

MILNSBRIDGE

CONSERVATION AREA

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1. INTRODUCTION

This report proposes the case for definition of the Milnsbridge Conservation Area.

Milnsbridge is a valley floor settlement based on a bridging point over the River Colne, tightly defined by the A62 Manchester Road to the south and the Yorkshire/Lancashire railway line to the north. The main shopping street, Market Street runs north south and is dominated by the large mill at the junction with Savile Street, and the imposing stone railway viaduct.

1.1 Conservation areas

Kirklees is rich in heritage, in recognition of this there are currently 57 conservation areas in Kirklees. Milnsbridge conservation area is proposed as a new conservation area due to the architectural quality of the buildings, townscape, open space and the historic development of the settlement.

A conservation area is an *'area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.'* (Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990). Conservation areas are recognised for the contribution they make to the cultural heritage and economic well-being of the country and to the locality.

The evolution of Milnsbridge – its buildings, heritage and relationship with the countryside has great significance, which could be threatened if the area does not have greater protection. For these reasons Milnsbridge is proposed as a conservation area.

'In considering further designations authorities should bear in mind that it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest.' (Para. 4.3. PPG15: Planning and the Historic Environment)

An area with conservation area status imposes a duty on Kirklees Council to preserve and enhance the quality and character of the conservation area. Designation as a conservation area supports existing development policy in the Kirklees Unitary Development Plan (UDP) to preserve and enhance the appearance and character of the conservation area. The relevant policies in the UDP, which are supported by conservation area designation are noted in appendix 4.

Kirklees Council when designating a new conservation area has a statutory duty to undertake a Conservation Area Appraisal. English Heritage have produced guidance on preparing conservation area appraisals, which has formed the basis of this document, in conjunction with local criteria and policies contained in PPG15: Planning and the Historic Environment.



View of Market Street through the railway viaduct arches



Panorama of Milnsbridge taken from Lower Gate, Paddock

When designating a conservation area, there is an expectation by Central Government that supplementary guidance will be developed for each conservation area to further preserve and enhance the quality of the environment and support the existing UDP. The planning system in England is currently undergoing reform. In the future a Local Development Framework (LDF) will replace the UDP for Kirklees.

The LDF will include a core strategy to set out the key elements of the planning framework for the area. This may set criteria for identifying locations and priorities for area action plans to be prepared. Area action plans, covering conservation areas, should set out policies and proposals for action to preserve and enhance the area, including defining areas where specific conservation measures are proposed and areas which will be subject to specific controls over development.

This conservation area appraisal could be used as a basis for an action plan in conjunction with the LDF.

2. LOCATION AND POPULATION

Milnsbridge is a proposed new conservation area, and will cover 71.13 hectares (175.7 acres). It is located approximately 3.5 km west of Huddersfield town centre and is set in the valley straddling the River Colne and the Huddersfield Narrow Canal.

The population of Milnsbridge is 2935 (2001 Kirklees area settlement profile).



The grade 2 listed viaduct which carries the railway across the valley

3. HISTORICAL ANALYSIS

3.1 Archaeology

Topography is a major influence on the quality of the environment and its impact on the settlement. It has greatly influenced the Milnsbridge settlement pattern, encouraging development of the limited flat land, particularly near to the water source of the River Colne. With the steep valley sides to the north and south, Milnsbridge became the prime crossing point of the river, and the mills developed along the valley to the east and west. Milnsbridge is approached from the north by the steep gradient down from Paddock and Longwood and from the south by Park Road West from Crosland Moor. The main route from Huddersfield from the east and Lancashire from the west runs parallel with the river along the Manchester Road.

3.2 Origins and development of the Milnsbridge settlement

In 1795, Milnsbridge had fewer than a dozen buildings, not all of them dwellings. Savile's mill was built to the west of the bridge which spanned the River Colne, and to the east stood Radcliffe's Quarmby mill. At the boundary between these two estates (between Longwood and Golcar) was a stream which flowed into the river just below the bridge. South of the River Colne lay parts of Cowlersley and Linthwaite which belonged at that time to the Parish of Almondbury.



Early photograph of Milnsbridge showing the industrial landscape and the many mill chimneys

Settlement Development of Milnsbridge



As Milnsbridge developed as a major centre for the woollen industry during the 19th century, mills dominated the landscape and some of the mills which remain today are protected under statutory listing. In 1937, the part of Milnsbridge which had been included in Linthwaite was transferred to the Huddersfield Borough.

Although the date of the earliest recorded reference to Milnsbridge is 1437, it is almost certainly a much older name. During the Middle Ages, the townships of Almondbury and Elland were connected by a road which descended from Almondbury via Lockwood Scar, forded the River Holme at Lockwood and continued more or less along the present route into Milnsbridge. The road crossed the River Colne before ascending the valley side via Quarmby Hall, Haigh House Hill and down into Elland.

