

**Holme Valley
Neighbourhood Development Plan (NDP)
2020 – 2031**



Submission Plan

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Foreword

Welcome to 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, more money will be available in 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 Submission version of the 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 developed a vision and objectives which guided our preparation of planning policies to deliver these. These were then shared with local people for their views through further consultation in summer 2018 and the plan updated accordingly.

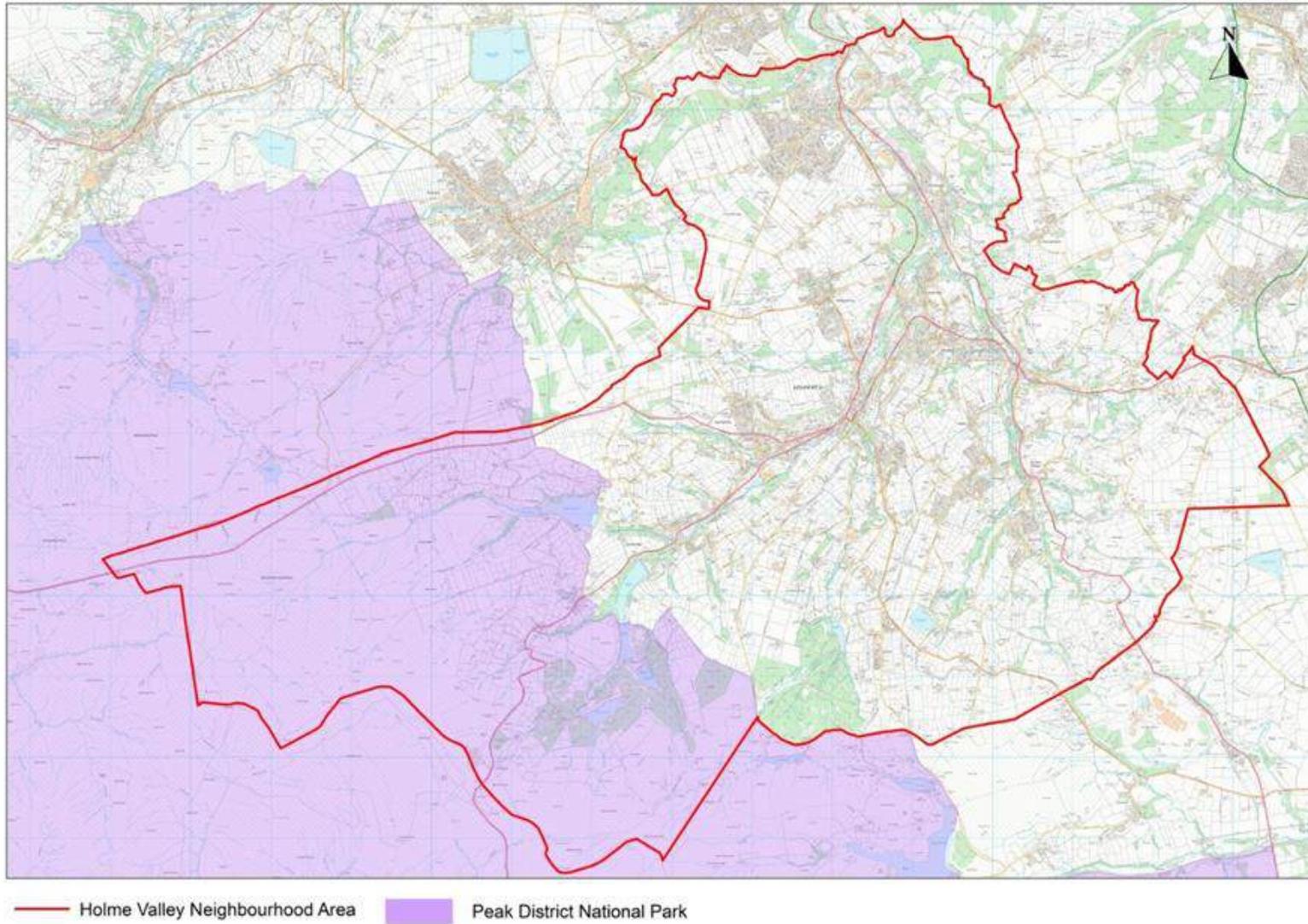
The Draft Plan was published for formal public consultation from 15th July to 15th September 2019. Following careful consideration of all the comments and representations submitted, and further discussions with Kirklees Council, the NDP has been amended and updated. We have also taken into account the need to act on the climate emergency and the Plan's contribution to the Parish Council's Climate Emergency Action Plan.

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 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 helping us to prepare a plan which will help deliver the future that we as a community wish to see. Details about the next stages of Kirklees Council's and the Peak District National Park Authority's public consultation on the NDP, the examination and referendum can be found on the NDP pages of the Parish Council's website, the Holme Valley NDP pages of Kirklees Council's website and the Peak District National Park's planning policy pages of their website.

Cllr Rachel Hogley
Chair, Holme Valley Neighbourhood Plan Steering Group

Map 1 Holme Valley Neighbourhood Area



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Executive Summary

This is the Submission version of the Neighbourhood Development Plan (NDP) for the Holme Valley.

What does a Neighbourhood Development Plan do?

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

Where do NDPs come from?

NDPs were brought in by the Localism Act 2011 so are a relatively new part of the UK planning system. They allow communities to shape development in their areas and are confirmed by public vote through a referendum. Once made (adopted) it becomes part of the statutory development plan. It is then used to help determine planning applications in the Valley, alongside strategic policies in the Kirklees Local Plan for that part of the Neighbourhood Area where Kirklees Council is the local planning authority, and in that part of the neighbourhood area where the Peak District National Park (PDNP) is the planning authority, HVNDP will be used to help determine planning applications alongside strategic policies in the Peak District National Park Authority's Core Strategy and Development Management Policies (Part 2 Local Plan).

Who has written the NDP?

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

How have local views been captured?

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

What did local people say in informal consultation?

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 to the informal consultation in 2017 highlighted that what people like most about living in the Holme Valley is its rural environment and sense of community.

Looking to the future, respondents 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.

The detail of the NDP considered the feedback from the informal 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 collated the evidence to identify planning policies to help direct development in a positive way for the community.

These policies were then shared in full with local people through the Pre-Regulation 14 'Your Valley Your Voice' consultation in 2018 and following analysis of the responses, the following changes were made:

- All the important themes and key elements of the policies were retained but rationalised from 16 to 13 policies to avoid duplication and ensure that they were all mutually compatible.
- Wording of all policies was clarified to reduce ambiguity.
- Up to date references to the Kirklees Local Plan and its wider policies such as on biodiversity were added.
- A separate public realm policy was provided and brought the economic elements of the night time economy, tourism and businesses under one policy.
- Two policies were combined, recognising the relationships between transport, accessibility and local infrastructure.
- Shopfront and advertisements design guidance, which was previously provided as an appendix, was revised as a specific policy to strengthen its content.
- All the suggestions for local green spaces were reviewed and four sites short-listed which did not already benefit from other forms of protection. (Some of the proposals were already protected as a result of being in the Green Belt, identified by Kirklees as an Urban Green Space or covered by a wider Trees and Woodland Strategy or having some other status like Cliff Recreation Ground which is a 'Field in Trust'.)

What responses were received through the formal Regulation 14 consultation?

The Draft Neighbourhood Development Plan (NDP) for Holme Valley Parish was published for 8 weeks formal public consultation (Regulation 14) from 15th July to 15th September 2019. Responses were received from members of the public, community groups, developers and statutory consultees. Full details of the consultation responses and how the Plan has been amended in response to the various representations are set out in the accompanying Consultation Statement and a series of tables available on the website.

How does the Submission NDP reflect stakeholders' views from the Regulation 14 consultation?

Following analysis of the Regulation 14 feedback, all NDP policies were reviewed and refined to make wording clearer and easier to interpret. The sustainability policy was amended to form two policies with a separate policy focused on protecting wildlife and securing biodiversity net gain. To address Kirklees Council's concerns over the robustness of the evidence to support the policies, references to the technical evidence base and community consultations were revised, to include quotes from the public consultations and further detail about relevant Kirklees Local Plan and PDNPA policies. Some of the detail of the Landscape Character Assessment information in the AECOM report was moved to an Appendix and improved maps and references were provided throughout. Further clarification was provided about the Peak District National Park Authority part of the NDP area. The detailed wording of the plan was revised and explanations clarified, with more graphics or photographic images added to aid understanding. The Climate Change emergency was reflected throughout the document and up to date detail provided on the Holmfirth Town Centre Access plan and current community activities. Biodiversity was given its own policy, separate from sustainability resulting in the NDP having 14 policies. The Local Green Space maps for the Hade Edge Gateway Triangle & Scholes Sandygate Fields sites were amended to cover slightly smaller areas and the justifications for each site were reworded to align more clearly with the National Planning Policy Framework requirements.

The updated draft was shared with Kirklees Council and the Peak District National Park for final comments before submission and some additional changes were made. These focused on re-ordering supporting text, making the justification for Parish Council Actions as opposed to Policies clearer and making other minor wording alterations.

How is the NDP structured?

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

What is the proposed vision and objectives?

The vision is based on the steering group's views, feedback from the groups to which they belong and the many consultation exercises carried out in recent years, and describes what we want to achieve over the next 11 years.



Figure 1 - Vision & Objectives

What are the proposed policies?

The policies flow from the objectives and will be used to determine planning applications submitted to Kirklees Council in that part of the Neighbourhood Area where Kirklees Council is the local planning authority and submitted to the Peak District National Park Authority for applications inside the PDNP area. The policies will help developers understand local priorities and aspirations. Each policy contains detail to guide planning decisions related to its overall theme.

- PLANNING POLICIES**
1. Protecting and enhancing the landscape character of the Holme Valley
 2. Protecting and enhancing the built character of the Holme Valley and promoting high quality design
 3. Conserving and enhancing local non-designated heritage assets
 4. Design Codes for high quality shop fronts and advertisements
 5. Promoting high quality public realm and improvements to gateways and highways
 6. Building homes for the future
 7. Supporting economic activity
 8. Facilitating development in Holmfirth, Honley and other local centres
 9. Protecting and enhancing local community facilities
 10. Protecting local green space
 11. Improving transport, accessibility and local infrastructure
 12. Promoting sustainability
 13. Protecting Wildlife and Securing Biodiversity Net Gain
 14. Focusing developer contributions on local priorities.

What else is in the NDP?

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

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

Creating a NDP in an area increases the understanding of local views and gives people a formal opportunity to influence planning decisions in the Holme Valley. Alongside the practical impact of helping shape the nature of future developments, it also enables more of the money raised through development to be spent locally. By having a NDP, the Holme Valley will receive 25% of all money raised through the Community Infrastructure Levy (CIL) as opposed to only 15% if it does not have a NDP. This means more money can be spent on local priorities and this Plan helps indicate those priorities. Note that the Peak District National Park Authority (PDNPA) does not operate CIL.

What is the Strategic Environmental Assessment (SEA)?

Every NDP has to be 'screened' in consultation with Environment Agency, Historic England and Natural England to determine if it requires a full Strategic Environmental Assessment (SEA). Having screened our plan during the public consultation in 2018, Kirklees Council informed us that we required a SEA. Following a successful application for Government 'technical support', a specialist consultant, AECOM, was commissioned to undertake the SEA. A SEA is an assessment tool which considers and communicates the likely effects of the NDP on a number of environmental topics such as biodiversity, the historic environment, and landscape. The aim of the process is to maximise the contribution of the planning policies within the NDP to sustainable development.

The SEA concluded that the draft HVNDP performed well overall against all the SEA themes, and multiple potential benefits to the local community are identified. This report was published for consultation in parallel with the Regulation 14 consultation on the Draft Plan.

What happens next?

The development of Neighbourhood Development Plans follows a formal staged process which is stipulated by Government Regulations¹.

- Kirklees Council and PDNPA will jointly review the Plan.
- Kirklees Council and the PDNPA will publish the NDP for Regulation 16 public consultation (6 weeks) in summer 2020.
- The Plan will be examined by an independent examiner who will determine if the NDP meets the required basic conditions (subject to recommended modifications) and can go forward to a referendum.
- A referendum for local voters is then held within 8 weeks, ideally by the end of 2020. If more than 50% of those who vote, vote in favour of the NDP, it will be formally made (adopted) by Kirklees Council and the PDNPA and used thereafter to inform planning decisions in the Holme Valley.

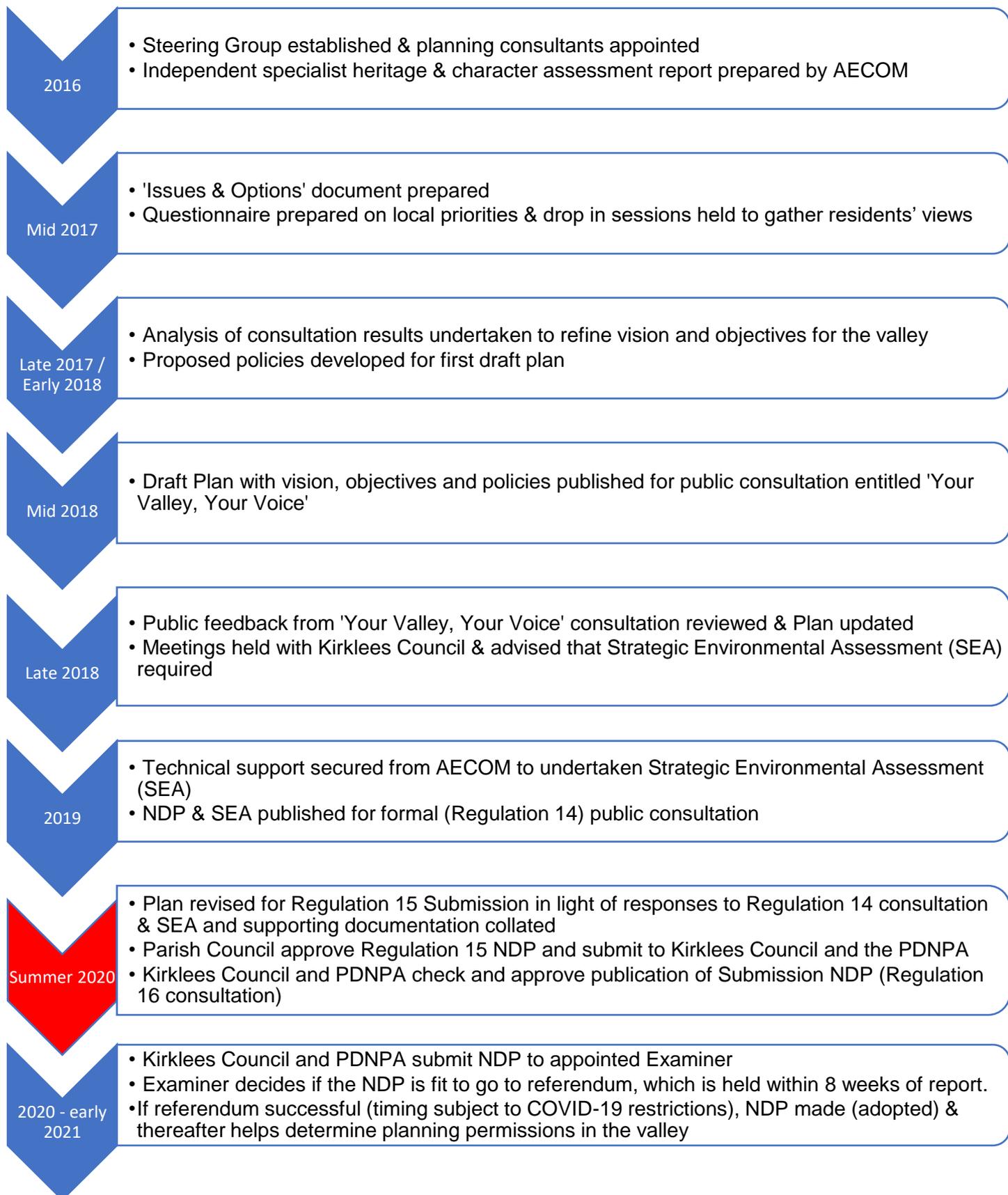
¹ The Neighbourhood Planning (General) Regulations 2012, as amended.

1.0 Introduction and Background

Submission Plan

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

Time line of NDP process



Purpose of the Plan

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

Work on the NDP so Far

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

Heritage Appraisal

- 1.10 At an early stage of the Plan's preparation, the steering group identified a need for a detailed study of the built heritage and landscape character of the area. Consultants, AECOM, were commissioned to undertake a Heritage and Landscape Character

Assessment of Holme Valley Civil Parish during summer and autumn 2016. This report offers an independent review of the built and natural environment of the valley and provides an important part of the technical evidence base for the NDP. Its key conclusions are reflected in the NDP. Copies of the full report are available on the parish website or from the Parish Council on request.

Issues and Options Consultation

- 1.11 A public consultation on Issues and Options for the NDP was undertaken in Summer 2017. An Issues and Options document and accompanying questionnaire were prepared by the steering group and published for informal consultation 10th May to 18th July 2017.

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

- 1.12 The First Draft Plan was published for informal public consultation from 11th June to 27th July 2018. The consultation document consisted of a summary booklet outlining the purpose of a NDP and detailing the vision, objectives and policies of the draft plan. This was entitled 'Your Valley, Your Voice'. It provided website links to the full draft plan and highlighted that this was available for review in Holmfirth library, Honley library and the Parish Council offices.
- 1.13 The Draft Plan was amended following consideration of the responses to the informal consultation.

Strategic Environmental Assessment

- 1.14 Following a review of the Pre-Regulation 14 draft NDP, Kirklees Council undertook a screening review of the Plan to establish if a Strategic Environmental Assessment (SEA) was required. In conjunction with advice from Historic England, the Environment Agency and Natural England, Kirklees formally advised in October 2018 that a SEA was required.
- 1.15 The Steering Group sought technical support from Locality and commissioned AECOM to undertake a scoping report and then a full SEA. The Strategic Environmental Assessment (SEA) Environmental Report and associated Non-Technical Summary were published for consultation alongside the Draft NDP. The NDP was revised in line with the recommended changes in the Environmental Report, March 2020. The SEA was also in turn updated by AECOM to reflect the changes in the Submission Plan and reissued in September 2020.

Regulation 14 Public Consultation

- 1.16 The Draft HVNDP was published for formal consultation for 9 weeks (Regulation 14) from 15th July to 15th September 2019. Copies of the Draft NDP, SEA and

associated documents could be downloaded from the Parish Council's website. Hard copies of the Draft NDP, a summary of the policies and the SEA documents could be viewed during normal opening hours at the following locations:

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

Hard copies were also available on request to borrow from the Parish Council Clerk by calling the office on 01484 687460 or by emailing:
clerk@holmevalleyparishcouncil.gov.uk

- 1.17 A link to the online questionnaire was provided on the Parish Council website.
- 1.18 A response form could be downloaded and completed and sent to holmevalleyndp@gmail.com. Hard copies of the response form were also available at Holmfirth and Honley Libraries and completed forms could be returned to both libraries for collection or posted to Holme Valley Parish Council, Holmfirth Civic Hall, Huddersfield Road, Holmfirth, HD9 3AS.
- 1.19 The Steering Group hosted four drop-in sessions to assist residents and stakeholders with the questionnaire and to provide further information. These were:
 - 11am - 2pm on Friday 26th & Saturday 27th July at Honley Parish Rooms
 - 11am - 2pm on Friday 6th & Saturday 7th September at Holmfirth Library.
- 1.20 Stakeholders were also invited to get in touch using the dedicated NDP email address: holmevalleyndp@gmail.com.
- 1.21 The consultation bodies and other community groups were contacted by email / letter and invited to respond with any comments to the NDP email address or via the online questionnaire.
- 1.22 Full details of the responses and how these have informed the changes to the Submission version of the NDP are set out in a separate document 'Summary of Regulation 14 Consultation' and in the Consultation Statement.

2.0 Planning Context for Holme Valley NDP

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

Planning Policy

- 2.2 There are two relevant Local Planning Authorities for Holme Valley: Kirklees Council and the Peak District National Park Authority (see Map 1).
- 2.3 In Kirklees, the Local Plan comprises the Strategy and Policies document, Allocations and Designations document and associated Policies Map showing the allocations and designations. The Kirklees Local Plan Strategy and Policies and Kirklees Local Plan Allocations and Designations documents were adopted on 27th February 2019.
- 2.4 For that part of the NDP area within the Peak District National Park, the Peak District National Park development plan comprises the Core Strategy (2011) and the Local Plan Part 2: Development Management Policies (May 2019).

Planning Context

- 2.5 Holme Valley is a large civil parish. The majority of the Parish is located in the Metropolitan Borough of Kirklees in West Yorkshire, but part of the Parish in the southwest lies within the Peak District National Park (PDNP). Whilst Kirklees Local Authority administers council-run services throughout the Parish, the Peak District National Park Authority (PDNPA) is the sole planning authority for land and property within the PDNP. The PDNPA's strategic planning policies must meet the purposes and duty of a national park as set out in the 1995 Environment Act. These are:
- to conserve and enhance the natural beauty, wildlife and cultural heritage of the national park
 - to promote opportunities for the understanding and enjoyment of the special qualities (of the parks) by the public
 - to seek to foster the economic and social well-being of their local communities.
- 2.6 The Parish has a population of 27,146 (2011 census) and covers an area of 7,046 Ha. The administrative centre is in Holmfirth. Other villages in the parish include Brockholes, Cinderhills, Hade Edge, Hepworth, Hinchliffe Mill, Holmbridge, Holme, Honley, Jackson Bridge, Netherthong, New Mill, Scholes, Thongsbridge, Upperthong and Wooldale.
- 2.7 There are areas within the parish that are urban, and others that are very rural; there is a distinctive landscape character, which is significant in terms of wildlife and biodiversity. The built character of the town, the villages and surrounding rural buildings is also noteworthy in terms of the widespread use of traditional local materials, and the scale and form of rural buildings.

Summary of Key Characteristics

Landscape Character

- 2.8 The landscape character of the 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.
- 2.9 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. Holme Valley neighbourhood area includes the following landscape character areas: Dark Peak and 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.



Figure 2 - View of the Holme Valley from the South West

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 the 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 the characteristics 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 Ribblesden Mills now remain in Holmfirth so retaining the built heritage of a traditional mill town is 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 Historic England. The appraisal has been completed, and contributes to the NDP's evidence base. Its findings have informed and justified the NDP's policies.

Providing Housing

- 2.15 Supporting the provision of new housing is a major issue for the Holme Valley NDP. It should be noted that this only applies in the Kirklees area as the requirement to provide housing does not apply to the part of the neighbourhood area within the Peak District National Park. In the Local Plan Kirklees Council identified an additional 1,087 homes on 27 different sites in the Holme Valley. Based on information taken from the Local Plan concerning the size of the allocated sites and number of proposed houses, it is estimated that the housing density in the Holme Valley will be approximately 30 dwellings per hectare compared with the national average of 35 dwellings per hectare.
- 2.16 NDPs should be in general conformity with the strategic planning policies in the Local Plan and 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 impacts that such a proportionately large increase in the number of houses will have on quality of life. At the moment, approximately 27,000 people live in the Parish Council area. There are fears that the proposed housing development may lead to a substantial increase in the local population with their associated impact on existing infrastructure. This was illustrated by some of the

feedback from the Pre-Regulation 14 consultation with comments such as ‘the scale of development is far too great, overwhelming villages and causing traffic problems’ and ‘infrastructure can’t cope’. Population growth is not necessarily a consequence of additional houses since household formation rates could change. The Kirklees Local Plan predicts that the average size of households will decline from 2.43 to 2.34 by 2031. Using the 2011 census figures of 27,146 people living in 12,039 households, the average size of households in the Holme Valley is already only 2.25 but with an additional 1,087 homes, a population increase at this lower density could still equate to additional 2,446 people in the valley. With only 14.37% households not having a car or van, compared with 25.44% in Kirklees as a whole, it can be assumed that pressure on road infrastructure will increase as more housing is built. This is considered in more detail in section 4.8.

- 2.18 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 in the Holme Valley is likely to attract people who work in the surrounding cities, such as Leeds, Wakefield, Manchester and Sheffield. A large number of people already commute out of the area, mostly by car and there is an opportunity for the NDP to promote and support more locally based employment and alternative modes of transport to reduce reliance on the private car. The population growth will result in an increased demand for local services, particularly schools and healthcare facilities and the increased population will result in a greater loading on the drainage networks as well as the road infrastructure. The impact on infrastructure has been considered in the Local Plan and new developments will provide developer contributions including Community Infrastructure Levy (CIL) funding in that part of the Neighbourhood Area where Kirklees Council is the local planning authority to go towards infrastructure.
- 2.19 On average, houses in the Holme Valley 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.
- 2.20 During the 2017 public consultation, the overwhelming message was that residents wished to see affordable housing, with over 72% of responses supporting this. Affordable housing has a specific definition of 'housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions' set out in the NPPF². However, anecdotally, it has been interpreted in a different way and since it was often mentioned alongside small housing, the importance of more, smaller housing stock to local people is clear. Quotes indicated that residents wanted to see ‘Houses that first-time buyers can afford, and old people are able to remain living in’ and ‘sensibly sized and placed

² See NPPF definition of Affordable Housing in Appendix 6

development' and 'some small and affordable housing'. Local Plan policy PLP 11 requires a range of housing to meet local needs and states that sites should provide 20% affordable housing. There is no such requirement in the National Park.

Supporting the Local Economy

- 2.21 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 as Huddersfield. The 2011 census data demonstrates that the Valley has a higher than average number of people in higher managerial, administration and professional occupations (15.45% of all ages 16-74 compared to 8.82% those in Kirklees) some of whom will commute to larger towns and cities. However it also has a range of occupations represented with 11.79% of those aged 16-74 classified as small employers and own account workers. Residents have expressed the desire to retain a mix of employment opportunities particularly in the local area. The Pre-Regulation 14 consultation included comments such as 'I welcome all opportunities to expand local employment as a means of reducing sustainable levels of commuting and as a way to encourage young people to stay in the local area.'
- 2.22 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 original reason for the series being based here was 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.
- 2.23 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.
- 2.24 The 2017 consultation identified that over 75% of respondents felt that the neighbourhood plan should enable more people to work in the Holme Valley with opportunities for business hubs, small businesses and commerce, service and creative industries featuring most highly.

Protecting and Improving Local Facilities

- 2.25 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.
- 2.26 Informal facilities such as the network of walking and cycling routes alongside the range of services within Holmfirth, Honley and the surrounding villages, offer

residents opportunities 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.

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 and helped structure our thinking about how our policies could address the issues facing the Holme Valley. They were informed by the informal and formal consultation with the community in 2018 & 2019.
- 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 and the PDNPA 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 a place where its culture, heritage and splendour are celebrated by local people and visitors. It will be home to a vibrant and welcoming community whose people live and/or work within its thriving settlements. It will offer the services and facilities for modern life, whilst sustaining a strong sense of identity and belonging for everyone.

OBJECTIVES

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

3.5 Table 1 shows which policies meet the relevant objectives.

Table 1 NDP Policies and Objectives

| NDP Policies | | | | | | | | | |
|--------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| | | Obj A | Obj B | Obj C | Obj D | Obj E | Obj F | Obj G | Obj H |
| 1 | Protecting and enhancing the landscape character of the Holme Valley | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ |
| 2 | Protecting and enhancing the built character of the Holme Valley and promoting high quality design | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 3 | Conserving and enhancing non designated heritage assets | ✓ | | | ✓ | | | | |
| 4 | Design Codes for high quality shop fronts and advertisements | ✓ | | | ✓ | | | | |
| 5 | Promoting high quality public realm and improvements to gateways and highways | ✓ | | | ✓ | | ✓ | ✓ | |
| 6 | Building homes for the future | ✓ | | ✓ | | | ✓ | ✓ | ✓ |
| 7 | Supporting economic activity | ✓ | | | ✓ | | | | ✓ |
| 8 | Facilitating development in Holmfirth, Honley and other local centres | ✓ | | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 9 | Protecting and enhancing local community facilities | ✓ | | | | ✓ | ✓ | ✓ | ✓ |
| 10 | Protecting Local Green Space | ✓ | ✓ | | | | ✓ | | ✓ |
| 11 | Improving transport, accessibility & local Infrastructure | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |
| 12 | Promoting sustainability | ✓ | | ✓ | | | ✓ | ✓ | ✓ |
| 13 | Protecting Wildlife and Securing Biodiversity Net Gain | ✓ | | | | | | ✓ | |
| 14 | Focusing developer contributions on local priorities | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ |

4.0 Holme Valley NDP Planning Policies

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

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

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

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

4.1 Protecting Local Character

Introduction and Background

- 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 regarded 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. The public consultation on Issues and Options in summer 2017 reiterated the appreciation of local landscape character by local people. The rural environment was by far the largest single response to Q1 "What do you like most about living in Holme Valley?" with 44% responses mentioning it. Responses included "Beautiful well-kept countryside, great towns and villages. It feels safe and friendly. Lots of well organised fun events" and "I feel that the most important thing that should be protected is the countryside. Without the countryside what is the Holme Valley?".
- 4.1.3 The landscape and particularly its wide open views are highly valued and examples of these are shown in the photographs below:



Figure 3 - Looking up the Holme Valley towards Holmbridge



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



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



Figure 6 - View across New Mill from Sude Hill



Figure 7 - View towards Netherthong from Wolfstones



Figure 8 - View towards Honley

- 4.1.4 Natural England has identified and described National Character Areas (NCA)³ 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

³ <http://publications.naturalengland.org.uk/category/587130>

include 13 conservation areas: Butterley, Fulstone, Hepworth, Hinchliffe Mill, Holme, Holmfirth, Honley, Netherthong, Oldfield, Totties, Underbank, Upperthong, and Wooldale. There are also 451 listed buildings and 3 Scheduled Monuments. Much of the rural area is protected by national park status and within that as 'natural zone'. Large parts of the rural area of the Parish within that part of the Neighbourhood Area where Kirklees Council is the local planning authority are protected by Green Belt.

- 4.1.9 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 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 local agriculture is encouraged. Local sourcing of meat and dairy, support for farm diversification and the need for farms to have modern barns and facilities must be recognised. There are already agricultural permitted development rights for functional buildings such as barns, but where planning permission is required, proposals need to be sensitive in terms of the siting, design and external appearance to minimise adverse visual impacts. Suitable screening should be provided by using locally appropriate native species of trees and shrubs in planting. Landscaping schemes and development should make use of local topography to minimise the prominence of large new buildings. Use of natural materials such as wood, and neutral colours such as earth browns and soft greens can reduce visual impacts and are encouraged.



Figure 9 - Bluebells in West Wood, Honley

Holme Valley Heritage and Character Assessment, October 2016⁴

- 4.1.10 In order to provide more detailed information about the built character of the Holme Valley, the Parish Council commissioned AECOM consultants, to undertake a Heritage and Character Assessment (HCA) in 2016 to provide more local detail to the landscape character assessment work undertaken at the Kirklees level. This study included consideration of public consultations and local knowledge. It 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.
- 4.1.11 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.
- 4.1.12 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.
- 4.1.13 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.
- 4.1.14 In general, the Heritage and Character Assessment concluded that the design, form and pattern of new development should respond to the historic local vernacular within the parish, using local materials. Development should also respond appropriately to the immediate context, taking into account layout, scale, density and appearance (including materials) of neighbouring buildings. Specific consideration should be given to the conservation areas within the area to ensure the conservation and protection of key heritage assets. There is also a need to consider how the local topography has influenced form and layout, leading to a strong, linear form of development, with building lines following the contours along steep valley sides and narrow valley bottoms.

⁴ see https://www.holmevalleyparishcouncil.gov.uk/Neighbourhood_Plan_22997.aspx
Technical Report

4.1.15 Utilising these findings, the AECOM Assessment identified eight distinct Landscape Character Areas within the Holme Valley which are listed below and shown on the following Map 2:

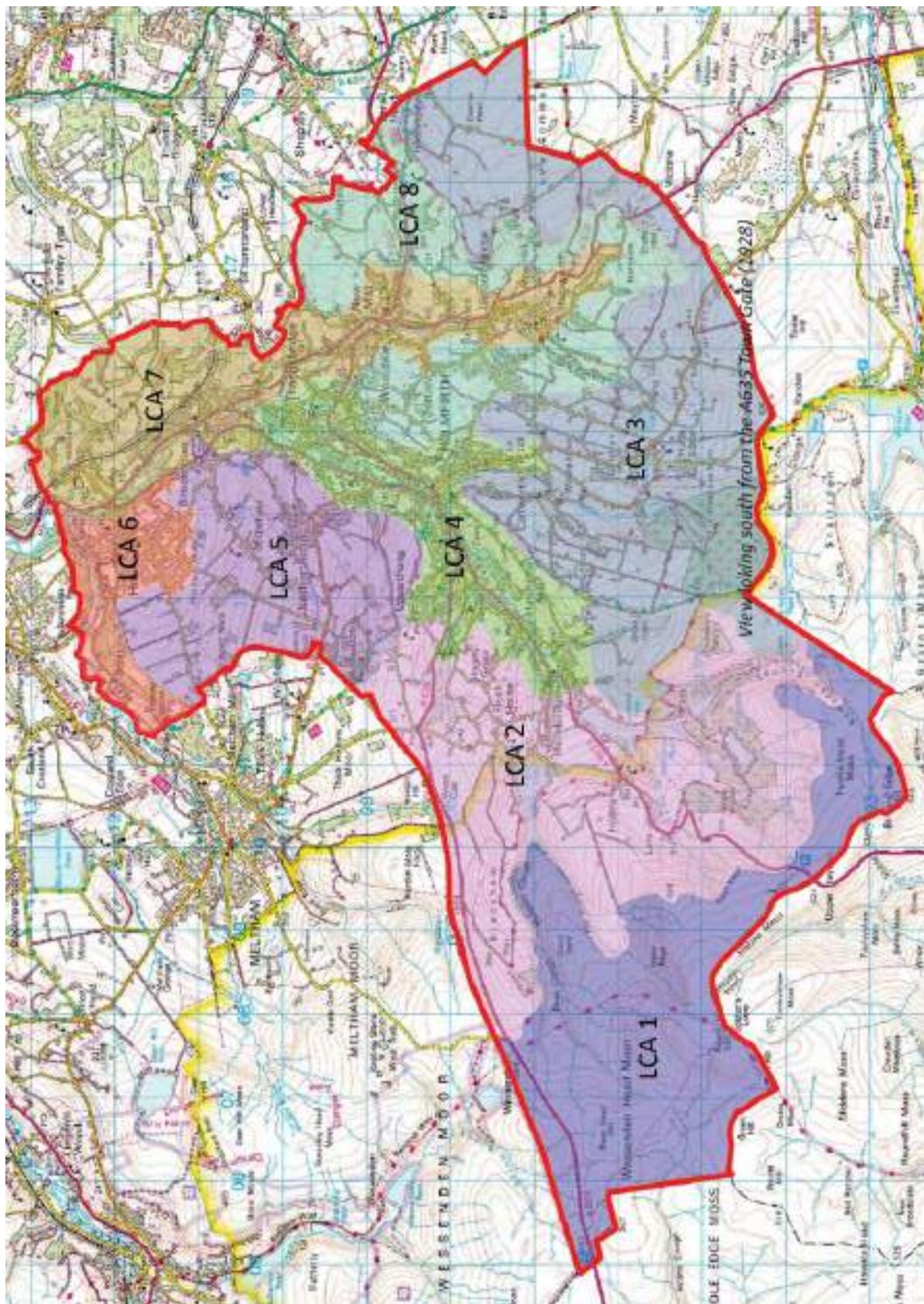
- LCA 1: Wessenden Moors
- LCA 2: Holme Moorland Fringe
- LCA 3: Hade Edge Upland Pastures
- LCA 4: River Holme Settled Valley Floor
- LCA 5: Netherthong Rural Fringe
- LCA 6: Honley Village Centre
- LCA 7: River Holme Wooded Valley
- LCA 8: Settled Slopes of the Holme Valley

4.1.16 The Key Characteristics of each of these Landscape Character Areas are provided in Appendix 7. In addition, the HCA describes the following aspects of landscape character for each of the Landscape Character Areas subheadings (also reproduced in Appendix 7):

- Movement and Connectivity;
- Settlement and Built Form;
- Heritage Assets;
- Land Use and Land Cover;
- Greenspace and Public Realm; and
- Views.

Development proposals should be sensitive to the Key Characteristics as identified in the HCA and, wherever possible, show how they make a positive contribution to the distinctive local character described under the above.

Map 2 Landscape Character Areas in Holme Valley Parish



4.1.17 The Heritage and Character Assessment identifies a number of Character Management Principles for each LCA to support policies with respect to heritage and character. These are reproduced below, and those in **bold** should be considered as key principles in the determination of planning applications, with reference to HVNDP Policies 1 and 2:

LCA 1: Wessenden Moors

- Maintain open, undeveloped areas of moorland to retain a sense of wildness;
- **Limit future development to maintain the sense of remoteness;**
- Manage the open access land and route of the Pennine Way to maximise recreational opportunities;
- Restore and enhance moorland landscapes;
- Conserve the open character and long distance views across the settled valley floor towards the conurbations in the east;
- Develop a strategy to conserve the moorland areas as a distinct landscape in contrast from the settled rural fringes.

LCA 2: Holme Moorland Fringe

- Maintain open, undeveloped areas of moorland to address the issues highlighted above, managing change in this area should focus on sustaining, reinforcing or enhancing those aspects which contributes to local distinctiveness. These principles are described below;
- Manage and enhance the mosaic of moorland fringe and pastoral land;
- **Retain views of the moorland backdrop from locations within and on the approach to Holme village;**
- **Consider the use of stone setts and cobbles as a replacement for asphalt and concrete within the public realm;**
- **Reinforce local distinctiveness by ensuring future developments are sympathetic to the character and setting of Holme Conservation Area;**
- **Use a low density development pattern for hamlets and small villages;**
- **Preserve key views into the open moorland by limiting the height and scale of future developments;**
- **Conserve the network of stone walls and promote the restoration of stone walls;**
- Maintain the extensive network of Public Rights of Way to promote access;
- **Conserve the old pack-horse routes as important historical assets;**
- Provide historical interpretation of disused quarries as important industrial heritage;
- **Maximise potential to develop small scale renewable energy such as water power and local wood fuel supplies for local needs;**
- Explore opportunities to soften the structure of coniferous plantations to respond to topography.

In addition, the landscape guidelines outlined within the Peak District National Park Landscape Character Assessment identifies the following as priorities for the landscape of this LCA:

- Protection of historic dry stone walls;
- Management and enhancement of woodlands;

- Diversification of agricultural grasslands.

LCA 3: Hade Edge Upland Pastures

- **Ensure the setting of the existing historic settlements is retained and enhanced;**
- Maintain pastoral land use and encourage appropriate grazing management;
- Retain the character of the small rural settlements within the wider moorland and agricultural landscape;
- **Preserve the settlement layout and appearance of traditional buildings in new developments;**
- **Respect the existing building stock and local vernacular in building design;**
- **Integrate new agricultural buildings into the landscape;**
- Maintain and enhance the extensive network of PRoW to promote access;

LCA 4: River Holme Settled Valley Floor

- Manage the impact of tourism within the area, balancing its importance to the local economy with the need for positive conservation;
- **Strengthen local sense of place through improving the connection to past industrial heritage;**
- **Restore mill chimneys where they function as key focal points to retain historical features;**
- **Ensure new development relates to local distinctiveness, including vernacular building styles and settlement patterns;**
- **Improve both the physical and visual links to the River Holme;**
- Improve interpretation of the river in order to demonstrate its role in the development of the area;
- **Consider opportunities to enhance the gateways into the valley floor and provide a sense of arrival;**
- **Ensure future residential development incorporates off-street parking to alleviate congestion;**
- **Retain the complex settlement pattern by ensuring a contrast is retained between the densely populated valley and the rural backdrop;**
- **Ensure that new development respects the distinct character and built form of the LCA.**
- Land use between the villages of Holmbridge, Hinchliffe Mill, Holmfirth and Underbank should be protected to ensure that the settlements remain separate;

LCA 5: Netherthong Rural Fringe

- **Preserve or enhance vernacular boundary millstone grit walls;**
- **Reinforce and protect the characteristic features of Oldfield in the scale, design and material choice of new developments as stated in the Oldfield Character Area Appraisal;**
- **Use traditional materials for repairs and localised alteration;**
- **New development should respond positively to the historic settlement pattern, local materials and building traditions;**

- **Integrate new agricultural buildings into the landscape;**
- **Conserve the open character and long distance views across the settled valley below;**
- Introduce flexibility into land management including less intensive grazing regimes to allow a more diverse range of habitats;
- Replacement of asphalt and concrete with traditional surfacing;

LCA 6: Honley Village Centre

- **Protect and retain historic buildings;**
- **Reinstate traditional shop fronts where these have been replaced;**
- **Ensure that the repair, restoration or conversion of traditional buildings is carried out with due regard to the character of the LCA;**
- Investigate methods of traffic management due to congestion within the village centre;
- **Ensure new development is consistent with the scale and style of the surrounding village. Honley village centre is afforded protection in virtue of its conservation area status;**
- **Ensure new development respects the local vernacular in terms of the use of materials;**
- **Avoid infill development which will result in the coalescence of Honley and Brockholes;**
- Consider opportunities to interpret Honley's history through the development of heritage trails which identify significant local landmarks;
- Protect and conserve the wildlife corridor of Mag Brook and improve ecological networks;
- **Incorporate off-street parking within future developments to alleviate congestion;**

LCA 7: River Holme Wooded Valley

- **Ensure views are maintained across the wooded valley landscape from elevated vantage points;**
- **Use traditional materials for repairs and localised alteration;**
- **Strengthen local sense of place through improving the connection to past industrial heritage;**
- **Restore mill chimneys where they function as key focal points to retain historical features;**
- **Ensure that new development respects the distinct character and built form of the LCA.**
- **Preserve and enhance vernacular boundary dry stone walls;**

LCA 8: Settled Slopes of the Holme Valley

- Conserve the intact nature of the agricultural landscape and restore features in decline;
- **Preserve and enhance vernacular boundary dry stone walls;**
- **Reinforce and protect the characteristic features of the conservation areas in the scale, design and material choice of new developments;**
- **Use traditional materials for repairs and localised alteration;**

- **Respect the village form and scale in the design of residential developments**
- **Consider the availability of inward and outward views due to the locally elevated nature of the settlements.**

4.1.18 Some of these Character Principles go beyond planning policies and refer to landscape management or possible future actions. However, where relevant, the key planning principles have been used to inform design policies in the HVNDP, in particular Policies 1, 2, 3, 4 and 5 and should be used to inform detailed designs and decisions about planning applications.

