

# Holme Valley Neighbourhood Development Plan (NDP) 2016 – 2031



## First Draft Plan for Public Consultation



Prepared by the Neighbourhood Plan Steering Group with assistance from



## Table of Contents

<b>Foreword .....</b>	<b>3</b>
<b>How to Comment on this Document .....</b>	<b>4</b>
<b>Executive Summary.....</b>	<b>5</b>
<b>1.0 Introduction and Background .....</b>	<b>9</b>
<b>2.0 Planning Context for Holme Valley NDP .....</b>	<b>15</b>
<b>3.0 Holme Valley NDP Vision and Objectives .....</b>	<b>19</b>
<b>4.0 Holme Valley NDP Planning Policies .....</b>	<b>21</b>
<b>4.1 Protecting Local Character .....</b>	<b>22</b>
<b>4.2 Landscape Character Areas.....</b>	<b>27</b>
<b>4.3 Conservation Areas .....</b>	<b>37</b>
<b>4.4 Conserving and Enhancing Local Heritage Assets .....</b>	<b>53</b>
<b>4.5 Design of Development .....</b>	<b>56</b>
<b>4.6 Design in town &amp; local centres &amp; public realm.....</b>	<b>58</b>
<b>4.7 Building Housing for the Future .....</b>	<b>63</b>
<b>4.8 Helping the Economy Prosper .....</b>	<b>68</b>
<b>4.9 Community, Education, Health and Well-being.....</b>	<b>75</b>
<b>4.10 Improving Transport, Accessibility and Local Infrastructure, .....</b>	<b>83</b>
<b>4.11 Sustainability.....</b>	<b>91</b>
<b>4.12 Developer Contributions .....</b>	<b>96</b>
<b>Appendix 1: Biodiversity Assets .....</b>	<b>99</b>
<b>Appendix 2: Design Principles .....</b>	<b>100</b>
<b>Appendix 3: Shop front and advertisement Design Guidance .....</b>	<b>103</b>
<b>Appendix 4 – Kirklees adopted Car Parking Standards for residential development.....</b>	<b>109</b>
<b>Appendix 5: Kirklees Local Plan Designated Urban Green Space</b>	<b>110</b>

## Foreword

### **Welcome to the First Draft of the Holme Valley 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.

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 Plan seeks to capture the views of our local community and is published for informal public consultation until 27<sup>th</sup> July 2018.**

Public consultation is a very important part of preparing NDPs and this First Draft Plan has been prepared taking into account the views and comments submitted during consultation undertaken in summer 2017. This consultation sought views from the community on the issues which they wanted the NDP to focus on and the options they thought could be considered to address them.

This First Draft NDP has been prepared by the neighbourhood plan steering group of local residents and Parish Councillors. It sets out the key planning issues identified through the public consultation and proposes draft planning policies for addressing these issues.

We need to know if the Draft NDP covers the main issues for Holme Valley, and if there is anything important that we have missed. In particular we need to know your thoughts about the emerging draft planning policies – will they help to guide new development in a positive way, so that changes are sensitive to Holme Valley's distinctive historic character and landscape?

We have created a questionnaire to help capture your views and responses will inform the final version of the NDP. Once we have updated the NDP, it will be published for 6 weeks' formal consultation when it will be reviewed by Kirklees and other statutory bodies. It will then be considered by an inspector later in 2018 and after that, you will decide on whether you support its adoption by voting in a referendum in 2019.

Our questionnaire is available at <https://www.surveymonkey.co.uk/r/holmevalleyndp> or through the Parish Council website on [www.holmevalleyparishcouncil.gov.uk/np/](http://www.holmevalleyparishcouncil.gov.uk/np/) and asks your views on the proposed vision, 9 objectives and each of the 16 planning policies. It also seeks your advice on any areas you think should be protected by Local Green Space designation and your priorities for the expenditure of the money we will receive from developers through the Community Infrastructure Levy.

Hard copies of the questionnaire for completion and this full Plan will be available for viewing in Holmfirth and Honley libraries and in the Holme Valley Parish Council offices at Holmfirth Civic Hall.

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

## Executive Summary

This is the first Draft Holme Valley Neighbourhood Development Plan (NDP).

### 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 adopted it becomes part of Kirklees Local Plan, and is used to help determine planning applications in the Valley, as it provides the local detail to complement the more strategic policies.

### 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 Government 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.

### 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 planning policies which are detailed in this draft Plan.

### 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.

**How is the NDP structured?**

The NDP comprises a vision statement, a set of 9 objectives and 16 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?**

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.

**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 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.

**What are the proposed objectives?**

The objectives break the Vision down into sections to focus on what needs to be done to address the issues facing the Valley.

<b>OBJECTIVES</b>	
Objective 1:	To preserve and promote the distinctive characteristics of the Holme Valley.
Objective 2:	To protect open spaces, views and landscape of the Holme Valley.
Objective 3:	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.
Objective 4:	To promote growth of the economy, employment and tourism in the Holme Valley.
Objective 5:	To promote education and life-long learning for all.
Objective 6:	To promote the health and well-being of residents.
Objective 7:	To improve accessibility.
Objective 8:	To improve infrastructure and movement around the Valley.
Objective 9:	To promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy.

### **What are the proposed policies?**

The policies turn the objectives into criteria that will be used to assess planning applications submitted to Kirklees Council and 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
3. Conserving and enhancing non-designated heritage assets
4. Encouraging high quality design in new development
5. Promoting high quality shop fronts, advertisements and public realm
6. Building homes for the future
7. Supporting small business generation
8. Encouraging tourist and visitor facilities
9. Facilitating development in Holmfirth, Honley and other local centres
10. Protecting local community facilities
11. Protecting local green space
12. Supporting community based education, health and well being
13. Improving traffic and transport infrastructure
14. Improving parking, public transport and accessibility
15. Promoting sustainability
16. 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 so by capturing them, we can help inform future work by the Parish Council to support working towards the 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 happens next?**

The Draft NDP is open to public consultation until 27<sup>th</sup> July 2018 and following the collation of feedback, the NDP will be revised and updated. It will then undergo formal 'Regulation 14' consultation with Kirklees and statutory bodies before being finalised. It is then formally submitted to Kirklees for review before they submit it to the Inspector with their comments. The Inspector then decides if it is ready to go to referendum or will request changes. A referendum is then held within 8 weeks and if more than 50% of local voters support the NDP, it will be formally adopted by Kirklees and thereafter inform planning decisions in the Holme Valley.

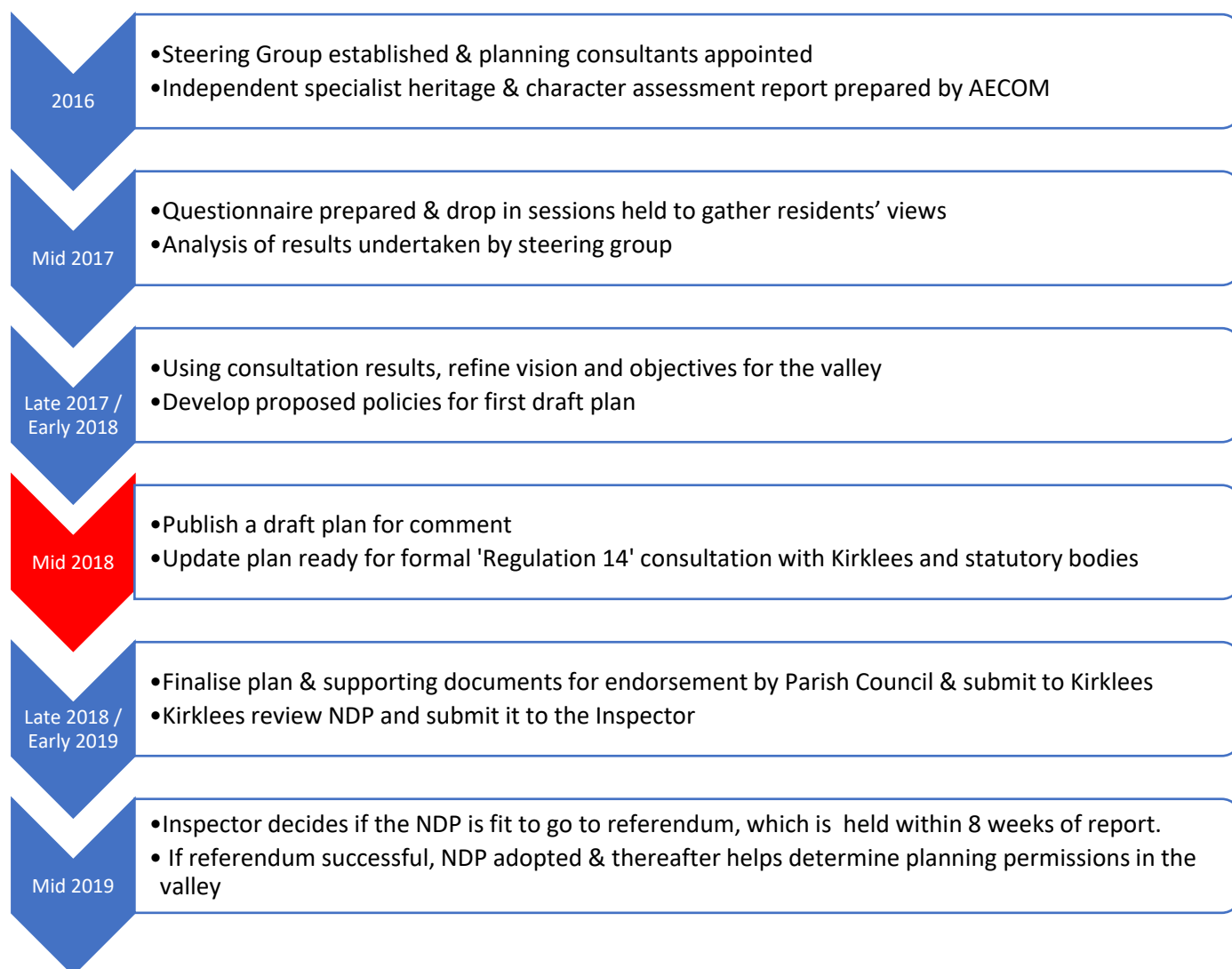
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## 1.0 Introduction and Background

### First Draft Plan

- 1.1 Welcome to the first draft of the Holme Valley Draft Neighbourhood Development Plan (NDP).
- 1.2 The Draft Plan has been developed 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. The group 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 also sought technical expertise to objectively identify the valley's unique landscape and heritage and help build the evidence base for the plan. The steering group sought views from residents across the valley through its public consultation in summer 2017 and the responses from this consultation were analysed and used to develop the proposed draft planning policies to help guide development in the Holme Valley Parish up to 2031. This iterative process is summarised below:



- 1.3 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.
- 1.4 This First Draft Plan is published for informal public consultation until 20<sup>th</sup> July 2018.

### **Purpose of the Plan**

- 1.5 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**

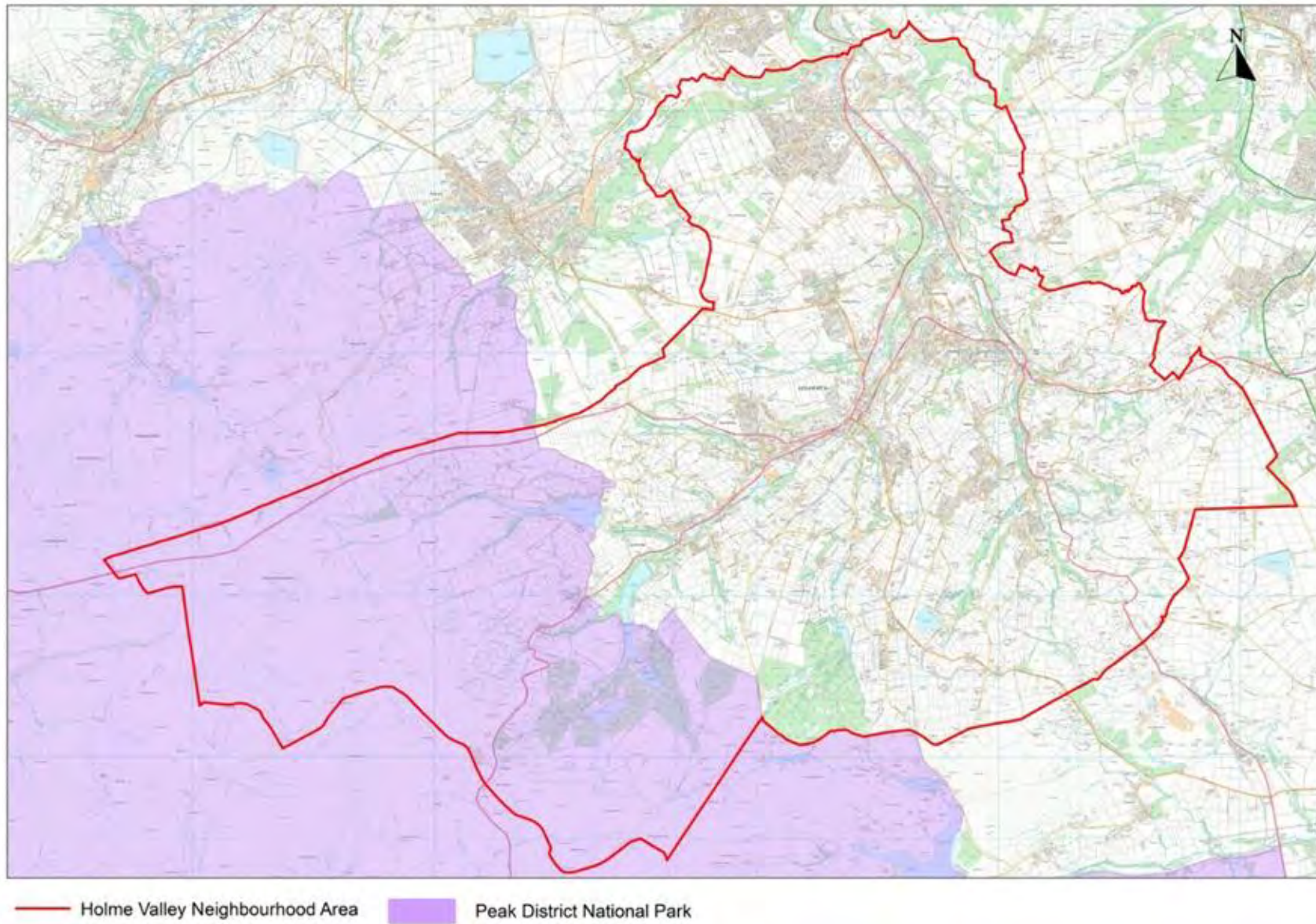
- 1.6 Work began on the Holme Valley NDP when the Parish Council made the decision to prepare a Plan. The Parish Council applied to become a designated neighbourhood planning body in September 2014. Applications were sent to both Kirklees Council and Peak District National Park Authority. The neighbourhood 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 in Map 1.
- 1.7 Unlike some neighbouring areas such as Penistone's Community Led Plan, the Holme Valley has not 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.
- 1.8 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**

- 1.9 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.

Map 1 Holme Valley Neighbourhood Area



## Issues and Options Consultation

- 1.10 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.
- 1.11 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 7th at Hade Edge Band Room, HD9 2DF
  - June 9th at Holmfirth Civic Hall, HD9 3AS
  - June 13th at St David's Parish Hall, HD9 2NE
  - June 15th at Hepworth Village Hall, HD9 1TE
  - June 19th at St Mary's Parish Rooms, Honley, HD9 6AH
  - June 23rd at Wooldale Community Centre, HD9 1XZ
- 1.12 The documents were available on the NDP pages of the Parish Council website (<https://www.holmevalleyparishcouncil.gov.uk/np/>) 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.
- 1.13 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 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.

