 Reference ID: 26-007-20140306)

- 3.2 Create an opportunity to establish a distinctive identity for the development, while respecting the existing context and integrating seamlessly with the surrounding landscape;
- 3.3 Design well-defined key spaces and a coherent built form; and
- 3.4 Introduce new landscape features and habitats within the site to enhance biodiversity and character.

DESIGN EVOLUTION



FIRST DRAFT (SEP 2025)

- Vehicular access is proposed via Moor Lane and Paddock Road, providing two points of entry into the site.
- The development adopts a permeable, gridded block structure, facilitating legibility and connectivity throughout the site.
- The layout seeks to retain existing vegetation wherever practicable, safeguarding established landscape features.
- Drainage infrastructure, in the form of attenuation crates, is proposed at the lowest part of the site in the north-west corner to manage surface water effectively.
- A well-connected pedestrian network is incorporated, linking the site to the surrounding neighbourhood via the existing Public Right of Way (PRoW).
- Existing dry stone walls are retained where possible and integrated as key landscape features within the centrally located public open space (POS).



SECOND DRAFT (OCT 2025)

- The layout adopts a more organic, landscape-led form, responding to the site's topography and existing features rather than a formal grid.
- A higher proportion of dwellings are positioned to front onto the central Public Open Space (POS), improving natural surveillance, legibility and the overall quality of the space.
- The previously separate northern parcel has been integrated into the wider development, resulting in a more cohesive and better-connected layout.
- Pedestrian and cycle access points are retained from the first draft, maintaining established desire lines and connectivity with the surrounding area.
- An enhanced green buffer is provided to the Grade II Listed Building in the south-east, strengthening its setting through increased separation and landscape treatment.



THIRD DRAFT (NOV 2025)

- Access has been rationalised to a single point of entry for all modes located at the midpoint of the northern boundary via Moor Lane, simplifying movement and improving legibility.
- The organic, landscape-led approach is retained, with a revised block structure to ensure active frontages onto all areas of Public Open Space, including the central POS and perimeter green buffers.
- The arrival experience is enhanced through the introduction of a tree-lined street, terminating in a key vista building to create a strong sense of place and orientation from the site entrance.
- Shared surface streets are introduced around the central POS and the enlarged pocket green spaces, promoting pedestrian priority, permeability and safety.
- A continuous perimeter footpath network is provided, enabling legible and well-connected pedestrian movement around the site.

PUBLIC CONSULTATION

- 3.5 A programme of pre-application community consultation has been undertaken by the applicant in accordance with the National Planning Policy Framework (NPPF) and the Kirklees Council Statement of Community Involvement (SCI), which emphasise the importance of early, proportionate and effective engagement to inform scheme development.

CONSULTATION METHODOLOGY

- 3.6 The consultation strategy was designed to ensure that local residents and stakeholders had appropriate opportunity to understand and comment on the emerging proposals. The following measures were implemented:
- 3.7 Consultation Leaflet: A project leaflet was distributed to approximately 1,123 residential addresses in the vicinity of the site, providing an overview of the proposals and details on how to engage.
- 3.8 Project Website: A dedicated consultation website was launched on 8 May 2026, hosting detailed information on the scheme and enabling responses to be submitted electronically.
- 3.9 Consultation Period: The consultation remained open for a period exceeding three weeks, closing on 5 June 2026.
- 3.10 This approach provided an accessible and flexible platform for engagement, enabling consultees to review materials and respond at a time convenient to them.

CONSULTATION RESPONSE

- 3.11 The consultation exercise generated a total of 98 responses, demonstrating a strong level of engagement from the local community.
- 3.12 The majority of respondents were local residents, with a significant proportion living within 1 kilometre of the site, indicating that feedback was received from those most likely to be directly affected by the proposals.
- 3.13 In terms of overall sentiment, responses were predominantly objection-led, comprising 94 objections, 1 expression of support, and 3 neutral comments.

KEY ISSUES RAISED

- 3.14 The principal matters arising from the consultation are summarised as follows:
- 3.15 Local Infrastructure and Services: Concerns regarding capacity of healthcare, education and other local services to accommodate additional demand.
- 3.16 Highways and Accessibility: Issues relating to traffic generation, congestion, highway safety, parking provision and site access arrangements.
- 3.17 Character and Landscape: Perceived impacts on the character and identity of Kirkburton, including the loss of countryside setting and effects on visual amenity.
- 3.18 Environmental Considerations: Concerns relating to biodiversity, wildlife, green space and environmental quality.
- 3.19 Quantum and Form of Development: Perceptions of overdevelopment, density, housing mix and design quality.
- 3.20 Drainage and Flood Risk: Queries regarding drainage capacity and potential flood risk implications.

APPLICANT RESPONSE AND DESIGN DEVELOPMENT

- 3.21 The applicant has reviewed the feedback received and has sought to address the key issues raised through the evolution of the proposals and supporting technical work. In particular:
- 3.22 The application is submitted in outline, with all matters reserved except access, allowing detailed design considerations (including layout, scale, appearance and landscaping) to be refined at a subsequent stage.
- 3.23 A suite of technical assessments (including transport, drainage, ecological and landscape studies) has been undertaken to demonstrate that the development can be accommodated without unacceptable impacts, subject to appropriate mitigation.
- 3.24 The proposals incorporate publicly accessible open space and will deliver biodiversity enhancements, including measurable net gain.
- 3.25 Matters relating to infrastructure provision will be addressed through appropriate planning obligations and contributions, where required.
- 3.26 A comprehensive record of all consultation responses, together with the applicant's detailed replies, is provided within the accompanying Statement of Community Involvement (SCI).

SUMMARY

- 3.27 The consultation process has been proportionate to the scale and nature of the proposed development and has successfully engaged the local community at an early stage. The feedback received has identified key planning considerations which have informed the design evolution and technical assessments supporting the application. Overall, the applicant considers that the consultation has been undertaken in a robust and effective manner, consistent with relevant national and local guidance.



CONSULTATION LEAFLET



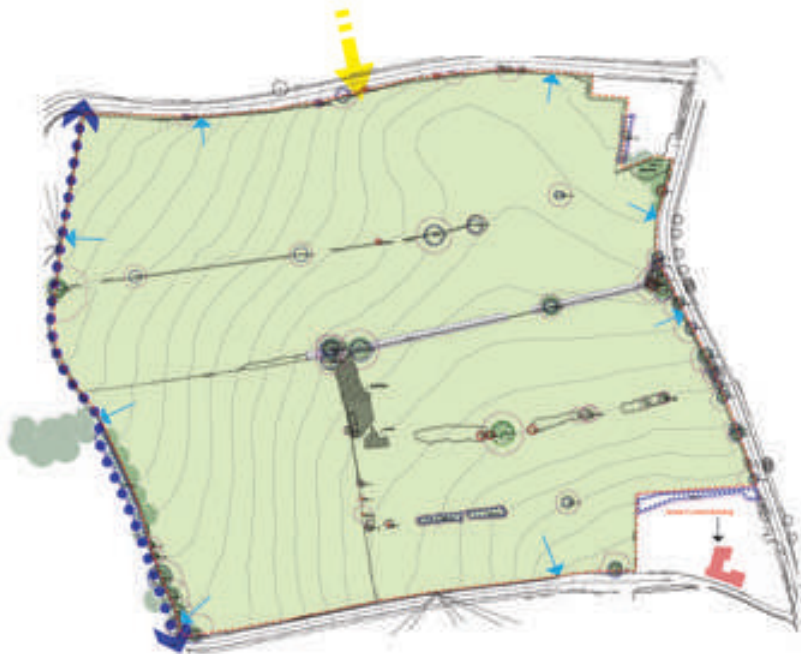
PROJECT WEBSITE

DESIGN CONCEPT.

Concept diagrams.

1. EXISTING SITE CONDITIONS

- Respond to the gentle southeast-to-northwest slope through thoughtful layout, drainage design, and building orientation.
- Retain and enhance existing vegetation to preserve natural edges and reinforce landscape character.
- Protect the setting of the Grade II listed farmhouse to the southeast through sensitive massing, adequate separation, and careful management of views.
- Integrate the two drystone walls within the site wherever possible as valuable historic landscape features.
- Respect the Public Rights of Way to the west by maintaining visual openness and enabling potential connectivity.
- Identify a suitable vehicular and pedestrian access point that prioritises safety while minimising impact on heritage and landscape features.



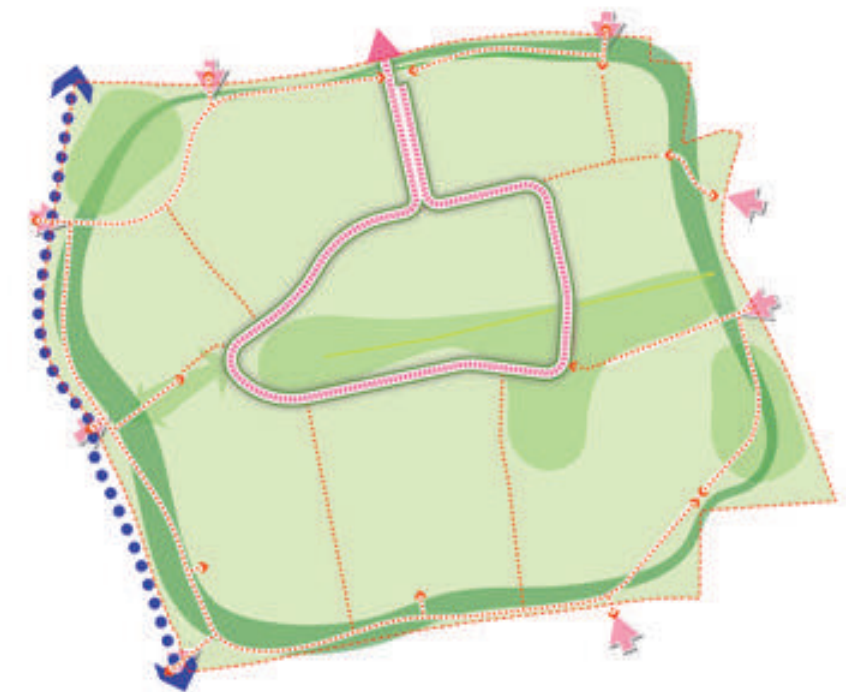
2. GREEN CORRIDORS

- Establish a perimeter green corridor to reinforce boundary vegetation and create a natural edge.
- Create a central green space along the midline drystone walls, preserving these historic features.
- Retain existing trees where possible, particularly along the eastern and southwestern boundaries, to maintain ecological value and landscape character.
- Connect green corridors with surrounding natural features to support biodiversity and visual continuity.
- Use green corridors to provide informal recreation areas, pedestrian routes, and ecological linkages within the site.



3. INTEGRATED PEDESTRIAN AND CYCLE

- Introduce a circular pedestrian and cycle route that loops through the site, providing continuous connectivity and linking key spaces.
- Connect the route to the existing Public Right of Way (PRoW) network to promote sustainable travel.
- Ensure safe, convenient access for cyclists and pedestrians both within and beyond the site.



4. DEFINED ACCESS AND TREE-LINED

- Provide site access from Moor Lane as the primary entrance.
- Design the access route as a tree-lined avenue to create a strong sense of arrival.
- Enhance visual appeal and contribute to the site's green infrastructure through landscaping.



5. EFFICIENT BLOCK STRUCTURE

- Structure the layout around an efficient and legible block pattern to promote walkability.
- Establish a clear hierarchy of streets for intuitive movement and connectivity.
- Maximise land use efficiency through a well-organised block arrangement.
- Clearly define public and private spaces to create a coherent sense of place.
- Enable permeability across the site for ease of access and circulation.
- Provide flexibility to accommodate a variety of housing types within the structure.
- Apply a varied density approach, with lower densities along sensitive edges especially adjacent to the Grade II listed farmhouse, and higher densities focused within the site centre.



6. MERGING URBAN AND GREEN SPACE

- Design the development to achieve a seamless integration between the proposed scheme, the existing built form, and the surrounding landscape.
- Retain landscape corridors and enhance them through landscape-led design, maximising views and creating a refined pedestrian network.
- Introduce marker buildings as focal points within the masterplan.
- Use key buildings and corner-turning elements to define vistas, terminate streets, and guide walkable routes through the scheme.
- Combine marker buildings with strong landscape features to create a distinctive sense of arrival and identity.