Community Consultation and Engagement

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

4.1.20 The landscape is very important to residents of the Holme Valley as shown by the 2017 consultation which identified the rural environment as what people liked most about living in the area. The AECOM assessment also highlights views as a key characteristic of the area. Given the topography, there are beautiful views everywhere and local residents often share their favourites with photographs on community Facebook sites. Unlike some NDP areas which can define several key views, the Holme Valley has many wide-ranging and local views from hill-tops and valley floors, rivers and villages. A large proportion of the Valley can be seen from multiple locations so the principle of considering the impact of any development on the views both from and of the location is seen as extremely important. Therefore we have not sought to identify specific views for protection.

4.1.21 The importance of the environment is clear as there are active local groups working hard to enhance rivers, woodlands and parks. For example, River Holme Connections formed to improve the condition and visibility of and access to the River Holme and its tributaries and clocked 5,417 volunteer hours during 2019. As their Annual Report 2017 stated, 'our local river is a tremendous asset which for years has been ignored and unloved. Our charity, working with partners, businesses and volunteers aims to throw the covers back and shine a light on the tremendous value and benefits of our river.' Other initiatives organised by Honley Village Trust and Holmepride have specifically sought to improve the environment through rubbish clearance and tidying up rural footpaths. The area is criss-crossed with footpaths, bridleways and other tracks and maintaining effective access to these is important for practical and social reasons. As one resident in the Pre-Regulation 14 consultation put it, 'health and wellbeing needs to be holistically linked to other policies such as green space and footpath maintenance'.

4.1.22 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 Council recognises the role access to the

outdoors has in benefitting physical and mental health and developing strong communities as shown in its Local Plan Policy LP47 Healthy, active and safe lifestyles. The NDP covers this in more detail through Policy 9 which considers the importance of community facilities and their impact on education and well-being.

A Landscape Policy for the Holme Valley

- 4.1.23 This NDP aims to preserve and enhance the special nature of Holme Valley's landscape character as described above by setting out a neighbourhood level policy to complement those of the Kirklees Local Plan and the PDNPA Local Plan. Most of the neighbourhood area that lies within the PDNP is designated 'natural zone' where development is not permitted other than in exceptional circumstances. Kirklees Local Plan policies and the NPPF provide protection for large areas of countryside in the Parish as much of the rural area in that part of the Neighbourhood Area where Kirklees Council is the local planning authority is Green Belt. New development is therefore steered towards existing settlements.
- 4.1.24 In addition, the Kirklees Local Plan policies related to the protecting the natural environment and landscape character include Policy LP30 Biodiversity & Geodiversity and Policy LP 32 Landscape. These policies capture the protection of wildlife habitats and areas of particular ecological significance such as Sites of Special Scientific Interest. PDNPA natural environment policies CS L1 and L2 are also relevant.
- 4.1.25 To avoid duplication, Kirklees Local Plan policies are not repeated. However, as these policies can be too generalised in some areas to adequately protect the special nature of the Holme Valley landscape, further detail is set out in Policy 1. This policy applies only to that part of the Neighbourhood Area where Kirklees Council is the local planning authority.
- 4.1.26 Wessenden Moors (CA 1) and Holme Moorland Fringe (CA 2) are in the Natural Zone of the Peak District National Park where Peak District National Park Authority Policies apply. Peak District National Park LDF Core Strategy DPD Policy L1: Landscape character and valued characteristics sets out in Part B, that 'other than in exceptional circumstances, proposals for development in the Natural Zone will not be permitted.' The Peak District National Park Development Management Policies: Part 2 of the Local Plan for the Peak District National Park Policy DCM2 'Protecting and managing the Natural Zone' explains where exceptional circumstances would apply.
- 4.1.27 The HVNDP Environmental Report, 2020 advised that specific types of green infrastructure not evident in the Kirklees Local Plan could result in minor positive effects for the Holme Valley area and suggested that the Policy should encourage "living" and "blue" roofs⁵ where adverse impacts on local character and distinctiveness are minimised.

⁵ A blue roof is a sustainable drainage method designed to provide initial temporary water storage and then gradual release of stored water. A living roof or green roof is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane.

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

Policy 1 applies to that part of the Neighbourhood Area where Kirklees Council is the local Planning Authority.

Where possible proposals should retain and positively respond to those elements of the relevant Landscape Character Area which contribute to the distinct identity of the area as described in the Holme Valley Heritage and Character Assessment report.

The Landscape Character Areas are:

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

Development proposals should demonstrate how they have been informed by the different landscape and townscape elements which together contribute to the Key Characteristics and distinctive character of each of the identified Landscape Character Areas. Proposals should consider the Character Management Principles for each Landscape Character Area (see paragraph 4.1.17), in order to protect local heritage and character.

Applicants also should have regard, where relevant, to the following aspects of local character which are described in Appendix 7:

- Movement and Connectivity
- Settlement and Built Form
- Heritage Assets
- Land Use and Land Cover
- Greenspace and Public Realm and
- Views.

Overall, proposals should aim to make a positive contribution to the quality of the built and natural environment and should not introduce or replicate changes which are unsympathetic and identified as issues to be addressed in the Holme Valley Heritage and Character Assessment report.

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

1. Development should respect long distance public views from development to the upland areas of CA 1: Wessenden Moors, CA 2: Holme Moorland Fringe and CA 3: Hade Edge Upland Pastures and

protect public views towards any significant local landmarks as identified in the Heritage and Character Assessment report. In addition, views across the Valley must be considered, including from other areas looking towards the development scheme and proposals should pay particular regard to any long distance visual impacts on approaches to settlements, and along through routes. Overall development proposals should minimise any adverse visual impacts on the wider landscape setting of the development.

2. All agricultural buildings in the Green Belt should comply with Kirklees Local Plan Policy PLP54 and should have appropriate screening and landscaping. Buildings should use neutral colours and tones to reduce visual impact.
3. Boundary treatments should be sensitive to the relevant Landscape Character Area. Schemes should protect existing dry-stone walls wherever practicable and incorporate new dry-stone walls using natural stone in areas where these are a characteristic feature of the Landscape Character Area. Cast iron railings should be used in areas where these are a characteristic feature. Hedges should be retained and repaired.
4. New major developments should include pedestrian linkages to existing tracks and routes.
5. A full hard and soft landscaping scheme is to be submitted with all planning applications where appropriate. Landscaping schemes and planted boundary treatments should enhance Green Infrastructure. They should also use a suitable mix of native plant species, or other species where appropriate, in tree planting and hedgerows to support and enhance biodiversity in line with the Council's Biodiversity Action Plan and the relevant Biodiversity Opportunity Zones. Regard should be had to the location, setting, species height, planting density and need for on-going maintenance and management, particularly in relation to future resilience linked to climate change. Careful consideration also should be given to the creation of a strong landscape structure throughout the site, appropriate to the setting. Planting of trees on hillsides and street planting will be encouraged to reduce flash flooding risks and increase health. Any large extensive planting schemes which are likely to impact on public views must include public consultation with the local community. Use of "green" or "living" and "blue" roofs is encouraged where adverse impacts on local character and distinctiveness are minimised.

Policy 1 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP2 Place shaping

Policy LP30 Biodiversity & Geodiversity

Policy LP31 Strategic Green Infrastructure Network

Policy PLP32 Landscape

Policy LP33 Trees

4.2 Conservation Areas and Promoting High Quality Design in New Development

Introduction and Background

- 4.2.1 The built character of the Holme Valley is described for each of the Landscape Character Areas (LCAs) in the Holme Valley Heritage and Character Assessment. The built character and form varies within and across each of the LCAs. The section on Character Management Principles sets out that *'In general, 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 study area to ensure the conservation and protection of key heritage assets.'*
- 4.2.2 Conservation areas are designated under the Planning (Listed Buildings and Conservation Areas Act) 1990 by the local planning authority. Conservation Areas are areas which have a special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. As described in section 4.1, there are 13 conservation areas in the Holme Valley: Holme, Hinchliffe Mill, Holmfirth, Upperthong, Underbank, Netherthong, Oldfield, Honley, Butterley, Hepworth, Fulstone, Totties, and Wooldale. Each conservation area has its own distinct character and this section presents a description and map of each individual conservation area.
- 4.2.3 Presently only two of the Conservation Areas have a Conservation Area Appraisal: Oldfield and Holme. Holmfirth's Conservation Area has been appraised by the Holmfirth Conservation Group. The absence of appraisals for the other areas highlights the necessity for this NDP to include a robust policy to protect the built character of the Holme Valley and its Conservation Areas.

Conservation Areas in the Holme Valley

- 4.2.4 Each conservation area is described below with its relevant LCA (as detailed in Appendix 7). Policy 2, given at the end of this section, is an overall policy for all conservation areas.

Holme Conservation Area

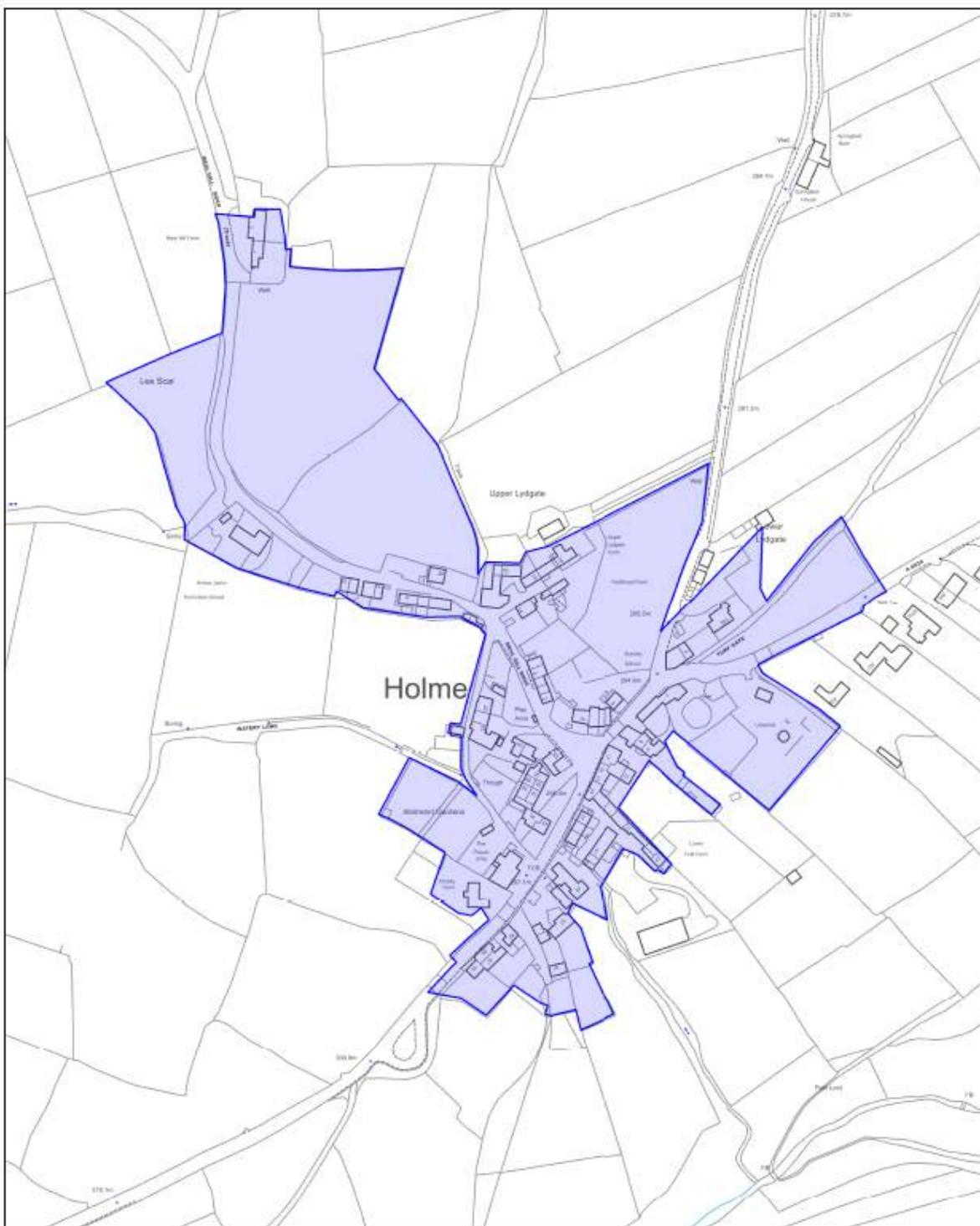
- 4.2.5 Holme Conservation Area is situated in LCA 2 *Holme Moorland Fringe* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.6 Holme Conservation Area was designated in 1982 and was extended in 2007 following the preparation of a Conservation Area Appraisal. Holme is a small clustered 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.
- 4.2.7 Due to the location of Holme, there are significant views of the conservation area when approaching, and views of the surrounding moorland from the conservation

area. These should be preserved to maintain the setting and special character and appearance of this historic settlement.

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

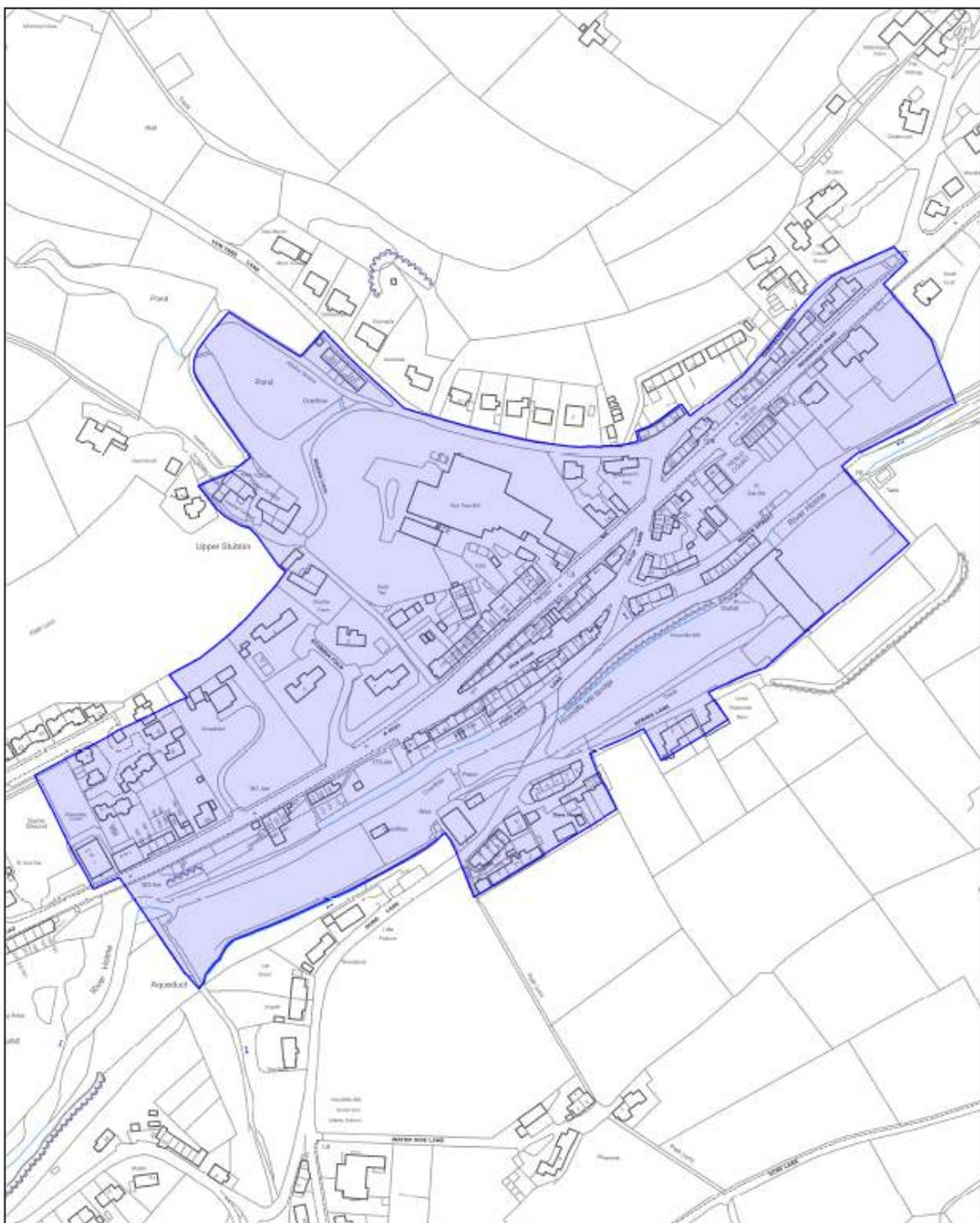


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|---|----------------------------------|--|---|
|  | Kirklees Council Planning | Holme Conservation Area |  |
| | | Date: 16/02/2020 Scale: 1:2000 @ A3 | |
| <small>© Crown Copyright and database right 2020. Ordnance Survey 100019241</small> | | | |

Hinchliffe Mill Conservation Area

- 4.2.8 Hinchliffe Mill Conservation Area is situated in LCA 4 *River Holme Settled Valley Floor* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.9 Hinchliffe Mill conservation area was designated in 1980. It is a medium sized settlement between Holmfirth and Holmbridge.
- 4.2.10 Hinchliffe 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.
- 4.2.11 There is no conservation area appraisal at the current time.

Map 4 Hinchcliffe Mill Conservation Area



| | | |
|--|---|---|
|  Kirklees Council Planning | Hinchcliffe Mill Conservation Area |  |
| | Date: 19/02/2020 Scale: 1:2000 @ A3 | |
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Holmfirth Conservation Area

- 4.2.12 Holmfirth Conservation Area is situated in LCA 4 *River Holme Settled Valley Floor* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.13 Holmfirth conservation area was designated in 1972 by the former West Riding County Council. It is the largest settlement within the Holme Valley and is located in the valley bottom along the banks of the River Holme. Historic England has placed this conservation area on its 'at risk' register.
- 4.2.14 A Conservation Area Appraisal has been prepared by a local voluntary group, Holmfirth Conservation Group. Endorsed by Historic England and shared with Kirklees, its key conclusions are outlined below.

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

Special characteristics were identified in each area:

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

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

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

Open Spaces, Natural Environment and Views:

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

Existing Buildings:

- *Maintaining the historic features of heritage assets, Listed Buildings, Key Buildings (referred to as non-designated assets in this document) and other positive buildings*
- *Resisting the erosion of character through the cumulative effect of small-scale change*

- *Kirklees to use existing legislation more often, and more rigorously, to protect Listed Buildings and the fabric of the Conservation Area*
- *Maintaining and enhancing traditional shopfronts*
- *Strengthening controls over advertising in shop windows, fascia boards, shop lighting, security shutters and 'A'-boards*
- *Encouraging reinstatement of original architectural design features*

New Development:

- *Taking consideration of the duty to preserve and enhance character of the Conservation Area*
- *Complement the scale and form of neighbouring buildings*
- *Making use of locally sourced natural sandstone*

The Riverside:

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

Public Realm:

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

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

However it should be noted that the Conservation Area Appraisal and proposed Management Plan are not, as yet, adopted by Kirklees Council, and proposed actions and other content may be subject to change.

Map 5 Holmfirth Conservation Area

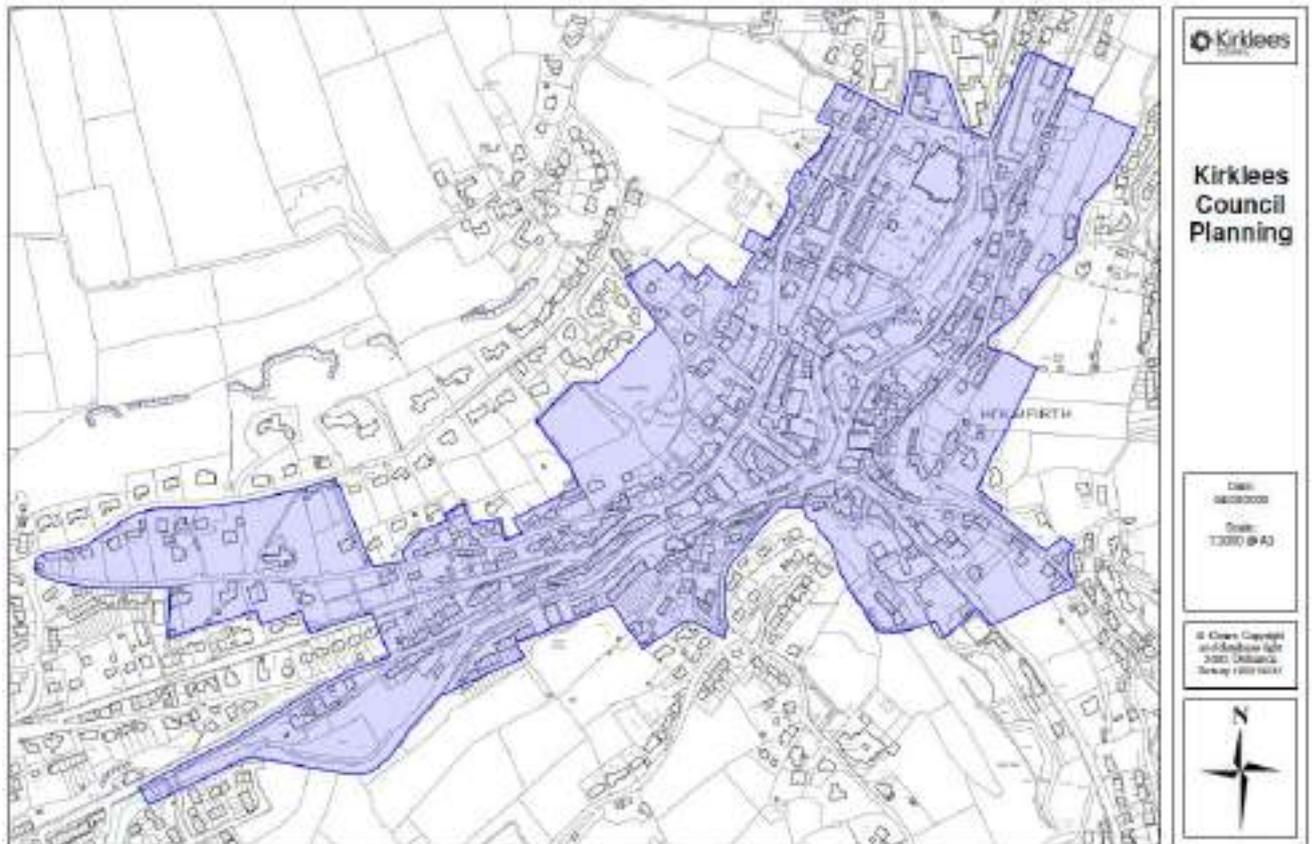
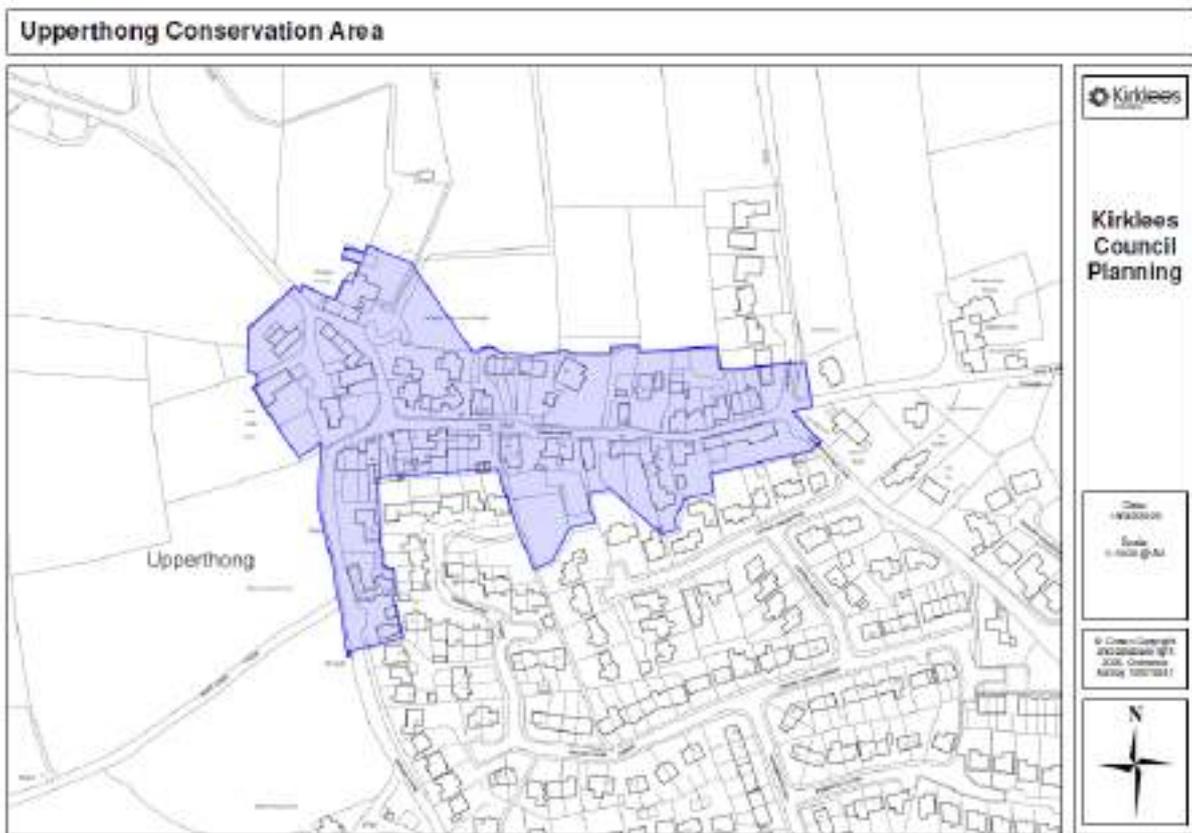


Figure 10 – Centre of Holmfirth Conservation Area

Upperthong Conservation Area

- 4.2.15 Upperthong Conservation Area is situated in LCA 4 *River Holme Settled Valley Floor* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.16 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.
- 4.2.17 There is no Conservation Area Appraisal at the current time.

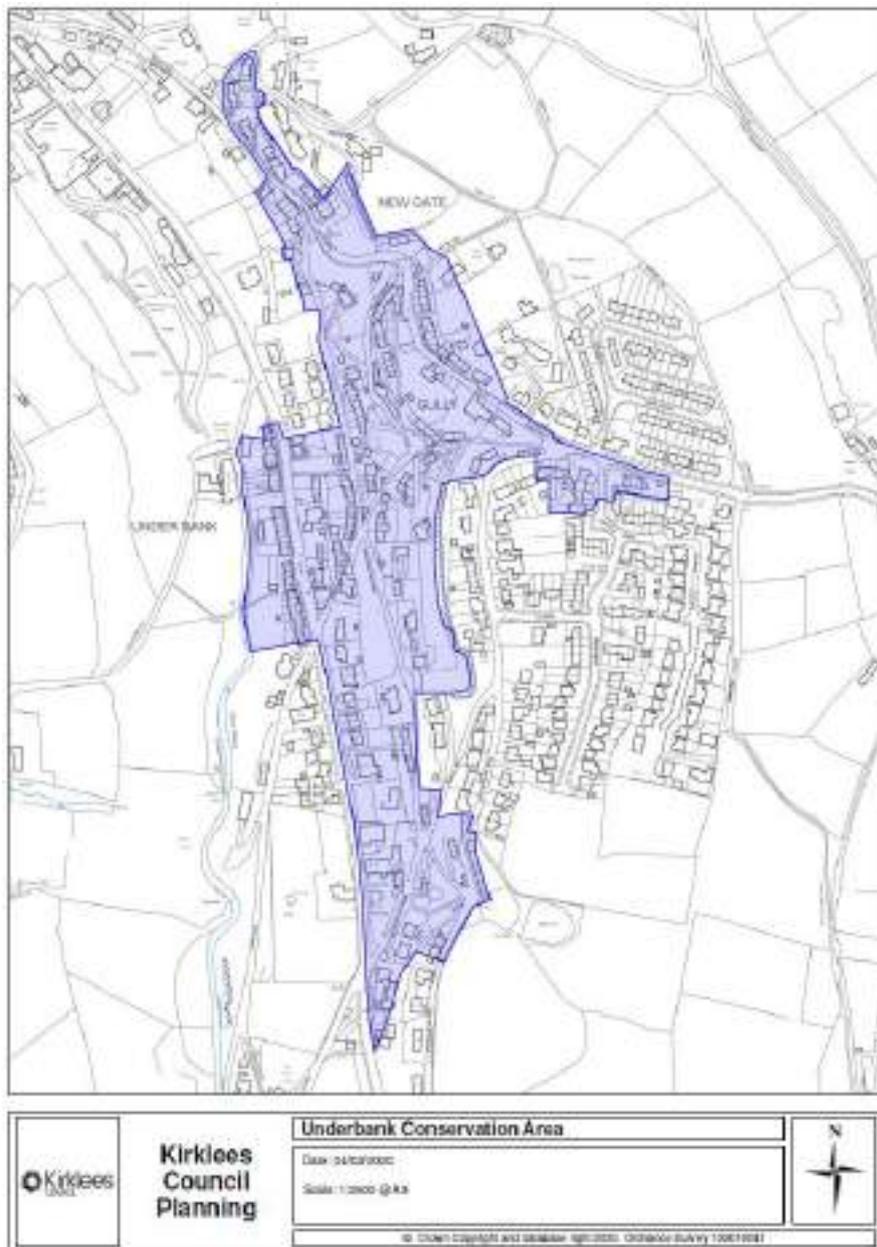
Map 6 Upperthong Conservation Area



Underbank Conservation Area

- 4.2.18 Underbank Conservation Area is situated in LCA 4 *River Holme Settled Valley Floor* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.19 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.
- 4.2.20 There is no conservation area appraisal at the current time.

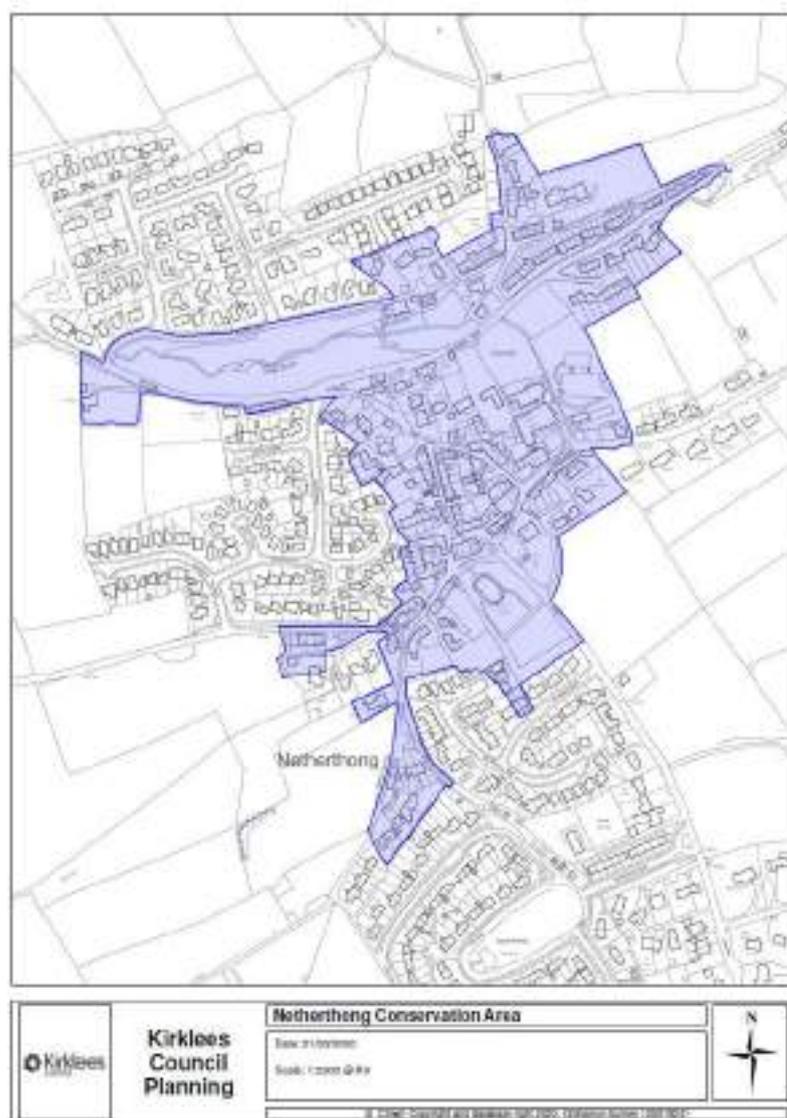
Map 7 Underbank Conservation Area



Netherthong Conservation Area

- 4.2.21 Netherthong Conservation Area is situated in LCA 5 *Netherthong Rural Fringe* as identified in section 4.1.15 and described in Appendix 7.
- 4.2.22 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.
- 4.2.23 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.
- 4.2.24 There is no conservation area appraisal at the current time.

Map 8 Netherthong conservation area



Oldfield Conservation Area

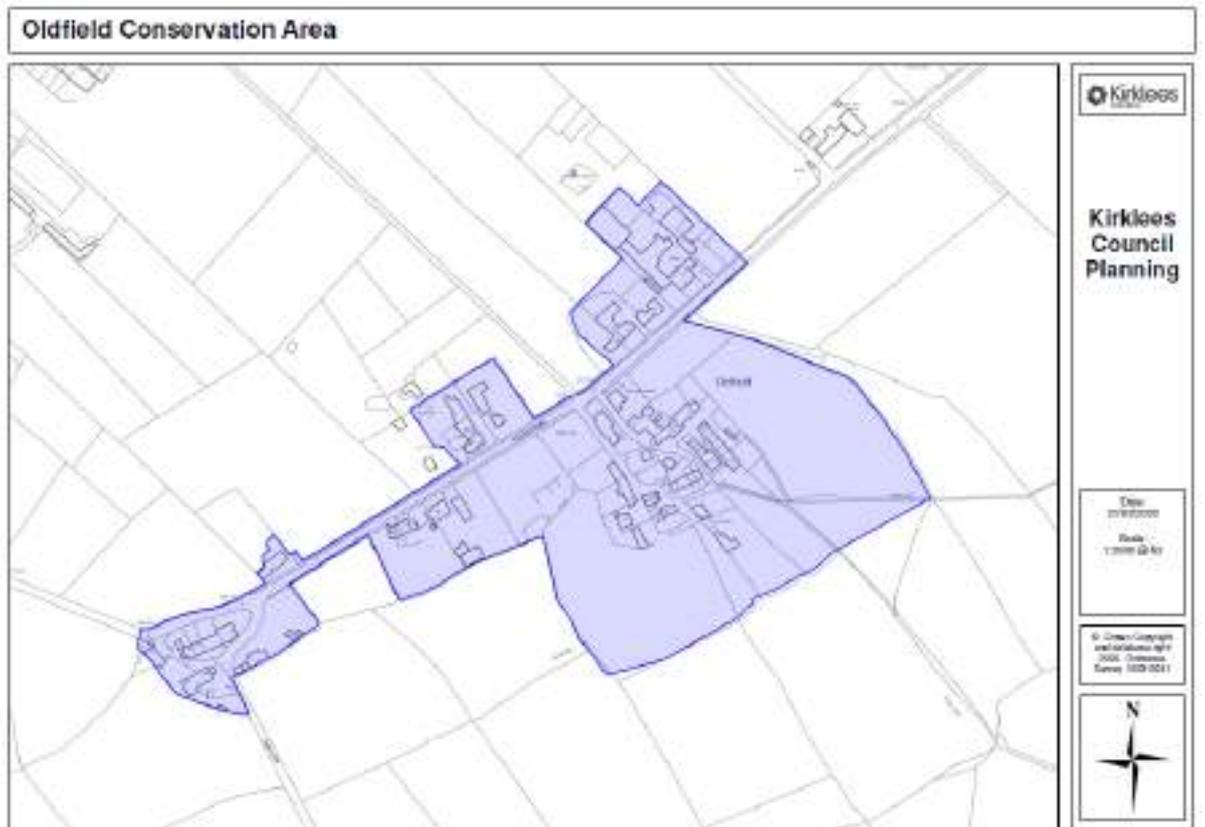
4.2.25 Oldfield Conservation Area is situated in LCA 5 *Netherthong Rural Fringe* as identified in section 4.1.15 and described in Appendix 7.

4.2.26 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.

4.2.27 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.*

Map 9 Oldfield Conservation Area



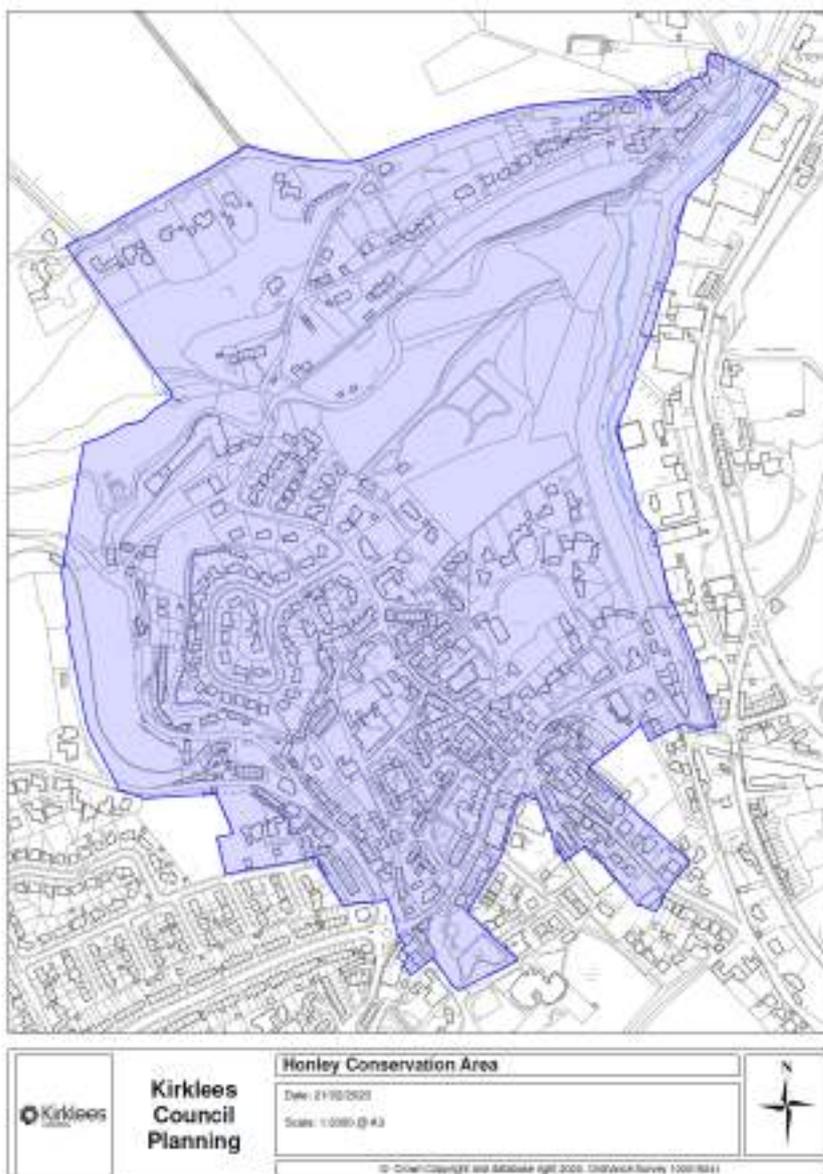
Honley Conservation Area

4.2.28 Honley Conservation Area is situated in LCA 6 *Honley Village Centre* as identified in section 4.1.15 and described in Appendix 7.

4.2.29 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.

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

Map 10 Honley Conservation Area



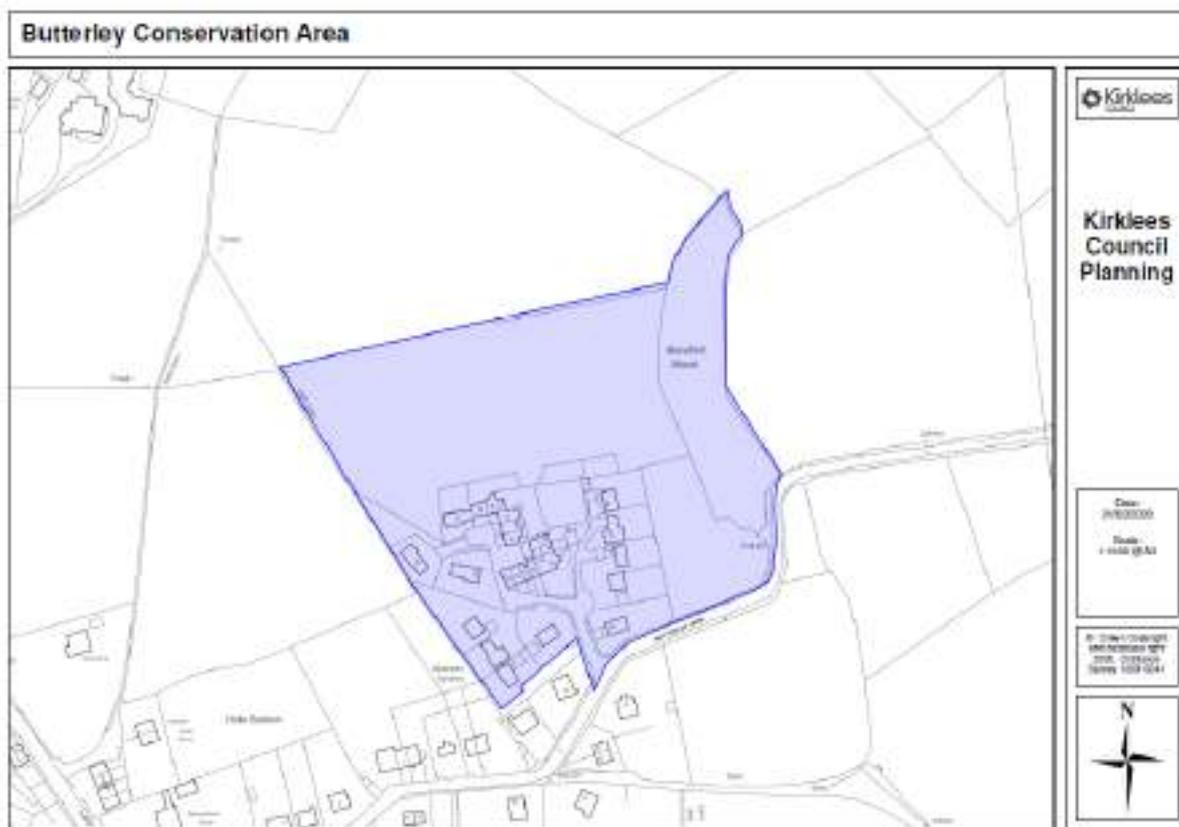
Butterley Conservation Area

4.2.31 Butterley Conservation Area is situated in LCA 7 *River Holme Wooded Valley* as identified in section 4.1.15 and described in Appendix 7.