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## 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), [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 current statutory development plan comprises the Saved Policies (2007) of Kirklees Unitary Development Plan (UDP) 1999<sup>1</sup>. A new Local Plan<sup>2</sup> for Kirklees is in preparation and has reached Examination stage. The Holme Valley NDP has been prepared taking account of the reasoning and evidence informing the new Local Plan process in line with Planning Practice Guidance (Paragraph 009).
- 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>.

### 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 Austonley, Brockholes, Cinderhills, Hade Edge, Hepworth, Hinchliffe Mill, Holmbridge, Holme, Honley, Jackson Bridge, Netherthong, New Mill, Scholes, Thongsbridge, Upperthong and Wooldale.
- 2.6 There are areas within the parish that are urban, and areas that are very rural; with 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.

### 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

<sup>1</sup> <http://www.kirklees.gov.uk/beta/planning-policy/unitary-development-plan.aspx>

<sup>2</sup> <http://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>

District. Home Valley neighbourhood area includes the following landscape character areas:

- Dark Peak
- Dark Peak Yorkshire Fringe.

### **Biodiversity**

- 2.10 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**

- 2.11 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**

- 2.12 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.
- 2.13 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.
- 2.14 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 English Heritage. The appraisal is nearly complete, and any relevant findings will be incorporated in the later versions of 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**

- 2.15 Supporting the provision of new housing is a major issue for the Holme Valley NDP. Kirklees Council have produced a preferred option plan including 24 housing



allocations within the Holme Valley Parish, totalling about 1,250 houses. The density for these houses is at a level lower than the Kirklees average and the sites are predominantly for smaller sized developments. The largest site is for 207 houses, but the majority are allocations of less than 50 properties.

- 2.16 Neighbourhood plans should reflect the overarching policies and neighbourhoods 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.
- 2.17 Local concern focuses on the impact such a proportionately large increase in the number of houses and people living in the Valley will have on the nature of life. At the moment, approximately 27,000 people live in the Parish Council area. The additional houses are likely to take this number above 30,000. 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. There will be an increased demand 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. It is not clear what action will and could be taken to mitigate adverse effects.
- 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 consultation, the overwhelming message was that residents wished to see affordable housing, with over 72% of responses supporting this. Whilst affordable housing can be interpreted in different ways, since it was often mentioned in the same answer as small housing, the importance of smaller housing stock was 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'.

### **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.
- 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 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 1 - 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 2017.
- 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 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

Objective 1:	To preserve and promote the distinctive characteristics of the Holme Valley.
Objective 2:	To protect open spaces, views and landscape of the Holme Valley.
Objective 3:	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.
Objective 4:	To promote growth of the economy, employment and tourism in the Holme Valley.
Objective 5:	To promote education and life-long learning for all.
Objective 6:	To promote the health and well-being of residents.
Objective 7:	To improve accessibility.
Objective 8:	To improve infrastructure and movement around the Valley.
Objective 9:	To promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy.

3.5 The following table shows which policies meet the relevant objectives

NDP Proposed Policies		Objectives								
		1	2	3	4	5	6	7	8	9
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	✓	✓	✓			✓		✓	✓
3	Conserving and enhancing non designated heritage assets	✓								
4	Encouraging high quality design in new development	✓	✓	✓						✓
5	Promoting high quality shop fronts, advertisements & public realm	✓			✓					
6	Building homes for the future	✓	✓	✓				✓		✓
7	Supporting small business generation	✓			✓					✓
8	Encouraging tourist & visitor facilities	✓			✓					✓
9	Facilitating development in Holmfirth, Honley and other local centres	✓			✓		✓			✓
10	Protecting local community facilities	✓					✓	✓		
11	Protecting Local Green Space	✓	✓				✓			
12	Supporting community based education, health & wellbeing	✓				✓	✓	✓	✓	
13	Improving traffic & transport Infrastructure	✓						✓	✓	✓
14	Improving parking, public transport & accessibility	✓			✓		✓	✓	✓	
15	Promoting sustainability	✓								✓
16	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 which will be applied by Kirklees Council in the consideration of any planning applications submitted within the designated NDP area of Holme Valley Parish.

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 approved 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 views are highly valued and examples of these are shown in the photographs below:



Figure 2 - Looking up the Holme Valley towards Holmbridge



Figure 3 - Looking down the Holme Valley across to Cheesegate Nab



**Figure 4 - Looking down the Holme Valley over Holmfirth towards Castle Hill**



**Figure 5 - View across New Mill from Sude Hill**



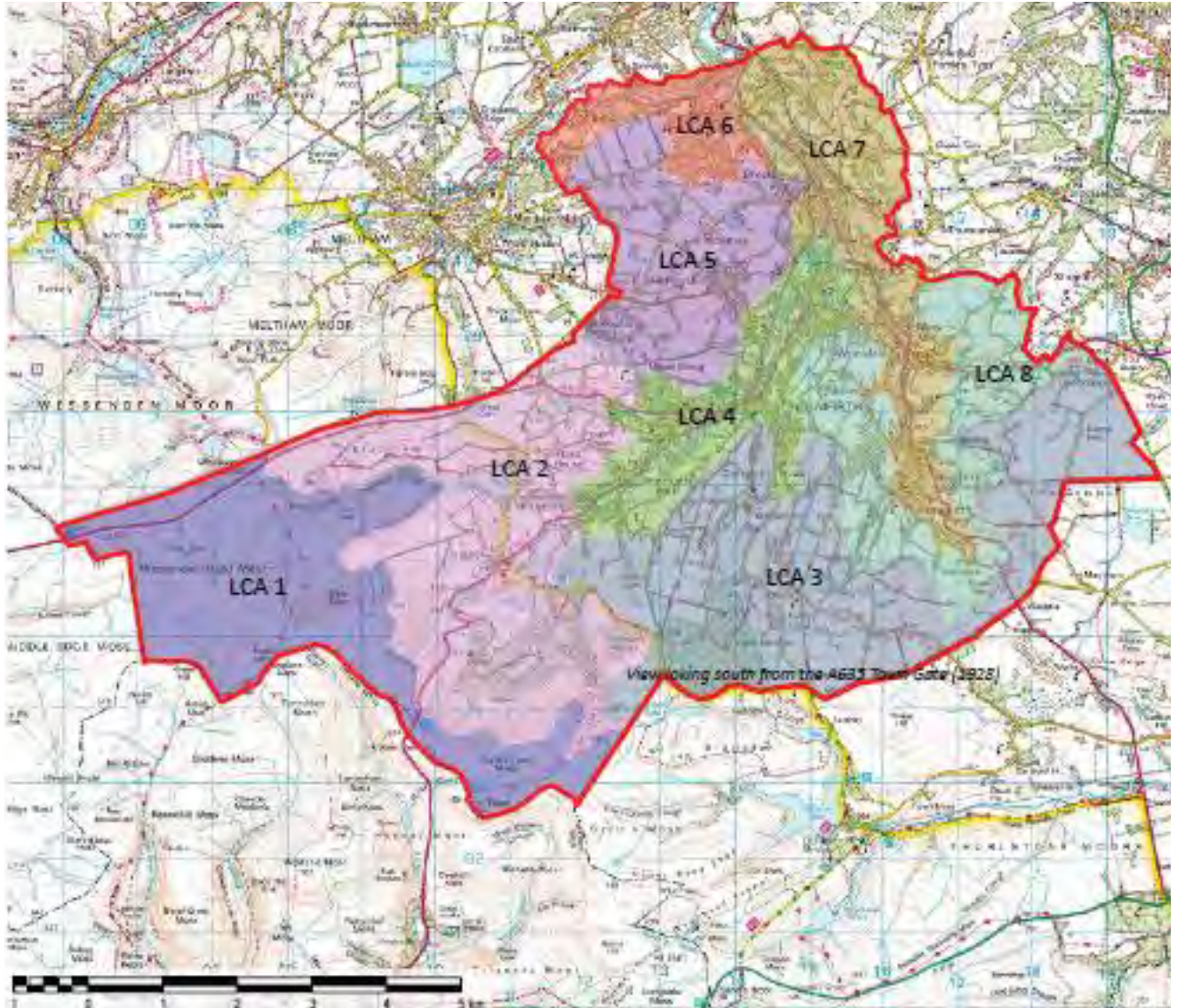
**Figure 6 - View towards Netherthong from Wolfstones**

- 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.
- 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 Landscape Assessment in 2016, in addition to that done more generally by Kirklees. 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, Heritage and Landscape 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 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 policy statements in this section are aimed at protecting and enhancing the distinct features of the respective area.

Map 2 Local 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 Upperthong 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.*

### **Overall Policy**

- 4.2.9 This Neighbourhood Development Plan is designed to preserve and enhance the special nature of the landscape character of the Holme Valley as described above by defining neighbourhood policies to complement those of the Kirklees Local Plan.
- 4.2.10 Residents also gave a clear message that to support the preservation of the landscape, brownfield sites should be developed rather than greenfield. The consultation 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 they do need to be considered in light of the siting, design and external appearance and alongside all 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 consultation which identified the rural environment as what people liked most about living in the area. 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 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. 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).

4.2.13 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.

4.2.14 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 specifies an additional policy 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 Local Character Area as identified in the Heritage and Character Assessment (2016) and be sensitive to its location.

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

1. Prioritise the use of brownfield sites and/or the re-use of existing buildings where possible;
2. Consider the need to protect identified significant views from built up areas to the dramatic upland areas of moorland and moorland fringe through layout, form and height of new development;
3. Conserve the open, rural character of the landscape. Isolated new buildings on the open hillside and hill tops will be discouraged and rural development should adjoin the existing built form of settlements and farmsteads;
4. Not break the skyline, and have appropriate screening and landscaping using local native species. Larger buildings should be “broken up” using a change in materials or colour or a break in the roof span;
5. Protect existing areas of dry stone walls and include new dry-stone walls as boundary treatments;

6. Retain mature and established trees in the built-up area;
7. Retain ancient and veteran trees in the wider landscape and the fauna and flora that depend upon them;
8. Include pedestrian linkages to existing tracks and routes including historic packhorse routes and long-distance footpaths;
9. Protect wildlife resources and green corridors including areas of woodland on valley slopes
10. Ensure design and materials reflect the character of the surrounding area such as local Millstone grit and stone flags wherever possible.
11. Ensure new development does not result in the coalescence of existing settlements particularly along the valley floor.
12. Ensure landscaping schemes use traditional and appropriate species to support and enhance biodiversity. The species should take account of the location, height, density and need for on-going management.
13. Residential property boundaries should make use of native tree species. Existing hedgerows should be retained (except where they restrict the achievement of the aims of this Plan) and the establishment of new native hedgerows is encouraged to support and protect wildlife.
14. New developments will be required to design and deliver high quality green infrastructure, complementing and enhancing Kirklees' Local Plan's Strategic Green Infrastructure. Links to villages and settlements should aim at creating ecological and recreational networks and with opportunities for residents and visitors to have direct contact with the natural environment and the Holme Valley's heritage.



Figure 7 - Bluebells in West Wood, Honley

## 4.3 Conservation Areas

- 4.3.1 The built character of the Holme Valley is described for each of the Landscape Character Areas in sections 4.2 above. The built character may vary between each of these and contain Conservation Areas which constitute areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
- 4.3.2 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. 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 also identifying which Aecom Landscape Character Area (described in Section 4.2) it sits within. The overall policy for all conservation areas is located at the end of the section.

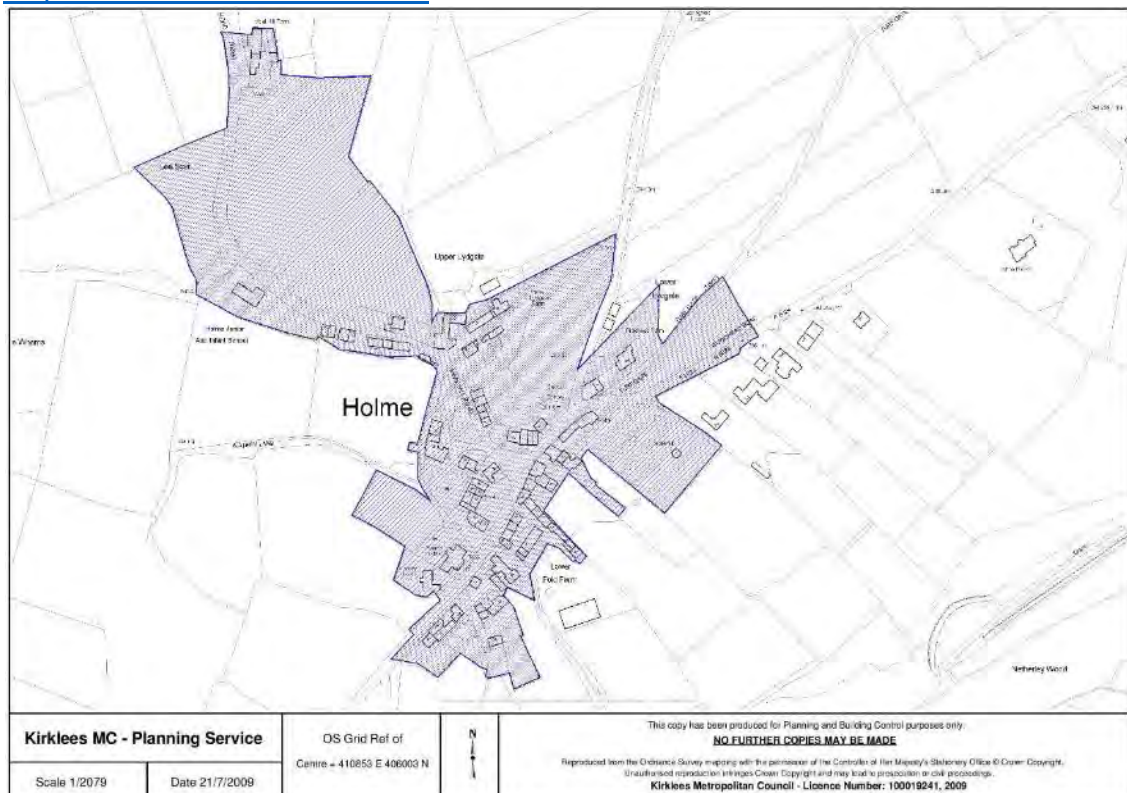
### Holme Conservation Area

- 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 which 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](#)



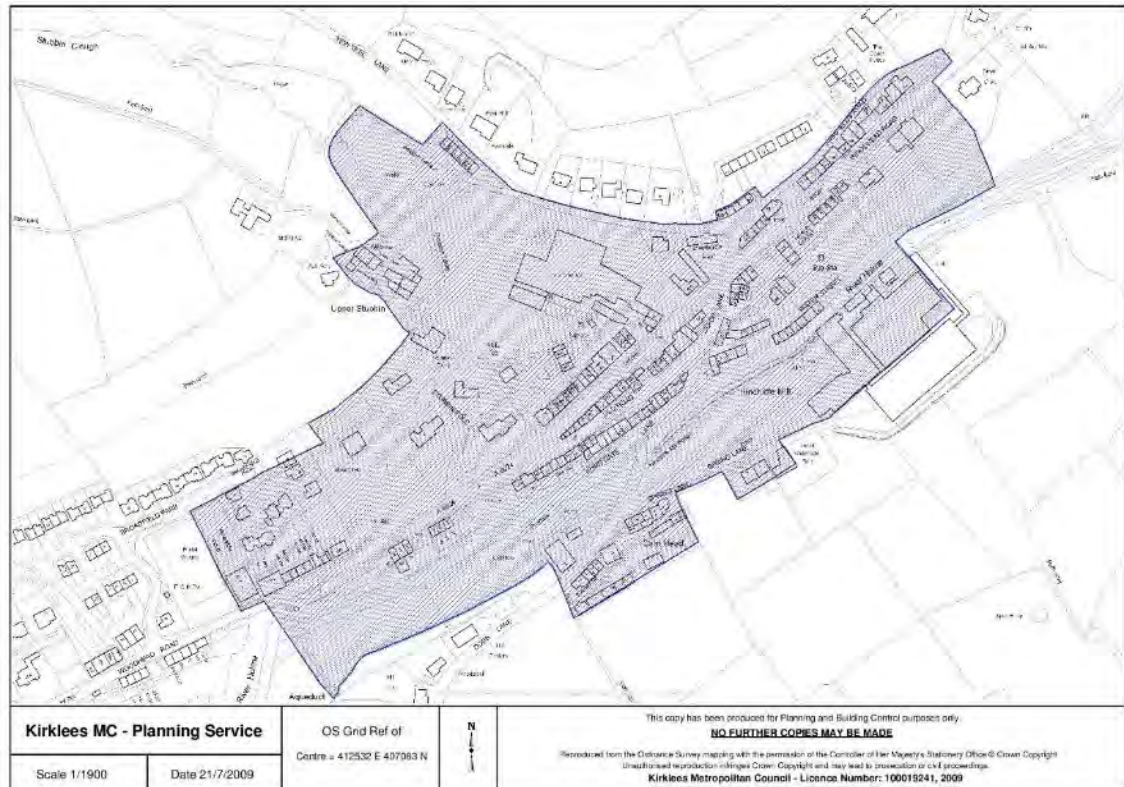
### Hinchliffe Mill Conservation Area

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 Hinchcliffe Mill originated as a farming community in the early 18th Century and grew when scribbling and fulling mills were built along the River Holme in the late 18th 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.

