


**Holme Valley Neighbourhood Development  
Plan (NDP)  
2019 – 2031**



**Regulation 14 Draft for Public Consultation**



Prepared by the Neighbourhood Plan Steering Group with assistance from 

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## Foreword

### **Welcome to the Holme Valley Draft Neighbourhood Development Plan.**

This Plan is an important part of giving our community a stronger voice in its future. Its policies will affect future planning decisions across the Holme Valley and structure how local people want to see the Holme Valley develop over the next 15 years.

We are extremely lucky to live in such a beautiful and vibrant part of the country and we have to strike a balance between preserving what we value and embracing the opportunities we could enjoy in the future. Any development needs to be done sensitively recognising our landscape, heritage and local identity and creating a Neighbourhood Development Plan (NDP) is a vital part of enabling this to happen. If we as a community choose to adopt our NDP, we will also see more investment into the valley to spend on our priorities, as we will receive more money from each development than if we leave all the decision making to Kirklees.

This draft plan has been created for the community by the community. In 2016, Holme Valley Parish Council set up a Steering Group comprising individuals, representatives of community groups and businesses, and Parish Councillors. Supported by Government funding and specialist technical and planning advice, we have developed our understanding of the process and possibilities provided by a NDP. We have sought to build on our collective knowledge through research and the public consultation we held in summer 2017 to build up a rich picture of how people view the Valley and how they want it to develop. Using this information, we have developed a vision and objectives which have then guided our preparation of planning policies to deliver these. These were then shared with the community for their views through further consultation in summer 2018 and the plan updated accordingly.

We appreciate that this is a long detailed document but our Valley is a large and diverse area with a wide range of issues we wanted to capture and address. I am confident that we have put forward a clear vision and direction for the Valley which celebrates our different interests and identities, whilst creating a positive shared future.

Thank you to the Steering Group members for getting us this far and please take this opportunity to help us develop a plan which will help deliver the future that you and your family wish to see.

**Cllr Rachel Hogley**  
**Chair, Holme Valley Neighbourhood Plan Steering Group**

## How to Comment on this Document

**This Draft Neighbourhood Development Plan (NDP) for Holme Valley Parish is published for 8 weeks formal public consultation (Regulation 14) from 15<sup>th</sup> July to 15<sup>th</sup> September 2019.**

**The Strategic Environmental Assessment (SEA) Environmental Report and associated Non-Technical Summary are also published for consultation alongside the NDP.**

**Copies of the Draft NDP, SEA and associated documents can be downloaded from the Parish Council's website at [www.holmevalleyparishcouncil.gov.uk](http://www.holmevalleyparishcouncil.gov.uk).**

Of if you prefer, you can view paper copies of the Draft NDP, a summary of the policies and the SEA documents during normal opening hours at the following locations:

- Holmfirth Library, 47 Huddersfield Road, Holmfirth, HD9 3JH
- Honley Library, West Avenue, Honley, HD9 6HF

Hard copies are also available on request to borrow from the Parish Council Clerk by calling the office on 01484 687460 or emailing [clerk@holmevalleyparishcouncil.gov.uk](mailto:clerk@holmevalleyparishcouncil.gov.uk)

**We welcome all your suggestions for further improvements to the planning policies proposed and on the Strategic Environmental Assessment's recommendations. We also would like to know if overall you are supportive of the adoption of the Neighbourhood Development Plan in the future.**

**Please provide your feedback by completing our on-line questionnaire at: <https://www.surveymonkey.co.uk/r/HolmeValleyNDPReg14>**

Our website has a link to the on-line questionnaire or alternatively, you can download a response form and send it to [holmevalleyndp@gmail.com](mailto:holmevalleyndp@gmail.com). If you prefer to complete a paper form, copies are available at Holmfirth and Honley Libraries. Completed forms can be deposited at both libraries for collection or posted to Holme Valley Parish Council, Holmfirth Civic Hall, Huddersfield Road, Holmfirth, HD9 3AS.

**Please note that the consultation period will end on 15<sup>th</sup> September 2019.**

If you have any queries about the consultation or you need assistance with completing the questionnaire, the Steering Group will be hosting four drop-in sessions as follows:

- 11am - 2pm on Friday 26<sup>th</sup> & Saturday 27<sup>th</sup> July at Honley Parish Rooms
- 11am - 2pm on Friday 6<sup>th</sup> & Saturday 7<sup>th</sup> September at Holmfirth Library

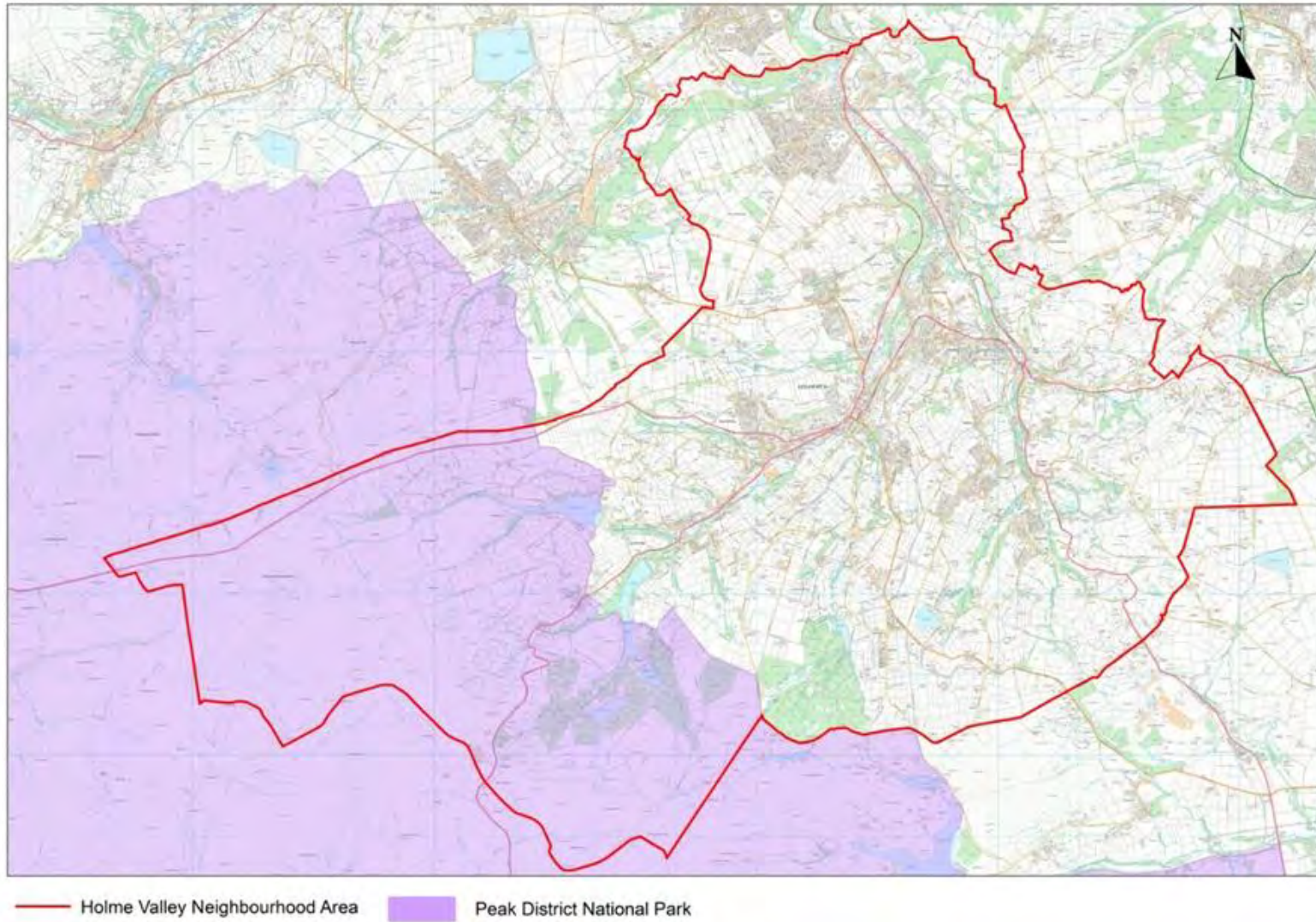
Otherwise, please contact us via our dedicated email at [holmevalleyndp@gmail.com](mailto:holmevalleyndp@gmail.com)

All responses will be considered very carefully and used to inform the submission version of the NDP (Regulation 15) which will be submitted to Kirklees Council later in 2019.

**Thank you for your time and interest and we look forward to hearing your views.**



### Map 1 Holme Valley Neighbourhood Area



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## Executive Summary

**This is the Regulation 14 Draft Neighbourhood Development Plan (NDP) for the Holme Valley.**

### **What does a Neighbourhood Development Plan do?**

Its aim is to give local people more say in decisions about proposed developments in their area by encouraging their involvement in drafting local planning policies. These will give them a real influence over how, and where, development should happen over the 15 years from 2016 - 2031. It captures a vision and objectives and proposes planning policies which will help deliver development which meets local needs and aspirations.

### **Where do NDPs come from?**

NDPs were brought in by the Localism Act 2011 so are a relatively new part of the UK planning system. They allow communities to shape development in their areas and are confirmed by public vote through a referendum. Once made (adopted) it becomes part of the statutory development plan, and is used to help determine planning applications in the Valley, alongside strategic policies in the Kirklees Local Plan.

### **Who has written this draft NDP?**

The Holme Valley NDP has been written by a steering group of local Parish Councillors and community group representatives. The group, formed in April 2016, developed its understanding of 'issues and options' which the NDP wanted to explore, secured the necessary funding and appointed planning consultants. It also sought technical expertise to identify the Valley's unique landscape and heritage and build the evidence base for the plan. Throughout the Plan's development, Government funding and technical advice has been sourced through Locality to support the process.

### **How have local views been captured?**

Local residents were asked for their views on a range of topics, from housing and infrastructure to green spaces and work opportunities, in a public consultation exercise held in summer 2017. They were asked what they valued and what they wished to change in the Valley. Responses were analysed and used to draft the proposed objectives and planning policies which are detailed in this draft Plan. The first informal draft plan was then shared with residents and local businesses during summer 2018 with a summary booklet of the policies entitled 'Your Valley, Your Voice' delivered to nearly 13,000 addresses. Views on the proposed policies were collated through a consultation questionnaire and that feedback analysed to inform the content of this Regulation 14 version.

### **What did local people say?**

A NDP has to propose policies which are shown to reflect local concerns and priorities and a number of key themes were identified through the consultation.

In summary, the responses highlighted that what people like most about living in the Holme Valley is the rural environment and its sense of community.

Looking to the future, responders wanted to see:

- improvements to traffic

- limited development
- improved shopping
- affordable and small houses
- additional houses spread around Valley with priority to brownfield sites
- more sustainable energy efficient homes
- housing and economic development to be sensitive to the Valley's character enforced through planning permission and law
- more people able to work in the Valley
- better public transport
- protection of the rural nature, green belt and fields.

### **How does the NDP reflect these views?**

The detail of the NDP discussed the feedback from the consultation alongside a range of other sources of local information on demographics, heritage, education and planning guidance. Supported by our professional planning consultants, Kirkwells, we have collated the evidence to identify planning policies which should help direct development in a positive way for the community. We have strengthened these through research into other NDPs being developed across the country and have sought examples of how other communities have addressed similar challenges in their areas. Following further community consultation on the vision, 9 objectives and 16 planning policies in summer 2018 and informal feedback from Kirklees, the NDP has been refined to reflect the views of local people.

Feedback from the 2018 informal 'Your Valley, Your Voice' consultation resoundingly endorsed the proposed policies and also provided us with proposals for Local Green Spaces. These areas of local significance can be protected from development and having assessed all the proposals against the National Planning Policy Guidance criteria, we have identified four locations for designation. We believe that unlike other proposed locations, they are not covered by any existing protection and that they meet the requirements of being close to the community, demonstrably special and local in character.

These are:

1. Scholes, Well Garden on Marsh Road
2. Scholes, Sandygate Fields between Sandy Gate & Scholes Moor Road
3. Wooldale, 'Chapel Field' between Bill Lane & Robert Lane
4. Hade Edge 'Gateway Triangle' between Penistone Road & Dunford Road

Alongside this community consultation, we sought the informal views of Kirklees and met with them to discuss our emerging policies. Our website includes two documents: one collating public feedback and the other capturing Kirklees' advice. Each document indicates how this feedback has been used to update the 2018 plan to create this Regulation 14 Plan. The Plan now contains 8 objectives and 13 planning policies as we refined and rationalised them to make the Plan more focused.

### **How is the NDP structured?**

The NDP comprises a vision statement, a set of objectives and formal planning policies. These policies are accompanied by detailed commentary explaining the meaning of the policies and what they are seeking to achieve. The document addresses each policy area in turn, covering a range of areas including landscape, heritage, housing, the economy, education, transport and sustainability.



**What is the proposed vision and objectives?**

The vision is based on the steering group’s views, feedback from the groups to which they belong and the many consultation exercises carried out in recent years, and describes what we want to achieve over the next 15 years.



Figure 1 - Vision & Objectives

**What are the proposed policies?**

The policies flow from the objectives and will be used to determine planning applications submitted to Kirklees Council. The policies will help developers understand local priorities and aspirations. Each policy contains detail to guide planning decisions related to its overall theme.

- PLANNING POLICIES**
1. Protecting and enhancing the landscape character of the Holme Valley
  2. Protecting and enhancing the built character and conservation areas of the Holme Valley and promoting high quality design
  3. Conserving and enhancing local non-designated heritage assets
  4. Promoting high quality shop fronts, and advertisements
  5. Promoting high quality public realm
  6. Building homes for the future
  7. Supporting business generation

8. Facilitating development in Holmfirth, Honley and other local centres
9. Protecting and enhancing local community facilities
10. Protecting local green space
11. Improving transport, accessibility and local infrastructure
12. Promoting sustainability
13. Focusing developer contributions on local priorities.

### **What else is in the NDP?**

The NDP also includes 'actions' to be taken forward by the Parish Council alongside the NDP. These non-planning issues cannot be addressed through a NDP but they are still important concerns identified by the community: by capturing them, we can help inform future work by the Parish Council to deliver the overall vision and objectives.

### **What are the benefits for the Holme Valley in having a NDP?**

Creating a NDP in an area increases the understanding of local views and gives people a formal opportunity to influence planning decisions in the Holme Valley. Alongside the practical impact of helping shape the nature of future developments, it also enables more of the money raised through development to be spent locally. By having a NDP, the Holme Valley will receive 25% of all money raised through the Community Infrastructure Levy as opposed to only 15% if it does not have a NDP. This means more money can be spent on local priorities and this draft Plan asks for feedback on these priorities.

### **What is the Strategic Environmental Assessment (SEA) which is being consulted on alongside the draft Plan?**

Every NDP has to be 'screened' in consultation with Environment Agency, Historic England and Natural England to determine if it requires a full Strategic Environmental Assessment (SEA). Having screened our plan during the public consultation in 2018, Kirklees Council informed us that we required a SEA. Following a successful application for Government 'technical support', a specialist consultant, AECOM, has been commissioned to undertake the SEA. A SEA is an assessment tool which will consider and communicate the likely effects of the NDP on a number of environmental topics such as biodiversity, the historic environment, and landscape. The SEA will seek to make recommendations to either maximise potential positive effects or minimise or even avoid potential negative effects that may arise in implementing the Plan. The aim of the process is to maximise the contribution of the planning policies within the NDP to sustainable development. The SEA report is out for consultation in parallel with this Regulation 14 Plan.

### **What happens next?**

The development of Neighbourhood Development Plans follows a formal staged process which is stipulated by Government Regulations<sup>1</sup>. To date, all consultation has been classed as informal but as the Plan is now better defined, it must adhere to the following steps:

- The Regulation 14 NDP and associated SEA is open to formal public consultation until 15<sup>th</sup> September 2019. This is the first time statutory consultees, such as Historic England, Peak District National Park and our neighbouring parish

<sup>1</sup> The Neighbourhood Planning (General) Regulations 2012, as amended. See <http://www.legislation.gov.uk/ukxi/2012/637/contents/made>

councils, will have had the opportunity to formally review and comment upon the Plan.

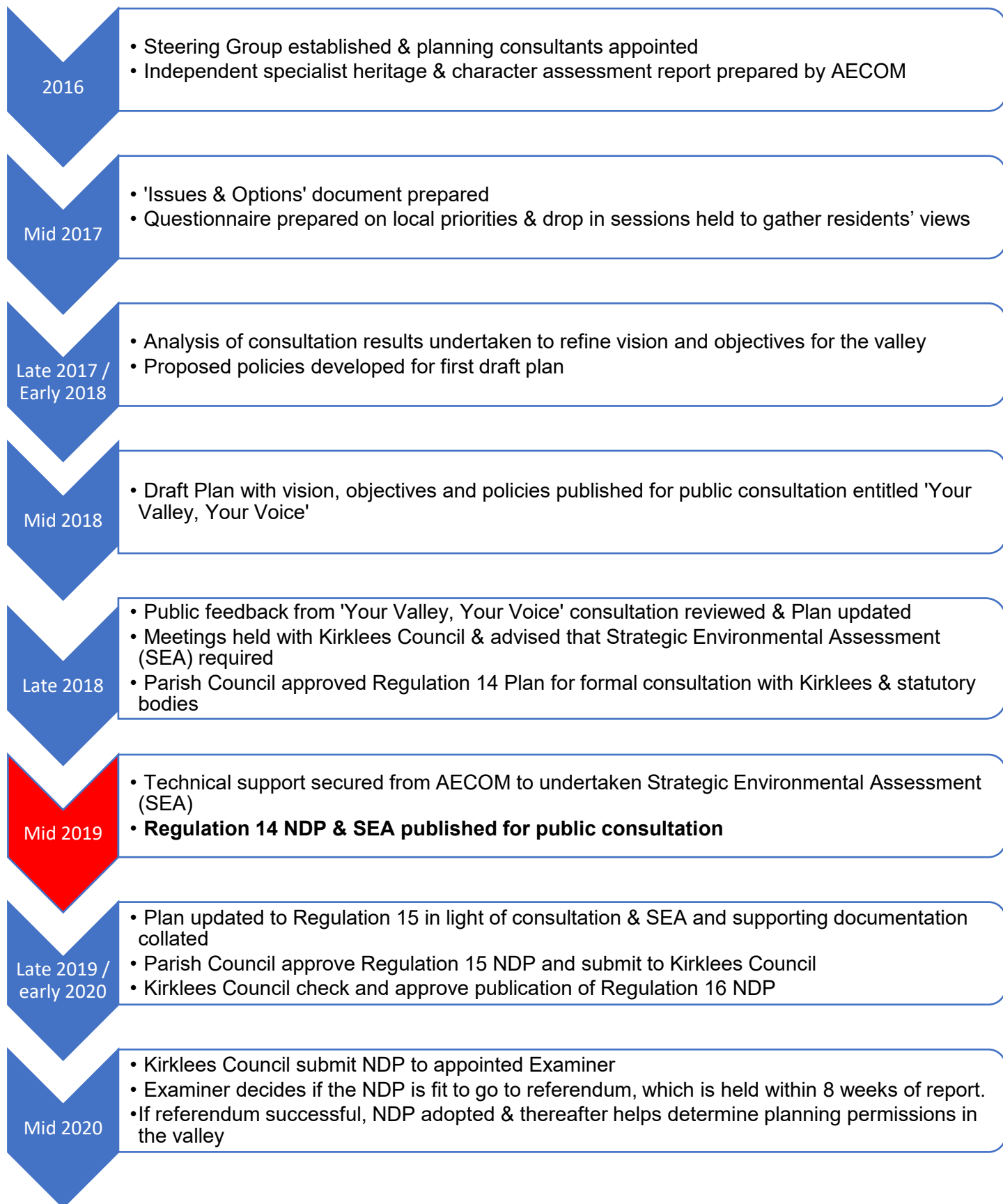
- Following the collation of feedback and review of the SEA recommendations, the NDP will be revised and updated to the Regulation 15 version. This will be accompanied by supportive documentation outlining the consultation responses and how the Plan has developed and it is then submitted by end 2019 to Kirklees Council.
- Kirklees then review the Plan and publish it as the Regulation 16 version for a further public consultation in early 2020.
- The Plan is then submitted to an independent examiner who decides if the NDP meets the required basic conditions (subject to recommended modifications) and can go forward to a referendum.
- A referendum for local voters is then held within 8 weeks which is estimated to be in June 2020. If more than 50% of those who vote, vote in favour of the NDP, it will be formally made (adopted) by Kirklees and used thereafter to inform planning decisions in the Holme Valley.

## 1.0 Introduction and Background

### Draft Plan

- 1.1 Welcome to the Holme Valley Draft Neighbourhood Development Plan (NDP) which is published for formal public consultation until 15<sup>th</sup> September 2019.
- 1.2 This Draft Plan has been prepared on the basis of development work which has been underway since April 2016 when a Steering Group of local councillors and representatives of community groups across the Valley was first formed.
- 1.3 The group first developed an understanding of 'issues and options' which the NDP wanted to explore, secured the necessary funding to progress the plan and appointed planning consultants to provide expert advice. It sought technical expertise to objectively identify and describe the valley's unique landscape and heritage and help build the evidence base for the plan. The steering group then sought views from residents across the valley through its public consultation in summer 2017 and again in summer 2018 when draft proposed planning policies had been developed. The responses from this consultation were analysed and used to update the draft planning policies to help guide development in the Holme Valley Parish up to 2031. Further technical advice was also sought to support the development of a Strategic Environmental Assessment (SEA) which Kirklees Council advised was required in light of the sensitive environment of the Holme Valley.
- 1.4 The development process and next steps towards referendum are summarised in the time line diagram overleaf. The current step of publication of this Draft Regulation 14 NDP for consultation is highlighted.
- 1.5 The photographs throughout the Holme Valley Neighbourhood Plan have been provided by members of the Steering Group, Michael Forster-Jones and the Holmfirth Conservation Group.

Time line of NDP process





## **Purpose of the Plan**

- 1.6 Neighbourhood Development Plans are a relatively new part of the UK planning system, brought in through the Localism Act 2011. In the UK all planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. Made (adopted) NDPs are part of the local statutory development plan, and therefore are used to help determine planning applications in that area. NDPs are powerful tools and present significant opportunities for local people to have a real say in how, and where, development should happen within their local area. They can provide the local detail to add value to higher level, more strategic policies. Overall the aim of NDPs is to give local people more say in decisions about development proposals in their local area by encouraging them to get involved in drafting local planning policies.

## **Work on the NDP so Far**

- 1.7 Work began on the Holme Valley NDP when the Parish Council made the decision to prepare a Plan. The Parish Council applied to become a designated neighbourhood planning body in September 2014. Applications were sent to both Kirklees Council and Peak District National Park Authority. The neighbourhood area is the same as the Civil Parish boundary and was approved on 13<sup>th</sup> February 2015. The designated neighbourhood area is shown on Map 1.
- 1.8 Unlike some neighbouring areas such as Penistone, which have prepared Community Led Plans, the Holme Valley has not previously undertaken a parish wide review of its objectives and vision for the future. Holme Valley Vision network, a body represented on the NDP Steering Group did undertake considerable research in 2013 to understand what mattered most to people in the Holme Valley area. The research undertaken at that time, with involvement for local businesses, young people and residents has been updated and expanded and the data gathered about the interests and make-up of the local population have informed the draft Neighbourhood Plan. The strap line for the project was “making the Holme Valley a good place to live and work in and to visit”. This has now been developed into a vision for the Holme Valley Parish and underpins its Neighbourhood Plan.
- 1.9 The Holme Valley Parish is a large administrative area covering two key centres of Holmfirth and Honley with more than a dozen other small villages. As a result, the challenge for the Neighbourhood Plan has been to identify the common themes which apply to the whole area whilst recognising the distinct character areas within the Valley. The draft plan therefore seeks to identify an overarching vision and then a range of geographically specific policies which offer more detail for certain areas where appropriate.

## Heritage Appraisal

- 1.10 At an early stage of the Plan's preparation, the steering group identified a need for a detailed study of the built heritage and landscape character of the area. Consultants, AECOM, were commissioned to undertake a Heritage and Landscape Character Assessment of Holme Valley Civil Parish during summer and autumn 2016. This report offers an independent review of the built and natural environment of the valley and provides an important part of the technical evidence base for the NDP. Its key conclusions are reflected in this Draft NDP. Copies of the full report are available on the parish website or from the Parish Council on request.

## Issues and Options Consultation

- 1.11 A public consultation on Issues and Options for the NDP was undertaken in Summer 2017. An Issues and Options document and accompanying questionnaire were prepared by the steering group and published for informal consultation 10<sup>th</sup> May to 18<sup>th</sup> July 2017. The consultation was widely publicised across the area through notices in the local paper, posters and flyers distributed in public buildings and on noticeboards throughout all the villages, Honley and Holmfirth. It was also advertised on the Parish Council website, through Facebook and the networks of all the steering group members who represent a range of community groups. Flyers were also distributed through all the primary and secondary schools.
- 1.12 A number of open, drop-in events were held across the area and staffed by members of the steering group. All events were open from 1pm to 9pm. The events were:
- June 7<sup>th</sup> at Hade Edge Band Room, HD9 2DF
  - June 9<sup>th</sup> at Holmfirth Civic Hall, HD9 3AS
  - June 13<sup>th</sup> at St David's Parish Hall, HD9 2NE
  - June 15<sup>th</sup> at Hepworth Village Hall, HD9 1TE
  - June 19<sup>th</sup> at St Mary's Parish Rooms, Honley, HD9 6AH
  - June 23<sup>rd</sup> at Wooldale Community Centre, HD9 1XZ
- 1.13 The documents were available on the NDP pages of the Parish Council website (<http://www.holmevalleyparishcouncil.gov.uk/>) and circulated on social media. Comments were invited by email or by post to Holme Valley Parish Council, Council Offices, Civic Hall Huddersfield Road, Holmfirth, HD9 3JP, by posting them into a box at a drop-in event or subsequently at Honley or Holmfirth libraries.
- 1.14 In total 475 questionnaires were analysed: 228 from Holmfirth High School (marked HHS) and 247 from the main on-line / paper survey (marked Main). The results reflected a wide range of residents with an even mix of male and female respondents as well as a spread of age groups. There were participants from each postcode area within the Valley, so the feedback captured a wide range of views to supplement the other evidence provided by the Steering Group. All responses were read and categorised according to key themes and a summary report is provided on the website. Overall the responses have been used to inform the key themes, vision and objectives and draft policies and proposals in the NDP.

### **Informal Consultation on the First Draft Plan - Your Valley Your Voice Public Questionnaire**

- 1.15 The First Draft Plan was published for informal public consultation from 11<sup>th</sup> June to 27<sup>th</sup> July 2018. The consultation document consisted of a summary booklet outlining the purpose of a NDP and detailing the vision, objectives and policies of the draft plan. This was entitled 'Your Valley, Your Voice'. It provided website links to the full draft plan and highlighted that this was available for review in Holmfirth library, Honley library and the Parish Council offices. It was delivered to all residential addresses within the Holme Valley (12,115 properties) and all business addresses, with additional copies distributed to local cafes, churches, doctor's surgeries and through the community groups represented on the Steering Group. Publicity was done through social media, the Parish Council website and the monthly local free paper, the Holme Valley Review.
- 1.16 Recipients of the 'Your Valley, Your Voice' booklet were invited to complete a questionnaire giving their views on the vision, objectives and policies stating in turn whether they agreed with them and asking for any suggestions for improvements. There was also a free text 'any other comments' section so local people could express their general views on the NDP or elaborate further on particular policies of interest. The question about Local Green Space asked for suggestions of green spaces which local people believed needed protection and all the suggestions were then collated into a list for review and consideration. Respondents were also asked to select their top five priorities for funding received through the Community Infrastructure Levy. These were collated and the broad themes outlined in these summary results.
- 1.17 The questionnaire could either be completed on-line or in hard-copy which could then be deposited in Holmfirth library, Honley library or the Parish Council offices. These completed questionnaires were then inputted into the electronic questionnaire system (Survey Monkey) so all the results both electronic and hard copy could be analysed together.
- 1.18 Completed questionnaires were received from 409 different people. In addition, general responses were also received from the following groups, organisations and businesses:
- Holme Valley South Labour Party
  - Holmfirth Transition Town
  - Peak District National Park
  - Historic England
  - Holme Valley South Kirklees Ward Councillors
  - Scholes Future Group
  - Gladman Developments Limited
  - Kirklees Local Authority
- 1.19 Feedback from the public was overwhelmingly positive with all but one policy receiving over 90% support and helpful feedback and comments were received. Some of these comments have been quoted in the Draft Plan to highlight community views and where these have been done, this has been referred to as Pre-Regulation 14 consultation. A summary document is published on the Parish Council website

setting out the responses to the consultation and how the Draft NDP was amended in response to the various suggestions and comments.

- 1.20 There was also a detailed response from Kirklees Council which was provided as a separate table. Each comment was considered and used to inform revisions to the Draft NDP and the responses are reflected in the updated plan and the table on the Parish Council website. Subsequent meetings with Kirklees considered more specific comments and policy wording was amended where appropriate.
- 1.21 The Draft NDP has been revised both in terms of provision of additional supporting text and evidence, and amendments to policy wording to improve clarity, reduce repetition and to provide greater local distinctiveness. It also added a number of potential Local Green Spaces following review by the Steering Group of all the locations suggested in the consultation. Each site has to meet the criteria of being close to the community, demonstrably special and local in character and work is underway to develop the evidence base to justify the designation for each of the four proposed sites.
- 1.22 This version of the Draft NDP has been prepared for Regulation 14 formal consultation for at least 6 weeks in line with the Neighbourhood Planning Regulations.

### **Strategic Environmental Assessment**

- 1.23 Following a review of the Pre-Regulation 14 draft NDP, Kirklees Council undertook a screening review of the Plan to establish if a Strategic Environmental Assessment (SEA) was required. In conjunction with advice from Historic England, the Environment Agency and Natural England, Kirklees formally advised in October 2018 that a SEA was required.
- 1.24 Strategic Environmental Assessment (SEA) is an assessment tool which considers and communicates the likely effects of the NDP on a number of environmental topics such as biodiversity, the historic environment, and landscape. The SEA seeks to make recommendations to either maximise potential positive effects or avoid/minimise potential negative effects that may arise in plan implementation. Through this process, it should maximise the NDP's contribution to sustainable development in the Holme Valley. Even though no site allocations for housing or development were proposed in the draft Plan, in light of the sensitive natural environment within the Valley, a SEA was deemed necessary. As a result, the Steering Group sought technical support and commissioned AECOM to undertake the study. Following a scoping report, which is available on the NDP website, a full SEA was prepared and is published alongside the Regulation 14 document for consultation. The recommendations within the SEA and the consultation feedback will then be captured in the updated Regulation 15 version of the Plan later in 2019.

## 2.0 Planning Context for Holme Valley NDP

- 2.1 Neighbourhood Plans cannot be prepared in isolation. They are required to have regard to national planning policies (set out in the [National Policy Planning Framework](#) (NPPF) as revised in July 2018, [Planning Practice Guidance](#) (PPG) and other Government statements and guidance) and to be in general conformity with strategic policies in the local development plan. This section outlines the various overarching policies which apply to the Holme Valley.

### Planning Policy

- 2.2 There are two relevant Local Planning Authorities for Holme Valley: Kirklees Council and the Peak District National Park Authority (see Map 1).
- 2.3 In Kirklees, the Local Plan comprises the strategy and policies document, allocations and designations document and associated policies map showing the allocations and designations.<sup>2</sup> The Kirklees Local Plan Strategy and Policies and Kirklees Local Plan Allocations and Designations documents were adopted on 27<sup>th</sup> February 2019.
- 2.4 The Peak District National Park development plan comprises the Peak District Core Strategy 2011<sup>3</sup> and the Peak District Local Plan 2001 'Saved' Policies<sup>4</sup>. Part 2 of the Local Plan for the Peak District National Park, the Development Management Policies document and includes a Policies Map, will guide and manage development across the National Park alongside the adopted Core Strategy up to 2026 and will replace the remaining policies in the Local Plan adopted in 2001. The published version of the Development Management Policies Document and Policies Map, along with an addendum of modifications, was submitted to the Secretary of State on 19 February 2018.

### Planning Context

- 2.5 Holme Valley is a large civil parish in the Metropolitan Borough of Kirklees in West Yorkshire, England. It has a population of 27,146 (2011 census) and covers an area of 7,046 Ha. The administrative centre is in Holmfirth. Other villages in the parish include Brockholes, Cinderhills, Hade Edge, Hepworth, Hinchliffe Mill, Holmbridge, Holme, Honley, Jackson Bridge, Netherthong, New Mill, Scholes, Thongsbridge, Uppertong and Wooldale.
- 2.6 There are areas within the parish that are urban, and areas that are very rural; there is a distinctive landscape character, which is significant in terms of wildlife and biodiversity. The built character of the town, the villages and surrounding rural buildings is also distinctive in terms of the widespread use of traditional local materials, and the scale and form of rural buildings.

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<sup>2</sup> <https://www.kirklees.gov.uk/beta/planning-policy/local-plan.aspx>

<sup>3</sup> <http://www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/core-strategy>

<sup>4</sup> <http://www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/the-local-plan>



## Summary of Key Characteristics

### Landscape Character

- 2.7 The landscape character around Holme Valley is described in detail in the [Kirklees District Landscape Character Assessment, July 2015](#). The Landscape Character Assessment gives a summary of the landscape character for each character area and identifies valued landscape features and attributes.
- 2.8 Part of the area to the west lies within the Peak District National Park. [The Peak District Landscape Character Assessment](#) (2008) provides information about landscape change and details guidelines for the distinctive landscapes of the Peak District. Home Valley neighbourhood area includes the following landscape character areas:
- Dark Peak
  - Dark Peak Yorkshire Fringe.

### Biodiversity

- 2.9 Holme Valley has a number of significant local biodiversity assets. There are Sites of Special Scientific Interest (SSSIs), Special Protection Areas (SPAs), Special Areas of Conservation (SAC's), Local Geological Sites, Local Wildlife Sites and ancient woodlands within the neighbourhood area. See Appendix 1.

### Green Infrastructure

- 2.10 Green Infrastructure (GI) is "a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities" (NPPF Annex 2: Glossary). Multi-functional Green Infrastructure (GI) is important to underpin the overall sustainability of development by performing a range of functions. There are many opportunities in Holme Valley to enhance and extend existing GI networks by encouraging developers to design landscaping, open space and buildings to enhance local wildlife, respond to climate change, and provide suitable opportunities for recreation, all at the same time.

### Built Heritage

- 2.11 In addition to a distinctive local landscape character and many natural heritage assets, Holme Valley is defined by its very attractive and interesting built heritage. The parish has 13 conservation areas, 451 listed buildings and 3 Scheduled Monuments. There are also buildings and structures within the neighbourhood area which do not benefit from the protection of Statutory Listing but are of local heritage value.
- 2.12 Kirklees Council has only published conservation areas appraisals for Oldfield and Holme conservation areas which is a source of local concern as without any record of what is characteristic of each conservation area, it can be difficult to identify how to protect them. The Valley still has a number of mill buildings reflecting its industrial history despite many being demolished over recent years. Only Bridge Mills and Ribbleden Mills now remain in Holmfirth and retaining the built heritage of a traditional mill town is regarded as important. The Parish Council commissioned a Heritage and Landscape Assessment in 2016 to provide further background

evidence to support the NDP, and to inform policies on protecting local character and encouraging high quality design, including contemporary and sustainable buildings.

- 2.13 Since then, a local group, Holmfirth Conservation Group, stepped into the gap created by Kirklees's lack of appraisal of the Holmfirth Conservation Area, which is deemed to be at risk by Historic England. The appraisal has been completed, and its findings have helped inform the Neighbourhood Plan with the Conservation Area Appraisal being included in full as part of the available evidence base to support and justify the policies in the NDP.

### **Providing Housing**

- 2.14 Supporting the provision of new housing is a major issue for the Holme Valley NDP. In the new Local Plan Kirklees Council has identified an additional 1,087 homes to be located on 27 different sites in the Holme Valley. Based on information taken from the Local Plan concerning the size of the allocated sites and number of proposed houses, it is estimated that the housing density in the Holme Valley will be approximately 30 dwellings per hectare compared with the national average of 35 dwellings per hectare.
- 2.15 Neighbourhood plans should be in general conformity with the strategic planning policies in the Local Plan should plan positively to support them. Neighbourhood plans, and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.
- 2.16 Local concern focuses on the impacts that such a proportionately large increase in the number of houses will have on quality of life. At the moment, approximately 27,000 people live in the Parish Council area. There are fears that the proposed housing development may lead to a substantial increase in the local population with their associated impact on existing infrastructure. This was illustrated by some of the feedback from the Pre-Regulation 14 consultation with comments such as 'the scale of development is far too great, overwhelming villages and causing traffic problems' and 'infrastructure can't cope'. Population growth is not necessarily a consequence of additional houses since household formation rates could change. The Kirklees Local Plan predicts that the average size of households will decline from 2.43 to 2.34 by 2031. Using the 2011 census figures of 27,146 people living in 12,039 households<sup>5</sup>, the average size of households in the Holme Valley is already only 2.25 but with an additional 1,087 homes, a population increase at this lower density could still equate to additional 2,446 people in the valley. With only 14.37% households not having a car or van, compared with 25.44% in Kirklees as a whole, it can be assumed that pressure on road infrastructure will increase as more housing is built. This is considered in more detail in section 4.10.
- 2.17 Most of the land allocated in the Local Plan for employment purposes is to the North of Huddersfield and the type of houses being built is likely to attract people who work in the surrounding cities, such as Leeds, Wakefield, Manchester and Sheffield. A large number of people already commute out of the area, mostly by car and there is an opportunity for the Neighbourhood Plan to promote and support alternative modes of transport to reduce reliance on the private car. There will be an increased demand

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<sup>5</sup> <http://observatory.kirklees.gov.uk/profiles/profile?profileId=163&geoTypeId#iasProfileSection4>

for local services, particularly schools and health and care facilities and the increased population will result in a greater loading on the infrastructure, in particular the road and drainage networks. The impact on infrastructure has been considered in the Local Plan and new developments will provide developer contributions including Community Infrastructure Levy (CIL) funding to go towards infrastructure.