4.2.32 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.

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

Map 11 Butterley Conservation Area



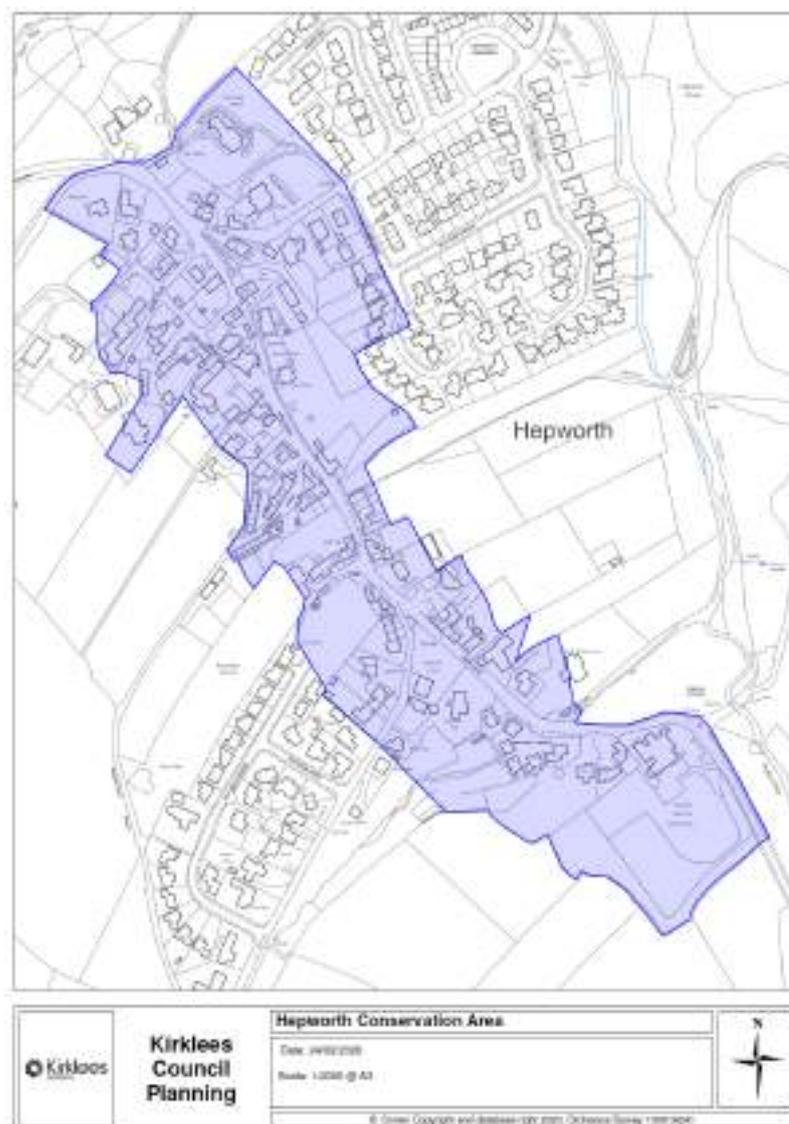
Hepworth Conservation Area

4.2.34 Hepworth Conservation Area is situated in LCA 7 *River Holme Wooded Valley* as identified in section 4.1.15 and described in Appendix 7.

4.2.35 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.

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

Map 12 Hepworth Conservation Area



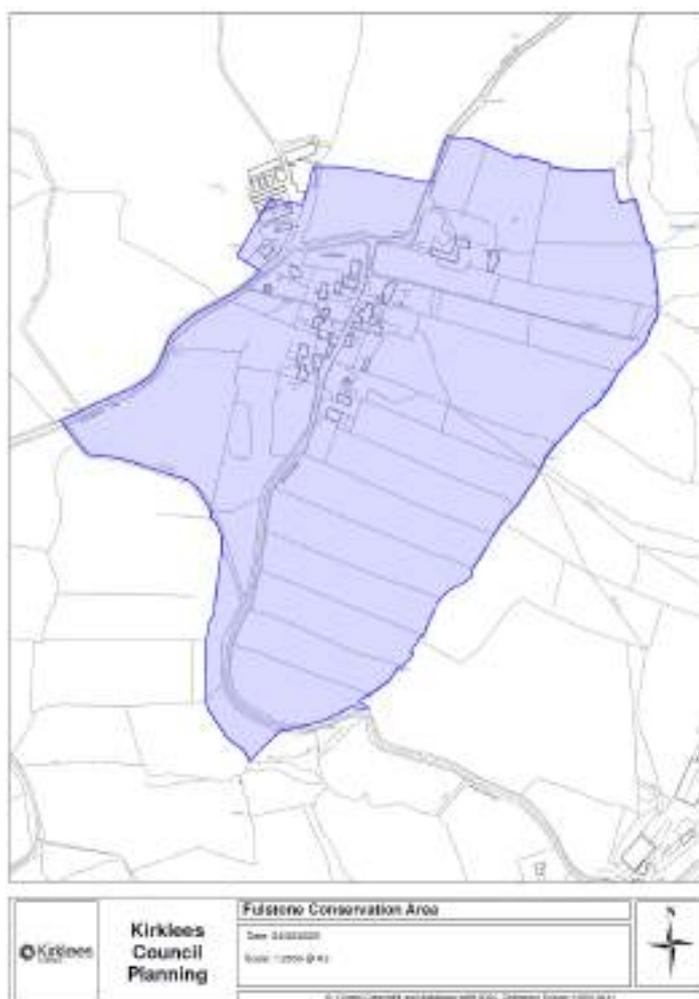
Fulstone Conservation Area

4.2.37 Fulstone Conservation Area is situated in LCA 8 *Settled Slopes of the Holme Valley* as identified in section 4.1.15 and described in Appendix 7.

4.2.38 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. In addition, the long narrow fields in the South-East of the area are excellent examples of the medieval field systems which occur all over the Holme Valley. These are a valuable landscape asset and reflect that local townships in ancient times all comprised the settlement, their associated township fields and a related area of moorland for common pasture and peat-cutting⁶.

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

Map 13 Fulstone Conservation Area



⁶ Faull and Moorhouse, *West Yorkshire: an Archaeological Survey to A.D. 1500*, West Yorkshire Metropolitan County Council, 1981.

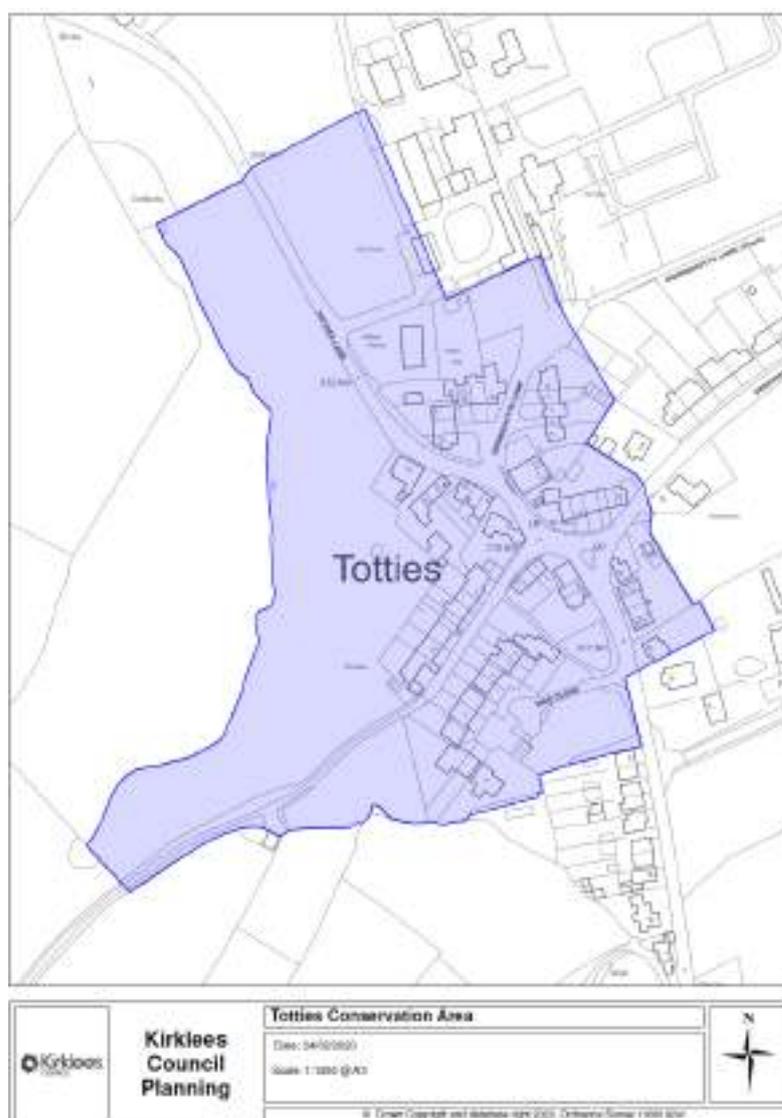
Totties Conservation Area

4.2.40 Totties Conservation Area is situated in LCA 8 *Settled Slopes of the Holme Valley* as identified in section 4.1.15 and described in Appendix 7.

4.2.41 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.

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

Map 14 Totties Conservation Area



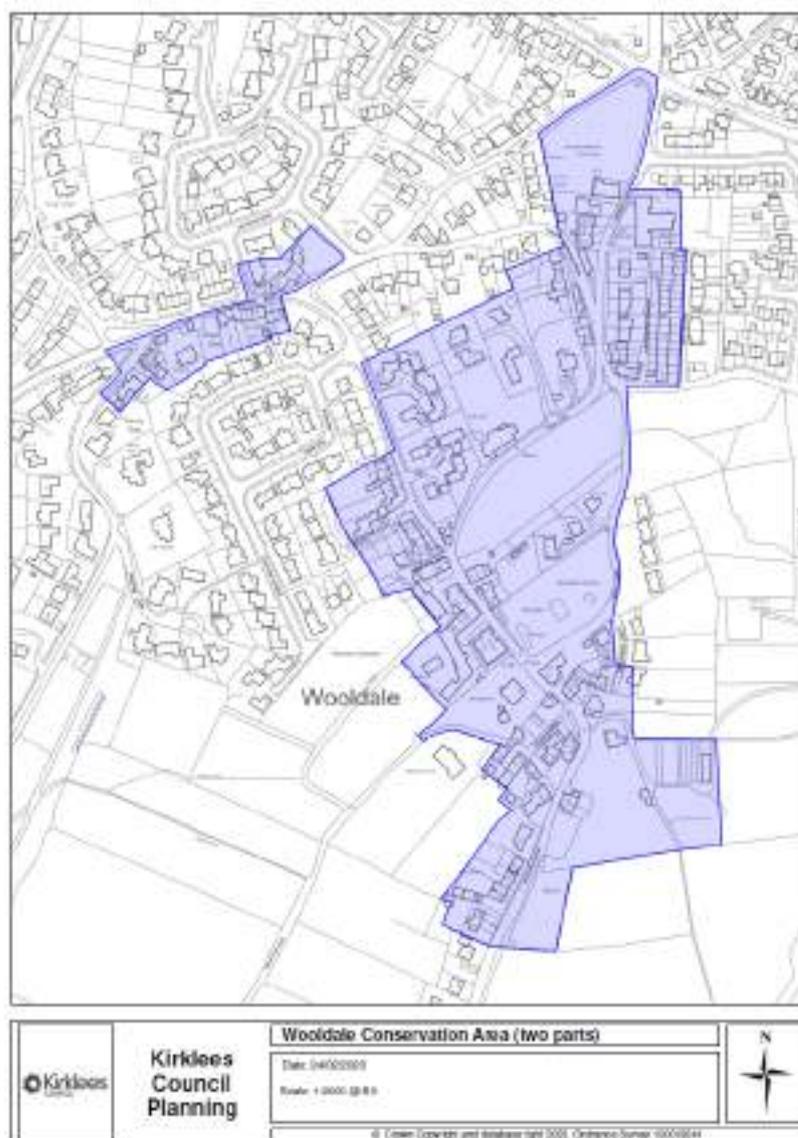
Wooldale Conservation Area

4.2.43 Wooldale Conservation Area is situated in LCA 8 *Settled Slopes of the Holme Valley* as identified in section 4.1.15 and described in Appendix 7.

4.2.44 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.

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

Map 15 Wooldale Conservation Area



- 4.2.46 The information in the Oldfield and Holme Conservation Area Appraisals and the Holmfirth Area Conservation Appraisal (compiled by the volunteer group in 2018), together with the Holme Valley Heritage and Character Assessment have been used to inform Policy 2 which aims to protect the special and distinctive built character and heritage assets of the Holme Valley.

Kirklees Planning Policies

- 4.2.47 Kirklees Local Plan Policy LP35 Historic Environment sets out (among other criteria) that consideration should be given to the need to: '*a. ensure that proposals maintain and reinforce local distinctiveness and conserve the significance of designated and non-designated heritage assets; and b. ensure that proposals within Conservation Areas conserve those elements which contribute to their significance.*'
- 4.2.48 Local Plan Policy LP24 Design sets out that proposals should promote good design by ensuring: a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape. The Neighbourhood Plan endorses the design approach given by the Kirklees LP24 as it considers good design as a vital part of sustainable development. Policy LP52 Protection and Improvement of Environmental Quality provides protection from pollution and promotes wellbeing and improvements to the environment.

Community Consultation and Engagement

- 4.2.49 A key issue identified in the Issues and Options 2017 consultation was the design of future development and ensuring all new development was in keeping with the surrounding area and would meet the needs of the local population. This is both in terms of its existing demographic and future demographic needs.
- 4.2.50 Our 2017 public consultation identified that residents expected to see planning rules being adhered to with use of traditional styles or local stone building materials mentioned by over half the respondents. Effective utilisation of existing planning controls was cited as very important along with the desire to include modern and sustainable design.
- 4.2.51 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. Actions for the Parish Council identified to support the NDP Planning Policy include to provide more detailed design guidance in the future, to encourage Kirklees MBC to undertake conservation area appraisals for conservation areas which currently do not have them and to promote enforcement action where development has taken place which is contrary to policy.

A Built Heritage Policy for the Holme Valley

- 4.2.52 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 (see Figure 11).



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

- 4.2.53 The HVNDP Environmental Report, 2020 advised that '*the sheer volume of identified assets within the Plan area depicts the strong historical values associated with the settlement areas and beyond.*' There is a need for the NDP to recognise the value of heritage to a sense of identity, place and wellbeing for both residents and visitors. The unique sense of place associated with the strongly defined local character and built heritage has significant economic and retail advantages but also has implications for local authorities, public utilities and private owners.
- 4.2.54 Development should respect existing urban grain of the area - the pattern of the arrangement and size of buildings and their plots in a settlement, and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent (see *By Design, Urban design in the planning system: towards better practice*, CABE for DETR, 2000). The urban grain in the Holme Valley area varies greatly: in 16th to 17th Century hill top and farming settlements there is a more informal arrangement of buildings and plots reflecting the agricultural heritage of the area; plot layouts are denser and more formal in the linear terraced forms, squares and courtyards of weavers cottages, mill buildings and terraced housing from the 18th to 19th Centuries. In more modern, estate type development from the 20th to 21st centuries, urban grain is often informed by the need to accommodate road layouts and parking provision, and residential buildings are often provided in cul-de-sacs with garden plots with driveways. Further detail about the Settlement Patterns and Built Form of each of the LCAs is provided in Appendix 7.
- 4.2.55 High quality design should not only be visually attractive but should incorporate flexibility to allow future adaptation to meet the changing needs of occupiers over time, including meeting the needs of older residents and / or those with changing care needs. Commercial, industrial, community, sports and leisure proposals as well as residential development present an opportunity for innovative design, using

modern materials and building techniques that will achieve flexibly planned, sustainable and energy efficient buildings.

- 4.2.56 Development should also maximise accessibility and encourage walking and cycling by maximising permeability and provision of through routes to local facilities, services, employment opportunities and other residential areas. Gated communities which are closed off to public access reduce opportunities for movement through a built up area. They are not characteristic of the Holme Valley and should be avoided wherever possible.
- 4.2.57 Proposals should also protect residential amenity and avoid environmental pollution wherever possible to protect existing residential communities.
- 4.2.58 Policy 2 aims to protect the special and distinctive built character and heritage assets of the Holme Valley, whilst promoting high quality design in new development. Policy 2 has been prepared to complement Kirklees Local Plan Policy LP24 Design and Policy LP35 Historic environment.
- 4.2.59 It is important to note also that the Policy applies only to that part of the NDP area where Kirklees Council is the local planning authority, as the part of the NDP area which lies within the Peak District National Park area is in the Natural Zone and PDNP LDF Core Strategy Policy L1: Landscape character and valued characteristics B sets out that 'other than in exceptional circumstances, proposals for development in the Natural Zone will not be permitted.'

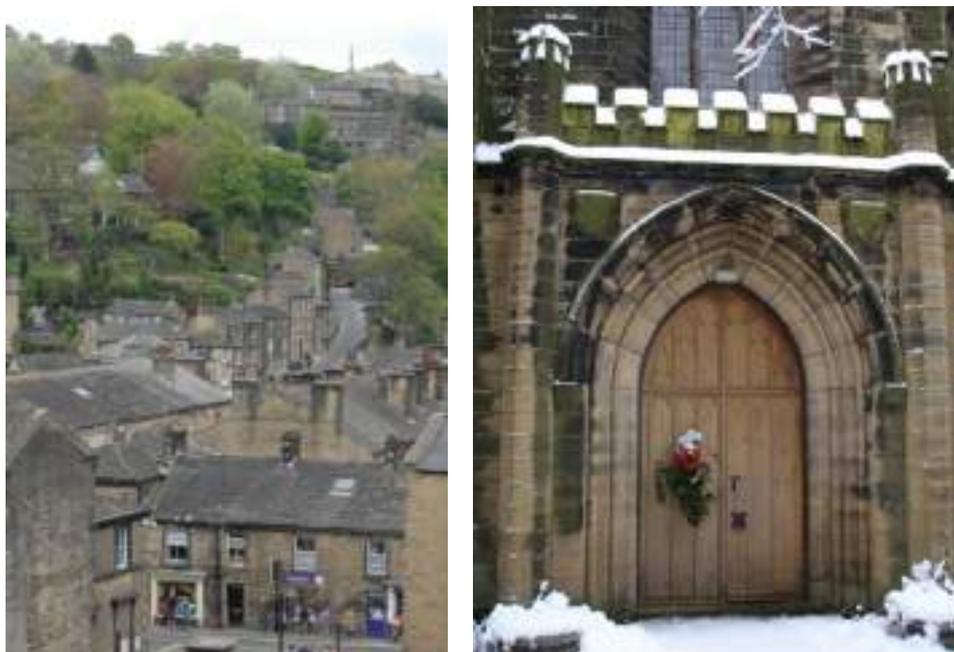


Figure 12 - Holmfirth Conservation Area & All Saints Church, Netherthong Conservation Area

Policy 2: Protecting and Enhancing the Built Character of the Holme Valley and Promoting High Quality Design

1) Local Character

Proposals for new development and alterations to existing buildings should respect the Landscape Character Area in which they are located with reference to the Character Management Principles for each Landscape Character Area (see paragraph 4.1.17) and the Key Characteristics and distinctive character of each of the identified Landscape Character Areas (as set out in Appendix 7). Proposals should seek to protect and enhance local built character and distinctiveness and historic landscape character.

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

2) Sense of Place

New developments should strengthen the local sense of place through use of local materials and detailing. 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. Legibility improvements are encouraged such as signage, waymarking, trails and heritage focal points.

3) Utilising Existing Assets

Wherever possible, significant trees, internal boundaries and water courses on the site should be retained and incorporated in the new design. Proposals should consider the aspect of the site and the ways in which the site contours and vegetation can be used to provide areas of extensive shade or shelter. Advantage should be taken of sunny slopes in orientation of gardens and / or main elevations. Development of individual buildings and groups of buildings should utilise site characteristics to improve energy efficiency and maximise use of renewable technologies.

4) Innovation and Responding to Local Context

The use of traditional materials and design will be supported. However, contemporary design and materials will be supported where the distinctive character of the area is enhanced or opportunities are identified for greater energy efficiency. Site layout should respect the existing grain of development in the surrounding area.

5) Gated Communities

Gated communities which restrict permeability are not characteristic of the

Holme Valley area and will be resisted.

6) Inclusivity and Accessibility

Designs should promote inclusivity and promote accessibility for all and in particular have regard to the needs of the older population and those with mobility impairments.

7) Public Spaces

New development should make a positive contribution to the public realm. In particular, this should include:

- A clear distinction between streets and other publicly accessible spaces and areas that are intended for private use;
- A designed sequence of spaces that connects with and relates to the pattern of spaces already present in the area;
- Where appropriate, the “greening” of public spaces by using trees and other suitable planting.
- Open spaces should be designed to meet the needs of the development and located to satisfy their intended, specific function, such as toddler’s play, older children’s activities, sitting out, or visual amenity.

8) Built Form and Materials

Designs should respect the scale, mass, height and form of existing locally characteristic buildings, as described in the Key Characteristics, and Settlement Patterns and Built Form, for each of the Landscape Character Areas in the Holme Valley Heritage and Character Assessment and Appendix 7 of the NDP. Materials must be chosen to complement the design of the development and add to the quality or character of the surrounding environment. Local millstone grit and stone flags should be used wherever possible.

9) Scale and Proportion

Scale, height and massing of development should be designed to reflect the setting and location of each individual site. Development should fit in and neither dominate nor have a detrimental impact on its surroundings and neighbouring properties.

10) Mixed Uses

If a shop or service is proposed as a part of a development scheme applicants will be encouraged to locate the facility where it is accessible to the wider community.

11) Protecting Amenity

Proposals should minimise impacts on general amenity and give careful consideration to noise, odour and light. Light pollution should be minimised, and security lighting must be appropriate, unobtrusive and energy efficient.

Policy 2 is in general conformity with:**Kirklees Local Plan - Strategies and Policies 2013 – 2031**

Policy LP24 Design

Policy LP35 Historic environment

Policy LP52 Protection and improvement of environmental quality

Peak District National Park Local Development Framework Core Strategy DPD 2011 - 2026

GSP2: Enhancing the National Park

GSP3: Development Management Principles

Peak District National Park Development Management Policies Part 2 of the Local Plan for the Peak District National Park, up to 2026

DMC3 Siting, design and layout

Holme Valley Parish Actions 1

1. To prepare a design handbook with specification of acceptable styles which merge with the local style. This may include examples of what is not acceptable such as out of proportion, window layout etc. This applies to both new build and renovation projects.
2. To encourage Kirklees to produce and implement Conservation Area Appraisals and Conservation Area Management Plans which illustrate the vernacular design for specific areas that should be reflected in new development.
3. To encourage enforcement where appropriate within the Conservation Areas.

4.3 Conserving and Enhancing Heritage Assets**Introduction and Background**

- 4.3.1 Designated heritage assets are a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation (NPPF 2019 Glossary). The list of protected buildings or sites is known as The Heritage List (officially the National Heritage List for England or NHLE). This is the official and up

to date record of all nationally protected historic buildings or sites in England, maintained by Historic England. Designated Heritage Assets have adequate protection with primary legislation (Acts of Parliament), the NPPF and policies within the Kirklees Local Plan.

- 4.3.2 However, there may be many other buildings and sites in an area that make a positive contribution to local character and sense of place because of their intrinsic heritage value. Although such heritage assets may not be nationally designated or located within the boundaries of a conservation area, they may be offered some level of protection by the local planning authority identifying them on a formally adopted list of non-designated assets. To date, Kirklees Council do not have a list of such buildings and there is no current requirement for a formally adopted list of non-designated heritage assets.
- 4.3.3 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.
- 4.3.4 The NPPF contains policies that apply to heritage assets regardless of whether or not they are designated or non-designated. 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. In addition the NPPF sets out that non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
- 4.3.5 Where a building is a non-designated asset, this would become a material consideration in the determination of any planning application.
- 4.3.6 Historic England has produced detailed guidance on the best practice in producing lists of non-designated heritage assets. It should be noted that heritage assets are not just buildings but could cover locations such as wells or milestone markers as well. As such developing a comprehensive list for such a large area as the Holme Valley would be challenging. However, Holmfirth Conservation Group has started this process by creating a list of key buildings in Holmfirth Conservation Area which they have listed in their Appraisal. These are provided at Appendix 2 for reference and it is proposed that this list is extended to cover other parts of the valley such as the Honley area where an emerging list is being developed which is also captured in Appendix 2. As further work is undertaken on the proposed identified list of local heritage assets, it will be submitted to Kirklees Council and, if relevant, the Peak District National Park Authority for their consideration.

- 4.3.7 Policy 3 relates to proposals which impact on non-designated heritage assets in the Holme Valley and the Parish Actions are designed to support the implementation of both Policy 2 and 3.

Article 4 directions

- 4.3.8 An Article 4 direction is made by the Local Planning Authority to restrict the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area. Where an Article 4 direction is in effect, a planning application may be required for development that would otherwise have been permitted development. Article 4 directions are used to control works that could threaten the character of an area of acknowledged importance, such as within a conservation area.
- 4.3.9 Article 4 directions can increase the public protection of designated and non-designated heritage assets and their settings. They are not necessary for works to listed buildings and scheduled monuments as scheduled monument consent would cover all potentially harmful works that would otherwise be permitted development under the planning regime. However, Article 4 directions might assist in the protection of other heritage assets (particularly conservation areas) and help the protection of the setting of all heritage assets, including listed buildings.
- 4.3.10 Article 4 directions may be used to require planning permission for the demolition of a non-designated heritage asset (such as a locally listed building outside of a conservation area), by removing the demolition rights under part 11 of the GPDO. The use of Article 4 where appropriate to protect designated and non-designated heritage assets in the valley might offer reassurance to residents who expressed concern at the lack of enforcement of planning controls in their informal consultation responses saying that "there are many instances around the Holme Valley where Kirklees have failed to act when their attention is brought to a violation" and "conservation needs to be enforced".

Policy 3: Conserving and Enhancing Non-designated Heritage Assets

A list of proposed non-designated heritage assets is identified in the Holme Valley Neighbourhood Plan and further non-designated heritage assets may be identified during the plan period.

The emerging list of non-designated heritage assets is provided in Appendix 2. Kirklees Local Plan Policy LP35 Historic Environment, in particular Parts 2 and 3a, and Policy DMC5 of the Peak District National Park Authority Part 2 Local Plan (Development Management Policies) will apply to all applications for development affecting the heritage assets, or their setting, once adopted.

Policy 3 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Local Plan Policy LP35 Historic Environment

Peak District National Park Development Management Policies Part 2 of the Local Plan for the Peak District National Park, up to 2026

Policy DMC5 Assessing the impact of development on designated and non-designated heritage assets and their settings.



Figure 13 - Holmfirth Masonic Lodge & Choppards Mission

Holme Valley Parish Actions 2

The Parish Council will work with the relevant bodies to:

1. Develop a list of non-designated heritage assets building on the suggested sites in Honley from the Honley Civic Society and initial list of key buildings identified in Holmfirth by the Holmfirth Conservation Group in accordance with Historic England's advice note to put forward to Kirklees Council as part of a Local List of Key buildings. Both lists are provided in Appendix 2.
2. Recommend that any changes to reservoir designs (walls, spillways etc.) be done in a sympathetic way to the local environment, using local materials.
3. Support community purchases and development where a heritage asset becomes structurally unsafe for use and encourage community ownership of locally important buildings.
4. Support the provision of workshops and or advice to owners of heritage assets possibly through community groups.
5. Promote and support the adoption of community assets and any redevelopment in sympathetic and financially viable ways.
6. Where an Article 4 Direction is in place, the Parish Council will work with Kirklees Council and local stakeholders to protect designated and non-designated heritage assets from harmful change.
7. The Parish Council will work with Kirklees Council to identify potential Heritage Action Zones in the Neighbourhood Area such as Holmfirth Town Centre.

4.4 Design in Town and Local Centres and Public Realm



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

Shopfronts and Advertisements

Introduction and Background

- 4.4.1 Most public ground floor frontages are occupied by shops and other commercial property and shopfronts are the most prominent element of many buildings. The appearance of shopfronts and advertisements can have a major impact on the character of conservation areas and other areas. Whether this impact is beneficial or harmful is dependent on the quality and sensitivity of the designs used.
- 4.4.2 The character of the built environment in the commercial centres and retail cores of the towns and villages of Holme Valley is extremely important as these areas provide a focal point for the style and vernacular architecture of non-residential buildings in each area. The design of shops fronts and ground floors of properties affect both the character and economic vitality of a town or local centre by contributing to the attractiveness of an area and its sense of place. As one retailer commented in the Regulation 14 consultation, 'window displays and signage make an enormous difference to the look and feel of the high street...it's very important to keep visitor numbers up which in return boosts economy in the area. If the shops don't look appealing, numbers will start dropping'.
- 4.4.3 The Holme Valley has two key shopping areas: Holmfirth and Honley along with many other shops and businesses throughout the villages. Both Holmfirth and Honley are conservation areas as are many of the villages as outlined in section 4.3. It is therefore important that traditional shopfronts, particularly in the larger settlements of Holmfirth and Honley are protected and enhanced to help preserve the sense of each place's identity. Each centre has a unique character and ensuring that changes are sensitive to this local character is essential.

Community Consultation and Engagement

- 4.4.4 Retailers and businesses have a strong preference for standard 'house' styles and colours. These interests must be balanced with the need to protect and enhance the unique qualities of the Holme Valley. Experience has shown that with a flexible approach, together with an emphasis on good design and quality, including and the use of traditional detailing in conservation areas, corporate image can be adapted.
- 4.4.5 Our consultation highlighted the importance of both built heritage and local shops in its top ten 'specific features of the Holme Valley which are important'. Retaining the

style of shopfronts is an important element of ensuring that shopfronts are designed in keeping with the character of the building and the area they sit within.



Figure 15 - Honley Westgate & Coordinated signage in Holmfirth

- 4.4.6 Developers are advised to discuss proposals for new shopfronts and advertisements in conservation areas or where proposals impact on listed buildings or other heritage assets with the Kirklees Council’s Conservation Team at an early stage.

A Shopfronts and Advertisements Policy for Holme Valley

- 4.4.7 Primary and secondary shopping areas in the valley are identified in Kirklees Local Plan Policy LP13 Town centre uses and Policy LP14 Shopping frontages identifies shopping frontages. Local Plan Policy PLP25 Advertisements and shop fronts provides general guidance for advertisements and shop fronts. Shopfronts within the Peak District National Park Authority part of Neighbourhood Area will not be permitted illuminated signs except in accordance with DMP DMS 5.
- 4.4.8 Many of the Holme Valley’s buildings date from the 18th and 19th centuries. During this period, shopfront design sought to achieve a successful relationship between the shopfront itself and the building as a whole. Some adaption may be necessary to take account of technological change, but such original features should be retained where possible.



Figure 16 - Recent change of Holmfirth shopfront from traditional to modern design

- 4.4.9 Very few early shopfronts survive. Special care is needed to ensure that these are preserved and restored in a sensitive manner and Figure 16 shows how shopfronts can unfortunately erode local character by adopting distinctive modern signage. Sometimes original features such as pilasters and fascias have been hidden by later work and where this is the case such features should be revealed and restored. Consideration should also be given to future maintenance and weather proofing. Shopfronts should be designed to throw water clear of the shopfront to help prevent rot and avoid long-term maintenance issues. Concerns about poor maintenance of shopfronts were raised by residents in the Regulation 14 consultation and whilst this is not a planning matter, the NDP encourages high quality, long-lasting designs in the future.
- 4.4.10 The replacement of modern shopfronts with traditional designs can have positive benefits. Traditional style shop fronts can enhance the street scene and add to the visual interest of the local shopping area, helping to make it more attractive to shoppers and visitors. Large plate glass windows, excessively deep fascias and unsuitable materials such as unpainted tropical hardwood or aluminium should be replaced with more appropriate and sensitive design and materials wherever possible.
- 4.4.11 Whilst protecting the historic and distinctive character of town and village centres in Holme Valley is a priority for the NDP, there is also a need to ensure shops and services are as accessible as possible for all groups. The NDP aims to take a balanced approach by promoting sensitive alterations which support improved accessibility for all groups whilst protecting the historic character. Historic England's document "Easy Access to Historic Buildings, 2004" and the Department for Communities and Local Government's "Planning and access for disabled people: a good practice guide, 2003" provide more detailed information. Barriers to access include:
- external physical elements of the building and its setting, including landscape features, kerbs, exterior surfaces, paving, parking areas, building entrances and exits as well as emergency escape routes
 - any feature arising from the design or construction of a building itself, including architectural details (such as plinths, column bases, staircases, ironwork and door openings), fixtures, fittings, furnishings, furniture, equipment and other materials.
- 4.4.12 The Historic England document notes that easy physical access involves people being able to circulate freely and cope with changes in level. Horizontal movement is most likely to be constrained by floor surfaces, corridors, doorways, thresholds and small changes in level. Improvements to vertical circulation may require alterations to steps, stairs and handrails or involve the introduction of ramps or lifts. All of these can affect the appearance and significance of the building and the advice of conservation officers should be sought at the earliest opportunity.
- 4.4.13 Given the distinctive character of each of the local and town centres, we have created a specific policy (Policy 4) to guide shopfronts and advertisements. Many proposals for shopfronts will be for premises which are located within a conservation area. Whilst these design principles are key to proposals located within these areas, the advice should equally be applied to shopfront proposals across the Holme Valley

designated area. The Heritage and Character Assessment report describes local character in more detail in each of the identified Landscape Character Areas.

- 4.4.14 As outlined in section 4.3.8, the use of Article 4 directions is a means of controlling works which could threaten the character of an area. We would support its use where appropriate to allow Kirklees to preserve our built heritage within town and village centres. The proliferation of bold, dominant or illuminated advertising material can have a significant detrimental effect on the visual character of a locality, particularly in sensitive places such as conservation areas and in sensitive rural locations. It is therefore important that advertisements are sensitively designed and this is also addressed in Policy 4. Consideration should therefore be given to withdrawing deemed consent through use of suitable Article 4 Directions and 'special areas of advertisement control' particularly in Conservation Areas).⁷

⁷Many fascias and projecting signs do not require consent if they are below first floor level and are not illuminated. Illuminated signs within conservation areas are likely to require a formal application (express consent). The main categories of signage that can be displayed using deemed consent (basically permitted development rights for signage) are set out in Class 3 and 5 as set out in Outdoor advertisements and signs: a guide for advertisers, June 2007 Department for Communities and Local Government. There is no 'special area of advertisement control' in the Holme Valley (or Kirklees).

Policy 4: Design Codes for High Quality Shopfronts and Advertisements

Design Principles for Shopfronts

1) General Principles

Shopfronts should be designed to integrate into the existing building by respecting the period, scale and architectural style of the building and reflect the characteristics of the wider street scene.

Proposals for new shopfronts, or alterations to existing shopfronts should consider the following design concepts to ensure that the proposal is sympathetic to the character and amenity of the locality.

Designs should:

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

2) Retention of Existing Shopfronts

The retention of existing shopfronts, which contribute to the character of the building or area, will be encouraged and special care should be given to the preservation and sensitive restoration of original features where possible.

3) Accessibility

The sensitive alteration of existing traditional shops and town centre buildings to improve accessibility for all is supported. Accessibility should be improved wherever practically possible, provided the special interest of any historic building or buildings is not compromised. Overall proposals should not prejudice the character of the building or buildings and should have due

regard for any features which make a particular building or buildings special or significant.

4) Fascias

Proposals for shopfronts should seek to incorporate moulded cornices weathered with a properly detailed lead flashing above the fascia.

5) Doors and Windows

Stallrisers are encouraged to protect shop windows and provide a visual break between the window and the street surface. Designs for shopfronts should include part-glazed door panels that reflect the height of the stallriser and the sub-division of large areas of glass wherever possible.

6) Shutters and Grilles

Solid roller shutters and the introduction of shutter boxes to the exterior of buildings have an adverse visual impact and will be resisted in that part of the neighbourhood area where Kirklees Council is the local planning authority. Any shopfronts in the Peak District National Park Authority part of Neighbourhood Area will not be permitted to have external security roller shutters.

The following suitable alternatives will be supported:

- a) Security glass with alarm or internal cameras;
- b) A reduction in the size of window glass;
- c) Internal see-through shutters; or
- d) In that part of the neighbourhood area where Kirklees Council is the local planning authority only, external shutters that are removed during working hours - decorative options may be applicable, themed on shop trade
- e) In that part of the neighbourhood area where Kirklees Council is the local planning authority only, externally mounted open mesh roller shutters 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.

Design Principles for Advertisements

1) General Principles

Any shopfronts within the Peak District National Park Authority part of Neighbourhood Area will not be permitted illuminated signs except in accordance with DMP DMS 5.

In that part of the neighbourhood area where Kirklees Council is the local planning authority, where planning consent is required, proposals for fascia, hanging and projecting advertisement signs should complement the design

of the building and shopfront.

Cumulative impacts of advertisements should be considered in relation to street scene and visual clutter. Advertisements should not overly dominate the public realm or have an adverse impact on local character.

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

Illuminated signs should be treated as an integral part of the overall design, and should be discreet, and energy efficient.

2) Fascia Signs

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

Lettering should:

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

In instances where illuminated fascia signs are proposed, they should be sensitively designed in 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. Schemes should avoid light pollution into adjoining residential properties and not unnecessarily cause poorly directed light pollution elsewhere.

3) Projecting Signs

Projecting signs will be supported where they are sensitive to the design of the existing building and are a characteristic feature of the surrounding area.

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.

Policy 4 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP13 Town centre uses

Policy LP14 Shopping frontages

Policy PLP25 Advertisements and shop fronts

Peak District National Park Development Management Policies Part 2 of the Local Plan for the Peak District National Park, up to 2026

DMS 5 Outdoor advertising.

Public Realm

Introduction and Background

- 4.4.15 Local and town centres include areas of public realm which can be formal, such as seating areas and parks, or informal, where pavements and street corners naturally offer public spaces. It is important that the character of the local centres is reflected in public realm enhancements, for instance through the style of seating, lighting columns or signage, siting and design of refuse bins and the layout of the highway. More detail is given on highway infrastructure planning in section 4.8.
- 4.4.16 The presence of the river in the centre of Holmfirth is an example of a public asset which is being enhanced by a locally based charity, River Holme Connections. Their investment in the 'duck feeding area' has sought to provide a more attractive public space for residents and visitors to enjoy.
- 4.4.17 Private investment in new railings opposite the Picturedrome now allows people to look down onto the river whilst bespoke art pieces have been prepared by The Children's Art School to liven up the concrete walls along the river. These organisations all recognise the opportunity to create new public spaces even when some of those are new views or vistas rather than new physical places.
- 4.4.18 The Holme Valley has many opportunities to increase visibility of existing locations and enhance those spaces. The Holmepride movement has worked on a number of projects over the last year to clear litter and overgrown vegetation on footpaths and small public spaces. Meanwhile Holmfirth Conservation Group's 'Windows on the Past' trail and existing riverside walks create a sense of shared public space through better understanding of what is already in the area. This Neighbourhood Plan aims to encourage this approach by promoting high quality design in spaces in between buildings, the views from and of them and the wider environment, as well as in buildings themselves.



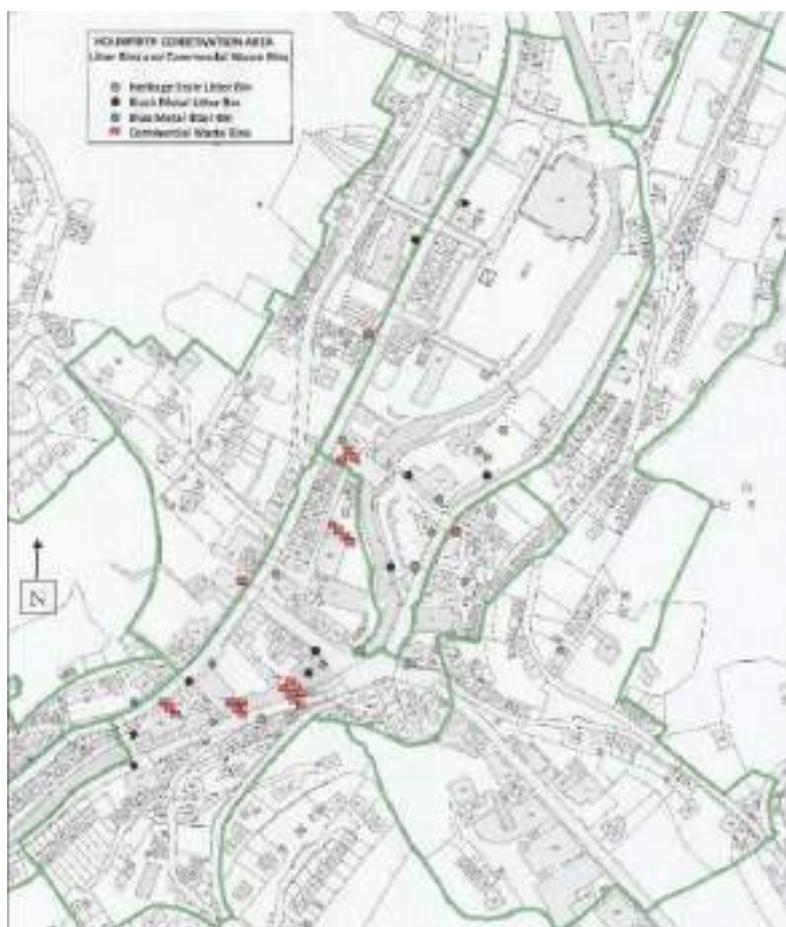
Figure 17 – 'Windows on the Past' Heritage Trail © Holmfirth Conservation Group 2018

- 4.4.19 Holmfirth Conservation Group highlighted in their appraisal the proliferation of different litter bins and the un-coordinated planters and street furniture, as shown in Map 16 below. This is something which Holmepride has helped address in terms of repainting existing litter bins and railings to improve their appearance but the different

designs remain. The presence of large commercial waste bins on Hollowgate in Holmfirth for example is not only unsightly but also fills a parking space in the centre of the town. Whilst planters, signage and litter bins and lighting columns are all essential parts of any functioning town centre, consideration of their impact on the overall appearance of an area is an important element of building a sense of place and high quality public realm.