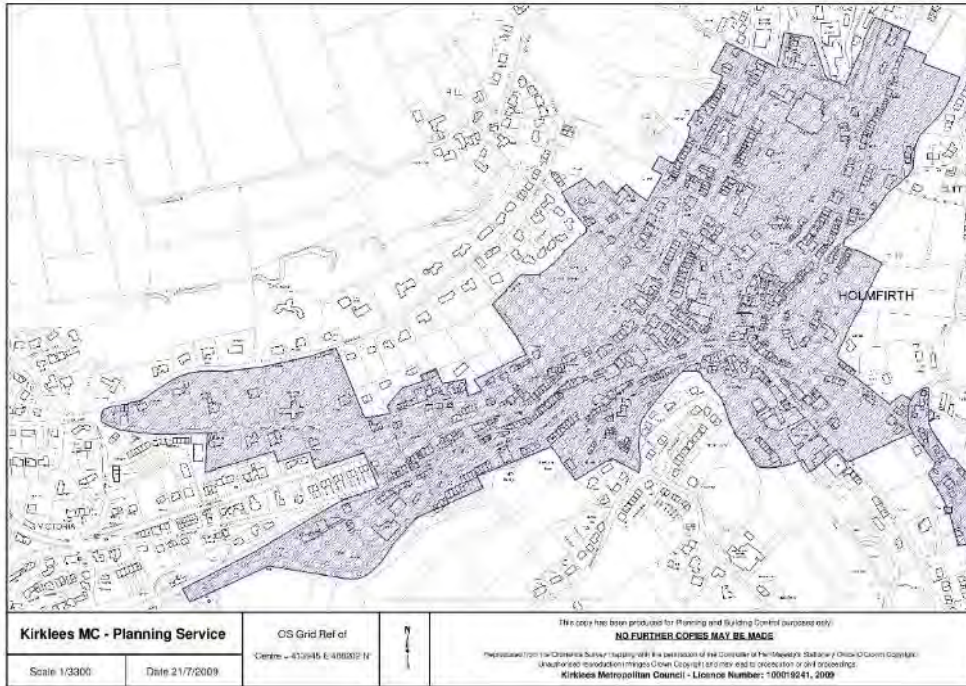
#### Map 4 Hinchcliffe Mill Conservation Area



#### **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. English Heritage has placed this conservation area on its 'at risk' register.
- 4.3.15 A Conservation Area Appraisal is currently being prepared by a local voluntary group, the Holmfirth Conservation Group and its initial research has been reflected in this document. The results of the appraisal will be included in later versions of the Neighbourhood Plan with the whole appraisal being provided as part of the evidence base.

Map 5 Holmfirth Conservation Area



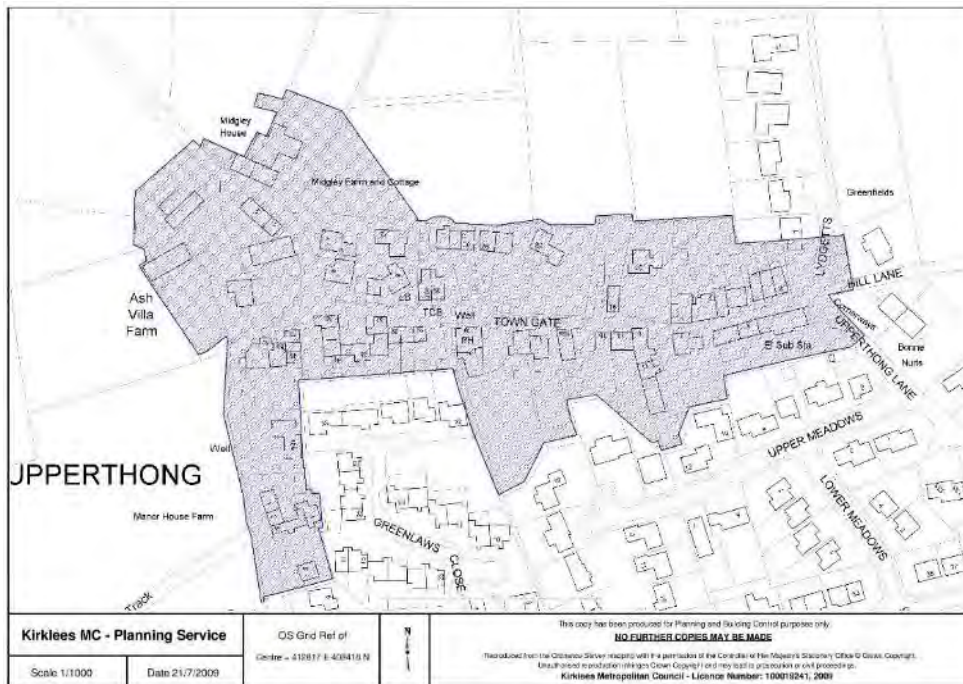
**Figure 8 – Centre of Holmfirth Conservation Area**

**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.



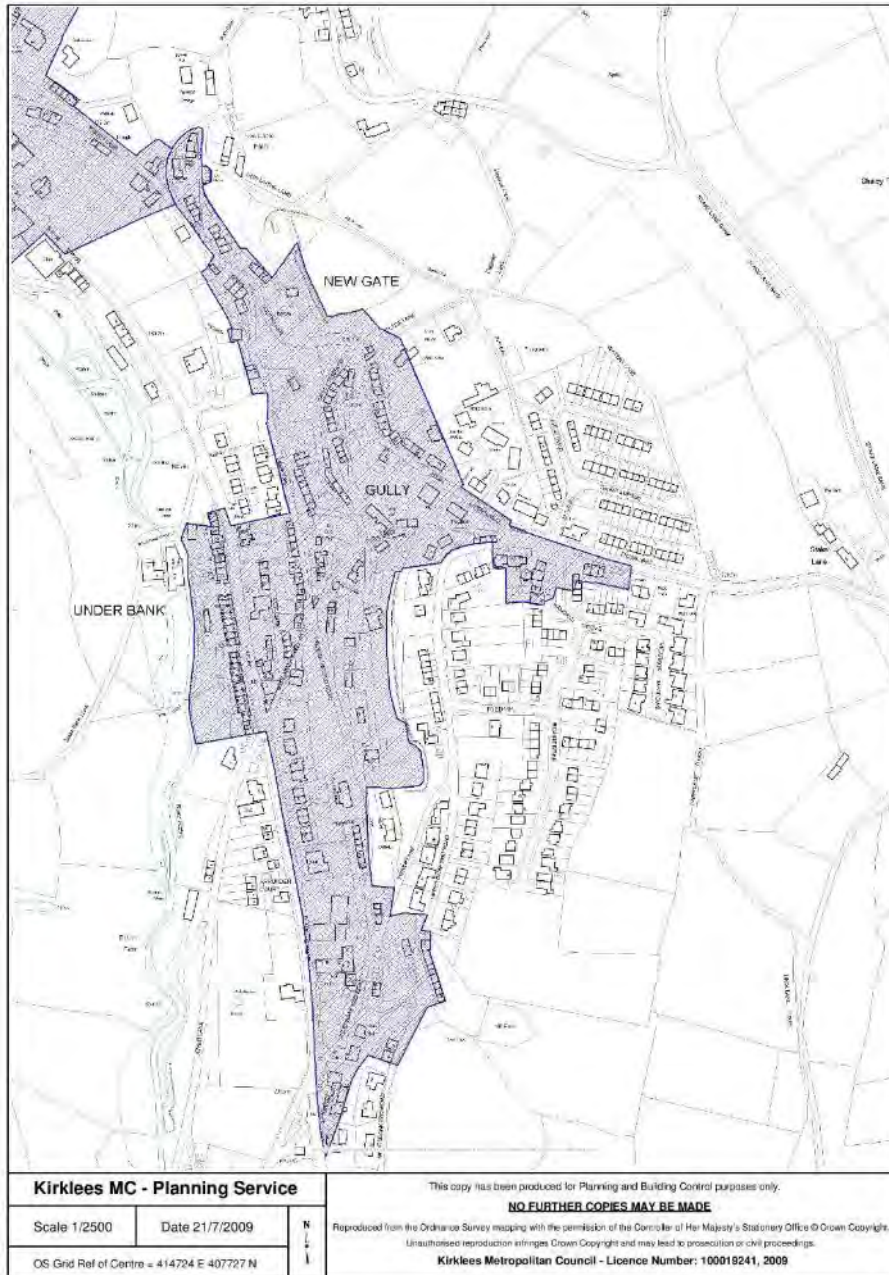
Map 6 Upperthong Conservation Area



**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](#)

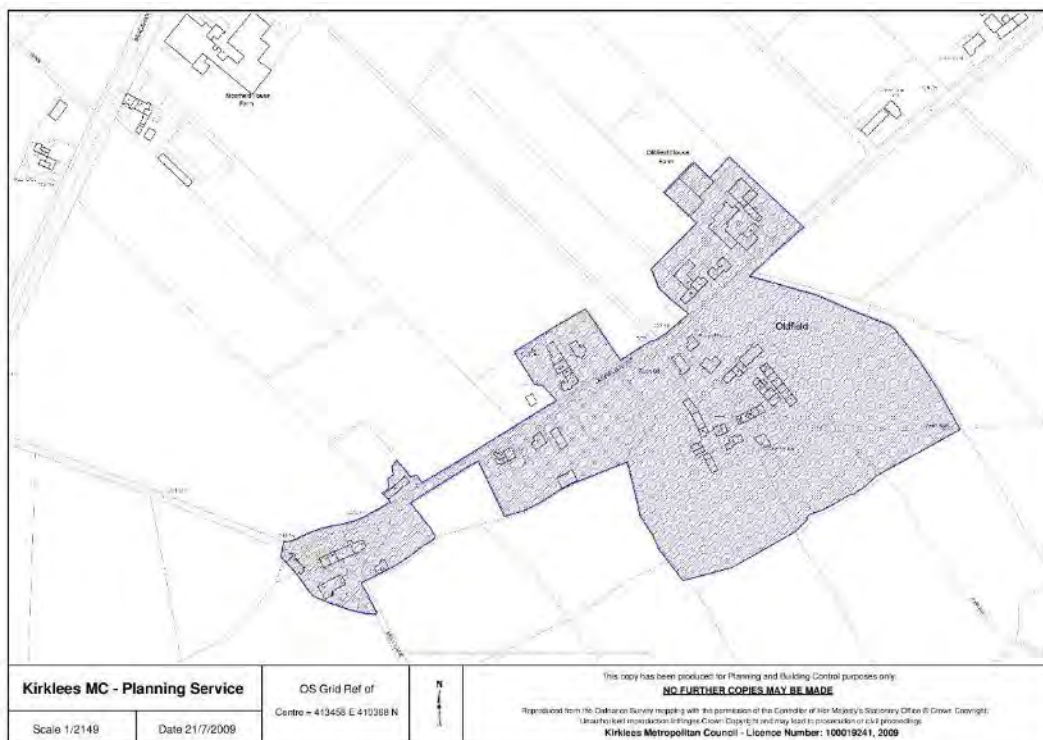


## Oldfield Conservation Area

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:

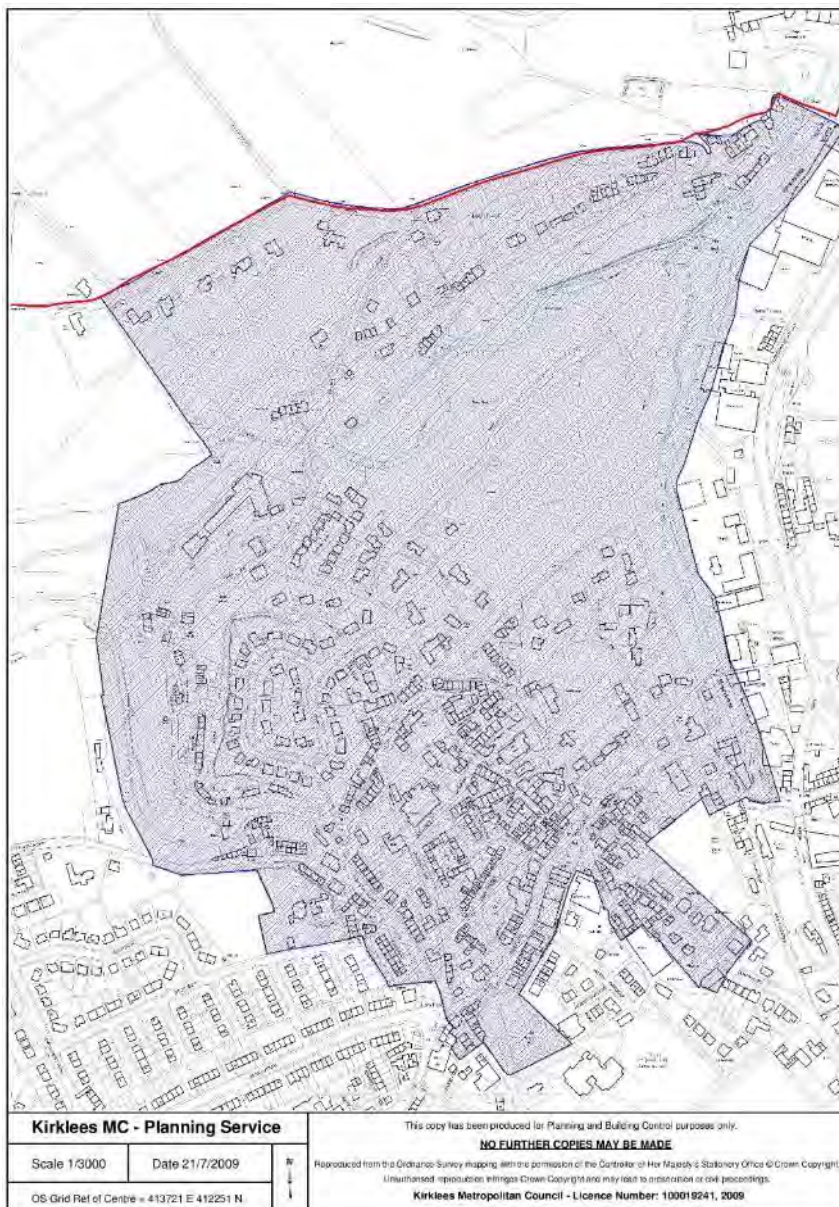
- **Building Materials:** *The use of course local natural stone is almost exclusive within this area and is purely functional for such an exposed location, where protection from the elements would have been of great necessity at the time of construction.*
- **Roof Material:** *Stone slate was used for 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.