- 2.18 On average houses are more expensive than anywhere else in Kirklees, according to information obtained from Kirklees Observatory. The 2011 census showed that there is a greater proportion of detached houses and a lower proportion of semi-detached houses and flats or maisonettes. This profile, given the type of property being approved since then, is unlikely to have changed. Indeed, there is growing concern about the number of larger, high cost properties being built in the Valley and the absence of lower cost, smaller dwellings. There is a general consensus amongst local people of the need for more affordable, smaller housing to help young people live independently, to support older people wishing to down-size and to accommodate people whose circumstances change.
- 2.19 During the 2017 public consultation, the overwhelming message was that residents wished to see affordable housing, with over 72% of responses supporting this. Affordable housing has a specific definition of 'housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions' set out in the NPPF<sup>6</sup>. However, anecdotally, it has been interpreted in different way and since it was often mentioned in the same answer as small housing, the importance of more, smaller housing stock is clear. Quotes indicated that residents wanted to see 'Houses that first-time buyers can afford, and old people are able to remain living in' and 'sensibly sized and placed development' and 'some small and affordable housing'. Local Plan policy PLP 11 requires a range of housing to meet local needs and states that sites should provide 20% affordable housing.

### **Supporting the Local Economy**

- 2.20 The future sustainability of the parish is dependent upon maintaining a buoyant local economy and services, or there is a risk that part of Holme Valley Parish could become a group of satellite, commuter settlements serving larger towns such Huddersfield. The 2011 census data<sup>7</sup> demonstrates that the Valley has a higher than average number of people in higher managerial, administrated and professional occupations (15.45% of all aged 16-74 compared to 8.82% those in Kirklees) some of whom will commute to larger towns and cities. However it still has a range of occupations represented with 11.79% of those aged 16-74 classified as small employers and own account workers and residents have expressed the desire to retain a mix and support this part of the economy. The Pre-Regulation 14 consultation included comments such as 'I welcome all opportunities to expand local employment as a means of reducing sustainable levels of commuting and as a way to encourage young people to stay in the local area.'

<sup>6</sup> See NPPF definition of Affordable Housing in Appendix 6

<sup>7</sup> <http://observatory.kirklees.gov.uk/profiles/profile?profileId=163&geoTypeId#iasProfileSection4>

- 2.21 Holmfirth is an internationally known brand, renowned for its beautiful countryside and character as well as being the setting for the longest running sitcom in the world, Last of the Summer Wine. Indeed, the very reason for the series to be based here was due to the visual attractiveness of the area. The duration of the programme and its international popularity still draws visitors. More recently, the area's programme of festivals and other attractions, including the Holmfirth Picturedrome, a popular independent live music venue, have provided more contemporary visitor draws.
- 2.22 There are many other opportunities for developing the local economy which will help to support a vibrant and viable town centre and the local population. There is strength in the services that support the local population, such as building trades, hairdresser and beauty facilities and the motor trades. The number and quality of cafes and restaurants and other night time attractions attract visitors as well as serve local people. Engineering businesses can still be found locally and there are a significant number of professional services and consultancy businesses operating in the Valley suggesting that there is considerable scope for expansion, particularly through greater use of the broadband and other communication channels.
- 2.23 The 2017 consultation identified that over 75% of respondents felt that the neighbourhood plan should enable more people to work in the Holme Valley with opportunities for business hubs, small businesses and commerce, service and creative industries featuring most highly.

### **Protecting and Improving Local Facilities**

- 2.24 The Holme Valley is fortunate to have a good range of local facilities. These include village halls, recreation grounds including sports fields/sport centres/gymnasiums, sailing, tennis and cricket clubs, a swimming pool, children's play areas, places of worship, and primary and secondary schools.
- 2.25 Alongside informal facilities such as the network of walking and cycling routes and the range of services within Holmfirth, Honley and the surrounding villages, the local facilities offer opportunities for residents to meet and socialise. The Holme Valley has a large number of different community groups, organisations and societies which cater for the diverse interests of the local population and having places where they can meet and participate in their various activities is an essential part of the Valley's character.



**Figure 2 - View towards Honley**

### 3.0 Holme Valley NDP Vision and Objectives

- 3.1 The vision has been developed by the Steering Group based on their views, feedback from the groups to which they belong and the many consultation exercises that have been carried out in recent years. The vision describes what we want to achieve over the next 15 – 20 years.
- 3.2 The objectives break the Vision down into sections to help structure our thinking about how we address the issues facing the Valley in our Neighbourhood Plan policies. They have been informed by the latest consultation with the community in the summer 2018.
- 3.3 The primary purpose of a Neighbourhood Development Plan is for a Parish Council to produce a set of policies against which planning applications submitted to Kirklees Council will be assessed. The Holme Valley NDP includes planning policies which will be used for this purpose.
- 3.4 The Holme Valley NDP also includes ‘actions’ which will be taken forward by the Parish Council in order to address the non-planning issues relevant to the communities living within the parish.

#### VISION FOR THE VALLEY

The Holme Valley of the future will continue to be a beautiful rural landscape offering safe environments for wildlife and celebrating its culture, heritage and splendour for the benefit of local people and visitors. It will be home to a vibrant and welcoming community whose people live and/or work within its thriving settlements. It will offer the services and facilities for modern life, whilst sustaining a strong sense of identity and belonging for everyone.

#### OBJECTIVES

- |  |
|--|
| A. To preserve and promote the distinctive characteristics of the Holme Valley.  |
| B. To protect important open spaces, views and landscape of the Holme Valley.  |
| C. To promote the type of housing that meets the needs of the local population, and ensure that all new development meets appropriate design and building standards. |
| D. To promote growth of the economy, employment and tourism in the Holme Valley.   |
| E. To promote education and life-long learning for all through investment in improved local community facilities.  |
| F. To promote the health and well-being of residents.  |
| G. To improve accessibility, infrastructure and movement around the Valley by promoting more sustainable transport choices.  |
| H. To promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy.  |



3.5 Table 1 shows which policies meet the relevant objectives.

**Table 1 NDP Policies and Objectives**

NDP Draft Policies		Obj A	Obj B	Obj C	Obj D	Obj E	Obj F	Obj G	Obj H
1	Protecting and enhancing the landscape character of the Holme Valley	✓	✓	✓			✓	✓	✓
2	Protecting and enhancing the built character and conservation areas of the Holme Valley and promoting high quality design	✓	✓	✓	✓		✓	✓	✓
3	Conserving and enhancing non designated heritage assets	✓			✓				
4	Promoting high quality shop fronts and advertisements	✓			✓				
5	High quality public realm	✓			✓		✓	✓	
6	Building homes for the future	✓		✓			✓	✓	✓
7	Supporting business generation	✓			✓				✓
8	Facilitating development in Holmfirth, Honley and other local centres	✓		✓	✓		✓	✓	✓
9	Protecting and enhancing local community facilities	✓				✓	✓	✓	✓
10	Protecting Local Green Space	✓	✓				✓		✓
11	Improving transport, accessibility & local Infrastructure	✓	✓		✓	✓	✓	✓	✓
12	Promoting sustainability	✓		✓			✓	✓	✓
13	Focusing developer contributions on local priorities	✓	✓		✓	✓	✓	✓	✓

## 4.0 Holme Valley NDP Planning Policies

The following sections of the Holme Valley Neighbourhood Plan contain the policies applied by Kirklees Council and the Peak District National Park Authority in the consideration of any planning application submitted within that authority's part of the Holme Valley Neighbourhood Area.

These policies are necessarily wide ranging in their scope and taken together will help to deliver sustainable development within the Parish.

A Neighbourhood Development Plan has the same legal status as the Local Plan once it has been supported at a referendum and is made (brought into legal force) by the local planning authority.

At this point it becomes part of the statutory development plan and applications for planning permission **must be determined** in accordance with the development plan, unless material considerations indicate otherwise.

## 4.1 Protecting Local Character

- 4.1.1 The local character of the area encompasses both the landscapes of the area and its built environments. The distinctive landscapes and built heritage of the Holme Valley are clearly valued locally, nationally and internationally as positive assets.
- 4.1.2 The distinctive local landscape character of Holme Valley Parish is highly significant in terms of the area's strong local identity and is valued by residents and visitors alike. The public consultation on Issues and Options in summer 2017 reiterated the appreciation of local landscape character by local people. The rural environment was by far the largest single response to Q1 "What do you like most about living in Holme Valley?" with 44% responses mentioning it. Responses included "Beautiful well-kept countryside, great towns and villages. It feels safe and friendly. Lots of well organised fun events" and "I feel that the most important thing that should be protected is the countryside. Without the countryside what is the Holme Valley?".
- 4.1.3 The landscape and particularly its wide open views are highly valued and examples of these are shown in the photographs below:



Figure 3 - Looking up the Holme Valley towards Holmbridge



Figure 4 - Looking down the Holme Valley across to Cheesgate Nab

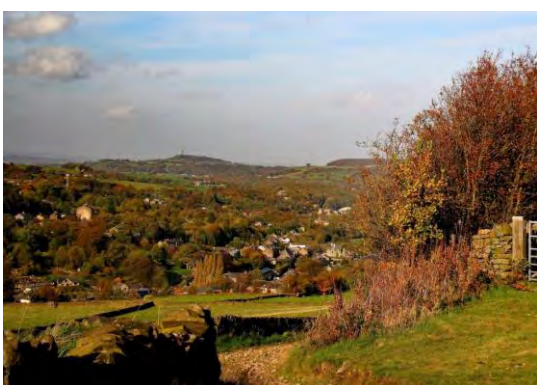


Figure 5 - Looking down the Holme Valley over Holmfirth towards Castle Hill



Figure 6 - View across New Mill from Sude Hill

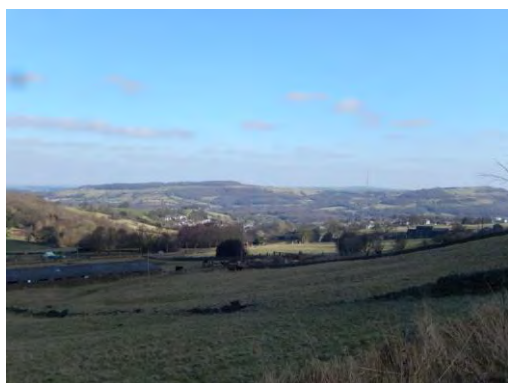


Figure 7 - View towards Netherthong from Wolfstones



Figure 8 - View from Holme Moss down Holme Valley

- 4.1.4 Natural England has identified and described [National Character Areas \(NCA\)](#) for all areas of England. The eastern portion of the area falls within NCA 37: Yorkshire Southern Pennine Fringe. The close juxtaposition of the predominantly Millstone Grit industrial towns, valley topography and pastoral agriculture of the Pennine foothills forms a distinct feature of the landscape. Although largely a transitional landscape stretching from upland areas to the lower-lying land to the east, the use of millstone grit in buildings and structures provides a sense of visual unity to the landscape.
- 4.1.5 The western extent of the study area is encompassed within NCA 51: Dark Peak, which forms a landscape of wild and remote moorland, contained almost entirely within the Peak District National Park. The plateau topography is divided and drained by a number of small streams which coalesce to form the main rivers within the NCA. Forming part of the southernmost limit of the Pennines, valley reservoirs and uninterrupted views across the elevated landscape are characteristic of the area.
- 4.1.6 The [Kirklees District Landscape Character Assessment \(2015\)](#) identifies a total of eight Landscape Character Types and 19 Landscape Character Areas. There are a number of these that cover the Holme Valley Parish.
- 4.1.7 Part of the area to the west lies within the Peak District National Park. [The Peak District Landscape Character Assessment \(2008\)](#) provides information about landscape change and details guidelines for the distinctive landscapes of the Peak District. The Holme Valley neighbourhood area includes the following landscape character areas:
- **Dark Peak**  
Sparsely populated upland plateau with steep gritstone slopes that drop away to wooded cloughs and deep valleys.
  - **Dark Peak Yorkshire Fringe**  
Displaying many of the characteristics of the Peak District, the landscape is also influenced by the proximity of urban settlements including the close association with pastoral agriculture and early industrial activity.
- 4.1.8 The character of the built heritage of the Holme Valley is also valued locally, nationally and internationally as positive assets. Built heritage assets in the Valley include 13 [conservation areas](#): Butterley, Fulstone, Hepworth, Hinchliffe Mill, Holme,

Holmfirth, Honley, Netherthong, Oldfield, Totties, Underbank, Upperthong, and Wooldale. There are also 451 listed buildings and 3 Scheduled Monuments. Much of the rural area of the Parish is protected by Green Belt.

4.1.9 In order to provide more detailed information about the built character of the Holme Valley, the Parish Council commissioned AECOM consultants, to undertake a Heritage and Character Assessment in 2016, to provide more local detail to the landscape character assessment work undertaken at the Kirklees level. This study included public consultations and showed that the following are particularly valued by local residents:

- Existing built development and settlement pattern and how this is integrated within the Valley topography;
- Industrial and agricultural heritage of the area;
- Contrast of the industrial heritage features with the wider moors and wooded valleys.

4.1.10 Key issues which required resolving were:

- Address the continued loss of mill buildings and demise of local industry;
- Implement stricter controls in conservation areas, relating specifically to the replacement of doors and windows;
- Reinstate shop fronts which are sympathetic to the local setting.

4.1.11 Aspects of heritage or character which residents felt were particularly sensitive to change included:

- Industrial heritage and existing mill chimneys (such as Bottoms Mill) which are now showing signs of decay and neglect;
- New development which is not in-keeping with local materials or existing building scale / massing;
- Introduction of new development within conservation areas.

4.1.12 Identified pressures which could threaten the distinctive characteristics of the area included:

- Failure to preserve heritage features in new development resulting in the gradual erosion of local character; and
- Large scale housing developments which do not reflect the local building vernacular.

4.1.13 In general, the Heritage and Character Assessment concluded that the design, form and pattern of new development should respond to the historic local vernacular within the parish, using local materials. Development should also respond appropriately to the immediate context, taking into account layout, scale, density and appearance (including materials) of neighbouring buildings. Specific consideration should be given to the conservation areas within the area to ensure the conservation and protection of key heritage assets.

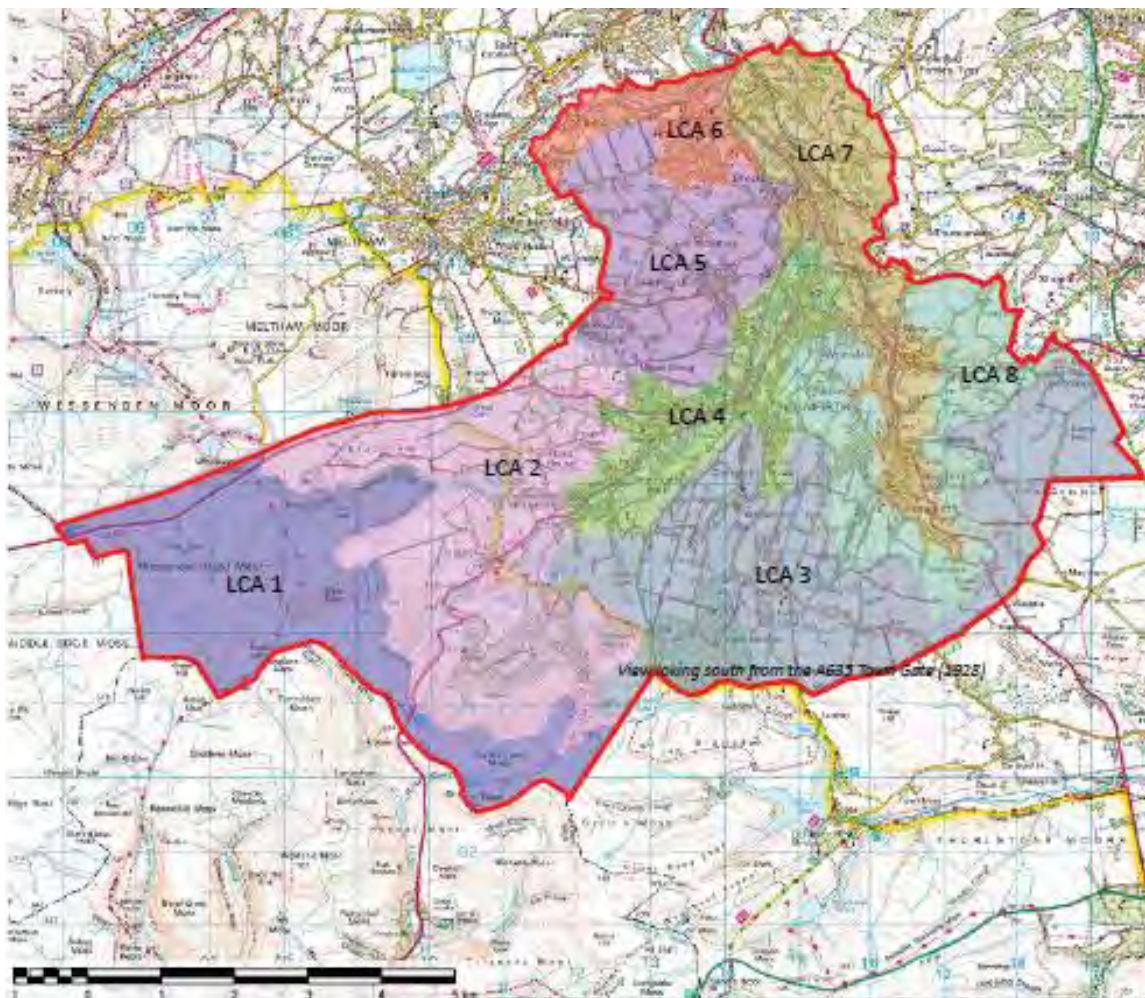
4.1.14 Resulting from these findings, the AECOM Assessment identified eight distinct Landscape Character Areas within the Holme Valley which are listed below and shown on the following map:

- LCA 1: Wessenden Moors
- LCA 2: Holme Moorland Fringe
- LCA 3: Hade Edge Upland Pastures
- LCA 4: River Holme Settled Valley Floor
- LCA 5: Netherthong Rural Fringe
- LCA 6: Honley Village Centre
- LCA 7: River Holme Wooded Valley
- LCA 8: Settled Slopes of the Holme Valley

4.1.15 Each of these areas is described in Section 4.2, where their particular landscape and built heritage characteristics are described separately. The Heritage and Character Assessment is provided as Appendix 7 where the maps can be viewed in more details as each Landscape Character Area has its own more detailed map. The policy statements in this section are aimed at protecting and enhancing the distinct features of the respective area.



**Map 2 Landscape Character Areas in Holme Valley Parish**



**Landscape Character Areas**

- LCA 1: Wessenden Moors
- LCA 2: Holme Moorland Fringe
- LCA 3: Hade Edge Upland Pastures
- LCA 4: River Holme Settled Valley Floor
- LCA 5: Netherthong Rural Fringe
- LCA 6: Honley Village Centre
- LCA 7: River Holme Wooded Valley
- LCA 8: Settled Slopes of the Holme Valley

## 4.2 Landscape Character Areas

The following extracts are taken directly from the Holme Valley Heritage and Character Assessment produced by AECOM.

### 4.2.1 Landscape Character Area 1: Wessenden Moors

**Key landscape characteristics** of this area are:

- *undulating gritstone plateau with an extensive area of high moorland which forms a continuation of character from the Peak District National Park;*
- *open landscape largely devoid of tree cover with expansive views;*
- *land use dominated by rough sheep grazing with boundaries formed by a combination of post and wire fencing and millstone grit walling.*

**Land use and cover** is characterised by open moorland with some exposed farmland predominantly grazed by sheep. The setting forms an extension of the wider moorland expanses of the Peak District National Park to the west. The portions of upland moorland habitat are underlain by blanket peat. Field boundaries are generally rare but where these do exist these are often post and wire fencing or millstone grit walling.

**Settlement pattern and built form** comprises a lack of settlement resulting in a remote landscape situated within the boundary of the Peak District National Park. The landscape is therefore characterised by a sense of desolation. The landscape itself forms a dramatic upland setting to settlements located within the wider valley landscape of the study area.

*This is a highly protected area with very few buildings and there will be very few opportunities for development in this Landscape Character Area.*

### 4.2.2 Landscape Character Area 2: Holme Moorland Fringe

**Key characteristics** of this area are:

- *steep slopes and cloughs rising towards the moorland plateau above, creating incursions in the broad pastoral terrace;*
- *agricultural fields enclosed by millstone grit walls which form an immediate fringe to the Peak District National Park;*
- *prevalence of water catchment land use with the presence of several valley reservoirs and associated geometric blocks of coniferous plantation;*
- *deciduous tree cover limited to wooded cloughs, watercourse trees and field boundary treatments;*
- *high number of recreational resources in the form of upland reservoirs and long-distance walking routes;*
- *overall sense of exposure and isolation as a result of the surrounding moorland.*

**Land use and cover** is dominated by rough grazing and semi-improved pastures, enclosed by millstone grit walls or post and wire fencing. There are a number of upland reservoirs. The landscape forms a rising rural backdrop to the settlements occupying the valley floor of the wider Holme Valley. Situated at the head of the Holme Valley, Holme village lies at the edge of an area of wilderness.

*There are areas of open access land to the south of Holme village. There are a number of winding, single track roads associated with the upper moorland areas and recreational opportunities are provided in association with the upland reservoirs, the Kirklees Way long distance footpath and the survival of several historic packhorse routes.*

***Views** are a key component of the Landscape Characteristic Area. The availability of panoramic and long-distance views are valued locally and are a major attractor to the area for tourists.*

***Settlement pattern and built form** comprises a dispersed settlement pattern with scattered farmsteads and groups of buildings at Flush House and Hogley Green, located on the valley slopes, demonstrating where development moves from the valley floor to the hilltops. Millstone grit is the common building material and former laithe and weavers' cottages form a distinctive vernacular architecture. Building details are designed in response to the harsh climatic conditions with small windows located predominantly on less exposed elevations. Holme village is designated a conservation area.*

*Nestled under Holme Moss, Holme forms a hilltop village historically associated with agriculture and the textile industry. The village has a traditional settlement pattern centred on the A6024 Woodhead Road with development along Meal Hill Road, Turf Gate and Fieldhead Lane. There are also small groups of buildings (including farmsteads) to the north, around Digley Reservoir and along Flush House Lane, Roods Lane, Coldwell Lane, Carr Lane, Mellor Lane and Greenfield Lane.*

#### **4.2.3 Landscape Character Area 3: Hade Edge Upland Pastures**

***Key Characteristics** of this area are:*

- division of landscape into rectilinear pastoral fields enclosed by millstone grit walling;*
- sparsely wooded landscape with tree cover limited to shelterbelts within the agricultural landscape;*
- availability of framed views towards the settled corridor of the River Holme;*
- views of open water bodies such as Boshaw Whams and Holme Styes;*
- dispersed settlement pattern within a rural landscape;*
- mixture of individual and small clusters of farm dwellings typical of the local vernacular.*

***Land use and cover** is essentially rural with a number of small historic settlements, mill developments and small reservoirs, featuring a mix of agricultural land with small hillside settlements which developed through farming and domestic textile manufacturing. Grazed farmland is divided into a regular patchwork of small fields enclosed by millstone grit walling. The rising landform accommodates small tributaries which drain from the Holme Styes and Boshaw Whams reservoirs into the River Holme below.*

***Greenspace and public realm** comprises Clough Wood and Copthurst Wood, large coniferous plantations, occupying the upland slopes above Holme Styes Reservoir.*



*However, the landscape is generally sparsely wooded and limited to shelterbelts and vegetation associated with small watercourses.*

**Settlement pattern and built form** is sparse, with development largely limited to the hillside village of Hade Edge and the group of farm buildings at Cartworth Fold. Washpit Mill is also located in this area and comprises mill buildings and cottages. Hade Edge forms the largest settlement and is located on a plateau at Dunford Road and Penistone Road. Farmsteads are scattered on the valley slopes. Dry stone walls are common features creating a strong sense of visual unity.

*Other settlements include Choppards, Arrunden and Longley which are comprised largely of farm buildings and weavers' cottages. Wash Pit Mill and Choppards Mill are located in the valley to the west of the area and have direct access into Holmfirth to the north. There are no designated conservation areas or scheduled monuments.*

#### **4.2.4 Landscape Character Area 4: River Holme Settled Valley Floor**

**Key characteristics** of this area are:

- *availability of views towards rising rural backdrops and steep incised valley sides*
- *strong pattern of ribbon development with settlements such as Holmbridge, Hinchliffe Mill and Holmfirth located on the lower valley topography;*
- *presence of mill ponds and mill buildings as a reminder of the industrial heritage of the area;*
- *boundary treatments comprised largely of millstone grit walling and decorative iron railings which divide individual properties and form the street facing elevation;*
- *narrow winding streets which climb steeply from the valley floor;*
- *narrow alleys with distinct changes in level, often retained with stone sett surfacing*

**Views** and vistas to the upper reaches of the valley sides form a characteristic feature. Views across to the opposing rural valley slopes provide a contrast to the dense development in the valley bottom. There are also clear views towards the Peak District National Park.

**Settlement pattern and built form** comprises ribbon development following the primary transport corridors on the valley floor. The densely settled corridor incorporates the busy commercial centre of Holmfirth as well as the villages of Thongsbridge, Upperthong, Hinchliffe Mill and Holmbridge. Holmfirth stands at the confluence of the River Holme and River Ribble in the valley bottom. There are steeply sloping hills to the north-west and south-east which lead up towards Upperthong and Underbank. The area to the west of Holmfirth town centre is also built on a hillside but has a much more vegetated character in comparison to the central and eastern area. Larger properties with sizeable gardens can be found on Cooper Lane, Upperthong Lane and Hightown Lane.

*Holmfirth and the villages are broadly linear in form, although the prominent Georgian church and mid-Victorian buildings in Victoria Square largely defines the town centre. Industry and commerce is centred in the valley bottom of Holmfirth, characterised by*

*historic mill buildings. Constructed largely of millstone grit with slate roofs, mid-19th century terraces form the predominant building style. The close-knit development of houses follows the gradient of the landscape, enclosing the settlement and providing a strong sense of place. In general, built form in Holmfirth is generally aligned to the back of the pavement resulting in a strongly defined building line.*

*Narrow winding residential streets characterise the sloping hillsides whereby stepped passageways with sudden changes in direction create intimate spaces. Localised level changes and rooflines climb steeply from the valley floor and also form characteristic features. The design of the streetscape around Hinchliffe Mill tends to make maximum use of the topography with the building mass climbing the valley slopes.*

*Setted streets and stone troughs also form common features of the area. Boundary treatments are comprised largely of millstone grit walling and decorative iron railings. The stone walling which runs parallel to Upperthong Lane is representative of local vernacular detailing.*

*There are six historic settlements of note within this Local Character Area: Holmfirth, Underbank, Hinchliffe Mill, Holmbridge, Thongsbridge and Upperthong. Four of these settlements, Hinchliffe Mill, Holmfirth, Upperthong and Underbank, have been designated conservation areas.*

*Holmfirth, Hinchliffe Mill, Underbank, Holmbridge and Thongsbridge have a similar variety of buildings linked to their origins in the textile manufacturing industry. They contain large mill buildings beside the river with weavers' cottages and large detached and semi-detached properties. Upperthong, although located close to Holmfirth, still maintains its rural connections as a farming village with small scale weaving industry.*

#### **4.2.5 Landscape Character Area 5: Netherthong Rural Fringe**

**Key Characteristics** of this area are:

- *transition to a gently undulating farmland plateau;*
- *network of minor roads which traverse and climb the valley slopes from Holmfirth in the valley floor;*
- *medium scale irregular shaped agricultural fields dominated by improved pastures;*
- *elevated landscape providing a rural backdrop to the village of Honley and the settled valley floor below;*
- *vegetated corridors of Dean Brook and Mark Bottoms Dike which drain the valley sides;*
- *availability of views to the north east towards Victoria Tower on Castle Hill, a local landmark;*
- *development pattern of tight settlement clusters in contrast with the open elevated agricultural landscape;*
- *unified local vernacular provided by prevalence of millstone grit dwellings and stone wall field boundary treatments.*

**Land use and cover** comprises rural fringe agricultural land enclosed by high drystone boundary walls. Field sizes largely relate to the historic farming scale as

evident by the field patterns to the south of Oldfield Road. The elevated rural character forms a setting to the settlements of Holmfirth, Thongsbridge and Uppertong along the valley floor.

**Greenspace and public realm** features rural fringe farmland separating the villages, creating distinct settlements located on the valley sides. This rural land use is often dissected by public rights of way.

**Views** are extensive across the surrounding rural landscape. Long distance views are available towards the local landmark of Victoria Tower on Castle Hill, 500 m north of the boundary of the study area and towards Huddersfield in the north. The valley sides also afford framed views towards the valley settlements below. However, within Netherthong and Oldfield views are often glimpsed between buildings

**Settlement pattern and built form** is distinctive, comprising a predominant pattern of hamlets and small villages with properties located on Bradshaw Road, Meltham Road or within the village of Netherthong itself. The Landscape Character Area encompasses the small rural settlements of Netherthong and Oldfield, located on the northern valley sides of the River Holme. These villages are characterised by tight nucleated settlement patterns which contrast with the open landscape setting. Netherthong and Oldfield are locally distinctive with 18th and 19th century housing laid out in intricate squares and courtyards. Netherthong also has a linear offshoot into Deanhouse in the north.

The main building style is cottage or farmhouse constructed of millstone grit. The design and layout of buildings has developed as a functional response to resist the microclimate. Modern materials such as asphalt and concrete are however, prevalent within the streetscape.

Netherthong and Oldfield are two historic farming and weaving settlements and have been designated as conservation areas. Groups of buildings are also found on Wolfstone Road, Moor Lane and Knoll Lane, as well as on Bradshaw Road and Meltham Road close to Honley.

#### 4.2.6 Landscape Character Area 6: Honley village centre

**Key Characteristics** for this area are:

- strong inter-visibility with the rural fringe landscape to the south-west;
- large tracts of woodland cover associated with Mag Brook which meanders and forms a green corridor to the north.
- densely settled landscape dominated by the settlement of Honley, located on the valley sides of the River Holme;
- high proportion of traditional vernacular buildings within the historic and commercial core of Honley;
- expansion of housing to the south of the historic core of Honley, defined by largely 20th century developments.

**Land use and cover** is characterised by the settlement of Honley, set within a wider rural landscape. The Landscape Character Area contains considerable tree and woodland cover: Honley Wood and Honley Old Wood are ancient semi-natural



*woodland, covering much of the southern valley slopes of Mag Brook and Honley Wood itself is designated as a Local Wildlife Site.*

**Greenspace and public realm** *comprise the large tracts of designated ancient woodland forming the valley slopes of Mag Brook. These include Honley Old Wood, Clitheroe Wood and Spring Wood which lies at the northern boundary of the study area. Honley Wood contains archaeological features and disused quarries / coal pits, and forms one of the largest remaining semi-natural woods in West Yorkshire.*

**Views** *of a wider rural backdrop are glimpsed and often framed by built form. The sloping topography creates a strong connection between the centre of Honley and the wider agricultural setting, including strong visual links to Oldfield within the adjoining Landscape Character Area. Views within the Mag Brook valley are framed by vegetation. From locations within the south of the village, such as Long Lane and Bradshaw Road, views are afforded towards the local landmark of Victoria Tower on Castle Hill.*

#### **Settlement pattern and built form**

*Located on the western valley slopes of the River Holme, Honley has a compact village layout which is predominantly residential with a small commercial centre. The building style is dominated by 18th and 19th century stone dwellings where yards or folds form a locally distinctive feature. The oldest buildings are largely found in the historic core surrounding St. Mary's Parish Church. The village is designated as a conservation area.*

*The village centre provides key services for the local community including churches, schools, local shops and a library. Narrow streets characterise the area, closely associated with the steep sided valley topography.*

*The architectural style and scale of buildings to the south-west of the village is more eclectic with some streets laid out in a cul-de-sac arrangement. These residential properties are largely 20th century in origin but are generally in keeping with the historic townscape due to the scale and use of traditional materials. Magdale forms a small outlying settlement to the north of Mag Brook.*

#### **4.2.7 Landscape Character Area 7: River Holme Wooded Valley**

**Key Characteristics** *of this area are:*

- *evidence of rural fringe land use in the upper valley sides;*
- *densely settled landscape with ribbon development prevalent along the valley floor;*
- *linear street pattern with a high proportion of traditional vernacular buildings facing the main road and extending up the valley sides.*

**Greenspace and public realm** *features a network of public rights of way crossing the landscape. Although gaps are evident along the valley floor at Brockholes and New Mill, agricultural land use characterises the land use of the wider valley sides.*

*Deciduous woodland is frequent along the corridor of Jackson Bridge Dike / New Mill Dike which forms a meandering tributary of the River Holme, running broadly parallel with the A616 Sheffield Road. Tree coverage linked to this watercourse includes Hall*

*Acre Wood, Wildspur Wood and Spring Wood. Woodland coverage is also closely associated with the route of the River Holme where Hagg Wood and Cliff Wood form features of the lower valley sides.*

*Views are limited by the steep valley sides which visually enclose the generally low-lying valley. The valley sides rise up steeply in the area around Jackson Bridge, largely precluding views to the east due to the steep topography. In general, the layout of settlements allows a series of glimpsed views towards the wider landscape through the gaps between built form.*

*Settlement and built form is concentrated on the valley floor and lower valley sides in the form of villages such as New Mill, Jackson Bridge, Butterley, Brockholes and Hepworth. The layout of the villages follows the contours of the hillsides and is sympathetic to the underlying topography resulting in a close association between built form and landscape. The topography also contributes to the setting of Honley, located on the opposing valley slopes at the north of this Landscape Character Area. Lying on the east facing slope of the valley, the village of Hepworth is characterised by buildings typical of the historic weavers' cottage. Buildings are predominantly constructed from millstone grit with slate forming the common roofing material. However, the village also contains an area of large detached properties around Butt Lane and Hill Side Avenue. These are laid out in a grid iron pattern and contrast with the original structure of the village.*

*The combination of development and infrastructure on the valley floor results in a busy feel, although perceptions of tranquillity increase up the valley slopes. Pockets of industrial and commercial development are evident along the A616 New Mill Road, on the northern approach to Honley from Brockholes.*

*There are five notable historic settlements including Brockholes, New Mill, Jackson Bridge, Butterley and Hepworth and two of these, Butterley and Hepworth, are designated conservation areas. These are located within the rural fringe of the area and are characterised by agricultural uses, coal mining and domestic textile communities. The settlements of Brockholes, New Mill and Jackson Bridge are located on the valley floor and reflect the industrial textile developments, with mills and chimneys found along the River Holme.*

#### **4.2.8 Landscape Character Area 8: Settled Slopes of the Holme Valley**

**Key Characteristics** of this area are:

- *variation in topography ranging from undulating valley slopes to the steeply sided topography evident to the south-east around Jackson Bridge;*
- *availability of extensive views due to the open nature of landscape setting;*
- *single lane rural roads criss-crossing the open rural setting, often bounded by millstone grit walls;*
- *sloping grassland pastures enclosed by a combination of millstone grit walls and hedgerow boundaries*
- *settled slopes of the River Holme, characterised by small villages and hamlets as well as scattered farm dwellings;*
- *unified local vernacular linked to the use of Millstone Grit for buildings and field boundaries.*

**Land use and cover** are predominantly residential villages and pastoral farmland located on the rising valley slopes. Dry stone walls dividing rectilinear fields are evident as field boundary treatments. This Landscape Character Area also accommodates the tributary of New Mill Dike which drains from Boshaw Whams Reservoir in the adjacent Landscape Character Area.

**Greenspace and public realm** is characterised by agricultural land use, with the exception of the village footprints of Scholes and Hepworth. Vegetation associated with the tributary of New Mill Dike forms a linear belt of tree cover to the south of Scholes. The Kirklees Way runs parallel with this corridor. The recreation area in the centre of Wooldale village forms a valuable green space enclosed by woodland.

**Views** created by the elevated topography of the wider valley sides offer a strong connection to the surrounding rural landscape, with long distance and panoramic views over the wooded valley floor and opposing valley sides.

**Settlement pattern and built form** is generally sparse. Residential properties are largely limited to the rural fringe villages of Scholes, Totties and Wooldale although isolated dwellings and farm properties are located on the wider valley sides. These villages are former agricultural and weaving villages and feature many listed buildings. The Landscape Character Area also includes the hilltop village of Fulstone, a farming settlement with largely traditional style dwellings in a nucleated layout. Most dwellings are constructed of local millstone grit with grey slate roofs.

There are four notable historic settlements within the area; Wooldale, Totties, Scholes and Fulstone. Three of these settlements, Wooldale, Totties and Fulstone, have been designated as conservation areas. Although Scholes contains a number of designated heritage assets, the settlement is not designated as a conservation area. The settlements indicate a pattern associated with their development as farming and cottage industry communities, though there is also evidence of quarrying and coal mining.

## **A Landscape Policy for Holme Valley**

4.2.9 This Neighbourhood Development Plan aims to preserve and enhance the special nature of the landscape character of the Holme Valley as described above by setting out a neighbourhood level policy to complement those of the Kirklees Local Plan. Kirklees Local Plan policies and the NPPF provide protection for large areas of countryside in the Parish as much of the rural area is Green Belt<sup>8</sup>. New development is therefore steered towards existing settlements.