Map 16 HCG Map of litter bin styles in Holmfirth Conservation Area

© Holmfirth Conservation Group 2018

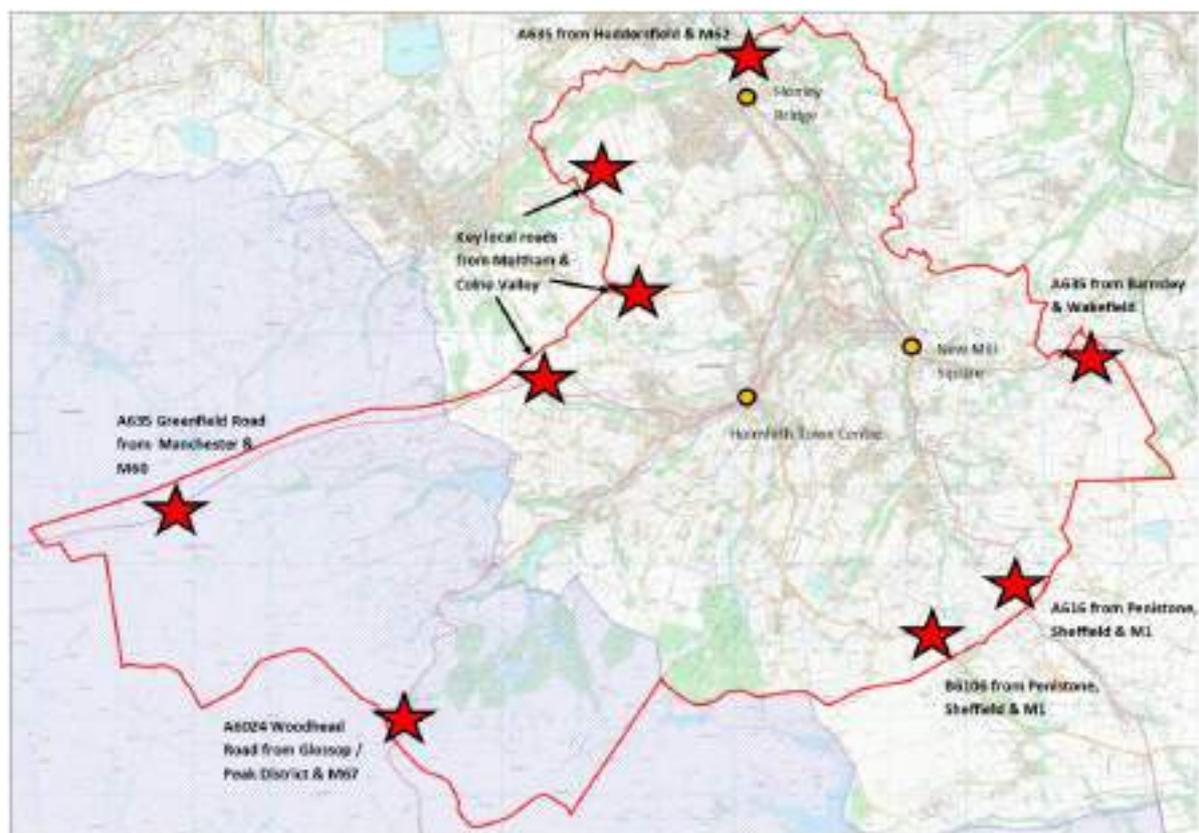


4.4.20 Similar principles apply across the valley where coherence of design within each village can help promote a sense of shared identity and this has led to the creation of a policy on public realm.

4.4.21 The public realm is not limited to highways, but road networks in the valley form a significant part of the public realm of settlements, particularly along the valley floors. There are several specific gateways to the valley as four key roads enter the Holme Valley from different directions: A635 Greenfield Road and A6024 Woodhead Road from the West; B6106 Dunford Road and A616 Sheffield Road from the South; A635 Holmfirth Road from the East and A616 Huddersfield Road from the North. These

routes converge in specific centres: Holmfirth town centre, New Mill square and Honley bridge - see Map 17 Key Gateways.

Map 17 – Overview of key gateways to the valley and convergence points



4.4.22 Without careful management, these locations can become dominated by highways and as a respondent to Pre-Regulation 14 consultation commented 'traffic and infrastructure will always be problematic around Holmfirth due to the geography'. However, we believe that applying the principles outlined in the policy below will help ensure that the importance of public realm is recognised not only in these specific 'hotspots' but also in the smaller village centres which have more localised highways challenges."

Public Consultation and Engagement

4.4.23 The public realm policy also highlights the importance of highways in contributing to a positive environment within a village or town centre. As one resident in the Pre-Regulation 14 consultation said, 'A dream would be to take all vehicles out of Holmfirth town centre and make it pedestrian friendly' whilst another commented that 'Tackling this very important [traffic] problem will have a huge impact on the quality of life in the valley. The needs of pedestrians must have priority'. Specific concerns regarding traffic and transport are detailed in section 4.8 but recognising the role of highways in the public realm is important.

A Public Realm, Gateways and Highways Policy for Holme Valley

- 4.4.24 Improvements to the public realm offer opportunities to provide physical measures to protect all road users, such as tree and shrub planting as physical landscape barriers. Street furniture such as interpretation panels, bollards, cycle racks, free-standing signs, lamp-posts and waste bins can all have a significant impact on the public realm. Careful consideration is needed to ensure designs are sensitive and locations are suitable and support improved accessibility for all. Benches and internal seating should offer a range of heights and a choice between those with and without backs and armrests. There should also be space for a wheelchair user to pull up next to a seated companion. Tables, where they are provided, should be wheelchair accessible. In addition to planning and design policies, the HVNDP includes various actions for the Parish Council, working with other bodies to help ensure the management of the public realm provides a safer and more attractive environment. Street furniture should not form obstacles when set on pedestrian routes and grouping items together can make them more easily visible and thus less of a hazard. Improved management of waste and recycling should help to reduce adverse visual impacts of large commercial bin store areas.
- 4.4.25 Proposals also should contribute towards enhancing Green Infrastructure (GI). Green infrastructure is defined in the National Planning Policy Guidance and can embrace a range of spaces and assets that provide environmental and wider benefits. It can, for example, include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies. References to green infrastructure in this guidance also apply to different types of blue infrastructure where appropriate.
- 4.4.26 Policy 5 provides local detail to Kirklees Local Plan Policy LP13 Town Centre Uses which requires proposals to be inclusive for all users, and be attractive to pedestrians, cyclists, and public transport users and to conserve and enhance the local character, heritage, green spaces and the public realm where appropriate. Policy LP24 Design advises that places should be adaptable and able to respond to change, with consideration given to accommodating services and infrastructure, access to high quality public transport facilities and offering flexibility to meet changing requirements of the resident / user. The Policy also requires proposals to incorporate adequate facilities to allow occupiers to separate and store waste for recycling and recovery that are well designed and visually unobtrusive and allows for the convenient collection of waste. It also supports accessible and inclusive places, development which contributes towards enhancement of the natural environment and retention of trees. NDP Policy 5 does not apply to the part of the NDP area in the Peak District National Park which is in the Natural Zone.

Policy 5: Promoting High Quality Public Realm and Improvements to Gateways and Highways

Public Realm

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

Proposals for public realm enhancements will be supported subject to other policies where they:

- a) Are of a high-quality design and sensitive to the visual appearance of surrounding buildings and street scene, especially in the case of a Heritage Asset or within a Conservation Area;
- b) Where possible, enhance or open up views towards existing locations of interest, such as the river or public spaces within the town and local centres, so that new developments improve rather than hide existing points of interest.
- c) Prioritise pedestrians and then cyclists, providing seating and safe, accessible routes for all.

Where public realm enhancements are proposed as part of development schemes, proposals should include, where possible, cycle and car parking with electric charging points, clear and useful signage to local public transport facilities, and low energy street lighting.

Large commercial bin storage areas should be suitably screened as part of proposals to enhance the public realm and improve waste management.

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

- d) Design and materials in public realm improvements and highways schemes should be sensitive to local character.
- e) Traffic dominance should be minimised through surface treatment and layout;
- f) Visual clutter should be limited;
- g) Provision of shared public space should be maximised whilst accommodating vehicular movement where necessary;

- h) Consideration should be given to accessibility for everyone;
- i) Consideration of Green Infrastructure⁸ should be built into the public realm where appropriate;
- j) Street furniture should not act as a hazard to pedestrians or distract motorists unnecessarily.
- k) Signage and interpretation should be clear and visually unobtrusive;
- l) Lighting should limit light pollution and the use of columns.

Gateways and Highways

Where major new residential or commercial development is close to gateways into the Holme Valley, for example at entry points along the main transport routes including roads along valley floors and at rail stations including as identified on Map 17 Key Gateways, consideration should be given to gateway improvements. Such improvements could include for instance, welcome signage, landscaping and planting and relevant information about visitor facilities.

Policy 5 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP13 Town centre uses

Policy LP24 Design

8 **Green infrastructure:** 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 Glossary).

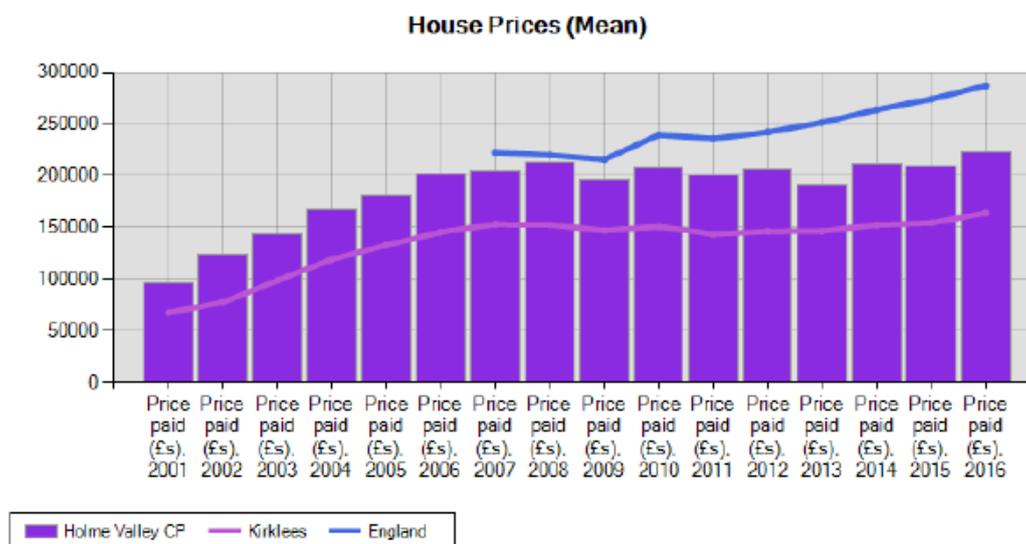
Holme Valley Parish Actions 3

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 traders and shop keepers to discourage the use of A-boards and clutter to keep routes clear for people who may have mobility or visual issues, or for parents with children in buggies.
5. To work with Kirklees Council to identify and promote more sustainable approaches to waste management in the Holme Valley which support a hierarchy of reduction, re-use and re-cycling. The provision of more effective recycling and waste facilities will be supported.

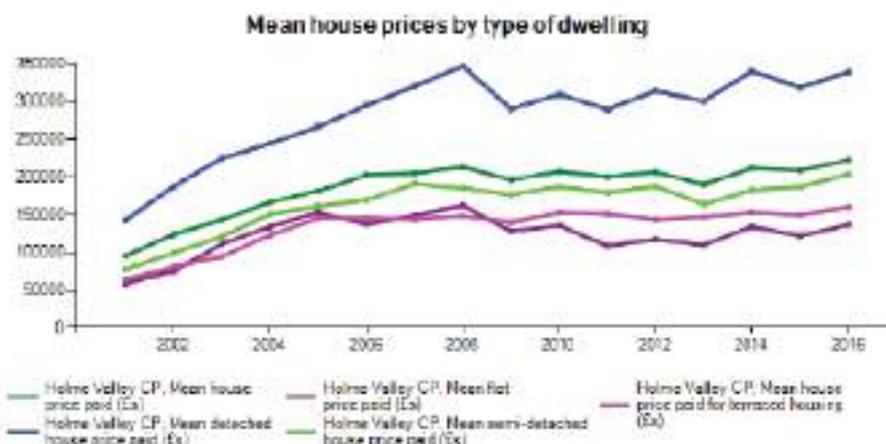
4.5 Building Housing for the Future

Introduction and Background

- 4.5.1 Public consultations for the NDP (see the Consultation Statement, consultation on Issues and Options and emerging First Draft Plan) have shown that housing is a contentious topic in the Holme Valley. The Regulation 14 consultation received the highest number of public comments on this particular issue. 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. There is growing concern about the impact building on the hill tops and hill sides will have on sewer capacity and road run off as climate changes increase rainfall levels.
- 4.5.2 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.
- 4.5.3 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:



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



4.5.5 Paragraph 8.6 in the Local Plan sets out that 'the Local Plan housing requirement has used the most up to date national household projections (2014-based) as a starting point. Following analysis of this information and consideration of economic assumptions, the Local Plan housing requirement is a minimum of 31,140 homes across Kirklees over the plan period from 2013-31 which will meet identified needs. This equates to an annual housing requirement of 1,730 new homes. As this is based on up-to-date demographic evidence, it takes account of any need arising from shortfalls in delivery against previous targets. The NDP 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.

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

Table 2 Local Plan Housing and Mixed Use Site Allocations

| Location | Site Number | Number of Houses Proposed | Housing or Mixed Development |
|--|-------------|---------------------------|------------------------------|
| Travel Station Yard, Station Road, Honley | HS159 | 14 | Housing |
| East of Woodhouse Rd, Brockholes | HS161 | 124 | Housing |
| South of Southwood Avenue, Honley | HS162 | 17 | Housing |
| Former Thirstin Mill, Thirstin Road, Honley | HS164 | 24 | Housing |
| South of Gynn Lane, Honley | HS167 | 50 | Housing |
| North of Scotgate Road, Honley | HS168 | 93 | Housing |
| North east of Westcroft, Honley | HS171 | 15 | Housing |
| South of Vicarage Meadows, Cinderhills, Holmfirth | HS174 | 14 | Housing |
| Bridge Mills, New Road, Holmfirth | HS175 | 45 | Housing |
| West of St Mary's Rise & St Mary's Way, Netherthong | HS176 | 21 | Housing |
| North west of New Mill Road, Thongsbridge | HS177 | 15 | Housing |
| East of Holme View Avenue & Pennine Close, Uppertong | HS178 | 27 | Housing |
| Dunford Road, Hade Edge | HS179 | 66 | Housing |
| East of St Mary's Avenue, Netherthong | HS180 | 32 | Housing |

| Location | Site Number | Number of Houses Proposed | Housing or Mixed Development |
|---|-------------|---------------------------|------------------------------|
| East of Ryecroft Lane, Scholes | HS181 | 39 | Housing |
| South of Sandy Gate, Scholes | HS182 | 28 | Housing |
| West of Bankfield Drive, Holmbridge | HS183 | 23 | Housing |
| West of Wesley Avenue, Netherthong | HS184 | 38 | Housing |
| West of Miry Lane, Thongsbridge | HS185 | 39 | Housing |
| West of Stoney Bank Lane, Thongsbridge | HS186 | 53 | Housing |
| Tenter Hill Road, New Mill | HS187 | 81 | Housing |
| West of Royds Avenue, New Mill | HS188 | 53 | Housing |
| South of Former Midlothian Garage, New Mill Road, Holmfirth | HS189 | 12 | Housing |
| South of Water Street, Holmbridge | HS190 | 19 | Housing |
| Former Midlothian Garage, New Mill Road, Holmfirth | HS191 | 56 | Housing |
| Dobroyd Mills, Hepworth Road, Hepworth | MXS12 | 75 | Mixed |
| Lancaster Lane, Brockholes | HS173 | 14* | Housing |
| TOTAL | | 1087 | |

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

4.5.7 There are also areas of 'safeguarded land' which is identified for future development, most likely housing, if required after the current plan period. There are some significant plots of land in the Holme Valley with this designation such as 6.26 ha on the Cliff, 4.29 ha next to the Memorial Hospital and more at Hade Edge. The allocation of sites was fixed when the Local Plan was approved by the Planning Inspector in 2019.

Public Consultation and Engagement

4.5.8 There is considerable concern locally about the number of new dwellings and the impact of the potential associated increase in population on the nature of life in the Valley. One Regulation 14 respondent said 'Before any new housing is permitted there needs to be proper consideration to the infrastructure, not just lip service! Roads, drains, sewerage, schools, shops...' whilst another commented that 'Upperthong area is now at saturation point... Poor sight lines, narrow roadways and limited pavement provision must be obvious problems'. Specific areas are often cited such as 'Scholes, Hepworth, Wooldale: no more housing in these areas, the roads, services, schools etc, can't handle an influx of new residents. New homes should be built on brown fields only. Green belt to be preserved.' It is noteworthy that both Hade Edge and Scholes communities strongly resisted the new housing developments in the Local Plan during its Examination, setting up 'Hade Edge Fight for the Fields Group' and 'Scholes Future Group' to provide coordinated responses to the consultation. The latter contributed nearly 600 objections to the proposed housing site in Scholes and indeed, its size was duly reduced by the Planning Inspector. Representations were also made on behalf of other local groups and people by the Holme Valley Vision network.

- 4.5.9 Local recognition of the need for smaller and affordable homes which has been expressed repeatedly in local surveys. Holme Valley Vision's Young People's Survey of 1,027 young people in 2012 identified that 'affordable, suitable homes to encourage people to stay in the valley was important for nearly three quarters of the sample' while their wider Residents Survey of 2,640 people identified that over 55% thought it 'important to have more affordable as well as more starter homes in the Holme Valley area. As one respondent to the Regulation 14 consultation stated, '[we need] to address the evident undersupply of homes that are suitable for: (a) younger people, many of whom wish to live and work in the area, but are unable due to unaffordable rents and house prices; (b) older people, many of whom have particular social and health care requirements'. Another commented that 'we need to break the cycle of developers building 4+bed detached houses which suit commuters rather than providing smaller houses for young and old and those needing to downsize. 70% local people said they want more affordable and smaller houses but all the new ones being built are large so are out of kilter with public demand.'
- 4.5.10 The 2017 consultation identified a strong preference for spreading development across the valley with over 300 residents preferring that to concentrating it in large sites which was selected by only 77 respondents. The NDP needs to balance these different interests. For example, the plan needs to ensure that by encouraging in-fill building it does not contradict the desire to protect the distinct character and sense of place of existing individual settlements. One of the five purposes of Green Belt (see NPPF paragraph 134), is "*b) to prevent neighbouring towns merging into one another*" and therefore in areas protected by Green Belt, towns should be protected from merging by national and Kirklees level planning policies. Policy 6 therefore addresses development in areas not protected by Green Belt.
- 4.5.11 There is also support for the brownfield first policy with 89% consultees in 2017 supporting the use of brownfield sites over greenfield ones and as mentioned in 4.5.9, there was considerable local resistance to housing development on green fields in Scholes and Hade Edge. The lack of activity in developing locations such as up New Mill Road where sites HS177 and HS191 have sat redundant, overgrown and fenced off for years has given the local impression that developers prefer taking on greenfield sites instead. This causes local frustration which has been reiterated through later consultation with Regulation 14 comments including 'Be the first authority to insist on re-use of brown field sites' and 'the NDP should allow for a phased release of sites, preferencing brownfield sites over greenfield sites, small and medium sites over large sites; extant permitted sites over unpermitted sites, to ensure land is released in an orderly and appropriate manner, reflecting community needs, and minimising the potential for land banking of sites by developers and speculators'.



Figure 18 - New developments in Netherthong & Honley

A Housing Policy for Holme Valley

4.5.12 The NDP does not allocate sites; this is a function of the Local Plan. Under the new revised NPPF, paragraph 136, "*where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through non-strategic policies, including neighbourhood plans.*" However, the Kirklees Local Plan has been prepared under the previous NPPF so this opportunity is not available. As and when the Local Plan is reviewed in the future, there may be an opportunity to identify amendments to Green Belt boundaries, provided this is supported by strategic planning policies.

Brownfield Sites

4.5.13 The Parish Council's Climate Emergency Action Plan as provided in Appendix 8 highlights the role of housing and infrastructure in reducing carbon emissions and the need to 'support development of appropriate housing to suit our community needs'. Sustainable infrastructure and a reduction in the reliance on cars whilst meeting these needs has to be balanced with the importance of protecting the environmental characteristics and heritage of the Valley. Building on previously developed sites and reusing existing buildings should help to support more sustainable, resource efficient patterns of land use and support development in locations close to services and employment opportunities.

4.5.14 The NDP can also encourage certain types of development, such as the conversion of former mill buildings for residential use or building multi-storey houses, to reflect the traditional weaver's cottage design. It can also set standards regarding the amount of parking, encourage building close to existing settlements and public transport routes and aim to increase walking and cycling. Consideration of these matters is included in the policies on transport later in the NDP.

Parking

4.5.15 Parking guidelines are provided in Kirklees Council's Highways Development Delivery Planning Pre-application and Application Advice Note. This document sets

out general principles which need to be satisfied in relation to site accessibility, forecast car ownership, highway layout and the availability of existing on street parking.

Density

4.5.16 Density of housing is a crucial consideration for the valley as this affects the number of dwellings on a site and the amount of land needed. The capacity of sites in the Local Plan was calculated at a standard density of 35 dwellings per hectare throughout the district, unless a scheme for a different density had already received planning permission or has site promoter evidence justifying a different capacity. However, based on the Local Plan’s identified size of the allocated sites and number of proposed houses, it is estimated that the housing density in the Holme Valley will be approximately 30 dwellings per hectare. Lower density housing suggests larger, more expensive houses and it is generally recognised that these generate more profit for builders and higher council taxes for the Council.

House Types

4.5.17 As shown in Figure 19, the 2017 consultation identified that affordable and specifically small houses were seen as the priority required for residents. Whilst the Holme Valley has a mixed housing stock, it has a larger number of owner occupied houses than Kirklees and a lower proportion of rented accommodation. Local concerns relate to the new developments being too focused on larger houses thereby proportionally reducing the smaller units available to residents seeking to buy in the valley.

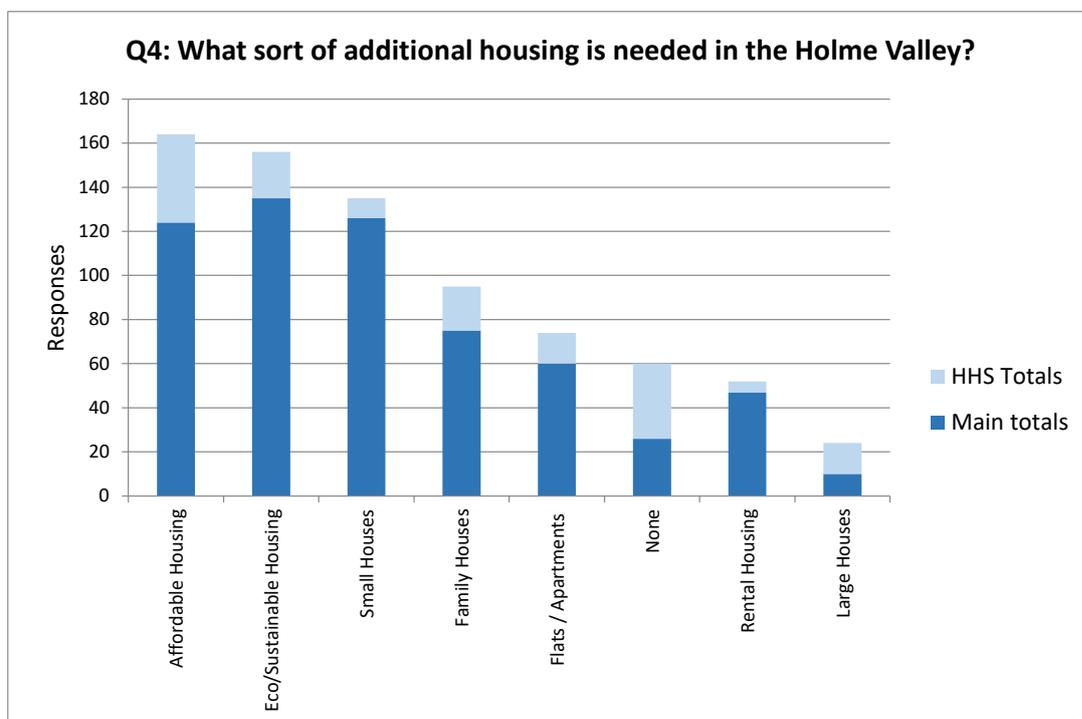


Figure 19 - Results from community consultation 2017 (HHS is Holmfirth High School students; Main is general public respondents)

4.5.18 The Kirklees Strategic Housing Market Assessment, 2016 provides the latest available evidence to help to shape the future planning and housing policies of the area. The Holme Valley NDP area falls within the Rural West sub area. Section 7 of the report sets out the Need for All Types of Housing across Kirklees. Paragraph 7.6 advises that *'the analysis indicates that there are three key dwelling types particularly required across Kirklees: 3 bedroom houses, 4+ bedroom houses and 1-2 bedroom houses in addition to ongoing development of other property types and sizes'*. In terms of older people, paragraph 7.57 sets out that *"a major strategic challenge for the Council is to ensure a range of appropriate housing provision, adaptation and support for the area's older population. The number of people across Kirklees area aged 65 or over is projected to increase by 28,600 from 71,700 in 2014 to 100,300 by 2031 (39.9% increase).'* Paragraph 7.62 goes on to say that *'by 2030, there is a need for an:*

- *additional 388 units of housing with care for rent*
- *additional 628 units for sale or shared ownership*
- *additional 291 units of provision for older people with dementia.'*

Community Right to Build

4.5.19 Neighbourhood Development Orders (NDOs) were introduced through the Localism Act 2011 and grant planning permission for specific development in a particular area. Community organisations can bring forward a 'Community Right to Build Order' which is a type of NDO. This allows certain community organisations to bring forward smaller-scale development on a specific site, without the need for planning permission. Communities have the freedom to develop, for instance, small-scale housing and other facilities that they want. Any benefit from this development stays within the community to be used for the community's benefit, for example, to maintain affordable housing stock. Through the Regulation 14 consultation, local community group, Holmfirth Transition Town (HoTT) highlighted that they are currently setting up a Community Land Trust to build affordable low-energy homes in the Holme Valley. This approach is supported by the Parish Council and aligns with Kirklees' Local Plan Policy 11 which says that *'The Council will encourage proposals for custom/self-build homes where consistent with other policies in the Local Plan'*. Kirklees has a self-build and custom housebuilding register to support those individuals and associations who are seeking to acquire serviced plots of land in their area in order to build homes for those individuals to occupy.⁹

4.5.20 Policy 6 aims to help ensure appropriate types of property are developed in Holme Valley. The Policy has been prepared to provide local detail to Kirklees Local Plan Policy LP3 Location of New Development and Policy LP11 Housing Mix and Affordable Housing. In the Peak District National Park Authority part of the Neighbourhood Area, Core Strategy Policy Development Strategy DS1 applies. This sets out in Part D that in *'named settlements there is additional scope to maintain and improve the sustainability and vitality of communities across the National Park. In or*

⁹ <https://www.kirklees.gov.uk/beta/planning-policy/selfbuild-custom-housebuilding-register.aspx>

on the edge of these settlements new build development will be acceptable for affordable housing, community facilities and small-scale retail and business premises.'

Local Consultation

- 4.5.21 Engaging with local people before undertaking significant developments is important to ensure that any new housing fits appropriately with the established community. The Parish Council therefore encourages developers of all housing schemes of 5 or more properties to undertake public consultation with local residents and stakeholders.

Policy 6: Building Homes for the Future

General Principles

Policy 6 only applies to that part of the neighbourhood area where Kirklees Council is the local planning authority.

In addition to the sites allocated by Kirklees Council in the Allocations and Designations DPD, new housing development will be supported within existing settlements in areas not overwashed by the Green Belt.

Proposals are required to address the following additional considerations:

- 1) Wherever possible, proposals for residential development should include the redevelopment of previously developed (brownfield) sites or the conversion of other suitable buildings within existing settlements.
- 2) Housing should be suitable in terms of design, house size and tenure.
- 3) Conversion of mill buildings for low cost housing and apartments rather than demolition is preferred. Wherever possible proposals for conversions of former mill buildings to residential accommodation should include provision for suitable commercial or employment uses as part of mixed use schemes, including live / work type accommodation.
- 4) Adequate parking for residents and visitors should be provided in accordance with the most up to date Kirklees parking standards as set out in Kirklees Council's Highways Development Delivery Planning Pre-application and Application Advice Note in Appendix 4. Additional parking provision to accommodate visitors and delivery vans is encouraged to minimise additional on street parking on nearby roads.
- 5) Developments should have good access to public transport routes and encourage walking and cycling by enhancing, expanding and linking to existing routes.
- 6) Proposals will be expected to demonstrate that densities make best and efficient use of land and reflect local settlement character.

House types and sizes

All major housing development schemes should demonstrate how they

address the identified local housing need of the Rural West sub-area¹⁰ in terms of density, size, tenure and type of development. Schemes should provide suitable housing in response to the most up to date Strategic Housing Market Assessment.

In particular new housing schemes for major development will be supported, subject to aligning with other policies within the HVNDP and Kirklees Local Plan and national planning policies, where they:

- 1) Include a mixture of one, two and three-bedroom properties for sale and rent.
- 2) Include housing designed to meet the needs of older people and properties for first time buyers.
- 3) Provide a suitable proportion of affordable housing¹¹ in line with the recommendations in the Kirklees Local Plan and the NPPF. Priority will be given to the delivery of affordable housing and maximising the potential for meeting identified local needs and local affordable needs from appropriate individual development opportunities.
- 4) Provide new housing through a Community Right to Build Order or other community led housing project including self-build schemes.

Policy 6 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP3 Location of new development

Policy LP11 Housing Mix and Affordable Housing.

**Peak District National Park Local Development Framework Core Strategy
DPD 2011 - 2026**

Policy DS1: Development strategy

¹⁰ Kirklees Strategic Housing Market Assessment, 2016

¹¹ See Appendix 6 for NPPF definition of affordable housing.

4.6 Helping the Economy Prosper

Introduction and Background

- 4.6.1 Without economic activity, the Holme Valley is in danger of becoming a dormitory belt, with very little local employment. This could have an effect on the viability of local shops and services with fewer economically active residents staying in the valley during the day. This could also impact on traffic levels by increasing peak flows in the morning and evening rush hours.
- 4.6.2 An analysis by Holme Valley Vision in 2016 of Companies House records given in the Fame database of UK companies showed that there are currently over 1,000 registered companies operating from addresses in the Holme Valley. Of these, the majority were sole traders, self-employed or working from home. Businesses ranged from construction, motor repair, services such as hairdressing and care, catering and professional and consultancy services and some engineering. There are also shopping centres, in Holmfirth, Honley, New Mill and corner shops scattered around the Valley.
- 4.6.3 Kirklees Council, through the Local Plan have allocated employment sites, and designated priority employment areas, which are 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.
- 4.6.4 The NDP seeks to encourage the use of brownfield sites and the Valley bottom 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 and will encourage more walking, cycling and use of public transport, thus reduce reliance on the private car. Increasing opportunities for homeworking should also help to reduce the need to travel and where communication technologies support working from home, this can be an attractive option for many residents.
- 4.6.5 Kirklees Local Plan Policy LP10 Supporting the Rural Economy sets out various measures which aim to improve economic performance in the rural economy, including the digital economy, small and medium sized enterprises, tourism related development and farm diversification schemes. Policy LP54 Buildings for agriculture and forestry addresses how the economy can be supported in keeping with Green Belt policy. The Peak District National Park Core Strategy Policy L1: Landscape character and valued characteristics, sets out in part B that other than in exceptional circumstances, proposals for development in the Natural Zone will not be permitted. Policies guiding tourism related development include RT1: Recreation, environmental education and interpretation, RT2: Hotels, bed and breakfast and self-catering accommodation and RT3: Caravans and camping and economic development include E1: Business development in towns and villages and E2: Businesses in the countryside.
- 4.6.6 Small businesses are drivers of local employment and economic growth and have been described by a Government Minister as 'the engine of our economy, fuelling growth and employing 16 million people'. Initiatives such as 'Totally Locally' are

based on the premise that local shops and services create 'strong, vibrant towns and sustainable local economies'. Businesses across the Holme Valley support initiatives which celebrate and promote local spending such as the Holmfirth 'Flip N Save Booklet' and Christmas Elf Trails.

- 4.6.7 The rapid growth in the digital economy presents considerable opportunities for areas such as the Holme Valley. Greater and faster improvements in broadband and mobile connections are essential for local businesses to realise their potential for growth and the creation of more job opportunities. This is being suggested by the newly formed Pennine Cloud company, Pennine Pound initiatives and local representation on the Leeds City Region Local Enterprise Partnership (LEP).

Public Consultation and Engagement

- 4.6.8 The 2017 consultation responses indicated that small business enterprises were well represented with manufacturing/skilled work and service creative industries also being favoured. Residents expressed the desire to improve the local economy by 'encouraging local makers and business people', 'digital economy jobs' and 'traditional jobs that link to our roots and high-tech jobs that protect future employment'. This confirmed the results of earlier surveys undertaken amongst residents, young people and local businesses by the Holme Valley Vision network over recent years. Retaining this mix of local opportunities for local people is important whilst recognising that the valley's location in the centre of a triangle of the key Northern cities of Leeds, Manchester and Sheffield makes it attractive to those working in those conurbations. The challenge is to have a local economy which offers choice of employment at the same time as encouraging those who earn out of the Valley to spend in the Valley. Loyalty schemes for some local shops and services and strong local business initiatives such as the Honley Business Association help sustain the networks and promote awareness of what is available in the Valley to local residents.

A Policy for Tourism and the Visitor Economy

- 4.6.9 As a visitor destination, 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. The duration of the programme and its international popularity still draws visitors from the UK and abroad. 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.
- 4.6.10 Alongside occasional events such as the Tour de Yorkshire cycle race which will pass through the valley for the third time since its inception in 2015, the area's programme of regular festivals and events such as the Holmfirth Festival of Folk, Honley Show, Holmfirth Art Week, Holmfirth Arts Festival and Holmfirth Food & Drink Festival draw large numbers of visitors. People also come simply for a day out and to make use of the many high-quality cafes and restaurants as well as the high number of independent retailers. The area clearly has an appeal to a range of

visitors with the latest festival addition being the Yorkshire Motorsport Festival which is being organised in the valley in June 2020.



Figure 20 - Tour de Yorkshire 2017 & The Picturedrome

- 4.6.11 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 the Holme Valley contributes to the Kirklees total, but the area has the assets and potential to grow the visitor economy. The Neighbourhood Plan aims to support the ongoing development of suitable tourist and visitor facilities within the valley whilst not compromising on the quality of the offer. It therefore includes a range of policies which protect the unique character of the area and sense of place and a more sustainable future for local residents, groups and businesses.
- 4.6.12 One element of encouraging tourism is supporting a distinctive identity for the area either led by the internationally known Holmfirth or the wider Holme Valley. As outlined by Historic England in their Heritage Counts 2016 paper, "Creating places where people want to live, work and visit is a challenge and one that place-making aims to address. Place-making includes regeneration, development, design and community building. While the concept is one that is well used, often overlooked in place-making is the importance of managing the identity of a place and the value of communicating the strengths of a place."
- 4.6.13 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. Several

actions have been identified for the Parish Council, working with other bodies, to progress ideas for 'place making' and to improve the visitor experience by addressing opening hours and problems with litter.

- 4.6.14 We have therefore developed Policy 7 to support business generation in the valley. This includes recognising the different elements associated with providing desirable tourist and visitor attractions to boost the local economy.

Policy 7: Supporting Economic Activity

Policy 7 only applies to that part of the Neighbourhood Area where Kirklees Council is the local planning authority.

Supporting Businesses in the Holme Valley

In addition to site allocations in the Kirklees Local Plan, proposals will be supported which result in the creation or sustainable expansion of existing and new businesses¹², particularly those defined¹³ as micro (sole traders or those with fewer than ten employees) or small (ten to fifty employees) in all business sectors.

Such proposals will be supported where the following all apply:

- 1) The site is located outside the Green Belt;
- 2) The proposal supports new business investment or the expansion of an existing business within its existing site;
- 3) The proposal is for the sensitive conversion or redevelopment of existing buildings or makes use of a previously developed site;
- 4) The site is connected to the existing highway and transport network and will not generate additional and unacceptable adverse traffic impacts on surrounding roads;
- 5) The site is large enough to accommodate the necessary car parking, service areas and appropriate landscaped areas;
- 6) The proposals take account of their impact on the natural environment and contribute to the protection, conservation and enhancement of the natural beauty and distinctive local character of the landscape; and
- 7) The proposals recognise the overall aim to reduce carbon emissions through sustainable design and promoting access by walking, cycling and public transport.

Where the proposal is part of a farm diversification scheme or comprises new development within the Green Belt, it must be acceptable having regard to Green Belt policy and Kirklees Council's Local Plan Policy LP10.

Supporting Homeworking

Proposals which promote the role of home-working within the economy will be supported. These include, where planning permission is required, improvements to broadband and telecommunications infrastructure and

¹² The definition of a business is an organisation which produces and sells goods or which provides a service (Collins Dictionary 2020)

¹³ Taken from the EU's definitions of small or medium-sized enterprises in EU Recommendation 2003/361

small-scale extensions to existing residential dwellings which are subsidiary to the main dwelling, subject to other policies in the NDP, Kirklees adopted Local Plan Policies LP10 and LP20 and national planning policies.

Development proposals should incorporate suitable infrastructure to support integrated communication technologies as part of the initial design process.

Encouraging Tourist and Visitor Facilities

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

All proposals must demonstrate how they meet the following specific criteria:

- 1) In all cases where development is proposed in the Green Belt, regard must be had to relevant local and national Green Belt planning policies.
- 2) Development for new and of existing caravan, chalet, camping, cabin or lodge style developments, or other visitor accommodation, may be supported where they:
 - a) Address other policies in the NDP and Kirklees Local Plan and national planning policies;
 - b) Contribute to improving the offer to tourists;
 - c) Are appropriately screened;
 - d) Provide adequate car parking spaces;
 - e) Are accessible to people with disabilities;
 - f) Contribute to the conservation of the landscape character and natural environment, do not have a material adverse impact on the natural beauty of the area;
 - g) Do not generate additional traffic movements of a scale and type likely to have material adverse impact on highway safety and efficiency, neighbouring properties and other existing users of the area; and
 - h) Mitigate any adverse impact on the capacity of road, sewerage or other infrastructure and contain adequate provision for parking and access for people with disabilities.

Policy 7 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031
Policy LP10 Supporting the rural economy
Policy LP54 Buildings for agriculture and forestry

Peak District National Park Local Development Framework Core Strategy DPD 2011 - 2026
L1: Landscape character and valued characteristics



Figure 21 - Honley centre & Holmfirth Food & Drink Festival

Holme Valley Parish Actions 4

1. Holme Valley Parish Council will support place-making initiatives seeking to build both community and economic value from our unique heritage and environment.
2. The Parish Council will work with local businesses and Kirklees Council to manage opening hours and control litter.



Figure 22 - Board on the Holme Valley Riverside Way & Dancers in Victoria Park at Holmfirth Festival of Folk



Figure 23 - Holmfirth Arts Festival Parade & the Honley Show

Town Centres

- 4.6.15 Kirklees Local Plan Strategy Policy LP13 Town Centre Uses identifies the hierarchy of town centres. Holmfirth is defined as a Town Centre, with a town centre boundary, with primary and secondary shopping frontages. Honley is identified as a district centre also with a defined boundary. Brockholes and New Mill are defined as local centres. Other Local Plan policies which apply include Policy LP14 Shopping Frontages, Policy LP15 Residential Use in Town Centres, and Policy LP16 Food and Drink Uses and the Evening Economy. Permitted Development Rights mean that some changes of use, such as for the change of use from retail to residential do not require planning permission.
- 4.6.16 Holmfirth has had a privileged insight into trends and patterns of town centre change through its involvement in the Government funded “Big Data for Small Users” project run by Manchester Metropolitan University and the Institute of Place Management. Footfall, sales and vacancy rates in Holmfirth have been recorded throughout the year, highlighting patterns for comparison with other towns across the UK. Overall, the research has revealed that many towns are failing to adapt to the new expectations of residents and visitors and the future of retail and the High Street will be fundamentally different. This will lead to a re-thinking of the purpose of town centres as they transition from being a place where people go to acquire goods to being a place where they go to meet others, access shops, facilities and services, work, have a leisure experience and live. As town centres give an area identity and a focal point, it is essential that they adapt in line with changing demands and expectations of the people who live in and around them.
- 4.6.17 Holmfirth has monitored footfall and vacancy rates since 2017 through the Big Data Springboard project and whilst its vacancy rate has remained very low at a level of only 2.8% in October 2019 comparing favourably to 10% national average, its footfall has been in steady decline. The town has a very high level of independent retailers standing at 85.7% compared to a UK average of 37.5% and its identity comes from its mix of independent shops, cafes and services and the many events that take place during the year, as well as its historic character. It is worth noting that between 2009 and 2012, there was fierce opposition led by lobby group ‘Keep Holmfirth Special’ to the proposed building of an out-of-town supermarket in Holmfirth due to

concerns about its impact on the viability of the shops within the town. It was a divisive issue with the balance between convenience and the impact on the community debated at length. The application was finally refused on highways grounds but slightly smaller supermarkets along the Woodhead Road have subsequently been constructed. Local people do value the independent retailers with the 2017 informal consultation including comments about the specific features which should be protected including ‘small town independent shops and pubs, not obviously big corporate chains’ and ‘[we need] affordable units appropriate and convenient for local specialities: leather work, forges, jewellers as well as baker, butcher and grocery stores’. Whilst others in the Regulation 14 consultation stated that ‘Holmfirth needs more ‘proper’ shops – not charity shops and cafes’, sustaining a mix of town centre uses is challenging for any town and economic viability is dependent on having a mix of retail, residential and commercial activities which draw people in.



Figure 24 - Footfall trends in Holmfirth Town Centre (Springboard Research for Big Data Project, 2019)

4.6.18 Holmfirth’s successful image should be protected and promoted. More needs to be done to encourage new businesses that will contribute to both the day and evening economy as well as enabling the town centre to diversify and adapt. This imperative applies equally to Honley and may mean, in future, that the balance between retail, commercial and residential will have to shift from the 70% traditional town centre uses in primary shopping areas. The role of community facilities such as libraries, education facilities and large buildings such as the Holmfirth Civic Hall and former Adult Education Institute, now called the Tech, in offering places for people to meet, learn and socialise complements economic functions within the town centres. More detail is given about these and other facilities in section 4.7.