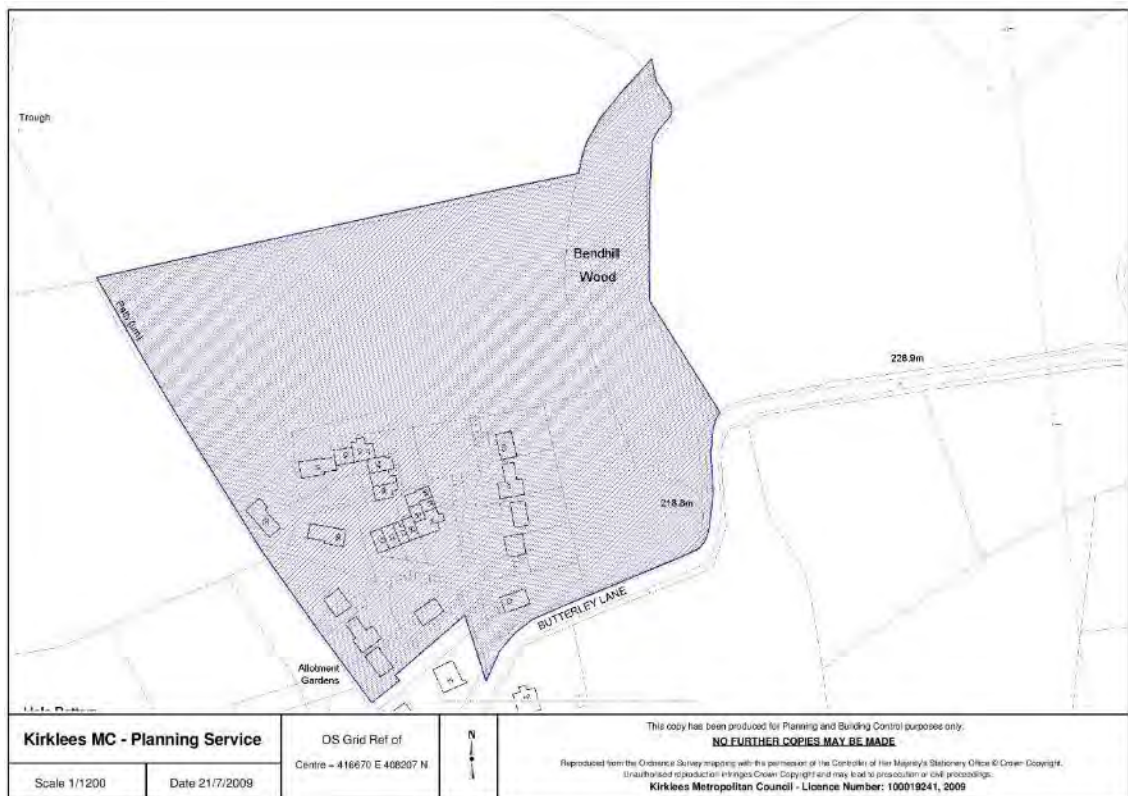
### Butterley Conservation Area

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](#)



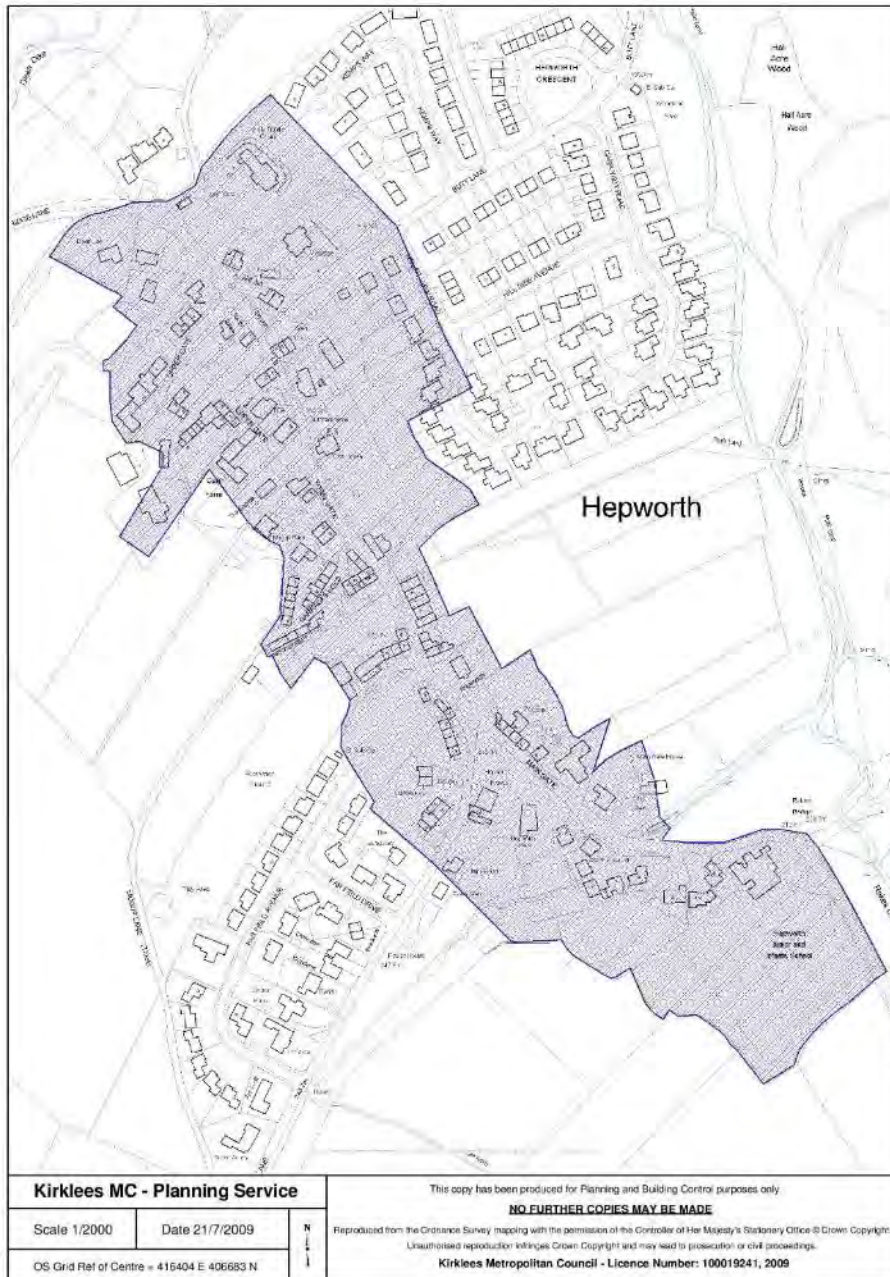
### Hepworth Conservation Area

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](#)



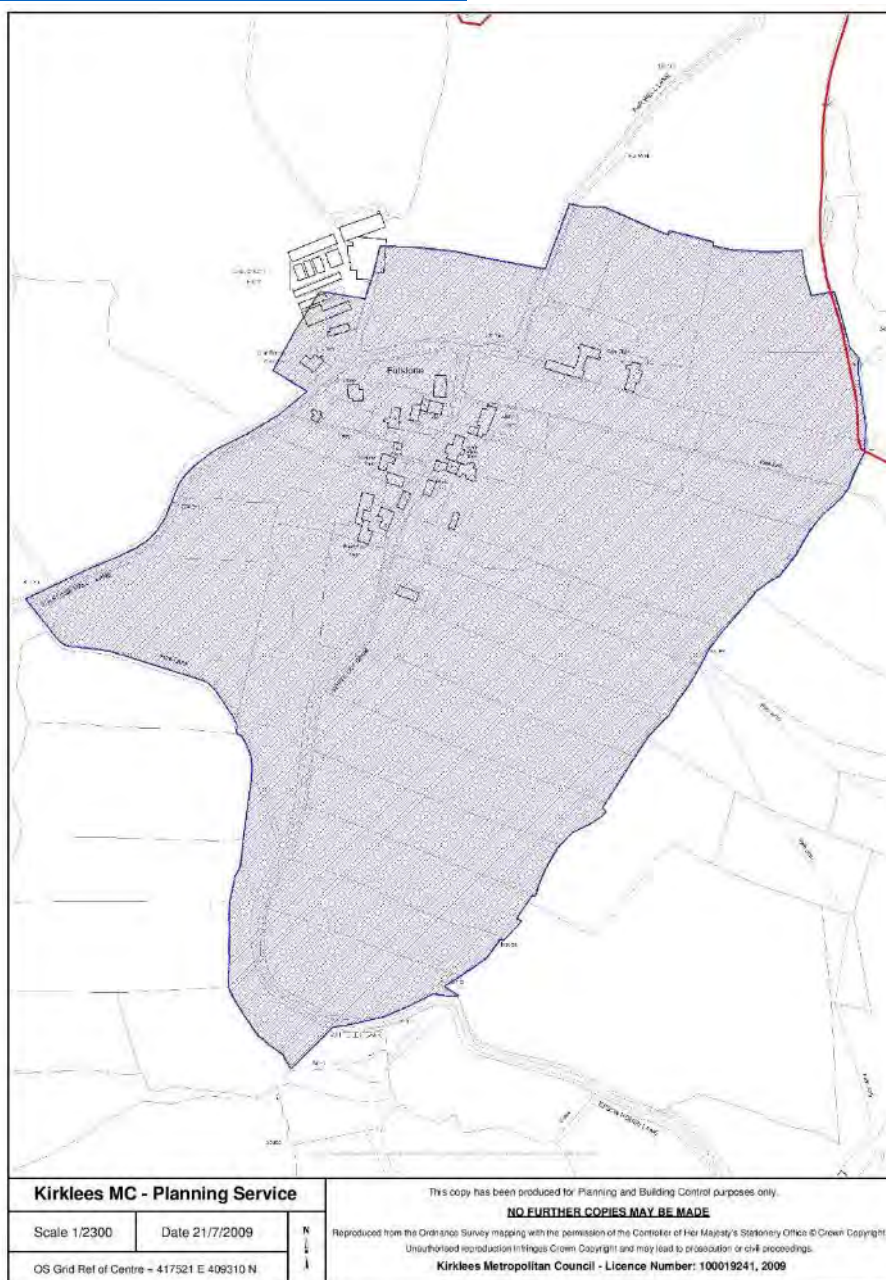
### Fulstone Conservation Area

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](#)





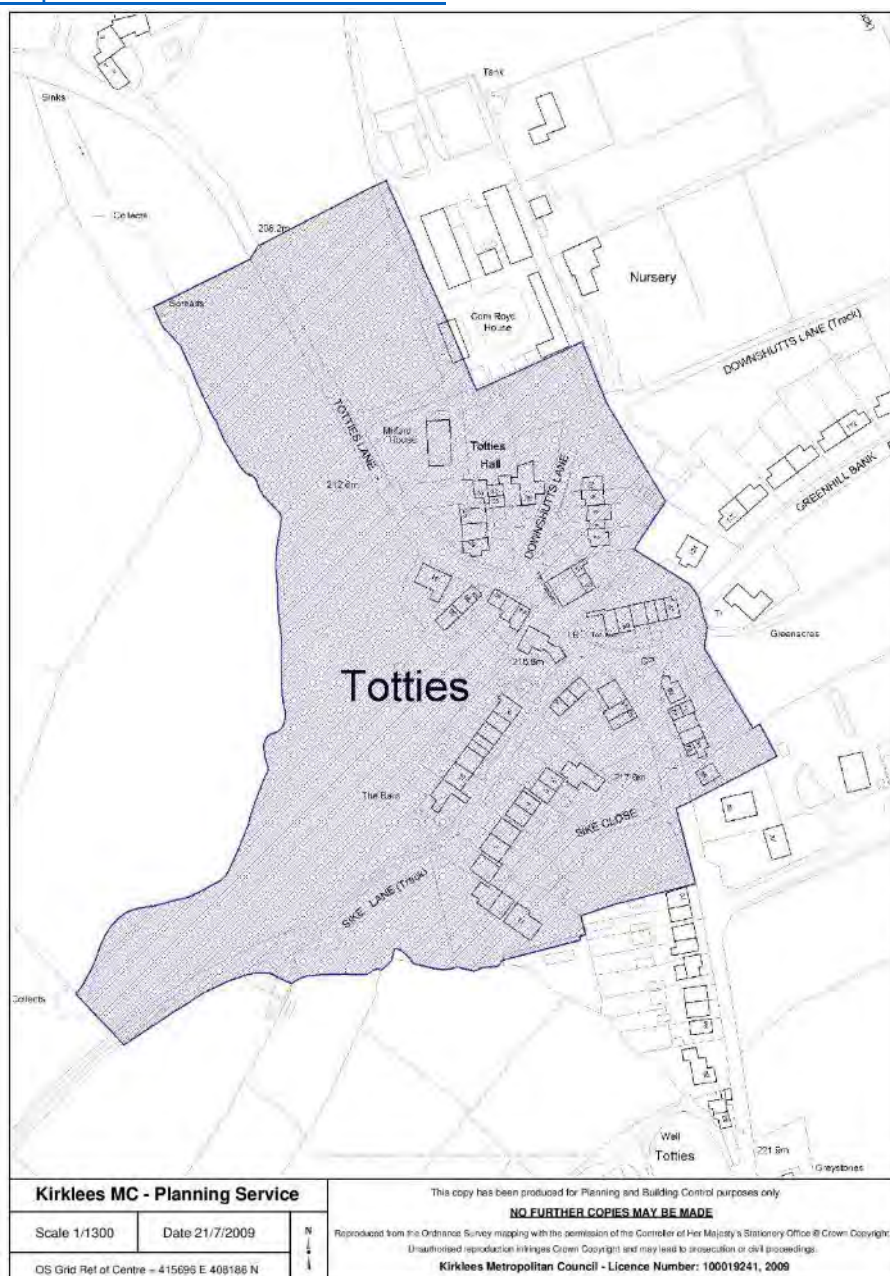
### Totties Conservation Area

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 17th 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 20th 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](#)