4.2.10 Residents gave a clear message that to support the preservation of the landscape, brownfield sites should be developed rather than greenfield. The 2017 consultation

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<sup>8</sup> As defined in the National Planning Policy Framework 2018, Chapter 13: 'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.

identified that 89% residents thought that 'new building on brownfield sites should take priority over greenfield sites' with comments including "Of course brownfield sites should be used. Once the green areas are gone, they are gone forever".

- 4.2.11 Alongside its industrial heritage, the Holme Valley has a strong history of farming and agriculture. This has a significant impact on the appearance of the valley in terms of field boundaries, agricultural buildings and the appearance of the land which is driven by the farming methods and moorland management. Sheep, cattle, pigs, chickens and alpacas are all farmed within the valley alongside horse pastures, forestry plantations and the extensive grouse moors. The landscapes created by the livestock can be taken for granted and it is important that the viability of agriculture within the community is encouraged. Local sourcing of meat, support for farm diversification and the need for farms to have modern barns and facilities must be recognised. There are already agricultural permitted development rights for functional buildings such as barns, but where planning permission is required, proposals need to be considered in light of the siting, design and external appearance and development should be aligned with the wider character of the valley.
- 4.2.12 The landscape is very important to residents of the Holme Valley as shown by the 2017 consultation which identified the rural environment as what people liked most about living in the area. It is noticeable that the AECOM assessment mentions views as a key characteristic of the area and these are cherished by residents. Given the topography, there are beautiful views everywhere and local residents often share their favourites with photographs on community Facebook sites. Unlike some Neighbourhood Plan areas which could define several key views, the Holme Valley has many wide-ranging and local views from hill-tops and valley floors, rivers and villages and therefore we have not sought to identify specific views for protection. A large proportion of the valley can be seen from multiple locations and therefore the principle of considering the impact of any development on the views both from and of the location is seen as extremely important.
- 4.2.13 Valuing the environment is clear in the area as there are active groups working hard to enhance rivers, woodlands and parks. Local charities such as River Holme Connections have formed to help improve the condition and visibility of and access to the River Holme and its tributaries and have clocked 1,400 volunteer hours between January and June in 2018. As their Annual Report 2017<sup>9</sup> states, 'our local river is a tremendous asset which for years has been ignored and unloved. Our charity, working with partners, businesses and volunteers aims to throw the covers back and shine a light on the tremendous value and benefits of our river.' Other initiatives organised by Honley Village Trust and Holmepride have specifically sought to improve the environment through rubbish clearance and tidying up rural footpaths. The area is criss-crossed with footpaths, bridleways and other tracks and maintaining effective access to these is important for practical and social reasons. As one resident in the Pre-Regulation 14 consultation put it, 'health and wellbeing needs to be holistically linked to other policies such as green space and footpath maintenance'.

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<sup>9</sup> <https://riverholmeconnections.org/aboutus/>

- 4.2.14 Local schools recognise the value of outdoor activities and engagement with nature through formal Forest School initiatives and supporting other opportunities for people to explore the local environment. Kirklees recognises the role access to the outdoors has in benefitting physical and mental health and developing strong communities as shown in its emerging Local Plan Policies PLP 47 (healthy, active and safe lifestyles), and PLP 57 (replacement of existing buildings in the Green Belt). The NDP covers this in more detail through Draft Policy 9 which considers the importance of community facilities and their impact on education and well-being.
- 4.2.15 In addition, the relevant Kirklees Local Plan policies related to the natural environment are: Policy PLP 30 Biodiversity and Geodiversity; Policy PLP 23 Landscape. These policies are important and capture the protection of wildlife habitats and areas of particular ecological significance such as Sites of Special Scientific Interest.
- 4.2.16 To avoid duplication, the information in these Kirklees PLP policies is not duplicated in this plan. However, as these policies are too generalised in some areas to adequately protect the special nature of the Holme Valley, this Neighbourhood Development Plan sets out Policy 1 as follows:

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

New development in Holme Valley should protect and enhance the local landscape character of each Landscape Character Area as identified and described in the Heritage and Character Assessment (2016). These are:

- LCA 1: Wessenden Moors
- LCA 2: Holme Moorland Fringe
- LCA 3: Hade Edge Upland Pastures
- LCA 4: River Holme Settled Valley Floor
- LCA 5: Netherthong Rural Fringe
- LCA 6: Honley Village Centre
- LCA 7: River Holme Wooded Valley and
- LCA 8: Settled Slopes of the Holme Valley.

Development proposals will be required to demonstrate how they have considered land use and cover, greenspace and public realm, views, settlement pattern and built form of the Local Character Area and how designs have responded positively to protect and enhance the distinctive characteristics of each area.

The design and siting of new development and associated landscaping schemes should address the following:

1. Development should aim to support the principle of developing sites within existing settlements as a priority; such development could include brownfield sites, small infill sites<sup>10</sup> and the re-use of existing buildings.
2. New development schemes in areas protected by Green Belt will only be acceptable where they meet the criteria of the relevant policies in the Kirklees Local Plan (Policies PLP 54, PLP 55, PLP 56, PLP 57, PLP 58, PLP 59 and PLP 60) and national Green Belt Policy.
3. Development should respect the significant views from built up areas to the upland areas of moorland and moorland fringe and significant local landmarks as described in the Heritage and Character Assessment and Conservation Area Appraisals, and wherever possible protect these views through attention to layout, form and height of new development. Proposals for development that enhance and promote such views will be supported. Opportunities should also be taken for new development to help 'frame' a particular view to enhance the surrounding townscape;
4. Modern agricultural buildings should comply with Local Plan Policy PLP54 and should have appropriate screening and landscaping. Buildings should use neutral colours and tones (such as earth browns and soft greens) to reduce visual impact. Where appropriate large roof spans should include variations in heights;
5. Schemes should protect existing areas of dry-stone walls, and in areas where dry-stone walls are prevalent include new dry-stone walls as boundary treatments wherever possible;
6. Proposals should normally retain any valuable or important trees where they make a contribution to public amenity, the distinctiveness of a specific location or contribute to the environment, including the Wildlife Habitat Network and Green Infrastructure networks in line with Local Plan Policy PLP 33;
7. Development should include pedestrian linkages from new residential developments to existing tracks and routes including historic packhorse routes and long-distance footpaths;
8. Development should protect wildlife resources, green corridors and key biodiversity assets as identified in Kirklees Green Corridors, Tree and Woodland and Biodiversity Strategies including areas of woodland on valley slopes;
9. Landscaping schemes and planted boundary treatments should use traditional

<sup>10</sup> For the purposes of Policy 1, small infill sites within settlements not in the Green Belt, and in villages within the Green Belt (as in NPPF paragraph 145 e), are defined as:

- Where the plot is small, normally sufficient for not more than 2 dwellings; and
- Development fills a restricted gap within a continuously built up frontage where the site has existing building curtilages adjoining on at least two sides; and
- Development of the site is for a complete scheme and is not the first stage of a larger development.



and appropriate species to support and enhance biodiversity as outlined in Kirklees Biodiversity Policy<sup>11</sup>. The species should take account of the location, height, density and need for on-going management.

10. Existing hedgerows should be retained (except where they restrict the achievement of the aims of this Plan) and the establishment of new native hedgerows on external facing boundaries is encouraged where appropriate to the Local Character Area to support and protect wildlife.
11. New development proposals within and adjacent to the Strategic Green Infrastructure Network will be required to demonstrate designs which deliver high quality green infrastructure, complementing and enhancing Kirklees' Local Plan's Strategic Green Infrastructure and Kirklees Wildlife Habitat Network<sup>12</sup>. Links to villages and settlements should aim at creating new ecological and recreational networks with opportunities for residents and visitors to have direct contact with the natural environment and the Holme Valley's heritage.
12. In the rural areas, and subject to Green Belt policy where applicable, redevelopment, alteration or extension of historic farmsteads and agricultural buildings should be sensitive to their distinctive character, materials and form.

Policy 1 is in general conformity with:  
Kirklees Local Plan Policy PLP 32 Landscape



Figure 9 - Bluebells in West Wood, Honley

<sup>11</sup> <http://www.kirklees.gov.uk/beta/delivering-services/policies-and-strategies.aspx>

<sup>12</sup> [http://consult.kirklees.gov.uk/portal/pp/pdlp/pdlp\\_pol?pointId=s1459508610277](http://consult.kirklees.gov.uk/portal/pp/pdlp/pdlp_pol?pointId=s1459508610277)

## 4.3 Conservation Areas

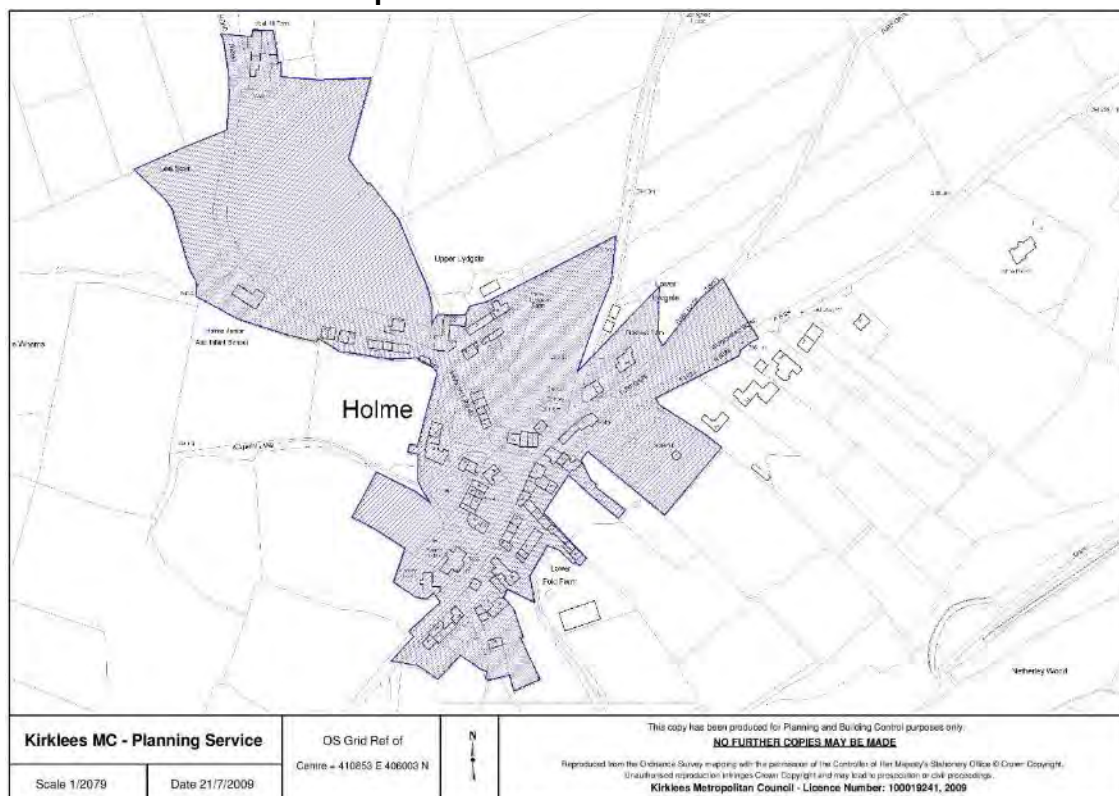
- 4.3.1 The built character of the Holme Valley is described for each of the Landscape Character Areas in section 4.2 above. The built character and form also varies within and across each of these LCAs.
- 4.3.2 Conservation Areas are areas which have a special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. As described in section 4.1, there are 13 conservation areas in the Holme Valley: Holme, Hinchliffe Mill, Holmfirth, Upperthong, Underbank, Netherthong, Oldfield, Honley, Butterley, Hepworth, Fulstone, Totties, and Wooldale. Each conservation area has its own distinct character and this section presents a description and map of each individual conservation area.
- 4.3.3 Presently only two of the Conservation Areas have a Conservation Area Appraisal, these being Oldfield and Holme. This highlights the necessity for this Neighbourhood Development Plan to include a robust policy to protect the built character of the Holme Valley and its Conservation Areas.
- 4.3.4 Each conservation area is now described in turn and the text identifies the relevant LCA (as described in Section 4.2). Policy 2 is an overall policy for all conservation areas and is located at the end of the section.

### Holme Conservation Area

- 4.3.5 Holme Conservation Area is situated in Landscape Character Area 2 *Holme Moorland Fringe* as described in section 4.2.2 above.
- 4.3.6 Holme Conservation Area was designated in 1982 and was extended in 2007 following the preparation of a [Conservation Area Appraisal](#). Holme is a small clustered settlement located on a hilltop close to Holme Moss. The village has a compact layout with a central nucleus, it contains weavers' cottages (developed for wool manufacturing), farmhouses, barns, a school, a church and a Sunday School.
- 4.3.7 Due to the location of Holme, there are significant views of the conservation area when approaching, and views of the surrounding moorland from the conservation area. These should be preserved to maintain the setting and special character and appearance of this historic settlement.
- 4.3.8 The conservation area appraisal notes the use of the following use of materials in buildings and structures:
- **Building materials:** *Apart from Under Hill, all the buildings in Holme have been constructed using the local gritstone. The visual uniformity achieved by the use of this building material throughout the village has created a harmonious feel throughout the village and is complementary to the surrounding environment.*
  - **Roof Material:** *Stone flags is the dominant roof covering material that is used in Holme. There are a few examples of properties which have used blue slate and in the case of Underhill the materials used for covering are ecologically considerate.*

- **Windows and Doors:** The majority of windows found in the conservation area are simple timber casements between stone mullions. In some of the later houses and farmhouses sashes still remain but many have been replaced by modern alternatives.
- **Boundary Walls:** The vernacular boundary walls are a very important aspect in the definition of the Holme conservation area and should be preserved or enhanced wherever and whenever possible.
- **Floorscape:** The main carriageways within the conservation area, i.e. Woodhead Road, Field Head Lane and Meal Hill Road are all surfaced with tarmac, with the main exception being the stone setts situated at the bottom of Meal Hill Road, which helps to distinguish the village core. There are very few areas of pedestrianised walkways within the village.
- **Street Furniture:** The street lighting and signage that can be observed in Holme is not sympathetic to the character of the village as they are mainly free standing as opposed to wall mounted and are of poor design. The local village well is situated within a high stone wall along the northern side of the Woodhead Road, and a stone trough can also be found within the confines of the conservation area.

**Map 3 Holme Conservation Area**

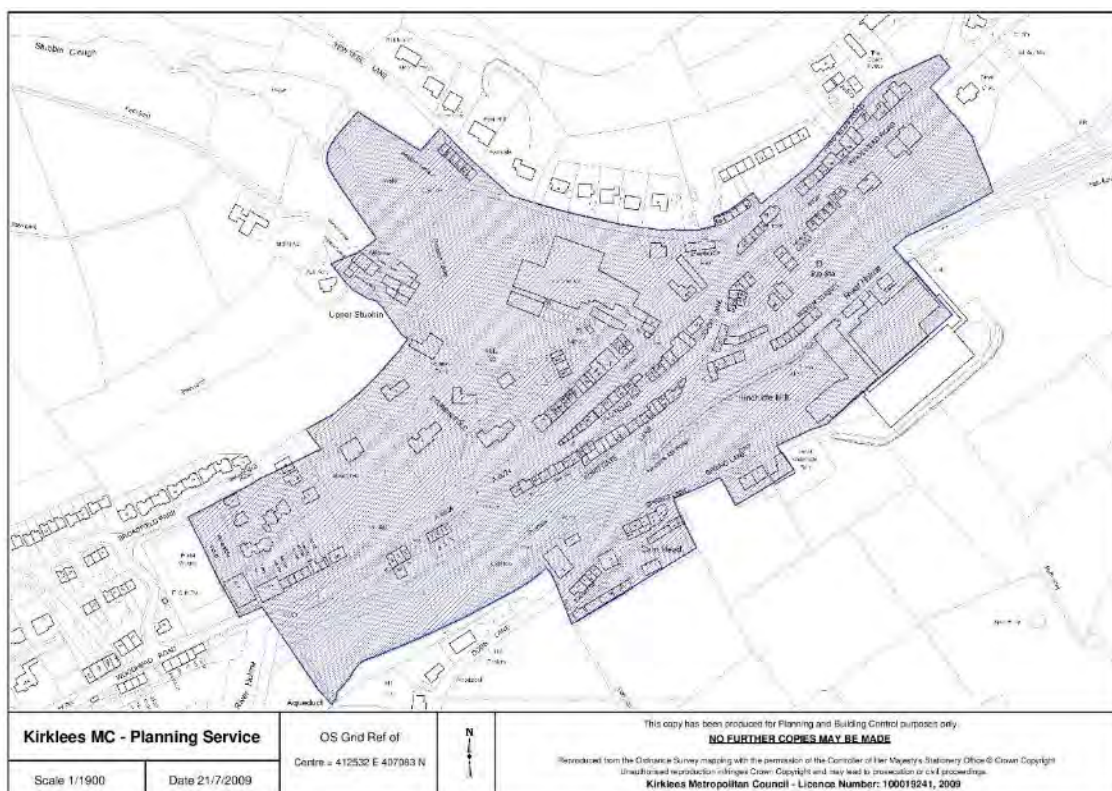




### Hinchliffe Mill Conservation Area

- 4.3.9 Hinchliffe Mill Conservation Area is situated in Landscape Character Area 4 *River Holme Settled Valley Floor* as described in section 4.2.4 above.
- 4.3.10 Hinchliffe Mill conservation area was designated in 1980. It is a medium sized settlement between Holmfirth to Holmbridge.
- 4.3.11 Hinchliffe Mill originated as a farming community in the early 18<sup>th</sup> Century and grew when scribbling and fulling mills were built along the River Holme in the late 18<sup>th</sup> Century. Growth continued with the development of steam power and the increased use of the A6024 Woodhead Road as a trade route towards Huddersfield and Holmfirth. There is still a significant Mill, Roberts Mill, in the village.
- 4.3.12 There is no conservation area appraisal at the current time.

**Map 4 Hinchliffe Mill Conservation Area**



### Holmfirth Conservation Area

- 4.3.13 Holmfirth Conservation Area is situated in Landscape Character Area 4 *River Holme Settled Valley Floor* as described in section 4.2.4 above.
- 4.3.14 Holmfirth conservation area was designated in 1972 by the former West Riding County Council. It is the largest settlement within the Holme Valley and is located in the valley bottom along the banks of the River Holme. Historic England has placed this conservation area on its 'at risk' register.

4.3.15 A Conservation Area Appraisal has been prepared by a local voluntary group, Holmfirth Conservation Group. Endorsed by Historic England and shared with Kirklees, its key conclusions are outlined below.

*It identified six character areas within its boundary. New Town, Old Town, Hightown, St. John's, Riverside and Cliff.*

**Special characteristics were identified in each area:**

- *New Town: the riverside walk with bird-life and Holmside gardens*
- *Old Town: historic core, oldest buildings, weavers windows and stone-setted tracks*
- *Hightown: terraced houses with stone-arched ginnels and some of the best views of Holmfirth*
- *St John's: imposing houses, views to the moors*
- *Riverside: last remaining mill pond, historic Upperbridge, tall 4 storey under and over houses*
- *Cliff: significant buildings e.g. Druids Hall, Bamforth's, railway station*

*Holmfirth has been a Conservation Area since 1972 and is described by Historic England as being 'at risk'. A Management Plan is needed to address the issues in the Conservation Area, and to create an environment which will attract new businesses, residents, shoppers and tourists.*

*The main issues in Holmfirth, derived from the analysis of this Appraisal, lie in the following areas:*

**Open Spaces, Natural Environment and Views:**

- *Maintaining the walls and paths*
- *Improve access to the parks, graveyards and river*
- *Improve provision of amenities*
- *Maintenance of trees and increase variety of species*
- *Consideration of succession tree planting*

**Existing Buildings:**

- *Maintaining the historic features of heritage assets, Listed Buildings, Key Buildings (referred to as non-designated assets in this document) and other positive buildings*
- *Resisting the erosion of character through the cumulative effect of small-scale change*
- *Kirklees to use existing legislation more often, and more rigorously, to protect Listed Buildings and the fabric of the Conservation Area*
- *Maintaining and enhancing traditional shopfronts*
- *Strengthening controls over advertising in shop windows, fascia boards, shop lighting, security shutters and 'A'-boards*
- *Encouraging reinstatement of original architectural design features*

**New Development:**

- *Taking consideration of the duty to preserve and enhance character of the Conservation Area*

- *Complement the scale and form of neighbouring buildings*
- *Making use of locally sourced natural sandstone*

***The Riverside:***

- *Maintain the views*
- *Enhance and improve access to the river*
- *Removal or control of invasive species in the river, along its banks and adjoining structures*
- *Improving the style, materials and painting of the footbridges*

***Public Realm:***

- *Maintain the stone steps, setts and flags*
- *Maintenance of pavements and kerbs, to use stone and setts as appropriate*
- *Reduce and standardise street signage*
- *Coordinate street furniture, including streetlights, seating, railings and litter bins*
- *Lack of streetscape manual*
- *Maintain stone retaining walls and boundary walls*
- *Minimise parking in the main streets and particularly in narrow streets*
- *Reduce impact of traffic on buildings and environment in the Holmfirth Conservation Area*
- *Find suitable locations for commercial bins*
- *Remove overhead wires*
- *Improve provision for community noticeboards*
- *Preserve the spectacular views and vistas of Holmfirth*

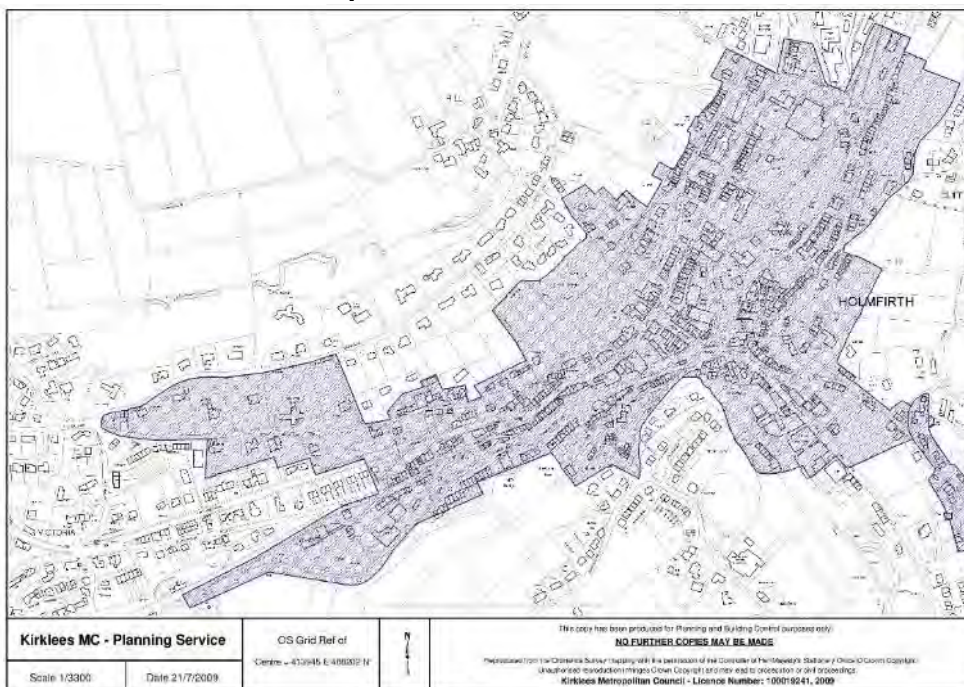
It is important that these issues are taken forward into a Conservation Area Management Plan for Holmfirth.



**Figure 10 – Centre of Holmfirth Conservation Area**



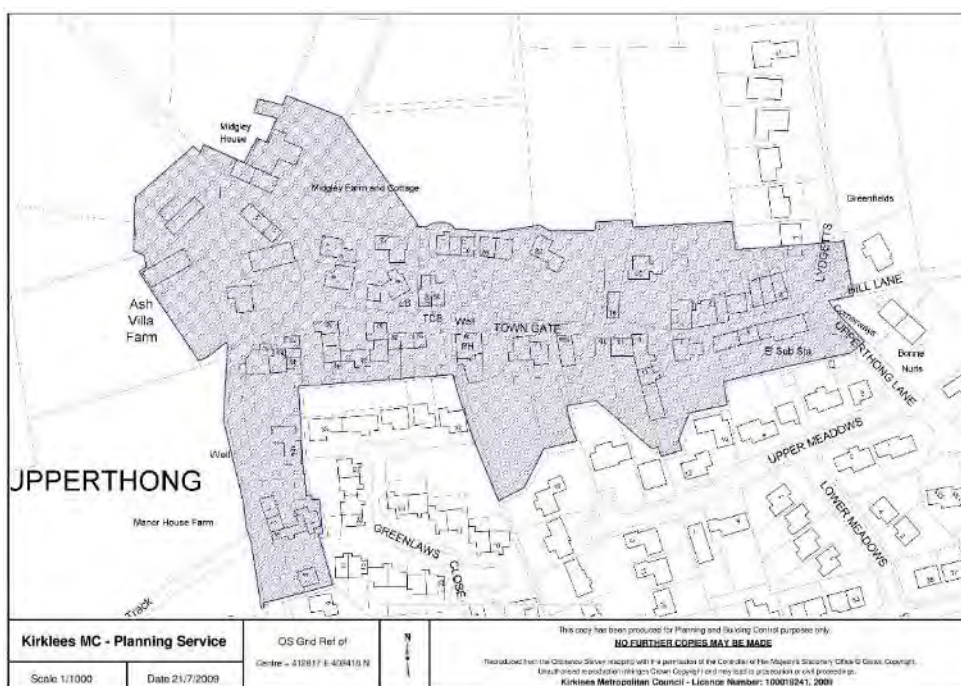
**Map 5 Holmfirth Conservation Area**



**Upperthong Conservation Area**

- 4.3.16 Upperthong Conservation Area is situated in Landscape Character Area 4 *River Holme Settled Valley Floor* as described in section 4.2.4 above.
- 4.3.17 Upperthong conservation area was designated in 1975. Upperthong is a small tight-knit settlement located on a hilltop and developed in the 18th Century as a weaving and agricultural village.
- 4.3.18 There is no Conservation Area Appraisal at the current time.

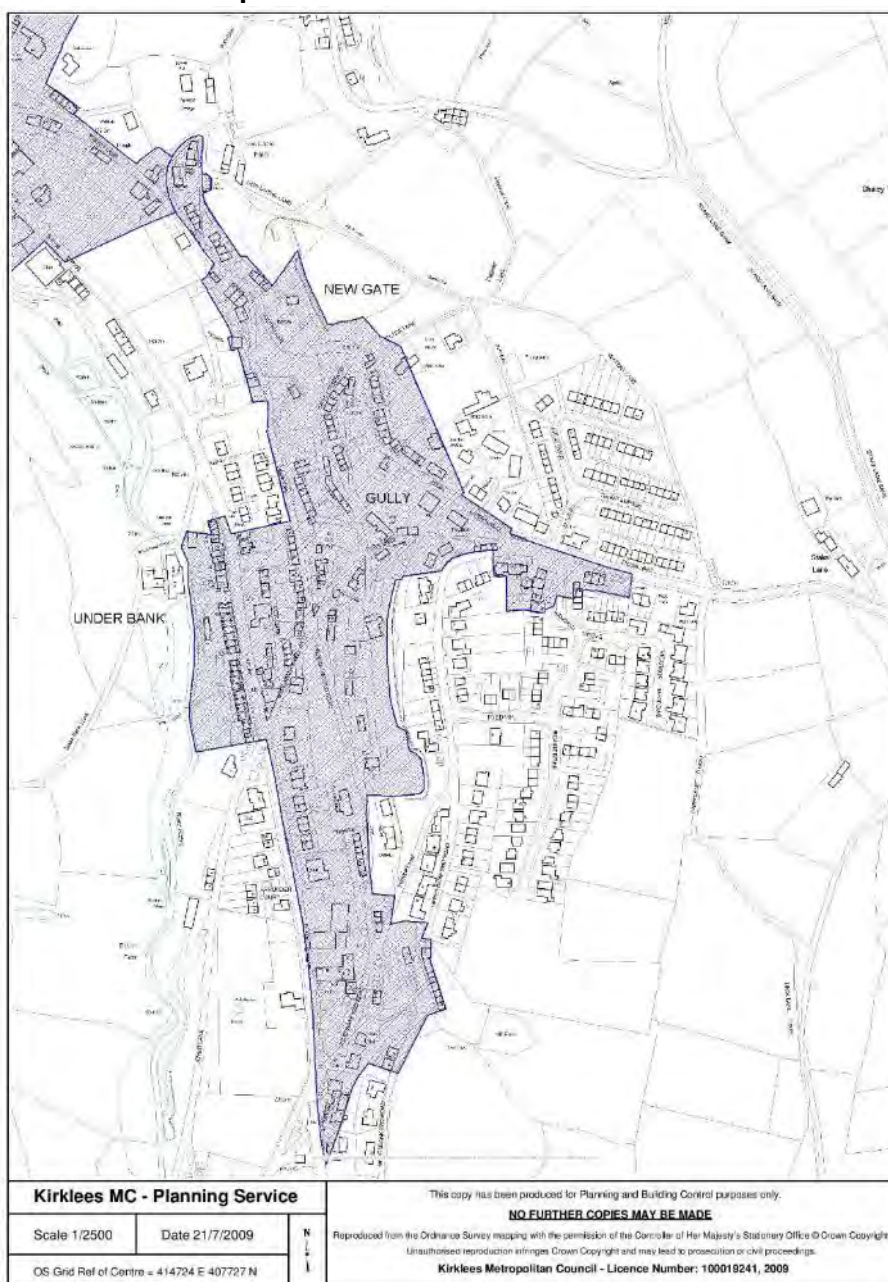
**Map 6 Upperthong Conservation Area**



### Underbank Conservation Area

- 4.3.19 Underbank Conservation Area is situated in Landscape Character Area 4 *River Holme Settled Valley Floor* as described in section 4.2.4 above.
- 4.3.20 Underbank conservation area was designated in 1981. It is a small settlement located on the hillside to the south-east of Holmfirth and comprises of rows of houses which line the steep valley sides. This area is predominantly residential and developed following the construction of large mills in the valley bottom to house the mill workers in Holmfirth.
- 4.3.21 There is no conservation area appraisal at the current time.

**Map 7 Underbank Conservation Area**





### Netherthong Conservation Area

- 4.3.22 Netherthong Conservation Area is situated in Landscape Character Area 5 *Netherthong Rural Fringe* as described in section 4.2.5 above.
- 4.3.23 Netherthong conservation area was designated in 1976 and comprises of the village of Netherthong and the hamlet of Deanhouse to the north. The area is historically known for weaving and farming and the majority of the buildings are two and three storey weavers’ cottages with stone mullioned windows which reflect the 18th Century development of the domestic wool textile industry.
- 4.3.24 The settlement of Netherthong has a nucleated form with small groupings of dwellings surrounding courtyards. Deanhouse has a predominantly linear plan form developed along the Dean Brook with the construction of a woollen mill and mill worker houses in the 19th Century.
- 4.3.25 There is no conservation area appraisal at the current time.

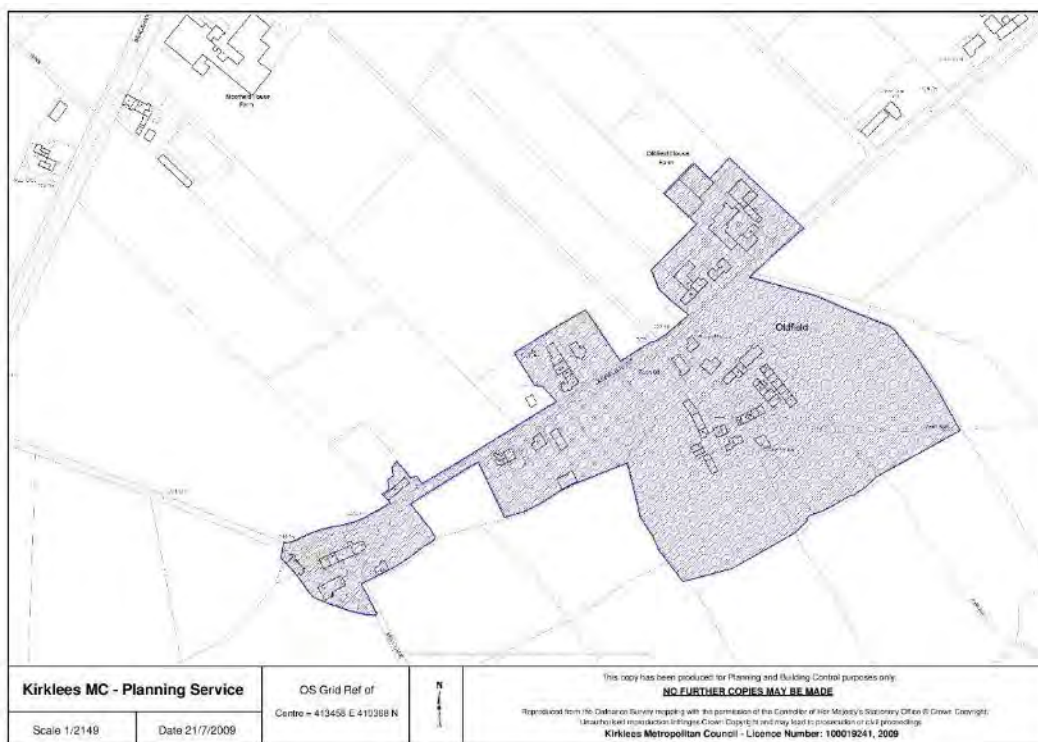
**Map 8 Netherthong conservation area**



## Oldfield Conservation Area

- 4.3.26 Oldfield Conservation Area is situated in Landscape Character Area 5 *Netherthong Rural Fringe* as described in section 4.2.5 above.
- 4.3.27 Oldfield was designated in 1976 and extended in 2007. It consists of two nucleated settlements, the main village of Oldfield and another village, Upper Oldfield, to the north. Oldfield developed initially as an agricultural hamlet and grew in the 18th Century with the expansion of the weaving industry. The buildings within Oldfield are grouped together around courtyards: this layout provides protection from the elements due to the elevated siting of the village.

**Map 9 Oldfield Conservation Area**



- 4.3.28 The [Oldfield Conservation Area Appraisal](#) notes the use of the following materials in buildings and structures:

- **Building Materials:** *The use of course local natural stone is almost exclusive within this area and is purely functional for such an exposed location, where protection from the elements would have been of great necessity at the time of construction.*
- **Roof Material:** *Stone slate was used for earlier roofing and can still be found in the conservation area.*
- **Windows:** *Within the Oldfield conservation area are a variety of different styles of windows with examples of stone mullion casements, surrounded by stone jambs, cills and lintels within certain properties and a number of properties that display wooden sashes.*

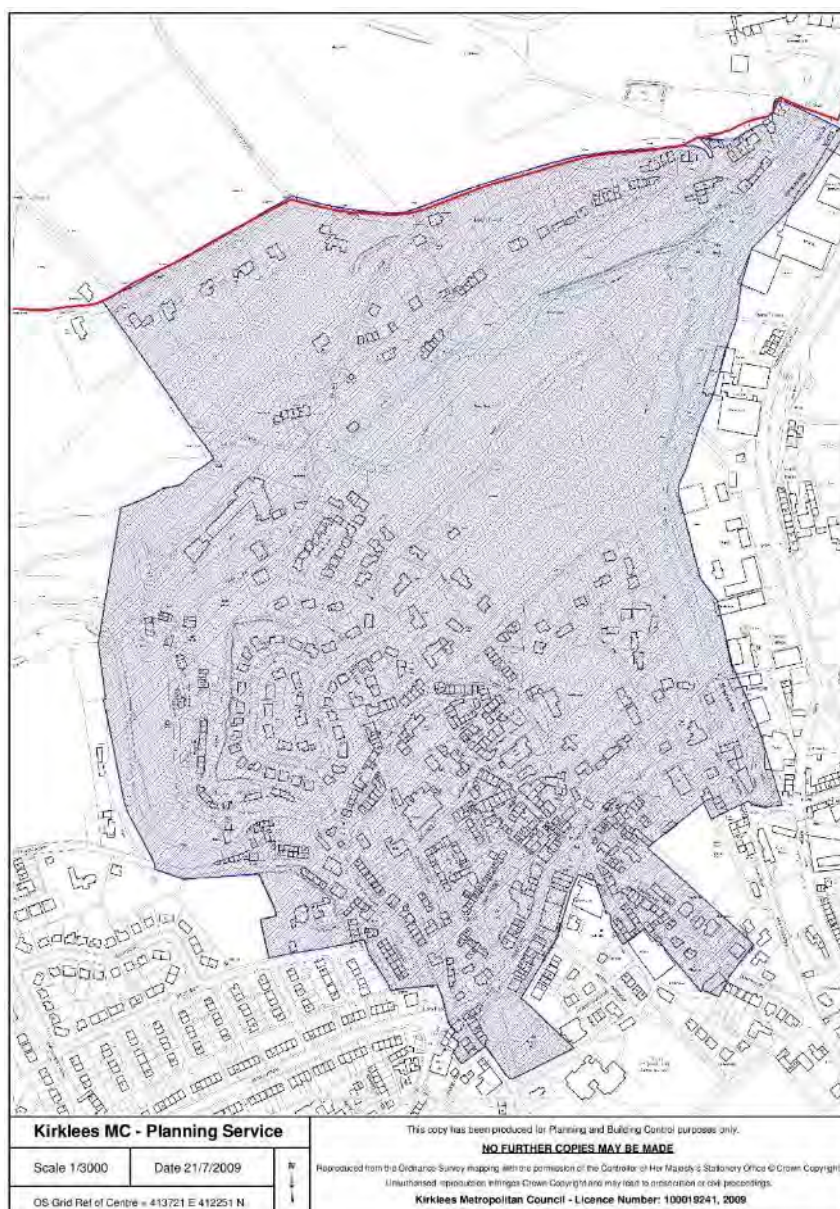


- **Boundary Walls:** *The vernacular boundary walls are a very important aspect in the definition of the Oldfield conservation area and are a very prominent feature of the surrounding agricultural field, with the historic field patterns remaining, and therefore should be preserved or enhanced wherever possible.*
- **Floorscape:** *Within the conservation area both the main carriageway of Oldfield Road and the small amount of pavement seen within the settlement have been surfaced with tarmac and in the case of the pavements, have been edged with concrete curbing. The tracks which lead down to the cluster of dwellings of Oldfield, are mostly unmade in nature.*

### Honley Conservation Area

4.3.29 Honley Conservation Area is situated in Landscape Character Area 6 *Honley Village Centre* as described in section 4.2.6 above.