- KEY
- RED LINE BOUNDARY: 7.5HA
 - EXISTING TREES
 - PROPOSED TREES
 - VEHICULAR & PEDESTRIAN ACCESS
 - PUBLIC RIGHT OF WAY
 - INDICATIVE DWELLING FRONTAGE
 - INDICATIVE GARDENS
 - EXISTING DRY STONE WALL
 - PROPOSED DRY STONE WALL
 - GRADE II LISTED BUILDING
 - INDICATIVE UNDERGROUND ATTENUATION STORAGE
 - INDICATIVE INFORMAL PLAY FEATURES

ILLUSTRATIVE MASTERPLAN

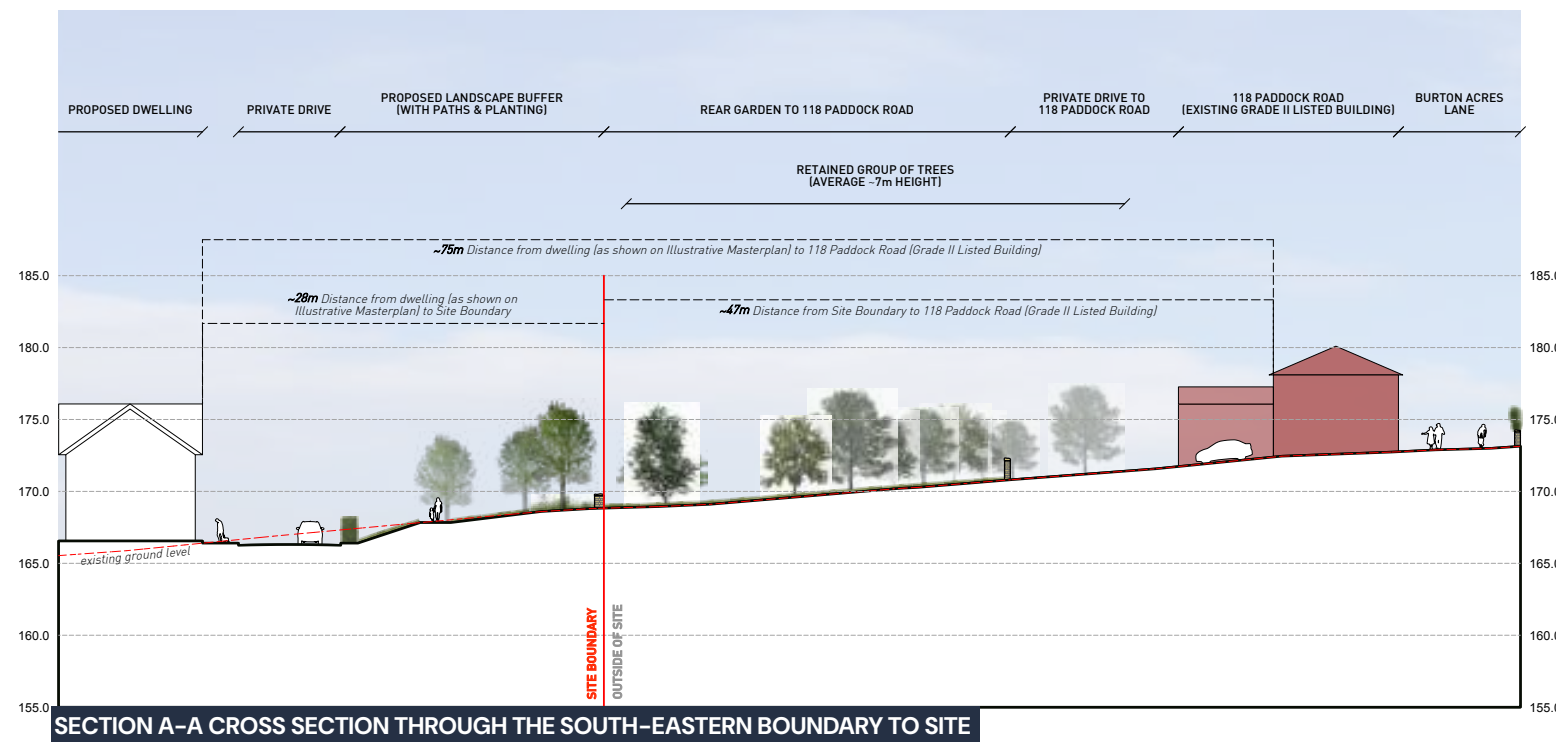
04 THE MASTERPLAN AND DESIGN

THE DEVELOPMENT FRAMEWORK PLAN

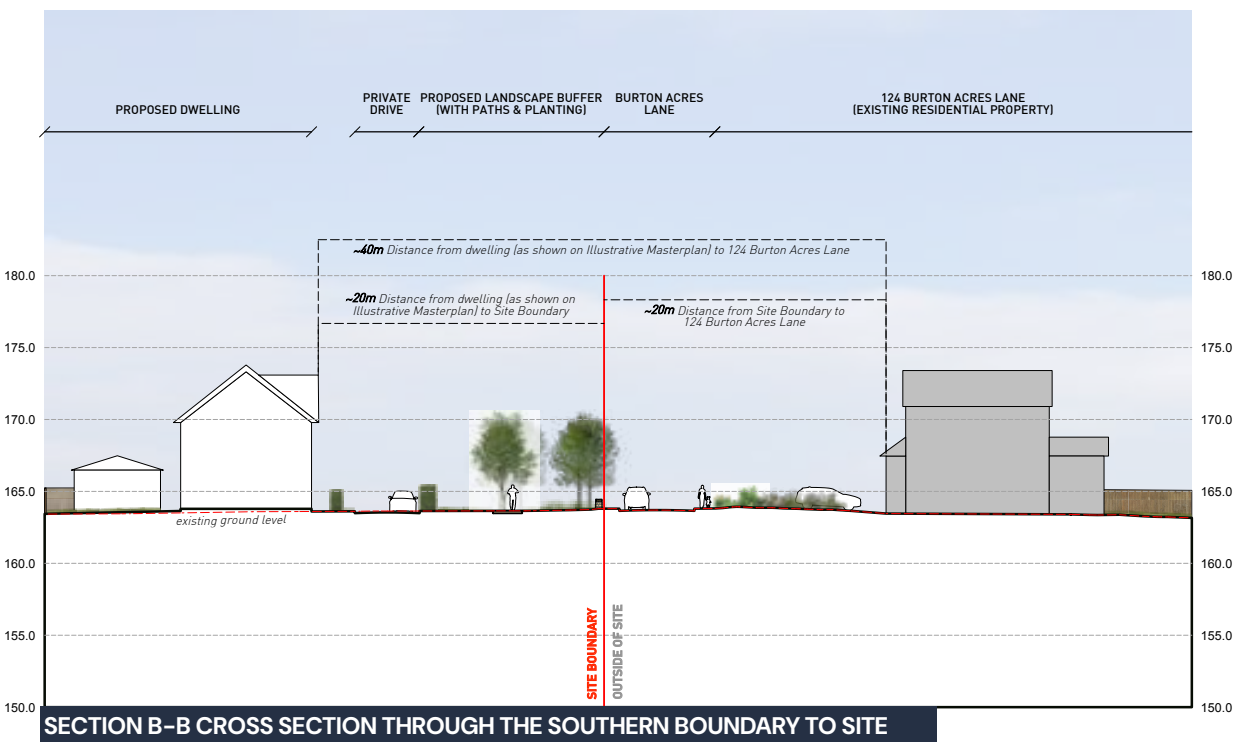
- 4.1 The Development Framework Plan has evolved through an iterative design process informed by environmental and technical assessments, the Site's relationship with Kirkburton and its wider context, and relevant planning and design policy. The resulting framework seeks to maximise social, economic, landscape and biodiversity benefits whilst responding sensitively to the Site's edge-of-settlement location.
- 4.2 The Development Framework Plan establishes the site boundary, access arrangements, landscape structure, green infrastructure network and broad distribution of development. The vision is to create a well-connected, landscape-led residential neighbourhood supported by high-quality placemaking and sustainable movement. Key components include:
- **Up to 160 New Dwellings (use class C3):** The development features a diverse mix of house types, sizes, and tenures, making efficient use of land in accordance with national planning policy. With an average gross density of approximately 21 dwellings per hectare, the scheme is designed to integrate with the local character and built form.
 - **Green infrastructure:** The design preserves existing vegetation and introduces recreational routes that connect to nearby green spaces. This creates a comprehensive network of greenways and establishes an enhanced green buffer along the site's western and northern boundaries. The layout encourages active travel and supports healthy lifestyles, contributing to an attractive and well-connected living environment for residents.
 - **Sustainable Drainage Systems (SuDS):** The Site will be served by a sustainable drainage strategy incorporating attenuation storage and flow control measures designed to accommodate runoff up to the 1 in 100 year storm event, including a 45% allowance for climate change. Infiltration drainage has been discounted following site-specific testing and surface water will discharge at a restricted rate to the existing surface water sewer network. The detailed drainage design will be developed through the discharge of planning conditions and may incorporate permeable paving, filter drains, rain gardens and other appropriate SuDS features where feasible. The strategy will be integrated within the wider landscape framework, contributing to biodiversity, visual amenity and climate resilience.
 - **Vehicular Access Points:** The main access point will be a new point of access via Moor Lane, located in the middle of the northern boundary.
 - **Landscaped Gateway Feature:** There is an opportunity to create an attractive landscaped area along the northern edge, featuring a green buffer on Moor Lane. This buffer will serve as a welcoming gateway to the development, softening its boundary and enhancing the sense of arrival. At the entrance, a tree-lined boulevard will further enrich the approach and create a distinctive character.
 - **Pedestrian and Cycle Links:** Active travel opportunities will be strengthened through a continuous pedestrian and cycle route encircling the site, providing direct connections to the existing Public Rights of Way (PRoW) to the west. Additional access points for pedestrians and cyclists will be integrated at key locations around the perimeter, ensuring convenient links to surrounding communities and green spaces.
 - **Comprehensive environmental enhancements** are proposed across the entire site, including extensive tree planting, the preservation of existing habitats, and the creation of new ecological areas to support biodiversity, including Sustainable Drainage Systems (SuDS) features.
 - **Utilities Infrastructure:** Diversion of the existing 11kV overhead electricity line to improve layout flexibility, visual quality and the integration of development, public open space and green infrastructure.
- 4.3 The mix of proposed housing will be confirmed at the detailed planning stage, as part of a future Reserved Matters Planning Application.