Figure 25 - Local businesses in Holmfirth & Honley

The Night Time Economy

- 4.6.19 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. This has resulted in a growing night-time economy in Holmfirth and Honley comprising a range of restaurants and bars. Holme Valley Vision's Residents Survey of 2,640 people in 2012 identified that two-thirds of people felt that the town centres were 'good places to visit for nightlife / evening entertainment'. Since 2012, the number of bars and restaurants has increased with an old bank and derelict building being converted into eateries.
- 4.6.20 In Holmfirth, the Picturedrome draws in hundreds of visitors from across the region to music events. This has shifted footfall patterns with shops bringing in visitors in the daytime and the range of eateries attracting a different clientele in the evening. In practice, this has an impact on the nature of both Holmfirth and Honley in the evening with later opening hours and a greater vibrancy through the weekend with quieter periods in the week.
- 4.6.21 Whilst the NDP welcomes the diversity of the night-time economy and the growth of high quality evening destinations for visitors and residents, we need to be mindful of the negative consequences that this can bring. This is particularly important for residents who live within the town centres and the potential increase in littering and anti-social behaviour. We therefore encourage control over opening hours and expect new developments to manage litter reduction.
- 4.6.22 The Night Time economy is considered in the Kirklees Local Plan Policy LP16 Food and Drink Uses and the Evening Economy. Paragraph 9.32 sets out the *'The growth in food and drink premises has also led to an increase in outdoor areas for eating, drinking and socialising. Whilst adding vibrancy to a centre, this can lead to detrimental impacts for local amenity depending on their use and hours of operation. Such developments therefore require careful consideration, and the policy seeks to ensure that such uses are appropriate for their location. Mitigation measures that could be used to make development acceptable through applying the appropriate conditions dependent on circumstances of the particular scheme include the following:*
- *Changes to the design/layout to remove 'pinch points' e.g. narrow passageways and stairwells and ensuring no hiding places are created or are available*
 - *Changes to external layout such as gating off alleyways to prevent loitering and inappropriate behaviour*
 - *Security standards of doors and windows*
 - *Improvement or introduction of exterior lighting*
 - *CCTV coverage for inside and to the immediate exterior of the premises*
 - *Management of the premises such as opening hours and/or having supervisory staff.'*
- 4.6.23 The following policy, Policy 8 relates to development within the hierarchy of centres and should be read in conjunction with the NDP Policy 4 relating to shop fronts, advertisements and Policy 5 which addresses the public realm. The provision of NDP policy 2 should also be considered as both Holmfirth and Honley centres are within conservation areas.

Policy 8: Facilitating Development in Holmfirth Town Centre and Honley District Centre and Brockholes and New Mill Local Centres

Within Holmfirth Town Centre and Honley District Centre, development for retail, leisure, office, commercial, cultural and tourism and other main town centre uses¹⁴ will be encouraged where they help enhance the viability and vibrancy of the centres.

Development proposals in town, district and local centres will be assessed against the following criteria:

- 1) New developments and changes of use should complement existing provision and ensure that the town, district or local centre offer provides a range of uses appropriate for the relevant type of centre. Care should also be taken to ensure that development does not adversely affect other amenities and facilities, such as open and green space.
- 2) Proposals should ensure that there is adequate provision for pedestrians, sufficient cycle and car parking (including electric charging points) and public transport facilities within walking distance, clear and useful signage, facilities for the disposal of litter and sustainable street lighting.
- 3) Retail development should be located in one of the primary shopping areas as set out in NPPF and Local Plan Policy PLP 13, part B. If outside the primary shopping area, retail proposals are subject to the sequential test¹⁵.
- 4) The re-use of upper floors for residential use and other uses is supported in accordance with Kirklees' Local Plan.
- 5) Distinctive and detailed historic architectural features of buildings should be retained and enhanced in accordance with NDP Policy 4.

Business premises should contribute towards retaining the historic nature of

¹⁴ NPPF Glossary: Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

¹⁵ The 'sequential test' is a "planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

the town and district centres by maintaining their varied and interesting frontages¹⁶ for instance through the retention and enhancement of traditional shop fronts as set out in Policy 4.

Within the primary shopping areas of Holmfirth Town Centre and Honley District Centre the majority (i.e. 60% - 70%) of ground floor frontages should remain as retail (A1) uses and 40% in the secondary shopping areas.

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

Within Brockholes and New Mill local centres, development for top-up shopping and local services, particularly food and drink as set out in Local Plan Policy LP13, will be considered acceptable in principle providing:

- 6) They satisfy other policies elsewhere in the NDP and Kirklees Local Plan and national planning policies;
- 7) Suitable mitigation measures are provided to address any adverse impacts on residential amenity resulting from additional noise, smell and visual intrusion;
- 8) They are of an appropriate scale in relation to the centre; and
- 9) The amenities of local or adjoining residents or users are protected.

Policy 8 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP13 Town Centre Uses

Policy LP14 Shopping frontages

Policy LP15 Residential use in town centres

Policy LP16 Food and drink uses and the evening economy

¹⁶ "Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. Primary frontages ...should include a high proportion of retail uses, which may include food, drinks, clothing and household goods, it considered that such frontages will focus around retailers selling tangible goods" from Kirklees' Town Centre Technical Paper.

Accordingly, given the definitions, it is considered that primary frontages will typically be occupied by a majority (minimum 60% to 70%) of A1 retailers selling tangible selling goods at ground floor level. Secondary frontages provide greater scope for a wider variety of uses, but it is still anticipated that at least 40% of frontages will typically be in A1 retail use at ground floor level.

4.7 Community, Education, Health and Well-being

- 4.7.1 The Neighbourhood Plan supports the provision of services that affect the well-being of local residents and the quality of their lives. These are referred to in Kirklees Local Plan Policy LP47 Healthy, Active and Safe Lifestyles, Policy LP48 Community Facilities and Services, Policy LP49 Educational and Health Care Needs and Policy LP50 Sport and Physical Activity.

Community Facilities

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



Figure 26 - Honley Feast & Sands Recreation Ground

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

facilities available nearby can be desirable, in practice, the viability of large sports venues, conference centres, specialist healthcare etc. depend on the larger population of the urban conurbations of the cities. It is therefore important that a balance is struck between what can and should be provided locally and how access can be improved to allow residents of the valley to readily travel to larger provision wider afield.

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

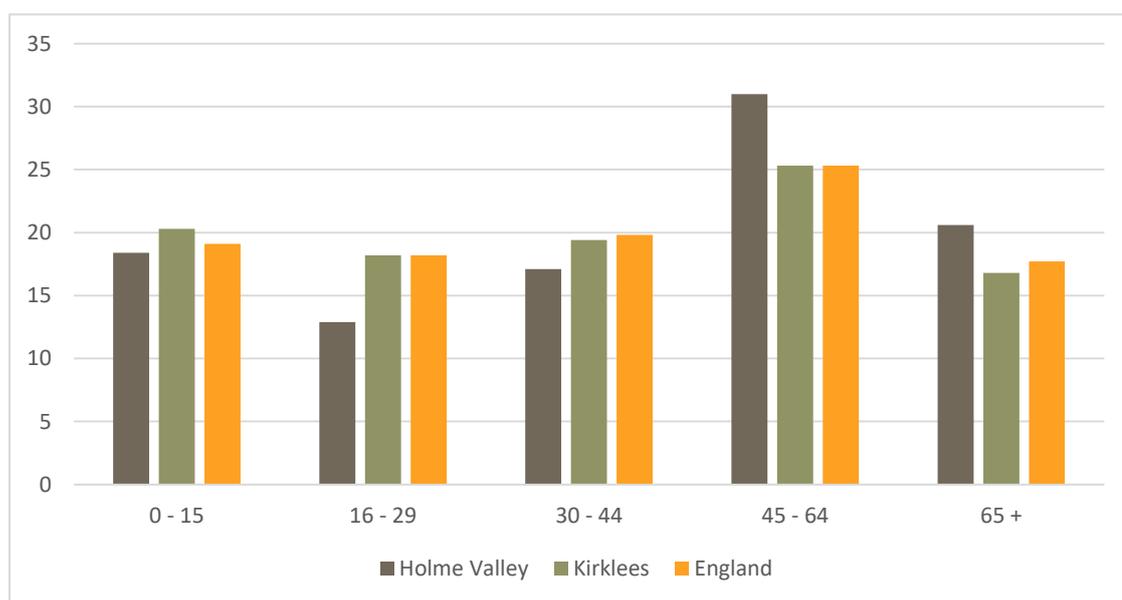


Figure 27 - 2011 Census data showing the percentage of each age group in the Holme Valley

- 4.7.6 As well as protecting existing facilities, the Plan could support investment and development of new facilities in areas of housing growth.
- 4.7.7 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. In 2019, the former Adult Education Institute in Holmfirth was reopened by a newly established Community Benefit Society as ‘Holmfirth Tech’ and this successfully secured the mothballed building from Kirklees College in May 2020. This positive step to utilise the building has clearly fulfilled a local demand as it is already in daily use for regular music, art and social groups alongside providing desk space for local businesses.

Public Consultation and Engagement

- 4.7.8 As recognised in Pre-Regulation 14 consultation, the area has a wealth of local community facilities and these are regarded as extremely valuable to the area. One

community group, for example, outlined that 'protecting community facilities which are a focal point in each village should be more than an ambition... it should be an uncompromising and determined commitment'. It also recognised the need to 'develop close working relationships with community groups as... it is impossible to separate community facilities from those groups and volunteers which run them'. Recognition of the role of both physical resources in terms of buildings and locations alongside the human resources of volunteers and expertise to utilise facilities is a key part of sustaining community assets. In fact, the larger percentage of retired people in the Holme Valley (17% all residents were aged 65 or over in 2011 as opposed to 15.2% in Kirklees as a whole)¹⁷ potentially creates a wider pool of volunteers who may be able to offer their time and expertise to support the ongoing development of these facilities.

4.7.9 Resident feedback from the pre Regulation 14 consultation identified the importance of making effective use of community facilities: one respondent observed that 'we cannot ossify the past: market halls, village halls, schools, churches not required should be closed'. The Holme Valley has such a range of facilities both old and new and the challenge is identifying the best way to sustain them in a way that cherishes the past whilst recognising and embracing the potentially different uses of the future. Another respondent commented that 'local community facilities should not only be protected but also be enhanced and further developed to meet the needs of all residents and visitors'. The Neighbourhood Plan has therefore not sought to identify a comprehensive list of locations but instead provides examples of what we regard as community facilities.

4.7.10 Community facilities are defined as facilities which are of value to the local community and they will be protected and enhanced where possible. They are recognised as an essential part of providing accessible and varied services for the area. For the purposes of the Holme Valley Neighbourhood Plan this includes buildings and open spaces. Examples of the types of building and facility that fall under this category include but are not limited to:

- Village Halls
- Civic Halls
- Community Centres
- Churches
- Libraries
- Parks and Gardens
- Recreation grounds and facilities
- Leisure facilities
- Village Greens
- Schools, colleges and adult education facilities
- Market Halls
- Doctors Surgeries
- Medical services.

4.7.11 Community facilities ultimately provide a venue to offer a service and we have therefore sought to create a policy (Policy 9) which highlights their importance in

¹⁷ 2011 Census

facilitating groups and services to run. These are essential parts of building a community and are particularly evident in supporting high quality education, health and wellbeing in the valley.



Figure 28 - Holmfirth Civic Hall & Upperthong Cricket Club

Education, Health and Wellbeing

- 4.7.12 The Holme Valley has 13 Primary Schools: Holmfirth J&I, Upperthong J&I, Hinchliffe Mill J&I, Netherthong Primary, Kirkroyds Infants, Wooldale Juniors, Holme J&I, Scholes J&I, Hade Edge J&I, Brockholes J&I, Hepworth J&I, Honley Infants, Honley Juniors. It also has two Secondary Schools: Holmfirth High School and Honley High School.
- 4.7.13 The Primary school provision generally consists of small community-based schools of either half, one or two forms per year and the retention of schools within the existing villages is strongly supported. Whilst there has been recent pressure on school places, the advice from Kirklees through their 'Securing Sufficient High-Quality Learning and Childcare Places' 2015-2018 has been that there is forecast to be a decline in school age population across the Valley in the future. The future trend for local schools is therefore a declining number of pupils, not a shortage of school places. For the reception in-take of 2017, only two schools within the Holme Valley area were over-subscribed with all pupils living within their catchment accommodated. This downward trend in child population is expected to continue and with the current approach to funding schools per pupil, this will put pressure on school budgets.
- 4.7.14 This is a challenge for the Local Education Authority, but it should be noted that it runs counter to the local perception that schools are 'already full' since the classes for older pupils reflect the population bulge of the past. The proposed level of housing development in the Valley may fill some of the places and cause small areas of pressure on the education system but overall, the valley's schools should be able to accommodate the predicted population growth. This is particularly as the growth in population within Kirklees is expected proportionately to change more at the older end of the demographic. This is visible on Kirklees 'Factsheet 2016 on Population and Households' as shown below.

Kirklees projected population 2015 - 2025

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

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

Figure 29 - Predicted percentage growth in each age group

- 4.7.15 Policy LP49 of the Kirklees Local Plan reflects the need for development to support suitable school places and appropriate healthcare provision. The Parish Council recognises that the existing provision of small primary schools serving local areas both reduces the need to travel and are an important part of the social sustainability of communities.
- 4.7.16 The Neighbourhood Plan supports this policy but also recognises that education is not just for children and providing learning opportunities for all is a vital part of supporting a vibrant community. A number of Parish Council Actions are identified in the HVNDP to support projects which promote lifelong learning and improvements to health and community facilities provision. 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.
- 4.7.17 Learning opportunities can be accessed within the valley through a physical or virtual space and the provision of residential high-speed broadband is an important means of supporting this. In addition, it is important to retain facilities for internet facilities for young and old alike through continuing computer provision in public libraries and youth clubs alongside the encouragement of wi-fi in local cafes. Kirklees Council announced in 2019 that they were working to extend its full fibre network to offer high speed broadband through Cityfibre within Huddersfield. The NDP is keen to support its further delivery into the Holme Valley in the future.
- 4.7.18 In addition, learning opportunities may be further afield and retaining access to provision of both over 16 education and adult education through effective transport infrastructure and specifically public transport is essential. This is covered in more detail in the transport section of the NDP.

- 4.7.19 In light of the Holme Valley's ageing population, it is particularly important that action is taken to retain suitable healthcare provision in the Valley and measures are taken to avoid social isolation. The Valley has three GP surgeries and the Holme Valley Memorial Hospital which offers services such as day surgery and school health. The NDP supports the continuing provision of these services and in light of concern over the proposed changes to the healthcare provision of Huddersfield Royal Infirmary, any opportunities to provide minor surgery clinics or similar within the valley would be welcomed.
- 4.7.20 There are a large number of community and voluntary groups based within the Holme Valley undertaking a huge range of different activities such as environmental projects (Earthworks – New Mill Community Garden), music groups (brass bands, ukulele groups), sports teams (football, rugby, tennis) and art projects to counter social isolation (Friend to Friend). In addition, the array of events and festivals in the Valley are predominantly organised by volunteers. Residents responding to the pre Regulation 14 consultation commented that 'Holmfirth Arts Festival, Folk Festival etc. should be encouraged and supported. They make a significant contribution to the wellbeing of local residents as well as contributing to the local economy' and 'I'd like to see buildings other than schools (such as pubs, warehouses, restaurants etc.) being used to support and promote health and wellbeing out of normal trading hours'.
- 4.7.21 As now recognised, improving connectivity with the natural world can also help reduce mental health problems and this is linked with our policy on building a sustainable future for the valley. The NDP therefore supports proposals to increase opportunities for all ages to access both the built and natural environment. This includes encouraging access to local green spaces to enable 'Forest School' learning in the valley. 'Forest School' is child-centred learning that takes place in a woodland or natural environment to support the development of a relationship between the learner and the natural world and is already offered by qualified practitioners in local schools such as Upperthong Junior & Infant School.
- 4.7.22 Kirklees Council's Living Play 2020 Draft Playable Spaces Strategy sets out in section 3.1 Increasing diversity of play, that *'Forest Schools are becoming increasingly popular in Kirklees as the importance of wild play and a child's connections with nature are appreciated. By providing more natural environments for play, not only are potential platforms for Forest Schools increased so too are the opportunities for children to re-enact and further explore wild play as well as allowing them the opportunity to share their experiences with others.'*
- 4.7.23 The Strategy also sets out in paragraph 4.1.1.2 Across Kirklees, that *'while a reviewed approach to play may see a reduction in manufactured play equipment across the district and less 'designated' play areas, there will be an increase in natural play provisions and this will result in more natural looking landscapes. Implementation of the strategy will result in an increase in play quality and more play opportunities which will provide more learning opportunities throughout Kirklees. Encouraging 'wild' play and providing more natural playable spaces will not only make nature more accessible, it will increase the biodiversity and the ecological base of Kirklees. Increasing areas of natural play areas will increase the level of through-age play provisions within Kirklees, providing more play opportunities for older generations and more multi-generational opportunities.'*

- 4.7.24 Kirklees Local Plan Open Space Study 2015 (Revised 2016) Open Space Assessment Report notes that there are deficiencies in several types of open space provision in the two wards of Holme Valley North and Holme Valley South. Paragraph 7.10 notes that *'The most notable deficiencies in the provision of amenity greenspace are in the Huddersfield and Kirklees Rural areas. The greatest deficiencies are in the Holme Valley North and Holme Valley South wards with only 0.01 and 0.05 hectares of amenity greenspace per 1,000 population. However, other types of open space, such playing fields, parks, recreation grounds also play an important role both in terms of their physical and aesthetic value and thereby providing important amenity benefits.'* Paragraph 8.12 goes on to advise that *'The Open Space Demand Assessment (2015) suggests there is a high demand for allotment provision in the Lindley and Greenhead areas of Huddersfield, and in the Colne Valley and Holme Valley in the Kirklees Rural area.* Table 8.2: Provision of allotments compared to the district wide quantity standard (0.5 ha per 1,000 households) identifies deficiencies in Holme Valley North and Holme Valley South Wards. Table 11.4: Summary of Open Space Deficiencies in the Kirklees Rural area identifies deficiencies for Holme Valley North and South Wards in natural and semi-natural greenspace, amenity greenspace and allotments.
- 4.7.25 Kirklees Local Plan Policy LP61 Urban Green Space seeks to protect urban green spaces as identified on the Policies Map from development. The designated Urban Green Space in the Holme Valley Parish is included in Section 14 of the Kirklees Local Plan Allocations and Designations. This list is reproduced in Appendix 5.
- 4.7.26 In addition to the identified Urban Green Spaces, there are other means of protection for existing spaces such as Cliff Recreation Ground which is a 'Field in Trust'. This offers it legal protection in perpetuity through a Deed of Dedication and an active group of volunteers, Friends of Cliff Rec, organise local events and activities to make use of this open and scenic heathland above Holmfirth.
- 4.7.27 Participation in the community and access to open space helps support both physical and emotional well-being and the NDP supports the continuing provision of these usually locally driven activities and projects and providing suitable facilities to accommodate them. Our local community facilities policy reflects their importance.

Policy 9: Protecting and Enhancing Local Community Facilities

Community facilities are defined as facilities which are of value to the local community and they will be protected and enhanced where possible. Examples are given in paragraph 4.7.10.

The loss or change of use of community facilities to non-community uses will only be supported where all of the following apply:

- 1) It has been demonstrated that it is in accordance with relevant policies of the Kirklees Local Plan and Peak District National Park Core Strategy; and
- 2) It can be demonstrated that:
 - Its ongoing provision is not viable, or
 - It is no longer needed or justified, or
 - That the provisions offered by the facility can be accommodated at an equal or higher standard elsewhere in the local area in an equally accessible location, or
 - That the new use meets another community need or offers alternative community benefit; and
- 3) It can be demonstrated that every attempt has been made to identify and support local community or voluntary groups wishing to continue the operation of the facility.

Education, Health and Community Learning

- 1) Proposals to create, expand or alter schools will be supported, whilst recognising the ongoing social value of small, community based schools.
- 2) The expansion of health provision in the Valley will be supported.
- 3) Proposals to expand the provision of Forest Schools and natural play environments, and to improve provision of accessible natural and semi natural greenspace, amenity greenspace and allotments, will be supported subject to being in accordance with other policies.

Policy 9 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP47 Healthy, active and safe lifestyles,
 Policy LP48 Community facilities and services,
 Policy LP49 Educational and health care needs
 Policy LP50 Sport and physical activity

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.



Figure 30 - View of and from Cliff Rec

Areas of Woodland

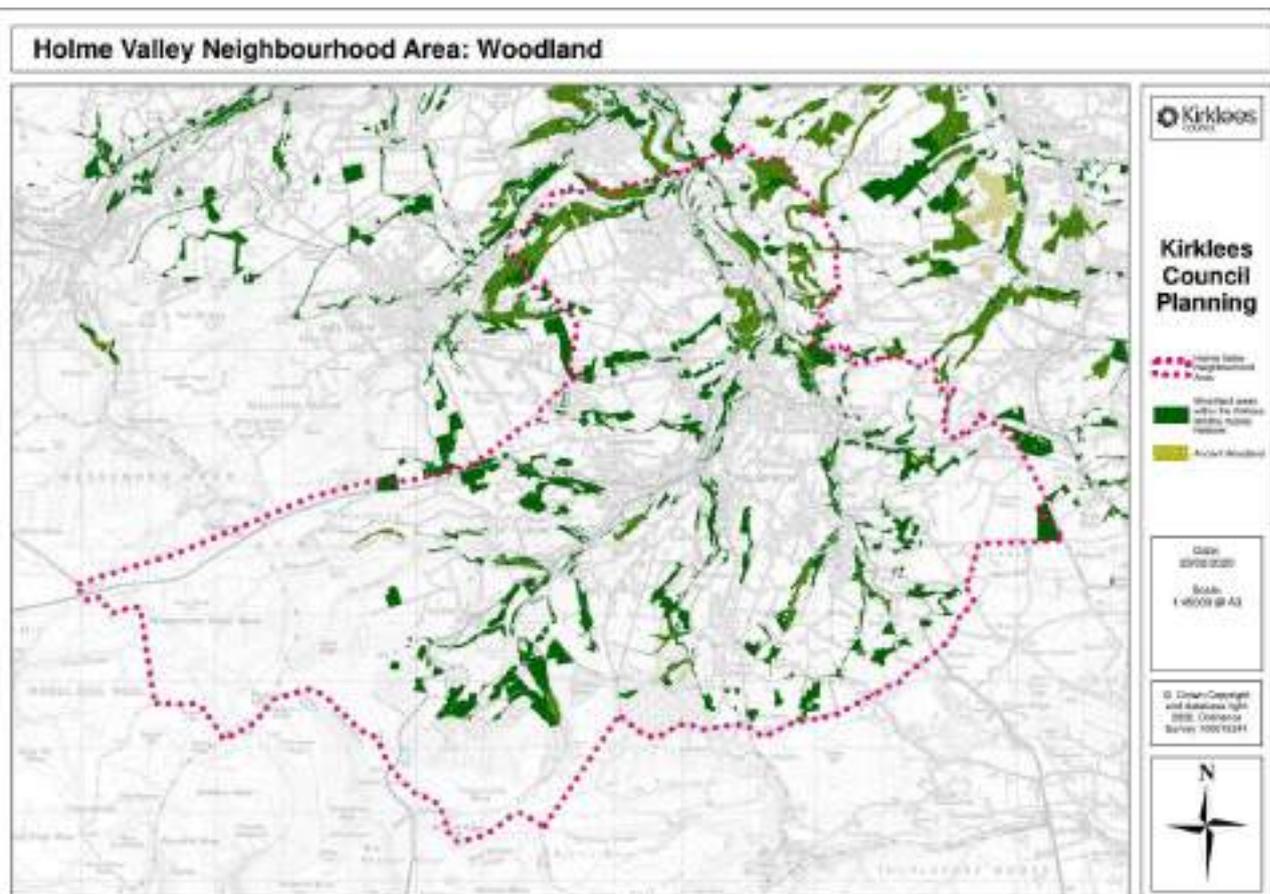
4.7.28 Ancient woodland is also given particular protection with the 2018 National Planning Policy Framework stating that “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons”. Kirklees already expressed its commitment to the value of woodlands through its Trees and Woodland Strategy and the principles of protecting existing trees and extending tree cover are supported by this NDP. Map 18 below identifies that the NDP area is dotted with areas of valuable deciduous and ancient woodland. They often coincide with the river corridors which local charity River Holme Connections is striving hard to enhance and protect. It also illustrates areas in the valley where grants have been awarded over recent years through the Government's Woodland Grant Scheme. These include small and large areas across the valley but most notably in the southern areas, where tree planting is underway. A local community group, Holmfirth Transition Town (HoTT), is currently working with local landowners and school groups to plant native trees supplied both by the Woodland Trust and by local people growing them from seed. The Parish Council Climate Emergency Action Plan also states that it will ‘encourage the planning and management of more trees and woodlands in our Valley for carbon sequestration’ and River Holme Connections has already planted 4,773 native trees and hedges across the area in the winter of 2019/2020. This

demonstrates local commitment to the woodlands which are valued as a 'green' resource in the valley.



Figure 31 - Local tree planting

Map 18 Key Woodland Areas in the Holme Valley



Local Green Space

4.7.29 A NDP 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 they are to be protected. The NPPF paragraph 100 sets out that:

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

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

4.7.30 Kirklees Local Plan Policy LP62 Local green space seeks to protect identified areas of Local Green Space from development, giving them the same level of protection as Green Belt. There are no Local Green Space designations within the Holme Valley so local people were asked to identify sites that should be afforded protection so that the NDP could identify any appropriate sites.

4.7.31 The 2017 consultation identified a large number of different parks and green spaces which were important to residents. These included formal parks such as Sands Recreation Ground with its skate park, football pitches and swimming pool and various playgrounds and other green spaces. However, many residents said 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 local people and should not be developed without sufficient engagement with the local community.

4.7.32 The Pre-Regulation 14 consultation question about Local Green Space produced many replies advocating the protection of woodland with identified locations such as Hagg Wood and Honley Wood. However these are already protected through separate designation as Local Wildlife Sites and afforded protection under Local Plan policy LP30 so do not need to be given protection as designated areas of Local Green Space. In the same consultation, respondents were asked to identify potential Local Green Spaces and 155 different responses were given with a variety of specific spaces proposed and others seeking to protect all green spaces: 'There is so little left, all is of enormous importance'. The Steering Group considered all the locations and identified 12 for discussion and review against the NPPF criteria given above.

4.7.33 Four specific sites have been identified for formal designation as Local Green Space. The justification for each Local Green Space is provided in Appendix 3.

4.7.34 The four Local Green Spaces are identified on Maps 19, 20, 21 and 22 and are:

1. Scholes Marsh Road Well Garden
2. Scholes Sandygate Fields
3. Wooldale 'Chapel Field'

4. Hade Edge 'Gateway Triangle'

Policy 10: Protecting Local Green Space

The following sites are designated as Local Green Space in the Holme Valley Neighbourhood Plan. Development affecting Local Green Spaces should be considered against Local Plan Policy LP62:

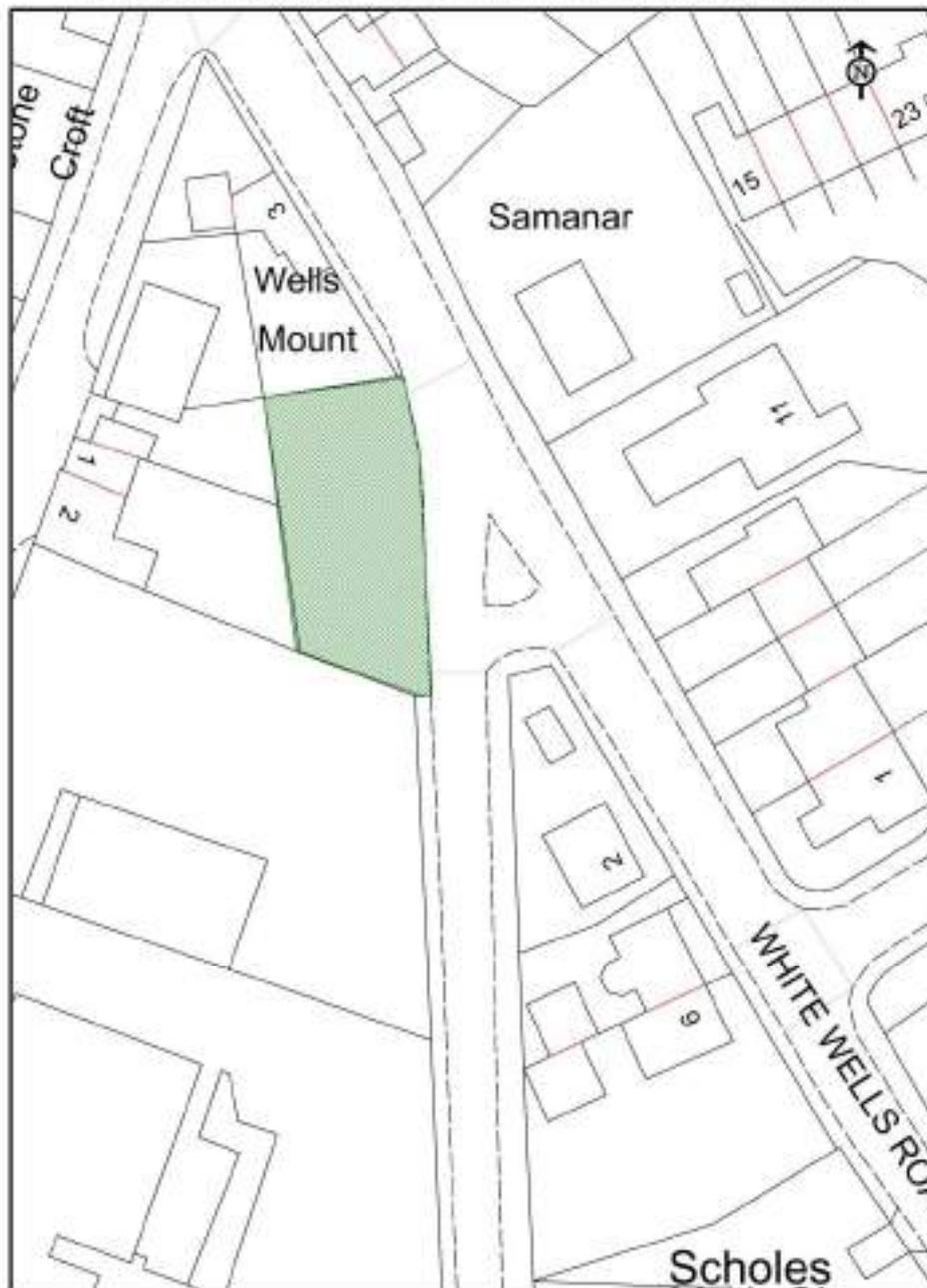
- 1) Scholes Marsh Road Well Garden (Map 19)
- 2) Scholes Sandygate Fields (Map 20)
- 3) New Mill 'Chapel Field' (Map 21).
- 4) Hade Edge Gateway Triangle (Map 22)

Policy 10 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031
Policy LP62 Local Green Space.

Map 19 Scholes Marsh Road Well Garden

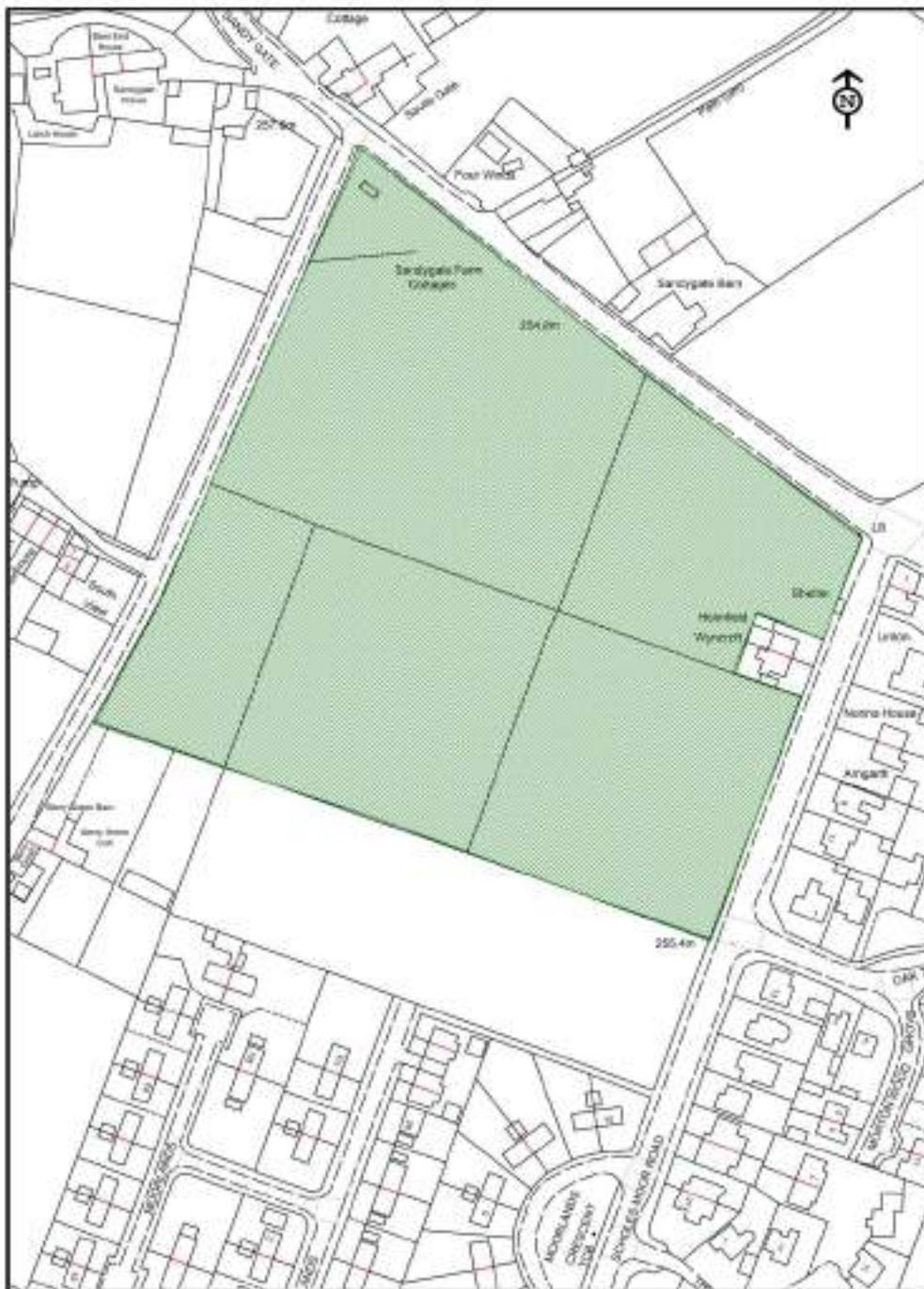
Local Green Space - Well Garden, Marsh Road, Scholes



Copyright Ordnance Survey - PSMA Number: 0100053855

Map 20 Scholes Sandygate Fields

Local Green Space - Sandygate, Scholes



Copyright Ordnance Survey - PSMA Number: 0100053855

Map 21 Wooldale Chapel Field

Local Green Space - Wooldale Chapel Field



Copyright Ordnance Survey - PSMA Number: 0100053855

Map 22 Hade Edge Gateway Triangle

Local Green Space - Hade Edge ground opposite Bay Horse



Copyright Ordnance Survey - PSMA Number: 0100053855

4.8 Improving Transport, Accessibility and Local Infrastructure

Traffic and Transport Infrastructure

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

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

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



Figure 32 - Truck stuck on Hollowgate, Holmfirth & HGV damage to 'bell' protecting bridge on Hollowgate

- 4.8.3 To some extent traffic is always viewed negatively as it delays journeys and causes air pollution but it is an inevitable result of dependence on private cars. According to the 2011 Census data on travel to work over 50% people in the Holme Valley travel to work by car or van (either as the driver or a passenger) and this inevitably has consequences for congestion particularly at peak times. As the Valley is a large semi-rural area, it is not surprising that according to the 2011 Census, over 85% households have a car or van with over 44% having two or more.
- 4.8.4 Travel to work data provided by Kirklees from the 2011 Census is given in Table 3 below and shows that 18.8% people travel to work within the Holme Valley whilst 35% travel elsewhere in Kirklees. Given that the Holme Valley is near the border of Derbyshire, South Yorkshire and Greater Manchester, it is not surprising that commuting outside of Kirklees or West Yorkshire is relatively high. The very limited public transport connectivity to these other locations contributes to a high level of commuting outside of Kirklees by car.

Table 3 Travel to Work

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

Figure 33 - 2011 Travel to work data using the 3 MSOAs covering the Holme Valley area

- 4.8.5 Whilst the Neighbourhood Plan seeks to encourage a shift towards more sustainable use of public transport, in reality, seeking to reduce the negative impact of traffic and car use is a more realistic aim. Providing better infrastructure to accommodate electric cars through the provision of a network of charging points through the valley could encourage drivers to consider utilising a more sustainable type of car. In addition, promoting safer walking and cycle routes could help people to consider avoiding car use for short journeys. As one respondent commented in the Pre-Regulation 14 consultation, 'promote walking to and from school... ban parking on narrow roads, bends and village centres'. Creating a pleasant environment for

walking or cycling is not a purely a result of preventing vehicular access but rather changing the emphasis so cars are not seen as the priority in particular locations such as village centres or around schools. 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. In addition to planning policies, the HVNDP also sets out a number of Actions for the Parish Council, working with other partners to address issues of accessibility and movement across the NDP area.

Infrastructure Design

- 4.8.6 The Heritage and Character Assessment report by AECOM provides more detail about the distinctive local characteristics of routes and networks in the Holme Valley. Narrow winding streets and use of stone setts in road surfaces are prevalent in built up areas, and more rural roads are often edged with grass verges and dry stone walls. The characteristics of each defined Landscape Character Area are defined in the report and in Appendix 7.
- 4.8.7 In settlements it is particularly easy for the public realm to be dominated by traffic and the 2019 Holmfirth Town Centre Action Plan undertaken by Kirklees was strongly opposed by local residents when it was viewed as prioritising traffic flow over the town's heritage. The creation of a one-way system in the centre to speed up travel through the town was viewed by 80% of 2,500 consultation respondents as damaging the very character of the town causing safety concerns. Kirklees Council had never received such a high level of feedback on a scheme and are currently working on an alternative to balance highways improvements with the public realm. Kirklees Council also recognised the high level of frustration with HGVs travelling through the centre and have reported that they are considering how to take action to reduce the use of routes through the town centre by lorries seeking diversionary routes across the Pennines. The Parish Council is supportive of any initiatives that reduce the congestion and pollution associated with large lorries based outside of the local area unnecessarily passing through our towns and villages.
- 4.8.8 Allowing the public realm to become dominated by traffic can sever connectivity for pedestrians and non-car users, reduce the quality of the environment and undermine the sense of place in a location. Honley for example has speed humps and a 20mph limit through its centre and as a result, the speed of traffic and potential conflict with other road users is reduced. Its form like many other villages includes narrow, cobbled streets and these inherent parts of the village's character limit traffic flow and speed, thereby avoiding cars dominating the centre. Many villages do not have pavements making traffic calming to create the environment safer for pedestrians particularly important. Exploring opportunities to create 20mph speed limits through the centres of towns and villages across the Holme Valley is an aspiration of this Neighbourhood Plan.

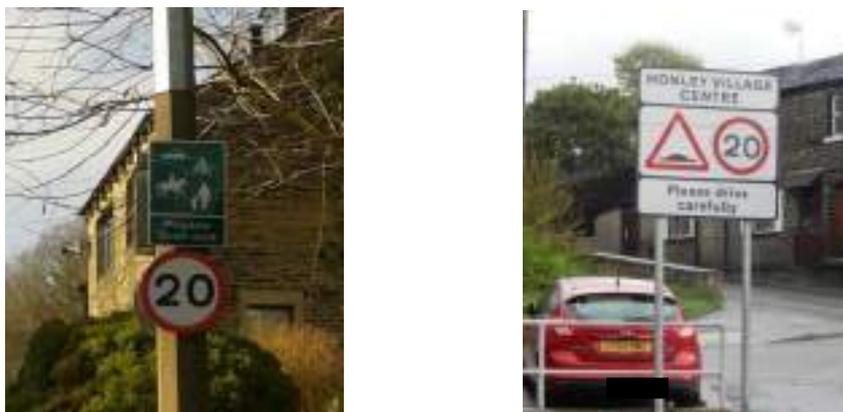


Figure 34 - Magdale Quiet Lane & 20mph speed restriction in Honley

- 4.8.9 Opportunities for pedestrianisation should be assessed; and amendments to the road layout to facilitate vehicular movement should be a consideration, whilst creating more public space and opportunities for shared surfaces, where safe and practical to do so. Holmfirth in particular attracts a large number of visitors for its festivals and its long history as a tourist location and the ease of access along streets, footpaths for all users including those using wheelchairs, pushchairs and partially sighted users' needs to be considered. As a resident commented in the Pre-Regulation 14 consultation, 'Holmfirth is dreadful for wheelchair users...no use getting into town in the car and then getting stuck on the pavement'. Creating shared spaces or surfaces, rather than segregating traffic from pedestrians can potentially both enhance the public realm and improve safety.
- 4.8.10 There is one road in the Valley, Magdale, which is a 'Quiet Lane' which is a shared space for pedestrians, horse riders, cyclists and cars and encourages careful driving by highlighting its mixed use. Whilst the principle of slow considerate driving along the many narrow rural roads in the Valley, where people may wish to walk, cycle or ride, is welcomed, the Neighbourhood Plan does not wish to identify a list of other locations which could become official 'Quiet Lanes'. Where specific locations are identified by the local community, this should be considered but a balance must be struck between providing signage and potentially undermining the appearance of the rural landscape. In addition, by identifying specific routes, this could by default lead to the assumption that all other unmarked roads should be dominated by motorised traffic. However, a number of opportunities are available in terms of encouraging more considerate driving such as the use of mirrors round corners, verges being cut back less frequently to give the appearance of a narrower road and public awareness about popular walking routes.
- 4.8.11 The Peak District has recently published a Supplementary Planning Document (SPD) on transport design policy within the Peak District and this is open to consultation. As part of the Holme Valley (Holme village) sits within the Peak District, it would apply in that area and it offers many useful principles which could equally apply to the wider Holme Valley. According to the document, "the SPD will be used to ensure that the purposes and special qualities of the National Park are reflected in the planning,

designing and installing of transport infrastructure. For this to be achieved there is a need for a consensual approach with stakeholders, in particular with transport infrastructure providers.”