**Map 10 Honley Conservation Area**



4.3.30 Honley Conservation Area was designated in 1973 and contains numerous buildings dating from the 18th and 19th centuries. The historic core is compact with narrow streets which lead up through the village. The oldest buildings are found in the historic core surrounding St. Mary's Parish Church which was constructed in 1843 to replace an earlier church building. Weavers' cottages with rows of mullioned windows are also found throughout the village.

4.3.31 There is no conservation area appraisal at the current time.

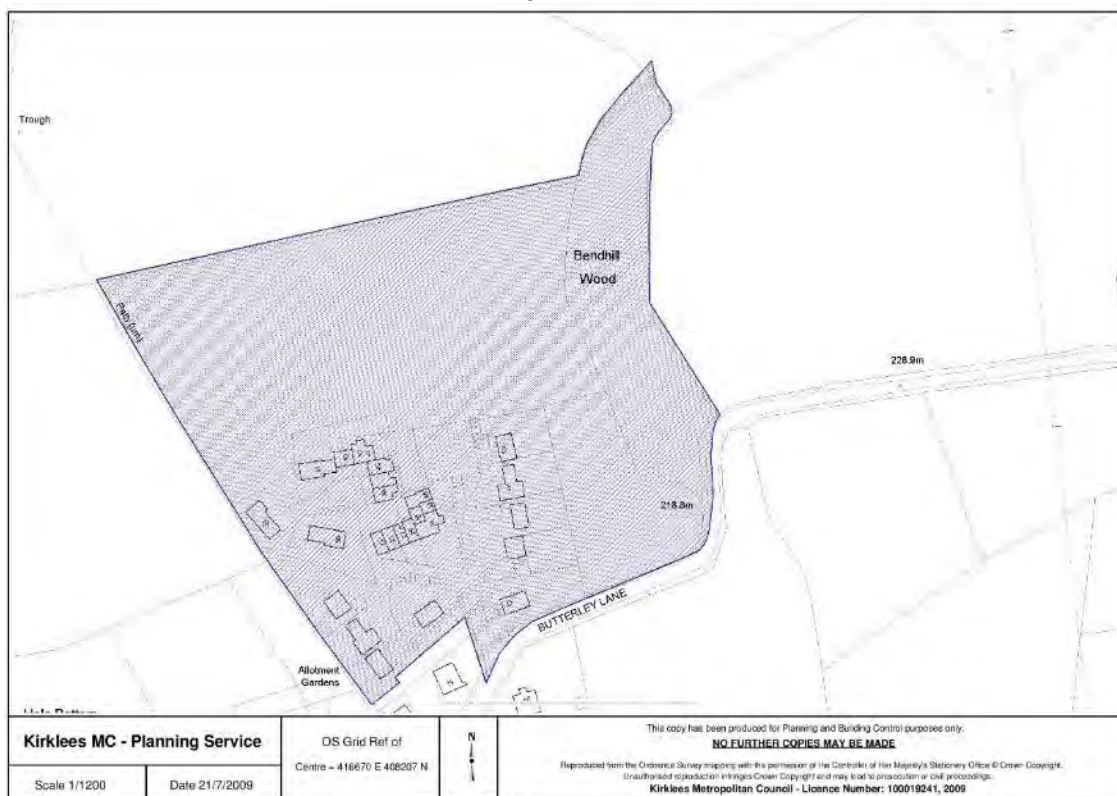
**Butterley Conservation Area**

4.3.32 Butterley Conservation Area is situated in Landscape Character Area 7 *River Holme Wooded Valley* as described in section 4.2.7 above.

4.3.33 Butterley conservation area was designated in 1981. It is a small rural hamlet located on the hillside above New Mill. The hamlet comprises two L-shaped blocks of houses dating from the 18th Century with modern late 20th Century housing surrounding the historic core. The small hamlet has historical links to agriculture, coal mining and cottage industry. In the 1700s Butterley was being farmed as well as mined for coal from a shaft on Butterley Lane.

4.3.34 There is no conservation area appraisal at the current time.

**Map 11 Butterley Conservation Area**





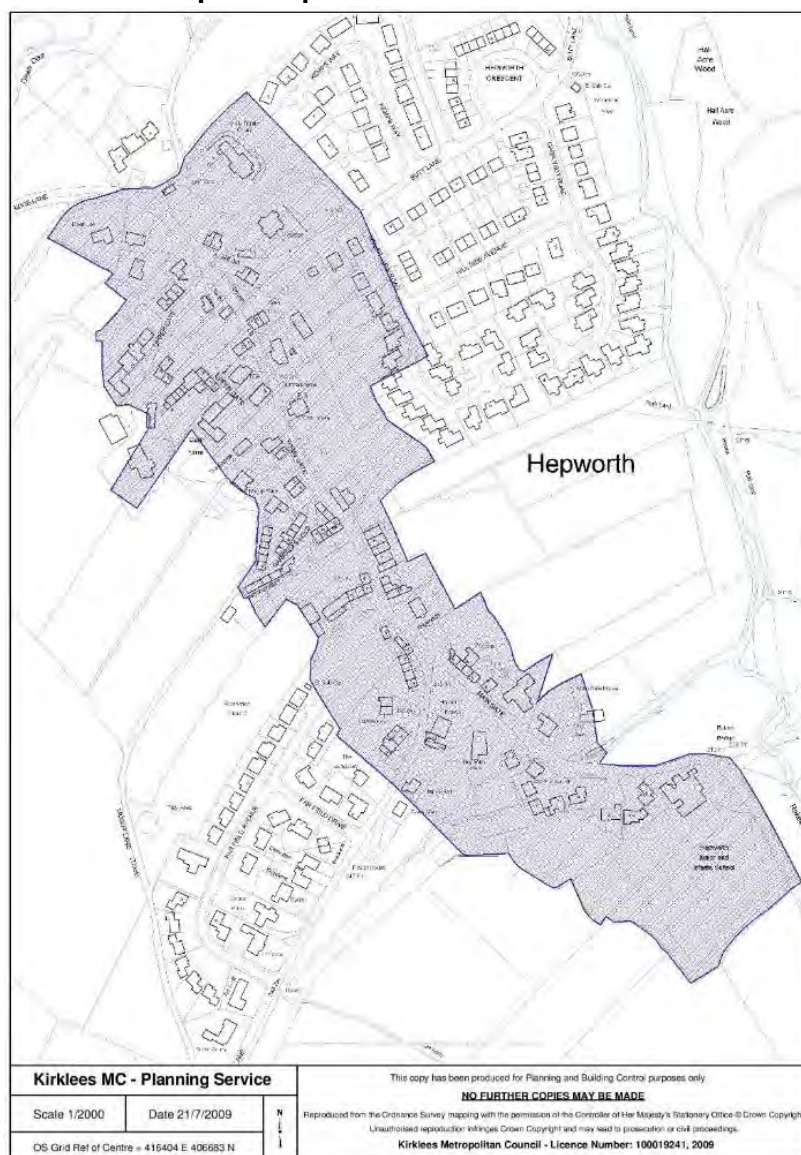
### Hepworth Conservation Area

4.3.35 Hepworth Conservation Area is situated in Landscape Character Area 7 *River Holme Wooded Valley* as described in section 4.2.7 above.

4.3.36 Hepworth Conservation Area was designated in 1976. Hepworth village developed as a settlement which depended on agriculture, coal mining and domestic textile production. The village maintains its pattern of folds leading off the main spinal route of Towngate and Main Gate with farm complexes located off Upper Gate. The majority of buildings in the village are dwellings, former weavers’ cottages and converted farm buildings. There has been a large amount of late 20th Century development within the conservation area, some of which does not reflect the local vernacular or local building style.

4.3.37 There is no conservation area appraisal at the current time.

**Map 12 Hepworth Conservation Area**



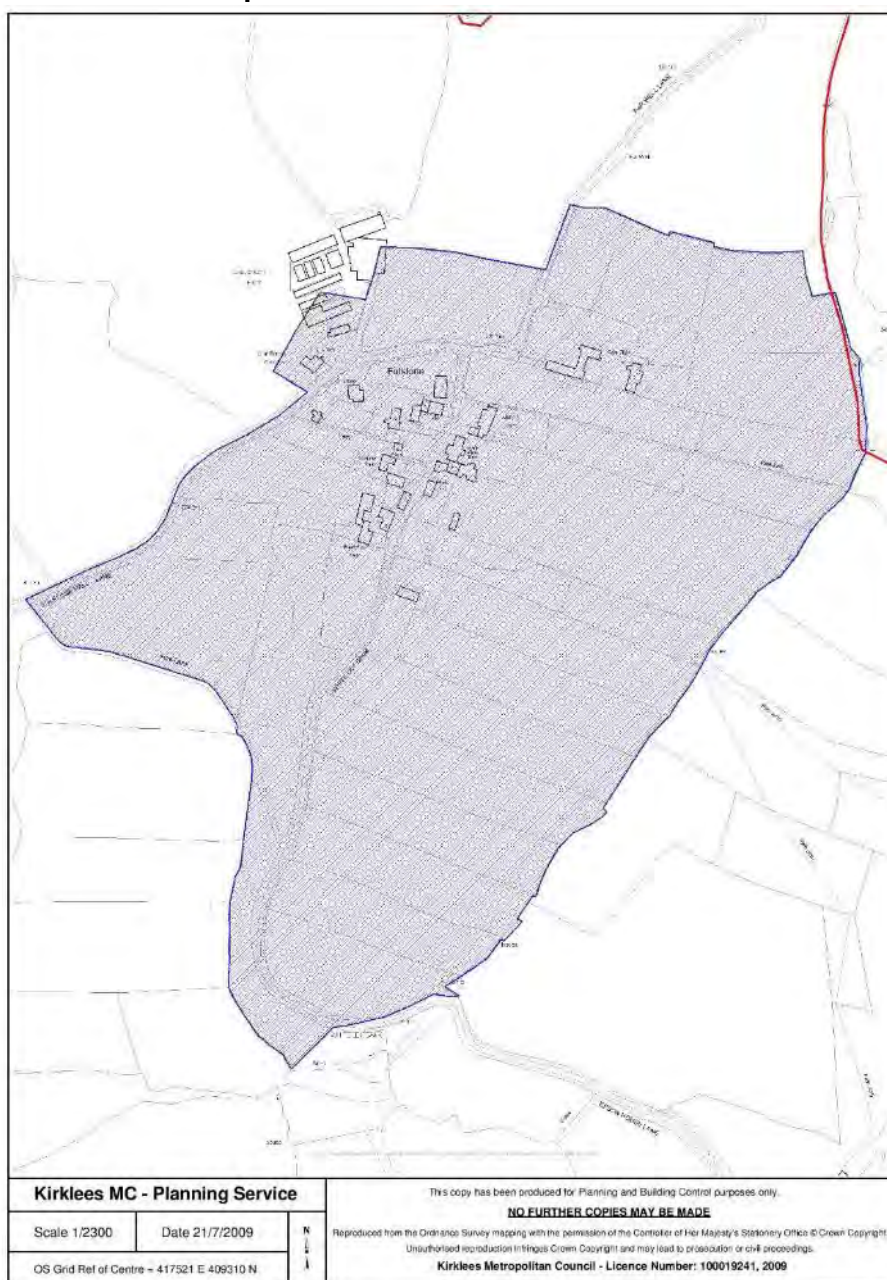
### Fulstone Conservation Area

4.3.38 Fulstone Conservation Area is situated in Landscape Character Area 8 *Settled Slopes of the Holme Valley* as described in section 4.2.8 above.

4.3.39 Fulstone Conservation Area was designated in 1981. It forms a small hamlet which has developed from its agricultural and coal mining origins. Coal mining was common in the Fulstone area and evidence of former mines can still be found in the surrounding moorland and fields in the form of mounds, hollows and stone plateways.

4.3.40 There is no conservation area appraisal at the current time.

**Map 13 Fulstone Conservation Area**





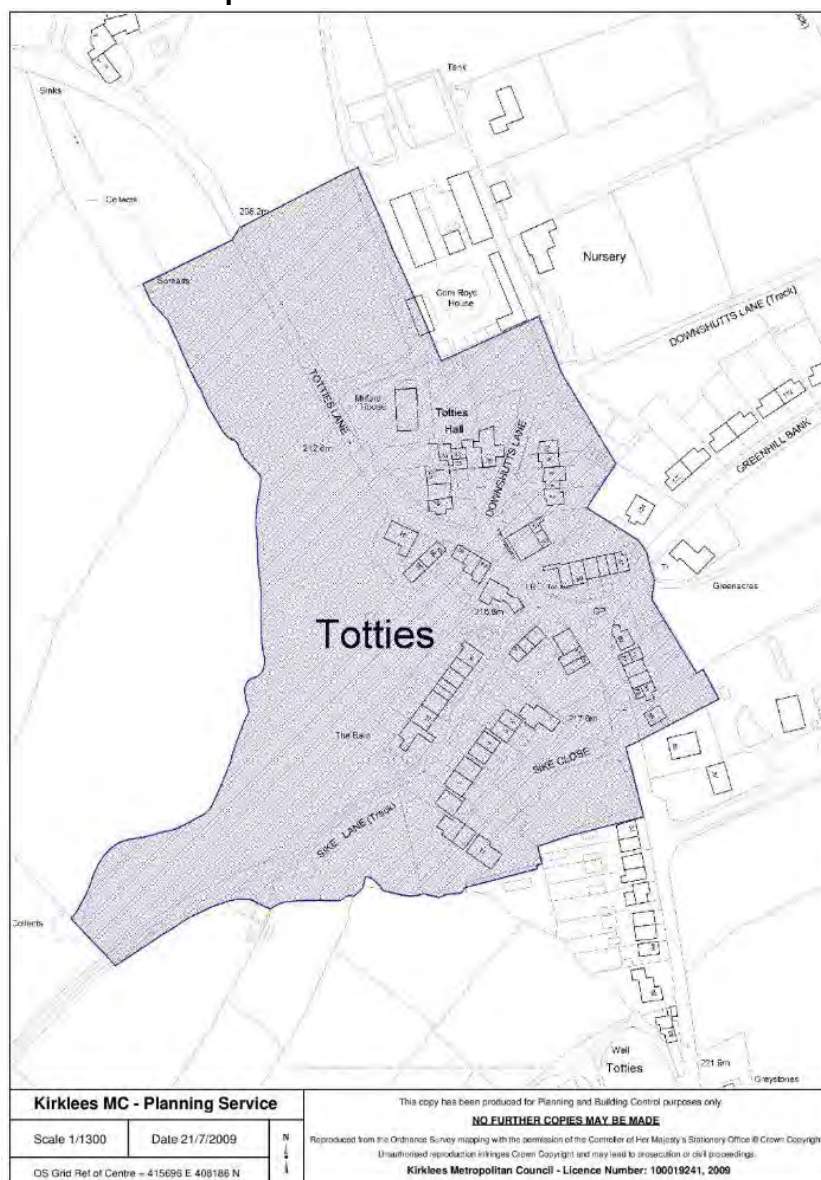
### Totties Conservation Area

4.3.41 Totties Conservation Area is situated in Landscape Character Area 8 *Settled Slopes of the Holme Valley* as described in section 4.2.8 above.

4.3.42 Totties conservation area was designated in 1981. It is a small farming and textile manufacturing hamlet which was established in the 17<sup>th</sup> Century. The hamlet is located within a hilltop area. The conservation area contains a number of two and three storey weavers' cottages, farms and agricultural buildings which centre on Totties Hall. In addition, there are a number of modern properties which have been constructed in the late 20<sup>th</sup> Century. The majority of these dwellings have attempted to reflect the local vernacular, using elements from weavers' cottages and barns, though several have used other elements and appear incongruous.

4.3.43 There is no conservation area appraisal at the current time.

**Map 14 Totties Conservation Area**



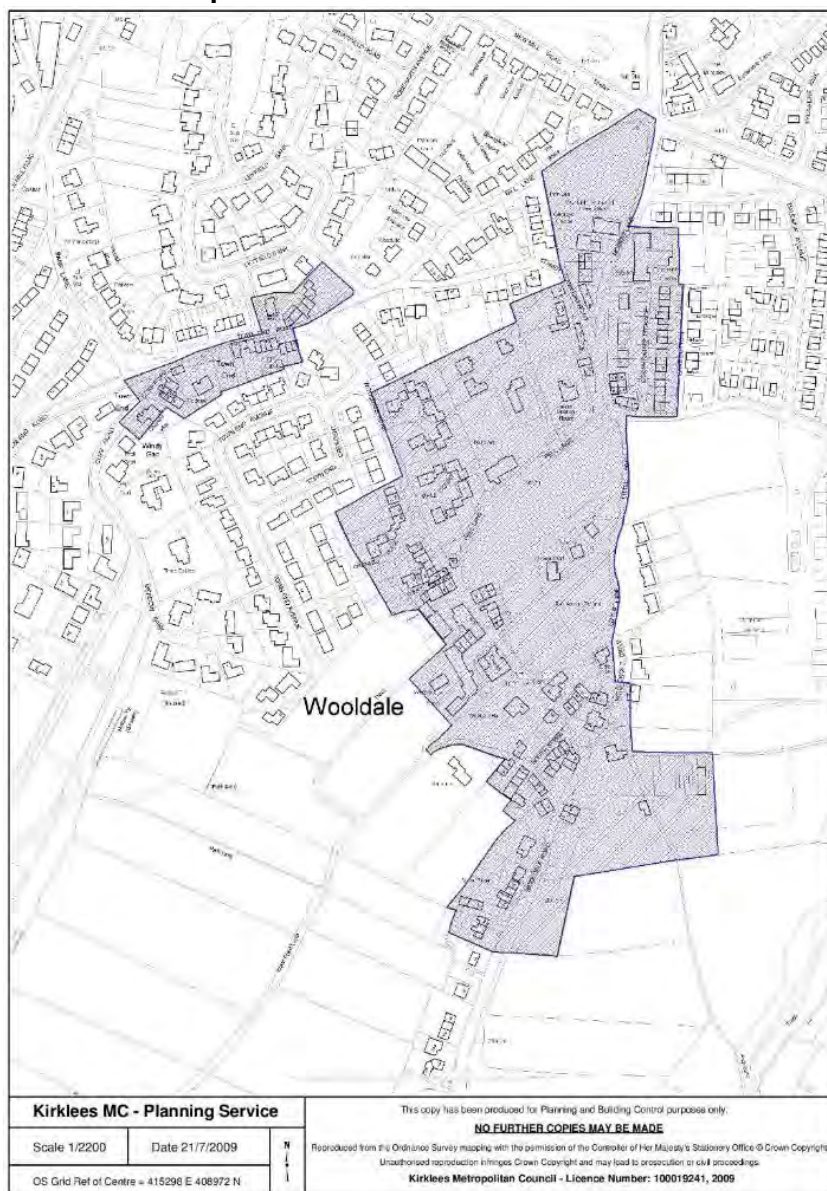
### Wooldale Conservation Area

4.3.44 Wooldale Conservation Area is situated in Landscape Character Area 8 *Settled Slopes of the Holme Valley* as described in section 4.2.8 above.

4.3.45 Wooldale Conservation Area was designated in 1981. It is a medium sized village located on the hillside above Holmfirth. Wooldale conservation area is split into two sections, the first part of the north-west contains 18<sup>th</sup> Century weavers' cottages and the second part contains the historic core of the village comprised of 17<sup>th</sup> Century farmhouses and barns. The land tax returns between 1781-1832 shows that the Wooldale area was still mining coal.

4.3.46 There is no conservation area appraisal at the current time.

**Map 15 Wooldale Conservation Area**



4.3.47 The information in the Oldfield and Holme Conservation Area Appraisals and the Holmfirth Area Conservation Appraisal (compiled by the volunteer group in 2018), together with the Holme Valley Heritage and Character Assessment have been used to inform Policy 2 which aims to protect the special and distinctive built character and heritage assets of the Holme Valley. Policy 2 has been prepared to complement the relevant Kirklees Local Plan policy PLP 35 Historic Environment.



Figure 11 - Holmfirth Conservation Area & All Saints Church, Netherthong Conservation Area



## 4.4 Promoting High Quality Design in New Development

- 4.4.1 A key issue identified in the Issues and Options 2017 consultation was the design of future development and ensuring all new development was in keeping with the surrounding area and would meet the needs of the local population. This is both in terms of its existing demographic and future demographic needs.
- 4.4.2 The emerging Kirklees policy PLP 24 relates to the design of development.
- 4.4.3 This Neighbourhood Plan endorses the design approach given by the Kirklees PLP24 as it considers good design as a vital part of sustainable development. Our 2017 public consultation identified that residents expected to see planning rules being adhered to with use of traditional styles or local stone building materials mentioned by over half the respondents. Effective utilisation of existing planning controls was cited as very important along with the desire to include modern and sustainable design.
- 4.4.4 As one respondent put it, “build homes out of local stone but enable all the modern features to be installed (e.g. solar panels)”. Another said, “Have a set of guidelines which all developers are required to follow in order to have a more energy efficient and sustainable home” whilst the view of many was summarised by “Don’t grant planning permission for anything that doesn’t meet high standards”. Guided by these views, the following policy has been proposed to cover all new developments in the valley.
- 4.4.5 Building new homes in a design which is ‘in keeping’ with the local style is an important part of balancing the need for new homes with preserving the character of the valley. Small scale developments can be done sympathetically and blend in effectively when appropriate styles and materials are used as shown by the photograph below of a development of seven new houses in Upperthong.
- 4.4.6 Policy 2 aims to protect the special and distinctive built character and heritage assets of the Holme Valley, whilst promoting high quality design in new development.



Figure 12 - New build homes being constructed to fit in with the local style, Upperthong

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

### **1. Local Character**

Proposals for new development and alterations to existing buildings should respond to the context of the Landscape Character Area in which they are located and seek to protect and enhance:

- a) local built character and distinctiveness and in particular the character of conservation areas;
- b) both designated<sup>13</sup> and non-designated heritage assets (see Policy 3) and their settings according to their significance; and
- c) historic landscape character.

Suitable measures should be put in place to avoid any adverse impacts on heritage assets, and where this is not feasible, to minimise or mitigate damage.

### **2. Sense of Place**

New developments should strengthen the local sense of place by providing visual references to past industrial and agricultural heritage through detailed design and use of local materials. Where historic features such as mill chimneys function as key focal points, they should be retained and restored as an integral part of new development schemes. Local Millstone Grit and stone flags should be used wherever possible.

### **3. Visual Impact and Key Views**

All development should have regard to its visual impact on approaches to the villages. Key views across the Valley must be considered, including from other areas looking towards the development scheme. Proposals should pay particular regard to any visual impact at key gateways and along through routes.

### **4. Utilising Existing Assets**

All significant trees, internal boundaries, water courses, structures and other features on the site should be identified and wherever possible, incorporated in the new design.

The aspect of the site should be considered and the ways in which the site contours and the remaining features are likely to produce areas of extensive shade or shelter. Advantage should be taken of sunny slopes in orientation of gardens and or main elevations. Exposed areas should be protected from wind, noise or intrusive views.

Development of individual and groups of buildings should utilise site characteristics to improve energy efficiency and maximise use of renewable technologies.

### **5. Innovation and Responding to Local Context**

<sup>13</sup> See NPPF definition of designated heritage assets: ' A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'

The use of traditional materials and design will be promoted. However, where appropriate modern materials and design will be supported where the special character of the area is enhanced.

Up-to-date or contemporary details, for example in window and door designs, or the use of robust, modern materials are supported in new buildings where they do not conflict with sensitive historic settings. Site layout should respect the existing grain of development of the surrounding area. High quality design should not only be visually attractive but should incorporate flexibility to allow future adaptation to meet the changing needs of occupiers over time, including meeting the needs of older residents and / or those with changing care needs.

Commercial, industrial, community, sports and leisure proposals as well as residential development present an opportunity for innovative design, using modern materials and building techniques that will achieve flexibly planned, sustainable and energy efficient buildings.

Proposals will be encouraged to demonstrate thermal efficiency, use of renewable and sustainable energy sources and reduction of carbon emissions.

## **6. Public Spaces**

New major development should make a positive contribution to publicly accessible spaces. In particular, this should include:

- a) a clear distinction between streets and other publicly accessible spaces and areas that are intended for private use
- b) a designed sequence of spaces that connects with and relates to the pattern of spaces already present in the area
- c) where appropriate, the “greening” of public spaces by using trees and other suitable planting
- d) a full hard and soft landscaping scheme is to be submitted with all planning applications.

Open spaces should be designed and located to satisfy their intended, specific function, such as toddler’s play, older children’s activities, sitting out, or visual amenity.

## **7. Built Form and Materials**

Designs should reflect the scale, mass, height and form of existing locally characteristic buildings. New buildings must follow a consistent design approach in the use of materials, windows and other openings and the building’s roofline. Materials must be chosen to complement the design of the development and add to the quality or character of the surrounding environment.

## **8. Boundaries**

Site boundaries should be formed of local stone or cast iron railings and hedge planting should be retained and repaired. Work to existing boundaries must use reclaimed or accurately matching materials. Any proposed openings in existing boundaries should be kept to a minimum and salvageable materials used elsewhere on site.

## **9. Scale and Proportion**

Scale, height and massing of development should not be an “off the shelf” solution but should be demonstrably purpose designed to reflect the setting and location of each individual site. In doing this, development should fit in and neither dominate

nor have a detrimental impact on its surroundings and neighbouring properties.

### **10. Amenity, Privacy and Space Standards**

Housing developments should be designed so that individual dwellings have reasonable distances between and around them so that users can enjoy privacy in which to enjoy their amenity space. If new housing development proposals fail to achieve these dimensions, unless they are of special design such as single aspect dwellings, then it will be concluded that privacy and amenity standards will be inadequate.

### **11. Planting**

Planting proposals should be designed to be an integral part of all new development and use native species where appropriate. Proposals will only be supported when it is clear that careful consideration has been given to the creation of a strong landscape structure throughout the site.

Planting around the external boundaries should include an appropriate mix of native trees, hedgerows and new woodland areas (although not in Pennine Fringes), wildflower verges and wildflower rich grasslands. Wildlife corridors should be linked to the existing green infrastructure resource.

Sustainable urban drainage schemes using porous materials should be integrated within the planting scheme. The planting scheme should not be used simply to fill space which is not occupied by the proposed buildings. Planting should be seen as an integral part of the overall master plan, used to define spaces, frame views, and provide screening and shelter. Native species should be used to enrich the natural habitat and increase biodiversity. Corridors for wildlife movement should be provided on sites next to or in green fields, hedgerows and tree belts these are particularly valuable when they incorporate existing natural features such as ponds and watercourses.

### **12. Mixed Uses**

Mixed uses should be considered. Provision of small workspaces can be both in association with some house types and/or grouped in courts. New shops and services will need to be visible from public routes, beyond the proposed development, if they are to be viable.

### **13. Designing out crime**

Locations at risk of crime should be identified and design solutions incorporated to reduce opportunities for anti-social behaviour.

Policy 2 is in general conformity with:  
Kirklees Local Plan Policy PLP 24 Design  
Kirklees Local Plan Policy PLP 35 Historic environment

## **Holme Valley Parish Actions 1**

1. To prepare a design handbook with specification of acceptable styles which merge with the local style. Include examples of what is not acceptable. e.g. out of proportion, window layout etc. This applies to both new build and renovation projects.

2. To encourage Kirklees to produce and implement Conservation Area Appraisals and Conservation Area Management Plans which illustrate the vernacular design for specific areas that should be reflected in new development.
3. Enforcement will be encouraged where appropriate within the Conservation Areas.



## 4.5 Conserving and Enhancing Local Heritage Assets

- 4.5.1 Designated heritage assets are a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation (Revised NPPF, 2018 Glossary). The list of protected buildings or sites is known as The Heritage List (officially the National Heritage List for England or NHLE). This is the official and up to date record of all nationally protected historic buildings or sites in England, maintained by Historic England. Designated Heritage Assets have adequate protection with primary legislation (Acts of Parliament), the NPPF and existing policies within the Kirklees Local Plan both saved and emerging.
- 4.5.2 However, there may be many other buildings and sites in an area that make a positive contribution to local character and sense of place because of their intrinsic heritage value. Although such heritage assets may not be nationally designated or located within the boundaries of a conservation area, they may be offered some level of protection by the local planning authority identifying them on a formally adopted list of local heritage assets. To date, Kirklees Council do not have a list of such buildings.
- 4.5.3 Any buildings and structures identified in this way are known as non-designated heritage assets. Whilst the identification of buildings in this way does not provide any additional planning controls, the fact that a building or site is identified as a non-designated heritage asset means that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 4.5.4 The NPPF contains policies that apply to heritage assets regardless of whether or not they are designated or non-designated. However, identifying the buildings provides a sound, consistent and accountable means of identifying local heritage assets to the benefit of good strategic planning for the area and to the benefit of owners and developers wishing to fully understand local development opportunities and constraints.
- 4.5.5 The identification does not affect the requirements for planning permission. Some buildings can be demolished without planning permission and local listing does not affect that, although an article 4 direction issued by the local planning authority can reinstate the requirement for planning permission for demolition of a locally listed building.
- 4.5.6 Historic England has produced detailed guidance on the best practice in producing local lists of heritage asset.<sup>14</sup> Holmfirth Conservation Group has started this process by creating a list of key buildings in Holmfirth Conservation Area which they have listed in their Appraisal<sup>15</sup>. These are provided at Appendix 2 for reference and it is proposed that this list is extended to cover other parts of the valley such as the Honley area where an emerging list is being developed and is also captured in

<sup>14</sup> <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/>

<sup>15</sup> Holmfirth Conservation Area Appraisal, 2018

Appendix 2. Once further work has been undertaken on the proposed identified list of local heritage assets, it will be submitted to Kirklees Council for their consideration.

4.5.7 Draft Policy 3 relates to proposals which impact on non-designated heritage assets in the Holme Valley.

### **Draft Policy 3: Conserving and enhancing local non-designated heritage assets**

1. Where a non-designated heritage asset is affected by development proposals, there will be a presumption in favour of its retention. Any loss of the whole or part of such an asset will require clear and convincing justification.
2. Any extensions which require planning permission should be designed sympathetically, without detracting from or competing with the heritage asset.
3. Proposals within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that this is protected or enhanced.

Policy 3 is in general conformity with:  
Kirklees Local Plan Policy PLP 35 Historic environment



Figure 13 - Holmfirth Masonic Lodge & Choppards Mission

### **Holme Valley Parish Actions 2**

The Parish Council will work with the relevant bodies to:

1. Develop a list of non-designated heritage assets building on the suggested sites in Honley from the Honley Civic Society and initial list of key buildings identified in Holmfirth by the Holmfirth Conservation Group in accordance with Historic England's advice note to put forward to Kirklees Council as part of a Local List of Key buildings. Both lists

are provided in Appendix 2)

2. Recommend that any changes to reservoir designs (walls, spillways etc.) be done in a sympathetic way to the local environment, using local materials.
3. Support community purchases and development where a heritage asset becomes structurally unsafe for use and encourage community ownership of locally important buildings.
4. Support the provision of workshops and or advice to owners of heritage assets possibly through community groups.
5. Promote and support the adoption of community assets and any redevelopment in sympathetic and financially viable ways.

## 4.6 Design in Town and Local Centres and Public Realm



Figure 14 - Examples of shopfronts & signage in Holmfirth which are in keeping with the character of the town © Holmfirth Conservation Group 2018

### Shopfronts and Advertisements

- 4.6.1 Most public ground floor frontages are occupied by shops and other commercial property and shopfronts are the most prominent element of many buildings. The appearance of shopfronts and advertisements can have a major impact on the character of conservation areas and other areas. Whether this impact is beneficial or harmful is dependent on the quality and sensitivity of the designs used.
- 4.6.2 The character of the built environment in the commercial centres and retail cores of the towns and villages of Holme Valley is extremely important as these areas provide a focal point for the style and vernacular architecture of non-residential buildings in each area. The design of shops fronts and ground floors of properties affect both the character and vitality of a town or local centre by contributing to the attractiveness of an area and its sense of place.
- 4.6.3 The Holme Valley has two key shopping areas: Holmfirth and Honley along with many other shops and businesses throughout the villages. Both Holmfirth and Honley are conservation areas as are many of the villages as outlined in section 4.3. It is therefore important that traditional shopfronts, particularly in the larger settlements of Holmfirth and Honley are protected and enhanced to help preserve the sense of each place's identity. Each centre has a unique character and ensuring that changes are sensitive to this local character is essential.
- 4.6.4 Retailers and businesses have a strong preference for standard 'house' styles and colours. These interests must be balanced with the need to protect and enhance the unique qualities of the Holme Valley. Experience has shown that with a flexible approach, together with an emphasis on good design and quality, including and the use of traditional detailing in conservation areas, corporate image can be adapted.
- 4.6.5 Our consultation highlighted the importance of both built heritage and local shops in its top ten 'specific features of the Holme Valley which are important'. Retaining the style of shopfronts is an important element of ensuring that shopfronts are designed in keeping with the character of the building and the area they sit within.



Figure 15 - Honley High Street & Coordinated signage in Holmfirth

- 4.6.6 Developers are advised to discuss proposals for new shopfronts and advertisements in historic areas (such as conservation areas) with the Kirklees Council's Conservation Team at an early stage. Historic areas will include premises within Conservation Areas or that are either designated or non-designated heritage assets.
- 4.6.7 Primary and secondary shopping areas in the valley are identified in Local Plan policies PLP 13 and 14. Local Plan Policy PLP25 addresses advertisements and shop fronts.
- 4.6.8 Given the distinctive character of each of the local and town centres, we have created a specific policy (Policy 4) to guide shopfronts and advertisements. Many proposals for shopfronts will be for premises which are located within a conservation area. Whilst these design principles are key to proposals located within these areas, the advice should equally be applied to shopfront proposals across the Holme Valley designated area.
- 4.6.9 The proliferation of bold, dominant or illuminated advertising material can have a significant detrimental effect on the visual character of a locality, particularly in sensitive places such as conservation areas and in sensitive rural locations. It is therefore important that advertisements are sensitively designed and this is also addressed in Policy 4.

## Draft Policy 4: Design Codes for High Quality Shopfronts and Advertisements

### Design Principles for Shopfronts

#### 1. General Principles

Many of the Holme Valley's buildings date from the 18<sup>th</sup> and 19<sup>th</sup> centuries. During this period shopfront design sought to achieve a successful relationship between the shopfront itself and the building as a whole. Some adaption may be necessary to take account of technological change, but such original features should be retained where possible.

Shopfronts should be integrated into the building by respecting the period and style of the building. They should not attempt to divorce the ground floor from the rest of the building or over emphasise the fascia which can occur if a deep fascia is used.



Shopfront design should reflect the characteristics of the street where a variety of different building styles may be prevalent. Exceptions to this are terraces of several shopfronts within a single building or building group.

## **2. Retention of Existing Shopfronts**

Where an existing shopfront positively contributes to the character of the building or area, there will be a presumption in favour of its retention. Any loss will require clear and convincing justification.

Very few early shopfronts survive. Special care is needed to ensure that these are preserved and restored in a sensitive manner. Sometimes original features such as pilasters and fascias have been hidden by later work and where this is the case such features should be revealed and restored.

## **3. Replacement of Shopfronts**

Some shopfronts may not be capable of retention because of their physical condition or their suitability to change.

The replacement of modern shopfronts that do not incorporate traditional features has positive benefits, large plate glass windows, excessively deep fascias, crude joinery and unsuitable materials such as unpainted tropical hardwood or aluminium should be replaced with more appropriate designs and materials.

## **4. Accessibility**

All new shopfront designs should be fully compliant with the requirements of the Equality Act 2010 and Part M of the Building Regulations, which sets out statutory access requirements.

Wherever possible barriers, such as stepped entrances, narrow doorways and unsuitable surfaces should be removed. The provision of alternative means of access should be a last resort.<sup>16</sup>

## **5. Historic Areas**

In historic areas, it is expected that proposals for new shopfronts, or alterations to existing shopfronts should consider the following design concepts to ensure that the proposal is sympathetic to the character and amenity of the locality. Designs should:

- a) Enclose and frame shop windows and entrances with essential visual and functional elements such as pilasters, fascia and stallriser. Accurate and authentic detailing is essential to avoid unconvincing or clumsy results;
- b) Use shopfronts that do not dominate the architecture of the main building;
- c) Avoid linking two or more buildings with one fascia unless historically already established by continuous architectural pattern or shop use;
- d) Make sure that shopfronts have individual distinctive identities with different stallriser heights, window designs and fascias that positively contribute to the character and integrity of the building and the complexity and diversity of the street scene;
- e) Make use of energy-efficient measures with regard to any illumination arising from the shopfront, particularly through the use of LED lighting where appropriate; and
- f) Make use of recessed doorways, single and double to give more three-dimensional quality.

<sup>16</sup> For further guidance on this matter please refer to Historic England's 'Easy Access to Historic Buildings' published in 2004.

- g) Avoid use of uPVC windows in historic areas.