SUPPORTING DESIGN STRATEGIES

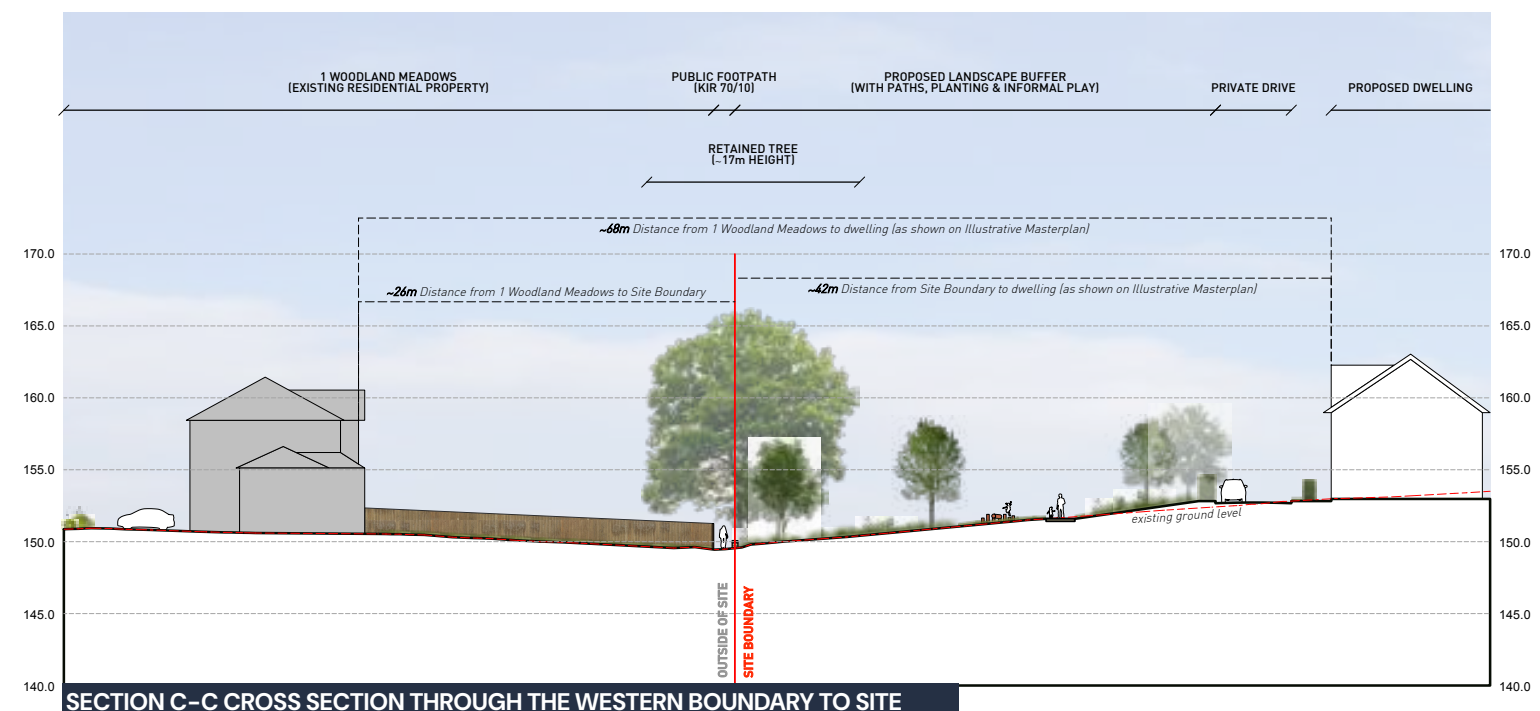
- 4.4 The Illustrative Development Framework Plan is accompanied by a set of supporting Design Strategies that illustrate how the development could be realised, in accordance with outline application. The supporting design strategies include:
- Access and Movement Strategy;
 - Landscape Strategy; and
 - Drainage Strategy.
- 4.5 The design strategies are for illustrative purposes only, and do not form part of the formal outline submission. They are therefore subject to interpretation and discussion and should be read in conjunction with the Parameter Plans.
- Parameter Plans**
- 4.6 The Outline Planning Application (OPA) also comprises a set of Parameter Plans, which is proposed for formal approval and will be 'fixed' as part of the planning application.
- 4.7 The Parameter Plan provides a framework for future, more detailed designs, and will define the type of development that can be brought forward at the Reserved Matters Application stage. The Parameter Plan is presented in Appendix 1 of this DAS.



SECTION A-A CROSS SECTION THROUGH THE SOUTH-EASTERN BOUNDARY TO SITE



SECTION B-B CROSS SECTION THROUGH THE SOUTHERN BOUNDARY TO SITE



SECTION C-C CROSS SECTION THROUGH THE WESTERN BOUNDARY TO SITE

RESPONSE TO THE GRADE II LISTED BUILDING

- 4.8 The Development Framework Plan has been informed by the presence of the Grade II Listed Building located to the south-east of the Site. Careful consideration has been given to the significance of the heritage asset and the contribution made by its setting, ensuring that the proposed development responds positively to the site's historic context whilst maintaining an appropriate relationship with the Listed Building.
- 4.9 The wider context demonstrates that the Listed Building is not experienced in isolation and forms part of an established settlement edge. Existing residential development is located along Burton Acres Lane, with private domestic gardens extending northwards towards the Site. The Listed Building does not directly adjoin the Site boundary, with two existing dwellings located immediately to its west and an intervening area of shared garden land, approximately 30m in depth, separating the heritage asset from the development site.
- 4.10 The Development Framework Plan has been designed to avoid development within the area closest to the Listed Building. A substantial landscape buffer and linear area of public open space are proposed to the north of the heritage asset, creating a transition between the Listed Building and the proposed residential neighbourhood. This landscape corridor extends towards Paddock Road and varies in width from approximately 70 metres adjacent to the Listed Building to approximately 30 metres where it meets the existing residential edge.



- 4.11 The landscape strategy incorporates retained vegetation, structural tree planting, hedgerows and biodiversity-rich planting, establishing a robust green framework around the heritage asset. This approach will provide physical and visual separation from the proposed development whilst enhancing the setting of the Listed Building. As a result, a significant proportion of views northwards will be across public open space and landscaped areas rather than built development, creating opportunities for biodiversity enhancement, recreation and visual amenity.
- 4.12 Furthermore, the closest area of proposed built development will be located at a distance of over 60 metres from the Listed Building and will be separated by the intervening private garden, public open space and structural landscape planting. By comparison, existing dwellings on Burton Acres Lane are located directly opposite the Listed Building at a distance of approximately 12 metres with hedges along Burton Acres Lane. The proposed development will therefore maintain a substantially greater degree of separation whilst benefiting from a significantly enhanced landscape setting, helping to preserve and enhance the significance of the heritage asset and its setting.



- 4.13 The Illustrative Masterplan demonstrates how the proposed development can be accommodated whilst retaining a clear landscape-led separation from the Listed Building. Future Reserved Matters Applications will be required to accord with the Development Framework Plan and associated design principles, ensuring that detailed landscaping, layout and built form continue to preserve and enhance the setting and significance of the heritage asset.





- RED LINE BOUNDARY
- RESIDENTIAL USE (C3)
- OPEN SPACES
- VEHICULAR & PEDESTRIAN ACCESS
- INDICATIVE PEDESTRIAN ACCESS
- PRIMARY STREET CORRIDOR
(WITH +/- 10M LIMIT OF DEVIATION FROM CENTRE LINE ALONG ROUTE SHOWN)
- SECONDARY STREET CORRIDOR
(INDICATIVE ALIGNMENT)
- INDICATIVE FOOTPATH
- RETAINED EXISTING VEGETATIONS

LAND USE PLAN

PROPOSED USES

NPPF chapters:

- 6. Delivering a Sufficient Supply of Homes
- 14. Achieving Well-Designed Places
- 16. Promoting Healthy Communities

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2021)

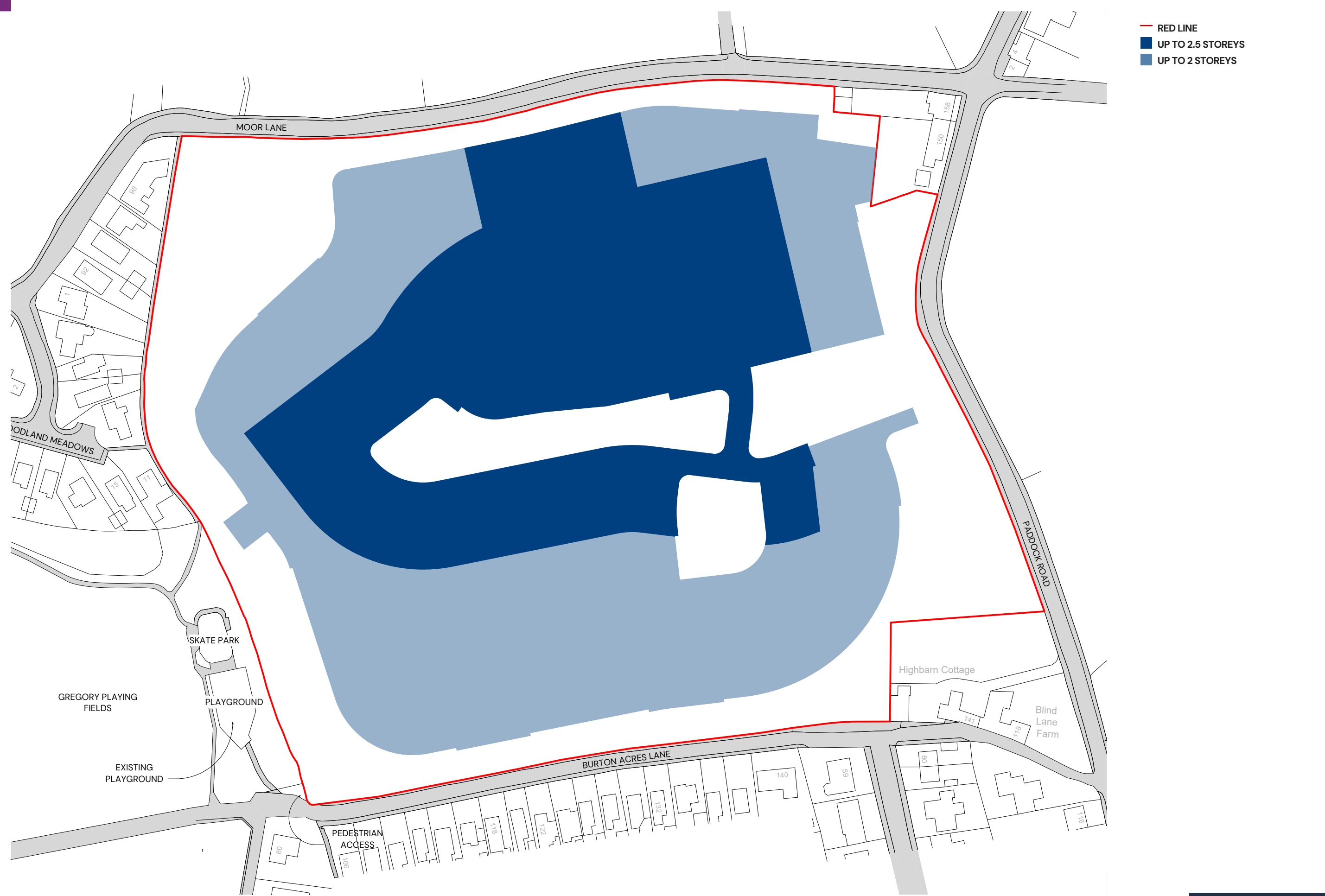
- 4.14 The development proposals for the 7.5 ha site include space for the following land uses:

Residential – up to 160 dwellings (Use Class C3)

- 4.15 The development proposals will accommodate up to 160 new dwellings, allowing space for a range of dwelling types suitable for people of different ages and lifestyles. The exact mix of unit types, sizes, and tenure arrangements will be determined at the detailed design stage.
- 4.16 Affordable housing will comprise approximately 35% of the total dwellings. This exceeds the current 20% affordable housing requirement set out within the Kirklees Local Plan. Details of tenure mix, distribution and delivery will be established through future Reserved Matters applications.

Open Space and Green Infrastructure

- 4.17 Open space has been incorporated into the proposals, exceeding the requirements set out in the Kirklees Local Plan Strategy and Policies (2019) Core Strategy Policy 19 Green Belt and open space and Kirklees Open Space Supplementary Planning Document (2021). The proposed development provides more than the required amount of open spaces for all typologies, ensuring ample recreational and green areas for the community to enjoy. The amount of open space provided has been designed in order to cater for the recreational needs of the existing and new community at Kirkburton and to meet the requirements of local policy.
- 4.18 The proposed open space and green infrastructure network will encompass the following typologies:
- 4.19 Parks and Gardens: Open to the public, these spaces offer accessible opportunities for informal recreation. They serve as public open green space, providing residents with places to relax, exercise, and enjoy nature.
- 4.20 Amenity Greenspace: comprising green amenity space, including retention of existing vegetation and proposed planting, incorporating landscape buffers.
- 4.21 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.