- 4.8.12 The Holme Valley Neighbourhood Plan would like to capture some of these Peak District principles regarding transport infrastructure planning and these are reflected in Policy 11. Fundamentally, street layout will vary from village to village, so it is important to reflect specific local character in a particular settlement. An element of road infrastructure, such as a junction on a rural road, may be considered relatively low in impact when viewed only as the metalled road surface itself. However, once the need for road widening, signage, visibility splays, verges, drainage, fencing, and changes to boundary walls or hedges is considered, the overall result can be a significant change in the character of the place. Any design process for highways should therefore be holistic and consider both the safety of road users and its specific location and sense of place.
- 4.8.13 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.

Parking

- 4.8.14 Parking is a source of local frustration with regular complaints about car parking provision in the settlements but also the proliferation of on-street parking which in turn narrows local roads. Respondents to the 2017 consultation cited ‘better roads’ and ‘more parking’ in their top five infrastructure changes with one person saying ‘The road system and network needs addressing. The valley is already choked by cars and the level of roadside parking is ridiculous’.
- 4.8.15 The topography of the valley is a constraint on road design and traffic is concentrated on the main roads which creates congestion particularly in Holmfirth, New Mill and Honley Bridge. As the number of households rises, there is concern that the roads will become more congested and alongside traffic flow, the number of cars parked on the highway will increase. There is a balance to be struck with encouraging private parking off the highway and recognising that parked cars along the side of roads such as the Woodhead Road and Huddersfield Road act as informal traffic calming measures by slowing vehicles down. Judicious use of passing places with appropriate ‘white lining’ may help enable traffic flow and reduce the risk of gridlock whilst not unreasonably limiting the parking required for houses built before the advent of the car. The excessive use of white lines and road markings should be avoided within conservation areas to reduce the dominance of highways over the local character.
- 4.8.16 In many villages, houses pre-date the car so parking is in the front gardens or converted outbuildings. This approach can work as the car is often screened behind boundary walls or vegetation and its presence is intermittent and not permanent,

thereby limiting its visual impact. However, within Conservation Areas in particular, the loss of front gardens to parking may create a negative impact on setting as well as having sustainability implications in terms of water run-off. In some areas such as the historic centres of Upperthong, Hepworth, Netherthong, where the houses do not have gardens, the result has been increased pressures from high levels of on-street parking. The narrow lanes are often constrained and create pinch-points for traffic to the frustration of local residents.



Figure 35 - Narrow streets in Netherthong & Upperthong

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

4.8.18 The Parish Council 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 the visitors in addition to the normal parking provision in the town centre. This approach is encouraged and the work by River Holme Connections to enhance riverside walkways into Holmfirth from both the Sands and Holmbridge may improve the viability of promoting the use of 'park and walk' and cycling access for visitors all year round.

Accessibility and Public Transport

4.8.19 Enabling residents and visitors to access services and facilities within the Valley is a crucial part of maintaining a thriving community. The built heritage often has steep steps and narrow lanes to fit within the varied topography which can pose challenges

for maintaining accessibility for all. The traditional setts, snickets and steps to enter shops can make access difficult particularly in the towns and villages for those with limited mobility or encumbered by pushchairs. It is important that consideration is given to improving access wherever possible for example through the inclusion of lifts in public buildings, disabled parking bays and handrails on steep ramps or steps. In addition, opportunities to explore more shared space rather than seeking to segregate pedestrians from cars would be welcomed.

4.8.20 Accessibility is important in terms of encouraging more sustainable means of travel either through private or public transport and PLP20 of the Kirklees Local Plan relates to sustainable travel.

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



Figure 36 - Honley Train Station & Local Minibus Service in Holmfirth Bus Station

4.8.22 Historically, there was a train line into Holmfirth but this was closed in 1965 and whilst some residents called for its reopening in the Pre-Regulation consultation, in reality much of the line has been sold off for development so this is not a realistic prospect. Similarly, opportunities to create a 'parkway' facility in terms of large parking areas at Honley and Brockholes stations to allow people to drive to the station and then travel by train to further destinations are thwarted by the recent development of land near these stations. This is regrettable but there are still ways to support improved services for those able to readily access train services in that part of the Valley whilst encouraging connectivity between other transport and the stations.

4.8.23 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.

Public Consultation and Engagement

- 4.8.24 Views on the current provision of public transport were mixed in the 2017 consultation with some commenting that the 'public transport network is good' but others saying, 'I would like to be able to use more public transport, but it is just not practical'. Overall the highest response about how easy people found it to move around the Valley and further afield was 'good by car or using my own transport' with 'poor or impractical public transport' in second place. However nearly 75% respondents indicated that it was very easy or easy to move around the Holme Valley and further afield with only 4% saying it was very difficult. Anecdotally, those who are frequent users of the bus services think they offer good connectivity towards Huddersfield in particular and the network of mini-buses currently subsidised by the Parish Council help maintain connectivity between the villages. Providing a range of bus services which support both weekday journeys to school, work and college, also needs to be supported by effective journey opportunities for leisure including Sunday services and evening opportunities.

Cycling and pedestrian access

- 4.8.25 Cycling in the valley can be challenging given the steep hills but roads in the valley bottom such as the Woodhead / Huddersfield Road provide relatively level routes into Huddersfield. Opportunities to improve routes for cycling are encouraged at a Kirklees level. Parts of the Huddersfield Road from Thongsbridge already have marked cycle lanes and cycling has a strong presence in the valley as a leisure pursuit with Holmfirth Cycling Club having over 400 members after its creation in 2013.
- 4.8.26 As well as cycling purely for pleasure, there is considerable potential to grow the number of people who may choose to cycle for regular short journeys within the valley as electric bikes become more affordable and they provide access for more people on the challenging topography. To encourage this, provision of racks for bicycles in central locations and near community facilities within Holmfirth and Honley are required so users have the confidence that secure locations are available to park their bicycles. The Parish Council's recent Climate Emergency Action Plan includes the aim to 'promote a walking and cycling culture, reducing the need for vehicle transport whilst also improving our health and well-being etc, providing pathways, cycle routes and safe parking facilities for bikes, trikes, cargo-bikes and e-bikes'.
- 4.8.27 Cycling and walking need to be safe, desirable alternatives to private car use and effective planning can help facilitate this. For example, in highways planning, opportunities to improve access for bicycles should be considered with cyclists allowed to use lanes in both directions on one-way streets and the use of advanced waiting areas at key traffic lights. This should be considered on a location by location basis but when consideration for cycling is included from the outset, all road users can benefit. Similarly offering well-maintained, direct and appropriately lit walkways to schools and local facilities will make walking a more attractive option for all ages. For example, joining up key sections of route such as linking the riverside walking route from Holmbridge into Holmfirth in the Prickleden Mills area and connecting off-

road paths from Sands Recreation Ground to Thongsbridge would create attractive alternatives for those reluctant to walk along the busy A6024 or A635.

- 4.8.28 The Travel to Work data identified that nearly 5% people walk to work which is slightly higher than other Kirklees Rural locations such as Kirkburton but is still lower than the more urban parts of Kirklees. This is not surprising given the dispersed nature of settlements across the valley. Means of travel to work are related to distance but there is an opportunity to combine both easy access with economic growth in the local area. If people are able to enjoy the natural environment, access good quality local facilities and feel safe walking along routes into village and town centres, they are more likely to choose to walk. Improving pedestrian access can be as simple as maintaining the existing network of footpaths and bridleways across the valley. Holmepride for example has worked hard to clear overgrown paths around Holmfirth, whilst Friends of Holmfirth Library and Tourist Information Centre organised a 'Walking Festival' in September 2018 to celebrate the opportunities for walking in the area. A Holmfirth Walkers are Welcome group has also now developed in the valley with walking clearly a popular pastime for locals and visitors alike.
- 4.8.29 Improving pedestrian access has many benefits in terms of access for residents, making the area more desirable as a visitor destination and improving health alongside potentially reducing congestion through fewer car journeys. The Neighbourhood Plan supports traffic calming measures on key walking routes to schools for example to be considered so those who wish to walk to school can actively choose to do so rather than regard it as a last resort. As already outlined in Policy 6, new developments should encourage opportunities to both walk and cycle in their designs.
- 4.8.30 Kirklees Walking and Cycling Strategic Framework 2018 - 2030 sets out that the Strategic Framework will:
- Help make walking and cycling of all types more attractive and available for the benefit of all sectors of the Kirklees community.
 - Help raise awareness and understanding of the many benefits of being more active and travelling in a more sustainable way.
 - Influence other people's agendas and decision makers in the allocation of resources.
 - Enable co-operation with other agencies at district, sub-regional and regional levels on a co-ordinated basis.
 - Ensure that new infrastructure is appropriate.
 - Encourage us to question how we travel.
 - Use local and national evidence to support planning and interventions.
- 4.8.31 In the NDP area, Holmfirth Transition Town (HoTT) have been working to identify how a cycle way could be created to link the Holme Valley to Huddersfield. *'The proposal seeks to create, as far as possible, an off road cycle path between the town centres of Huddersfield and Holmfirth, together with link paths from other significant Holme Valley settlements, notably Honley, Brockholes, Netherthong, New Mill and Wooldale. In addition to these settlements there are a number of other significant workplace and school destinations linked to or on the proposed route, notably*

Thongsbridge, Armitage Bridge, Lockwood, Folly Hall, Kirklees College, and Honley and Holmfirth High Schools. Where an off road path is not considered to be achievable, the proposed route utilises the road network, with appropriate amendments and improvements to create a safe cycling environment. Existing routes include some off road paths which are usable and used currently for cycling, and which will become part of the complete route, subject to any necessary improvements. Where off road paths connect to the road network, and for on road elements of the route, improvements to create a safe cycling environment are proposed.' A map of the proposed route can be found on the HoTT website at: <https://hott.org.uk/wp-content/uploads/2020/02/cycle-2015.pdf> .

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



Figure 37 - Leisure on footpaths, bridleways and quiet rural roads in the valley

Policy 11: Improving Transport, Accessibility and Local Infrastructure

Traffic Management and Design

1. In that part of the neighbourhood area where Kirklees Council is the local planning authority, proposals should follow the principles set out in Kirklees Council's latest guidance on highway design. In the part of the Neighbourhood Area which is in the Peak District National Park Authority Area proposals should follow the principles set out in the Peak District National Park Authority Transport Design Guide.
2. Traffic management interventions should be managed on the basis of two principles:
 - A user hierarchy which follows the hierarchy set out in Kirklees Local Plan Policy LP20 of:
 - a) pedestrians
 - b) cyclists
 - c) public transport
 - d) private vehicles; and
 - Minimal interventions that do not adversely impact on the historic environment and public realm.
3. Any new schemes should aim to protect the key characteristics of transport corridors which contribute to the local distinctiveness of the Landscape Character Areas of the Holme Valley as described in the Heritage and Character Assessment. These include for instance grass verges, traditional road surfaces such as stone setts, and dry stone walls as reflected in other policies. Road widening schemes to improve traffic flow should also consider potential impacts on non-car users (pedestrians, cyclists and wheelchair users).

Accessibility and Infrastructure

4. All development proposals should, where appropriate, include safe and legible access to local streets, footpaths, and publicly accessible spaces for all users to help support healthier lifestyles and active travel. Developments adjacent to the River Holme should consider access improvements to the River Holme footpath network.
5. 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.
6. Layouts should be imaginative in approach and include 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.

7. 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.
8. Major developments should consider opportunities to provide car share or car-pooling facilities.

Parking Provision and Standards

9. In all cases where development is proposed in the Green Belt regard must be had to relevant local and national Green Belt planning policies.
10. Where planning permission is required proposals to convert existing garaging into non-parking provision are discouraged unless suitable alternative off-road parking is available.
11. In that part of the neighbourhood area where Kirklees Council is the local planning authority, proposals to develop 'park and walk' or 'park and ride' facilities to access Holmfirth town centre or festivals / events in the valley will be supported provided they comply with other relevant policies and mitigate any detrimental impact on the landscape through appropriate surfacing and screening as necessary. Park and ride would not be appropriate in the Peak District National Park part of the Neighbourhood Area as it would harm the valued characteristics of the area.
12. New developments in that part of the neighbourhood area where Kirklees Council is the local planning authority, should provide off-road parking provision in line with Kirklees Local Plan policy LP22 (Parking) and the Council's latest guidance on highway design. Parking areas should be designed sensitively and use suitable materials which are sympathetic to the character of the local area (see Heritage and Character Assessment). Proposals should also aim to maximise accessibility for all groups through careful and considerate design. Development schemes should include provision of electric vehicle charging points wherever practicable.
13. Where communal parking is required for apartment development, it should be conveniently located close to the dwellings it is intended to serve.

Policy 11 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP20 Sustainable travel
 Policy LP21 Highways and access
 Policy LP22 Parking
 Policy LP23 Core walking and cycling network.

Holme Valley Parish Actions 6

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

Traffic Management

- Implement speed limits and traffic calming measures in town and village centres and around schools and homes of vulnerable people.
- Implement management of traffic at peak times, particularly around schools and places of employment with one-way systems or drop-off zones considered.
- Work with Kirklees on any future road improvement schemes in Holmfirth to ensure proposals enhance place-making alongside traffic flow.
- Share local proposals concerning traffic management on Victoria Street/ Dunford Road / Station Road/ Hollowgate with Kirklees.
- Work with local residents in villages such as Hade Edge where revised layouts of the road network may improve highways safety.
- Introduce restrictions to HGV access on particular routes and discourage the use of Holmfirth as a diversion for HGVs off trunk roads.
- Support proposals to create 20mph speed limits in residential areas.
- Ensure limited use of warning signs such as dangerous junctions, roads impassable to heavy vehicles or appropriate weight limits with designs being appropriate to the location.
- Introduce and enforce time zones for deliveries in Holmfirth and Honley
- Liaise with other bodies in addition to Kirklees Council regarding the impact improvement works to the Woodhead Pass and the proposed Trans-Pennine motorway will have on the Valley.
- Consider the introduction of “priority passing/give way” calming measures on narrow rural roads
- Ensure that new housing and industrial developments do not exacerbate existing congestion areas, including the centres of New Mill and Holmfirth, and at Honley Bridge.
- Consider local identification and designation of "Green Lanes"¹⁸ as shared spaces on popular horse riding, walking and cycling routes.

Public Transport

- Ensure that access means accessible to all regardless of age, ability and cultural background, and eliminating unnecessary barriers.
- Explore opportunities to reduce traffic in town and village centres to improve air quality and health.

¹⁸ Green Lanes are roads designated as priority for pedestrians, cyclists and horse-riders and may have a lower speed limit.

- Support proposals to increase the use of shared cars, buses, trains and cycling.
- 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.
- Investigate the feasibility of renaming Brockholes railway station “Brockholes and Holmfirth” and providing a linked shuttle bus service to Holmfirth town centre
- Encourage better bus/train connectivity to link villages across the valley with train services and support strategic actions to improve parking and facilities at Honley and Brockholes stations.
- The provision of taxi-ranks to support the use of taxis as an alternative means of transport will be supported as long as they align with the other policies in the NDP regarding fitting with the local character and avoiding any noise pollution from idling engines.

Sustainable Transport

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

Parking Provision

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

4.9 Sustainability and Biodiversity

Introduction and Background

4.9.1 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

Public Consultation and Engagement

4.9.2 In our 2017 consultation, eco / sustainable housing was cited by over 150 consultees as a consideration for any additional housing built in the Valley. Comments included 'All new housing should be eco or sustainable as an investment for the future' with another stating that they 'would love to see modern eco houses added to the stock to accentuate the higgledypigledyness 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.

Actions to tackle the Climate Emergency

4.9.3 The Parish Council declared a Climate Emergency in March 2019, pledging that the Parish would become carbon neutral by 2030, in order to 'help in making our planet safe for ourselves, our children and future generations'. A formal Action Plan was developed and adopted in October 2019 and the Parish Council established a Climate Change Committee with dedicated budget to drive forward a number of projects through 2020 and beyond. The summary leaflet detailing the Action Plan is available at Appendix 8. This demonstrates the high level of community interest and engagement in sustainability and how it has emerged as a clear local priority. This Action Plan has calculated the carbon emissions of the Holme Valley as about 180,000 tonnes per year and sought to identify the relative contribution of eight different elements, all of which have local actions associated with them.

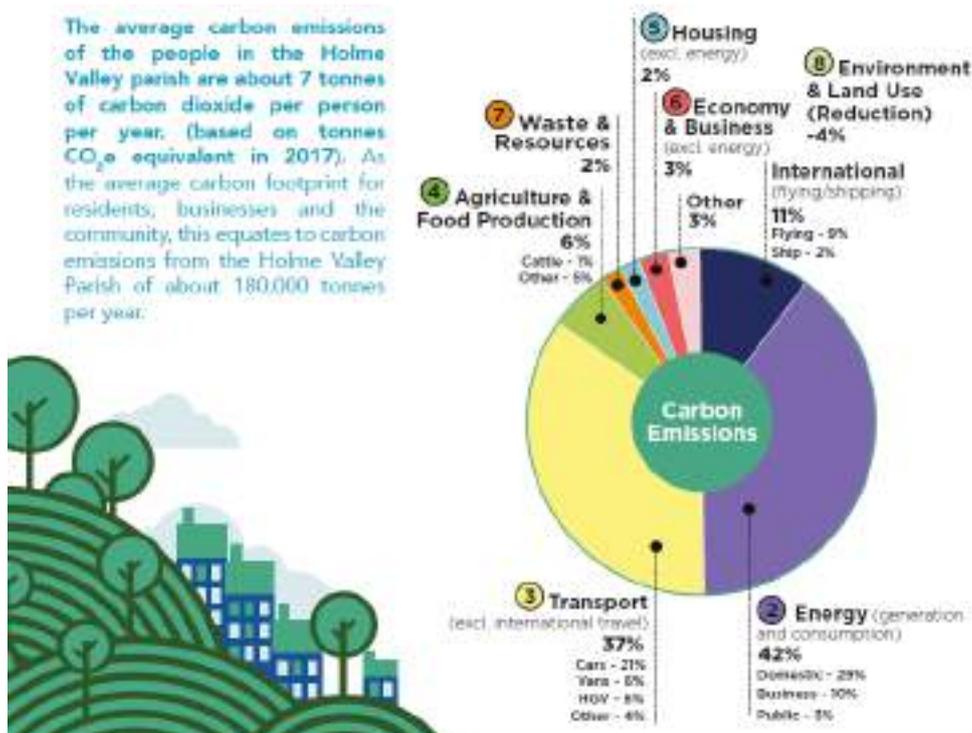


Figure 38 - Carbon Emissions in the Holme Valley (Climate Emergency Action Plan)

- 4.9.4 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.
- 4.9.5 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 39 - Community Wind Turbine 'HoTTWind@Longley' & HoTT Edible 'community garden'

- 4.9.6 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.
- 4.9.7 In May 2019, the Committee on Climate Change (CCC) published [Net Zero – The UK’s contribution to stopping global warming](#). The report responded to a request from the Governments of the UK, Wales and Scotland, asking the Committee to reassess the UK’s long-term emissions targets. The CCC recommended a new emissions target for the UK:
- A net-zero GHG target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people’s lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990.
 - However, this is only possible if clear, stable and well-designed policies to reduce emissions further are introduced across the economy without delay.
 - In June 2019, the [updated target was legislated by the UK Government](#).¹⁹
- 4.9.8 Reaching net-zero emissions requires an annual rate of emissions reduction (15 MtCO₂e per year, 3% of 2018 emissions); that is 50% higher than under the UK’s previous 2050 target and 30% higher than achieved on average since 1990. This is an indication of how substantial the step up in action must be to cut emissions in every sector.
- 4.9.9 The NDP has an objective to promote sustainability, reduce impact on climate change and move towards a zero-carbon local economy by 2030, which is the driver behind our policy on sustainability. Whilst sustainability is a principle which applies to all elements of life, we have separated it into two elements: one which is focused on human activity (Policy 12) and the other which focuses on wildlife and biodiversity (Policy 13). They should both be read in conjunction with all other policies as they indicate the aspirations of the community to ensure that the Holme Valley makes a contribution towards climate change mitigation and adaptation. In the Pre-Regulation 14 consultation, 97% respondents supported the proposed sustainability policy with comments such as ‘I would like this policy to be more prominent in the plan’ and ‘I would like to see it further integrated into all other policies in the plan’. Whilst we have sought to reflect sustainability principles in the other policies, we still felt it was important that there was also a stand-alone policy which captured the overall aims of sustainability as well as a specific policy highlighting biodiversity. The Valley has an important role in biodiversity in Kirklees in terms of its sites of environmental significance as listed in Appendix 1 and the breeding sites it has for lapwings and

¹⁹ <https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law>

curlews. The policies have been informed by the guidance document produced by the Centre for Sustainable Energy on 'Low-carbon Neighbourhood Planning'.



Figure 40 - Protected birds: Lapwing & Curlew

4.9.10 The three different elements of the policy are:

a) Renewable energy

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

b) Energy Efficiency

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

In the Peak District National Park Authority part of the Neighbourhood Area, renewable energy generation will be permitted only where valued character is not compromised and proposals for anaerobic digestion must be related to individual farms or those in close proximity. 'Moorland areas' within the NDP are in the natural zone where development is not permitted.

c) Sustainable living

In addition to planning policies, the NDP includes various Actions for the Parish Council, working with other bodies, to promote more sustainable lifestyle choices for everyone. 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. Living sustainably also involves using local shops and services thereby reducing food miles and supporting the development of community gardens and allotments. Kirklees Council's Open Space Assessment Report 2015 (Revised 2016) set out that *'17% of respondents from the Kirklees Rural area and 12.4% of respondents from the Batley and Spen area are very or quite dissatisfied with the availability of allotments. This may reflect the lower number of allotment sites available within these areas and the high number of people identified on allotment waiting lists in these areas.'* 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. 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. Kirklees Local Plan Policy LP43 Waste management hierarchy sets out that the council will encourage and support the minimisation of waste production, and support the re-use and recovery of waste materials including, for example, recycling, composting and Energy from Waste recovery.

A range of Parish Council Actions are set out to complement NDP Policy 11 and to promote more sustainable lifestyles locally.

Policy 12: Promoting Sustainability

All major development as defined in the NPPF²⁰ must prepare a sustainability statement which outlines how the development will evaluate and contribute to the following elements of sustainability.

Promoting Renewable Energy

- 1) In all cases where development is proposed in the Green Belt regard must be had to relevant local and national Green Belt policies.
- 2) In that part of the neighbourhood area where Kirklees Council is the local planning authority, proposals for individual and community scale energy from hydro-electric, solar photovoltaic panels, biomass, anaerobic digestion 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.
- 3) New major developments should install district heating from renewable resources and will be expected to deliver an on-site heat network, unless it can be demonstrated that this would render the development unviable. In this case, developers must demonstrate that they have worked with 3rd parties, commercial or community, to assess the opportunity.

Energy Efficiency

- 4) Sustainable, energy efficient designs should be used in all new buildings. Reclaimed materials from sustainable sources should be used where possible.²¹
- 5) Wherever possible all new non-residential buildings should achieve a BREEAM rating of excellent or outstanding.

²⁰ Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. (NPPF Glossary)

²¹ Reclaimed materials are those that have been previously used in a building or project, and which are then reused in another project. The material might be altered, resized, refinished, or adapted, but they are not reprocessed in any way, and remain in their original form. Sustainable resources are those resources that are replenished at a rate equal to, or greater than, the rate of consumption. Sustainable sources are likely to include local suppliers with products reclaimed locally from within or around the Yorkshire or Peak District Area.

- 6) All new buildings should aim to meet a high level of sustainability, design and construction and be optimised for energy efficiency, targeting zero carbon emissions. This might include:
 - a. Orientation to optimise passive solar gain.
 - b. Use of high quality, thermally efficient building materials, subject to consideration of local character and context - see Policies 1 and 2.
 - c. Installation of loft and wall insulation and double/triple glazing.
 - d. On site energy generation from renewable resources.

- 7) Wherever possible, all new buildings should incorporate technologies which generate 50% energy from low carbon or renewable sources.

- 8) Retrofitting of older properties to reduce energy demand and to generate renewable energy is encouraged where proposals are sensitive to local character. Alterations to existing properties should be designed to reduce energy demand and comply with sustainable design and construction.

Encouraging Sustainable Living

- 9) The creation of community gardens and further allotments space in the valley for local food growing will be supported.

Policy 12 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031
 Policy LP1 Presumption in favour of sustainable development
 Policy LP24 Design.
 Policy LP26 Renewable and low carbon energy

Peak District National Park Local Development Framework Core Strategy DPD 2011 - 2026

L1: Landscape character and valued characteristics
 CC1: Climate change mitigation and adaptation
 CC2: Low carbon and renewable energy development

Peak District National Park Development Management Policies Part 2 of the Local Plan for the Peak District National Park, up to 2026

DMC2 Protecting and managing the Natural Zone

Green Infrastructure and Biodiversity

- 4.9.11 Green infrastructure is essential to health and well-being and is a crucial element in adapting to climate change and protecting biodiversity. Green spaces should provide a habitat for wildlife, routes for walking and cycling, space for food growing,

regulation of micro climates and increased flood retention and reduced surface water run-off. The Holme Valley has a key role to play in supporting biodiversity as outlined in the Kirklees Biodiversity Strategy which highlights the economic and social importance of managing land for biodiversity. The NDP area is in the south west of Kirklees and as can be seen from Figure 42, it features several of the key Biodiversity Opportunity Zones.



Figure 41 - Local wildlife: Heron & Brown Hare

- 4.9.12 Local organisations such as River Holme Connections are working hard to tackle invasive species such as Japanese knotweed and Himalayan Balsam along the riverbank and have raised awareness of the issue amongst 1,600 school children in 2017. Educating young people about valuing their environment is also a key element of the Forest Schools initiative which as mentioned earlier in the plan, we are keen to support. Encouraging awareness of how we can actively improve biodiversity, not just halt its decline is essential if the Holme Valley is to demonstrate its commitment to sustainability.
- 4.9.13 We support the positive action being led by Kirklees to improve biodiversity and local group, River Holme Connections is working with a number of different organisations including Yorkshire Water, Aire & Calder Catchment Partnership (ACCP), Peak Park and the Environment Agency on partnerships to improve the river catchment in the Holme Valley. This includes supporting better ecological quality and River Holme Connections commissioned a report through the Wild Trout Trust to identify ways of raising the quality from moderate to good over forthcoming years. This partnership working and engagement between experts and local people is encouraged.

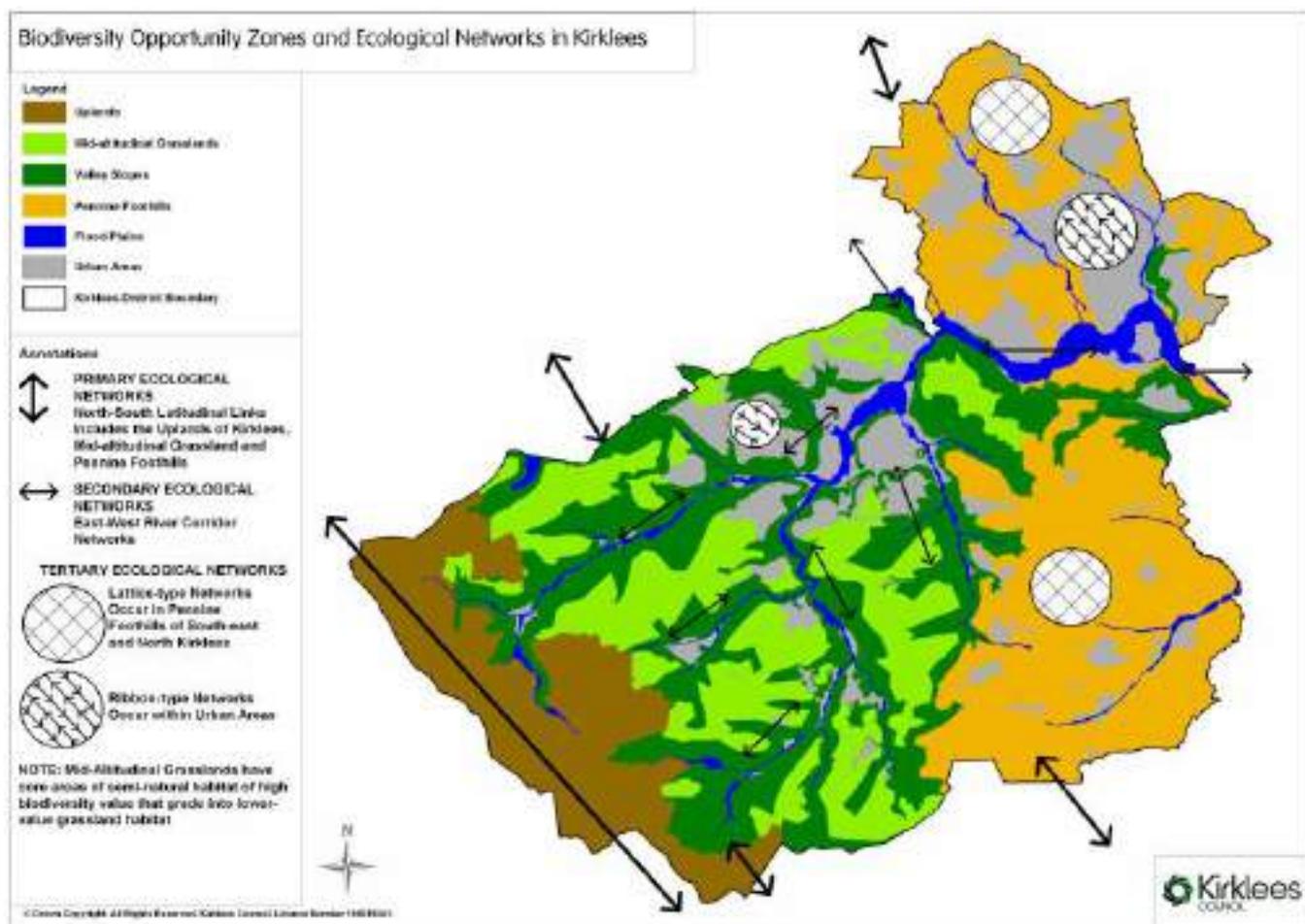


Figure 42 - Map of the Biodiversity Opportunity Zones & Ecological Networks in Kirklees

4.9.14 In their response to the Regulation 14 public consultation (and other informal public consultations) and following the SEA process, Kirklees Council recommended the addition of a further Policy in the NDP to protect and enhance local biodiversity. Policy 13 Biodiversity has been prepared to add additional detail to Local Plan Policy LP30 Biodiversity and Geodiversity.

4.9.15 Paragraph 170 of the NPPF advises that ' *Planning policies and decisions should contribute to and enhance the natural and local environment by: ... d) minimising impacts on and providing net gains for biodiversity.*' Where appropriate, biodiversity offsetting is an option available to developers to fulfil their obligations under the planning system's mitigation hierarchy (avoidance, mitigation, compensation, net gain).

4.9.16 Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures. The biodiversity net gain approach involves the use of a metric to calculate the difference in a score, expressed in 'biodiversity units', for a site prior to development and post development. This score is based on the extent, type, quality, connectivity and strategic location of the habitats present, and development proposals are required to demonstrate a proportional increase in biodiversity units.

- 4.9.17 A biodiversity net gain can be achieved through a variety of measures, including retaining and improving existing biodiversity features on-site but also through the creation of new biodiversity opportunities, such as creating green corridors, planting trees or forming natural spaces, either within the development site or off-site elsewhere. In circumstances where mitigation is not possible developers may be required to pay a levy for habitat creation or improvement elsewhere.
- 4.9.18 Such biodiversity net gain can be achieved through development by:
1. managing habitats retained within the development site to improve quality;
 2. securing local off-site habitat management to provide an overall benefit;
 3. a combination of the above.

Policy 13: Protecting Wildlife and Securing Biodiversity Net Gain

All major development proposals should demonstrate how biodiversity will be protected and enhanced including the local wildlife, ecological networks, designated Local Wildlife Sites and habitats.

New major development should create a measurable net gain in natural capital and biodiversity. Direct and indirect impacts upon biodiversity and/or geodiversity should be avoided. Where impacts cannot be avoided, mitigation and then as a last resort compensatory measures (for example biodiversity offsetting) should be provided.

A biodiversity net gain can be achieved through development by:

1. managing habitats retained within the development site to improve quality;
2. securing local off-site habitat management to provide an overall benefit;
3. a combination of the above.

Policy 13 is in general conformity with:

Kirklees Local Plan - Strategies and Policies 2013 – 2031

Policy LP30 Biodiversity & Geodiversity

Peak District National Park Local Development Framework Core Strategy DPD 2011 - 2026

L2: Sites of biodiversity or geodiversity importance

Peak District National Park Development Management Policies Part 2 of the Local Plan for the Peak District National Park, up to 2026

DMC2 Protecting and managing the Natural Zone

DMC11 Safeguarding, recording and enhancing nature conservation interests

Parish Council Actions 7

- The Parish Council will encourage awareness of a sustainable way of life and the purchase of goods which will last for life, and discourage a throwaway society through effective design, appropriate waste management facilities and education initiatives.
- The Parish Council will consider the provision of a free water fountain in Holmfirth to encourage the re-use of drinking bottles.
- The Parish Council will seek to engage with local environmental groups to explore how they can best support their initiatives to increase biodiversity and increase local understanding and appreciation of the natural environment.
- The Parish Council will encourage proposals to increase the level of recycling of waste. Retail developments must demonstrate how they will manage and reduce their waste in planning statements or other supporting documents. These should include proposals to support the principle of plastic free living.

4.10 Developer Contributions

4.10.1 Community Infrastructure Levy (CIL) is a system to charge developers to help pay for extra infrastructure across the district. The money can be spent on infrastructure which benefits our communities, including new schools, roads, transport services, sports facilities, playgrounds and green spaces. Following submission of the draft charging schedule to the Planning Inspectorate for Examination on 25th April 2017, revisions to the National Planning Policy Framework and associated National Planning Practice Guidance have been published. This led Kirklees Council to review the draft charging schedule and update the viability evidence in line with the revised guidance. The CIL Draft Charging Schedule was submitted to the Secretary of State for Communities and Local Government together with the Kirklees Local Plan, so that it could be examined by an independent Examiner. The CIL Examination Hearing took place and closed on Monday 16th September 2019. The Examiner's Report was published in January 2020 and the Council is considering the Examiner's recommendations and the formal adoption of CIL.

4.10.2 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 to make a development acceptable in planning terms will continue to be sought through Section 106.

4.10.3 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.

4.10.4 Contributions from developers through Section 106 and the Community Infrastructure 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.

4.10.5 The Draft CIL rates for the Holme Valley (Zone 1) are as follows:

| | |
|------------------------|-----|
| Residential | £80 |
| Retail and Warehousing | £0 |
| <i>All other uses</i> | £0 |

4.10.6 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.

- 4.10.7 Parish Councils have considerable discretion and flexibility in how and when they can spend CIL funds. In terms of CIL spending, the CIL regulations as amended (2013, 59 c) state that a local council must use CIL receipts to support the development of the local council's area, or any part of that area by funding – a) the provision, improvement, replacement, operation or maintenance of infrastructure; or b) anything else that is concerned with addressing the demands that that development places on an area.
- 4.10.8 We wanted to capture views from the community on how the CIL money could be prioritised within the Holme Valley. As it is a large geographical area, there are likely to be a range of varied ideas. We therefore suggested a list of different themes in the Pre-Regulation 14 consultation and asked residents to prioritise them so we could identify key themes to guide future investment. We identified twenty different suggested priorities including a range of possible options such as improving local heritage features, creating tourist attractions, improving local car parking or providing facilities for specific age groups. Using the feedback received, we have given the following priorities in a policy as outlined below.

Policy 14: Focusing Developer Contributions on Local Priorities

The Parish Council will prioritise funds received through the Community Infrastructure Levy to support and enable projects which seek to address the following aims (not in order of priority):

- Improvement of public rights of way including access along the River Holme
- The provision of better facilities for either young people and / or old people
- Local highway improvements
- Environmental or heritage projects seeking to improve the built and natural environment
- Improvements to car parking provision
- The ongoing retention and support of community facilities including public toilets.

The Parish Council actions listed in this Neighbourhood Development plan also identify specific locations where potential projects have been identified for further consideration.

Appendix 1: Biodiversity Assets

International and National Designated Sites

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

Local Geological Sites

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

Local Wildlife Sites

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

Appendix 2: Candidate Local Heritage Assets

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

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

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

HOLMFIRTH CONSERVATION AREA APPRAISAL - Appendix J

CONSERVATION AREA CHARACTER BUILDINGS

Key Buildings

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

Positive buildings

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

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

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

| REF | CHARACTER AREA | ADDRESS | BUILDING NAME or NUMBER <i>with Features & History</i> | List ref | CHARACTER PERIOD | BLUE PLAQUE |
|-------|----------------|--|--|----------|------------------|-------------|
| APR | 1/1b | 8 -10 Towngate | Age UK | | 1800--1850 | |
| AYB | 1/1b | 6b Towngate Daisy Lane | Daisy Lane Books | | 1800--1850 | |
| AYS | 1/1b | Towngate | Brambles Wine Bar Notes from Holmfirth History Trail <i>Previously the White Hart, Brambles is one of the many Holmfirth pubs which would have been used not just by drinkers in its time but also for coroners inquests, property auctions, manorial court leets, and the inevitable location of annual dinners for local associations. The White Hart was established around 1795 and the landlord at the time was John Boothroyd who moved to the Nook in 1826. In 1830 record show that there was a brew house on site. Later records mentioned a slaughterhouse and stable</i> | | 1800--1850 | |
| AOY 1 | 1/2a | 54-56 Huddersfield Road | Harrisons (previously Holmfirth Express Offices) Notes from Holmfirth History Trail <i>This building, resembling a small church, has seen many different guises. The date 1879 can be seen at the apex of the building and it is said that it was built for the local temperance society. In The building was also owned for a period by Eli Collins, a printer who started the Holmfirth Express in 1896. The Express closed in 20?? And is now a furnishing shop.</i> | K1 | 1800--1850 | |
| AOY 2 | 1/2a | 54 - 56 Huddersfield Road (Norridge Bottom) | En Route Cafe | K1 | 1800--1850 | |
| AOG | 1/2c | 23 Victoria Street | Co-op Travel (23) <i>Probably trading as James Haigh, outfitters. This firm traded from 1834 (they claim) until ??2000. Very traditional interior.</i> | | 1800--1850 | |
| AQH | 1/2c | 15 Victoria Street | Old Bridge Bakery (15) <i>Would appear to have been a bakery since 1901. Dawson, Birch ran it. Possibility that Dawson teamed up with Birch and before that they were separate bakers. They rarely identified the building number. ?? ceased trading. It is fairly recent</i> | | 1800--1850 | |
| AQI | 1/2c | 13 Victoria Street | Thomas Cook (13) <i>In 1909 was James Brooks, toys and ornaments, 1927 William Simmonds, glass and china 1930 Miss Greenwood knitting wool 1980 G B Hirst travel agent. Still a travel agent</i> | | 1800--1850 | |

| | | | | | | |
|------------|------|-------------------------|---|----|-----------|-----|
| AQJ | 1/2c | 11 Victoria Street | Forget-me-not (11) First time this is recorded in Trade directories or newspapers by name and number is 1980! In other words they didn't advertise. Gledhill and Brock have been here since 1901. Might be earlier. Originally (early 20 th century) they were water and steam millers. ?? date of closure. Probably early 2000s. It was attached to buildings destroyed in 1944 flood. It was prone to lorry crashes (from Dunford Road direction). | | 1800—1850 | |
| CBR | 1/2d | 17 Victoria Street | Holmfirth Food and Wine (17) In 1930 was a joint shop with no. 19. Coldwell and Battye, outfitters. In 1980 was linked with no. 19 as Hobson choice, grocer In 1990/2000 no. 17 only was Otters Pet and Grooming Centre In 2000 -2016 was Basics | | 1800—1850 | |
| CBS CBT | 1/2c | 19 – 21 Victoria Street | Occasions (19-21) In 1913 no. 21 was the Labour Exchange In 1930 nos. 17 -19 were joined and trading as Coldwell and Battye In 1980 nos. 17- 19 were joined and trading as Hobson choice | | 1800—1850 | |
| CTE 2 | 1/2c | 27 Victoria Street | Charlesworths Arthur Charlesworth (27) been there since 1880 something. Never traded anywhere else | K2 | 1800—1850 | |
| CTE 3 | 1/2c | 27a Victoria Street | Little Lions | K2 | 1800—1850 | |
| CTE 4 | 1/2c | 25 Victoria Street | Lionheart Boutique (25) In 1927 J.S. Fisher, pharmacist Unsure how long this went on for | K2 | 1800—1850 | |
| CJZ | 1/3b | 2 Dunford Road | Shoulder of Mutton Notes from Holmfirth History Trail This pub was established in 1788 and had stabling. In the 19 th century there was a butchers and slaughterhouse here. | K3 | Pre1800 | Yes |
| QQD | 1/3b | 3a Victoria Square | The Nook 3A Notes from Holmfirth History Trail The Nook is one of Holmfirth's oldest pubs, dating from 1754 and rebuilt in 1819. Previously the Rose and Crown, it was recently renamed the Nook to reflect the name used by local people for the many decades past. It takes its name from the site, and is on one of the Holmfirth's ancient routes | | 1800—1850 | Yes |
| | | | | | | |

| | | | | | | |
|-----|------|-------------------|--|----|------------|-----|
| AGH | 1/4a | New Fold | <p>Modd Laithe Farm</p> <p>Modd Laithe Farm is right at the top of Goose Green, near the old swimming pool, which still remains. The occupant has lived there for the last 85 years. The farmhouse lies within the boundary and is the only working farm in the conservation area. However the 10 acres of land lie outside the boundary. The occupier fears it will go to housing development and would like to see it remain a farm.</p> <p>HE Comment- The description suggests the farm may be substantially intact and unaltered. This makes it a potentially good candidate for a listing application. Any listing would focus only on the building(s), so the land outside the conservation area would not be significant.</p> | | 1800-1850 | |
| BXJ | 2/1a | 39A Bridge Lane | 39A & 39C | K9 | 1851--1900 | |
| BXK | 2/1a | 5 Bridge Lane | 5 | K9 | 1851--1900 | |
| BXZ | 2/1a | 39 Bridge Lane | 39 extension | K9 | 1851--1900 | |
| BYA | 2/1a | 39 Station Road | Red Hairdressers | K9 | 1851--1900 | |
| CWQ | 2/1a | 4 Bridge Lane | 4 | K9 | 1851--1900 | |
| CLZ | 2/1a | Huddersfield Road | <p>Technical College (<i>Holmfirth Adult Education Centre</i>)</p> <p>The Technical Institute, a Victorian building, exhibits elaborate tall gables, steep roof with lanterns, tall elaborate windows letting in lots of light and fanlights over the doors. A design by Joseph Smith of Sheffield and Holmfirth was selected and the foundation stone was laid on 16 July 1892.</p> <p>This building housed evening classes for apprentices from 1894 and became the first secondary school in Holmfirth between 1907 and 1932 with 48 pupils</p> <p>Notes from Holmfirth History Trail</p> <p>The building, at first known as the technical institute, was built by public subscription and opened in 1894 providing technical and manual education outside the then existing elementary school system. Plans for the institute date back to 1891 and the fundraising was initiated by James Marsden JP of Wigan and a native of Holmfirth who agreed to give £500 once the total had reached £3000. In the end £4456 pounds was raised and Mr Marston contributed £750.</p> <p>Youngsters attended in the evenings after completing their days work in the Mills. The college had rooms specifically for weaving, dying and clay modeling, science lectures, designing, art, reading, conservation and a secretary (on the ground floor) and chemistry laboratory, more art rooms and examination and lecture hall and the ladies room (on the upper floor).</p> <p>Following the education act of 1902 the newly established West Riding County Council assumed responsibility for the Institute which, until then, had been managed by volunteers and local businessman. From 1907 until 1932 the building provided accommodation for Holmfirth's first secondary school, although the technical classes still continued in the evenings.</p> <p>Pupils how to achieve a certain level of education and pay for the privilege of attending. Initially fees were 6 pounds per year, although some scholarships awarded. Inevitably some eligible pupils could not afford the fee and so gave up their places.</p> <p>In 1959 it became a further education centre on technical courses. The building is currently vacant.</p> | | 1851--1900 | Yes |