### **6. Fascias**

Consideration should be given to the proportions of the existing building, particularly in relation to the existing design of the shopfront and the height and depth of the building.

Proposals for shopfronts should seek to incorporate moulded cornices weathered with a properly detailed lead flashing above the fascia. This will provide a clear visual break and throw water clear of the shopfront to help prevent rot and avoid long-term maintenance issues.

### **7. Doors and Windows**

Incorporating a stallriser protects the shop window and provides a visual break between the window and the street surface. The height of the stallriser will depend upon the style adopted. Designs for shopfronts should seek to include part-glazed door panels that reflect the height of the stallriser.

Window design should include the sub-division of large areas of glass to reflect the character of the shopfront and building.

### **8. Materials and Colour**

Proposals should seek to make use of matt, non-reflective materials such as painted timber and avoid gloss surfaces like acrylic sheeting, Perspex, aluminium, plastic or stained hardwood.

Within conservation areas, sensitive colours that are sympathetic and appropriate to the local character of the area should be used with the avoidance of strong, strident colours.

Proposals should ensure that paintwork on windows, gutters, downpipes, eaves and bargeboards is treated as part of an overall colour scheme and is of subdued colour. Rich dark colours may be used to offset the use of bright colours and variety in window displays.

### **9. Blinds and Canopies**

Proposals should ensure that blinds and canopies are retractable so that the fascia is not permanently obscured, integrating any blind / shutter boxes that are shown to be necessary into the overall design / structure. In appropriate circumstances roller blinds can be incorporated within cornices.

### **10. Shutters and Grilles**

Some types of retail, commercial and financial uses may require increased security measures. Solid roller shutters and the introduction of shutter boxes to the exterior of a historic building is unacceptable.

Other alternatives may also be considered in the following hierarchy:

- a) Security glass with alarm or internal cameras;
- b) A reduction in the size of window glass;
- c) Internal see-through shutters; or
- d) External shutters that are removed during working hours - decorative options may be applicable, themed on shop trade.

In the case of unlisted buildings, externally mounted open mesh roller shutters may be acceptable provided that the box housing is concealed behind the fascia or the extent to which it projects from the face of the building, does not result in increasing its depth or the creation of a sub-fascia.

Roller shutters may have box housings positioned beneath the soffit of the fascia provided that the box housing is concealed by obscure glass and does not project forward of the fascia.

Where roller shutters have already been installed, and enforcement action is no longer appropriate, the opportunity should be taken when, for example, future reconstruction or refurbishment of the premises is proposed, to install security measures which respect the terms of these policy guidelines.

## **Design Principles for Advertisements**

### **11. General Principles**

Where planning consent is required<sup>17</sup> proposals for fascia, hanging and projecting advertisement signs should complement the design of the building and shopfront. Proliferation of advertisements should be avoided as this can detract from the visual amenity of the locality and creates a 'cluttered' appearance. The cumulative impacts of advertisements should also be assessed in relating to impacts on visual amenity and 'cluttering'.

Consideration should be given to an advertisement's impact on highway safety. Advertisements which are distracting to road users, by the virtue of their scale, design or positioning should be avoided.

Illuminated signs should be treated as an integral part of the overall design, and should seek to be discreet, energy efficient and substantially hidden from view.

### **12. Fascia Signs**

Proposals for fascia signs should seek to sympathetically integrate the design of the fascia with the shopfront, making use of traditional design fascias. New illuminated boxed fascias that project from the face of the building and the addition of new fascias on top of existing ones should be avoided.

Lettering should:

- a) Convey the essential message of the retailer, in most cases the shop name alone;
- b) Either be a sign written onto the fascia or applied as individual lettering in a traditional manner directly to the structure of the building;
- c) Reflect the use and character of the shop and the building;
- d) Be of a style and size that relates to the area of the fascia or sign and building on which it is used;
- e) Use sensitive colours and appropriate shading and blocking of letters which reflect the local character and appearance of the area – for example in Conservation Areas bold bright colours are unlikely to be accepted; and
- f) Minimise impacts on the historic fabric of the building.

In instances where illuminated fascia signs are proposed, they should be sensitively designed in other to be sympathetic to both the building they are attached to and the surrounding area, particularly if situated in a historic area.

<sup>17</sup> Many fascias and projecting signs do not require consent if they are below first floor level and are not illuminated. Illuminated signs within conservation areas are likely to require a formal application (express consent). The main categories of signage that can be displayed using deemed consent (basically permitted development rights for signage) are set out in Class 3 and 5 in the document below:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/11499/326679.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/11499/326679.pdf)

There is no 'special area of advertisement control' in the Holme Valley (or Kirklees).

Illumination of fascias should not be excessive or intrusive and should make use of energy efficient methods of lighting such as via LED. Schemes should avoid light pollution into adjoining residential properties and unnecessarily cause poorly directed light pollution elsewhere.

### **13. Projecting Signs**

Projecting signs should be avoided unless they are clearly appropriate to the character of the area and necessary in relation to the existing business. The use of internally illuminated projecting box signs that form a projecting part of a fascia should be avoided.

Where a projecting sign is appropriate, proposals should make use of a traditional hanging sign, which is hung from a metal bracket that can add interest to the street without unobtrusive external illumination. Consideration should be given to the use of hanging symbols denoting the trade being carried on in the premises as an interesting and eye-catching alternative to a hanging board.

Projecting signs should be of a high quality and relate to the size and scale of the existing building façade and do not appear either overly intrusive or inappropriately small. Projecting signs should be carefully positioned to take into account the design and architectural detailing of the existing building – normally below the first-floor windows.

Projecting signs will be restricted to one sign per building and should relate only to the business which occupies the premises.

### **14. Stand-Alone Advertising**

Proposals for use of A-Boards or any other sort of stand-alone advertising should consider alternative types of advertising methods which do not have as significant impact on local amenity.

The use of A-Boards or any other stand-alone methods of advertisement which gives rise to the sense of clutter and which detract from the general amenity of the locality should be avoided.

Equally, the use of stand-alone advertisements which present an obstacle for pedestrians and other road users will not be supported.

Policy 4 is in general conformity with:

Kirklees Local Plan Policy PLP 2 Place shaping

Kirklees Local Plan Policy PLP 25 Advertisements and shop fronts

## **Public Realm**

- 4.6.10 Local and town centres include areas of public realm which can be formal, such as seating areas and parks, or informal, where pavements and street corners naturally offer public spaces. It is important that the character of the local centres is reflected in public realm enhancements, for instance through the style of seating, lighting columns or signage, siting and design of refuse bins and the layout of the highway. More detail is given on highway infrastructure planning in section 4.9.
- 4.6.11 The presence of the river in the centre of Holmfirth is an example of a public asset which is being enhanced by a locally based charity, River Holme Connections. Their investment in the 'duck feeding area' has sought to provide a more attractive public space for residents and visitors to enjoy.



4.6.12 Private investment in new railings opposite the Picturedrome now allows people to look down onto the river whilst bespoke art pieces have been prepared by The Children’s Art School to liven up the concrete walls along the river. These organisations all recognise the opportunity to create new public spaces even when some of those are new views or vistas rather than new physical places.

4.6.13 The Holme Valley has many opportunities to increase visibility of existing locations and enhance those spaces. The Holmepride movement has worked on a number of projects over the last year to clear litter and overgrown vegetation on footpaths and small public spaces. Meanwhile Holmfirth Conservation Group’s ‘Windows on the Past’ trail and existing riverside walks create a sense of shared public space through better understanding of what is already in the area. This Neighbourhood Plan aims to encourage this approach by promoting high quality design in spaces in between buildings, the views from and of them and the wider environment, as well as in buildings themselves.



Figure 16 – ‘Windows on the Past’ Heritage Trail © Holmfirth Conservation Group 2018



Map 16 HCG map of litter bin styles in Holmfirth Conservation Area © Holmfirth Conservation Group 2018

- 4.6.14 Holmfirth Conservation Group highlighted in their appraisal the proliferation of different litter bins and the un-coordinated planters and street furniture. This is something which Holmepride has helped address in terms of repainting existing litter bins and railings to improve their appearance but the different designs remain. The presence of large commercial waste bins on Hollowgate in Holmfirth for example is not only unsightly but also fills a parking space in the centre of the town. Whilst planters, signage and litter bins and lighting columns are all essential parts of any functioning town centre, consideration of their impact on the overall appearance of an area is an important element of building a sense of place and high quality public realm.
- 4.6.15 Similar principles apply across the valley where coherence of design within each village can help promote a sense of shared identity and this has led to the following policy on public realm - Policy P5.
- 4.6.16 The public realm policy also highlights the importance of highways in contributing to a positive environment within a village or town centre. As one resident in the Pre-Regulation 14 consultation said, 'A dream would be to take all vehicles out of Holmfirth town centre and make it pedestrian friendly' whilst another commented that 'Tackling this very important [traffic] problem will have a huge impact on the quality of life in the valley. The needs of pedestrians must have priority'. Specific concerns regarding traffic and transport are detailed in section 4.10 but recognising the role of highways in the public realm is important.
- 4.6.17 There are several specific gateways to the valley as four key roads enter the Holme Valley from different directions: A635 Greenfield Road and A6024 Woodhead Road from the West; B6106 Dunford Road and A616 Sheffield Road from the South; A635 Holmfirth Road from the East and A616 Huddersfield Road from the North. These routes converge in specific centres: Holmfirth town centre, New Mill square and Honley bridge. Without careful management, these locations can become dominated by highways and as a respondent to Pre-Regulation 14 consultation commented 'traffic and infrastructure will always be problematic around Holmfirth due to the geography'. However, we believe that applying the principles outlined in the policy below will help ensure that the importance of public realm is recognised not only in these specific 'hotspots' but also in the smaller village centres which have more localised highways challenges.

### **Draft Policy 5: Promoting High Quality Public Realm**

Proposals for public realm improvements should enhance the quality of life for residents and visitors alike and should be an integral part of transport links through towns, settlements and villages.

Proposals for public realm enhancements will be supported where they:

- a) Are of a high-quality design and sensitive to the visual appearance of surrounding buildings and street scene, especially in the case of a Heritage Asset or within a Conservation Area;
- b) Enhance or open up views towards existing locations of interest, such as the river or public spaces within the town and local centres, so that new developments improve rather than hide existing points of interest.

Refuse collection should be considered with any new proposals for business or retail facilities and provision should be made by the retail facility for trade waste bins off the public highway or pavements. Adequate public waste bins should be provided where uses are likely to lead to increased littering by customers.

### **Gateways and Highways**

Where development is close to gateways into the Holme Valley, for example at entry points along the main transport routes including roads along valley floors and at rail stations, consideration should be given to gateway improvements to provide a sense of arrival.

To ensure a balance is achieved between highway safety and highway dominance, and to ensure that the character of a place is maintained whilst still enabling a safe and sustainable highway, the following principles should be applied:

1. Designs and materials should demonstrate understanding of the origins, development and local character of the place through use of local details;
2. Traffic dominance should be minimised through surface treatment and layout;
3. Visual clutter should be limited;
4. Useable public space should be maximised whilst accommodating vehicular movement;
5. Use of shared surfaces and flush crossing points are supported;
6. Accessibility for everyone particularly those with mobility impairments should be introduced;
7. Consideration of Green Infrastructure<sup>18</sup> should be built into the public realm where appropriate;
8. Views as identified locally or in the AECOM Heritage and Character Assessment and access to those views should be protected;
9. Street furniture should be integrated with the streetscape and be a secondary visual feature, and be well placed and subtle in design;
10. Signage and interpretation should be clear and visually unobtrusive;
11. Lighting should limit light pollution and the use of columns.

Policy 5 is in general conformity with:  
Kirklees Local Plan Policy PLP 2 Place shaping  
Kirklees Local Plan Policy PLP 24 Design

<sup>18</sup> Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features:

[publications.naturalengland.org.uk/file/94026](https://publications.naturalengland.org.uk/file/94026)

### **Holme Valley Parish Actions 3**

1. To ensure that any new or replaced street furniture such as lighting columns, street-signs, benches and litter bins are designed in a coordinated style which enhances their appearance. This does not preclude allowing bespoke designs to be considered to reflect the character of specific location. This will create a more consistent appearance to street furniture suited to the area concerned.
2. To ensure that overhead wiring and road signage within the public realm is installed in a manner which reflects the town or village's character. Redundant electrical infrastructure or signage should be removed to reduce visual pollution associated with new installations
3. To ensure that opportunities to develop out-of-sight storage for trade waste bins for existing premises are pursued to reduce unsightly clutter on the public highway.

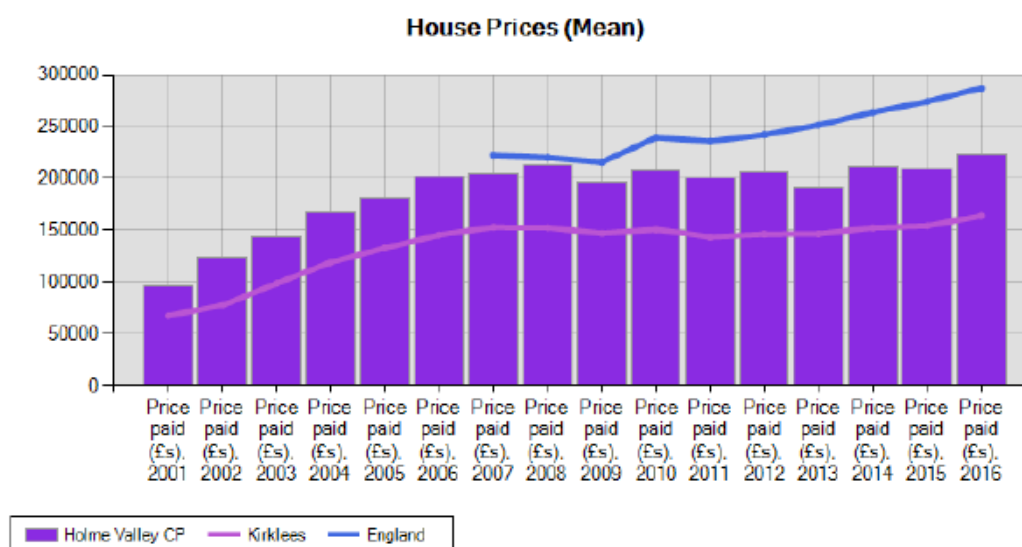


## 4.7 Building Housing for the Future

4.7.1 Housing is a contentious topic in the Holme Valley. Many people accept that more housing is needed, particularly smaller properties to allow people to purchase their first home or to down-size but the nature of new developments and their location can be at odds with other things people think are important, such as views, and the impact on small communities and traffic.

4.7.2 The 2011 census shows that there were 12,039 properties in the Holme Valley Parish Council area at that time. Of these 33% were whole houses or bungalows compared to 20% in the rest of Kirklees. 26% were semi-detached (33% in Kirklees) and 34% were terraced houses (the same for Kirklees). Only 7% were flats, maisonettes or apartments compared with 13% in Kirklees.

4.7.3 The following information is taken from the Kirklees Housing Profile for the Holme Valley and shows that property prices in the Valley are higher than Kirklees' averages but lower than national averages:



4.7.4 The type of property has a considerable impact on price:



4.7.5 Kirklees' Local Plan (Modification SD1-MM33, 2018) sets out that *"the local plan housing requirement is a minimum of 31,140 homes over the plan period from 2013-31 which will meet identified needs. This equates to an annual housing requirement of 1,730 new homes per annum. As this is based on up-to-date demographic evidence it takes account any need arising from shortfalls in delivery against previous targets."* The Neighbourhood Plan cannot reduce the amount of development from that contained in Kirklees' Local Plan or try to undermine its strategic policies. However, it can influence the inclusion or exclusion of sites allocated for development.

4.7.6 Kirklees Council has identified an additional 1,087 homes to be located on 27 different sites in the Holme Valley. These are as outlined in Table 2 below:

**Table 2 Local Plan Housing Site Allocations**

Location	Site Number	Number of Houses Proposed	Housing or Mixed Development
Travel Station Yard, Station Road, Honley	H48	14	Housing
East of Woodhouse Rd, Brockholes	H129	124	Housing
South of Southwood Avenue, Honley	H178	17	Housing
Former Thirstin Mill, Thirstin Road, Honley	H2586	24	Housing
South of Gynn Lane, Honley	H584	50	Housing
North of Scotgate Road, Honley	H664	93	Housing
North east of Westcroft, Honley	H786	15	Housing
South of Vicarage Meadows, Cinderhills, Holmfirth	H47	14	Housing
Bridge Mills, New Road, Holmfirth	H50	45	Housing
West of St Mary's Rise & St Mary's Way, Netherthong	H130	21	Housing
North west of New Mill Road, Thongsbridge	H214	15	Housing
East of Holme View Avenue & Pennine Close, Upperthong	H284	27	Housing
Dunford Road, Hade Edge	H288a	66	Housing
East of St Mary's Avenue, Netherthong	H294	32	Housing
East of Ryecroft Lane, Scholes	H297	39	Housing
South of Sandy Gate, Scholes	H597	28	Housing
West of Bankfield Drive, Holmbridge	H626	23	Housing
West of Wesley Avenue, Netherthong	H715	38	Housing
West of Miry Lane, Thongsbridge	H727a	39	Housing
West of Stoney Bank Lane, Thongsbridge	H728	53	Housing
Tenter Hill Road, New Mill	H729	81	Housing
West of Royds Avenue, New Mill	H730	53	Housing
South of Former Midlothian Garage, New Mill Road, Holmfirth	H787	12	Housing
South of Water Street, Holmbridge	H2585	19	Housing
Former Midlothian Garage, New Mill Road, Holmfirth	H2587	56	Housing
Dobroyd Mills, Hepworth Road, Hepworth	MX1912a	75	Mixed
Lancaster Lane, Brockholes	H331	14*	Housing
<b>TOTAL</b>		<b>1087</b>	

\*The capacity is not included in the phasing, as it is already counted as a commitment as planning application (2016/90146) on the site.

4.7.7 There are also areas of ‘safeguarded land’ which is identified for future development, most likely housing, if required after the current plan period of up to 2031. There are some significant plots of land in the Holme Valley with this designation such as 6.26 ha on the Cliff, 4.29 ha next to the Memorial Hospital and more at Hade Edge.

4.7.8 There is considerable concern locally about the number of new dwellings and the impact of the potential associated increase in population on the nature of life in the Valley. There is local recognition of the need for smaller and affordable homes and considerable support for the brownfield first policy with 89% consultees in 2017 supporting prioritising the use of brownfield sites over greenfield ones. There is also a strong wish to achieve a reduction in carbon emissions and the reliance on cars and to achieve greater recognition of the importance of protecting the environmental characteristics and heritage of the Valley.



Figure 17 - New developments in Netherthong & Honley

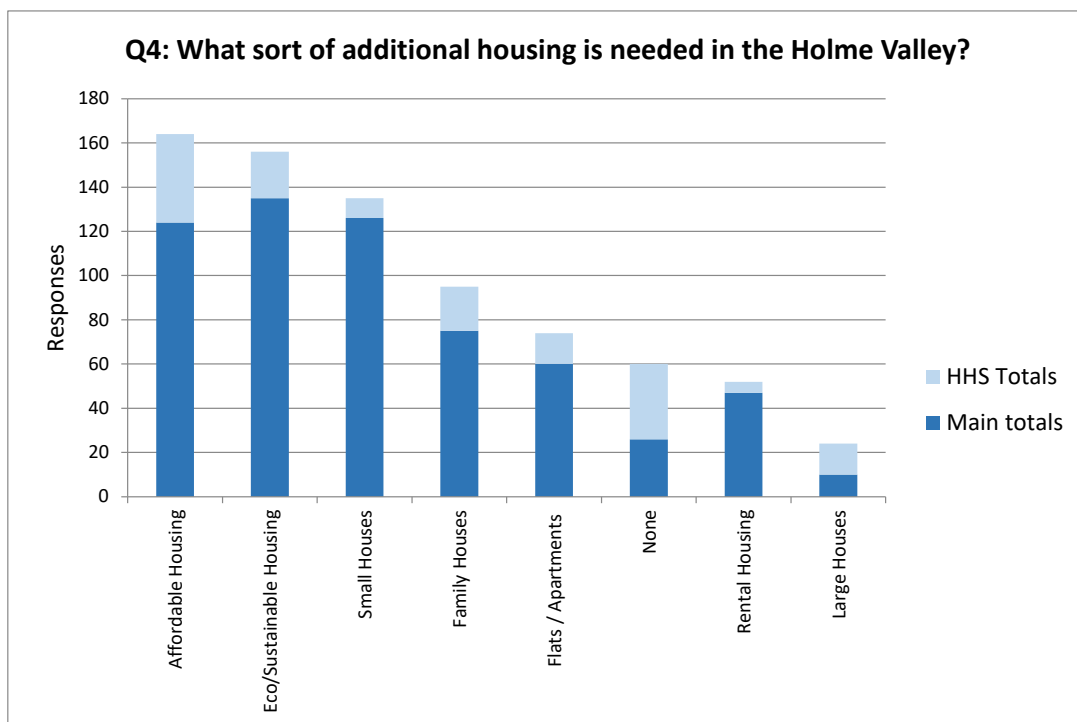


Figure 18 - Results from community consultation 2017

- 4.7.9 Density of housing is a crucial consideration for the valley as this affects the number of dwellings on a site and the amount of land needed. The capacity of sites in the Local Plan was calculated at a standard density of 35 dwellings per hectare throughout the district, unless a scheme for a different density had already received planning permission or has site promoter evidence justifying a different capacity. However, based on the Local Plan's identified size of the allocated sites and number of proposed houses, it is estimated that the housing density in the Holme Valley will be approximately 30 dwellings per hectare. Lower density housing suggests larger, more expensive houses and it is generally recognised that these generate more profit for builders and higher council taxes for the Council. The 2017 consultation identified that affordable and specifically small houses were seen as the priority required for residents. Whilst the Holme Valley has a mixed housing stock, it has a larger number of owner occupied houses than Kirklees and a lower proportion of rented accommodation. Local concerns relate to the new developments being too focused on larger houses thereby proportionally reducing the smaller units available to residents seeking to buy in the valley.
- 4.7.10 The Neighbourhood Plan could look at the allocated sites and the type of housing to be provided, based on local evidence but given that most of these sites are already progressing through the planning process, there is limited opportunity to influence this. The NDP also could identify new sites, in addition to the sites allocated in the Local Plan but given the local concern about housing developments and associated impact on infrastructure, no additional sites have been identified to date. It could also define the boundaries of settlements which will be important in preventing them from merging. Under the new revised NPPF, paragraph 136, "*where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.*" However, the Kirklees Local Plan has been prepared under the previous NPPF so this opportunity is not available for the current NDP. As and when the Local Plan is reviewed in the future, there may be an opportunity to consider identifying detailed amendments to Green Belt boundaries, provided this is supported in strategic planning policies.
- 4.7.11 The NDP can also encourage certain types of development, such as the conversion of former mill buildings for residential use or building multi-storey houses, to reflect the traditional weaver's cottage design. It can also set standards regarding the amount of parking, encourage building close to existing settlements and public transport routes and aim to increase walking and cycling. Consideration of these matters is included in the policies on transport later in the NDP.
- 4.7.12 The Local Plan is undergoing its public examination after which it will be modified further before the Inspector is likely to find the Plan sound. Once adopted the Local Plan will govern the decisions made on subsequent planning applications.
- 4.7.13 The final stage of the Public Examination is considering the detailed site allocations. The Inspector is currently expected to make her decision regarding the soundness of the Local Plan before the end of 2018.



- 4.7.14 The 2017 consultation identified a strong preference for spreading development across the valley with over 300 residents preferring that to concentrating it in large sites which was selected by only 77 respondents. The Plan will need to balance these different interests. For example, the plan needs to ensure that by encouraging in-fill building it does not contradict the desire to protect the distinct character and sense of place of existing individual settlements. One of the five purposes of Green Belt (see NPPF paragraph 134), is "*b) to prevent neighbouring towns merging into one another*" and therefore in areas protected by Green Belt, towns should be protected from merging by national and Kirklees level planning policies. Policy 6 therefore addresses development in areas not protected by Green Belt.
- 4.7.15 All developers of medium to large schemes of over 5 properties (but depending upon the local context and impact of the development on local character) are recommended to undertake a public consultation with local residents.
- 4.7.16 Policy 6 aims to help ensure appropriate types of property are developed in Holme Valley:

## **Draft Policy 6: Building Homes for the Future in Areas Not Protected by Green Belt**

### **Proposed developments**

In addition to the sites allocated by Kirklees Council in the Allocations and Designations DPD, new housing development will be supported within existing settlements

Proposals are required to address the following additional considerations.

1. Redevelopment of brownfield sites and the conversion of other suitable buildings for residential use is strongly encouraged within existing settlements.
2. Housing should be suitable in terms of design, house size and tenure and development should not lead to ribbon development which impacts adversely on the distinctive character of individual existing settlements and villages.
3. Conversion of mill buildings for low cost housing and apartments rather than demolition is preferred. Wherever possible proposals for conversions of former mill buildings to residential accommodation should include provision for suitable commercial or employment uses as part of mixed use schemes, including live / work type accommodation.
4. Adequate parking for residents and visitors should be provided in accordance with the most up to date Kirklees parking standards as set out in Kirklees Council's Highways Development Delivery Planning Pre-application and Application Advice Note in Appendix 4. This document sets out general

principles used as a starting point to be evidenced in relation to site accessibility, forecast car ownership, highway layout, existing on street parking, availability. Additional parking provision to accommodate visitors and delivery vans is encouraged to minimise additional on street parking on nearby roads.

5. Developments should have good access to public transport routes and encourage walking and cycling by enhancing, expanding and linking to existing routes.
6. Proposals will be expected to demonstrate that densities make best and efficient use of land and reflect local settlement character.

### **House types and sizes**

All housing development should address the identified local housing need of the locality through density, size, tenure and type of development. Schemes should provide suitable housing in response to the most up to date local housing need assessment, Strategic Housing Market Assessment or other up to date needs assessment.

In particular new housing schemes will be supported where they:

1. Include a mixture of smaller one, two and three-bedroom properties for sale and rent.
2. Include a suitable proportion of housing designed to meet the needs of older people and properties for first time buyers.
3. Provide a suitable proportion of affordable housing<sup>19</sup> in line with the recommendations in the Kirklees Local Plan and the NPPF. Priority will be given to the delivery of affordable housing and maximising the potential for meeting identified local needs and local affordable needs from appropriate individual development opportunities.

Policy 6 is in general conformity with:  
Kirklees Local Plan Spatial Development Strategy  
Kirklees Local Plan Policy PLP 11 Housing Mix and Affordable Housing

<sup>19</sup> See NPPF definition of Affordable Housing in Appendix 6

## 4.8 Helping the Economy Prosper

- 4.8.1 Without economic activity, the Valley is in danger of becoming a dormitory belt, with very little local employment. This could have an effect on the viability of local shops and services with fewer economically active residents staying in the valley during the day and could also impact on traffic levels with peak traffic flows in the morning and evening rush hours.
- 4.8.2 An analysis of Companies House records given in the Fame database of UK companies shows that there are currently over 1,000 registered companies operating from addresses in the valley. Of these, the majority are sole traders, self-employed or working from home. Businesses range from construction, motor repair, services such as hairdressing and care, catering and professional and consultancy services and some engineering. There are also shopping centres, in Holmfirth, Honley, New Mill and corner shops scattered around the Valley.
- 4.8.3 As a visitor location, Holmfirth is an internationally known brand, and the Valley is renowned for its stunning countryside and character as well as being the setting for the long running television series, Last of the Summer Wine. Indeed, the very reason for the series to be based here was due to the visual attractiveness of the area. The duration of the programme and its international popularity still draws visitors from the UK and abroad. More recently, the area's programme of festivals and events; attractions such as the Picturedrome; and being a focal point for the 'Tour de' cycle races have provided new visitor draws. People also come simply for a day out and to make use of the many high-quality cafes and restaurants as well as the high number of independent retailers.



Figure 19 - Tour de Yorkshire 2017 & The Picturedrome

- 4.8.4 Developing Holmfirth's visitor appeal will create more local jobs, provide facilities for local people and contribute to Kirklees' overall economy. In 2015 it was estimated that there were 9.78 million day and overnight visits to the district with an estimated value of £258.18 million<sup>20</sup>. It is not known how much the Holme Valley contributes to the Kirklees total, but the area has the assets and potential to grow the visitor economy.

<sup>20</sup> Extrapolated data from 2015 [Great Britain Tourism Survey](#), and the [Great Britain Day Visits Survey](#) by Kirklees Tourism team.

- 4.8.5 The 2017 consultation responses indicated that small business enterprises were well represented with manufacturing/skilled work and service creative industries also being favoured. Residents expressed the desire to improve the local economy by 'encouraging local makers and business people', 'digital economy jobs' and 'traditional jobs that link to our roots and high-tech jobs that protect future employment'. This confirmed the results of earlier surveys undertaken amongst residents, young people and local businesses by the Holme Valley Vision network over recent years. Retaining this mix of local opportunities for local people is important whilst recognising that the valley's location in the centre of a triangle of the key Northern cities of Leeds, Manchester and Sheffield is attractive to those seeking roles in those larger economies. The challenge is to have a local economy which offers choice of employment at the same time as encouraging those who earn out of the Valley to then spend that money in the Valley. Loyalty schemes for some local shops and services and strong local business initiatives such as the Honley Business Association help sustain the networks and promote awareness of what is available in the Valley to local residents.
- 4.8.6 Kirklees Council, through the emerging Local Plan have allocated employment areas, and identified priority employment areas, which will be safeguarded for employment uses. However, there are very few such sites in the Valley as the concentration of employment land locally is in Honley and along the Woodhead and Huddersfield Roads in Holmfirth.
- 4.8.7 The Holme Valley Neighbourhood Plan seeks to encourage the use of brownfield sites and encourages new developments in the Valley bottom to be for mixed use. As well as providing employment opportunities near to the town centre (vital for its continued viability and vitality), such developments are close to people's homes, will encourage more walking, cycling and use of public transport, and thus reduce reliance on the private car.
- 4.8.8 Policy PLP10 of the emerging Kirklees Local Plan supports the rural economy, which includes supporting small and medium size enterprises, tourism development and sustainable business clusters including homeworking. Policy PLP54 (buildings for agriculture) and the Green Belt policies PLP57, PLP59 and PLP60 also cover this area. Small businesses are recognised as being the drivers of local employment and economic growth and have been described by a Government Minister as 'the engine of our economy, fuelling growth and employing 16 million people'<sup>21</sup>. Initiatives such as 'Totally Locally'<sup>22</sup> are based on the premise that using local shops and services create 'strong, vibrant towns and sustainable local economies' and businesses across the Holme Valley have expressed support for initiatives which celebrate and promote local spending such as the Holmfirth 'Flip N Save Booklet' designed by Holmfirth Events<sup>23</sup>.
- 4.8.9 The rapid growth in the digital economy presents considerable opportunities for areas such as the Holme Valley. Greater and faster improvements in broadband and mobile connections are essential for local businesses to realise their potential for growth and the creation of more job opportunities. This is being suggested by the

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<sup>21</sup> <https://www.gov.uk/government/news/small-businesses-are-the-backbone-of-our-economy>

<sup>22</sup> <http://totallylocally.org/stuff/>

<sup>23</sup> <https://holmfirthevents.co.uk/offers/>

newly formed Pennine Cloud company, Pennine Pound initiatives and local representation on the Leeds City Region Local Enterprise Partnership (LEP).

- 4.8.10 Holmfirth has recently been given a privileged insight into trends and patterns of town centre change through its involvement in the Government funded “Big Data for Small Users” project run by Manchester Metropolitan University and the Institute of Place Management. This has been recording footfall, sales and vacancy rates in Holmfirth throughout the year, highlighting patterns which can then be compared with other towns across the UK. Overall, the research has revealed that many towns are failing to adapt to the new expectations of residents and visitors and the future of retail will be fundamentally different from the past. This will lead to a re-thinking of the purpose of town centres as they transition from being a place where people go to acquire goods to being predominantly a place where they go to meet others, access shops, facilities and services, work, have a leisure experience and live. As town centres give an area identity and a focal point, it is essential that they adapt in line with changing demands and expectations of the people who live in and around them.
- 4.8.11 Holmfirth has a strong international reputation and its identity comes from its mix of independent shops, cafes and services and the many events that take place during the year, as well as its historic character. It is essential that this image is protected and more is done to encourage new businesses that will contribute to both the day and evening economy as well as enable the town centre to diversify and adapt. This imperative applies equally to Honley and may mean, in future, that the balance between retail, commercial and residential will have to shift from the current dominance of 70% traditional town centre uses.



Figure 20 - Local businesses in Holmfirth & Honley

### The Night Time Economy

- 4.8.12 The retail and business mix in the town and local centres has changed over time as the economy has shifted away from manufacturing towards knowledge industries and the service sector. In practice, this has resulted in a growing night-time economy in Holmfirth and Honley with a proliferation of restaurants and bars.
- 4.8.13 In Holmfirth, this is supported by the Picturedrome which draws in hundreds of visitors from across the region to its range of music events throughout the year. This has caused a shift in footfall patterns with shops bringing in visitors in the daytime but the range of eateries attracts an often different clientele in the evening. In practice,



this has an impact on the nature of both Holmfirth and Honley in the evening with later opening hours and a greater vibrancy through the weekend with quieter periods in the week.

- 4.8.14 Whilst the Neighbourhood Plan welcomes the diversity of the night-time economy and the growth of high quality evening destinations for visitors and residents, we need to be mindful of the negative consequences that this can bring. This is particularly important for residents who live within the town centres and the potential increase in littering and anti-social behaviour. We therefore encourage control over opening hours and expect new developments to manage litter reduction.

### **Tourism and the Visitor Economy**

- 4.8.15 The Holme Valley is the key tourist draw in the Kirklees area and whilst historically this was tourist tours for TV shows, it now attracts a much wider range of visitors. Formal attractions such as the Picturedrome, Holmfirth Vineyard, cafes, restaurants and art courses are balanced by informal attractions such as the beautiful countryside, sports opportunities and attractive built heritage. The Neighbourhood Plan aims to support the ongoing development of suitable tourist and visitor facilities within the valley whilst not compromising on the quality of the offer.
- 4.8.16 One element of encouraging tourism is supporting a distinctive identity for the area either led by the internationally known Holmfirth or the wider Holme Valley. As outlined by Historic England in their Heritage Counts 2016 paper, "Creating places where people want to live, work and visit is a challenge and one that place-making aims to address. Place-making includes regeneration, development, design and community building. While the concept is one that is well used, often overlooked in place-making is the importance of managing the identity of a place and the value of communicating the strengths of a place."
- 4.8.17 This research explains that "Place branding focuses on developing, communicating and managing the perception of a place and is often used interchangeably with the term 'place marketing'. Place brands build on the distinctiveness, character and unique identity of a place." Heritage is an important part of this as "Heritage highlights the unique character of a place and plays an important part in shaping peoples' perceptions and authentic experiences of a place. It has the potential to form a key element of place brands by providing authenticity, distinctiveness and credibility to place brands." This shows that building on the Holme Valley's existing character and celebrating and promoting it is an essential part of helping not only build a stronger local community but also a more vibrant and successful economy. Encouraging the continued range of independent shops rather than national 'chain stores' also helps support the unique character of the Valley and through 'buying local' keeps a higher proportion of the economic benefit within the Valley.
- 4.8.18 We have therefore developed Policy 7 to support business generation in the valley. This includes recognising the different elements associated with night-time facilities and providing desirable tourist and visitor attractions to boost the local economy.

## **Draft Policy 7: Supporting Business Generation**

Subject to Green Belt policies, proposals will be supported which result in the creation or sustainable expansion of existing and new businesses, particularly those defined as micro (sole traders or those with less than ten fewer employees) or small (ten to fifty employees) in all business sectors within the Neighbourhood Plan designated area.

Such proposals will be supported where:

1. The site is located outside the Green Belt and is within the built-up areas of Honley or Holmfirth, or it is in a village, or it is an identified priority employment area or it is an allocated site for business and industry in the Local Plan.
2. The proposal supports new business investment or the expansion of an existing business within its existing site.
3. The proposal is for the sensitive conversion or redevelopment of existing buildings or makes use of a previously developed site, or, where development is on a greenfield site it should be physically well related to an existing main settlement or village or to an existing group of buildings.
4. They are connected to the existing highway and transport network and will not generate additional and unacceptable adverse traffic impacts on surrounding roads.
5. The site is large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas.
6. They take account of the impact on the natural environment and contribute to the protection, conservation and enhancement of the natural beauty of the landscape
7. They recognise the overall aim to reduce carbon emissions through sustainable design and promoting access by walking, cycling and public transport.

Where the proposal is part of a farm diversification scheme or comprises new development within the rural area, it must be acceptable having regard to Green Belt policy.

Proposals which promote the role of home-working within the economy, through improvements to broadband and telecommunications infrastructure and small-scale extensions to existing residential dwellings will be supported subject to other policies in the NDP.

### **The Night Time Economy**

In addition, new developments associated with the night-time economy should demonstrate the following:

8. Consideration of appropriate opening hours to mitigate any adverse impact on surrounding residential properties; and
9. Consideration of managing the noise pollution caused by the congregation of customers or delivery vehicles outside the premises through appropriate opening hours and parking facilities.

### **Encouraging Tourist and Visitor Facilities**

Proposals that contribute to and strengthen the visitor and tourist economy of Holme Valley are supported. This includes the creation of new accommodation and tourism facilities through the conversion of existing buildings or associated with existing attractions and new development, where proposals are acceptable having regard to other policies in the NDP.