BUILDING HEIGHTS PLAN

BUILT FORM

NPPF chapters:

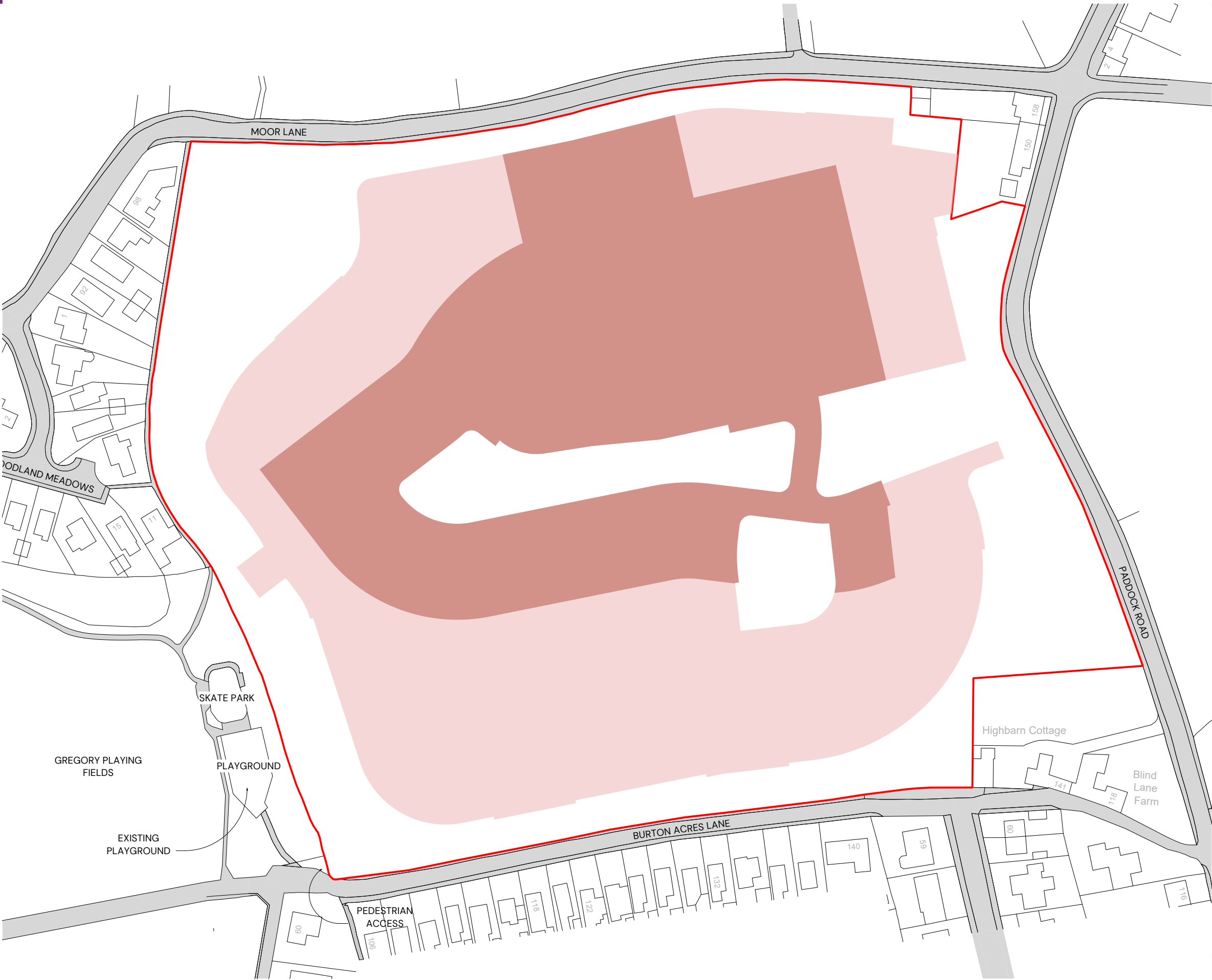
- 13. Protecting Green Belt Land
- 14. Achieving Well-Designed Places
- 19. Conserving and Enhancing the Natural Environment
- 20. Conserving and Enhancing the Historic Environment

“Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.”

(Para. 61, NDG 2021)

BUILDING HEIGHTS

- 4.22 The height and massing of the proposed development varies across the site according to the nature of the public realm as well as responding to the landscape and visual constraints as set out below:
- 4.23 Homes along the primary and secondary streets are proposed to be up to 2.5 storeys in height. This approach aims to create a strong sense of enclosure around the green spaces and establish a formal building line that reinforces the sense of arrival into the development. The variation in building heights will introduce visual interest, help terminate key views, aid legibility and wayfinding, and reinforce the hierarchy of streets and spaces.
- 4.24 The remainder of the site will be limited to a maximum of 2 storeys in height. This approach is intended to protect and enhance the area’s semi-rural character, in accordance with the guidance set out in the published landscape character assessments, to respect the setting of the Grade II Listed Building.



- RED LINE
- LOWER DENSITY (UP TO 30 DPH)
- HIGHER DENSITY (UP TO 35 DPH)

DENSITY PLAN

DENSITY

- 4.25 The proposal will deliver approximately 7.5 hectares of land for residential development, accommodating up to 160 dwellings and achieve an average gross density of 21 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.
- 4.26 This average density allows for the formation of differing densities across the development, as highlighted on the Illustrative Density Plan opposite and outlined as follows:
- Lower Densities:**
- 4.27 Northern and Eastern Boundaries: The development will respond sensitively to the rural interface by providing a positive frontage. This approach reinforces the site's relationship with the surrounding landscape and contributes to a coherent and respectful edge condition.
- 4.28 Southern and western Edge: Proposed dwellings will be positioned to overlook the green buffer along Burton Acres Lane and the existing Public Rights of Way, creating an attractive and active frontage that integrates seamlessly with the landscape-led drainage strategy. These homes will be of lower density and limited in height to respect the character of the existing Kirkburton neighbourhood and maintain residential amenity.
- 4.29 Lower density development is also proposed adjacent to the south-eastern part of the Site to provide a sensitive relationship with the nearby Grade II Listed Building. The reduced density pattern, combined with landscape buffers, public open space and structural planting, will help preserve and enhance the setting of the heritage asset whilst creating an appropriate transition between the proposed development and its surroundings.
- 4.30 At the detailed design stage, lower densities will be achieved through the proposal of larger, detached family homes with deeper front gardens and varied building line arrangements, maintaining the setting as much as possible. Refer to the proposed character areas section later in this document for more details.
- High Densities:**
- 4.31 Higher-density development will be focused within the central areas of the site. Allowing these increased densities could facilitate a broader range of dwelling sizes and tenures.



KEY FRONTAGE PLAN

KEY FRONTAGES

- 4.32 Key frontages will play a vital role in defining the development’s character and enhancing its overall quality. Each frontage is thoughtfully designed to reflect the distinctive identity of its respective character areas, ensuring a sense of place and individuality. At the same time, this approach promotes a cohesive and visually harmonious appearance across the entire development.
- 4.33 We have identified the following key frontages in alignment with the proposed character areas, which are outlined in more detail in the Proposed Character Areas section later in this document.
- Linear Frontage:**
- 4.34 Buildings will be arranged in a formal, linear pattern to create a cohesive and orderly streetscape along the primary access road.
- 4.35 Strong, uniform frontages are essential, providing a consistent and refined edge to the streets.
- Rural Edge:**
- 4.36 Buildings will be arranged informally to create a relaxed streetscape.
- 4.37 Frontages should be varied to reflect the rural character, with less uniformity compared to Linear Frontage and the Formal Greenway.
- Neighbourhood Edge:**
- 4.38 Frontages will maintain a consistent edge to the streetscape whilst incorporating a mix of traditional and contemporary elements, such as feature gables, entrance canopies, detailing around doors and windows, and varied materials, adding character and visual interest without compromising overall unity.

 LINEAR FRONTAGE

 RURAL EDGE

 NEIGHBOURHOOD EDGE

 STANDARD RESIDENTIAL FRONTAGE

BLOCK STRUCTURE

- 4.39 Each development parcel will be structured as a series of perimeter blocks, with dwellings oriented outward toward surrounding streets and open spaces. This layout creates a secure and private inner 'core' of rear gardens. The street hierarchy set out in the Framework Plan supports the formation of well-shaped blocks, intentionally avoiding awkward or inefficient triangular corners wherever possible. This further assists with noise attenuation in rear gardens and to provide privacy to residents.

Views & Vistas

- 4.40 Vistas along streets within development parcels should be carefully framed by appropriately designed buildings to create a positive and visually engaging streetscape. Termination points should avoid garages, parking areas, or blank side walls. Where streets lead toward the edges of development parcels, views should offer glimpses of the surrounding landscape and/or be purposefully terminated by a feature such as a tree or group of trees.



CORNER TURNING BUILDINGS

- 4.41 Corner-turning buildings should be dual-fronted to address both street elevations, avoiding exposed blank façades and enhancing safety through natural surveillance. The front door should typically face the higher-order street and be complemented by windows to habitable rooms on both the front and side elevations, reinforcing the building's relationship with the public realm. Additional architectural detailing and varied materials are encouraged on exposed side elevations to add visual interest and further activate the street.
- 4.42 Frontage boundary treatments should continue around corners to clearly define private ownership and provide privacy for windows on side elevations. Private gardens, garages, and driveways should not be used to turn corners, as they weaken the built form and reduce visual engagement with the street.



MOVEMENT

- NPPF chapters:
- 14. Achieving Well-Designed Places
 - 15. Promoting Sustainable Transport
 - 16. Promoting Healthy Communities

“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

- 4.43 The Illustrative Masterplan establishes the proposed movement framework for the development, creating a connected, inclusive and legible network that promotes safe and convenient access for all users. The strategy supports walkability, sustainable travel and the creation of a strong sense of place.
- 4.44 The proposed access and movement strategy will focus on the delivery of the following components:
- Active Travel Strategy;
 - Public Transport Strategy;
 - Proposed Pedestrian and Cycle Movement Network;
 - Proposed Vehicular Access Points;
 - Street Hierarchy;
 - Street Typologies; and
 - Parking Strategy
- 4.45 Further details are provided within the accompanying Transport Assessment (TA) and Travel Plan (TP), which demonstrate that the Site can be safely accessed and occupies a sustainable location.
- 4.46 The detailed design of the movement network will be informed by Manual for Streets 1 & 2, promoting high-quality, people-focused environments.

Active Travel Strategy

- Retention and enhancement of the existing Public Right of Way (PRoW) along the western boundary, which provides a direct pedestrian link between Burton Acres Lane and Moor Lane, forming a key part of the Site’s green infrastructure and movement network.
- Provision of a permeable network of pedestrian and cycle routes throughout the Site, connecting residential areas with public open spaces, landscape corridors and external routes, ensuring legible and convenient movement for all users.
- Creation of new pedestrian and cycle connections to surrounding streets, including links to Moor Lane, Paddock Road and Burton Acres Lane, improving accessibility to local services, schools, recreational facilities and public transport.
- The development benefits from convenient access to a range of local facilities and services within walking distance, including schools, community facilities, convenience retail provision, public open space and recreational opportunities, supporting opportunities for day-to-day journeys to be undertaken by sustainable modes.
- Integration of green infrastructure and public open space within movement corridors, encouraging walking and informal recreation as part of everyday journeys and helping to create an attractive environment for active travel.
- The Site is well positioned to access the wider cycling network, including National Cycle Route 627 and local cycle routes connecting Kirkburton with surrounding settlements, creating opportunities for sustainable journeys beyond the immediate area.
- Existing bus stops on Moor Lane and Paddock Road are located within convenient walking distance of the Site and provide regular services to Huddersfield, Denby Dale and surrounding settlements. Together with nearby rail connections at Stocksmoor, these services offer opportunities for future residents to access employment, education and services by public transport.

Public Transport Strategy

- 4.47 The Site benefits from access to existing public transport services within convenient walking distance. Existing bus stops on Moor Lane and Paddock Road provide opportunities for future residents to access a range of destinations, including Kirkburton, Highburton, Huddersfield, Denby Dale and surrounding settlements.
- 4.48 The development has been designed to maximise accessibility to nearby bus services through direct pedestrian connections and a permeable street network. The movement framework will allow residents to reach existing bus stops safely and conveniently, supporting opportunities for travel by sustainable modes and reducing reliance on the private car.
- 4.49 In addition to local bus services, the Site benefits from access to rail services from Stocksmoor railway station, which provides connections to Huddersfield, Barnsley and Sheffield. Together, these public transport opportunities contribute to the sustainability credentials of the Site and support a range of travel choices for future residents.
- 4.50 The accompanying Residential Travel Plan identifies a package of measures to encourage the use of sustainable modes of travel, including public transport, walking and cycling, helping to support long-term behavioural change and sustainable travel patterns within the development.