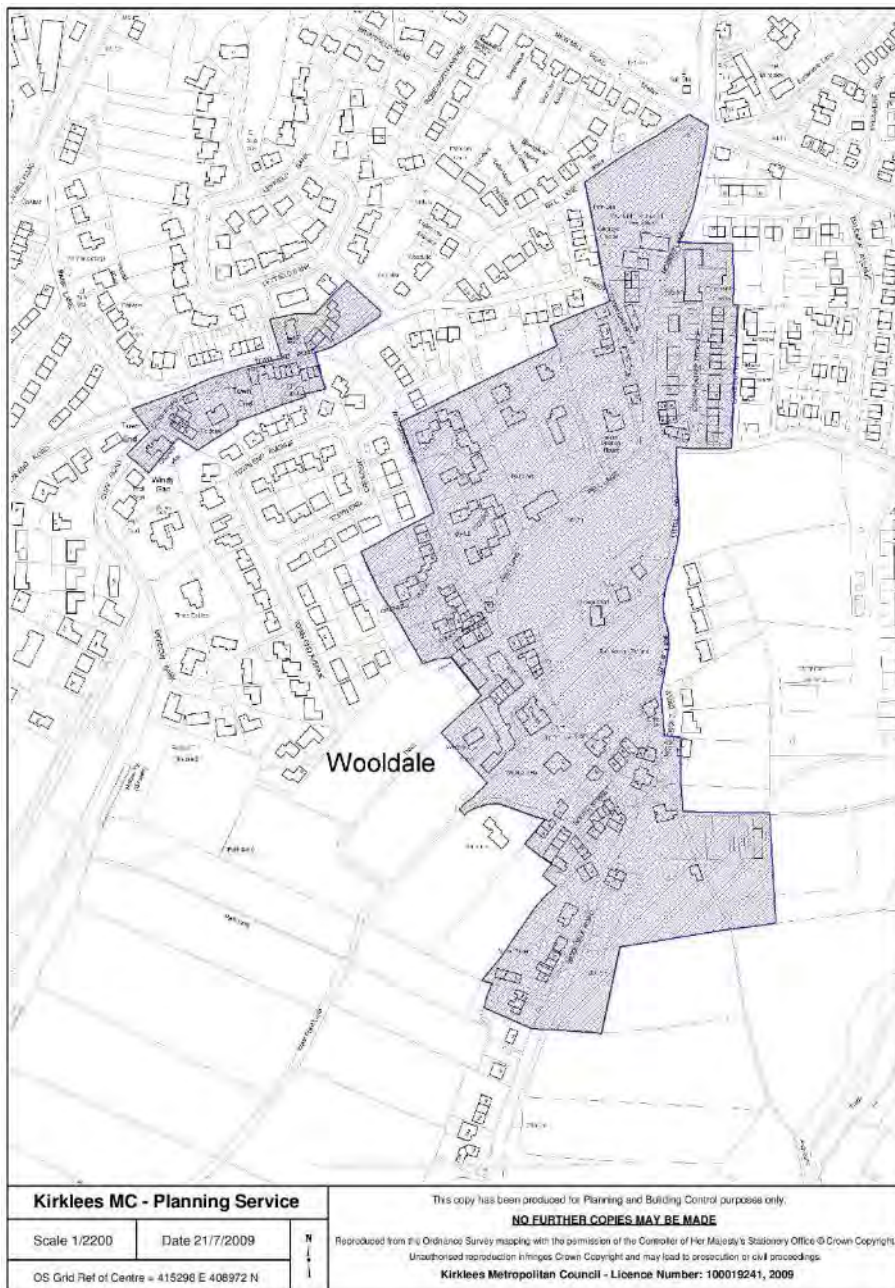
### Wooldale Conservation Area

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 18th Century weavers’ cottages and the second part contains the historic core of the village comprised of 17th 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 To protect the special and particular built character and heritage assets of the Holme Valley, the information in the Oldfield and Holme Conservation Area Appraisals together with the Holme Valley Heritage and Character Assessment has been used to complement the relevant Kirklees Local Plan policy PLP 35 Historic Environment. This in turn has been used to develop the following policy to conserve and protect the built character and Conservation Areas in the Valley.

### **Draft Policy 2: Protecting and Enhancing the Built Character and Conservation Areas of the Holme Valley.**

1. All development should seek to protect and enhance:
  - a. local built character;
  - b. both designated and non-designated heritage assets and their settings;
  - c. historic landscape character;and put in place measures to avoid or minimise impact or mitigate damage.
2. Proposals for new development and alterations to existing buildings will be required to demonstrate careful consideration of any potential impact on the local built character, conservation areas or other nearby designated or non-designated heritage assets above or underground.
3. Proposals will be required to describe the significance of any designated or non-designated heritage assets affected, including any contribution made by their setting. They also should protect, conserve, and enhance these heritage assets and their settings in a manner appropriate to their significance.
4. Overall, development must reflect the scale, mass, height and form of existing locally characteristic buildings, and design details and materials should be chosen to be appropriate and harmonious with neighbouring properties.
5. New developments should strengthen the local sense of place by providing visual references to past industrial and agricultural heritage. 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. Vernacular architecture should be considered so designs are based on local needs, construction materials and reflect local traditions.
6. Developments should ensure a contrast is maintained between the densely-populated valley floor and the rural backdrop. Consideration should be given to enhancing the gateways into the valley floor to provide a sense of arrival.
7. Gaps in built form and open spaces between settlements should be protected to ensure they remain separate and distinct.
8. Low-density development patterns should be maintained for hamlets and small villages.
9. The height and scale of new development should consider and protect:
  - a. key views towards significant local landmarks;
  - b. inward and outward landscape views around the built-up area
  - c. the surrounding landscape by using landscaping and screening to integrate new buildings.

10. New developments must provide sufficient off-road parking to alleviate congestion on local valley routes.
11. Contemporary designs will be acceptable where they are of exceptional quality and where they clearly demonstrate that they are appropriate to their context.

### 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.
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.

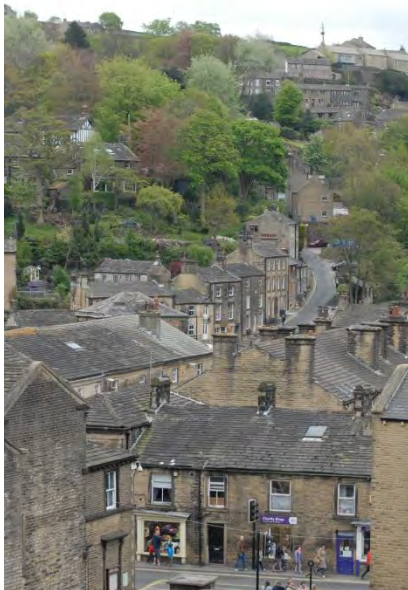


Figure 9 - Holmfirth Conservation Area & All Saints Church, Netherthong Conservation Area

4.3.48 The character of the built environment in the centres of the towns and village is extremely important as the centres provide a focal point for the style and vernacular architecture of the particular area. It is therefore important that local 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 this is reflected in any developments is essential. A separate policy has therefore been developed to reflect the need for high quality shopfronts, consideration of appropriate signage and the wider public realm. This is policy 5 found later in the document.

## 4.4 Conserving and Enhancing Local Heritage Assets

- 4.4.1 Designated Heritage Assets (including Listed Buildings etc) have adequate protection with primary legislation (Acts of Parliament), the NPPF and existing policies within the Kirklees Local Plan both saved and emerging. Designated Heritage assets include Grade I, II\* and II Listed Buildings, Scheduled Monuments, Registered Parks and Gardens and where relevant, battlefields, and wreck sites. The list of protected buildings or sites is known as The Heritage List (officially the National Heritage List for England or NHLE) it is the official and up to date record of all nationally protected historic buildings or sites in England, maintained by Historic England.
- 4.4.2 However, there may be many buildings and sites in an area that make a positive contribution to its local character and sense of place because of their heritage value. Although such heritage assets may not be nationally designated or even 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.
- 4.4.3 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.
- 4.4.4 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.
- 4.4.5 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.
- 4.4.6 Historic England has produced detailed guidance on the best practice in producing local lists of heritage asset.<sup>5</sup>
- 4.4.7 The following policy relates to the development of non-designated heritage assets in the Holme Valley.

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<sup>5</sup> <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/>

### **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. No loss will be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.
2. Any special features which contribute to an asset's significance should be retained and reinstated, where possible, in accordance with paragraph 135 of the National Planning Policy Framework.
3. Any extensions or alterations should be designed sympathetically, without detracting from or competing with the heritage asset. Proposals should relate appropriately in terms of siting, style, scale, massing, height and materials.
4. 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.
5. New buildings and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, should ensure that the setting is not compromised. Positive settings should be protected, preserved and enhanced by new development which assist in better revealing the significance of the asset.



Figure 10 - Holmfirth Masonic Lodge & Choppards Mission

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

The Parish Council will work with the relevant bodies to:

1. Consider identifying a list of non-designated heritage assets in accordance with Historic England's advice note to put forward to Kirklees Council as part of a Local List of Key buildings.

2. Recommend that any changes to reservoir designs (walls, spillways etc.) be done in a sympathetic way to the local environment, using local materials and with permission.
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.
6. Implement enforcement of illegal alterations and signage within Conservation Areas through close liaison with Kirklees Local Authority.

## 4.5 Design of Development

- 4.5.1 A key issue identified in the Issues and Options 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.
- 4.5.2 In addition to the policies included in Sections 4.2 and 4.3 regarding protecting the landscape character and conservation areas, the emerging Kirklees policy PLP 24 relates to the design of development.
- 4.5.3 This Neighbourhood Plan endorses the design approach given by the Kirklees PLP24 as it considers good design as a vital part of development. Our 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.
- 4.5.4 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.
- 4.5.5 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.



Figure 11 - New build homes being constructed to fit in with the local style, Upperthong



### **Draft Policy 4: Encouraging high quality design in new development**

All new development proposals should promote good design by:

1. Ensuring new development is of a scale, mass and built form which responds to the characteristics of the site and its surroundings. Care must be taken to ensure that building(s) height, scale, and form, including the roofline, do not disrupt the visual amenities of the street scene and impact on any significant wider landscape views.
2. Proposals must not feature designs specific to a generic scheme and must explain how they take account of the locally distinctive character of the area in which they are to be sited within design and access statements.
3. Where planning permission is required, extensions must be small in scale and subordinate in scale to the original building.
4. New buildings must follow a consistent design approach in the use of materials, to 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.
5. Sustainable, energy efficient designs should be used. Reclaimed materials from sustainable sources should be used where possible.
6. 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.
7. In the rural areas, redevelopment, alteration or extension of historic farmsteads and agricultural buildings should be sensitive to their distinctive character, materials and form.
8. Making use of renewable technologies (e.g. solar, geothermal) as an integral part of the building design not as bolt on additions.
9. Carrying out a BREEAM (Building Research Establishment Environmental Assessment Method) sustainability assessment method if a proposal falls within its remit.
10. Ensuring Drainage schemes and permeable hard surfacing are sustainable and address any limitations of the existing system in the area.
11. Ensuring surface water is retained on the development and the risk of run-off minimised by the inclusions of water attenuation facilities such as lagoons, ponds and swales.
12. Encouraging the sustainable design of buildings such as use of "green" or "living" roofs and "blue roofs" and the storage of rain water which contribute to rain and grey water harvesting will be supported

All new development will be required to demonstrate how the final design has taken account of the design principles set out in Appendix 2.

## 4.6 Design in town & local centres & public realm

- 4.6.1 The design of shops fronts and other ground floor properties affects both the character and vitality of a town or local centre. 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.
- 4.6.2 Kirklees refer to the primary and secondary shopping areas in the valley under emerging Local Plan policies PLP 13 and 14.
- 4.6.3 Traditional shopfronts and appropriate signage are essential parts of maintaining the character of the area and 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.
- 4.6.4 Local and town centres create areas of public realm which can be formal such as seating areas and parks but also informal where pavements and street corners naturally offer public spaces. It is important that the character of the local centres is reflected in the public realm which might be through the style of seating, lighting columns or signage, how refuse bins are sited and the layout of the highway. More detail is given on highway infrastructure planning in section 4.9.
- 4.6.5 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. 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. 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 new '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 wants to encourage this approach to viewing design as not just about buildings but also about the spaces in between them, the views from and of them and the wider environment.

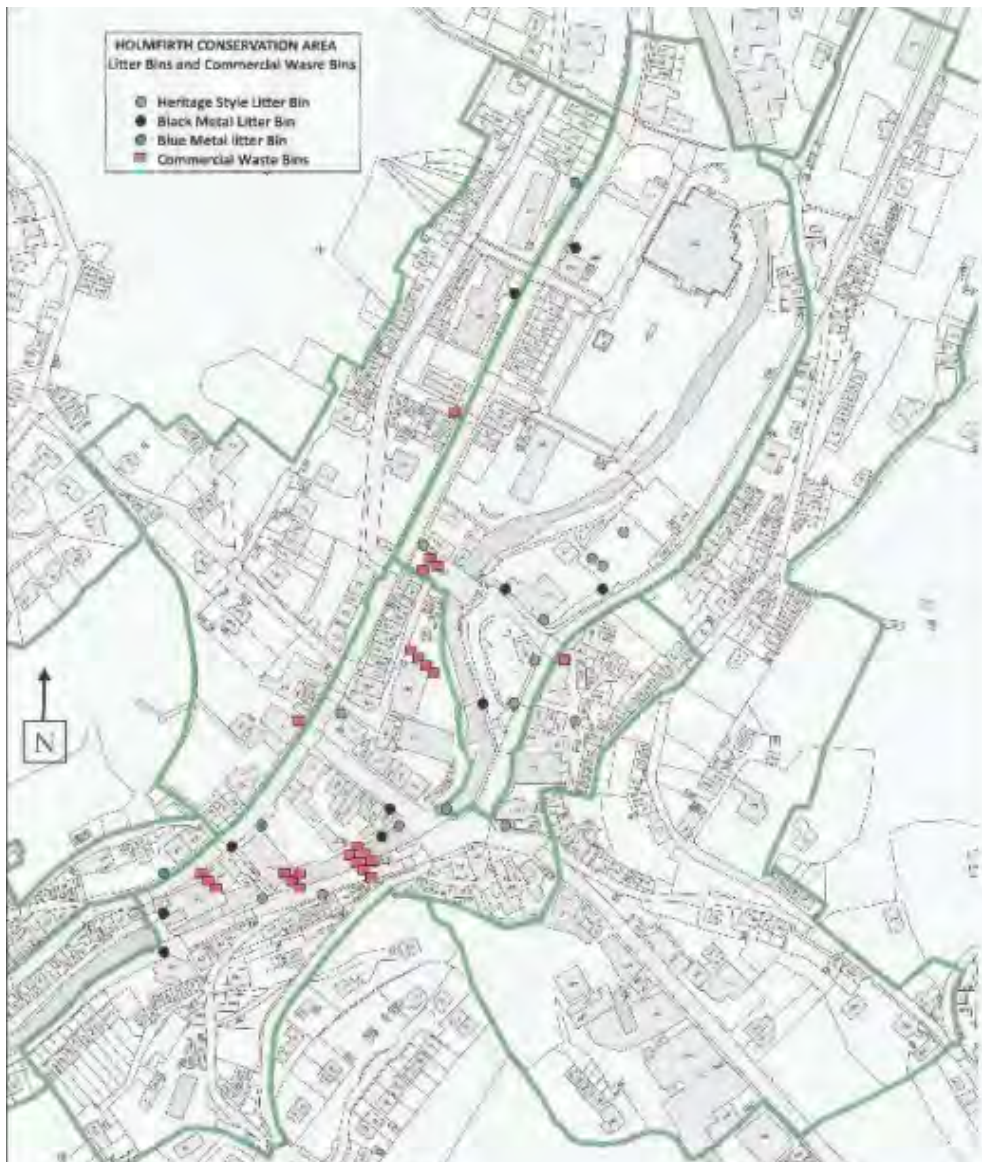


Figure 12 - Windows on the Past Heritage Trail © Holmfirth Conservation Group 2018

- 4.6.6 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. 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 attracting 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. 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 consider effective litter reduction initiatives for their customers.
- 4.6.7 The Holmfirth Conservation Group has undertaken an analysis of the public realm within the conservation area of Holmfirth and this work included both comprehensive information collection and a public consultation. They identified 154 trading premises and looked at which historic shopfronts survived and where some had been blighted by modern materials and over-deep fascias. They also produced maps showing different types of lighting columns, benches and litter bins through the conservation area. An example of their annotated maps is shown below.