In addition to consideration of the criteria above, all proposals must demonstrate how they meet the following specific criteria:

10. New caravan, chalet, cabin or lodge style developments may be supported providing they comply with Green Belt policy and address other policies in the NDP, are appropriately screened, provide adequate car parking spaces, are accessible to people with disabilities, contribute to the conservation of the landscape character and natural environment, do not have a detrimental impact on the natural beauty of the area and do not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance.
11. Proposals for development within existing caravan, camping or visitor accommodation sites should be within the footprint of an existing site, contribute to improving the offer to tourists and not have a detrimental impact on the landscape character and natural beauty of the area. Proposals should mitigate any adverse impact on the capacity of road, sewerage or other infrastructure and contain adequate provision for car parking and access for people with disabilities.

In all cases development should be acceptable in terms of Green Belt policy.

Policy 7 is in general conformity with:

Kirklees Local Plan Policy PLP 10 Supporting the rural economy

Kirklees Local Plan Policy PLP 16 Food and drink uses and the evening economy

### **Holme Valley Parish Actions 4**

Holme Valley Parish Council will support place-making initiatives seeking to build both community and economic value from our unique heritage and environment.



Figure 21 - Board on the Holme Valley Riverside Way & Dancers in Victoria Park at Holmfirth Festival of Folk



Figure 22 - Holmfirth Arts Festival Parade & the Honley Show

4.8.19 Policy PLP13 identifies the hierarchy of town centres. Holmfirth is defined as a Town Centre, with a town centre boundary, where primary and secondary shopping streets have been identified. Honley is identified as a district centre also with a defined boundary. Brockholes, New Mill and Scholes are defined as local centres. The following policy, Policy 8 relates to development within the hierarchy of centres and should be read in conjunction with the NDP Policy 4 relating to shop fronts, advertisements and Policy 5 which addresses the public realm.

### **Draft Policy 8: Facilitating Development in Holmfirth, Honley and other Local Centres**

Within Holmfirth Town Centre and Honley District Centre, development for retail, leisure, office, commercial, cultural and tourism and other main town centre uses<sup>24</sup> will be encouraged where they help enhance the viability and vibrancy of the centres.

The provisions of NDP Policy 2 should also be considered as both centres are Conservation Areas.

Development proposals in town and village centres will be assessed against the following criteria:

1. New developments and changes of use should complement existing provision and ensure that the town or village centre offer as a whole is balanced. Care should also be taken to ensure that development does not adversely affect other amenities, such as open and green space.
2. Proposals should ensure that there is adequate provision for pedestrians, such as seating and pavements, sufficient cycle and car parking (including electric charging points) and public transport facilities within walking distance, clear and useful signage, facilities for the disposal of litter and sustainable street lighting.
3. For retail uses development should be located in one of the primary shopping areas as set out in NPPF and Local Plan policy PLP 13, part B. If outside the primary shopping area, retail proposals are subject to the sequential test<sup>25</sup>.
4. The re-use of upper floors for residential use and other uses is supported.
5. Distinctive and detailed features of buildings should be retained and enhanced.
6. Business premises should contribute towards a varied and interesting frontage.

Within the primary shopping areas of Holmfirth Town Centre and Honley District Centre the majority of ground floor space should remain in main town centre uses open to the public.

Proposals which lead to the permanent loss of retail units should be supported by evidence to demonstrate that their continued commercial and public use is no longer viable, or that an alternative use would positively enhance the viability and vitality of the town centre.

<sup>24</sup> NPPF Glossary: Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

<sup>25</sup> The 'sequential test' is a "planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites" ([https://www.planningportal.co.uk/directory\\_record/496/sequential\\_approach\\_sequential\\_test.](https://www.planningportal.co.uk/directory_record/496/sequential_approach_sequential_test.))



Within other local centres, development for appropriate commercial, public and community uses will be considered acceptable in principle providing that it satisfies other policies elsewhere in the Plan, and:

- 7. It is of an appropriate scale in relation to the centre; and
- 8. The amenities of local or adjoining residents or users are protected.



**Figure 23 - Honley centre & Holmfirth Food & Drink Festival**

Policy 8 is in general conformity with:  
 Kirklees Local Plan Spatial Development Strategy and  
 Kirklees Local Plan Policy PLP 10 Supporting the Rural Economy

## 4.9 Community, Education, Health and Well-being

- 4.9.1 The Neighbourhood Plan supports the provision of services that affect the well-being of local residents and the quality of their lives. These are referred to in PLP 47, 48, 49 and 50 in the Kirklees Local Plan.

### Community Facilities

- 4.9.2 Community facilities are defined as facilities which are of value to the local community and they will be protected, developed and enhanced wherever possible. This could be shops, meeting places, cultural buildings, public houses and places of worship but could also include emergency services and statutory services. It is therefore not defined by ownership with both privately and publicly run provision included. This Neighbourhood Plan has therefore regarded community facilities as a broad category which can include any facility actively used by a number of people living in the Holme Valley.



Figure 24 - Honley Feast & Sands Recreation Ground

- 4.9.3 At the moment, the Holme Valley is fortunate to have a good range of local community facilities. These include village halls, a swimming pool and sports facilities (both public and privately provided), recreation grounds and sports fields, tennis and cricket clubs, children's play areas, churches, village pubs and good schools. Young people have identified, however, that there is a need for better provision for teenagers and young adults. The 2017 consultation responses from the Holmfirth High School students were particularly clear that they viewed facilities for young people as limited. Comments about what additional services were needed included 'A trampoline park and more things for teenagers to do' and 'more youth clubs'.
- 4.9.4 It is clear that community facilities are important to residents of the Holme Valley given the recent asset transfers of the Holmfirth Civic Hall and Woodale Community Centre and the proposed transfer of Honley library. It is interesting to note that 55 responses said that no facilities were missing in the Valley with one respondent saying, 'The Valley meets all my needs' and another saying 'Nothing [is missing] that cannot be found within half an hour's drive'. The Holme Valley has a larger number of local facilities and it must be recognised that whilst having larger facilities available nearby can be desirable, in practice, the viability of large sports venues, conference centres, specialist healthcare etc. depend on the larger population of the urban conurbations of the cities. It is therefore important that a balance is struck between

what can and should be provided locally and how access can be improved to allow residents of the valley to readily travel to larger provision wider afield.

- 4.9.5 There is a growing need for facilities to meet the needs of the elderly population who may be less mobile and have greater needs for locally based services and facilities. The Holme Valley has an ageing demographic as shown in the census figures from 2011 and local access particularly to healthcare and leisure opportunities to maintain social networks is important.

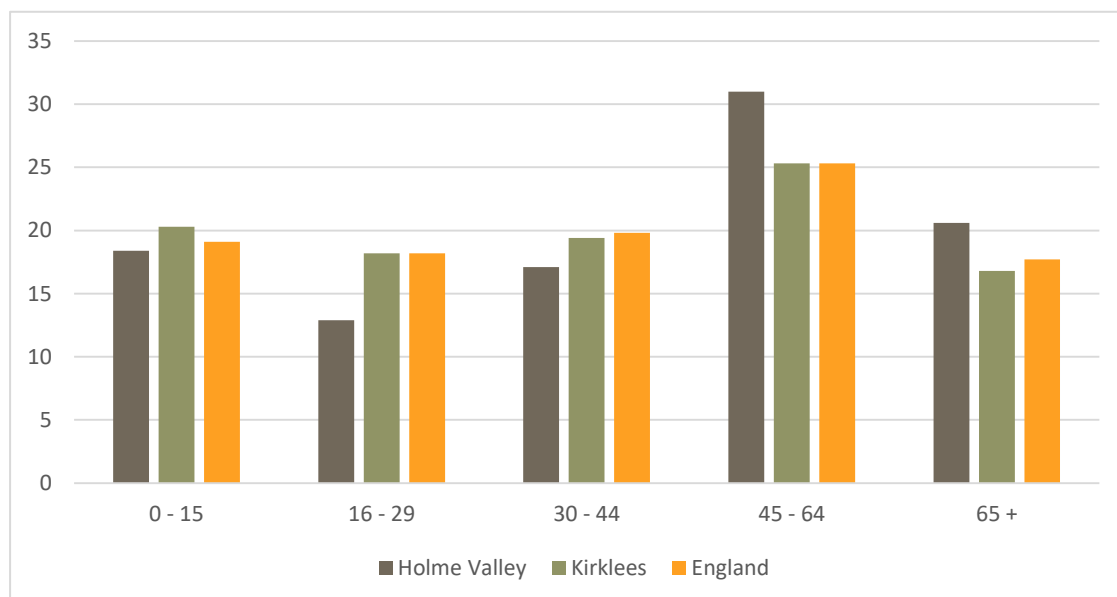


Figure 25 - 2011 Census data showing the percentage of each age group in the Holme Valley

- 4.9.6 As well as protecting existing facilities, the Plan could support investment and development of new facilities in areas of housing growth.
- 4.9.7 There are also a number of disused or underused buildings in the Holme Valley which have the potential for their re-use for purposes that would have benefits for local people.
- 4.9.8 Policy PLP48 of the emerging Kirklees Local Plan relates to community facilities and services.
- 4.9.9 As recognised in Pre-Regulation 14 consultation, the area has a wealth of local community facilities and these are regarded as extremely valuable to the area. The feedback from the Holme Valley South Labour Party, for example, was that 'protecting community facilities which are a focal point in each village should be more than an ambition... it should be an uncompromising and determined commitment'. It also recognised the need to 'develop close working relationships with community groups as... it is impossible to separate community facilities from those groups and volunteers which run them'. Recognition of the role of both physical resources in terms of buildings and locations alongside the human resources of volunteers and expertise to utilise facilities is a key part of sustaining community assets. In fact, the larger percentage of retired people in the Holme Valley (17.77% all aged 16-74 as

opposed to 5.73% in Kirklees as a whole) potentially creates a wider pool of volunteers who may be able to offer their time and expertise to support the ongoing development of these facilities.

- 4.9.10 Resident feedback from the pre Regulation 14 consultation identified the importance of making effective use of community facilities: one respondent observed that ‘we cannot ossify the past: market halls, village halls, schools, churches not required should be closed’. The Holme Valley has such a range of facilities both old and new and the challenge is identifying the best way to sustain them in a way that cherishes the past whilst recognising and embracing the potentially different uses of the future. Another respondent commented that ‘local community facilities should not only be protected but also be enhanced and further developed to meet the needs of all residents and visitors’. The Neighbourhood Plan has therefore not sought to identify a comprehensive list of locations but instead provides examples of what we regard as community facilities.
- 4.9.11 Community facilities ultimately provide a venue to offer a service and we have therefore sought to create a policy (Policy 9) which highlights their importance in facilitating groups and services to run. These are essential parts of building a community and are particularly evident in supporting high quality education, health and wellbeing in the valley.



Figure 26 - Holmfirth Civic Hall & Upperthong Cricket Club

### Education, Health and Wellbeing

- 4.9.12 The Holme Valley has 13 Primary Schools: Holmfirth J&I, Upperthong J&I, Hinchliffe Mill J&I, Netherthong Primary, Kirkroyds Infants, Wooldale Juniors, Holme J&I, Scholes J&I, Hade Edge J&I, Brockholes J&I, Hepworth J&I, Honley Infants, Honley Juniors. It also has two Secondary Schools: Holmfirth High School and Honley High School.
- 4.9.13 The Primary school provision generally consists of small community-based schools of either half, one or two forms per year and the retention of schools within the existing villages is strongly supported. Whilst there has been recent pressure on school places, the advice from Kirklees through their ‘Securing Sufficient High-Quality Learning and Childcare Places’ 2015-2018 has been that there is forecast to be a decline in school age population across the Valley in the future. The future



trend for local schools is therefore a declining number of pupils, not a shortage of school places. For the reception in-take of 2017, only two schools within the Holme Valley area were over-subscribed with all pupils living within their catchment accommodated. This downward trend in child population is expected to continue and with the current approach to funding schools per pupil, this will put pressure on school budgets.

- 4.9.14 This is a challenge for the Local Education Authority, but it should be noted that it runs counter to the local perception that schools are ‘already full’ since the classes for older pupils reflect the population bulge of the past. The proposed level of housing development in the Valley may fill some of the places and cause small areas of pressure on the education system but overall, the valley’s schools should be able to accommodate the predicted population growth. This is particularly as the growth in population within Kirklees is expected proportionately to change more at the older end of the demographic. This is visible on Kirklees ‘Factsheet 2016 on Population and Households’ as shown below.

#### Kirklees projected population 2015 - 2025

	2015 No	%	2020 No	%	2025 No	%	Change from 2014 %
0 - 4	28,600	7	28,400	6	28,900	6	1
5 - 15	59,400	14	62,800	14	63,600	14	7
16 - 24	51,000	12	50,200	11	51,300	11	1
25 - 44	112,500	26	113,200	25	115,800	25	3
45 - 64	109,700	25	113,600	25	113,400	25	3
65 - 84	64,400	15	70,400	16	76,400	17	19
85+	8,800	2	9,800	2	12,300	3	37
<b>All Ages</b>	<b>434,300</b>	<b>100</b>	<b>448,500</b>	<b>100</b>	<b>461,500</b>	<b>100</b>	<b>6</b>

Source: ONS revised 2014 - based Subnational population projections, ONS Mid Year Estimate 2015 Columns may not sum due to rounding.

Figure 2137 - Predicted percentage growth in each age group

- 4.9.15 Policy PLP49 of the emerging Local Plan reflects the need for development to support suitable school place provision (and appropriate healthcare) as it states:

*“Where the scale of development proposed may impact on education and health provision, the council will actively work with applicants to resolve key planning issues in advance of a planning application being submitted.*

*The need for the provision of additional school places will be a material consideration when proposals for new housing development are considered. Developers should work with the council at the earliest opportunity to ensure the phasing of development and appropriate mitigation is identified in a timely manner to ensure education provision can be secured.*

*Proposals for new or enhanced education facilities will be permitted where:*



- a. *they will meet an identified deficiency in provision;*
- b. *the scale, range, quality and accessibility of education facilities are improved;*

*they are well related to the catchment they are intended to serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.*

*Proposals for new or enhanced healthcare facilities will be permitted where:*

- a. *the scale and location is appropriate for the catchment;*
- b. *there is a need for a new healthcare facility, particularly in relation to the spatial development strategy;*
- c. *they are well related to the catchment they will serve to minimise the need to travel or they can be made accessible by walking, cycling and public transport.”*

- 4.9.16 The Neighbourhood Plan supports this policy but also recognises that education is not just for children and providing learning opportunities for all is a vital part of supporting a vibrant community. Local groups such as the Women’s Institute, University of the Third Age (U3A), Sports Clubs, and groups such as the Phoenix Owls or Civic Society all offer opportunities to meet, socialise and learn new skills. As already outlined, having a range of community facilities is important to support the provision of these activities and the NDP will support the principle of life-long learning.
- 4.9.17 Learning opportunities can be accessed within the valley through a physical or virtual space and the provision of residential high-speed broadband is an important means of supporting this. In addition, it is important to retain facilities for internet facilities for young and old alike through continuing computer provision in public libraries and youth clubs alongside the encouragement of wi-fi in local cafes.
- 4.9.18 In addition, learning opportunities may be further afield and retaining access to provision of both over 16 education and adult education through effective transport infrastructure and specifically public transport is essential. This is covered in more detail in the transport section of the NDP.
- 4.9.19 In light of the Holme Valley’s ageing population, it is particularly important that action is taken to retain suitable healthcare provision in the Valley and measures are taken to avoid social isolation. The Valley has three GP surgeries and the Holme Valley Memorial Hospital which offers services such as day surgery and school health. The NDP supports the continuing provision of these services and in light of concern over the proposed changes to the healthcare provision of Huddersfield Royal Infirmary, any opportunities to provide minor surgery clinics or similar within the valley would be welcomed.
- 4.9.20 There are a large number of community and voluntary groups based within the Holme Valley undertaking a huge range of different activities such as environmental projects (Earthworks – New Mill Community Garden), music groups (brass bands, ukulele groups), sports teams (football, rugby, tennis) and art projects to counter social isolation (Friend to Friend). In addition, the array of events and festivals in the

Valley are predominantly organised by volunteers. Residents responding to the pre Regulation 14 consultation commented that ‘Holmfirth Arts Festival, Folk Festival etc. should be encouraged and supported. They make a significant contribution to the wellbeing of local residents as well as contributing to the local economy’ and ‘I’d like to see buildings other than schools (such as pubs, warehouses, restaurants etc.) being used to support and promote health and wellbeing out of normal trading hours’.

- 4.9.21 As now recognised, improving connectivity with the natural world can also help reduce mental health problems<sup>26</sup> and this is linked with our policy on building a sustainable future for the valley. The NDP therefore supports proposals to increase opportunities for all ages to access both the built and natural environment. This includes encouraging access to local green spaces to enable ‘Forest School’ learning in the valley. ‘Forest School’ is child-centred learning that takes place in a woodland or natural environment to support the development of a relationship between the learner and the natural world and is already offered by qualified practitioners in local schools such as Upperthong Junior & Infant School<sup>27</sup>.
- 4.9.22 Participation in the community helps support both physical and emotional well-being and the NDP supports the continuing provision of these usually locally driven activities and projects and providing suitable facilities to accommodate them. Our local community facilities policy reflects their importance.

### **Draft Policy 9: Protecting and Enhancing Local Community Facilities**

Community facilities are defined as facilities which are of value to the local community and they will be protected and enhanced where possible. They are recognised as an essential part of providing accessible and varied services for the area.

For the purposes of the Holme Valley Neighbourhood Plan this includes buildings and open spaces.

Examples of the types of building and facility that fall under this category include but are not limited to:

- Village Halls
- Civic Halls
- Community Centres
- Churches
- Libraries
- Parks and Gardens
- Recreation grounds and facilities
- Leisure facilities
- Village Greens
- Schools, colleges and adult education facilities

<sup>26</sup> <https://www.mind.org.uk/information-support/tips-for-everyday-living/nature-and-mental-health/>

<sup>27</sup> <https://www.forestschoolassociation.org/what-is-forest-school>

- Market Halls
- Doctors Surgeries
- Medical services

The development or change of use of the identified community facilities (and similar ones not listed) to non-community uses will not be supported unless:

1. It has been demonstrated that it is in accordance with relevant policies of the Kirklees Local Plan
2. It can be demonstrated that its ongoing provision is not viable
3. It can be demonstrated that the provisions offered by the facility can be accommodated at an equal or higher standard elsewhere in the local area (within the NDP area)
4. It can be demonstrated that every attempt has been made to identify and support local community or voluntary groups wishing to continue the operation of the facility.

### **Education and Community Learning**

1. The continuing provision of high quality primary education through the network of community-based schools and secondary education through the existing comprehensive schools is encouraged and any necessary expansion to provide additional space or facilities is supported.
2. Proposals for the use of schools and other suitable facilities as centres of extra-curricular learning for all through extended opening hours or community use of facilities in evenings and weekends is encouraged.
3. The development of educational opportunities for all ages in the Valley including the retention of library services will be encouraged.
4. The expansion of health provision in the Valley using existing community facilities or new locations or technology will be supported.
5. Proposals to expand the provision of Forest Schools and open up areas of green space to make them accessible to all ages will be supported subject to be in accordance with other policies within the plan.

### **Holme Valley Parish Actions 5**

Holme Valley Parish Council will work with the relevant bodies to:

- Ensure easy access to good quality education for children and adults.
- Encourage life-long learning by encouraging opportunities for active citizenship, volunteering and participation in the community.
- Increase the appreciation and understanding of the environment, the arts and the Valley's cultural and industrial heritage.
- Ensure sufficient health and care facilities are provided to cope with demand and the infrastructure is in place to support the delivery of modern health and social care services, for example improving telecommunication systems to support tele-medicine.

## Local Green Space

4.9.23 A neighbourhood plan can identify areas of land known as Local Green Space. This is space which is of particular local significance and should be protected from new development in a similar way to Green Belt protection. The plan has to set out clearly the justification for such areas if we want to protect them. The National Planning Policy Framework para 100 sets out that:

'The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.'

4.9.24 Policy PLP61 of the emerging Kirklees Local Plan seeks to protect Urban Green Space from development. The designated Urban Green Space in the Holme Valley Parish is included in Section 14 of the emerging Kirklees Local Plan Allocations and Designations. This list is reproduced in Appendix 5.

4.9.25 In addition to the identified Urban Green Spaces, there are other means of protection for existing spaces such as Cliff Recreation Ground which is a 'Field in Trust'. This offers it legal protection in perpetuity through a Deed of Dedication<sup>28</sup> and an active group of volunteers, Friends of Cliff Rec, organise local events and activities to make use of this open and scenic heathland above Holmfirth.



Figure 28 - View of and from Cliff Rec

4.9.26 Woodland is also given particular protection with the 2018 National Planning Policy Framework stating that "development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons". Kirklees already states its commitment to the value of woodlands through its Trees and Woodland Strategy<sup>29</sup> and the principles of protecting existing trees and extending tree cover are

<sup>28</sup> <http://www.fieldsintrust.org/how-to-protect>

<sup>29</sup> [https://www.kirklees.gov.uk/beta/planning-policy/pdf/examination/local-evidence/CD75\\_Kirklees\\_Trees\\_and\\_Woodland\\_Strategy.pdf](https://www.kirklees.gov.uk/beta/planning-policy/pdf/examination/local-evidence/CD75_Kirklees_Trees_and_Woodland_Strategy.pdf)



supported by this NDP. The Pre-Regulation 14 consultation question about Local Green Space produced many replies advocating the protection of woodland with identified locations such as Hagg Wood and Honley Wood. An extract from the interactive map provided by Natural England<sup>30</sup> shown below identifies that the NDP area is dotted with areas of valuable deciduous and ancient woodland. They often coincide with the river corridors which local charity River Holme Connections is striving hard to enhance and protect<sup>31</sup>. It also illustrates areas in the valley where grants have been awarded over recent years through the Government's Woodland Grant Scheme. These include small and large areas across the valley but most notably in the southern areas, where tree planting is underway. A local community group, Holmfirth Transition Town (HoTT)<sup>32</sup>, is currently working with local landowners and school groups to plant native trees supplied both by the Woodland Trust and by local people growing them from seed. This demonstrates local commitment to the woodlands which are valued as a 'green' resource in the valley.

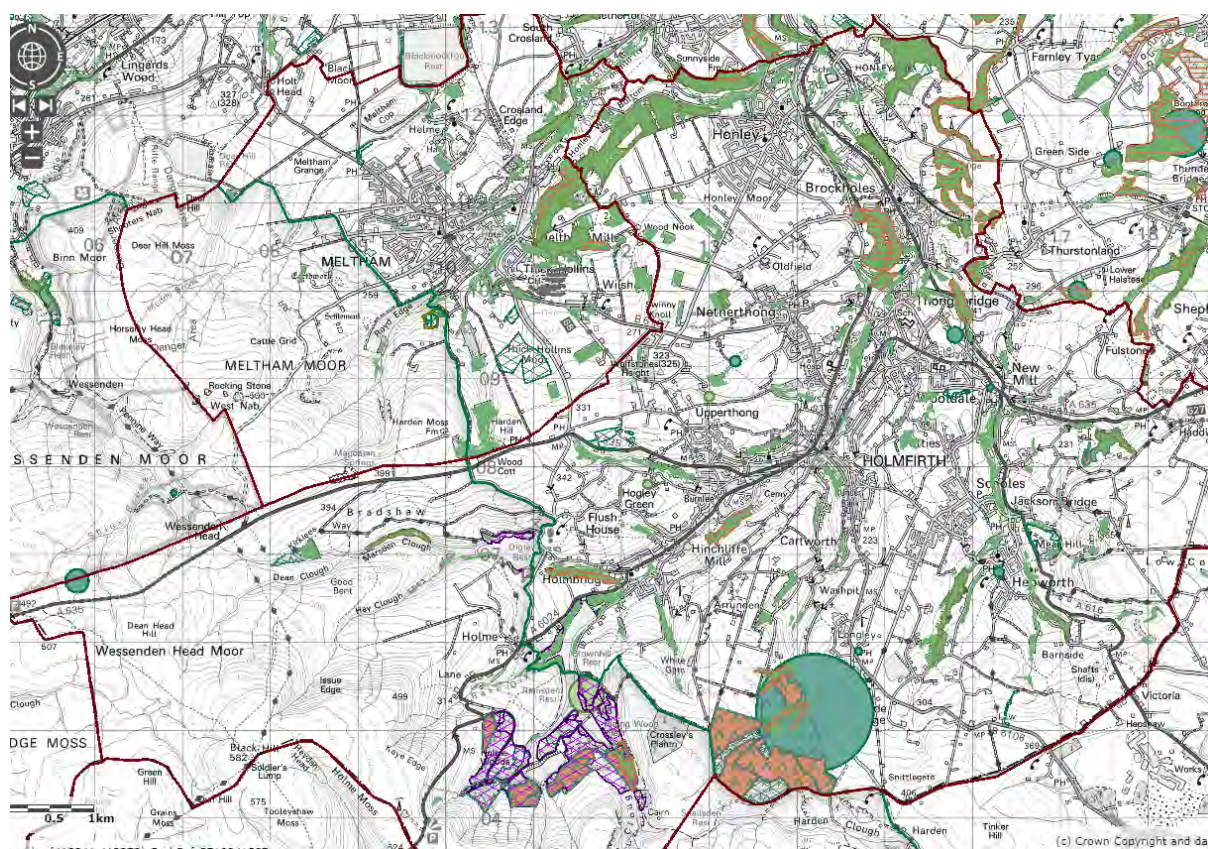


Figure 29 - Extract from Mapping showing Key Woodland Areas in the Holme Valley

4.9.27 Policy PLP62 of the emerging Kirklees Local Plan seeks to protect Local Green Space from development, with the same level of protection as Green Belt. There are

<sup>30</sup> <https://magic.defra.gov.uk/MagicMap.aspx>

<sup>31</sup> <https://riverholmeconnections.org/ourprojects/>

<sup>32</sup> [https://gallery.mailchimp.com/f8826ad2ff31e7ba745ffc241/files/4d669b2d-58d2-4823-98cd-fb27afeed9ed/HoTT\\_JoTTings\\_October\\_2018.pdf](https://gallery.mailchimp.com/f8826ad2ff31e7ba745ffc241/files/4d669b2d-58d2-4823-98cd-fb27afeed9ed/HoTT_JoTTings_October_2018.pdf)



no Local Green Space designations within the Holme Valley so this Neighbourhood Plan has sought to identify Local Green Spaces through public consultation.

- 4.9.28 The 2017 consultation identified a large number of different parks and green spaces which were important to residents. These included formal parks such as Sands Recreation Ground with its skate park, football pitches and swimming pool and various playgrounds and other green spaces. However, many residents cited that formal facilities were not the only green spaces they valued with one respondent saying, 'even the daffodils on the verges are important' and another saying they wanted a 'place where you can bike ride, horse ride and do things like that'. 'Green fields, woodlands and fields near my house' were cited by respondents so the overall message was that green space either in an informal or formal setting is valued by the community and should not be developed upon without sufficient engagement with the local community.
- 4.9.29 In the Pre-Regulation 14 consultation, respondents were asked to identify potential green spaces and 155 different responses were given with a variety of specific spaces proposed and others seeking to protect all green spaces: 'There is so little left, all is of enormous importance'. The Steering Group considered all the locations and identified 12 for discussion and review against the NPPF criteria given above.
- 4.9.30 Four specific sites have been identified for formal designation as Local Green Space. The justification for each Local Green Space is provided in Appendix 3.
- 4.9.31 The four Local Green Spaces are identified on Maps 17, 18, 19 and 20 and are:
1. Scholes Marsh Road Well Garden
  2. Scholes Sandygate Fields
  3. Wooldale 'Chapel Field'
  4. Hade Edge 'Gateway Triangle'

### **Draft Policy 10: Protecting Local Green Space**

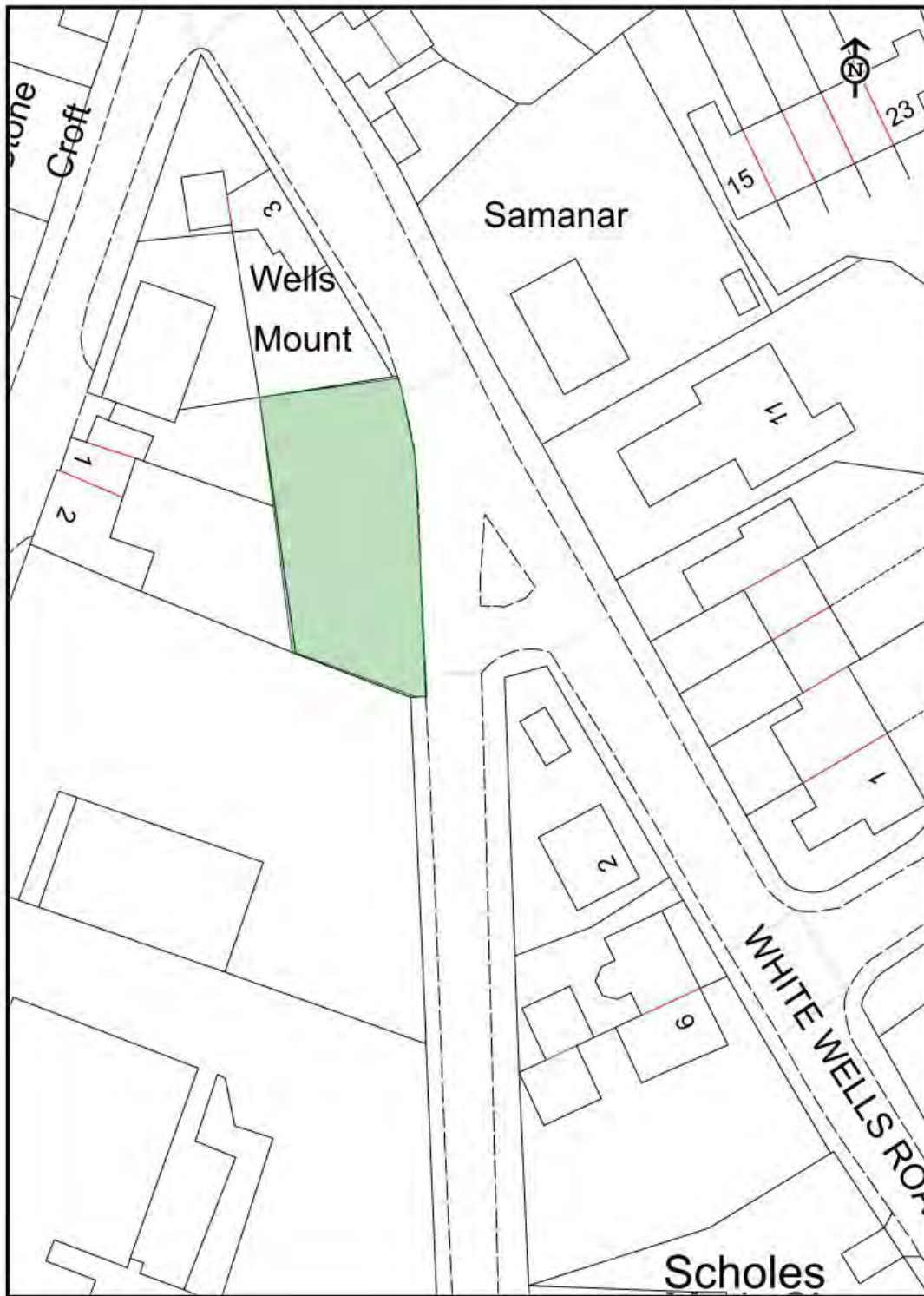
The following locations have been identified as Local Green Space:

- 1) Scholes Marsh Road Well Garden (Map 17)
- 2) Scholes Sandygate Fields (Map 18)
- 3) New Mill 'Chapel Field' (Map 19).
- 4) Hade Edge Gateway Triangle (Map 20)

New development which impacts adversely on the openness of these sites will not be permitted except in very special circumstances in accordance with Policy PLP62 of the Kirklees Local Plan.

### Map 17 Scholes Marsh Road Well Garden

Local Green Space - Well Garden, Marsh Road, Scholes



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### Map 18 Scholes Sandygate Fields

#### Local Green Space - Sandygate, Scholes

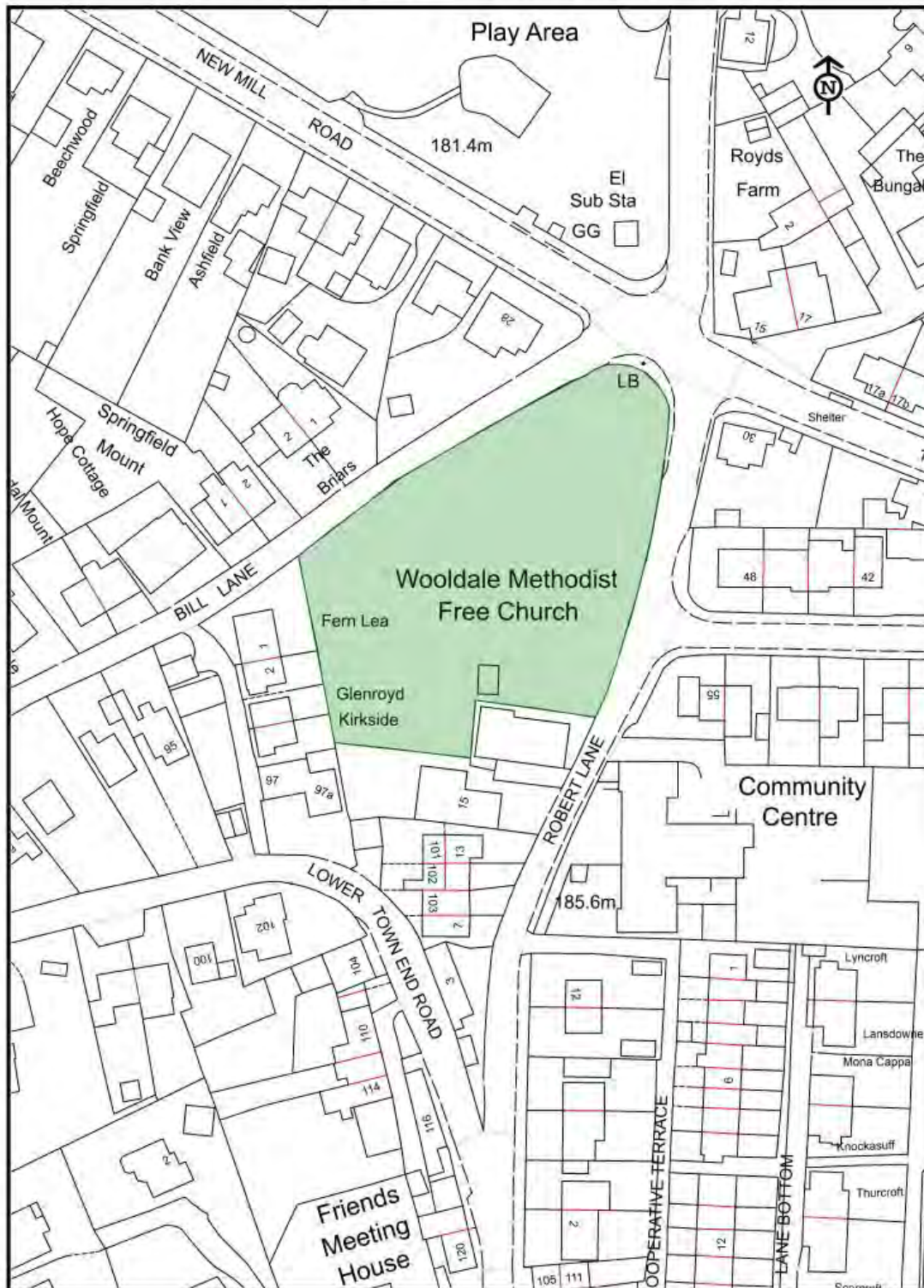


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### Map 19 Wooldale Chapel Field

#### Local Green Space - Wooldale Chapel Field



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### Map 20 Hade Edge Gateway Triangle

Local Green Space - Hade Edge ground opposite Bay Horse



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Policies 9 and 10 are in general conformity with:  
Kirklees Local Plan Policy PLP 47 Healthy, active and safe lifestyles and  
Kirklees Local Plan Policy PLP 48 Community facilities and services



## 4.10 Improving Transport, Accessibility and Local Infrastructure

### Traffic and Transport Infrastructure

4.10.1 Traffic is seen as a problem and in the 2017 consultation, improving traffic featured as the number one thing people would like to see addressed in the valley. Alongside this, the 9<sup>th</sup> highest concern was the need to slow down traffic with limiting HGVs also in the top 15 responses. Residents had suggestions which broadly tackled three issues:

- **Road safety and speed** e.g. 'Make all village centres 20mph zones, to ensure drivers are respectful of people's places where they live and feel they can walk safely'
- **Road usage and HGV traffic** e.g. and road networks; more 'unsuitable for heavy traffic' signs; one-way systems around villages; timeslots for unloading goods lorries.'
- **Road congestion** e.g. 'Solve all the traffic congestion problems, especially Holmfirth centre'.

4.10.2 The Highways planning authority within the Holme Valley is Kirklees Local Authority as there are no trunk roads through the valley. The nearest is the A628 'Woodhead Pass' which is the key route between Manchester and Sheffield. When it is closed by high winds or snowy weather, traffic is diverted through Holmfirth (via the A635) creating significant tail-backs and congestion throughout the valley. These diversions include HGVs which cause particular irritation with feedback in the Pre-Regulation 14 consultation including 'do whatever we can to discourage HGVs, not make it easier for them to drive through Holmfirth' and 'prohibit HGVs from passing through Holmfirth except for access'. The key trans-Pennine routes are the A628, A62 and M62 and the increasing use of the A635 through Holmfirth as an alternative by HGVs is a source of local concern. Recent incidents with large HGVs ignoring weight limit signs and getting stuck on Hollowgate in the centre of Holmfirth have damaged infrastructure, caused significant delays and added to local frustration. Whilst the Neighbourhood Plan cannot direct transport infrastructure, it can offer guidance on what the local community expects to see in terms of considerations in any transport design and improvements.