Proposed Pedestrian and Cycle Movement Network

- 4.51 The development has been designed around a permeable and well-connected movement framework that prioritises walking and cycling. A network of pedestrian and cycle routes will be integrated throughout the Site, connecting residential areas with public open space, landscape corridors and external connections, providing safe, convenient and legible routes for all users.
- 4.52 Existing Public Rights of Way surrounding the Site will be retained and integrated into the wider movement framework. In particular, Public Footpath KIR/70/10 along the western boundary will form an important component of the active travel network, providing connections between Moor Lane and Burton Acres Lane and linking future residents with the surrounding countryside and recreational routes.



- 4.55 Vehicular access to the development will be provided from Moor Lane via a new priority-controlled access located on the northern boundary of the Site. The access point has been selected following consideration of the Site's physical characteristics, surrounding highway network and the requirement to create a safe, convenient and legible point of entry into the development. It will form the principal access for residents, visitors, service vehicles and emergency vehicles.
- 4.56 Detailed engineering design of the access junction will be provided within the accompanying Transport Assessment and associated highway drawings submitted as part of the planning application. These documents demonstrate that the Site can be safely and suitably accessed and that the proposed development can be accommodated without resulting in severe impacts on the operation of the local highway network
- 4.57 The access arrangement has been developed in consultation with the project transport team and is designed to provide safe and convenient access for all users, including pedestrians, cyclists, service vehicles and emergency vehicles.
- 4.58 The proposed access will integrate with the internal movement framework established by the Development Framework Plan and will form the principal point of entry to the development.
- 4.59 Detailed geometric design will be confirmed through the technical drawings submitted as part of the application and secured through the outline permission.



STREET HIERARCHY PLAN

STREET HIERARCHY

- 4.60 A clear hierarchy of streets is proposed, creating an integrated movement network that balances the movement and place functions of the development. The hierarchy has been designed to provide safe and convenient access for all users, whilst creating a legible and permeable layout that encourages walking and cycling and connects seamlessly with the surrounding area.
- 4.61 The proposed hierarchy has been informed by the principles of Manual for Streets and the Kirklees Highway Design Guide Supplementary Planning Document. The movement framework establishes a series of connected streets and spaces that are easy to navigate and support active travel. New pedestrian and cycle routes will connect the Site to surrounding public rights of way, local facilities, public transport services and existing residential areas, helping to reduce reliance on the private car and promote sustainable travel choices.
- 4.62 The street hierarchy will comprise Street Type B Local Residential Streets, Street Type C Shared Surface Streets and Private Drives. The principal access street will provide the primary route through the development from Moor Lane and will establish a strong sense of arrival, connecting different development parcels and areas of public open space. Secondary streets and shared surface environments will provide access to residential areas, whilst creating attractive places where pedestrian and cycle movement is prioritised. Private Drives will be used in limited locations where appropriate to serve smaller groups of dwellings.
- 4.63 Incorporating nature, particularly tree planting, within streets forms a key element of the development's placemaking strategy. Streets are not only movement corridors but important public spaces that contribute to the character, appearance and environmental quality of the development. The integration of street trees, landscape planting and green infrastructure will assist in creating attractive streetscapes, enhancing biodiversity and supporting climate resilience.
- 4.64 The principle of tree-lined streets has been given priority within the National Planning Policy Framework, which states:
"....development proposals should:
a. make new streets tree-lined (unless there are strong reasons why this would be inappropriate in specific streets), and incorporate trees in other suitable locations, such as in parks and through the provision of community orchards.
b. Ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces; and will be effective in helping to adapt to the effects of climate change and delivering other environmental benefits. Suitable arboricultural advice should be sought, and proposals discussed with highways and trees officers where necessary, so that the right trees are planted in the right places"
(NPPF, August 2026, Policy N3)
- 4.65 The principal access street is therefore envisaged as an attractive tree-lined avenue providing a strong sense of arrival into the development and reinforcing the landscape-led character of the proposed neighbourhood. Detailed street design will be developed through future Reserved Matters Applications in accordance with the approved Parameter Plans and Design and Access Statement principles.

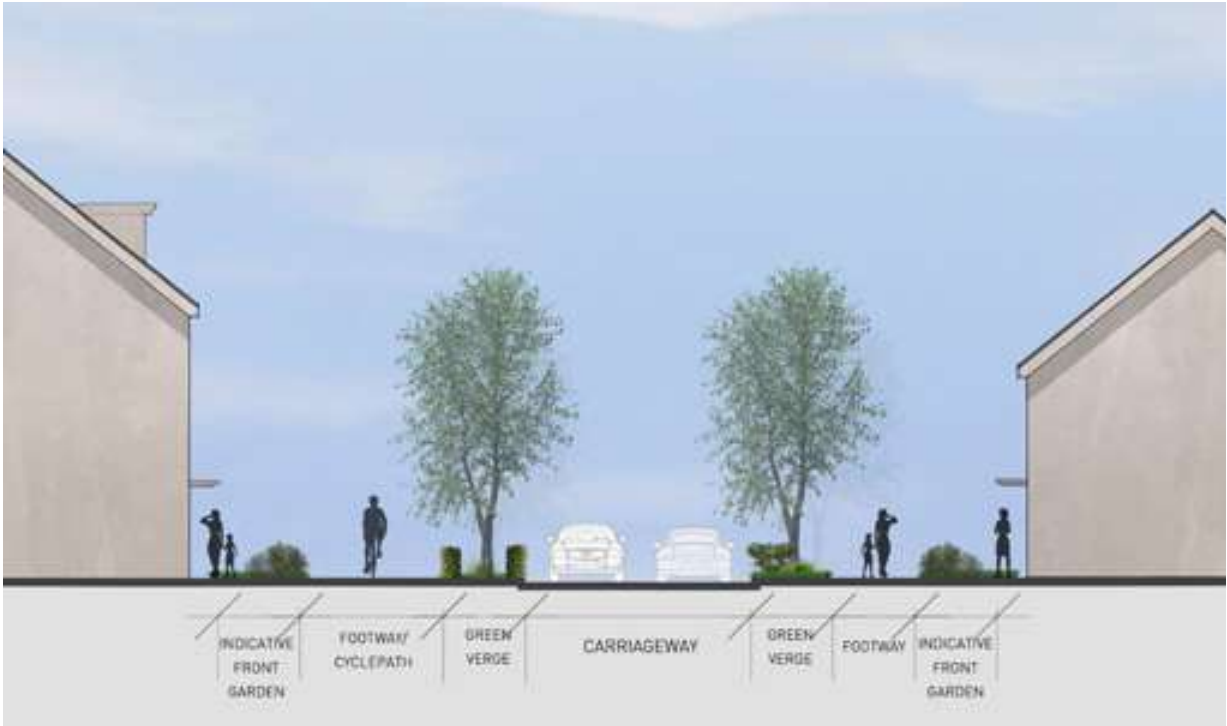
STREET TYPOLOGIES

- 4.66 The design of the streets network will comply with the principles set out in the Manual for Streets 1 & 2 guidance and Highways Design Guide SPD. These manuals provide comprehensive guidance on designing, constructing, adopting, and maintaining new and existing streets. Manual for Streets 1 focuses on low-traffic residential streets, emphasizing the creation of safe, attractive, and functional environments. Manual for Streets 2 extends these principles to busier urban streets, ensuring that all street users’ needs are met while promoting sustainable and active travel.
- 4.67 All street types will contribute to a well-structured network which can help to accomplish the aim of reducing driving speed and therefore making it a safe and attractive travel option for cyclists and pedestrians.
- 4.68 The following street typologies are proposed for inclusion within the proposals:

Street Type B Local Residential Streets

- 4.69 The local residential street is designed to serve as the principal vehicular route within the development, connecting the development to Kirkburton. The Primary Access Street will typically feature the following characteristics:
 - Approx. 5.5m wide carriageway;
 - Approx. optional 1m-2m wide verges on one side of the carriageway if desirable;
 - 2m wide footway on both sides;
 - Tree planting will be incorporated to the front of plots where possible, to assist in softening the streetscene; and
 - Predominant surface will be tarmac, with block paving incorporated at raised tables and at key intersections.

STREET TYPE B LOCAL RESIDENTIAL STREETS

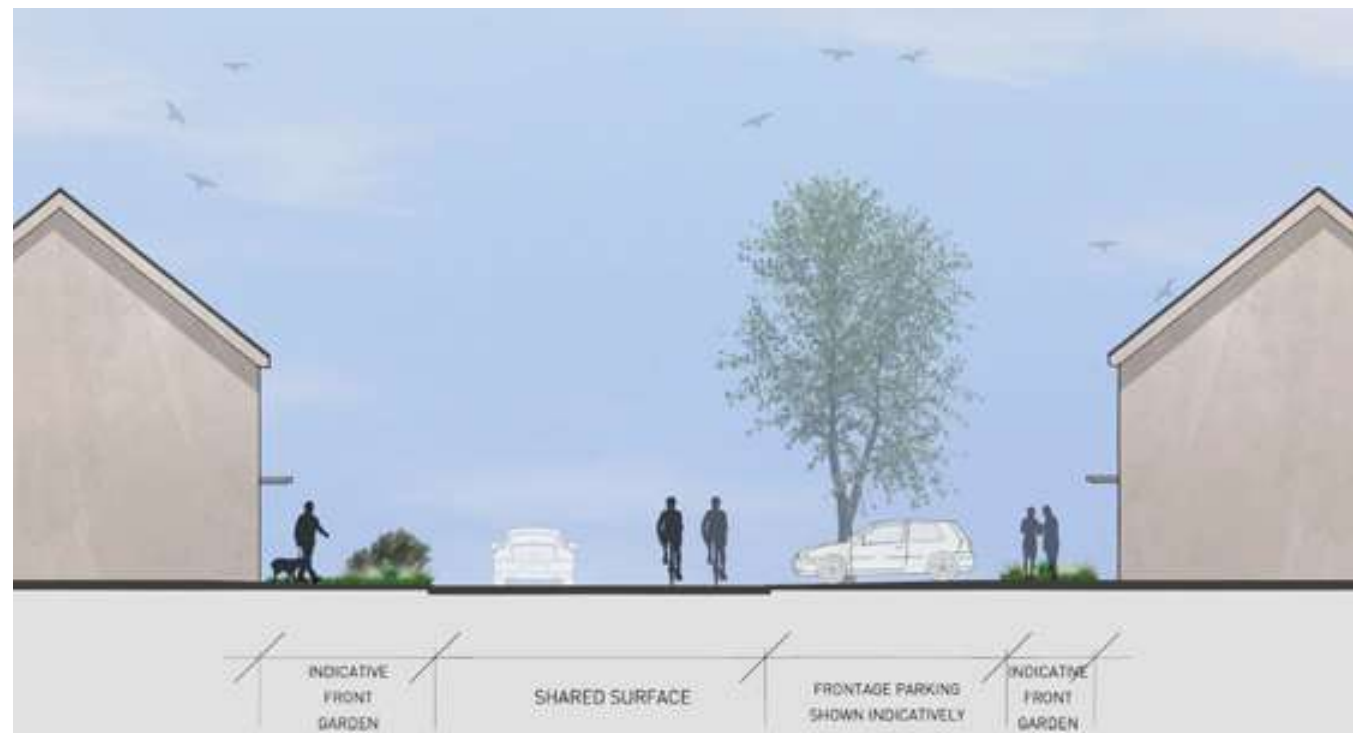


ILLUSTRATIVE SECTION (STREET TYPE B LOCAL RESIDENTIAL STREETS)

Shared Surface Street

- 4.70 The development will include Shared Surface Streets designed to promote safety and accessibility for all users. These streets will typically feature the following parameters:
- Approx. 4.8–5.5m wide carriageway;
 - 0.6 metre wide hard margin on both sides (except where a footway is provided);
 - A shared surface for pedestrians, cyclists, and vehicles, with no separate footways or cycle paths.
 - Traffic-calming measures such as raised tables, textured surfaces, and landscaping to manage vehicle speeds and enhance pedestrian safety
 - Visual cues such as different paving materials and street furniture to indicate shared usage areas and guide traffic flow.
 - Sufficient lighting to ensure visibility and safety for all users, especially during the evening and night.
 - Predominant surface will be block paving, with some tarmac areas off the major and secondary streets.