Figure 13 - Examples of shopfronts & signage in Holmfirth which is in keeping with the character of the town © Holmfirth Conservation Group 2018



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

4.6.8 Given the particular character of local and town centres, we have therefore created a specific policy about shopfronts, advertisements and the public realm.

## **Draft Policy 5: Promoting High Quality Shopfronts, Advertisements & Public Realm**

1. Overall, development must reflect the scale, mass, height and form of existing locally characteristic buildings, and design details and materials should be chosen to be appropriate and harmonious with neighbouring properties.
2. The creation of new shopfronts, or the replacement / alteration of an existing frontage should be well designed to reflect the character of the surrounding area and seek to enhance the visual amenity of the local area. In particular proposals should have regard to:
  - the architectural merit of the existing shopfront;
  - the existing character of the area;
  - the suitability of the overall form, scale and architectural detail in relation to the overall appearance of the building; and
  - the suitability of materials in relation to the overall appearance of the building.
3. Any signage or advertisements should be well designed and appropriately sited in order to positively contribute to a safe and attractive environment with any proliferation of advertisements avoided.
4. All new proposals should demonstrate how they meet the following criteria:
  - be of a high-quality design and sensitive to its visual appearance on the building on which it is to be sited and the surrounding street scene, especially in the case of a Heritage Asset or within a Conservation Area;
  - be appropriate to its setting and location and has due regard for local distinctiveness;
  - not contribute to an unsightly proliferation or clutter of signage in the vicinity;
  - not cause any public safety hazard to pedestrians or road users;
  - not cause a visual intrusion by virtue of light pollution into adjoining residential properties or unnecessarily cause poorly directed light pollution elsewhere; and
  - be appropriate and relevant to the business or premises for which it has been created.
5. Refuse collection should be considered with any new proposals for business or retail facilities and provision should be made for trade waste bins off the public highway or pavements.
6. The views of existing locations, such as the river or public spaces within the town and local centres, should be enhanced so that new developments improve rather than hide existing points of interest.
7. New developments associated with the night-time economy should demonstrate the following:
  - consideration of appropriate opening hours to mitigate any adverse impact on surrounding residential properties
  - consideration of managing the noise pollution caused by the

congregation of customers or delivery motorbikes outside the premises through appropriate opening hours and parking facilities.

- effective management of any littering caused by customers, through the use of litter bins.

8. All new development will be expected to demonstrate how it has taken account of the design principles in Appendix 3.



Figure 14 - Honley High Street & Coordinated signage in Holmfirth

### Holme Valley Parish Actions 3

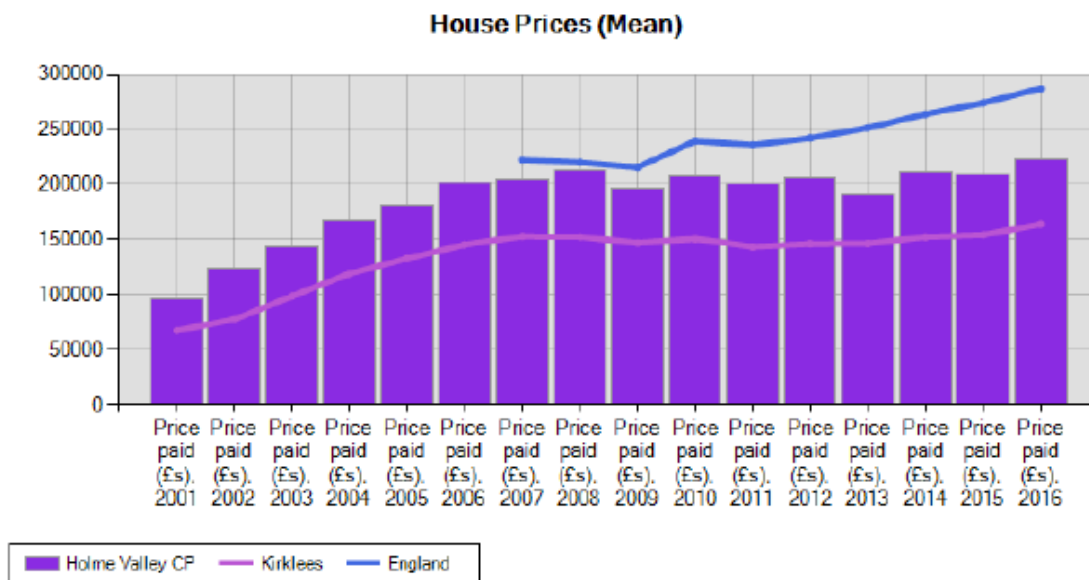
1. To ensure that any new or replaced street furniture such as lighting columns, street-signs, benches and litter bins are designed in a coordinated style which enhances their appearance. This does not preclude allowing bespoke designs to be considered to reflect the character of specific location. This 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. To work with Kirklees Council to ensure that new developments associated with the night-time economy demonstrate the following:
  - consideration of appropriate opening hours to mitigate any adverse impact on surrounding residential properties
  - consideration of managing the noise pollution caused by the congregation of customers or delivery motorbikes outside the premises
  - effective management of any littering caused by customers and consideration of a greater use of biodegradable materials and providing recycling facilities

## 4.7 Building Housing for the Future

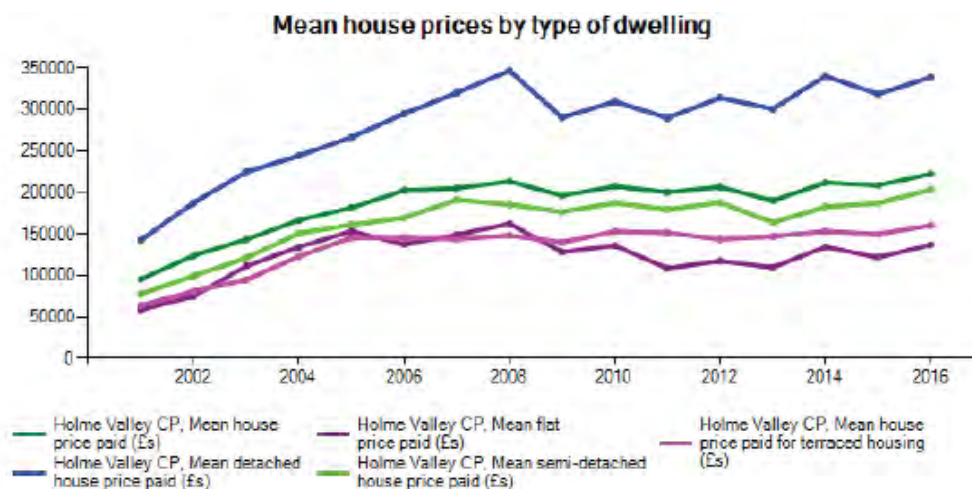
4.7.1 Housing is a contentious topic in the Holme Valley. Many people accept that more housing is needed, particularly smaller properties to allow people to purchase their first home or to down-size but the nature of new developments and their location can be at odds with other things people think are 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 estimates that 21,324 new homes will be needed by 2031. 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 has identified an additional 1,211 homes to be located on 26 different sites in the Holme Valley. These are as outlined in the table below:

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	23	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, Uppertong	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	47	Housing
South of Sandy Gate, Scholes	H597	141	Housing
West of Bankfield Drive, Holmbridge	H626	23	Housing
West of Wesley Avenue, Netherthong	H715	43	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	74	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	60	Mixed
<b>TOTAL</b>		<b>1211</b>	

- 4.7.7 There are also areas of 'safeguarded land' which by being given that designation is understood to be available for future development, most likely housing, if required after 2031. There are some significant plots of land in the Holme Valley with this designation e.g. 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 impact the number of new dwellings and the associated increase in population will have 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 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 15 - New developments in Netherthong & Honley

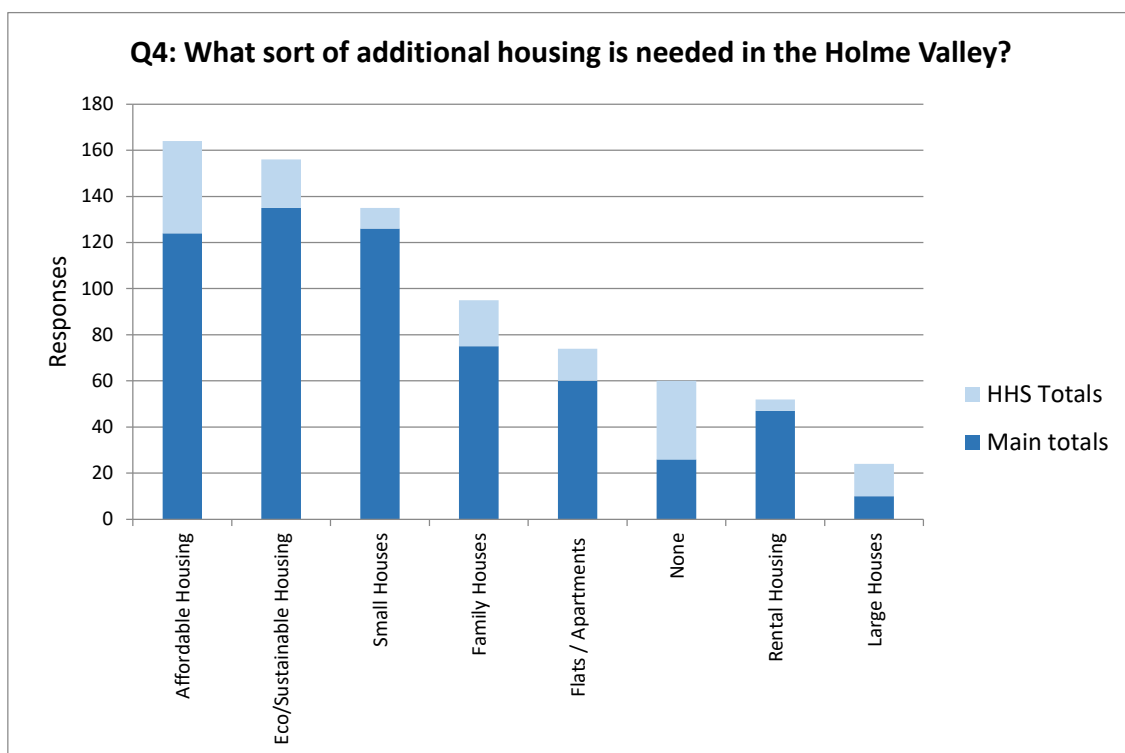


Figure 16 - Results from community consultation 2017

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. All the sites allocated in the Holme Valley are at a lower density than the Kirklees average. This suggests larger, more expensive houses and it is generally recognised that these generate more profit for builders and higher council taxes for the Council. However, the consultation identified that affordable and specifically small houses were seen as the main ones 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 concern is over 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 can identify new sites, in addition to the sites allocated in the Local Plan. It can also define the boundaries of settlements which will be important in preventing them from merging. It cannot change Green Belt boundaries. Only Kirklees Council is able to do this. It 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.
- 4.7.11 The Local Plan is undergoing its public examination after which it will be modified further before gaining final approval from the Planning Inspectors. Once approved, the Local Plan will govern the decisions made on subsequent planning applications.
- 4.7.12 The final stage of the Public Examination will consider the detailed site allocations. This Inspector is currently expected to make her decision regarding the soundness of the Local Plan before the end of 2018.
- 4.7.13 The NDP 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 prevent the merger of settlements.
- 4.7.14 For the purposes of the above policy, in-fill is defined as:
- Development which fills a restricted gap in the continuity of existing buildings where the site has existing building curtilages, normally residential, adjoining on at least two sides
  - Development within the settlement which does not involve outward extension of that area
  - Development of the site is a complete scheme and not the first stage of a larger development.
  - The Steering Group proposes the following policies to achieve the objectives and ensure appropriate types of property are developed:

### **Draft Policy 6: Building Homes for the Future**

All housing development should consider local expectations of its location, density and type. All developers of more than two properties are recommended to undertake a public consultation with local residents.

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

existing settlement boundaries, and subject to the following additional considerations.

1. Brownfield sites and the conversion of other suitable buildings for residential use is strongly encouraged provided the development adjoins the existing built up area, is suitable in terms of design, house size, tenure etc. and does not lead to ribbon development which joins up existing settlements and villages.
2. Conversion rather than demolition of mill buildings is encouraged. The conversion of mill buildings from industry to residential will be supported if it can be shown that the businesses within it can be relocated within the valley.
3. Adequate parking for residents and visitors should be provided. This should relate to the size of the properties and be in accordance with the adopted Kirklees Parking Standards as detailed in Appendix 4. These standards are a minimum and additional parking provision to accommodate visitors, delivery vans etc. will be encouraged to avoid the regular overspill of parking onto nearby roads.
4. Developments should be linked to public transport routes and encourage walking and cycling by enhancing, expanding and linking to existing routes.
5. Development in small in-fill sites and extensions to existing built up areas will need to be balanced with protecting the character and distinctiveness of an area.
6. New housing schemes will be supported where they include an appropriate mix of house types, sizes and tenures. Developments should include a suitable proportion of smaller one, two and three-bedroom properties for sale and rent.
7. Schemes will be supported where they include a suitable proportion of housing designed to meet the needs of older people and properties for first time buyers.
8. Schemes of eleven or more units will be required to provide a suitable proportion of affordable housing in line with the recommendations in the Kirklees Local Plan.
9. 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. Proposals will be expected to demonstrate that densities make best and efficient use of land and reflect local settlement character.
10. Affordable housing needs are forecast to apply over a period of time and not all the identified need is required straight away. The delivery of affordable housing should be phased in line with demand to ensure that the market is not over-supplied at any time. This can be done by close working with and between housing developers, landowners and appropriate Registered Providers of affordable housing.

## 4.8 Helping the Economy Prosper

- 4.8.1 Without economic activity, the Valley is in danger of becoming solely dormitory belt, with very little local employment. This has an effect on the viability of local shops and services with fewer economically active residents staying in the valley during the day and also impacts on traffic levels with peak traffic flows in the morning and evening rush hours.
- 4.8.2 There are currently around 1,000 registered companies and a considerable number of people are either sole traders, self-employed or working from home. The type of businesses ranges 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. Many of the local businesses are single person, micro and small organisations with only a handful employing more than one hundred staff.
- 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 more contemporary visitor draws. People also come simply for a day out and make use of the many high-quality cafes and restaurants as well as the high number of independent retailers.



Figure 17 - 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. It is not known how much is contributed by the Holme Valley, but it has the assets and potential to increase these figures.
- 4.8.5 The 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'. 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 not only having a local economy which offers choice of employment but also 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 awareness of local residents of what is available in the Valley should be promoted widely.

- 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, thus reducing 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.
- 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.



Figure 18 - Local businesses in Holmfirth & Honley

## Draft Policy 7: Supporting Small Business Generation

Holme Valley Parish Council will support proposals which involve the creation or sustainable expansion of small businesses within the designated area, subject to

the following criteria being met:

1. The site is located within the built-up areas of Honley, Holmfirth or a smaller rural settlement, an identified employment area or a site specifically allocated for that type of use or is part of a suitable and sustainable farm diversification scheme within a rural area; or
2. The proposal is for the sustainable expansion of an existing business within its existing site, subject to other policies within this document; or
3. The proposal is for the conversion or redevelopment of suitable existing buildings in accordance with all other relevant policies within this document.

The Parish Council will seek to promote the role of home-working within the economy, through improvements to broadband and telecommunications infrastructure and small-scale extensions to existing residential dwellings. The Council will not support proposals for residential development which are contrary to policies within the Local Plan and the NPPF purely on the basis that they would assist in the delivery of home-working.