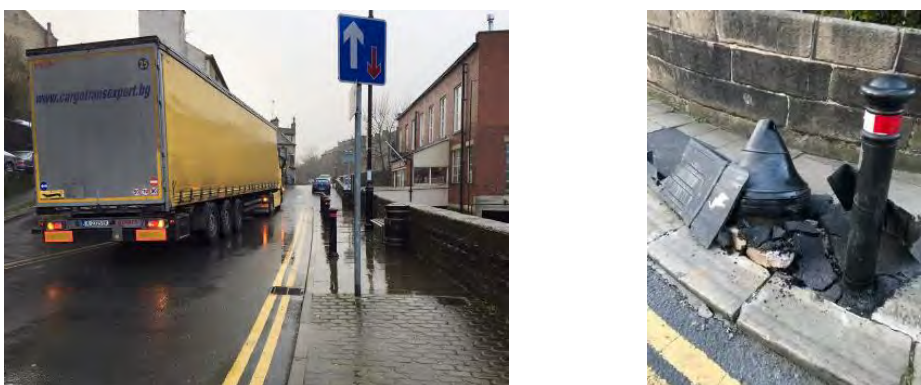


Figure 30 - Truck stuck on Hollowgate, Holmfirth & HGV damage to 'bell' protecting bridge on Hollowgate

4.10.3 To some extent traffic is always viewed negatively as it delays journeys and causes air pollution but it is an inevitable result of dependence on private cars. According to the 2011 Census data on travel to work<sup>33</sup> over 50% people in the Holme Valley travel to work by car or van (either as the driver or a passenger) and this inevitably has consequences for congestion particularly at peak times. As the Valley is a large semi-rural area, it is not surprising that according to the 2011 Census, over 85% households have a car or van<sup>34</sup> with over 44% having two or more.

4.10.4 Travel to work data provided by Kirklees from the 2011 Census is given in Table 3 below and shows that 18.8% people travel to work within the Holme Valley whilst 35% travel elsewhere in Kirklees. Given that the Holme Valley is near the border of Derbyshire, South Yorkshire and Greater Manchester, it is not surprising that commuting outside of Kirklees or West Yorkshire is relatively high. The very limited public transport connectivity to these other locations contributes to a high level of commuting outside of Kirklees by car.

**Table 3 Travel to Work**

Work Location	People	Percentage
Greater Manchester	425	3.1%
Within Holme Valley	2619	18.8%
Elsewhere in Kirklees	4876	35.0%
Barnsley	314	2.3%
Bradford	287	2.1%
Calderdale	535	3.8%
Leeds	707	5.1%
Wakefield	395	2.8%
Sheffield	191	1.4%
Elsewhere in UK	627	4.5%
At home / not fixed	2940	21.1%
<b>Total</b>	<b>13916</b>	<b>100.0%</b>

Figure 31 - 2011 Travel to work data using the 3 MSOAs covering the Holme Valley area

4.10.5 Whilst the Neighbourhood Plan seeks to encourage a shift towards more sustainable use of public transport, in reality, seeking to reduce the negative impact of traffic and car use is a more realistic aim. Providing better infrastructure to accommodate electric cars through the provision of a network of charging points through the valley could encourage drivers to consider utilising a more sustainable type of car. In addition, promoting safer walking and cycle routes could help people to consider avoiding car use for short journeys. As one respondent commented in the Pre-

<sup>33</sup> <http://observatory.kirklees.gov.uk/dataviews/tabular?viewId=271&geoid=42&subsetId=>

<sup>34</sup> <http://observatory.kirklees.gov.uk/dataviews/tabular?viewId=228&geoid=42&subsetId=>

Regulation 14 consultation, 'promote walking to and from school... ban parking on narrow roads, bends and village centres'. Creating a pleasant environment for walking or cycling is not a purely a result of preventing vehicular access but rather changing the emphasis so cars are not seen as the priority in particular locations such as village centres or around schools.

### Infrastructure Design

- 4.10.6 In settlements it is particularly easy for the public realm to be dominated by traffic and a recent study looking at traffic flow in Holmfirth is thought to be considering demolishing a significant number of buildings to ease the flow of HGVs through the town. This could risk damaging the very character of the town and by making travel through the town faster, could lead to increased speeds of traffic through the centre. Allowing the public realm to become dominated by traffic can sever connectivity for pedestrians and non-car users, reduce the quality of the environment and undermine the sense of place in a location. Honley for example has speed humps and a 20mph limit through its centre and as a result, the speed of traffic and potential conflict with other road users is reduced. Its form like many other villages includes narrow, cobbled streets and these inherent parts of the village's character limit traffic flow and speed, thereby avoiding cars dominating the centre. Exploring opportunities to create 20mph speed limits through the centres of towns and villages across the Holme Valley is an aspiration of this Neighbourhood Plan.



Figure 32 - Magdale Quiet Lane & 20mph speed restriction in Honley

- 4.10.7 Opportunities for pedestrianisation should be assessed; and amendments to the road layout to facilitate vehicular movement should be a consideration, whilst creating more public space and opportunities for shared surfaces, where safe and practical to do so. Holmfirth in particular attracts a large number of visitors for its festivals and its long history as a tourist location and the ease of access along streets, footpaths for all users including those using wheelchairs, pushchairs and partially sighted users' needs to be considered. As a resident commented in the Pre-Regulation 14 consultation, 'Holmfirth is dreadful for wheelchair users...no use getting into town in the car and then getting stuck on the pavement'. Creating shared spaces or surfaces, rather than segregating traffic from pedestrians can potentially both enhance the public realm and improve safety.

- 4.10.8 There is one road in the Valley, Magdale, which is a 'Quiet Lane' which is a shared space for pedestrians, horse riders, cyclists and cars and encourages careful driving by highlighting its mixed use. Whilst the principle of slow considerate driving along the many narrow rural roads in the Valley, where people may wish to walk, cycle or ride, is welcomed, the Neighbourhood Plan does not wish to identify a list of other locations which could become official 'Quiet Lanes'. Where specific locations are identified by the local community, this should be considered but a balance must be struck between providing signage and potentially undermining the appearance of the rural landscape. In addition, by identifying specific routes, this could by default lead to the assumption that all other unmarked roads should be dominated by motorised traffic. However, a number of opportunities are available in terms of encouraging more considerate driving such as the use of mirrors round corners, verges being cut back less frequently to give the appearance of a narrower road and public awareness about popular walking routes.
- 4.10.9 The Peak District has recently published a Supplementary Planning Document (SPD) on transport design policy within the Peak District and this is open to consultation. As part of the Holme Valley (Holme village) sits within the Peak District, it would apply in that area and it offers many useful principles which could equally apply to the wider Holme Valley. According to the document, "the SPD will be used to ensure that the purposes and special qualities of the National Park are reflected in the planning, designing and installing of transport infrastructure. For this to be achieved there is a need for a consensual approach with stakeholders, in particular with transport infrastructure providers."<sup>35</sup>
- 4.10.10 The Holme Valley Neighbourhood Plan would like to capture some of these Peak District principles regarding transport infrastructure planning and these are reflected in Policy 11. Fundamentally, street layout will vary from village to village, so it is important to reflect specific local character in a particular settlement. An element of road infrastructure, such as a junction on a rural road, may be considered relatively low in impact when viewed only as the metalled road surface itself. However, once the need for road widening, signage, visibility splays, verges, drainage, fencing, and changes to boundary walls or hedges is considered, the overall result can be a significant change in the character of the place. Any design process for highways should therefore be holistic and consider both the safety of road users and its specific location and sense of place.
- 4.10.11 The key principle which the Neighbourhood Plan wishes to highlight is that traffic flow is clearly important as it is a vital part of residents and businesses transporting themselves and their goods around the Valley. However, it must not dominate the environment and conflict with the character of the area which is so important to the community. Road widening to accommodate new vehicle movements should consider the aesthetic and traffic flow effect of the removal of verges and dry-stone walls and changes to the local character should be limited.

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<sup>35</sup> page 2, [www.peakdistrict.gov.uk/data/assets/pdf\\_file/0013/90211/designguide.pdf](http://www.peakdistrict.gov.uk/data/assets/pdf_file/0013/90211/designguide.pdf)



## Parking

- 4.10.12 Parking is a source of local frustration with regular complaints about car parking provision in the settlements but also the proliferation of on-street parking which in turn narrows local roads. Respondents to the 2017 consultation cited 'better roads' and 'more parking' in their top five infrastructure changes with one person saying 'The road system and network needs addressing. The valley is already choked by cars and the level of roadside parking is ridiculous'.
- 4.10.13 The topography of the valley is a constraint on road design and traffic is concentrated on the main roads which creates congestion particularly in Holmfirth, New Mill and Honley Bridge. As the number of households rises, there is concern that the roads will become more congested and alongside traffic flow, the number of cars parked on the highway will increase. There is a balance to be struck with encouraging private parking off the highway and recognising that parked cars along the side of roads such as the Woodhead Road and Huddersfield Road act as informal traffic calming measures by slowing vehicles down. Judicious use of passing places with appropriate 'white lining' may help enable traffic flow and reduce the risk of gridlock whilst not unreasonably limiting the parking required for houses built before the advent of the car. The excessive use of white lines and road markings should be avoided within conservation areas to reduce the dominance of highways over the local character.
- 4.10.14 Given the built heritage in the Valley, in many villages the housing pre-dates the car and therefore parking is in the front gardens or converted outbuildings. This approach can work as the car is often screened behind boundary walls or vegetation and its presence is intermittent and not permanent, thereby limiting its visual impact. However, within Conservation Areas in particular, the loss of front gardens to parking may create a negative impact on setting as well as having sustainability implications in terms of water run-off. In some areas such as the historic centres of Uppertong, Hepworth, Netherthong, the result has been increased pressures from high levels of on-street parking. The narrow lanes are often constrained and create pinch-points for traffic and frustration for local residents.

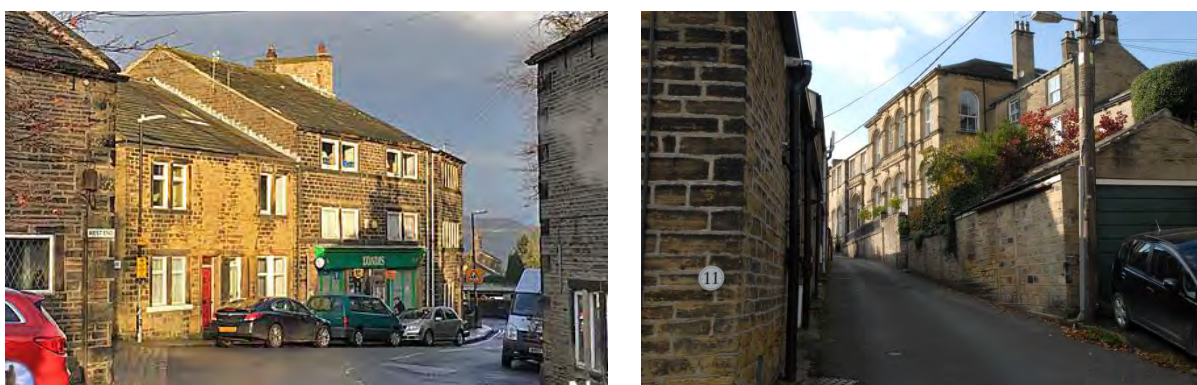


Figure 33 - Narrow streets in Netherthong & Uppertong

- 4.10.15 Parking provision is a challenge in the valley as workers and residents wish to have long-term parking whilst shoppers and visitors often only need short-stay provision and want to be able to park close to the facilities they wish to access. In Holmfirth

for example, the lack of long-stay parking for workers and the opportunity to pay at no cost on residential streets has led to all day parking along the key routes into the town such as the Greenfield, Huddersfield, Dunford, Station and Woodhead Roads. This causes frustration for residents who cannot park outside their properties and in specific places on the Dunford and Station Road, bays have been marked out for permit parking. This may provide localised relief for residents but does little to improve the situation for workers within the town, which as considered in the economy section of this plan, are a key part of retaining a sustainable town centre. Encouraging new ways of maximising existing parking provision and helping facilitate temporary solutions is the short-term aim but in the long run, improving access to non-vehicular or public transport is desirable.

- 4.10.16 Kirklees has parking standards for new developments and these are supported by the NDP as they encourage the provision of adequate parking and do not push extra cars into surrounding streets. In addition, however, the Valley would like to see more imaginative solutions for effective parking provision such as the use of underground designs, screened communal parking and temporary parking provision for large events. This can be seen when the Holmfirth Food and Drink Festival uses part of Sands Recreation Ground as a 'park and walk' facility to accommodate all the visitors outside of the normal parking provision in Holmfirth. This approach is encouraged and the work by River Holme Connections to enhance riverside walkways into Holmfirth from both the Sands and Holmbridge may improve the viability of promoting the use of 'park and walk' and cycling access for visitors all year round.

## **Accessibility and Public Transport**

- 4.10.17 Enabling residents and visitors to access services and facilities within the Valley is a crucial part of maintaining a thriving community. The built heritage often has steep steps and narrow lanes to fit within the varied topography which can pose challenges for maintaining accessibility for all. The traditional setts, snickets and steps to enter shops can make access difficult particularly in the towns and villages for those with limited mobility or encumbered by pushchairs. It is important that consideration is given to improving access wherever possible for example through the inclusion of lifts in public buildings, disabled parking bays and handrails on steep ramps or steps. In addition, opportunities to explore more shared space rather than seeking to segregate pedestrians from cars would be welcomed.
- 4.10.18 Accessibility is important in terms of encouraging more sustainable means of travel either through private or public transport and PLP20 of the emerging Kirklees Local Plan relates to sustainable travel.
- 4.10.19 Views on the current provision of public transport were mixed in the 2017 consultation with some commenting that the 'public transport network is good' but others saying, 'I would like to be able to use more public transport, but it is just not practical'. Overall the highest response about how easy people found it to move around the Valley and further afield was 'good by car or using my own transport' with 'poor or impractical public transport' in second place. However nearly 75% respondents indicated that it was very easy or easy to move around the Holme

Valley and further afield with only 4% saying it was very difficult. Anecdotally, those who are frequent users of the bus services think they offer good connectivity towards Huddersfield in particular and the network of mini-buses currently subsidised by the Parish Council help maintain connectivity between the villages. Providing a range of bus services which support both weekday journeys to school, work and college, also needs to be supported by effective journey opportunities for leisure including Sunday services and evening opportunities.

- 4.10.20 The Holme Valley has two train stations at Honley and Brockholes and these currently offer an hourly service towards Huddersfield or Sheffield. These stations are part of the Penistone Line Partnership which is a voluntary organisation which supports and promotes community involvement along the Huddersfield to Sheffield railway line. It draws together train operator Northern, Network Rail, local authorities and users to raise awareness of the railway in the local community, promote and market it more effectively, develop ideas and arrange funding for local improvements. Any move to increase services on these routes would be supported by this Neighbourhood Plan as would any opportunities to improve awareness of the journeys available particularly for bringing in visitors to events.



**Figure 34 - Honley Train Station & Local Minibus Service in Holmfirth Bus Station**

- 4.10.21 Historically, there was a train line into Holmfirth but this was closed in 1965 and whilst some residents called for its reopening in the Pre-Regulation consultation, in reality much of the line has been sold off for development so this is not a realistic prospect. Similarly, opportunities to create a 'parkway' facility in terms of large parking areas at Honley and Brockholes stations to allow people to drive to the station and then travel by train to further destinations are thwarted by the recent development of land near these stations. This is regrettable but there are still ways to support improved services for those able to readily access train services in that part of the Valley whilst encouraging connectivity between other transport and the stations.
- 4.10.22 Whilst not strictly public transport, taxis are often a lifeline for those unable to drive as well as those wishing to use them for an evening out. They can offer a convenient and affordable means of travelling, particularly if shared. Provision of appropriate taxi ranks in Holmfirth and Honley is therefore supported.

## Cycling and pedestrian access

- 4.10.23 Cycling in the valley can be challenging given the steep hills but roads in the valley bottom such as the Woodhead / Huddersfield Road provide relatively level routes into Huddersfield. Opportunities to improve routes for cycling are encouraged at a Kirklees level.<sup>36</sup> Parts of the Huddersfield Road from Thongsbridge already have marked cycle lanes and cycling has a strong presence in the valley as a leisure pursuit with Holmfirth Cycling Club having over 400 members after its creation in 2013. There is considerable potential to grow the number of people who may choose to cycle for regular short journeys within the valley as electric bikes become more affordable and they provide access for more people on the challenging topography. To encourage this, provision of racks for bicycles in central locations and near community facilities within Holmfirth and Honley are important ways are required so users have the confidence that secure locations are available to park their bicycles.
- 4.10.24 In highways planning, opportunities to improve access for bicycles should be considered with cyclists allowed to use lanes in both directions on one-way streets for example and potential advanced waiting areas at key traffic lights. This should be considered on a location by location basis but when consideration for cycling is included from the outset, all road users can benefit.
- 4.10.25 The Travel to Work data identified that nearly 5% people walk to work which is slightly higher than other Kirklees Rural locations such as Kirkburton but is still lower than the more urban parts of Kirklees. This is not surprising given the dispersed nature of settlements across the valley. Means of travel to work are related to distance but there is an opportunity to combine both easy access with economic growth in the local area. If people are able to enjoy the natural environment, access good quality local facilities and feel safe walking along routes into village and town centres, they are more likely to choose to walk. Improving pedestrian access can be as simple as maintaining the existing network of footpaths and bridleways across the valley. Holmepride for example has worked hard to clear overgrown paths around Holmfirth, whilst Friends of Holmfirth Library and Tourist Information Centre organised a 'Walking Festival' in September 2018 to celebrate the opportunities for walking in the area.
- 4.10.26 Improving pedestrian access has many benefits in terms of access for residents, making the area more desirable as a visitor destination and improving health alongside potentially reducing congestion through fewer car journeys. The Neighbourhood Plan would like traffic calming measures on key walking routes to schools for example to be considered so those who wish to walk to school can actively choose to do so rather than regard it as a last resort. As already outlined in policy 6, new developments should encourage opportunities to both walk and cycle in their designs.
- 4.10.27 Sustainable transport reduces reliance on imported oil, reduces carbon emissions, increases travel options, improves air quality and reduces congestion and traffic noise. It improves access to services and employment and supports community cohesion and health and quality of life.

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<sup>36</sup> <https://kirkleescyclingcampaign.wordpress.com/>



4.10.28 We have sought to bring together all the themes around transport and accessibility in the following policy, whilst recognising that elements of them are contained in other NPD policies around design and public realm. Whilst some elements are not within the remit of the NDP, there are positive ways that the Parish Council can work with other bodies to improve transport across the valley and these have been captured as actions.

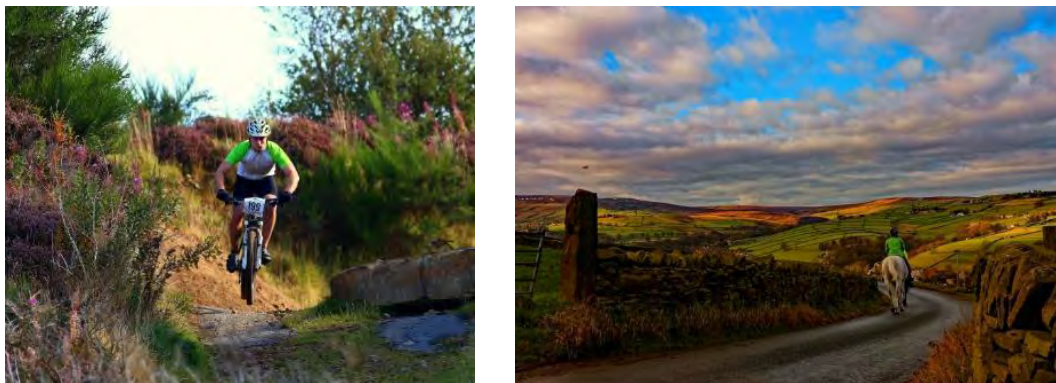


Figure 35 - Leisure on footpaths, bridleways and quiet rural roads in the valley

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

### Traffic Management and Design

1. Proposals should follow the principles set out in the Kirklees Highway Design SPD<sup>37</sup>.
2. Traffic management interventions should be managed on the basis of two principles:
  - a) a balanced approach, with pedestrians and cyclists treated with equivalent priority to vehicle users; and
  - b) minimal interventions, thereby enhancing the historic environment and public realm.
3. Any new schemes should aim to protect the key characteristics of transport corridors which contribute to the local distinctiveness of Holme Valley including grass verges, traditional road surfaces such as stone setts, and dry stone walls as reflected in other policies within this NDP.
4. Widening roads or providing new footways should be considered on the basis of clear and compelling evidence of need on highway safety grounds.
5. Proposals to create 20mph speed limits in residential areas are encouraged.
6. Proposals to introduce weight limits on roads or access only for HGVs on the main through routes in the valley are encouraged.

<sup>37</sup> <http://www.kirklees.gov.uk/beta/planning-policy/highway-design-guide-spd.aspx>

**Accessibility and Infrastructure**

7. All development proposals should, where appropriate, include safe and legible access to local streets, footpaths, and publicly accessible spaces for all users to help support healthier lifestyles.
8. Layouts should be imaginative and adopt approaches that downplay the uninspiring, standard highway engineered standard by incorporating traffic calmed streets and nodal points, with frequent changes of direction, and introduce a sense of enclosure to reflect the traditional design and layout found in the Valley.
9. New vehicle and pedestrian route networks should be designed to link with routes and facilities adjacent to the site. A hierarchy of routes should be established.
10. Public transport, pedestrian and cycle routes should be incorporated in the layout wherever possible, especially where these can provide safe and convenient routes to schools, local shops and other facilities. The potential to connect the new development to the existing settlement by providing pedestrian and other non-vehicular routes through the site should be fully explored.
11. Major developments should consider opportunities to provide car share or car-pooling facilities.

**Parking Provision and Standards**

12. Proposals to convert existing garaging into non-parking provision are discouraged unless suitable alternative off-road parking is available.
13. Proposals to develop new communal parking areas to reduce the amount of on-street parking will be encouraged where they are not in conflict with Green Belt or other NDP policies.
14. Proposals to develop 'park and walk' or 'park and ride' facilities to access Holmfirth town centre or festivals / events in the valley will be supported provided they comply with Green Belt policy and mitigate any detrimental impact on the landscape through appropriate surfacing and screening as necessary.
15. New developments must provide sufficient off-road parking provision in line with Kirklees Council's adopted parking standards (see Appendix 4) to ensure schemes do not contribute to further on street parking. Parking areas should be designed sensitively and use suitable materials which are sympathetic to the character of the local area.
16. Wherever possible new car parking should be sited entirely within the curtilage of private dwellings in walled and screened courtyards or drives softened by suitable planting.

17. Extra and new shared and communal parking is encouraged to reduce the current level of car parking on unsuitable roads.

18. Where communal parking is required for flat and apartment development it should be conveniently located close to the dwellings it is intended to serve and care should be taken to ensure it is of good design.

## Holme Valley Parish Actions 6

Holme Valley Parish Council will work with the relevant bodies to:

### Traffic Management

- Implement speed limits and traffic calming measures in town and village centres and around schools and homes of vulnerable people.
- Implement management of traffic at peak times, particularly around schools and places of employment with one-way systems or drop-off zones considered.
- Work with Kirklees on any future road improvement schemes in Holmfirth to ensure proposals enhance place-making alongside traffic flow.
- Share local proposals concerning traffic management on Victoria Street/ Dunford Road / Station Road/ Hollowgate with Kirklees.
- Introduce restrictions to HGV access on particular routes and discouragement use of Holmfirth as a diversion for HGVs off trunk roads.
- Ensure limited use of warning signs such as dangerous junctions, roads impassable to heavy vehicles or appropriate weight limits with designs being appropriate to the location.
- Introduce and enforce time zones for deliveries in Holmfirth and Honley
- Liaise with other bodies in addition to Kirklees Council regarding the impact improvement works to the Woodhead Pass and the proposed Trans-Pennine motorway will have on the Valley.
- Consider the introduction of "priority passing/give way" calming measures on narrow rural roads
- Ensure that new housing and industrial developments do not exacerbate existing congestion areas, including the centres of New Mill and Holmfirth, and at Honley Bridge.
- Consider local identification and designation of "Green Lanes"<sup>38</sup> as shared spaces on popular horse riding, walking and cycling routes.

### Public Transport

- Ensure that access means accessible to all regardless of age, ability and cultural background, and eliminating unnecessary barriers.
- Explore opportunities to reduce traffic in town and village centres to improve air quality and health.
- Support proposals to increase the use of shared cars, buses, trains and cycling.
- Ensure good quality public transport is maintained, with subsidies

<sup>38</sup> Green Lanes are roads designated as priority for pedestrians, cyclists and horse-riders and may have a lower speed limit.

considered where appropriate to support local connectivity with smaller rural villages across the Valley.

- Support initiatives by the Penistone Line Partnership and others to encourage and enable the greater use of rail travel, to improve the route between Huddersfield, Sheffield and further afield.
- Investigate the feasibility of renaming Brockholes railway station “Brockholes and Holmfirth” and providing a linked shuttle bus service to Holmfirth town centre
- Encourage better bus/train connectivity to link villages across the valley with train services and support strategic actions to improve parking and facilities at Honley and Brockholes stations.
- The provision of taxi-ranks to support the use of taxis as an alternative means of transport will be supported as long as they align with the other policies in the NDP regarding fitting with the local character and avoiding any noise pollution from idling engines.

#### **Sustainable Transport**

- Promote infrastructure such as charging points to increase the use of electric vehicles.
- Develop pathways for safer cycling and walking, subject to landowner permissions for access using natural conduits such as the River Holme and maintain existing pedestrian, bridleway and cycle routes.

#### **Parking Provision**

- Investigate the feasibility of providing suitable parking on the edge of Holmfirth to accommodate a “Park and Ride” service.
- Explore innovative ways of creating additional parking in specific areas lacking sufficient provision such as the de-consecration of part of a churchyard, rental of drives in the daytime or use of private land for specific events.

Policy 11 is in general conformity with:

Kirklees Local Plan Policy PLP 20 Sustainable travel,  
Kirklees Local Plan Policy PLP 21 Highway safety and access,  
Kirklees Local Plan Policy PLP 22 Parking and  
Kirklees Local Plan Policy PLP 23 Core walking and cycling network



## 4.11 Sustainability and Biodiversity

4.11.1 The Neighbourhood Plan is keen to support the development of the Holme Valley as a low carbon neighbourhood in order to:

- Improve health
- Empower the community
- Improve quality of life
- Benefit the local economy
- Improve resilience
- Address climate change
- Reduce energy bills

4.11.2 There is local support for sustainability initiatives and in our 2017 consultation, eco / sustainable housing was cited by over 150 consultees as a consideration for any additional housing built in the Valley. Comments included 'All new housing should be eco or sustainable as an investment for the future' with another stating that they 'would love to see modern eco houses added to the stock to accentuate the iggeldypigeldyness of the Holmfirth area'. The importance of the local landscape and environment has already been highlighted with wildlife and biodiversity featuring highly as features of the Valley needing protection.

4.11.3 A local community group, Holmfirth Transition Town (HoTT) started in the valley in 2010 and has been involved in a number of initiatives with the aim of encouraging sustainable low-carbon living in the Holme Valley. It has been instrumental in the local Affordable Warmth Initiative, preparing Feasibility Studies for Energy Projects and raising awareness of the implications of climate change.

4.11.4 The dairy, Longley Farm, is a long-standing and important employer in the valley based in Hade Edge and it installed the first commercial wind turbine in the UK, in November 1986. Its aim was to provide a degree of energy security for the Longley Farm Dairy at a time of great uncertainty in the energy market, but with sensitivity to the landscape and local people.



Figure 36 - Community Wind Turbine 'HoTTWind@Longley' & HoTT Edible 'community garden'

4.11.5 When the turbine reached the end of its operational life, HoTT worked with Longley Farm to launch its first community energy project for a 225-kW wind turbine near Holmfirth. This renewable energy scheme, known as HoTTWind@Longley near Hade Edge, is in its third year of operation with some 180 investor members, 80% from the

Holme Valley. This project generates enough green energy to supply 188 homes saving about 287 tonnes of CO2 emissions per year and is also generating funds for more low-carbon projects in the Holme Valley through the Bright Green Community Trust. Over its 20-year lifetime, the turbine is expected to provide local organisations in excess of £500,000 of funding to help deliver a greener cleaner valley and encourage more sustainable living.

4.11.6 The Climate Change Act 2008 requires the UK to commit to an 80% reduction in CO2 emissions by 2050, and at a national level the Paris Agreement is a consensus from 185 countries to keep global average temperatures ‘well below’ 2 degrees centigrade above pre-industrial levels, and to try and limit the temperature rise to 1.5 degrees.

4.11.7 Such action is needed as:

- Globally CO2 exceeds 400ppm, the highest in human history.
- Sixteen of the last 17 warmest years have occurred since 2001.

4.11.8 We have an objective to promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy which is the driver behind our policy on sustainability. Since sustainability is a principle which applies to all elements of life, this policy includes six different elements. It should be read in conjunction with all other policies as it indicates the aspirations of the community to ensure that the Holme Valley makes a contribution towards climate change mitigation and adaption. In the Pre-Regulation 14 consultation, 97% respondents supported the proposed sustainability policy with comments such as ‘I would like this policy to be more prominent in the plan’ and ‘I would like to see it further integrated into all other policies in the plan’. Whilst we have sought to reflect sustainability principles in the other policies, we felt it was important that there was a stand-alone policy which captured the overall aims of sustainability. The Valley has an important role in biodiversity in Kirklees in terms of its sites of environmental significance as listed in Appendix 1 and the breeding sites it has for lapwings and curlews. As enhancing biodiversity is part of creating a sustainable future, we have captured this within our holistic policy. The policies have been informed by the guidance document produced by the Centre for Sustainable Energy on ‘Low-carbon Neighbourhood Planning’.



Figure 37 - Protected birds: Lapwing & Curlew

4.11.9 The five different elements of the policy are:

**a) Renewable energy**

Building renewable energy sources reduces reliance on fossil fuels, decarbonises energy supply and balances local supply with demand to increase local resilience. Community energy projects create revenues that can be reinvested in the community and have the potential to reduce energy bills and fuel poverty. Holmfirth lies at a high elevation ideal for efficient wind turbine production of energy and its south facing hillsides offer opportunities to consider small scale solar arrays where they can be achieved in a manner sympathetic to the aesthetics of the landscape. District heating from renewable resources can reduce local reliance on fossil fuels, reduce carbon emissions and reduce heating costs. The Holme Valley is underlain by Millstone Grit Sandstone which is suitable for the production of open loop ground source heating. The cost and efficiency of renewable energy is improving as technology evolves and this NDP wants to encourage the adoption of renewable energy sources in all new build wherever possible.

**b) Energy Efficiency**

Energy efficiency such as updated boilers, double / triple glazing and insulation reduces reliance on finite sources of fossil fuels, improves comfort and health in warmer homes, reduces energy bills and fuel poverty. It also decarbonises energy supply and reduces reliance on imported oil and gas. Developers are encouraged to carry out a BREEAM (Building Research Establishment Environmental Assessment Method) sustainability assessment method if a proposal falls within its remit.<sup>39</sup> BREEAM provides third party certification of the assessment of an asset's environmental, social and economic sustainability performance allowing it to be compared to other developments. It works to raise awareness amongst owners, occupiers and designers of the benefits of taking a sustainability approach. It helps them to successfully adopt sustainable solutions in a cost effective manner, and provides market recognition of their achievements thereby seeking to reduce the negative effects of construction and development on the environment.

**c) Flooding and Extreme Weather**

Climate change will result in more extreme weather conditions with increased risk of flooding. Small areas of the Holme Valley are at risk of flooding from the River Holme, and other areas are at risk of flash flooding down steep hill sides caused by heavy rainfall events. The area has a history of significant floods although these have been limited in recent years. The area should however be mindful of the risks associated with flooding as more of the valley is built upon and effective management of water run-off is essential. The Holme Valley is built on sandstone where soakaways are viable. 'Greening' the valley through tree planting is important as trees absorb carbon dioxide and potentially harmful gasses such as sulphur dioxide and carbon monoxide, from the air and release oxygen. One large tree can supply a day's supply of oxygen for four people. As outlined in the Local Green Space section, HoTT are encouraging local tree planting to help absorb carbon in the valley.

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<sup>39</sup> <https://www.breeam.com/>

**d) Sustainable Living**

Sustainable living decreases reliance on imported food and goods, reduces waste and increases health and well-being. HoTT established a HoTT Edible group in 2017 which following the lead of local towns such as Todmorden 'Incredible Edible' initiative has established new community food growing areas such as by Holmfirth Library and Longley's Café in Holmfirth. Encouraging effective recycling and reducing plastic usage is an important way to reduce expensive landfill and protect the local environment by limiting the amount of litter which is visible on verges and in the river. This is important both from an environmental point of view in terms of harm caused to wildlife but also undermines the Valley's desire to offer an attractive landscape which will bring visitors and tourists to the area. Supporting the use of local shops and services and maintaining their viability helps reduce food miles and initiatives to 'buy local' should be encouraged as they not only reduce the impact on the environment but also support the local economy.

**e) Green Infrastructure and Biodiversity**

Green infrastructure is essential to health and well-being and is a crucial element in adapting to climate change and protecting biodiversity. Green spaces should provide a habitat for wildlife, routes for walking and cycling, space for food growing, regulation of micro climates and increased flood retention and reduced surface water run-off. The Holme Valley has a key role to play in supporting biodiversity as outlined in the Kirklees Biodiversity Strategy<sup>40</sup> which highlights the economic and social importance of managing land for biodiversity. The NDP area is in the south west of Kirklees and as can be seen from Figure 38, it features several of the key Biodiversity Opportunity Zones.



Figure 38 - Local wildlife: Heron & Brown Hare

Local organisations such as River Holme Connections are working hard to tackle invasive species such as Japanese knotweed and Himalayan Balsam along the riverbank and have raised awareness of the issue amongst 1,600 school children in 2017. Educating young people about valuing their environment is also a key element of the Forest Schools initiative which as mentioned earlier in the plan, we are keen to support. Encouraging awareness of how we can actively improve biodiversity, not

<sup>40</sup> <http://www.kirklees.gov.uk/beta/delivering-services/pdf/biodiversity-strategy.pdf>



just halt its decline is essential if the Holme Valley is to demonstrate its commitment to sustainability.

We support the positive action being led by Kirklees to improve biodiversity and local group, River Holme Connections is working with a number of different organisations including Yorkshire Water, Aire & Calder Catchment Partnership (ACCP), Peak Park and the Environment Agency on partnerships to improve the river catchment in the Holme Valley. This includes supporting better ecological quality and River Holme Connections commissioned a report through the Wild Trout Trust to identify ways of raising the quality from moderate to good over forthcoming years.<sup>41</sup> This partnership working and engagement between experts and local people is encouraged.

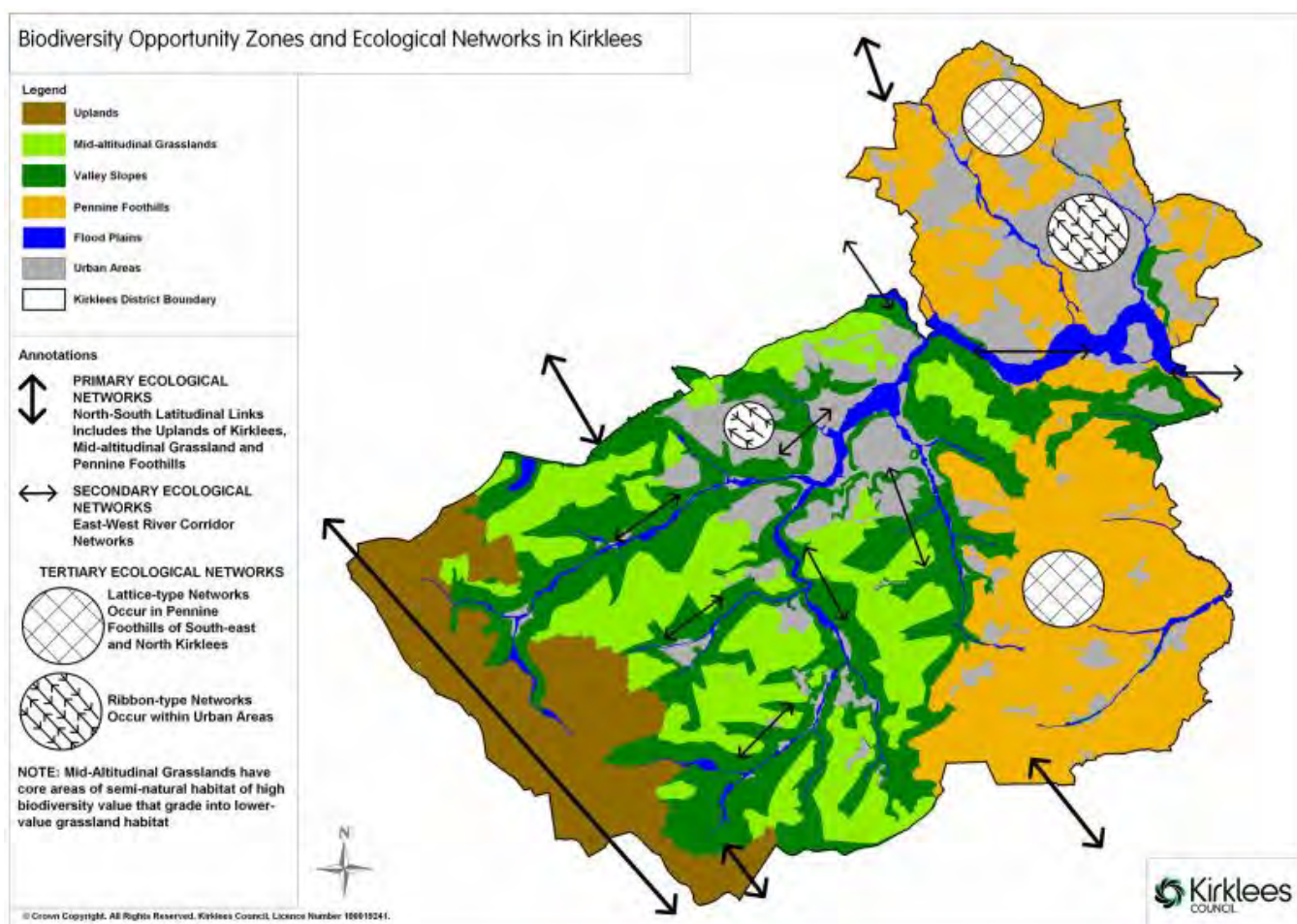


Figure 39 - Map of the Biodiversity Opportunity Zones & Ecological Networks in Kirklees

<sup>41</sup> <https://www.wildtrout.org/av/river-holme-holmfirth>

## Draft Policy 12: Promoting Sustainability

All major development as defined in the NPPF<sup>42</sup> must prepare a sustainability statement which outlines how the development will evaluate and contribute to the following elements of sustainability.