■■■ SHARED SURFACE STREET



ILLUSTRATIVE SECTION (SHARED SURFACE STREET)

Lane/Private Drive

- 4.71 Lane/Private Drives are unadoptable streets, typically situated at the development's perimeter and along areas of public open space and landscape buffers. This street's main characteristics are as follows:
- Approx. 4.5m wide carriageway;
 - A Lane/Private Drive will typically be designed as a street, shared by all users and where the movement of pedestrians and cyclists is being prioritised;
 - Situated at the edge of the development and at the interface with public open space, Private Drives will allow for informal and intimate street scene, with opportunities for soft landscaping to the front of dwellings, so that to soften the transition from the built-up area to the open space;
 - Shared turning area is required for a fire tender or a small delivery vehicle where fire service access is not required; and
 - Refuse collection points are required to be provided clear of the highway and driveway.
 - Predominant surface will be tarmac and block paving.

■■■■ LANE/PRIVATE DRIVE



ILLUSTRATIVE SECTION (LANE/PRIVATE DRIVE)

PARKING STRATEGY

Kirklees Local Plan
Supplementary Planning Document
Highway Design Guide Supplementary Planning Document (SPD)

'Kirklees Council has not set local parking standards for residential and non-residential development. However, as an initial point of reference for residential developments (unless otherwise evidenced using the criteria in Para. 5.1), it is considered that new: • 2 to 3 bedroom dwellings provide a minimum of two off-street car parking spaces • 4+ bedroom dwellings provide three off-street spaces. • 1-2 bedroom apartments provide one space (3+ bed two spaces) In most circumstances, one visitor space per 4 dwellings is considered appropriate. One cycle space per unit is recommended. The council can advise on provision for other uses.'

4.72 At the detailed design stage, parking provision will be in line with the parking standards referred to Highway Design Guide Supplementary Planning Document(2018) in Kirklees Local Plan, as the below table:

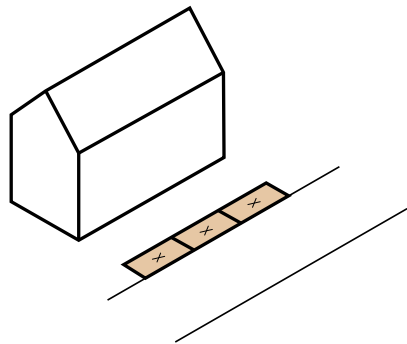
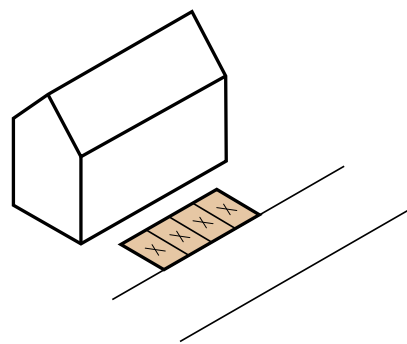
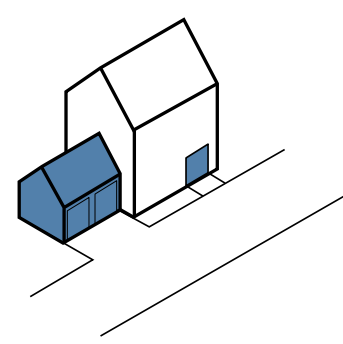
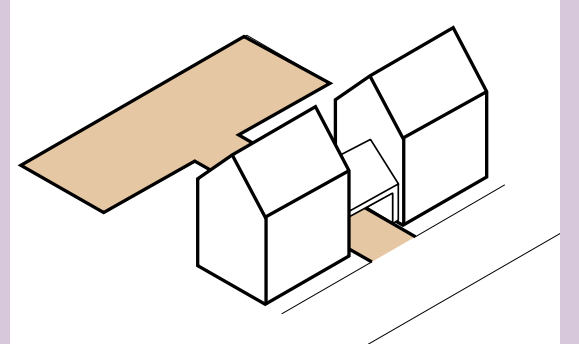
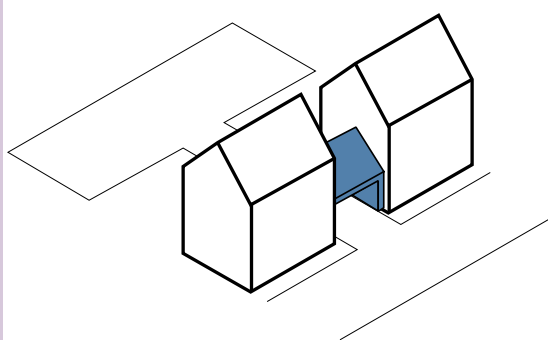
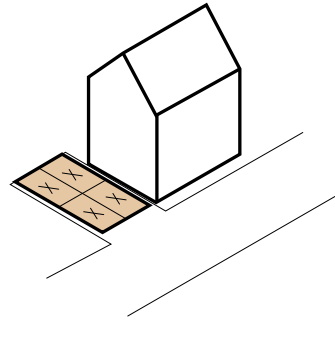
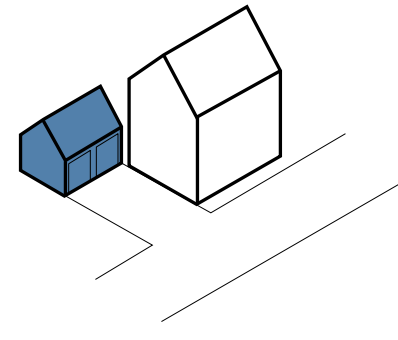
Land Use Category	Parking Standards		
	Dwelling Size	Minimum number of car parking spaces per dwelling	Minimum number of cycle parking spaces per dwelling
Residential Dwellings	1 and 2 bed flats	1 space per unit	1
	2-3 bed houses	2 spaces per unit	1
	4+ bed houses	3 spaces per unit	1
	Visitor Parking	one visitor space per 4 dwellings is considered appropriate	

- 4.73 At the detailed design stage, parking provision will be carefully designed to ensure convenience and accessibility for all users with the below features considered:
- 4.74 **Ample Parking Spaces:** Adequate parking spaces will be strategically distributed throughout the development to ensure easy access for residents and visitors alike.
- 4.75 **Sustainable Practices:** Proposals to include electric vehicle (EV) charging points. Also, designated bike parking and storage areas will be provided to promote cycling and reduce car use.
- 4.76 **Integrated Design:** Parking areas will be integrated into the overall design of the development, with landscaping and green spaces incorporated to soften the visual impact. This approach ensures that parking areas complement the visual appeal and functional aspects of the development.

4.77 The table below sets out the range of parking which could be delivered across the development. Overall, on plot and/or adjacent parking convenient to properties will be encouraged as opposed to grouped parking areas and large rear parking courts remote from dwelling entrances.

Name	Type	Allocated	Description
Parallel	On-street	No	Parking located along the roadside. Accessed directly off the road.
Frontage	On-plot/ Off-street	Optional	Parking located perpendicular along roadside. Accessed directly off the road or shared surface.
Attached/ integral garage	On-plot	Yes	Private garage adjoining the dwelling, often allowing access directly to house.
Rear Parking Court	On-plot	Yes	Area of hardstanding to rear of dwelling, accessed from rear service lane or drive-through.
Drive through	On-plot	Yes	Parking bay and/or garage access through a covered car port on the street.
Hard standing	On-plot	Yes	Parking bay located next to dwelling.
Detached garage	On-plot	Yes	Private garage often located next to dwelling.

4.78 The parking arrangements illustrated opposite are indicative only and are intended to demonstrate how parking could be accommodated at Reserved Matters stage.

1 PARALLEL**2** FRONTAGE**3** ATTACHED/
INTEGRAL GARAGE**4** REAR PARKING
COURT**5** DRIVE THROUGH**6** HARDSTANDING**7** DETACHED
GARAGE



- Site boundary
- EXISTING
 - Existing trees and root protection area (RPAs)
 - Existing trees to be removed
 - Existing PRow
 - Existing dry stone walls
 - Existing dry stone walls to be removed
- PROPOSED
 - Trees
 - Fruit Trees
 - Native scrub mix
 - Native mixed hedgerow
 - Ornamental hedgerow
 - Ornamental shrubs and herbaceous planting
 - Species rich meadow grass (EM1)
 - Pond/ species rich meadow (EM8)
 - Open space amenity / mown grass (EG21)
 - Mown path through meadow
 - Indicative informal play feature
 - Grass/play mound
 - Indicative development plots
 - Footpath
 - Indicative deadwood habitat piles
 - Indicative bench location
 - Indicative boulder play location
 - Proposed dry stone walls

LANDSCAPE MASTERPLAN

LANDSCAPE & ENVIRONMENT

NPPF chapters:

- 18. Managing Flood Risk and Coastal Change
- 19. Conserving and Enhancing the Natural Environment

“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its sitting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

- 4.79 The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

Landscape Strategy

- 4.80 The landscape strategy for the Site has been developed to establish a strong green infrastructure framework, responding to the Site’s location. The proposals seek to retain key existing features where practicable, reinforce landscape structure and provide multifunctional green spaces which support visual integration, biodiversity and recreation.

Landscape Framework

- 4.81 The Site is defined by drystone walls and areas of boundary vegetation, which will be retained and incorporated where practicable as characteristic features of the local landscape. Existing trees, particularly Category A and B trees, will be retained where possible and integrated within a network of green corridors and open spaces.
- 4.82 A series of landscape buffers will be established around the Site, with particular focus along the western, eastern and southern boundaries, where there is a close visual relationship with Public footpath KIR/70/10, residential properties along Burton Acres Lane and Woodland Meadows, and the Grade II Listed Building. These areas will incorporate structural tree and hedgerow planting to filter views towards the development and provide increasing visual containment as planting establishes.

Green Infrastructure and Open Space

- 4.83 The landscape framework will include a network of green corridors and public open spaces throughout the Site. Along the western boundary, a green corridor incorporating informal play, tree planting, footpaths, and areas of amenity and species rich grassland will provide a buffer to the Public footpath KIR/70/10 and create a connection to Gregory Playing Fields.
- 4.84 To the east, open space and planting will establish an appropriate offset between the listed building and built development, providing increased screening to the listed building and receptors to the east. To the south, a tree-lined route will connect Burton Acres Lane to the Site and provide effective screening to the residential edge.
- 4.85 To the north, a landscaped entrance incorporating tree planting, a roadside footpath and the reinstatement of the stone wall will create an attractive arrival and maintain filtered views to the wider countryside.
- 4.86 A central linear green corridor will form a key feature within the layout, incorporating seating, planting and an informal orchard / edible garden. This will provide a functional and attractive space for recreation, whilst establishing a green connection through the Site to Paddock Road.
- 4.87 These spaces will provide opportunities for informal recreation, pedestrian movement and ecological connectivity, incorporating tree planting, species rich grassland, ornamental planting and areas of native scrub to enhance biodiversity and contribute to a varied landscape character.

Integration and Character

- 4.88 The layout and landscape proposals reflect the Site’s position at the edge of the settlement, with planting and open space contributing to the definition of the Site boundary. While the development will result in a change to the character of the Site, the combination of retained features and new planting will assist in integrating the proposals into the wider landscape over time.