| | | | | | | |
|-------|------|----------------------|--|--|-----------|-----|
| CIS | 2/1a | Huddersfield Road | Fire Station Notes from Holmfirth History Trail Holmfirth fire station was built in the late 1800s. Initially it was the single story building which housed one appliance (Fire engine) whose gable end is adjacent to Huddersfield road. An additional two large wooden sheds attached to the main building housed the second appliance and an ambulance. The Holmfirth urban district Council ran the station until 1939, when the National Fire service was formed and around all the county and district fire services. In 1954 the two detached wooden sheds which housed the second pump and appliance were demolished and replaced with the three bays adjoining the original station building. The ambulance was withdrawn but the two appliances remained. Both full-time and part-time personnel manned station. The watch room was manned 24 hours a day with a duty fireman. At the present time there are 13 retained firefighters. | | 1901—1938 | |
| CLY | 2/1a | 16 Bridge Lane | A & DP Architects (Old Police Station) Notes from Holmfirth History Trail This building which is an annex attached to the rear of the Technical College was originally Holmfirth police station. Built in 1857 at a cost of £1000, it had three cells and the house for the inspector. The force consisted of one inspector and eight constables. | | 1851—1900 | |
| COA | 2/1a | 29 Station Road | Wagstaffs Notes from Holmfirth History Trail Wagstaffs is one of the select few businesses in Holmfirth to survive for well over a century. This boot and shoe business was situated at No.1 Towngate from late Victorian times. They transferred to their present shop at No. 29 Station Road in May 1921 as a result of the demolition of the Riverside buildings to widen Towngate. | | 1851—1900 | |
| CTO 2 | 4/1b | Huddersfield Road | Drill Hall Notes from Holmfirth History Trail The building of the Drill Hall, opened in 1892, was the result of the decision taken in May 1884 that there was a priority requirement for a new purpose-built drill hall in the town. Prior to this the National school and then the Druids Hall had been used for drill exercises. The E company 2nd Volunteer Battalion West Riding Regiment, established in 1860 was growing in size and needed larger premises. The site acquired for this Tudoresque-style building was land adjacent to the town hall (Opened in 1842). The premises including a spacious hall, two large ante-rooms, armoury, band room, orderly room and sergeants mess. It was financed by public subscription and the building was used as a place for educational meetings, entertainments and social gatherings. What is seen today is the combined Town Hall and the Drill Hall which became the Holme Valley Civic Hall in 1947. In the entrance is the memorial to some of those who died in the South African (2 nd Boer) War, 1899-1902. | | 1851—1900 | Yes |
| CVF | 4/1c | 25 High Town Lane | 25 High Town Lane | | 1800—1850 | |
| CVI | 4/1c | 31 High Town Lane | Ginnel – High Town Lane | | 1901—1938 | |
| APC | 4/2a | 57 Huddersfield Road | Santander/Pharmacy | | 1800—1850 | |

| | | | | | | |
|-------------------|------|--------------------------|---|----|-----------|-----|
| CCY CCZ | 6/1a | 32 – 34 Woodhead Road | Toll House/ Fairtrade 32 Notes from Holmfirth History Trail <i>The present building dates from around 1870, replacing a previous toll house on or near the same site. The Tollhouse lay on the Shipley Lane head to Greenfield Turnpike, evidence of it still existing in the form of the mileage plate on the parapet of the nearby bridge. In 1875 the trustees discontinued the Turnpike and in 1876 sold the building. The building has been a wine and spirits outlet, butchers shop, off-licence, café, bookshop and, currently a fair trade shop.</i> | K4 | 1851—1900 | Yes |
| AEE | 6/2a | Station Road | Druids Hall (Masonic Hall) Notes from Holmfirth History Trail <i>The Druids Hall dates back to 1846. It cost over £2000 to build. It was the premises of the Holmfirth Branch of the Ancient Order of Druids Friendly Society, an organization offering financial help and security to the poor. They paid funeral expenses for example. The Druids was one of a number of friendly societies that were quite common in the 19th century. In 1851 590 Druids were recorded in the Holmfirth/willdale area. Apart from the Druids the hall was used for other functions including a staff dinner of the workers at Albert Mills in 1884. By the beginning of the 20th century the Friendly Society movement was in decline and membership had fallen drastically. In 1908 the remaining membership decided to offer the building for sale at public auction and it took on a new existence as a hotel and a fully licensed public house with brew house attached. It continued in this form until 1917 when the local Masonic Lodge, in need of larger premises, purchased the Druids Hall for some £700. The Druids Hall, now known as the Masonic Hall, has been home of the Holme Valley branch (number 552) since 1921.</i> | | 1800—1850 | Yes |
| ALQ ALP | 6/3a | Station Road | Bamforth's Notes from Holmfirth History Trail <i>Bamforth's was established in 1870, and by the end of that century James Bamforth was well-known in Holmfirth as a photographer and artist. In the 1890s the magic lantern was a popular form of entertainment and Bamforth produced slides of these lantern shows. Bamforth was also a producer of postcards and was in at the very beginning of the silent movie era, creating short comic films in the Hollywood style comic but using Holmfirth as the background and local people as the stars and actors in his films. At the outbreak of the First World War film making came to an end. However the production of picture postcards continued and was a lucrative market opened up by Bamforth particularly of the saucy seaside postcards with their "near the knuckle" double entendres. The building has a very long window on the upper floor to provide extra studio light. The Bamforth business closed in 19?? And the building came into a sorry state of neglect. In 2016 renovation work was started on the building.</i> | K5 | 1800—1850 | Yes |
| APM AVD AVE | 6/4a | 52 – 54 Back Lane | 52 to 54 Back Lane (Houses with gothic windows) | K8 | 1851—1900 | |
| CJR | 6/4b | South Lane | Grove House | | | |
| CJS | 6/4b | 1 South Lane | Henry Mitchell (Wholesalers to the licensed trade) | | Pre1800 | |

| | | | | | | |
|--------------------|------|------------------------------|--|----|-------------|-----|
| AVP | 6/5b | Dunford Road | Ribblesden Mills The date of this mill is circa 1865 and should be preserved as the last mill existing in the HCA. It has retained its Georgian venetian windows and multi paneled glass, band course and shallow pitched roof. It also has the last mill chimney in the HCA. | | 1851---1900 | |
| AIZ A,JA BSK | 7/3b | 54 – 58 Upperthong Lane | 54- 58 Upperthong Lane - Weavers cottages. Notes from Holmfirth History Trail Mid 19 th century weavers cottages. Noticed the "taking in door", with its exterior stair in the end wall of the terrace. This is where the raw materials were brought in and the finished cloth taken out of what would have been a communal weaving space across the whole top floor | K6 | 1800---1850 | |
| BSL | 7/3b | 52 Upperthong Lane | 52 Upperthong Lane - Chapel House Notes from Holmfirth History Trail The Chapel house was built adjoining the Lane Congregational Chapel during the ministry of the Rev John Cocklin (1805-1849). | | 1901---1938 | |
| BSM | 7/3b | Upperthong Lane | Lane Congregational Chapel Notes from Holmfirth History Trail One or several nonconformist groups in Holmfirth area, the independence, shared a church with the Methodists have never felt before building their own place of worship here in 1777. The original burial ground was across the road from the chapel, but is now a private garden. The chapel was remodeled in 1847 giving the building in its current appearance. | | 1851---1900 | |
| BSO | 7/3b | 46 Upperthong Lane | The Manse | | 1851---1900 | |
| ACM ACN | 4/2a | 39- 40 Huddersfield Rd | 39 – 40 (Burton's Academy) Notes from Holmfirth History Trail Burtons Academy (after John Burton) is next door to the present Holmfirth Library and until recently has been a B&B establishment but has recently been sold. The first mention of a school being here is in Pigot's 1834 Directory where is described as a boarding and day school. | K7 | 1851---1900 | |
| APJ | 7/4a | 49 – 51 Huddersfield Road | Former Council Offices | | 1851---1900 | |
| MONUMENT | | | Pump hole (and Harold Wagstaff) Notes from Holmfirth History Trail This is a water pump and trough, in a recess under the steep incline of South Lane. It was erected by public subscription in 1850 and was in use until late 1920s. People would meet here the local lads' rugby team took their name the pump. One of the Pump Hole Rangers, Harold Wagstaff, began his career with them in 1905 at the age of 14 and went on to become one of the greatest players of all time. He captained England in 1914 and in 1920 on tours to Australia and New Zealand. In 1995 at the centenary of the rugby league, Harold Wagstaff was chosen for one of the five commemorative postage stamps. | | | Yes |
| MONUMENT | | | Holmfirth Dyers Chimney | | | |

Appendix 3: Summary of Proposed Local Green Spaces

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

- 1) Scholes Marsh Road Well Garden (Map 19)
- 2) Sandygate Fields (Map 20)
- 3) Wooldale 'Chapel Field' (Map 21)
- 4) Hade Edge 'Gateway Triangle' (Map 22)

NPPF Paragraph 100 sets out that the Local Green Space designation should only be used where the green space is:

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

The following justification sets out how each of the Local Green Spaces meets the criteria in the NPPF:

1) Scholes Marsh Road Well Garden



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

a) Close proximity

Situated just below Scholes School and Scholes Methodist Church, this site contains the original wells for the locality, the adjacent stonework including the base structure for what was the community hand pump.

b) Demonstrably special

The site is currently laid out as an attractive park area with shrubs surrounding a grassed area with two benches, litter bin and the wells themselves. The house across the road, previously named 'Denhirst', is Grade II listed. It is the only place in this part of the village with recreational value and has long served as a meeting place for local community activity.

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

c) Local, not extensive

The site occupies the corner at the junction of White Wells Road and Marsh Road, comprising approximately 0.04 Ha. It is thus local and certainly not extensive.

2) Scholes Sandygate Fields

View from Scholes Moor Road looking towards Sandygate Farmhouse

This location comprises the historic setting of two Grade II listed farmhouses, those of Sandygate Farm and the Old House, Ryecroft; their ancient relationship with each other and the land of Scholes Moor as part of the medieval township of Scholes; and the connection with the Sandygate road, part of the historic Maythorne Way which connected Marsden, Holmfirth and Penistone.

a) Close Proximity

For this historic site, the concept of close proximity should be understood within the concept of the medieval township of Scholes, particularly because it is the heritage aspect of the area

which local residents wish to preserve. Faull and Moorhouse [1] state “Scholes was a hamlet lying in the townships of Wooldale, Fulstone, Cartworth and Hepworth. It was described as a township in 1285 and 1286 and its bounds were referred to in 1315.”

Further, they state “each township has a share of high moorland, freely draining brown soils and wetter gley soils, ie land suitable for both plough and pasture”. Within this context, Sandygate fields represent the heart of the totality of the medieval township considered in relation to its high moorland and ‘land suitable for plough and pasture’, and retains this proximity with respect to the modern settlement, the built element of which now extends from St George’s Road to Cross Lane.

[1] Faull and Moorhouse “West Yorkshire: An Archaeological Survey to 1500. Volume 3 - The Rural Medieval Landscape” pub West Yorkshire Metropolitan County Council 1981

b) Demonstrably special

The special nature of the site derives from its historic origins and village heritage as described above, and its importance to local residents may be gauged by their continuing efforts over years to protect the site from development.

The demonstrably special nature of the site has been recognised in the final reports of two different Planning Inspectors who have both refused previous planning applications for the site.

In June 1996, the decision of the first Planning Inspector focussed on the character and setting of the location, being one of openness at the edge of the village allowing views out to the countryside beyond.

More recently, during the development of the Kirklees Local Plan, several hundred objections to the allocation of the site for housing were made, together with representations made by the Residents’ association (Scholes Future Group) who also gathered expert opinion from Historic England to support the case that the site should not be allocated for housing development.

In January 2019, the report of the Inspector of the Kirklees Local Plan supported this position by stating “The site consists of a series of open sloping fields on the edge of the village, divided by traditional stone walling. There are views across the site towards the nearby listed building of Sandy Gate Farmhouse and to the wider countryside, and the site provides an attractive setting to the village. The Council’s HIA identifies areas of moderate significance within the site which form part of the agricultural setting of Sandy Gate Farmhouse and another nearby listed building (The Olde House, Ryecroft). I concur with Historic England that the HIA underplays the significance of other parts of the site, as these form part of the historic field system, and there are clear views towards Sandy Gate Farmhouse from along much of Scholes Moor Road. The HIA indicates that views towards the asset are of ‘high significance’. I therefore conclude that development across much of the site would cause considerable, albeit less than substantial, harm to the listed farm, and detract from the character and setting of this part of the village.”

It is this special, recognised character and setting which Local Green Space designation would defend and preserve.

c) Local, not extensive

From the above, the site is clearly local and is self-contained within clearly defined boundaries. However, the word 'extensive' warrants further consideration. The extent of the site put forward is approximately 3.25 hectares which may seem excessive in respect of typical LGS areas. However, the special nature of the site within the historic bounds of the hamlet and associated moor within which it has been so closely related for so many centuries supports the case that not only is the area not too extensive, but indeed is as small as is necessary, to preserve the historic relationships within the locale with the associated landscape views and vistas.

3) Wooldale 'Chapel Field'**a) Close Proximity**

The field sits within the village of Wooldale, adjacent to Wooldale Free Methodist Church and close to the Wooldale Community Centre, and thus close to the community it serves.

b) Demonstrably special

The field fulfils an important function as a tranquil oasis of agricultural grazing space within Wooldale Conservation area. Wooldale Free Methodist Chapel was built in 1868 and in its early days, services were held on this field in the open air. In 1923, the chapel trustees bought the field for gatherings and the annual Wooldale Sing was held here for a number of years as well as annual bonfires, parades and other community events. The present trustees took over ownership of the field in 1997.

c) Local, not extensive

The field is contained within a boundary wall and has an area of approximately 0.4 Ha.

4) Hade Edge 'Triangle'



a) Close Proximity

The Hade Edge triangle sits on the northern edge of the village of Hade Edge, acting as a 'Gateway' to the village from the north. As the 'gateway' to the village, it is clearly close to the community it serves.

b) Demonstrably special

The area is maintained by the local residents' group, being used as a village green with benches and planters. It is furnished with a carved stone place name monument and is used locally as a meeting place and location for the display of local notices.

c) Local, not extensive

The site is not an extensive tract of land with an area of approximately 0.17 Ha.

Appendix 4 – Kirklees adopted Car Parking Standards for residential development (Highways Development Delivery, Planning Pre-Application and Application Advice Note)

Parking

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).

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)

Taken from <https://www.kirklees.gov.uk/beta/planning-applications/pdf/guide-to-preapplication-highways-advice.pdf>

Appendix 5: Kirklees Local Plan Designated Urban Green Space

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

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

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

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

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

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

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

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

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

Appendix 7: AECOM Heritage and Character Assessment Report - Key Extracts

The full report is available on request from the Parish Council clerk or on the NDP pages of the Parish Council's website.

Key Characteristics from each of the 8 Character Areas:

CA 1: Wessenden Moors *Key Characteristics:*

- Undulating gritstone plateau with an extensive area of high moorland which forms a continuation of character from the Peak District National Park;
- Lack of settlement with a strong sense of remoteness and desolation;
- 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;
- Transport routes limited to the trans-Pennine routes of the A635 Greenfield Road and A6024 Woodhead Road which cross the open moorland;
- Impoverished soils with thick deposits of blanket peat;
- Holme Moss Transmitting Station forms a visually prominent local landmark on the skyline. The LCA also offers elevated north-easterly views towards Emley Moor Transmitting Station.

Movement and Connectivity

Roads are a limited feature of this landscape. However, the LCA accommodates the A635 Greenfield Road and a short section of the A6024 Woodhead Road, traversing the remote moorland landscape.

These corridors form sections of wider trans-Pennine routes. Vehicular movement is restricted to these corridors with a large section of the area designated as open access land which is only accessible on foot.

This adds to the sense of remoteness and isolation. The Pennine Way National Trail offers a recreational resource as it crosses Wessenden Head Moor broadly north to south.

Settlement and Built Form

A lack of settlement results 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.

Heritage Assets

The upper moorland area contains low stone walls sparsely distributed across the moorland, which has historically been used for sheep farming. There are no conservation areas or scheduled monuments within the LCA. There is one listed building, a 5 mile post located on

Greenfield Road, which is a cast iron and stone mile post which dates from the mid-19th Century. It was designated Grade II in 1983.

Land Use and Land Cover

Land use 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. The Holme Moss Transmitting Station is also located within the boundary of the LCA, accessed via the A6024 Woodhead Road.

Greenspace and Public Realm

Woodland cover is sparse due to the high degree of openness and exposure. With the exception of land associated with Holme Moss Transmitting Station, the full extent of the LCA is defined as open access land. The National Park designation and section of the Pennine Way long distance footpath also underlines the area's value as a recreational resource.

Views

The views to the west are characterised by long distance open panoramas which contrast with views of the densely settled valley of the River Holme itself. These open views combined with the localised topography and absence of trees and settlement provide a perception of remoteness.

A key landmark of this LCA is Holme Moss Transmitting Station which sits within a landscape of expansive skylines, affording intervisibility with the wider Peak District National Park. A public car park and viewpoint exists on the opposing side of the A6024 Woodhead Road to Holme Moss Transmitting Station, allowing panoramic views across the Holme Valley. The Emley Moor Transmitting Station is also perceptible from this location.

CA 2: Holme Moorland Fringe Key Characteristics:

- Steep slopes and cloughs rising towards the moorland plateau above, creating incursions in the broad pastoral terrace;
- Distinctive vernacular architecture dominated by millstone grit building stone;
- 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;
- Settlement comprised of the small rural isolated settlement of Holme village as well as millstone grit farmsteads scattered across the pastoral land use;

- Transport links dominated by the routes of the A6024 Woodhead Road and the A635 Greenfield Road with a network of minor roads and lanes cross the wider landscape;
- 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.

Movement and Connectivity

A network of minor roads and narrow winding lanes enclosed by drystone walls, connect settlements clustered on the valley slopes.

The A635 Greenfield Road and A6024 Woodhead Road run through the LCA and are connected at Holme by Fieldhead Lane. The A6024 Woodhead Road is the main thoroughfare through Holme village and links Huddersfield with the trans-Pennine route known as the A628 Woodhead Pass. The Kirklees Way long distance footpath, incorporating the Colne, Spen and Holme valleys, runs broadly south-west to north-east through the LCA. Several historic pack horse routes are also evident within the landscape.

Settlement and Built Form

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 of the LCA around Digley Reservoir and along Flush House Lane, Roods Lane, Coldwell Lane, Carr Lane, Mellor Lane and Greenfield Lane.

A dispersed settlement pattern characterises the wider landscape, with scattered farmsteads and groups of buildings at Flush House and Hogley Green, located on the valley slopes. In general, this LCA demonstrates where development moves from the valley floor to the hilltops.

Millstone grit is the common building material and former laithe and weaver's 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.

Heritage Assets

The LCA is essentially rural and contains the notable historic settlement of Holme. There are 48 Listed Buildings which comprise cottages,

farmhouses, barns, a pinfold, Sunday school and Methodist Chapel. One designation is Austonley Hall (NHLE 1228453) which is an example of a 17th Century property which housed a wealthy landowner who farmed the surrounding land. The farm buildings form part of the narrative of this area which was dominated by agriculture. No.10-14 Holme (NHLE 1134886) are good examples of weavers cottages within the settlement of Holme, used for domestic textile manufacturing as well as housing the workers.

The Listed Building details are provided in Appendix A.

There is one scheduled monument located 500 m north of Meal Hill identified as a late prehistoric enclosed settlement known as the Old Bull Ring (List entry number: 1018256). It is an oval earthwork enclosure and comprises an inner and outer ditch. It potentially dates to the late Bronze Age period and may have contained buildings.

Holme Conservation Area

Holme Conservation Area was designated in 1982 and was extended in 2007 along with the adoption of a Conservation Area Appraisal and Management Plan document.

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 weaver's cottages (developed for wool manufacturing), farmhouses, barns, a school, a church and a Sunday School.

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 must be preserved to maintain the setting and special character and appearance of this historic settlement.

There are 15 Listed Buildings within the Holme Conservation Area.

Kirklees Metropolitan Council (KMC) has not published a Local List of buildings of local interest. However, the Holme Conservation Area Appraisal (2007) identifies one property which contributes positively to the character and appearance of the area:

Underhill is a 1970s property designed by Dr. Arthur Quarmby. It is the first modern earth shelter to be built in Britain. Although it does not reflect the local vernacular of the village, its innovative design adds interest to this Conservation Area.

Land Use and Land Cover

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

The LCA incorporates a number of upland reservoirs. Digley and Brownhill Reservoir provide recreational opportunities and are located close to the settlements of Holme and Holmbridge, straddling the boundary of the Peak District National Park. Ramsden, Riding Wood, and Yateholme Reservoirs also lie to the south of the LCA. The remains of ganister, fireclay and gritstone quarries are also evident within the landscape.

Greenspace and Public Realm

Largely as a consequence of a high degree of openness and exposure, tree cover is confined to water courses and land associated with the Digley and Brownhill Reservoirs. Large geometric coniferous plantations also encompass Yateholme, Riding Wood and Ramsden Reservoirs. The LCA contains areas of open access land to the south of Holme. With the exception of a large area of setts at the junction of Meal Hill Road and the A6024 Woodhead Road which acts as a public open space, Holme village itself contains very few areas of public realm.

Views

Views are a key component of the LCA. The availability of panoramic and long distance views are valued locally and are a major attractor to the area for tourists. Views to the west from within the LCA are dominated by the 228 m Holme Moss Transmitting Mast, set within the wider context of the moorlands and Peak District National Park. The LCA also affords elevated vantage points with long distance views available across the densely settled valley floor of the River Holme.

The Holme Conservation Area Appraisal identifies a number of key views from within the conservation area. The building clusters and the high boundary walls dictate that only a few key vistas are available towards the moorland. The enclosure created by the stone walls along the roads around Holme contrasts markedly with the vast open panoramas of the surrounding landscape.

CA 3: Hade Edge Upland Pastures *Key Characteristics:*

- Dispersed settlement pattern within a rural landscape;
- 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 Wharms and Holme Sykes;
- Mixture of individual and small clusters of farm dwellings typical of the local vernacular;
- Rectilinear network of minor roads;
- Large scale farm complexes in varied condition / state of repair;
- Evidence of diversification on of the rural economy;
- Views of single domestic wind turbines on the rising valley sides of the LCA with long distance views available to the Spicer Hill and Royd Moor Wind Farms in Barnsley District.

Movement and Connectivity

A network of PRoW crosses the landscape of the LCA following local lanes or field boundaries. The B6106 forms the main vehicular route with small straight lanes and rectilinear road layout at Hade Edge and Low Common.

Minor roads and PRoW including sections of the Kirklees Way and the Barnsley Boundary Walk long distance footpaths connect farmsteads located on the valley sides. The Kirklees Way divides the village of Hade Edge and follows the boundary between LCA 3 and 8 to the north-east of Jackson Bridge. The route of National Cycle Route (NCR) 68 follows Whitegate Road as it descends down the valley sides into Holmfirth.

Settlement Pattern and Built Form

Settlement 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 within this LCA and is comprised of 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. The character of the LCA is a mix of agricultural land with small hillside settlements which developed through farming and domestic textile manufacturing. Dry stone walls are common features creating a strong sense of visual unity.

Heritage Assets

The LCA is essentially rural with a number of small historic settlements, mill developments and small reservoirs. Settlements include Hade Edge, Choppards, Arrunden and Longley which are comprised largely of farm buildings and weaver's cottages. Wash Pit Mill and Choppards Mill are located in the valley to the west of the LCA and have direct access into Holmfirth to the north. There are no designated conservation areas or scheduled monuments.

There are 22 Grade II listed buildings which comprise of Sunday Schools, Methodist Chapel, farmhouses, mills and cottages which reflect the agriculture and domestic textile manufacturing which have shaped this area. Wash Pit Mill (NHLE 1134754) is a Grade II listed textile mill within the area which dates from 1840 and would have employed a great number of local people. The group of buildings at Ward Place (NHLE 1134924) are an example of the types of settlements found within this area. Ward Place comprises of a farmhouse, barns and cottages which date from the early 18th Century.

A full list of the Listed Buildings found within this LCA can be found in Appendix A.

KMC do not have a formal Local List which identifies buildings of local interest. This assessment has therefore independently identified the following buildings which contribute positively to the historic character of the area:

- Hade Edge School, Greave Road which dates from 1899 and a traditional school building built of stone with large vertical windows.
- J Brindon Addy (former Weavers cottages and attached barn), Penistone Road dates from the 18th Century and has a row of 9 mullioned windows and cart doors.

Land Use and Land Cover

Farmland is grazed and divided into a regular patchwork of small fields enclosed by millstone grit walling. Settlement is sparse with scattered farmsteads and hillside villages. The rising landform accommodates small tributaries which drain from the Holme Sykes and Boshaw Wharms reservoirs into the River Holme below. There is some evidence of rural diversification from agriculture with an ice cream shop and wind turbine at Longley Farm for example.

Greenspace and Public Realm

Clough Wood and Copthurst Wood, large coniferous plantations, occupy the upland slopes above Holme Sykes Reservoir. However, the landscape is generally sparsely wooded and limited to shelterbelts and vegetation associated with small watercourses.

Views

An open landscape with long distance views over Kirklees District towards the Emley Moor transmitting station to the south-east of Huddersfield. The wind turbine at Longley Farm and individual domestic turbines are features of this LCA with views of other wind farm developments, such as Spicer Hill, on the edges of Barnsley district reducing the perception of tranquillity.

CA 4: River Holme Settled Valley Floor *Key Characteristics:*

- Strong pattern of ribbon development with settlements such as Holmbridge, Hinchliffe Mill and Holmfirth located on the lower valley topography;
- Main transport routes of the A635 Greenfield Road and the A6024 Huddersfield Road accommodated within the valley floor;
- Vegetation associated with the River Holme which drains west to east and divides the LCA;
- Availability of views towards rising rural backdrops and steep incised valley sides within the wider study area;
- 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;
- Popularity of Holmfirth as a tourist attraction on coupled with cultural references associated with the town as a setting for the BBC's Last of the Summer Wine;
- Narrow winding streets which climb steeply from the valley floor;
- Narrow alleys with distinct changes in level, often retained with stone sett surfacing.

Movement and Connectivity

Movement and activity is focussed around the settlement along the A635 Greenfield Road and the A6024 Huddersfield Road in the valley floor. Both routes run through Holmfirth and are busy at peak times.

The A6024 Huddersfield Road broadly follows the River Holme, linking Huddersfield approximately 6.0 miles to the north with Holme Moss.

The A635 Greenfield Road descends from Wessenden Moor before climbing the south eastern slope of the Holme Valley. Minor roads and lanes, such as the B6106 Dunford Road and Upperthong Lane also traverse the valley slopes.

The network of PRow includes the Holme Valley Circular Walk which follows the River Holme through Holmfirth on a 24 miles stretch. In addition, the Holmfirth Blue Plaque Trail, founded by the Holme Valley Civic Society, links local buildings of historic importance on a circular route through the study area. National Cycle Route (NCR) 68 follows the line of minor roads through Upperthong towards the centre of Holmfirth before traversing the opposing valley slopes to the west of Cartworth.

Settlement Pattern and Built Form

Ribbon development follows 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 in this LCA 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 LCA.

Boundary treatments are comprised largely of millstone grit walling and decorative iron railings. The stone walling which runs parallel Upperthong Lane is representative of local vernacular detailing.

Heritage Assets

There are six historic settlements of note within the LCA: Holmfirth, Underbank, Hinchliffe Mill, Holmbridge, Thongsbridge and Upperthong.

Four of these settlements have been designated conservation areas - Holmfirth, Underbank, Hinchliffe Mill and Upperthong.

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 weaver's cottages and large detached and semi-detached properties for wealthier residents. Upperthong, although located close to Holmfirth, still maintains its rural connections as a farming village with small scale weaving industry.

There are 123 listed buildings located in the LCA, a number of which are public buildings such as a railway station building, civic hall, churches, schools and a cinema which. This suggests that the LCA is more densely populated than other LCAs in the study area. One such public building is the Picturedrome Theatre which is a Grade II listed building built

originally as a cinema in 1912. It originally seated 1040 people indicating that Holmfirth has a large catchment area.

The area is also known for its links to the textile industry with mills constructed along the river. Housing was built into the hillsides such as those properties found in Hinchliffe Mill. No.181-191 Woodhead Road and no.52-62 Old Road are typical of the area where they are viewed as single storey from one side and three or four storey from the opposite side. The upper floors are accessed from the north and the underdwellings are accessed from the south due to the topography.

Holmfirth Conservation Area

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. Before the settlement of Holmfirth originated, the area was covered in oak forest and was used as a hunting ground of the Earl's Warren. The settlement developed in the 13th Century during the reign of Edward II when a corn mill was erected to grind the corn of the tenant farmers. Due to the location of Holmfirth beside the River Holme, early industries such as woollen cloth mills were built to allow for the cloth to be washed and dyed. As the town prospered, it was used as a focal point for the surrounding area providing schools and churches to service the outlying settlements.

The town centre has been continuously altered and developed over the years with the demolition of buildings and widening of roads to improve the access through Holmfirth. This has resulted in a reasonably open character to the centre of the town on Victoria Street and Towngate.

This open streetscape is in contrast to the narrow streets of South Lane, Back Lane and Bunkers Hill which contain older small residential buildings constructed closely together to house mill workers.

There are 37 listed buildings within the Holmfirth Conservation Area which include residential properties, public buildings and mill buildings.

Residential properties range from small terraced properties such as 12-18 Bunkers Hill (NHLE 1134920) and mid-19th Century and ashlar fronted properties that were built and owned by wealthy business owners.

Underbank Conservation Area

The 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.

Underbank is an extension of Holmfirth and consists of three and four storey co-ages. Houses were built on top of each other resulting in underdwellings to utilise the steep sided slopes. Entrances to both sides of the buildings are commonly found, one to access the upper floors and one to access the underdwellings. The area is also characterised by narrow roads and steep ginnels (narrow pedestrian passage between buildings) which link the streets together.

There are 12 listed buildings within the Underbank Conservation Area which are predominantly terraced housing. These include 106 and 112 Dunford Road (NHLE 1216036) which are three storey mid-18th Century stone houses with mullioned windows and 6-8 Low Gate (NHLE 1134860) which date from the early 19th century.

Hinchliffe Mill Conservation Area

The Hinchliffe Mill Conservation Area was designated in 1980. It is a medium sized settlement which extends from Holmfirth to Holmbridge.

Hinchliffe 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.

The buildings in the conservation area are predominantly terraced cottages, former weaver's cottages and mill buildings with farm buildings located on the periphery of the settlement. A number of the buildings also have underwellings due to the steep hillside. Hinchliffe Mill was severely affected by the Great Flood of 1852 when Bilberry Dam failed. Mills and properties were destroyed as well as many lives lost.

There are 16 listed buildings within the Hinchliffe Mill Conservation Area including 121-123 Woodhead Road and 2-8 Old Road (NHLE 1313601) which are workers houses which form part of the same building but are accessed from different levels and different roads.

Upperthong Conservation Area

Upperthong Conservation Area was designated in 1975 and was

extended in 2007 and accompanied by a Conservation Area Appraisal and Management Plan. Upperthong is a small tight-knit settlement located on a hilltop and developed in the 18th Century as a weaving and agricultural village.

The linear historic core runs along Town Gate and contains a variety of buildings which retain their original character and appearance. The buildings are constructed together and as the street narrows to the east the sense of enclosure increases within the settlement.

There are 7 listed buildings within the Upperthong Conservation Area, including Broad Lane Farm (NHLE 1134918). This forms an early 18th Century group of stone farm buildings which are commonly found within Upperthong.

Buildings of Local Interest

KMC does not have a Local List. However, a number of buildings have been identified within the Upperthong Conservation Area Appraisal as being of local interest. The local Holme Valley Neighbourhood Plan group, along with our Heritage team have also identified additional buildings which contribute positively to the character of the area.

- Bridge Mill, Huddersfield Road, Holmfirth
- Ribbleden Mill and Chimney, Dunford Road, Holmfirth
- Bamforths, Station Road, Holmfirth
- Bottoms Mill, Chimney and Mill Dam, Hinchliffe Mill

- Former St. John's School, Greenfield Road, Holmfirth
- Holmfirth Technical College, Huddersfield Road, Holmfirth
- Ash Villa Farm, Town Gate, Upperthong
- Hinchliffe Mill Methodist Chapel and Sunday School, Woodhead Road, Hinchliffe Mill
- No.180 Woodhead Road, Hinchliffe Mill
- 130 Woodhead Road, Hinchliffe Mill
- 90-92 Woodhead Road, Hinchliffe Mill
- 84-88 Woodhead Road, Hinchliffe Mill
- 26-28 Fairfields Road, Hinchliffe Mill

Land Use and Land Cover

The commercial centre of Holmfirth is in the valley floor where the high level of activity results in a busy and vibrant character and reduced levels of tranquillity. However, the character of the wider area, including the linear villages of Upperthong and Hinchliffe Mill, is mainly residential where the building scale is generally small.

The mill chimney at Bottoms Mill forms a prominent feature along the River Holme at Hinchliffe Mill, providing an historic link to the legacy of the textile industry. Ribbleden Mills on the B6106 Dunford Road is the last remaining mill still in use today. The site of the Co-op supermarket and extensive car park on Market Street occupies the site of the former Albert Mills.

Greenspace and Public Realm

The densely settled nature of the valley floor results in limited open space, though there are some pockets of undeveloped steep landform between the A6024 Woodhead Road and the River Holme around Hinchliffe Mill. Victoria Park on the valley sides above Holmfirth forms a prominent public open space and provides a visual break between the commercial centre and residential development on the higher ground.

New Holmfirth Park on the A6024 Woodhead Road and a small well maintained riverside park provide pockets of green space within the town.

In addition to Victoria Park described above, the Kirklees Draft Local Plan (2015) also identifies linear strips of open space parallel with the River Holme as Urban Green Space. These are located within both Holmbridge and Holmfirth and incorporate the Sands Recreation Area and Holmfirth Cricket Ground, located off the A6024 Huddersfield Road.

Land associated with St John's Church on Upperthong Lane, Crow Wood and Upperthong Junior and Infant School are also covered by this policy.

Land use at Thongsbridge encompasses a recreation ground and playing fields as well as Spring Wood which lies to the north of Holmfirth High School.

Mixed semi-natural woodlands such as Berry Bank Wood are located along the River Holme. Further woodland is on the valley sides, as seen at Bray Wood and Binns Wood. Mill ponds

are found associated with the mills at Hinchliffe Mill and provide valuable recreational opportunities.

Views

The availability of framed views and vistas to the upper reaches of the valley sides is a characteristic feature of this LCA. 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. Views from the mill pond which feeds Hinchliffe Mill provides a vista towards the sloping hillsides and renovated mill itself. Locations such as Victoria Park also afford views across to the opposing valley sides.

CA 5: Netherthong Rural Fringe Key Characteristics:

- 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;
- 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;
- Elevated landscape provides 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;
- Evidence of urban fringe land use.

Movement and Connectivity

Dense network of minor roads clustered around the village of Netherthong with development located along rectilinear routes that link to the larger settlement centres of Holmfirth and Honley. Vehicular movement is limited to local roads and narrow winding lanes with no major infrastructure. PRow are common and provide links between settlements and into the wider agricultural landscape.

Settlement Patterns and Built Form

A distinctive settlement pattern of hamlets and small villages predominates in this LCA with properties located on Bradshaw Road, Meltham Road or within the village of Netherthong itself. The LCA 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 off -shoot 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 concrete is however, prevalent within the streetscape.

Heritage Assets

Netherthong and Oldfield are two historic farming and weaving settlements in the LCA and have been designated as conservation areas.

Groups of buildings are also found on Wolfstone Road, Moor Lane, Knoll Lane as well as on Bradshaw Road and Meltham Road close to Honley.

There are 65 Grade II listed buildings within the LCA. All of the Listed Buildings are Grade II and comprise cottages, farmhouses, barns, Churches, Chapels, Sunday School, a mill, and a public house. These listed buildings show that the character of the area is essentially a farming area which consists of small rural villages. Key listed buildings which define the character of the area include the mill at Cocking Bridge Steps (NHLE 1228159), New Close Farmhouse (NHLE 1313638) and 126-128 Towngate (NHLE 1134785).

KMC do not have an adopted Local List of buildings of local interest.

However, this assessment has identified the following buildings as contributing positively to the character of the area:

- The National School, in Oldfield;
- Zion Methodist Church, Giles Street, Netherthong;
- 15-21 Moor Lane, in Netherthong.

Netherthong Conservation Area

The conservation area designated in 1976 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 weaver's cottages with stone mullioned windows which reflect the 18th Century development of the domestic wool textile industry. 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.

There are 28 listed buildings within the Netherthong Conservation Area including 26, 27 and 31 Deanhouse Road (NHLE 1134895) which are examples of weavers cottages.

Oldfield Conservation Area

Oldfield Conservation Area designated in 1976 and extended in 2007, consists of two nucleated settlements, the main village of Oldfield and Upper Oldfield to the north. Oldfield initially developed 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.

There are 11 listed buildings within the Oldfield Conservation Area including 14-17 Oldfield (1134837) which are an example of a cluster of cottages dating to the early 19th Century.

Land Use and Land Cover

The landscape is 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. Netherthong and Oldfield are residential settlements with an industrial area near Deanhouse. The elevated rural character of this LCA forms a setting to the settlements of Holmfirth, Thongsbridge and Upperthong along the valley floor.

Greenspace and Public Realm

Rural fringe farmland separates the villages, creating distinct settlements located on the valley sides. This rural land use is often dissected by PRow. With the exception of the children's play area along Oldfield Road, Oldfield village contains little public open space.

Views

The location of the LCA on the valley sides results in extensive views of 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. The elevated vantage point in Upper Oldfield affords views towards Oldfield itself and is described within the Oldfield Conservation Area Appraisal.

CA 6: Honley village centre *Key Characteristics:*

- 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;
- 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;
- Expansion of housing to the south of the historic core of Honley, defined by largely 20th century developments;
- Disused quarries indicate the historical importance of the area for the extraction of coal and stone;
- Historic mill buildings and ponds located on Mag Brook prior to its confluence with the River Holme form local heritage features.

Movement and Connectivity

Honley is bordered to the east by the junction of the A6024 Woodhead Road and the A616 Huddersfield Road which broadly follows the corridor of the River Holme with access across the river via Station Road Bridge. Narrow local roads radiate out from the village centre and climb the valley sides. Early routes such as Old Turnpike are evident running north parallel the A6024 Woodhead Road towards the junction of Station Road.

A network of PRoW divides the wider rural landscape, following the routes of local lanes or field boundaries. A number of PRoW also afford access to the wooded valley landscape of Mag Brook and Honley Wood Bottom. The village centre contains a number of well used pedestrian footways which form direct routes through the village.

Settlement 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 the presence of 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 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 also forms a small outlying settlement to the north of Mag Brook.

Heritage Assets

Honley is the only settlement within this LCA and has been designated as a conservation area. It is a large village set within a rural area, the historic core is compact with narrow streets which lead up through the village. There is a large amount of 20th Century housing development to the north-west of the historic core as well as a small outlying settlement known as Magdale to the north of Mag Brook.

There are 55 listed buildings within the LCA, all of which are Grade II.

Listed buildings of note include St. Mary's Church which was built on a historic religious site as well as Hawthorn House on Church Street which has an 18th Century interior and has links to important local families from Honley. The properties on St. Mary's Square are thought to be the oldest houses in Honley.

There is one scheduled monument within this LCA, comprised of the cairnfield in Honley Old Wood (List entry number: 1018556). This cairnfield contains 17 cairns and date from the Bronze Age period. They were most likely used for agriculture to define field plots.

Honley Conservation Area

The Honley Conservation Area was designated in 1973 and contains numerous buildings dating from the 18th and 19th. 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.

Weaver's cottages with rows of mullioned windows are also found throughout the village.

There are 45 Grade II listed buildings within the Honley Conservation Area.

Although KMC do not have an adopted Local List, several buildings have been highlighted as being of local interest:

- No.1 & 5 Southgate: Ashlar stone, 2 storey, central cart arch leading to internal courtyard
- No.6, 8 & 10 Southgate: Ashlar, 2 storey, arched pediment above door
- Holmeleigh, Southgate: 2 storey, substantial stone house, hipped roof, margin light windows, sash, chimneys and set back from road. Likely to have been built by a wealthy mill/business owner.
- Bandroom, Berry Croft: Single storey building with multi-paned windows, stone.

Land Use and Land Cover

Land use within the LCA is characterised by the settlement of Honley, set within a wider rural landscape. The LCA 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. Honley Wood itself is designated as a Local Wildlife Site. A number of former mill buildings associated with Mag Brook have now been redeveloped for commercial or residential use. Disused quarries such as Honley Old Wood Quarry and the disused quarry on Hassock's Lane provide evidence of industrial heritage as well as today form recreational opportunities.

Greenspace and Public Realm

Large tracts of the woodland forming the valley slopes of Mag Brook are designated as ancient woodland. These include Honley Old Wood, Clitheroe Wood as well as Spring Wood lying at the northern boundary of the study area. Honley Wood contains archaeological features, disused quarries / coal pits and forms one of the largest remaining semi-natural woods in West Yorkshire.