### Promoting Renewable Energy

1. Proposals for individual and community scale energy from hydro-electric, solar photovoltaic panels, biomass, anaerobic digestion plants and ground source heating will be supported where they can be achieved without conflicting with the NDP policies to protect and enhance the landscape and built character of the Valley.
2. Proposals for limited wind turbine development on the 'moorland' area as defined by AECOM, will be supported where they do not conflict with Green Belt policy, provided potential harmful impacts are avoided and the required consultation with the local community is undertaken.
3. New developments should install district heating from renewable resources and will be expected to deliver an on-site heat network, unless it can be demonstrated that this would render the development unviable. In this case, developers must demonstrate that they have worked with 3<sup>rd</sup> parties, commercial or community, to assess the opportunity.
4. Developments using renewable and low carbon energy sources should demonstrate how these have been incorporated into the development.

### Energy Efficiency

1. Sustainable, energy efficient designs should be used. Reclaimed materials from sustainable sources should be used where possible.
2. All new non-residential buildings should achieve a BREEAM rating of excellent or outstanding.
3. All new buildings should aim to meet a high level of sustainability, design and construction and be optimised for energy efficiency, targeting zero carbon emissions. This might include:
  - a. Orientation to optimise passive solar gain.
  - b. Use of high quality, thermally efficient building materials, subject to consideration of local character and context - see Policies 1 and 2.
  - c. Installation of loft and wall insulation and double/triple glazing.
  - d. On site energy generation from renewable resources.
4. It is recommended that all new buildings should seek to secure at least 50% of total energy from renewable sources.
5. Retrofitting of older properties to reduce energy demand and to generate renewable energy is encouraged where achievable and where adverse impacts on character are minimised. Alterations to existing properties must be designed to reduce energy demand and comply with sustainable design and construction.

<sup>42</sup> **Major development:** For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. (NPPF Glossary)

**Flooding and Extreme Weather**

1. The flood risk sequential test will be applied to development proposals in areas at risk of flooding. The sequential test must be passed before consideration of flood risk mitigation through design. An exception test will also be required for residential development in flood zone 3 (where mitigation and design could be considered).
2. Sustainable drainage must be incorporated in new developments to increase recharge of groundwater, reduce run off and reduce levels of water treatment.
3. Drainage schemes and permeable hard surfacing should be sustainable and address any limitations of the existing system in the area.
4. Surface water should be retained on the development and the risk of run-off minimised by the inclusions of water attenuation facilities such as lagoons, ponds and swales.
5. Use of “green” or “living” roofs and “blue roofs” is encouraged where adverse impacts local character and distinctiveness are minimised.
6. Rainwater and greywater harvesting will be encouraged in old and new build.
7. Front gardens should not be hard covered, and any cover should be of a permeable design to allow water to drain away slowly rather than run-off.
8. Planting of trees on hillsides and street planting will be encouraged to reduce flash flooding risks and increase health. Any large extensive planting schemes and their likely impact on the views valued by residents must include effective consultation with the local community.

**Sustainable Living in New Development Proposals**

1. The creation of community gardens and further allotments space in the valley for local food growing will be supported.
2. The expansion of urban gardening for sustainable food is supported as is the further development of ‘communal’ growing land.
3. Proposals to increase the level of recycling of waste will be encouraged and new retail developments must demonstrate how they will manage and reduce their waste in planning statements or other supporting documents. These should include proposals to reduce the use of single use plastics and support the principle of plastic free living.
4. Proposals to increase the usage of local shops and businesses providing locally produced food will be encouraged to reduce consumer vehicle miles and carbon emissions.
5. Proposals must minimise the impact on general amenity and give careful consideration to noise, odour and light. Light pollution must be minimised, and security lighting must be appropriate, unobtrusive and energy efficient.

**Green Infrastructure and Biodiversity**

1. Proposals to reduce garden space and convert it to hard cover in front gardens will be resisted.
2. Tree planting is encouraged and existing mature and important trees should be protected.
3. Existing green infrastructure should not be compromised by new development and proposals to enhance access, particularly to the River Holme for leisure activities will be supported.
4. Wherever possible water spaces such as mill ponds must be retained to preserve and enhance biodiversity and streams and rivers should not be

culverted as this decreases biodiversity.

Policy 16 is in general conformity with:  
Kirklees Local Plan Policy PLP 1 Presumption in favour of sustainable development,  
Kirklees Local Plan Policy PLP 26 Renewable and low carbon energy,  
Kirklees Local Plan Policy PLP 27 Flood Risk and  
Kirklees Local Plan Policy PLP 28 Drainage

#### **Parish Council Actions**

- The Parish Council will encourage awareness of a sustainable way of life and the purchase of goods which will last for life, and discourage a throwaway society through effective design, appropriate waste management facilities and education initiatives.
- The Parish Council will consider the provision of a free water fountain in Holmfirth to encourage the re-use of drinking bottles.
- The Parish Council will seek to engage with local environmental groups to explore how they can best support their initiatives to increase biodiversity and increase local understanding and appreciation of the natural environment.



## 4.12 Developer Contributions

- 4.12.1 Kirklees Council has published a draft charging schedule for Community Infrastructure Levy (CIL), which will be examined alongside the Kirklees Local Plan. In addition, developer contributions can be sought through Section 106 for improvements.
- 4.12.2 CIL is a levy payable on specific types of development. CIL money does not need to be used for providing infrastructure on the site it is collected from. The relationship therefore between a site's infrastructure requirements and level of contributions made is broken although any infrastructure which is directly required as a result of a development will continue to be sought through Section 106.
- 4.12.3 Section 106 of the Town and Country Planning Act 1990 provides a mechanism which makes a development proposal acceptable if it includes specific mitigation of the impact of development. S106 obligations will therefore remain alongside CIL but will be restricted to that infrastructure required to directly mitigate the impact of a proposal. The regulations restrict the use of planning obligations to ensure that individual developments are not charged for the same items of infrastructure through both planning obligations under S106 and CIL.
- 4.12.4 Contributions from developers through Section 106 and the Community Investment Levy and other sources of funding (New Homes Bonus etc.) will be required to enable improvements to be made to existing public transport links to local towns and facilities and to improve local routes and networks for walking and cycling.
- 4.12.5 The Draft CIL rates for the Holme Valley (Zone 1) are as follows:

	More than 10 units	10 units or less
Residential	£80 per sq. metre	£100 per sq. metre
Retail warehousing	£100 per sq. metre district wide	

- 4.12.6 The rates apply to any planning applications granted after the CIL Charging Schedule is adopted. A Neighbourhood Plan that has reached the end of the process and is "made", attracts 25% of the CIL paid to Kirklees Council for development proposals within the parish. An area without a Neighbourhood Plan will only receive 15% of the CIL. This money is to be spent by the Parish Council.
- 4.12.7 Parish Councils have considerable discretion and flexibility in how and when they can spend CIL funds. The CIL Regulations state that this proportion of funds must be used 'to support the development of the local area by funding:
- The provision, improvement, replacement, operation, or maintenance of infrastructure; or
  - Anything else that is concerned with addressing the demands that development places on an area.'
- 4.12.8 We wanted to capture views from the community on how the CIL money could be prioritised within the Holme Valley. As it is a large geographical area, there are likely to be a range of varied ideas. We therefore suggested a list of different themes in the Pre-Regulation 14 consultation and asked residents to prioritise them so we could identify key themes to guide future investment. We identified twenty different

suggested priorities including a range of possible options such as improving local heritage features, creating tourist attractions, improving local car parking or providing facilities for specific age groups. Using the feedback received, we have given the following priorities in a policy as outlined below.

### **Draft Policy 13: Focusing Developer Contributions on Local Priorities**

Wherever possible, development will be required to support proposals which enhance community facilities and infrastructure in the neighbourhood plan area.

The Parish Council will prioritise funds received through the Community Infrastructure Levy and other developer contributions to support and enable projects which seek to address the following aims:

- Improvement of public rights of way
- The provision of better facilities for either young or older people
- Highway improvements for the benefit of local residents
- Environmental or heritage projects seeking to improve the built and natural environment
- Improvements to car parking provision
- The ongoing retention and support of community facilities including public toilets.

## **Appendix 1: Biodiversity Assets**

### **International and National Designated Sites**

Peak District Moors (South Pennine Moors Phase 1) Special Protection Area (SPA)  
South Pennine Moors Special Area of Conservation (SAC)  
Honley Station Site of Special Scientific Interest (SSSI)

### **Local Geological Sites**

Brockholes and Round Wood, Brockholes  
Digley Quarries, Holmbridge  
Scar Hole Quarry, Jackson Bridge

### **Local Wildlife Sites**

Cliff Wood  
Hagg Wood, Honley  
Hey Wood/West Wood  
Honley Wood  
Round Wood, Brockholes  
Spring Wood, Honley  
Carr Green Meadows, Holmbridge  
Digley Reservoir/ Marsden Cough  
Holme House Grasslands, New Mill  
Holme House Wood, New Mill  
Holmroyd Wood, Netherthong  
Malkin House Wood, Holmfirth  
Morton Wood  
New Laith Fields, Holmbridge  
Rakes Wood  
Wild Boar Clough  
Yateholme Reservoirs & Plantation

## Appendix 2: Candidate Local Heritage Assets

Proposed Local Heritage Assets in Honley proposed by Honley Civic Society:

- **Honley Library** (connection to Carnegie Trust)
- **Southgate Theatre** (formerly Primitive Methodist Sunday School) and
- **Old People's Park**

Proposed Local Heritage Assets in Holmfirth proposed by Holmfirth Conservation Group:

### HOLMFIRTH CONSERVATION AREA APPRAISAL

#### Appendix J

### CONSERVATION AREA CHARACTER BUILDINGS

#### Key Buildings

Key buildings are those which, although not listed, are considered to make a particularly strong contribution to the character of the conservation area. This may be for a number of reasons, such as age or landmark qualities. These would merit inclusion on Kirklees' Local List and the Holme Valley Neighbourhood Plan, as they rank as important non-designated heritage assets for planning purposes. It may be that some of the key buildings should also be considered for statutory listing. Key buildings are listed below.

#### Positive buildings

Positive buildings are those that make a positive contribution to the character of the conservation area without necessarily being 'key'. These nevertheless are of sufficient quality to be included on the "Kirklees Local List" and any schedule of "Local Character Buildings" in the Holme Valley Neighbourhood Plan. In their guidance on conservation area appraisal, Historic England provide a series of indicators to identify such buildings. These include, reflecting prevalent elements such as age, style, materials or form, group value with designated assets or contribution to the quality of spaces.

Inevitably, most of the buildings in the conservation area that are not already listed, or key buildings should be considered positive. There are a few remaining buildings that make a neutral or negative contribution to the conservation area. Positive buildings can also include less-conventional structures, such as gravestones or stone boundary walls.

The positive buildings are shown on the map in Figure 16 in the appraisal are too numerous to list individually. Like the key buildings, they are regarded as non-designated heritage assets and their heritage significance should be taken into account in planning considerations. 387 buildings are designated in this category all dating from pre 1939.



REF	CHARACTER AREA	ADDRESS	BUILDING NAME or NUMBER <i>with Features &amp; History</i>	List ref	CHARACTER PERIOD	BLUE PLAQUE
APR	1/1b	8 -10 Towngate	Age UK		1800---1850	
AYB	1/1b	5b Towngate Daisy Lane	Daisy Lane Books		1800---1850	
AYS	1/1b	Towngate	Brambles Wine Bar <i>Notes from Holmfirth History Trail</i> <i>Previously the White Hart, Brambles is one of the many Holmfirth pubs which would have been used not just by drinkers in its time but also for coroners inquests, property auctions, manorial court leets, and the inevitable location of annual dinners for local associations.</i> <i>The White Hart was established around 1795 and the landlord at the time was John Boothroyd who moved to the Nook in 1820. In 1830 record show that there was a brew house on site. Later records mentioned a slaughterhouse and stable</i>		1800---1850	
AOY 1	1/2a	54 56 Huddersfield Road	Harrisons (previously Holmfirth Express Offices) <i>Notes from Holmfirth History Trail</i> <i>This building, resembling a small church, has seen many different guises. The date 1879 can be seen at the apex of the building and it is said that it was built for the local temperance society. In The building was also owned for a period by Eli Collins, a printer who started the Holmfirth Express in 1880. The Express closed in 20?? And is now a furnishing shop.</i>	K1	1800---1850	
AOY 2	1/2a	54 – 56 Huddersfield Road (Norridge Bottom)	En Route Cafe	K1	1800---1850	
AQG	1/2c	23 Victoria Street	Co-op Travel (23) <i>Notes provided by Deb Wyles</i> <i>Probably trading as James Haigh, outfitters. This firm traded from 1834 (they claim) until ??2000.</i> <i>Very traditional interior.</i>		1800---1850	
AQH	1/2c	15 Victoria Street	Old Bridge Bakery (15) <i>Notes provided by Deb Wyles</i> <i>Would appear to have been a bakery since 1901. Dawson, Birch ran it. Possibility that Dawson teamed up with Birch and before that they were separate bakers. They rarely identified the building number. ?? ceased trading. It is fairly recent.</i>		1800---1850	
AQI	1/2c	13 Victoria Street	Thomas Cook (13) <i>Notes provided by Deb Wyles</i> <i>In 1909 was James Brooke, toys and ornaments.</i> <i>1927 William Simmonds, glass and china</i> <i>1930 Miss Greenwood knitting wool</i> <i>1980 G B Hirst travel agent. Still a travel agent</i>		1800---1850	

AQU	1/2c	11 Victoria Street	Forget-me-not (11) <b>Noises provided by Deb Wyles</b> First time this is recorded in Trade directories or newspapers by name and number is 1980 in other words they didnt advertise. Gleadhill and Brook have been here since 1901. Might be earlier. Originally (early 20 <sup>th</sup> century) they were water and steam millers. ?? date of closure. Probably early 2000s. It was attached to buildings destroyed in 1944 flood. It was prone to lony crashes (from Dunford Road direction).		1800--1850	
CBR	1/2d	17 Victoria Street	Holmfirth Food and Wine (17) <b>Noises provided by Deb Wyles</b> In 1930 was a joint shop with no. 19. Coldwell and Battye, outfitters. In 1960 was linked with no. 19 as Hobson choice, grocer. In 1990/2000 no. 17 only was Otters Pet and Grooming Centre In 2000 -2010 was Basics		1800--1850	
CBS CBT	1/2c	19 - 21 Victoria Street	Occasions (19-21) <b>Noises provided by Deb Wyles</b> In 1913 no. 21 was the Labour Exchange In 1930 nos. 17-19 were joined and trading as Coldwell and Battye In 1980 nos. 17- 19 were joined and trading as Hobson choice		1800--1850	
CTE 2	1/2c	27 Victoria Street	Charlesworths <b>Noises provided by Deb Wyles</b> Arthur Charlesworth (27) been there since 1880 something. Never traded anywhere else	K2	1800--1850	
CTE 3	1/2c	27a Victoria Street	Little Lions	K2	1800--1850	
CTE 4	1/2c	25 Victoria Street	Lionheart Boutique (25) <b>Noises provided by Deb Wyles</b> In 1927 J.S. Fisher, pharmacist Unsure how long this went on for	K2	1800--1850	
CJZ	1/3b	2 Dunford Road	Shoulder of Mutton <b>Noises from Holmfirth History Trail</b> This pub was established in 1788 and had stabling. In the 19 <sup>th</sup> century there was a butchers and slaughtermouse here.	K3	Pre1800	Yes
QQD	1/3b	3a Victoria Square	The Nook 3A <b>Noises from Holmfirth History Trail</b> The Nook is one of Holmfirth's oldest pubs, dating from 1754 and rebuilt in 1819. Previously the Rose and Crown, it was recently renamed the Nook to reflect the name used by local people for the many decades past. It takes its name from the site, and is on one of the Holmfirth's ancient routes		1800--1850	Yes

AGH	1/4a	New Fold	Modd Lathie Farm Modd Lathie Farm is right at the top of Goose Green, near the old swimming pool, which still remains. The occupant has lived there for the last 85 years. The farmhouse lies within the boundary and is the only working farm in the conservation area. However the 10 acres of land lie outside the boundary. The occupier fears it will go to housing development and would like to see it remain a farm. HE Comment:- The description suggests the farm may be substantially intact and unaltered. This makes it a potentially good candidate for a listing application. Any listing would focus only on the building(s), so the land outside the conservation area would not be significant.		1800-1850	
BXJ	2/1a	39A Bridge Lane	39A & 39C	K9	1851--1900	
BXX	2/1a	5 Bridge Lane	5	K9	1851--1900	
BXZ	2/1a	39 Bridge Lane	39 extension	K9	1851--1900	
BYA	2/1a	39 Station Road	Red Hairdressers	K9	1851--1900	
CWQ	2/1a	4 Bridge Lane	4	K9	1851--1900	
GLZ	2/1a	Huddersfield Road	Technical College ( <b>Holmfirth Adult Education Centre</b> ) The Technical Institute, a Victorian building, exhibits elaborate tall gables, steep roof with lanterns, tall elaborate windows letting in lots of light and fanlights over the doors. A design by Joseph Smith of Sheffield and Holmfirth was selected and the foundation stone was laid on 16 July 1892. This building housed evening classes for apprentices from 1894 and became the first secondary school in Holmfirth between 1907 and 1932 with 48 pupils. <b>Noises from Holmfirth History Trail</b> The building, at first known as the technical institute, was built by public subscription and opened in 1894 providing technical and manual education outside the then existing elementary school system. Plans for the institute date back to 1891 and the fundraising was initiated by James Marsden JP of Wigan and a native of Holmfirth who agreed to give £500 once the total had reached £3000. In the end £4450 pounds was raised and Mr Marston contributed £750. Youngsters attended in the evenings after completing their days work in the Mills. The college had rooms specifically for weaving, dyeing and clay modelling, science lectures, designing, art, reading, conservation and a secretary (on the ground floor) and chemistry laboratory, more art rooms and examination and lecture hall and the ladies room (on the upper floor). Following the education act of 1902 the newly established West Riding County Council assumed responsibility for the Institute which, until then, had been managed by volunteers and local businessmen. From 1907 until 1932 the building provided accommodation for Holmfirth's first secondary school, although the technical classes still continued in the evenings. Pupils how to achieve a certain level of education and pay for the privilege of attending. Initially fees were 6 pounds per year, although some scholarships awarded. Inevitably some eligible pupils could not afford the fee and so gave up their places. In 1959 it became a further education centre on technical courses. The building is currently vacant.		1851--1900	Yes

CIS	2/1a	Huddersfield Road	Fire Station <i>Notes from Holmfirth History Trail</i> Holmfirth fire station was built in the late 1800s. Initially it was the single story building which housed one appliance (Fire engine) whose gable end is adjacent to Huddersfield road. An additional two large wooden sheds attached to the main building housed the second appliance and an ambulance. The Holmfirth urban district Council ran the station until 1939, when the National Fire service was formed and around all the county and district fire services. In 1954 the two detached wooden sheds which housed the second pump and appliance were demolished and replaced with the three bays adjoining the original station building. The ambulance was withdrawn but the two appliances remained. Both full-time and part-time personnel manned station. The watch room was manned 24 hours a day with a duty fireman. At the present time there are 13 retained firefighters.		1901---1938	
CLV	2/1a	16 Bridge Lane	A & DP Architects (Old Police Station) <i>Notes from Holmfirth History Trail</i> This building which is an annex attached to the rear of the Technical College was originally Holmfirth police station. Built in 1857 at a cost of £1000, it had three cells and the house for the inspector. The force consisted of one inspector and eight constables.		1851---1900	
COA	2/1a	29 Station Road	Wagstaffs <i>Notes from Holmfirth History Trail</i> Wagstaffs is one of the select few businesses in Holmfirth to survive for well over a century. This boot and shoe business was situated at No. 1 Towngate from late Victorian times. They transferred to their present shop at No. 29 Station Road in May 1921 as a result of the demolition of the Riverside buildings to widen Towngate.		1851---1900	
CTO 2	4/1b	Huddersfield Road	Drill Hall <i>Notes from Holmfirth History Trail</i> The building of the Drill Hall, opened in 1892, was the result of the decision taken in May 1884 that there was a priority requirement for a new purpose-built drill hall in the town. Prior to this the National school and then the Druids Hall had been used for drill exercises. The E company 2nd Volunteer Battalion West Riding Regiment, established in 1890 was growing in size and needed larger premises. The site acquired for this Tudoresque-style building was land adjacent to the town hall (Opened in 1842). The premises included a spacious hall, two large ante-rooms, armoury, band room, orderly room and sergeants mess. It was financed by public subscription and the building was used as a place for educational meetings, entertainments and social gatherings. What is seen today is the combined Town Hall and the Drill Hall which became the Holme Valley Civic Hall in 1947. In the entrance is the memorial to some of those who died in the South African (2 <sup>nd</sup> Boer) War, 1899-1902.		1851---1900	Yes
CVF	4/1c	25 High Town Lane	25 High Town Lane		1800---1850	
CVI	4/1c	31 High Town Lane	Ginnel - High Town Lane		1901---1938	
APC	4/2a	57 Huddersfield Road	Santander/Pharmacy		1800---1850	

CCY CCZ	5/1a	32 - 34 Woodhead Road	Toll House/ Fairtrade 32 <i>Notes from Holmfirth History Trail</i> The present building dates from around 1870, replacing a previous toll house on or near the same site. The Tollhouse lay on the Shipley Lane head to Greenfield Turnpike, evidence of it still existing in the form of the mileage plate on the parapet of the nearby bridge. In 1875 the trustees discontinued the Turnpike and in 1876 sold the building. The building has been a wine and spirits outlet, butchers shop, off-licence, cafe, bookshop and, currently a fair trade shop.	K4	1851---1900	Yes
AEE	5/2a	Station Road	Druids Hall (Masonic Hall) <i>Notes from Holmfirth History Trail</i> The Druids Hall dates back to 1846. It cost over £2000 to build. It was the premises of the Holmfirth Branch of the Ancient Order of Druids Friendly Society, an organization offering financial help and security to the poor. They paid funeral expenses for example. The Druids was one of a number of friendly societies that were quite common in the 19 <sup>th</sup> century. In 1851 500 Druids were recorded in the Holmfirth will date area. Apart from the Druids the hall was used for other functions including a staff dinner of the workers at Albert Mills in 1884. By the beginning of the 20 <sup>th</sup> century the Friendly Society movement was in decline and membership had fallen drastically. In 1900 the remaining membership decided to offer the building for sale at public auction and it took on a new existence as a hotel and a fully licensed public house with brew house attached. It continued in this form until 1917 when the local Masonic Lodge, in need of larger premises, purchased the Druids Hall for some £700. The Druids Hall, now known as the Masonic Hall, has been home of the Holme Valley branch (number 652) since 1921.		1800---1850	Yes
ALQ ALP	5/3a	Station Road	Bamforth's <i>Notes from Holmfirth History Trail</i> Bamforth's was established in 1870, and by the end of that century James Bamforth was well-known in Holmfirth as a photographer and artist. In the 1890s the magic lantern was a popular form of entertainment and Bamforth produced slides of these lantern shows. Bamforth was also a producer of postcards and was in at the very beginning of the silent movie era, creating short comic films in the Hollywood style comic but using Holmfirth as the background and local people as the stars and actors in his films. At the outbreak of the First World War film making came to an end. However the production of picture postcards continued and was a lucrative market opened up by Bamforth particularly of the saucy seaside postcards with their "near the knuckle" double entendres. The building has a very long window on the upper floor to provide extra studio light. The Bamforth business closed in 1977 and the building came into a sorry state of neglect. In 2015 renovation work was started on the building.	K5	1800---1850	Yes
APM AVD AVE	5/4a	52 - 54 Back Lane	52 to 54 Back Lane (Houses with gothic windows)	K6	1851---1900	
CJR	5/4b	South Lane	Grove House			
CJS	5/4b	1 South Lane	Henry Mitchell (Wholesalers to the licensed trade)		Pre1800	



AVP	6/5b	Dunford Road	Ribblesden Mills The date of this mill is circa 1865 and should be preserved as the last mill existing in the HCA. It has retained its Georgian venetian windows and multi paned glass, band course and shallow pitched roof. It also has the last mill chimney in the HCA.		1851---1900	
AIZ AJA BSK	7/3b	54 – 58 Uppertong Lane	54- 58 Uppertong Lane - Weavers cottages <i>Notes from Holmfirth History Trail</i> Mid 19 <sup>th</sup> century weavers cottages. Noticed the "taking in door", with its exterior stair in the end wall of the terrace. This is where the raw materials were brought in and the finished cloth taken out of what would have been a communal weaving space across the whole top floor.	K6	1800---1850	
BSL	7/3b	52 Uppertong Lane	52 Uppertong Lane - Chapel House <i>Notes from Holmfirth History Trail</i> The Chapel house was built adjoining the Lane Congregational Chapel during the ministry of the Rev John Cocklin (1805-1849).		1901---1938	
BGM	7/3b	Uppertong Lane	Lane Congregational Chapel <i>Notes from Holmfirth History Trail</i> One or several nonconformist groups in Holmfirth area, the independence, shared a church with the Methodists have never felt before building their own place of worship here in 1777. The original burial ground was across the road from the chapel, but is now a private garden. The chapel was remodeled in 1847 giving the building in its current appearance.		1851---1900	
BSO	7/3b	46 Uppertong Lane	The Manse		1851---1900	
AQM AQN	4/2a	39- 40 Huddersfield Rd	39 – 40 (Burton's Academy) <i>Notes from Holmfirth History Trail</i> Burton's Academy (after John Burton) is next door to the present Holmfirth Library and until recently has been a B&B establishment but has recently been sold. The first mention of a school being here is in Pigot's 1834 Directory where it is described as a boarding and day school.	K7	1851---1900	
APJ	7/4a	49 – 51 Huddersfield Road	Former Council Offices		1851---1900	
MONUMENT			Pump 'ole (and Harold Wagstaff) <i>Notes from Holmfirth History Trail</i> This is a water pump and trough, in a recess under the steep incline of South Lane. It was erected by public subscription in 1850 and was in use until late 1920s. People would meet here the local lads' rugby team took their name the pump. One of the Pump Hole Rangers, Harold Wagstaff, began his career with them in 1905 at the age of 14 and went on to become one of the greatest players of all time. He captained England in 1914 and in 1920 on tours to Australia and New Zealand. In 1925 at the centenary of the rugby league, Harold Wagstaff was chosen for one of the five commemorative postage stamps.			Yes
MONUMENT			Holmfirth Dyers Chimney			

5.11 Positive buildings

Positive buildings are those that make a positive contribution to the character of the conservation area without necessarily being 'key'. These nevertheless are of sufficient quality to be included on the "Kirklees Local List" and any schedule of "Local Character Buildings" in the Holme Valley Neighbourhood Plan. In their guidance on conservation area appraisal, Historic England provide a series of indicators to identify such buildings. These include, reflecting prevalent elements such as age, style, materials or form, group value with designated assets or contribution to the quality of spaces.

Inevitably, most of the buildings in the conservation area that are not already listed, or key buildings should be considered positive. There are a few remaining buildings that make a neutral or negative contribution to the conservation area. Positive buildings can also include less-conventional structures, such as gravestones or stone boundary walls.

The positive buildings are shown on the Figure 16. Like the key buildings, they are regarded as non-designated heritage assets and their heritage significance should be taken into account in planning considerations.

## Appendix 3: Summary of Proposed Local Green Spaces

The following four locations have been identified for Local Green Space designation in the NDP:

- 5) Scholes Marsh Road Well Garden (Map 17)
- 6) Scholes Sandygate Fields (Map 18)
- 7) Wooldale 'Chapel Field' (Map 19)
- 8) Hade Edge 'Gateway Triangle' (Map 20)

The justification for each site is given below reflecting the three NPPF criteria:

'The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.'

### 1) **Scholes Marsh Road Well Garden**

This site is currently laid out as an attractive park area with shrubs surrounding a grassed area with two benches, litter bin and what was originally the well for the locality. The well surround includes the base structure for the siting of a hand pump.

The Annual Hepworth Feast procession stops at the well for singing on its circular route, a tradition dating back to 1884. The location was also used for open-air services connected with Scholes Sunday School with the Holmfirth Express reporting one such event in July 1918. The church and school still use it for displays and events and the School used it for a well-dressing project in 2012. The location has been used in filming for the long-running television series, 'Last of the Summer Wine'. Local wildlife is visible here with the well hosting frogspawn in the spring.

Situated just below the School, Scholes Methodist church and on the road to Hepworth, this small location is closely located to the communities it serves and has long-standing local significance.





## 2) Scholes Sandygate Fields

This location comprises the historic setting of two listed farmhouses, Sandygate Farm and the Old House, Ryecroft and their connection with the historic route along Sandygate, part of the historic Maythorne Way, connecting Marsden, Holmfirth and Penistone. The suffix 'gate' points to Norse origins for the name and its existence since the tenth century.

The importance of the site has been highlighted in the final reports of two different Planning Inspectors who have considered previous planning applications for the site:

- i. In June 1996, the decision of the first Planning Inspector focussed on the character and setting of the location, being one of openness at the edge of the village allowing views out to the countryside beyond.
- ii. In January 2019, the report of the Inspector of the Kirklees Local Plan stated "*The site consists of a series of open sloping fields on the edge of the village, divided by traditional stone walling. There are views across the site towards the nearby listed building of Sandy Gate Farmhouse and to the wider countryside, and the site provides an attractive setting to the village. The Council's HIA identifies areas of moderate significance within the site which form part of the agricultural setting of Sandy Gate Farmhouse and another nearby listed building (The Olde House, Ryecroft). I concur with Historic England that the HIA underplays the significance of other parts of the site, as these form part of the historic field system, and there are clear views towards Sandy Gate Farmhouse from along much of Scholes Moor Road. The HIA indicates that views towards the asset are of 'high significance'. I therefore conclude that development across much of the site would cause considerable, albeit less than substantial, harm to the listed farm, and detract from the character and setting of this part of the village.*"

This setting is so important to the local community that 583 residents submitted objections to the Local Plan proposal to build upon it. The land in question is self-contained within clearly defined boundaries. It has a historic relationship with the village which Local Green Space designation would defend and preserve. It is very much part of the adjacent community.



*View from Sandygate Farm to the Olde House, Ryecroft*

### 3) Wooldale 'Chapel Field'

Wooldale Chapel field sits adjacent to the Wooldale Free Methodist Church and across the road from both the Wooldale Community Centre to the east and Holmfirth High School fields and Sycamore recreation area to the north. The field fulfils an important function as an oasis of agricultural grazing space within Wooldale Conservation area. Wooldale Free Methodist Chapel was built in 1868 and in its early days, services were held on this field in the open air. In 1923, the chapel trustees bought the field for gatherings and the annual Wooldale Sing was held here for a number of years as well as annual bonfires, parades and other community events. The present trustees took over ownership of the field in 1997.



#### 4) Hade Edge 'Triangle'

The Hade Edge triangle sits on the northern edge of the village of Hade Edge, acting as a 'Gateway' to the village from the north. It is maintained by a local community group, being used as an informal village green with benches and planters. It is furnished with a carved stone place name monument and is used locally as a meeting place and location for the display of local notices.

At the end of WW1, there was a proposal to build a village meeting room there in order to honour those who died in WW1 but the project was not completed.

As the 'gateway' to the village, it is clearly close to the community it serves, has special significance for them and is not an extensive tract of land.



## Appendix 4 – Kirklees adopted Car Parking Standards for residential development

Parking Standards as at November 2017

Applications will be required to provide details of existing and proposed parking provision. These details should be shown on a site layout plan. Access arrangements must be clearly shown on the submitted plans. Any land required for car parking or access (e.g. sight lines/splays) has to be included within the site boundary (red or blue line) and be constructed using porous materials.

Kirklees Car Parking Standards:

- 2 - 3-bedroom dwelling: 2 spaces
- 4+ bedroom dwelling: 3 spaces
- 1 - 2-bedroom apartment: 1 space
- 3+ bedroom apartment: 2 spaces
- 1 visitor space per 4 residential units
- 1 cycle space per residential unit (desirable)

Garage dimensions (Internal):

- Single: 6.0m long x 3.0m wide
- Double: 6.0m long x 5.0m wide
- 1 electric vehicle charging connection point per dwelling (normally within a garage)



## Appendix 5: Kirklees Local Plan Designated Urban Green Space

Ref No	Ward	Address	Street	Locality	Size
UGS903	Holme Valley North	Honley Park, Jagger Lane Recreation Ground & Honley Junior School	Jagger Lane	Honley	6.73
UGS904	Holme Valley North	Honley High School Playing Fields	New Mill Road	Honley	4.26
UGS906	Holme Valley North	Brockholes Junior & Infant School	Brockholes Lane	Brockholes	1.15
UGS907	Holme Valley North	Brockholes Recreation Ground	Brockholes Lane	Brockholes	0.56
UGS908	Holme Valley North	Scar Wood, Oakes Avenue Recreation Ground & Oakes Avenue Allotments	New Mill Road	Brockholes	1.51
UGS1242	Holme Valley South	All Saints Church	Town Gate	Netherthong	0.61
UGS1243	Holme Valley South	Christ Church	Sude Hill	New Mill	0.42
UGS1245	Holme Valley South	St John's Church	Upperthong Lane	Holmfirth	0.62
UGS1246	Holme Valley South	Land rear of Shawfield Avenue	Shawfield Avenue	Holmfirth	0.89
UGS1247	Holme Valley South	Land rear of Paris Road	Paris Road	Scholes	1.34
UGS1278	Holme Valley South	Dean Brook Woodland	St Marys Road	Netherthong	1.27
UGS1307	Holme Valley South	Holy Trinity Church	Butt Lane	Hepworth	0.44
UGS2150	Holme Valley South	Mill Pond	Wickleden Gate	Scholes	0.58
UGS1279	Holme Valley South	Land east of Springwood Road	Springwood Road	Thongsbridge	3.82
UGS861	Holme	Holmfirth Parish	New Mill Road	Wooldale	0.96

Ref No	Ward	Address	Street	Locality	Size
	Valley South	Church Tennis Club			
UGS884	Holme Valley South	Netherthong Primary School	School Street	Netherthong	1.13
UGS885	Holme Valley South	The Oval Playing Field	New Road	Netherthong	0.48
UGS886	Holme Valley South	Sands Recreation Ground	Huddersfield Road	Holmfirth	11.11
UGS887	Holme Valley South	Sycamore Recreation Ground & Holmfirth High School	New Mill Road	Thongsbridge	8.28
UGS888	Holme Valley South	Land between	Stoney Bank Lane & Holmfirth High School Playing Fields	Thongsbridge	3.43
UGS889	Holme Valley South	Land between	Stoney Bank Lane & Holmfirth Road	Thongsbridge	3.52
UGS890	Holme Valley South	Kirkroyds Infants & Lydgate Schools	Kirkroyds Lane	New Mill	2.34
UGS891	Holme Valley South	Land at junction of	Pell Lane and Little Lane	Wooldale	0.67
UGS892	Holme Valley South	Wooldale Recreation Ground	Little Lane	Wooldale	0.4
UGS893	Holme Valley South	Wooldale Junior School	Royds Avenue	New Mill	1.97
UGS894	Holme Valley South	New Mill Recreation Ground	Holmfirth Road	New Mill	1.03
UGS895	Holme Valley South	Victoria Park	Cooper Lane	Holmfirth	1.93
UGS896	Holme Valley South	Upperthong Junior & Infant School	Burnlee Road	Upperthong	1.19
UGS897	Holme Valley South	Cinderhills Recreation Ground	Field Road	Holmfirth	0.41
UGS898	Holme Valley South	Scholes Junior & Infant School	Wadman Road	Scholes	0.87
UGS899	Holme	Holmbridge Cricket	Woodhead Road	Holmbridge	0.68

Ref No	Ward	Address	Street	Locality	Size
	Valley South	Club Ground			
UGS900	Holme Valley South	Holmbridge Recreation Ground & St Davids Church	Woodhead Road	Holmbridge	4.53
UGS902	Holme Valley South	Hade Edge Junior & Infant School & Hade Edge Recreation Ground	Greave Road	Hade Edge	1.72

## Appendix 6: National Planning Policy Framework (NPPF) Definition of Affordable Housing

**Affordable housing:** housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

**a) Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

**b) Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

**c) Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

**d) Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.



## **Appendix 7: AECOM Heritage and Character Assessment Report**

Available on request from the Parish Council clerk or on [www.holmevalleyparishcouncil.gov.uk](http://www.holmevalleyparishcouncil.gov.uk)