ENGINEERING FEASIBILITY
HAIGH HUDDLESTON & ASSOCIATES

DRAINAGE STRATEGY

- 4.89 A site-specific Flood Risk Assessment (FRA) has been prepared in support of the Outline Planning Application. The assessment confirms that the Site lies wholly within Flood Zone 1 and is therefore at low risk of flooding from rivers and the sea. The Site is not located within an Environment Agency Flood Warning Area and is considered suitable for residential development from a flood risk perspective.
- 4.90 The Site currently drains naturally from the south-east towards the north-west, reflecting the existing topography. The drainage strategy has therefore been developed alongside the Site's landscape structure and movement framework, ensuring that surface water management forms an integral part of the overall design approach.
- 4.91 In accordance with the drainage hierarchy, infiltration techniques were investigated through site-specific testing. The results demonstrated that infiltration methods would not provide a suitable long-term drainage solution and have therefore been discounted as the primary means of surface water disposal.
- 4.92 Surface water runoff from the proposed development will be managed through a sustainable drainage strategy incorporating attenuation storage and flow control measures. Surface water will discharge at a restricted rate to the existing surface water sewer network located within Moor Lane, helping to reduce downstream flood risk.
- 4.93 The drainage network will be designed to accommodate runoff generated by the 1 in 100-year storm event, including a 45% allowance for climate change, in accordance with current national and local guidance. Preliminary modelling demonstrates that the required attenuation can be accommodated within the Site.
- 4.94 The Illustrative Masterplan demonstrates how drainage infrastructure can be integrated within the wider landscape framework and public open space network. The detailed drainage strategy will be developed through the discharge of planning conditions and may incorporate a range of Sustainable Drainage Systems (SuDS) measures, including permeable paving, filter drains, rain gardens and other appropriate treatment features where feasible. Together, these measures will contribute to biodiversity enhancement, visual amenity and long-term climate resilience whilst ensuring flood risk is appropriately managed on and off the Site.



PLACEMAKING

NPPF chapters:

- 14. Achieving Well- Designed Places
- 19. Conserving and Enhancing the Natural Environment
- 20. Conserving and Enhancing the Historic Environment

“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

Kirklees Local Plan Strategy and Policy: Policy LP24

“Good design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal.”

(Para. 11.1, adopted 27 Feb 2019)

- 4.95 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and an analysis

of existing character within Kirkburton and the wider context.

- 4.96 Key placemaking principles are set out in the following section to inform the more detailed design proposals.

IDENTITY AND CHARACTER AREAS

- 4.97 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components, which aid in making it distinct from other areas. These components of character include the built form elements, such as architectural detailing, materials and building types, as well as landscape treatments and street types.
- 4.98 The site has been divided into two proposed Character Areas (CA), each with a distinctive identity in response to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape.
- 4.99 The character areas establish a design framework and indicative material palette to guide future Reserved Matters applications. Detailed architecture, materials and house types remain reserved matters.
- 4.100 The character areas are detailed over the following pages:

CHARACTER AREA 1 GREEN EDGE

- 4.101 Character Area 1 Green Edge forms the primary site edges, addressing Moor Lane, Paddock Road, Burton Acres Lane and western area fronting onto the existing settlement, and establishes a strong relationship with the existing village context.
- 4.102 This area is characterised by these design principles:
- A traditional village character, reflecting the prevailing built form and material palette of Kirkburton.
 - Predominant use of natural stone and buff brick, complemented by brown/red slate roof tiles.
 - Architectural detailing such as stone surrounds, headers, chimneys and cills, reinforcing local distinctiveness.
 - Pitched roof forms with gable features and modest canopies, consistent with surrounding residential properties.
 - A layout that supports active frontages onto key routes, enhancing natural surveillance and integrating development with the existing streetscape.
- 4.103 Overall, Character Area 1 is designed to provide a contextually responsive edge, ensuring the development assimilates with the established character of the surrounding neighbourhood.



DWELLING AT BURTON ACRES LANE



DWELLING AT PADDOCK ROAD



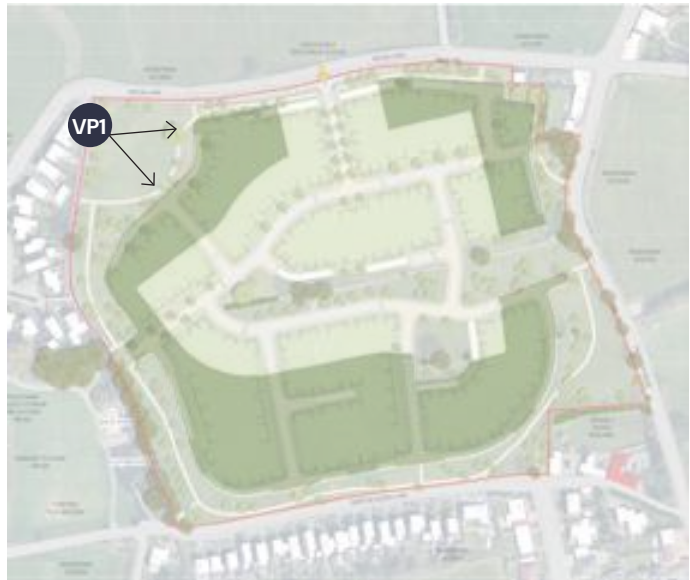
DWELLING AT LINFIT LANE



PRIMARY MATERIAL STONE/ BUFF BRICK



ROOF MATERIAL BROWN/GREY SLATE TILE



CHARACTER AREA 1 GREEN EDGE



BUILDING FEATURES



CHARACTER AREA 2 CENTRAL GREEN

4.104 Character Area 2 Central Green is focused around the central public open space, forming the heart of the development and creating a distinct sense of place.

4.105 This area is characterised by these design principles:

- A more informal and varied architectural expression, reflecting its role as a focal, community-oriented space.
- A broader material palette, including buff brick, stone wall and slate roofing, creating subtle variation whilst maintaining a cohesive character.
- Architectural detailing such as flat roof entrance canopies, brick voussoir headers, feature brickwork and simple window detailing to create visual interest and reinforce local character.
- Dwellings arranged to front onto the central green, providing strong enclosure, overlooking and activation of the space.
- Boundary treatments incorporating stone walls and hedge-and-rail fencing to define streets and open spaces whilst maintaining an attractive landscape-led setting.
- Integration with shared surface streets and pedestrian routes, promoting permeability and prioritising pedestrian movement.

4.106 Overall, Character Area 2 establishes a landscape-led, community-focused environment, with a distinct identity centred around the central green while remaining complementary to the wider development.



PERSIMMON HOMES NEW HOMES USING BUFF BRICKS D



PRIMARY MATERIAL STONE/ BUFF BRICK

ROOF MATERIAL GREY SLATE TILE



CHARACTER AREA 2 CENTRAL GREEN



BUILDING FEATURES



SUSTAINABLE MASTERPLANNING

- NPPF chapters:
- 4. Achieving Sustainable Development
 - 14. Achieving Well-Designed Places
 - 16. Promoting Healthy Communities
 - 19. Conserving and Enhancing the Natural Environment
 - 20. Conserving and Enhancing the Historic Environment

“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”

(Para. 151, NDG 2021)

Creating a Sustainable and Inclusive Community

- 4.107 The proposals for Paddock Road, Kirkburton are designed to create a high-quality, inclusive and well-integrated residential environment that responds positively to the site’s context and the character of the surrounding area.
- 4.108 A strong sense of place will be established through clearly defined public and private spaces that are attractive, legible and well-related. This approach encourages community interaction, promotes a sense of ownership, and supports long-term stewardship of the development.
- 4.109 The scheme will deliver a mixed and balanced community, including up to 35% affordable housing. Affordable homes will be fully integrated across the site using a tenure-blind approach, ensuring consistency in design, layout and appearance.
- 4.110 Homes will be designed to be adaptable to changing needs and lifestyles, including evolving patterns of living and working, while accessible housing will be incorporated in accordance with adopted policy. Collectively, these principles will ensure the creation of a sustainable, inclusive and resilient community.

Designing Safe and Legible Places

- 4.111 The proposals have been informed by best practice guidance, including Safer Places, Manual for Streets and ACPO guidance, and align with national policy objectives set out in the NPPF to create safe, inclusive and accessible environments. The layout incorporates key principles of natural surveillance and legibility, ensuring that public spaces are well overlooked and streets are active throughout the day and evening. This approach reduces opportunities for crime and contributes to perceptions of safety.
- 4.112 Key design measures include:
 - Public open spaces are overlooked by surrounding dwellings;
 - A clear and logical street hierarchy improves legibility and wayfinding;
 - Routes throughout the site are purposeful and well-connected;
 - Boundary treatments clearly define public, private and semi-private spaces; and
 - Ownership and maintenance responsibilities are clearly defined, helping ensure long-term management.

Sustainable Masterplanning

- 4.113 The development has been designed in accordance with the three overarching objectives of sustainable development set out in the NPPF: economic, social and environmental. The proposals seek to meet present needs while ensuring the long-term sustainability of the area.
- 4.114 The layout prioritises sustainable movement and connectivity, with integrated pedestrian and cycle routes encouraging active travel both within the site and to surrounding facilities. Strong connections between residential areas and green infrastructure:
 - Promote walking and cycling;
 - Provide convenient access to recreational space;
 - Enhance access to nature; and
 - Support healthy lifestyles.
- 4.115 The development also contributes to the delivery of a sustainable community, incorporating accessible green spaces, play areas and a mix of housing types. These features support social interaction, inclusivity and overall well-being, while reducing reliance on car travel.

Environmental Sustainability and Climate Response

- 4.116 The proposals will incorporate a range of measures to minimise environmental impact and respond to climate change. Development will be delivered in accordance with current Building Regulations, with opportunities to enhance performance explored at the detailed design stage. Potential measures include:
Optimising building orientation to maximise natural daylight and energy efficiency;
Enhanced building fabric performance and airtightness;
Use of air source heat pumps and low-carbon technologies;
Provision of electric vehicle charging infrastructure;
Reduction in water consumption; and
Integration of Sustainable Drainage Systems (SuDS).
- 4.117 The scheme will also deliver at least 10% biodiversity net gain and incorporate green infrastructure throughout the site to enhance ecological value.
- 4.118 Materials will be carefully selected to ensure durability, resource efficiency and reduced lifecycle impacts, with consideration given to waste minimisation and recycling during construction.

Management and Stewardship

- 4.119 Following completion, the site will be subject to a clear and robust management strategy, with responsibilities typically divided between:
Adopted highways;
Public open space;
Private residential plots; and
Shared private areas (e.g. private drives).
- 4.120 This structure ensures that all areas of the development are appropriately maintained, supporting long-term quality and resilience.

05 CONCLUSION

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2021)