Located to the north of the village centre and adjacent to the River Holme, Magdale Fields and Magdale Dam form valuable areas of public open space and are owned and managed by the Honley Village Community Trust. Old People's Park, located at the junction of Westgate and Jaggar Lane forms a popular urban green space with sports fields associated with Honley Junior School situated immediately south. A recreational ground also lies on Jaggar Lane and is bordered to the east by Honley Cricket Club.

Views

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

CA 7: River Holme Wooded Valley Key Characteristics:

- Densely settled landscape with ribbon development prevalent along the valley floor;
- The transport corridor of the A616 Huddersfield Road and the Huddersfield to Sheffield Rail Line run broadly north-west to south-east through the valley;
- Industrial heritage features such as weirs and mill buildings form common features along the river corridor;
- Linear street pattern with a high proportion of traditional vernacular buildings facing the main road and extending up the valley sides;
- Evidence of coal mining in the upland areas, including artificial mounds and hollows within the landscape;
- Evidence of rural fringe land use in the upper valley sides.

Movement and Connectivity

The A616 Huddersfield Road corridor, linking Huddersfield to Sheffield, dominates movement within the LCA and defines the pattern of settlement. The A635 Penistone Road runs broadly perpendicular and crosses the A616 Huddersfield Road at New Mill where both routes contribute an auditory influence along the valley floor. The corridor of the Huddersfield to Sheffield Rail Line divides the northern section of the LCA, resulting in the segregation of a small section of land in the north-east from the north-west. This rail corridor is accommodated within cuttings along sections and includes the stations at Honley and Brockholes. The route exits the LCA to the south at Thurstonland Tunnel where the frequency of trains is limited by long single track sections of line.

A network of PRoW divides the valley landscape. Both the Barnsley Boundary Walk and the Kirklees Way approach the village of Hepworth from the south-west before climbing the western facing slopes to the south of Jackson Bridge. The Holme Valley Circular Walk is accommodated within a combination of country lanes and woodland within this LCA.

Urban Structure and Built Form

Settlement 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 the LCA.

Lying on the east facing slope of the valley, the village of Hepworth is characterised by buildings typical of the historic weaver's 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.

Heritage Assets

There are five notable historic settlements including Brockholes, New Mill, Jackson Bridge, Butterley and Hepworth and two of these are designated conservation areas. The two conservation areas, Butterley and Hepworth, are located within the rural fringe of this LCA 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.

Although the textile industry was prevalent in this valley, there are also clear indications of mining activity. Names such as Wood Pit Farm and Gin Pit Lane close to Jackson Bridge point to former mining uses.

Mounds and hollows can be found in the wider landscape and are the remains of the shallow tunnels which were created for coal mining.

Piles of shale material and the remains of plateways (flat stones laid across fields to assist with vehicle movement) are also found across the moorland and fields. After heavy rain, water contaminated with oxidised iron often flows into the New Mill Dyke from the disused pits on the hillside above. Both hard bed coal (use in households) and soft bed coal (use in manufacturing) were mined as well as ironstone, clay and ganister (a sedimentary rock used in the brick making process).

This area is predominantly within the valley bottom where mills were constructed in the late 19th and early 20th Centuries and attracted local people to live and work. The area initially developed as an agricultural area with cottage industry producing textiles within the smaller settlements. The area then further developed during the industrial revolution by the construction of mills which utilised the water from the River Holme.

There are 80 Grade II listed buildings within this LCA which include public buildings such as churches and public houses in the valleys and farms and cottages in the rural fringe.

There is one scheduled monument within this LCA which is a cairnfield located in Hagg Wood. It is located to the south of Honley and is 375 m south east of Upper Hagg (List entry number: 1018555). The cairns date from the Bronze Age period and were most likely used for agriculture and to define field plots. There are 9 cairns on this site which are approximately 0.6m in height and vary between 3-8m in diameter. To the south of the cairnfield there are 2 rubble banks and two circular features which may be hut circles.

Butterley Conservation Area

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.

There are 3 Grade II listed buildings within the Butterley Conservation Area which are predominantly former weaver's cottages.

Hepworth Conservation Area

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 weaver's 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.

There are 16 listed buildings within the Hepworth Conservation Area.

Buildings of interest include the clusters of farm buildings at Upper Gate Farm and Carr Farm. They all date from the late 17th Century to the early 18th Century, built of a mixture of rubble and hammer dressed stone and have features such as king post roof trusses and cruck frames.

Greenspace and Public Realm

The Kirklees Dra! Local Plan (2015) identifies of Urban Green Space along the road corridor of the A616 New Mill Road. These include the playing fields at Neiley as well as Victoria Recreation Ground and land associated with St George's Church and Brockholes C of E VC Junior and Infant School. Within the confines of the individual villages open space is often limited to private gardens. The areas peripheral to the villages form the main areas of open space although this is often in agricultural use rather than open to the public. However, a network of PRow crosses 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 of the LCA.

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

The valley is generally low lying and visually enclosed by the steep valley sides. The valley sides rise up very steeply in the area around Jackson Bridge, largely precluding views to the east due to the steep topography. In general, the layout of settlements within this LCA allows a series of glimpsed views towards the wider landscape through the gaps between built form. This is emphasized at Hepworth where the small folds of tightly knit stone built properties afford glimpses of extensive rural land use beyond. The LCA also offers distant views from this location towards the Peak District National Park, visible as an upland horizon.

CA 8: Settled Slopes of the Holme Valley Key Characteristics:

- Variation in topography ranging from undulating valley slopes to the steeply sided topography evident to the south-east around Jackson Bridge;

- Settled slopes of the River Holme, characterised by small villages and hamlets as well as scattered farm dwellings;
- Availability of extensive views due to the open nature of landscape setting;
- Single lane rural roads criss-cross the open rural setting, often bounded by millstone grit walls;
- Sloping grassland pastures enclosed by a combination of millstone grit walls and hedgerow boundaries
- Unified local vernacular linked to the use of millstone for buildings and field boundaries.

Movement and Connectivity

The LCA encompasses short sections of both the A616 Huddersfield Road and A635 Penistone Road corridors. A dense network of local roads traverses the valley slopes at Scholes in the west and Fulstone in the east. Short sections of both the Kirklees Way and the Barnsley Boundary Walk lie within the south-western portion of the LCA. The Holme Valley Circular Walk also runs broadly north-south within the LCA to the south-west of Hepworth. The route of NCR 627 divides the rural landscape as it traverses the corridor of the A635 Penistone Road.

Settlement and Built Form

Settlement 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. The LCA 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.

Heritage Assets

There are four notable historic settlements within the LCA; Wooldale, Totties, Scholes and Fulstone. Three of these settlements have been designated as conservation areas - Wooldale, Totties and Fulstone.

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 in the LCA.

There are 56 listed buildings within the LCA. One of these buildings, Totties Hall, is designated Grade II* and is a 17th Century H-plan house built of millstone grit with stone slate roof and ashlar stacks. It has chamfered gable copings on moulded kneelers and double chamfered mullion windows with a continuous drip mould above those to the ground floor. The hall is now split into 4 properties, no.33-39 Totties Lane.

All the other listed buildings are Grade II and comprise of farmhouses and barns, cottages and religious buildings which show that the area is predominantly rural with small villages.

Wooldale Conservation Area

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 weaver's 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.

There are 28 Grade II listed buildings within the Wooldale Conservation Area. The most prominent Listed Building is Wooldale Hall located on the main street which runs through the village. This detached house dates from the 18th Century with the original structure with double chamfered mullioned windows located to the rear and a later, grander range with large sliding sash windows, built fronting onto the street.

There is also the remains of a cruck framed barn within the grounds of Wooldale Hall which has now been converted into a garage/store. This building shows the wealth which existed within this area. Further down the street is another listed building, no.43 Wooldale Road which dates to the 17th Century. This earlier structure is to a much smaller scale, it has decorative kneelers and a continuous outshut to the rear, it would have been open to the rafters with a first floor to one side with the full first floor being added later.

Totties Conservation Area

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 weaver's 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 weaver's cottages and barns, though several have used other elements and appear incongruous.

There are 8 listed buildings within the Totties Conservation Area. The majority are Grade II with the exception of 33-39 Totties Lane (Totties Hall) which is Grade II*. This building is another example of the wealth which was found within this area. Other examples of listed buildings within this area include 8-14 Sike Lane which are three storey weavers cottages which date from the early 19th Century. These cottages would have been used in the domestic textile industry as well as housing the textile workers.

Fulstone Conservation Area

Fulstone Conservation Area was designated in 1981 and 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.

There are four listed buildings within this conservation area, all designated Grade II. The area was predominantly farming and coal mining which is reflected in the types of buildings which have been listed. One such listed building is Moor View Farmhouse and Barn which are late 17th Century, built of coursed rubble stone and partly rendered with stone slate roofs.

Land Use and Land Cover

The dominant land uses are residential villages and pastoral farmland located on the rising valley slopes. Dry stone walls dividing fields into rectilinear fields are evident as field boundary treatments. The LCA also accommodates the tributary of New Mill Dike which drains from Boshaw Wharms Reservoir in the adjacent LCA.

Greenspace and Public Realm

With the exception of the village footprints of Scholes and Hepworth, agricultural land use characterises the land contained within the LCA.

Farmland separates the discrete village footprints creating an open character around Totties, Scholes and Fulstone. 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.

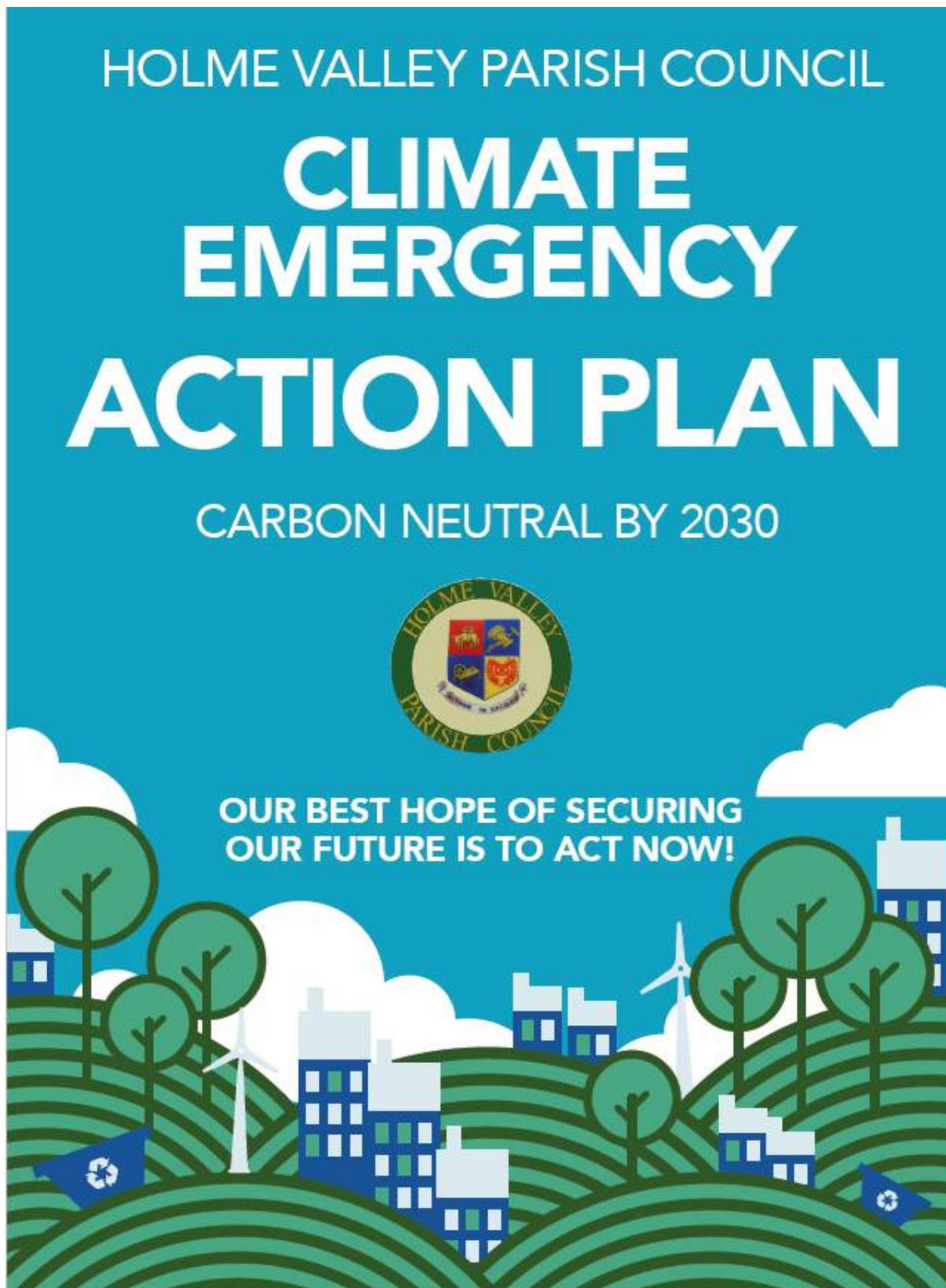
The recreation area in the centre of Wooldale village forms a valuable green space enclosed by woodland.

Scholes village incorporates Urban Green Space, as defined in the Kirklees Draft Local Plan (2015). This land includes land associated with the allotment gardens and mill pond to the south of Paris Road. Scholes Junior and Infant School is also covered by this policy.

Views

The elevated topography of the wider valley sides creates a strong connection to the surrounding rural landscape as it allows for long distance and panoramic views over the wooded valley floor and opposing valley sides. A characteristic of the LCA is also the availability of glimpsed views towards a rural backdrop through gaps between built form within the rural villages. This is especially evident within both Totties and Scholes.

Appendix 8 – Holme Valley Parish Council Climate Emergency Action Plan



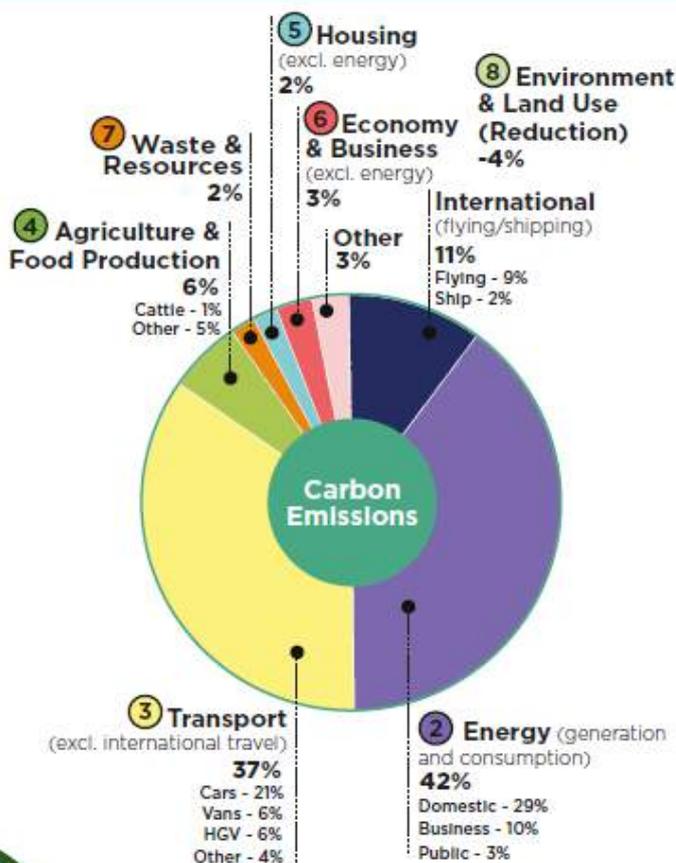
Holme Valley Parish Council recognises that we are in a state of climate emergency. Action is required by all of us to mitigate the impact of climate change on our community, our country and our planet.

Whilst we may like to think the worst impacts are far away, we are already seeing some effects close to home, with intense heat waves, heavy rainfall and flooding and more frequent moorland fires. Globally, these extremes are causing large scale flooding, crop failures and droughts, increasingly leading to massive people migrations, collapse of societies, mass starvations and millions of species threatened with extinction. These conditions are only predicted to get worse, threatening the futures of our children and grandchildren.

OUR BEST HOPE OF SECURING OUR FUTURE IS TO ACT NOW!

On 25th March 2019, the Holme Valley Parish Council pledged the Parish to becoming Carbon Neutral by 2030, in order to help in making our planet safer for ourselves, our children and future generations. The Parish Council has developed this Climate Emergency Action Plan to work together with our community and other levels of government to achieve this aim.

The average carbon emissions of the people in the Holme Valley parish are about 7 tonnes of carbon dioxide per person per year, (based on tonnes CO₂e equivalent in 2017). As the average carbon footprint for residents, businesses and the community, this equates to carbon emissions from the Holme Valley Parish of about 180,000 tonnes per year.



REDUCING OUR CARBON EMISSIONS

To avert or reduce the effects of climate change, we need to limit the emission of greenhouse gases (GHG) and remove the excess emissions already in the atmosphere. Greenhouse gases are mainly produced when fossil fuels (e.g. oil, gas and coal) are burned to create energy to power our homes and businesses, and to run our vehicles and machinery.

Reducing these emissions and becoming carbon neutral will require all of us to change to a more sustainable lifestyle, involving ambitious energy efficiency measures (decreasing the energy we use in the first place); getting our electricity from renewable sources (such as wind and solar); moving away from natural gas for heating and electricity generation from fossil fuels; moving to transport powered by renewable energy, eliminating waste and reusing resources, travelling less and promoting sustainable cycling, walking and the use of public transport.

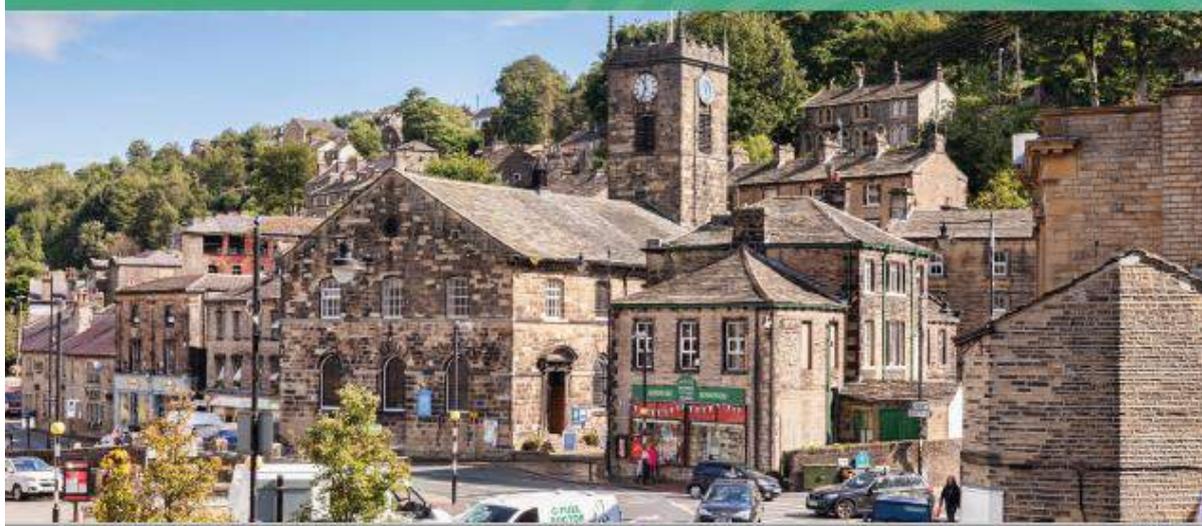
ACTION TAKEN SO FAR

The Holme Valley Parish Council with the local community and Kirklees Council, have already taken some local actions which will have reduced our carbon emissions, such as:

- Installed significant renewable energy generation capacity, particularly solar PV and wind turbines, including a community wind turbine 225kW which saves some 210 tonnes of carbon CO₂e each year.
- Insulated for free over one third of the homes in the Valley under the Kirklees Warm Zone Programme, reducing our domestic energy requirements
- Planted a number of young trees and new woodland in the Valley since 2000.
- Started upgrading Holme Valley street lighting to energy-efficient LED lights, saving electrical energy and carbon emissions
- Developed a Neighbourhood Plan with ambitions for energy-efficient homes fit for the future.

OUR GOALS:

- Inform, educate and change behaviours of residents, businesses and the wider community, in order to take the actions needed.
- Build resilience within our community to counter the adverse impact of climate change.
- Work towards a safe climate by radically reducing greenhouse gas emissions and becoming Carbon Neutral by 2030.

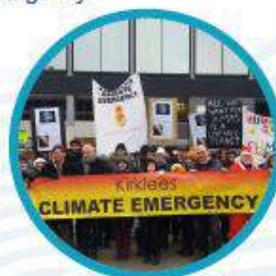


With a commitment to be carbon neutral by 2030, actions will need to be progressive; building up from *short term actions* raising awareness and showing what can be done, to *medium term actions* setting up pilot or transitional changes delivering some carbon reduction and then the *longer term actions* bringing in major change and the carbon reductions needed to get down to carbon neutral.



CLIMATE EMERGENCY ACTION WILL REQUIRE:

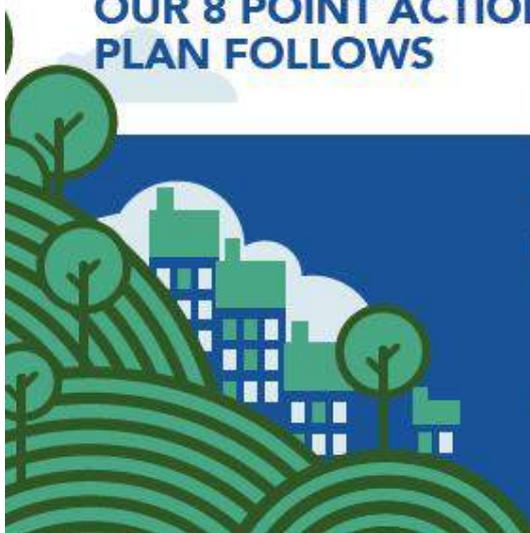
- Our homes and businesses to be dramatically more energy-efficient, with carbon-free heating sources.
- 100% clean electricity grid energy and more renewable energy generation within the Holme Valley.
- Ending our reliance on fossil-fuelled personal cars, vans and goods vehicles, with more shared transport and fewer journeys.
- Healthier lifestyles based on locally grown food, less red meat, more walking & cycling and a sustainable local farming economy
- Significant planting of woodland, restoration of our peatlands, preservation of green spaces and the maintenance of biodiversity in our flora and fauna.
- Working together as community residents, businesses, community organisations and all levels of government to respond to the Climate Emergency.



OUR 8 POINT ACTION PLAN FOLLOWS

Holme Valley Parish Council will work with other councils and organisations to show what is possible at the local level. Some of the largest changes, such as decarbonising our domestic energy and transport sectors by moving to 100% clean energy generation and leaving fossil fuels in the ground, will require concerted action at all levels of government, both local and national.

We will build support for this action in our local area and work with community groups and Kirklees Council to advocate for change at higher levels of government.



1 CLIMATE EMERGENCY MOBILISATION

Action is needed to avert the impact of climate change, and its impact on the lives of our community, as well as other parts of the UK and the world. The Holme Valley community needs to mobilise in response to the Climate Emergency. As the Parish Council we will facilitate this process of change within our community, and will:

SHOW LEADERSHIP

The scale and speed of transformation needed to change our energy markets, our economy, our legislation, and our behaviour in order to reduce carbon emissions, requires leadership at local, national and global levels. For our part, the Holme Valley Parish Council will:

- Engage and partner with other organisations to urge local and central government to declare and act on the Climate Emergency to meet the goals of this Climate Emergency Action plan
- Support our local community organisations to engage and take action on the Climate Emergency
- Report back on our actions and key achievements.

BUILD ENGAGEMENT

Build engagement and communications between the key stakeholders in our community, e.g. residents, community organisations, businesses, Kirklees Council, and central government. The Holme Valley Parish Council will:

- Provide information and advocacy through public meetings, events, newsletters, social media and Council website.
- Build relationships and partner with local community organisations, businesses and Kirklees Council to further our Action Plan.

STRENGTHEN RESILIENCE

Strengthen resilience of our community for dealing with economic, social and extreme environmental change. The Parish Council will:

- Seek a shared community vision of the challenges facing us with the Climate Emergency and the actions proposed, through meetings, events, website, social media etc.
- Strengthen our community identity and social cohesion, by building our Holme Valley brand, promoting our strengths and values etc.
- Build community capacity (knowledge-sharing, skills and networks) to carry out the actions proposed.



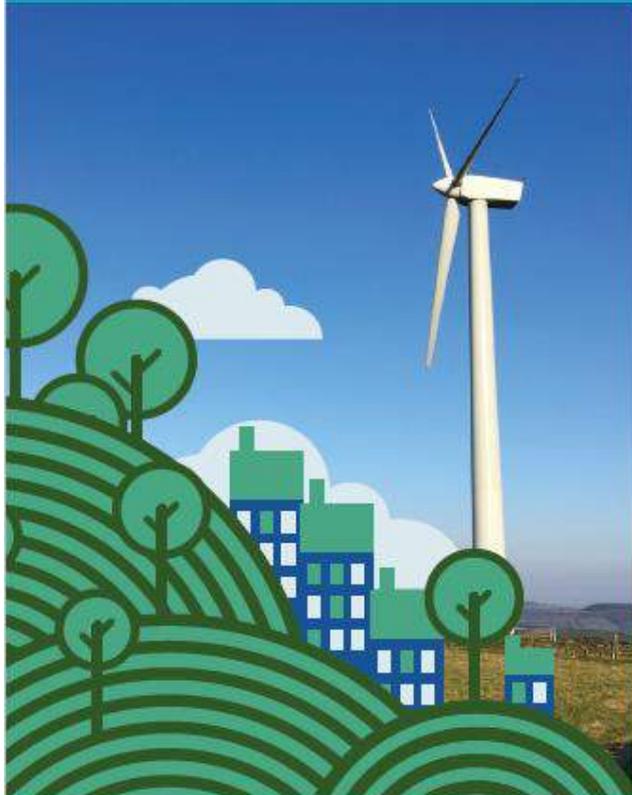
2

ENERGY ACTIONS

42% of Holme Valley Parish carbon emissions

Our major challenge is to reduce and decarbonise our domestic energy consumption, by switching to clean fuels for heating and lighting, and by transforming our local buildings and infrastructure to be more energy efficient and fit for the future. The Parish Council will:

- Encourage residents and business to **change behaviours and use less energy**
- Promote the **retrofitting of existing housing stock** (80% of 2050 homes) **to make homes more energy-efficient**, including insulation, draught-proofing, efficient heating/cooling systems and 'smart' controls.
- Ensure **new buildings** (20% of 2050 homes) **are built to high environmental and energy-efficiency standards**, through the planning process and the Local and Neighbourhood Plans.
- Support **local businesses and industry to be more energy-efficient and sustainable**.
- Support the **changeover of our street lighting** and other public facilities to **energy efficient LED lighting**.



- Explore how residents can **purchase renewable electricity on a communal basis** and can access communal district heating networks.
- Urge the government to **power up renewables** so that 100% of grid electricity is clean energy as soon as possible.
- Urge the government to **phase out natural gas use** for all domestic heating boilers and plan for switching to clean fuel sources for heating our buildings, such as renewable electricity, hydrogen, biofuels or heat pumps.
- Support more **renewable energy generation** in the Valley, particularly wind energy, solar and ground/air source heating, and encourage community-led schemes.

3 TRANSPORT ACTIONS

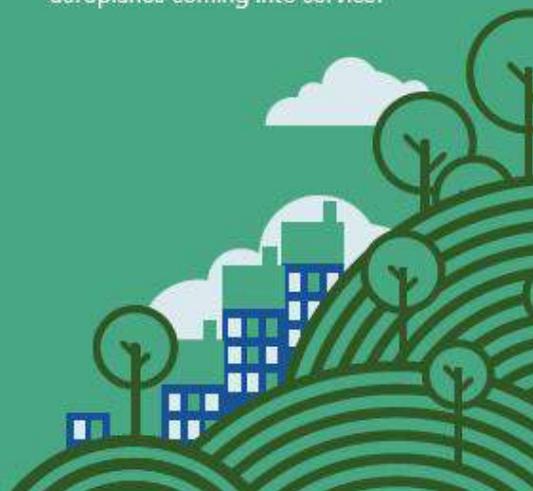
37% of Holme Valley Parish carbon emissions

The second major challenge is to make the switch to non-fossil fuelled vehicles, such as electric vehicles (EV), to reduce car dependency through better alternative transport services and infrastructure and to reduce our travel journeys. The Parish Council will:

- Promote a **walking and cycling culture**, reducing the need for vehicle transport whilst also improving our health and well-being etc, providing pathways, cycle routes and safe parking facilities for bikes, trikes, cargo-bikes and e-bikes.
- Support and facilitate the **switch to electric (EV) and other clean energy vehicles**, with dedicated parking and charging point facilities.
- Promote **clean energy public transport**, providing local, flexible and public transport services interconnecting our rural areas with transport hubs, using community buses, electric 'uber' style taxis, rickshaw e-bikes etc.



- Encourage more **car-sharing and vehicle-free environments**, reclaiming our road space, limiting personal car access, giving **preference to walkers, cyclists** and providing **better access to public shared transport**.
- Encourage residents to **reduce air travel**, pending clean-energy fuelled aeroplanes coming into service.



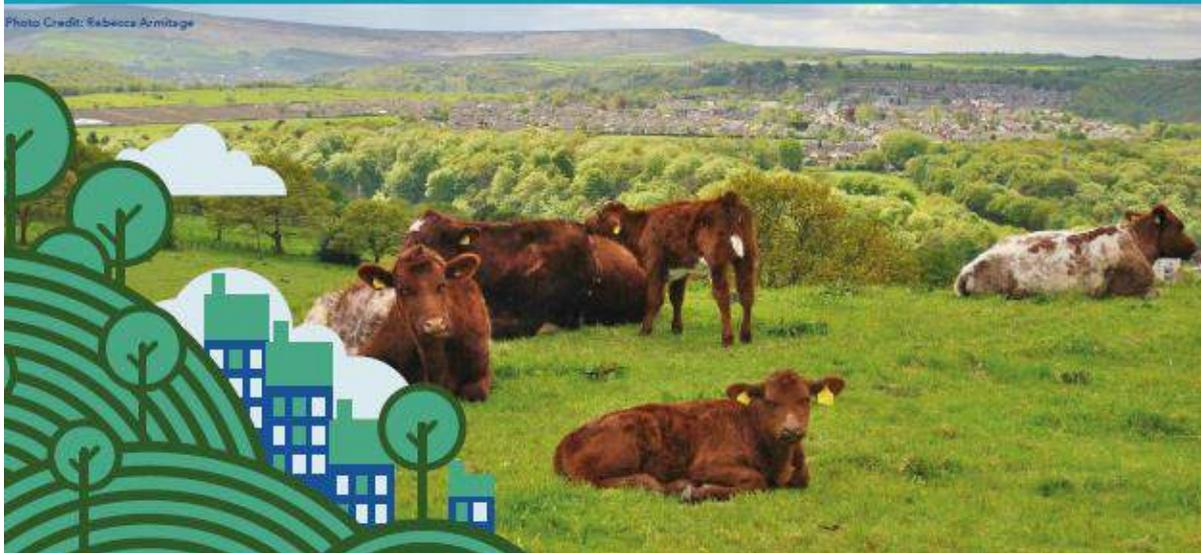
4 AGRICULTURE & FOOD PRODUCTION

Current agriculture and food production practices in the modern world have degraded the land, increasing carbon emissions and reduced the land's capacity to store carbon. A transformation in the way the world produces food and manages the land is required if we are to reduce the sector's carbon emissions. The Parish Council will:



- Promote **local food growing, local producers, farmers markets and local restaurants**, for our local producers to have outlets for their produce, restaurants to use local foods and to encourage residents to 'eat local', whether at home or dining out.
- Seeks **sites for more community allotments and community greenhouses** to promote all year round growing of local foods, to meet local demand.
- Encourage **healthy personal lifestyles** based on maximising use of local produce, with lower red meat and dairy consumption, more fruit and vegetables, to reduce imports of food and to support our local farming economy.
- Promote **sustainable farming practices** in the Valley that maximise local food production and restore the carbon storage capacity of our land, such as natural animal raising, natural pest control, permaculture, polyculture and pasture management.

Photo Credit: Rebecca Armitage



5 HOUSING & INFRASTRUCTURE

Despite our ageing housing stock and rural setting, housing demand in the Valley has risen significantly whilst house building has not kept up. A ‘perfect storm’ is coming, with shortages of both affordable housing for young people and compact quality housing for older people, coinciding with our existing housing stock needing to be retrofitted with energy-efficiency measures to be fit for the future. These challenging issues will have to be addressed so that the Valley community gets the housing it needs for a sustainable low carbon future. The Parish Council will:

- Support the supply of **affordable housing** in the Valley, including starter homes for the next generation of Valley residents.
- Support the supply of **compact quality housing for older residents** which meets their access and mobility needs, thereby releasing larger family homes onto the market.
- Use its **powers under Local and Neighbourhood Development Plans in the planning process**, to support development of appropriate housing to suit our community needs.
- Facilitate access to land and property for **community-led housing projects**
- Promote the development of **sustainable infrastructure** including green space landscaping, sustainable drainage (SUDS), water conservation measures, permeable surfaces and flood protection measures associated with housing and other building developments.

6 ECONOMY & BUSINESS

As a rural community within commuting distance of the large conurbations of Leeds, Sheffield and Manchester, the Holme Valley has to work hard to keep its own town centre shops and businesses going – in many similar rural areas around the country their town centres are failing. For a sustainable local economy, the challenge is to ensure sufficient local jobs and businesses to give the opportunity for residents to work locally in the Valley, instead of commuting for work within West Yorkshire and elsewhere, with all the carbon implications this brings. We will:

- Support **local small business opportunities in the growing green business sector**
- Seek to expand **local employment and training opportunities** as a means of reducing levels of commuting and to encourage young people to stay in the local area.
- Support **local service businesses in the vibrant tourism/entertainment/dining sector**
- Promote better **IT and Broadband services** in the Valley for home workers
- Encourage setting up **business hubs for local working**, with start-up offices, workshops and studios with hot-desking and commercial services facilities
- Support the establishment of **community-led businesses, such as co-operatives**, community benefit societies etc, which are supported by their local community and providing local services.
- Support **local festivals and other lifestyle events** which stimulate tourism and the local economy, as well as contributing to the character and well-being of the Valley.



7 WASTE & RESOURCES

With a natural limit to global resources, our community has to consume less products, produce less waste and recycle more of these waste resources for re-use. As we move to a 'circular economy' where waste become resources, as a community we need to change our 'throwaway' behaviours in order to reduce our carbon footprint. The Parish Council will:

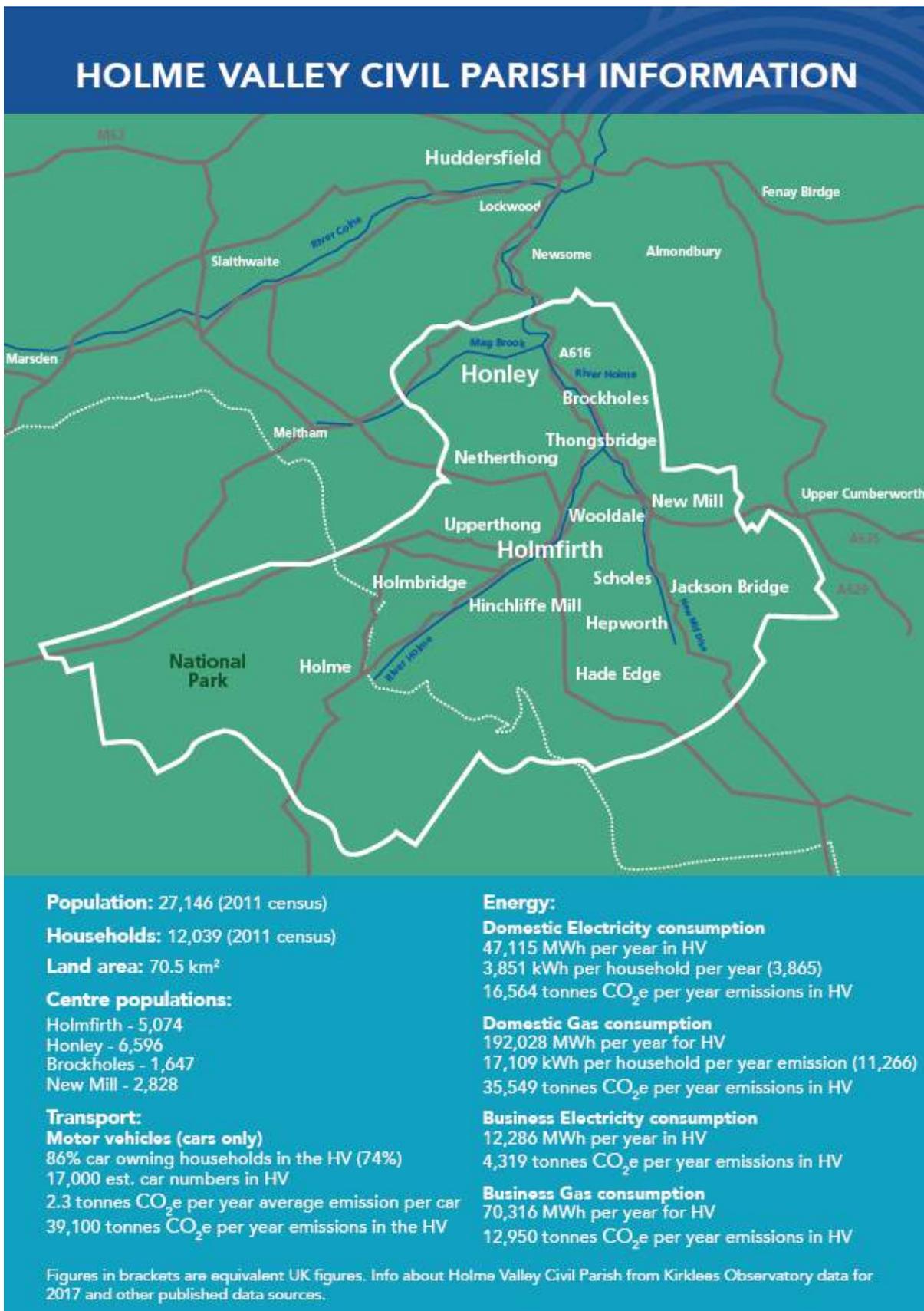
- Support resource initiatives involving **public awareness campaigns**, educational action etc. which reduce consumption and wastage and increase recycling and recovery rates,
- Encourage local businesses to **minimise their trade wastes** and maximise their resource recycling and recovery rates.
- Facilitate the **reduction in single-use packaging** and containers e.g. by providing drinking water fountains in public spaces to reduce the need for single-use plastic water bottles.
- Encourage local businesses to **make recycled end-market products from local wastes**, and sell these locally, though initiatives to drive forward a local circular economy within the Valley.
- Support community re-use and recycling e.g. recycling hubs, repair cafés, cooperative businesses etc.
- Urge government to **enforce the highest levels of resource recovery** and to implement their new UK Waste and Resource strategy in the move towards a circular economy for the UK.

8 ENVIRONMENT & LAND USE

With the realisation of the role that sustainable land use and afforestation plays in reducing carbon, the Valley can offset its carbon emissions by planting more woodland, conserving peatlands and wetlands, restoring grasslands and other changes to farmland and moorland, in order to retain them as carbon sinks and promote biodiversity. The Parish Council will:



- Encourage the **planting and management of more trees and woodlands** in our Valley for carbon sequestration (as carbon sinks)
- Support the **restoration and conservation of peatlands and wetlands (bogs)** on our moors
- Support the **restoration of agricultural pastures and grasslands** in the Valley
- Promote **community gardens, permaculture, wildlife gardens and green spaces**
- Encourage **biodiversity of our flora and fauna** to protect our pollinators and sustain a natural environment for crop production.
- Support **sustainable land use measures** in the Valley that can ensure water conservation, flood protection, and soil erosion protection.



CLIMATE EMERGENCY ACTION PLAN



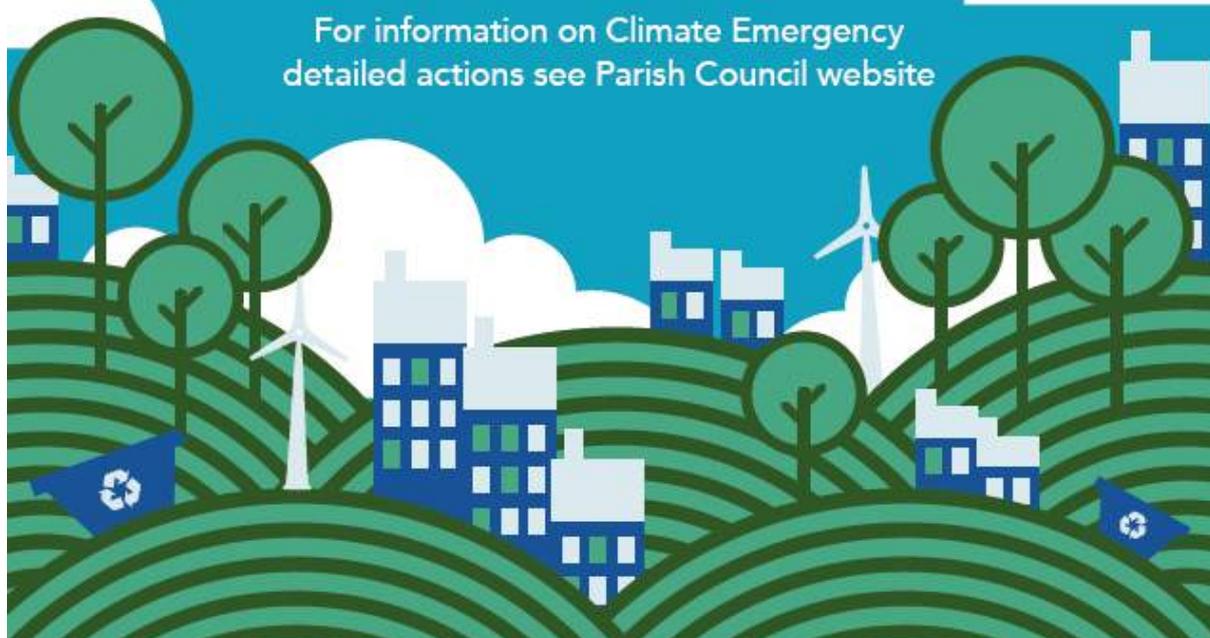
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For information on Climate Emergency
detailed actions see Parish Council website



Holme Valley Parish Council

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