All proposals for employment use will be supported subject to satisfying the following criteria:

- a) They are physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available.
- b) They do not undermine the character, quality or visual amenities of the area by virtue of their scale, siting, materials or design.
- c) They are connected to the existing highway and transport network and will not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance.
- d) The site is large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas.
- e) They take account of the impact on the natural environment and overall wish to reduce carbon emissions.
- f) They are of a high standard of design and, by taking account of existing buildings and land use, are appropriate to the area in which it is to be located.
- g) They do not introduce buildings and structures into an area largely devoid of such constructions unless they are directly related to agriculture or forestry uses or are completely hidden from view.

All proposals should contribute to the protection, conservation and enhancement of the natural beauty of the landscape and demonstrate that they are in keeping with the local vernacular in terms of scale, style features and building materials.

4.8.10 As outlined above, 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 wants to support the ongoing development of suitable tourist

and visitor facilities within the valley whilst not compromising on the quality of the offer.

- 4.8.11 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. This identification and promotion of place has been considered Holme Valley Vision which has been working to understand the patterns of footfall in Holmfirth and how events can support both increased footfall and local spend. This 'Big Data' project is 18months through a 2-year programme and has been driven by Holmfirth's inclusion in the academic research of High Street 2020. It is hoped that some of the learning from the results and sharing of research between the different towns across the country will help identify opportunities for Holmfirth to capitalise on. 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."
- 4.8.12 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.
- 4.8.13 We have therefore developed the following policy on tourist and visitor facilities.

### **Draft Policy 8: Encouraging Tourist and Visitor Facilities**

Proposals that contribute to and strengthen the visitor and tourist economy of Holme Valley will be encouraged. This includes the creation of new accommodation and tourism facilities through the conversion of existing buildings or associated with existing attractions.

All proposals must demonstrate how they meet the following criteria:

1. The proposal must not conflict with other policies of this plan;
2. The proposal must be physically well related to an existing main settlement or village or to an existing group of buildings, except where the proposed facilities are required in conjunction with a particular countryside attraction and there are no suitable existing buildings or developed sites available;
3. The development should not undermine the character, quality or visual amenities of the plan area by virtue of its scale, siting, materials or design;

4. The proposals should be well related to the existing highway network. It should not generate additional traffic movements of a scale and type likely to cause undue problems or disturbance. Where possible the proposals should be well related to the public transport network;
5. The site should be large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas;
6. The proposal should display a high standard of design appropriate to the area.
7. The site should not introduce built development into an area largely devoid of structures (other than those directly related to agriculture or forestry uses).
8. New caravan, chalet, cabin or lodge style developments may be supported providing they are appropriately screened, contribute to the conservation of the landscape character and do not have a detrimental impact on the natural beauty of the area.
9. Proposals for development within existing caravan, camping or visitor accommodation sites should be within the screened footprint of an existing site, able to diversify the local offer and enhance the landscape character and natural beauty of the area. Proposals will be required to show no adverse impact on the capacity of road, sewerage or other infrastructure

Proposals will be required to be in keeping with the character of the landscape area and should reflect the local vernacular, scale, style, features and building materials.

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





Figure 20 - Holmfirth Arts Festival Parade & the Honley Show

4.8.14 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 policies relate to development within the hierarchy of centres and should be read in conjunction with the NDP Policy 5 relating to shop fronts, advertisements and public realm.

### **Draft Policy 9: 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 uses will be encouraged where they help enhance the viability and vibrancy of the centres. It should be noted that both centres contain Conservation Areas so NDP Policy 2 should also be considered.

Development proposals will be assessed against the following criteria:

- For retail development, it is located in one of the primary or secondary shopping areas;
- Where new shop fronts are proposed they are of good design and enhance local distinctiveness by ensuring that corporate branding is subordinate to the site and local surroundings;
- The re-use of upper floors for residential use and other uses will be encouraged;
- Distinctive and detailed features of buildings should be retained and enhanced;
- Business premises should have appropriate signage; and
- Security should be well designed and seek to maintain a varied and interesting frontage, whilst at the same time providing appropriate security.

Development which involves the loss of existing commercial and community uses in District and Local Centres will only be supported where redevelopment does not prejudice the lawful operating conditions or viability of adjacent land uses; and either:

- It would resolve an existing conflict with adjoining residents or users; or
- It is demonstrated through comprehensive marketing of the premises/land for at least 12 months that the continued use of the premises/land for commercial use is not viable.

Within the primary shopping areas of Holmfirth Town Centre and Honley District Centre at least 70% of the existing stock of ground floor commercial space should remain in non-residential use. Proposals which lead to the permanent loss of commercial units should be supported by evidence to demonstrate that their continued commercial use is no longer viable, or that an alternative use would positively enhance the viability and vitality of the town centre.

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

- It is of an appropriate scale in relation to the centre; and
- It does not unreasonably harm the amenities of local or adjoining residents or users.



Figure 21 - Honley centre & Holmfirth Food & Drink Festival

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

- 4.9.1 The Neighbourhood Plan can also influence 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 can be defined in a number of ways but are generally regarded as facilities which are of value to the local community. 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 anything used by more than a few people which is valuable to those living in the Holme Valley.



Figure 22 - 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 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 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. depends 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.

- 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.

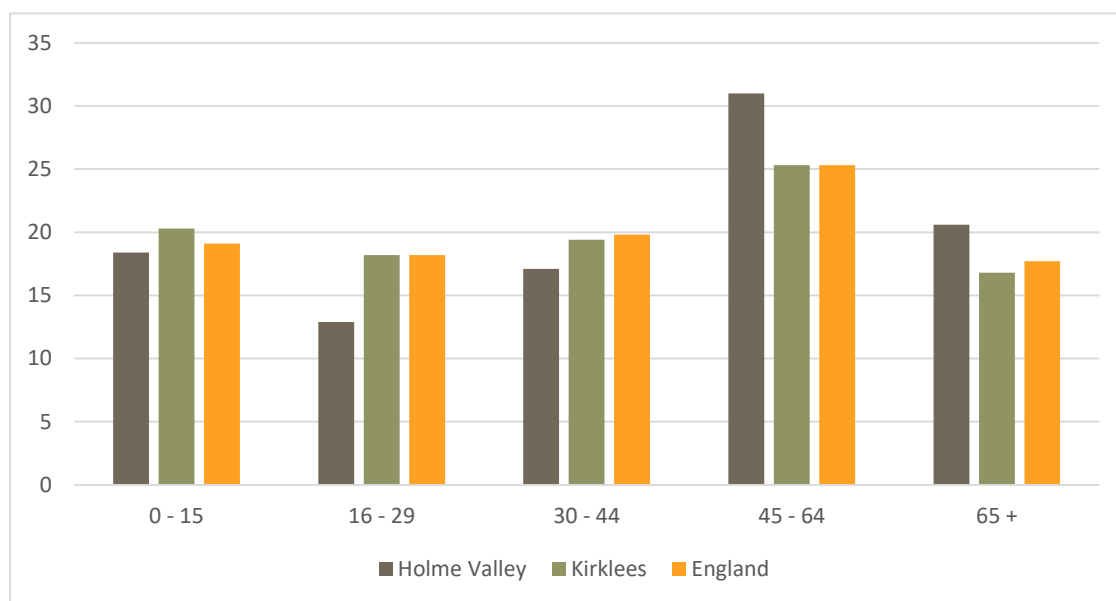


Figure 23 - 2011 Census data showing the percentage of each age group in the Holme Valley

- 4.9.8 Policy PLP48 of the emerging Kirklees Local Plan relates to community facilities and services. 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. This NDP endorses the PLP48 and the key element is quoted below:

*Proposals which involve the loss of valued community facilities such as shops, public houses and other facilities of value to the local community will only be permitted where it can be demonstrated that:*

- a. *there is no longer a need for the facility; or*
- b. *its current use is no longer viable; or*
- c. *there is adequate alternative provision in the locality to serve the local community which is in an equally accessible location; or*
- d. *an alternative facility of equivalent or better standard will be provided, either on-site or equally accessible;*

*In all instances, the following must be demonstrated that:*

- a. *all options for their continuance have been explored, including any scope for alternative community uses; and*
- b. *any assets listed on a Community Asset Register have satisfied the requirements under this obligation.*

- 4.9.9 The Holme Valley Neighbourhood Plan can seek to identify buildings that are identified as community facilities and provide a list and show them on a map. However, given the number of facilities within the valley, our policy includes examples of facilities considered to be community facilities, rather than a comprehensive list.

### **Draft Policy 10: Protecting 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.

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

Examples of the types of building 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
- 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 it has been demonstrated that it is in accordance with relevant policies of the Kirklees Local Plan.



Figure 24 - Holmfirth Civic Hall & Upperthong Cricket Club

## Local Green Space

4.9.10 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 states:

*Para 77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:*

- *where the green space is in reasonably close proximity to the community it serves*
- *where the green area is 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), tranquility or richness of its wildlife and*
- *where the green area concerned is local in character and is not an extensive tract of land.*

4.9.11 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.

4.9.12 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 no Local Green Space designations within the Holme Valley. However, it is within the remit of the Neighbourhood Plan to designate Local Green Spaces.

4.9.13 The 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.

4.9.14 All Green Spaces proposed to be allocated within this policy will need to be assessed against and satisfy the following criteria, with the assessment submitted alongside the plan as part of the evidence base.

Name of Site	Distance from Local Community	Special Quality/ Local Significance	Not an Extensive tract of land

Information about potential Local Green Spaces is therefore being sought through the public consultation on the Draft Plan and suggestions will be considered for inclusion in the final version of the Plan. Examples identified by the Steering Group include Cliff Recreation Ground and Magdale Fields but all proposals will need to be analysed according to the criteria given above before acceptance within the Policy.

### **Draft Policy 11: Protecting Local Green Space**

*Local Green Spaces identified by the community will be included in this policy following the public consultation in summer 2018.*

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.

### **Education, Health and Wellbeing**

- 4.9.15 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.
- 4.9.16 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.
- 4.9.17 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 & 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 25 - Predicted percentage growth in each age group

4.9.18 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.”*

4.9.19 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.

- 4.9.20 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.
- 4.9.21 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.
- 4.9.22 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.
- 4.9.23 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. Participation in the community in this way helps support both physical and emotional well-being and the NDP supports the continuing provision of these usually locally driven activities and projects. As outlined in the sustainability section, improving connectivity with the natural world can also help reduce mental health problems. The NDP therefore supports proposals to increase opportunities for all ages to access both the built and natural environment.

### **Draft Policy 12: Supporting Community based Education, Health and Wellbeing**

1. The continuing provision of high quality primary education through the network of small community-based schools and secondary education through the existing comprehensive schools should be encouraged with any necessary expansion to provide additional space or facilities supported.
2. The use of schools as centres of extra-curricular learning for all through extended opening hours or community use of facilities in evenings and weekends will be supported.

3. The development of educational opportunities for all ages in the Valley including the retention of library services will be supported.
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.

### **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.

## 4.10 Improving Transport, Accessibility and Local Infrastructure, Traffic & Transport Infrastructure

4.10.1 Traffic is seen as a problem and in the consultation, improving traffic featured as the number one thing people would like to see changed 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 & 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 & 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 and when closed by high winds or snowy weather causes traffic, and particularly HGVs to be diverted through Holmfirth (via the A635) creating significant tail-backs and congestion throughout the valley. 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 considerable 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 26 - Truck stuck on Hollowgate, Holmfirth & HGV damage to 'bell' protecting bridge on Hollowgate

4.10.3 The Peak District has recently published a Supplementary Planning Document (SPD) to offer guidance 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, its principles 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.” (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))

- 4.10.4 There are many principles given by the Peak District which this Neighbourhood Plan would like to capture regarding transport infrastructure planning and these are included in the policies at the end of this section. 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 considering only 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.
- 4.10.5 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.
- 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, reduce the quality of the environment and undermine the sense of place in a location. Honley within the Valley 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 layout like many other villages has 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.
- 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. Creating shared spaces or surfaces, rather than segregating traffic from pedestrians can both enhance the public realm and improve safety.
- 4.10.8 There is one road in the Valley, Magdale, which is a ‘Green Lane’ which is a shared space for pedestrians, horse riders, cyclists and cars and extending these to other narrow, scenic roads across the Valley should be considered.

## **Draft Policy 13: Improving Traffic and Transport Infrastructure**

### **Traffic Management & Design**

Traffic management interventions in Holmfirth town centre should be managed on the basis of two principles:

- a hierarchal approach, with pedestrians and cyclists first, and motorised vehicle user second; and
- a reduction in the clutter of interventions, thereby improving the historic environment and public realm.

Public realm makes an important contribution to the character, appearance and setting of settlements within the Holme Valley. Where possible, the public realm should be improved to enhance the quality of life for residents and visitors alike and should be an integral part of transport links through towns, settlements and villages. To ensure the balance is addressed between highway safety and highway dominance, and to ensure that the character of a place is maintained whilst still enabling a fit for purpose sustainable highway, the following principles should be applied:

- Understand the origins, development and local character of the place and materials;
- Reduce traffic dominance through surface treatment and layout;
- Reduce visual clutter;
- Reflect local details character and materials in design;
- Maximise useable public space whilst accommodating vehicular movement;
- Assess the use of shared surfaces and flush crossing points;
- Introduce Access for All principles;
- Introduce Green Infrastructure into the public realm where appropriate;
- Protect key views and access to them;
- Street furniture should integrate with the streetscape and be a secondary visual feature, and be well placed and subtle; in design;
- Signage and interpretation should be clear and visually unobtrusive;
- Lighting should utilise LED's, limit light pollution, be controllable and limit the use of columns.

Highways design should be considered holistically to ensure the safety of road users *and* preserve the quality of place in each location.

Proposals to widen roads and provide new footways will only be supported when the utility of their provision is evidenced to avoid conflict with other objectives regarding the preservation of the Valley's distinctive characteristics. This includes consideration of the implications on existing verges, road surface (particularly setts) and stone walls.

The introduction of weight limits on roads or access only for HGVs on the main through routes in the valley will be supported.

### **Road Safety**

Transport plans for any new developments should recognise the topography of the valley and consider all users of any new infrastructure (including horse riders, cyclists and walkers).

- The development of green lanes as shared spaces accommodating all road users will be encouraged on popular horse riding, walking and cycling

routes.

- Proposals to create 20mph speed limits in residential areas will be encouraged and supported.
- Opportunities should be considered for shared use of road spaces rather than the assumption that pavements are appropriate for rural roads.

### Accessibility

To promote accessibility and healthier lifestyles new development, where appropriate, should seek to incorporate the following:

1. Design features that promote walking and cycling, such as suitable siting of buildings and pedestrian and cyclist access points, including public transport;
2. Clear signage to the existing cycle and footpath network;
3. Provision of new links to the cycle and footpath network where possible to encourage access for non-car users;
4. A holistic approach, including co-operation and active involvement of the Parish Council in creating links to key open spaces, green infrastructure; schools, community facilities and public transport; and
5. Provision of suitable information on footpaths, cycleways and public transport within the site and their maintenance.



Figure 27 - Magdale Quiet Lane & 20mph speed restriction in Honley

## Holme Valley Parish Actions 6

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

- Implement speed limits and traffic calming measures in town and village centres and around schools and homes of vulnerable people.
- Introduce restrictions to HGV access on particular routes and discouragement use of Holmfirth as a diversion for HGVs off other trunk roads.
- Introduce and enforce time zones for deliveries in Holmfirth and Honley.

- 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.
- 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.
- Implement management of traffic at peak times, particularly around schools and places of employment with one-way systems or drop-off zones considered.