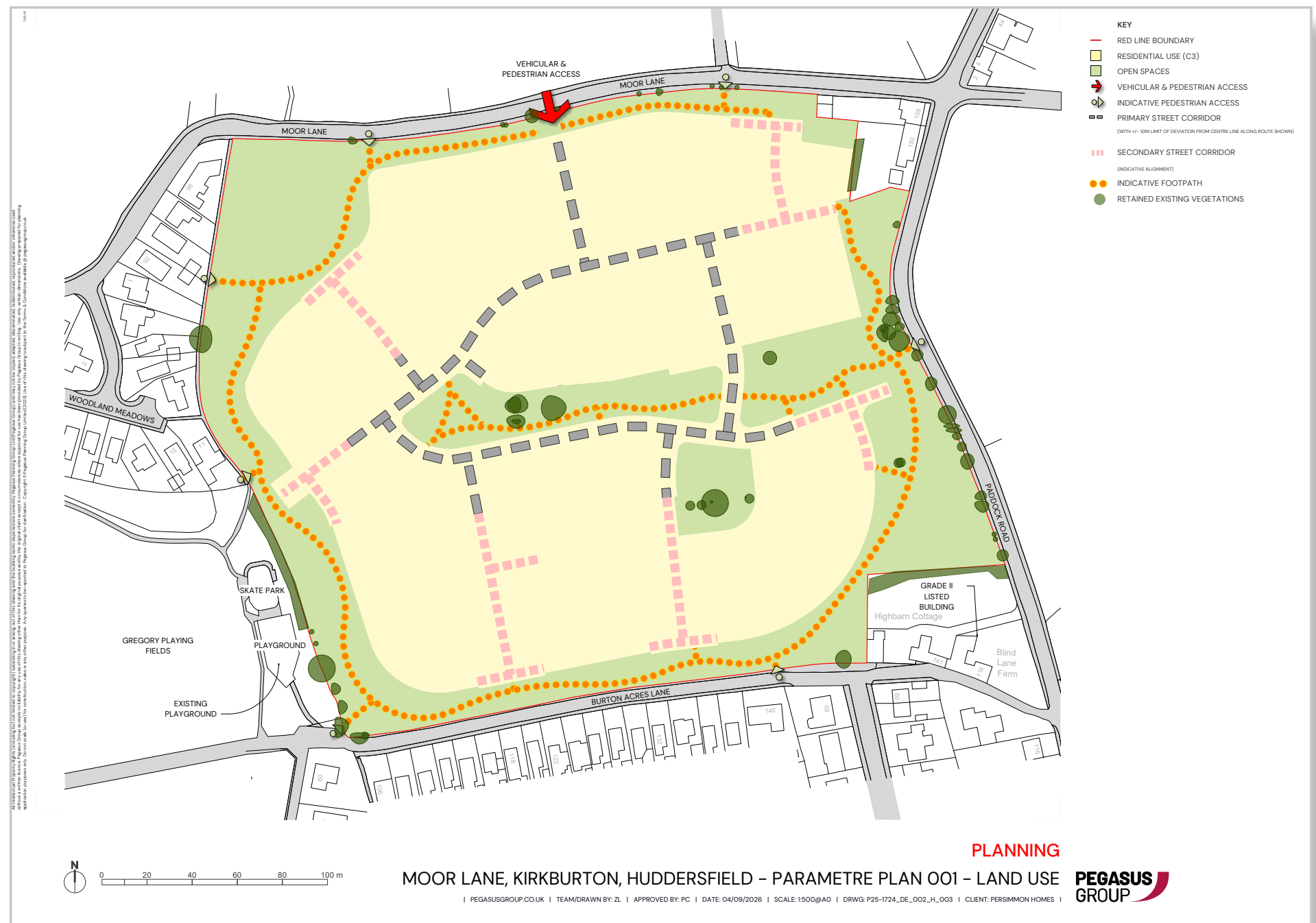
- 5.1 This Design and Access Statement outlines the design process, informed by a detailed assessment of the site and its immediate context. This analysis shaped a clear set of principles to guide the development proposals.
- 5.2 The design approach, together with the supporting illustrative strategies, demonstrate how the vision for the site can be delivered to meet the three key NPPF objectives of sustainable design:
 - A social objective;
 - An economic objective; and
 - An environmental objective.
- 5.3 The development at Land West of Paddock Road, Kirkburton provides a unique opportunity to create a new neighbourhood, which is integrated into its surroundings and at the same time, incorporates distinctive character. Additionally, the development presents an opportunity to create housing choice and provide areas of accessible public open space, whilst improving public access across the site.
- 5.4 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.
- 5.5 Development at Land West of Paddock Road, Kirkburton will be a highly desirable place to live in, while reflecting the local vernacular. The proposals respect the local character, but also move the community towards a more sustainable future.





06 APPENDIX 1 – THE PARAMETER PLAN

- 6.1. The Parameter Plan and associated wording set out here are to be 'fixed' as part of the Outline Planning Permission (OPA).
- 6.2. The parameter plan will provide a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.
- 6.3. The Parameter Plan should be read in conjunction with all other information contained within this DAS, and the other submission documents forming part of the OPA.
- 6.4. List of Parameter Plan
 - Parameter Plan 001 Land Use
 - Parameter Plan 002 Building Heights
 - Parameter Plan 003 Building Density
- 6.5. Fixed Elements for Parameter Plan 001 Land Use:
 - Application boundary;
 - Maximum of 160 dwellings;
 - Principal access location from Moor Lane,
 - Broad land-use disposition; and
 - open space framework.



PARAMETER PLAN 001 LAND USE

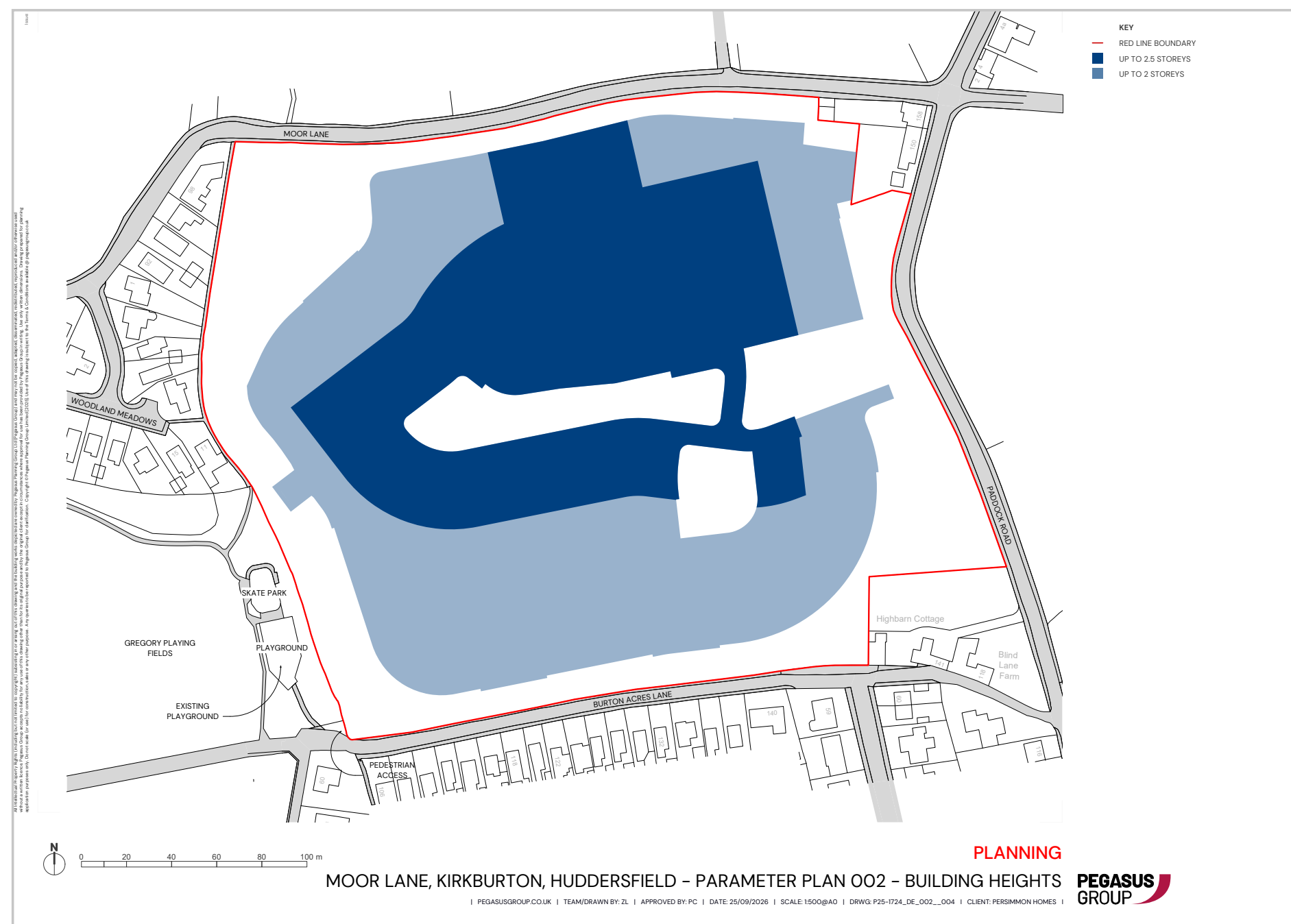
6.6. Fixed Elements for Parameter Plan 002 Building Heights:

Application boundary;

Building height zones;

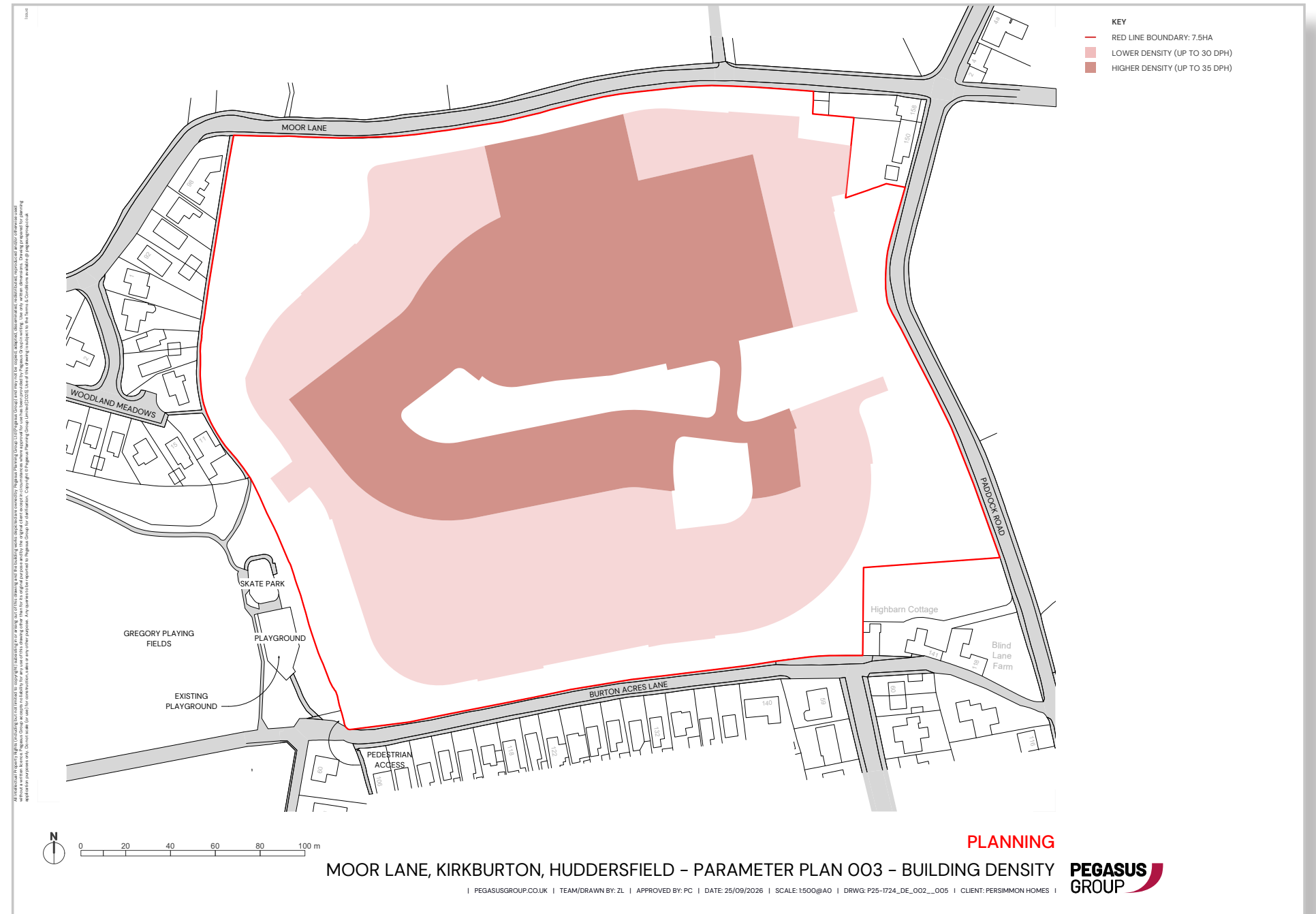
Development limited to a maximum of 2 storeys within identified lower height areas; and

Development limited to a maximum of 2.5 storeys within identified higher height areas.



PARAMETER PLAN 002 BUILDING HEIGHTS

- 6.7. Fixed Elements for Parameter Plan 003 Building Density:
 Application boundary;
 Lower density residential areas (up to 30 dwellings per hectare);
 Higher density residential areas (up to 35 dwellings per hectare);
 and
 Broad distribution of density across the Site in accordance with the approved density parameter plan.



PARAMETER PLAN 003 BUILDING DENSITY





Office Location
5th Floor (East)
Capitol
Russell Street
Leeds
LS1 5SP
leeds@pegasusgroup.co.uk

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

 All paper sourced from sustainably managed forests.
Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales
Registered Office: Pegasus Group, 33 Sheep Street, Cirencester, Gloucestershire GL7 1RQ
We are ISO certified 9001, 14001, 45001


Pegasus_Group


@pegasusgroup


Pegasus_Group

PEGASUSGROUP.CO.UK