## Parking

- 4.10.9 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 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'.
- 4.10.10 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 population 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.
- 4.10.11 Given the built heritage in the Valley, in many villages the housing pre-dates the car and therefore parking is to the front gardens or converted outbuildings. This approach works successfully for large or small properties as the car is often screened behind boundary walls or vegetation. This approach retains the car parking as a secondary element within the landscape with its presence being intermittent and not permanent. 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.
- 4.10.12 Kirklees has parking standards for new developments and these are supported by the NDP but in addition, 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' for visitors all year round.

### **Accessibility & Public Transport**

- 4.10.13 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 or green lanes as outlined earlier in the plan rather than seeking to segregate pedestrians from cars would be welcomed.
- 4.10.14 Accessibility is also 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.
- 4.10.15 Provision of racks for bicycles in central locations and near community facilities within Holmfirth and Honley are important ways to encourage people to cycle short distances for local trips as they then have the confidence that secure locations are available to park their bicycles.
- 4.10.16 Views on the current provision of public transport were mixed in the 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.
- 4.10.17 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.
- 4.10.18 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.

### **Draft Policy 14: Improving Parking, Public Transport & Accessibility**

Proposals to develop shared parking areas to reduce the amount of on-street parking will be supported when developed in a sympathetic way to the character of the location concerned.

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 mitigate any detrimental impact on the landscape through appropriate surfacing and screening as necessary.

Proposals to expand parking provision near Honley and Brockholes stations to enable more users to access the station would be welcomed and any loss of parking land in these locations will not be supported.

The identification of rural school routes and quiet lanes with appropriate encouragement of slow traffic speeds to allow safe walking and cycling routes to school will be supported.

Large new developments should consider opportunities to provide car share or car-pooling facilities.



**Figure 28 - Honley Train Station & Local Minibus Service in Holmfirth Bus Station**

### **Holme Valley Parish Actions 7**

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

- Ensure good quality public transport is maintained, with subsidies 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.

- 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.
- Encourage public transport linkages between main population hubs and the above railway stations to reduce reliance on private transport
- Improve public transport routes and be more imaginative about reducing use of cars, e.g. car sharing etc.
- The Parish Council will also 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.
- Develop pathways for safer cycling and walking, subject to landowner permissions for access using natural conduits such as the River Holme.
- Ensure that access means accessible to all regardless of age, ability and cultural background, and eliminating unnecessary barriers.
- 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.



Figure 29 - Leisure on footpaths, bridleways and quiet rural roads in the valley

## 4.11 Sustainability

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 with eco / sustainable housing 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 30 - 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’ 2degrees Centigrade above pre-industrial levels, and to try and limit the temperature rise to 1.5degrees.

4.11.7 Such action is needed as:

- The Environment Agency predicts a 1m sea level rise, above 1990 baseline, by 2015.
- Globally CO2 exceeds 400ppm, the highest in human history.
- Sixteen of the last 17 warmest years have occurred since 2001.



Figure 31 - Local wildlife

4.11.8 We have an objective to promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy and this NDP includes a 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 adaptation. The policies have been informed by the guidance document produced by the Centre for Sustainable Energy on ‘Low-carbon Neighbourhood Planning’. The six 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.

**c) Sustainable Transport**

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.

**d) 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.

**e) 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.

**f) 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.

## **Draft Policy 15: Promoting Sustainability**

All new developments must prepare a sustainability statement which outlines how the development will consider and contribute to the following elements of sustainability.

### **Promoting Renewable Energy**

- 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.
- Proposals for limited wind turbine development on the 'moorland' area as defined by AECOM, will be supported, provided potential harmful impacts are avoided and consultation with the local community is undertaken.
- New developments are encouraged to 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.

### **Energy Efficiency**

- All new non-residential buildings should achieve a BREEAM rating of excellent or outstanding.
- 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:
  - Orientation to optimise passive solar gain.
  - Use of high quality, thermally efficient building materials.
  - Installation of loft and wall insulation and double/triple glazing.
  - On site energy generation from renewable resources.
- It is recommended that all new buildings should seek to secure at least 50% of total energy from renewable sources.
- Retrofitting of older properties to reduce energy demand and to generate renewable energy is encouraged where possible and alterations to existing properties must be designed to reduce energy demand and comply with sustainable design and construction.

### **Sustainable Transport**

- New development must integrate with the current footpaths, cycle routes and public transport routes.
- Existing footpaths and cycleways should be maintained and extended where possible.
- Opportunities to reduce traffic in town and village centres must be explored to improve air quality and health.
- Planning permission should be granted for homes that integrate working facilities to encourage micro businesses to develop from homes and reduce vehicle movements to places of work.
- Proposals to increase the use of shared cars, buses, trains and cycling will be supported.

- Infrastructure to enable the increased use of electric vehicles will be supported.

**Flooding & Extreme Weather**

- New development should not be allowed in areas of flood risk without comprehensive design and mitigation measures provided before consideration of any development in these areas.
- Sustainable drainage must be incorporated in new developments to increase recharge of groundwater, reduce run off and reduce levels of water treatment.
- Rainwater harvesting will be encouraged in old and new build.
- Front gardens must not be hard covered, and any cover should be of a permeable design to allow water to drain away slowly rather than run-off.
- Planting of native trees on hillsides, street planting and green roofs on buildings 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**

- The creation of community gardens and further allotments space in the valley for local food growing will be supported.
- The expansion of urban gardening for sustainable food is supported as is the further development of the HoTT Edible approach to the use of 'communal' growing land.
- 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. These should include proposals to reduce the use of single use plastics and support the principle of plastic free living.
- Proposals to increase the usage of local shops and the purchase of locally produced food will be encouraged to reduce consumer vehicle miles and carbon emissions.
- 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.

**Green Infrastructure and Biodiversity**

- Proposals to reduce garden space and convert it to hard cover will be resisted unless adequate mitigations are put in place.
- Tree planting is encouraged and protecting existing trees through Tree Preservation Orders particularly within Conservation Areas should be enforced.
- 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.
- 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.

## 4.12 Developer Contributions

4.12.1 Kirklees Council have produced 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 Parish Councils in different parts of the country have used CIL funding to support an array of local projects including the following:

- Re-roofing a village hall
- Refurbishing a municipal swimming pool
- Taking over a community pub
- Flood prevention projects
- Saving public toilets from closure



- Providing youth facilities
- Supporting community centres
- Providing a new park or play equipment

4.12.8 We want to capture views from the community on how the CIL money could be prioritised within the Holme Valley. We cover a large geographical area so there are likely to be a range of varied ideas. We have therefore suggested a list of different themes and ask residents to prioritise them so we can identify key themes to guide future investment.

### **Draft Policy 16: Focusing Developer Contributions on Local Priorities**

Development will be required to support proposals for community facilities and infrastructure in the neighbourhood plan area. Priority will be given by the Parish Council, for funds they receive through the neighbourhood funding element of community resources arising from development, to the following proposals.

*Priorities will be established through public consultation using the following list of ideas which will then be ranked from 1 (most important) to 20 (least important):*

- *Improving local heritage features*
- *Improving accessibility to public buildings*
- *Improving public transport*
- *Creating tourist attractions*
- *Supporting new community centres*
- *Providing more public toilets*
- *Providing facilities for older people*
- *Improving local parking*
- *Employing town centre managers*
- *Undertaking environmental projects*
- *Maintaining footpaths and bridleways*
- *Contributing towards highway improvements*
- *Refurbishing a community building*
- *Taking over a community facility*
- *Undertaking a flood prevention project*
- *Saving public toilets from closure*
- *Providing facilities for young people*
- *Supporting existing community centres*
- *Creating new parks or green spaces*
- *Providing a new playground*

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## 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: Design Principles

### 1. Setting

All development should have regard to its visual impact on approaches to the villages and views across the Valley must be considered, including which areas of the site can be seen, and from where. Key views should be protected. Where appropriate, proposals should pay particular regard to any visual impact at key gateways and along key through routes.

### 2. Public Spaces

New 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 and applications for listed building consent.

### 3. Accessibility

All development proposals should, where appropriate, include safe and legible access to local streets, footpaths, and publicly accessible spaces for all users.

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.

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.

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.

### 4. Materials

Site boundaries formed of local stone, cast iron or 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. Entry points should be clearly defined and achieve good sight lines, dependent upon vehicle speeds and setting.

All 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.

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.

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.

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

## **5. Innovation and responding to local context**

The use of traditional approaches to building and materials should inform new designs, particularly in residential and infill developments.

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. Height, scale and massing should respond to the local context and site layout should respect the existing grain of development of the surrounding area. High quality design should not only be visually attractive but should last and be capable of adaptation to meet future needs and circumstances.

Commercial, industrial, community, sports and leisure proposals 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 over and above standards in force at the time.

## **6. Building Form and Materials**

### ***Roofs***

The traditional roof form, evident in the older parts of the neighbourhood plan area, is encouraged.

### ***Walls***

Traditional materials will be encouraged in new residential development, including use of local stone (millstone grit) in elevations and stone flag roofs.

### ***Openings***

Window frames and doors should be of wood wherever possible.

Openings should include stone sills and lintels.

Whilst uPVC windows and doors may have some merit in maintenance terms, they are less acceptable when their design attempts to mimic historic window patterns and glazing bars and their use will be discouraged.

If non-timber windows and doors are proposed, they should be of a simple shape without false glazing bars.

## **7. 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. Architectural skill in design is recognisable and this will be expected in proposals.

## **8. 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.

Planning policy requires minimum distances between dwellings. 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.

Access routes should be assessed in terms of their impact on neighbouring properties to ensure they do not conflict with existing rights of way or access.

## **9. Parking Standards**

These will be in accordance with those set in strategic planning policy. New car parking should be sited entirely within the curtilage of private dwellings in walled and screened courtyards or drives softened by suitable planting.

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

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.

## **10. Planting**

Planting proposals should be designed to be an integral part of all new development and use native plant species. 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 will include an appropriate mix of native trees, hedgerows and, where space allows, new woodland areas, wildflower verges and meadows in areas where such planting is appropriate. 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.

## Appendix 3: Shop front and advertisement Design Guidance

### 1. Background

This guidance has been prepared by Holme Valley Parish Council to supplement criteria set out in Policy HVD2 of the Holme Valley Neighbourhood Plan, to provide further guidance in relation to advertisements and shopfronts.

This guidance will assist anyone proposing to install, alter or replace a shopfront or advertisement anywhere within Holme Valley Neighbourhood Area.

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.

### 2. Introduction

Most public ground floor frontages are occupied by shops and other commercial property.

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.

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.

### 3. Shopfronts – Design Principles

This section sets out the key design principles that proposals for advertisements and alternations to new and existing shopfronts should address.

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.

#### ***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 requires clear and convincing justification. It may not be necessarily obvious whether a shopfront or feature is of importance. Should the premises be located within a Conservation Area then specialist advice should be sought from the Council's Conservation Team before undertaking any work on a historic shopfront and no work should be undertaken on any shopfront until planning permission is granted.

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 can be revealed and restored.

### ***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.

A shopfront should be integrated into the building that it is part of. It should respect the period and style of the building. It should not attempt to divorce the ground floor from the rest of the building or over emphasise the fascia. This can often occur if a deep fascia is used.

Shopfront design should reflect the characteristics of the street with a variety of different building styles except in terraces of several shopfronts within a single building or building groups.

## **4. Principles of Good Shopfront Design**

Many of the Holme Valley's buildings date from the Eighteenth and Nineteenth Century. 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. The key principles that should be applied to new shopfronts are set out below.

### ***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. For further guidance on this matter please refer to English Heritage's 'Easy Access to Historic Buildings' published in 2004.

### ***Overall Design Concepts in 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.

- Enclosing and framing 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;
- Using shopfronts that do not dominate the architecture of the main building; Avoid linking two buildings with one fascia unless historically already established by continuous architectural pattern or shop use;
- Making 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;
- 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
- Make use of recessed doorways, single and double to give more three-dimensional quality.



### ***Fascias***

In relation to the design of fascias, it will be expected that 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 to provide a clear visual break and throw water clear of the shopfront to help prevent rot and to avoid long-term maintenance issues and poor visual appearance.

### ***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.

The use of uPVC windows should reflect the character of both the local area it is situated and the building itself. The use of uPVC windows in historic areas will not be encouraged by the Council and consideration should be given to relevant national and local planning policy on this matter.

### ***Materials and Surface Treatments***

In relation to material and surface treatment, proposals should seek to make use of the 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 about the shopfront on windows, gutters, downpipes, eaves and bargeboards are treated as part of an overall colour scheme and are of subdued colour. Making use of rich dark colours to offset the use of bright colours and variety in window displays.

### ***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.

### ***Shutters and Grilles***

Some types of retail, commercial and financial uses may require increased security measures. The addition of external shutters will require planning permission. Solid roller shutters will not be acceptable. The introduction of shutter boxes to the exterior of a historic building is unacceptable. Other alternatives may also be considered in the following hierarchy:

- Security glass with alarm or internal cameras;
- A reduction in the size of window glass;
- Internal see-through shutters; and

- 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 competent, the opportunity will be taken when, for example, future reconstruction or refurbishment of the premises is proposed, to encourage the installation of security measures which respect the terms of these policy guidelines

## **5. Advertisements**

The proliferation of bold, dominant or illuminated advertising material could 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.

### ***General Principles***

It is important that proposals for fascia, hanging and projecting advertisement signs should complement the design of the building and shopfront.

There should be an avoidance of making use of too many advertisements, which detracts 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 of visual amenity and ‘cluttering’.

Coupled with the impacts on visual amenity, consideration should also be given to an advertisements impact on highway safety. Advertisements which are distracting to road users, by the virtue of their scale, design or positioning should be avoided and are likely not to be supported by the Parish Council.

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

### ***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 and the avoidance of illuminated boxed fascias that project from the face of the building and avoiding adding new fascias on top of existing ones. In terms of lettering, the following design principles should be considered:

- Conveys the essential message of the retailer, in most cases the shop name alone;
- Is either a sign written onto the fascia or applied as individual lettering in a traditional manner directly to the structure of the building;
- Reflects the use and character of the shop and the building;
- Is of a style and size that relates to the area of the fascia or sign and building on which it is used;

- Uses sensitive colours and makes use where appropriate of the shading and blocking of letters;
- Uses sensitive and subtle colours which reflect the local character and appearance of the area – for example in Conservation Areas bold bright colours are unlikely to be accepted; and
- Minimises impact on the historic fabric of the building.

In instances where illuminated fascias signs are proposed, these should be sensitively designed in order to be sympathetic to both the building they are attached to and the surrounding area, particularly if situated in a historic area. Illumination of fascias should not be excessive or intrusive and should make use of energy efficient methods of lighting such as via LED.

### ***Projecting Signs***

Proposals for projecting signs should be avoided, unless demonstrated to be appropriate in relation 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.

### ***Stand-Alone Advertising***

The Parish Council does not seek to promote the use of A-Boards or any other stand-alone methods of advertisement which gives rise to the sense of clutter and which detracts from the general amenity of the locality. Equally, the use of stand-alone advertising which prevents an obstacle for pedestrians and other road users will not be supported by the Parish Council.

Proposals which are considering the use of A-Boards or any other sort of stand-alone advertising will be encouraged to think of alternative types of advertising methods which do not have as significant impact on local amenity.

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## 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
UGS909	Holme Valley North	Open Land (south site)	Lancaster Lane	Brockholes	0.47
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

Ref No	Ward	Address	Street	Locality	Size
UGS861	Holme Valley South	Holmfirth Parish Church Tennis Club	New Mill Road	Wooldale	0.96
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 Valley	Holmbridge Cricket Club Ground	Woodhead Road	Holmbridge	0.68

Ref No	Ward	Address	Street	Locality	Size
	South				
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