A bridge was constructed at Milnsbridge to allow easy crossing of the river and it is assumed that the original crossing point was actually further down river from the present bridge situated on Market Street.

The southern boundary for the proposed conservation area, lies to the south of Manchester Road (A62) along the hillside which forms a natural divide from Crosland Moor.

3.3 Historic patronage

Until around 1795, the highway descended from Quarmby via Meg Lane, passing directly in front of the site of Milnsbridge House. However, in 1756, Sir Joseph Radcliffe chose this location, on the site of an earlier house, to build his new mansion. As Meg Lane allowed him no garden to the west, the old road was re-routed at some date prior to 1795. Milnes Bridge House, then described as being 'built of correct architecture' with lawns, shrubbery and two lakes and being situated in '*the most fertile and beautiful valley*', has a place in the history of the locality for its part in the Luddite rebellions of the early 19th century. Active opposition to the new machinery which was being introduced in the textile industry at this time, culminated in the murder of mill owner, William Horsfall of Marsden, in 1812. The Luddite gang members responsible for the crime, were croppers, the highly skilled elite of woollen processing, who believed they had the most to lose from mechanisation. The ringleaders were hounded by Radcliffe and imprisoned in the cellar of Milnes Bridge House before being hung at York in 1813.

The landscaped grounds of the Grade 2* house were, by 1893, a 'pleasure garden' and a popular attraction for boating, but by 1901, the building had been divided into five dwellings and the landscape gardens had been dissected into streets. It is now closely surrounded by mills and terraced housing, a victim of the industrial development of Milnsbridge, as the Armitages and the Saviles released land for building schemes during the 19th century.



Historic Milnsbridge - Market Street



Historic Milnsbridge - Manchester Road with the Toll House on the left



Historic Milnsbridge - Milnsbridge House set in landscaped gardens

4. THE CHARACTER OF MILNSBRIDGE

Milnsbridge developed as a passing place, the plan form of this is still evident today. The prevalence of stone buildings and the mix of urban and rural creates a unique character to Milnsbridge.

12 listed buildings will fall within the proposed new Milnsbridge conservation area.

Until the period of industrial expansion in the 19th century, workers dwellings consisted primarily of weavers cottages, with multi-light windows providing natural light for the upper floor loomshops. Numbers 437-445 Manchester Road, a terrace of six such houses are Grade 2 listed and these and the terrace blocks on either side of the main road lie within the proposed new conservation area.

As the methods of the wool processing became more centralised within the mills, the landscape changed, supported by the transport links of the Manchester Road and the Huddersfield Narrow Canal incorporated in 1794, and the railway constructed around 1844. The railway viaduct at the head of Market Street consists of twenty arches and is Grade 2 listed; its opening on the 1st April 1849 effectively connected Milnsbridge with Lancashire and the major docks of Liverpool beyond. During the 19th century, terraces of workers dwellings were constructed to house the increasing population and the rows criss-cross the area to the west and to the north near the railway.

Burdett mill on Factory Lane, and the nearby Union mill, both Grade 2 listed buildings, have since been converted into residential flats. The bridge crossing the Huddersfield Narrow Canal at Factory Lane and the bridge just before the turning to Tanyard Road, built in 1793-8 are listed, as is the canal basin situated between the two.

The Church of St Luke, on the south side of Manchester Road, was consecrated in 1845 on land donated by Sir Joseph Radcliffe, Bart. The church is a Grade 2 listed building, and contains a stained glass window representing the local Armitage family; it is no longer a church building and it is proposed to include this and the adjacent former vicarage within the new conservation area.



Commemorative plaque on Grade 2 listed Burdett Mill



Grade 2 listed Union Mill

4.1 The contribution made by key unlisted buildings

The tolls for the turnpike were collected at the Toll House situated on the Manchester Road, near the junction with Park Road West. Fees were taken to finance the repair and upkeep of the highway, though tolls were abolished in 1882. The small neo-gothic building appears to be later than the 1832 opening date of the turnpike would suggest.

Opposite the Toll House, lying between Manchester Road and Huddersfield Narrow Canal, is an area known as Fountain Grove. This was the location of the Holywell Brewery and is listed in the directory of 1879. Two buildings of this period, Fountain Lodge and Grove House, still remain as private dwellings though the brewery itself was situated where Crowthers mill canteen now stands.



The Toll House on Manchester Road (unlisted)



Fountain Grove, once part of Holywell brewery (unlisted)

5. BOUNDARY DEFINITION

The boundary of the Milnsbridge conservation area was suggested after detailed analysis of the area. To ensure the Milnsbridge conservation area is relevant to Milnsbridge it has concentrated on the core historical development areas within the settlement.

5.1 Gateways to Milnsbridge

Historically Milnsbridge developed as a gateway to other trading and industrial areas. The proposed boundary of the conservation area is based on these gateway access points.

5.1 Gateway Access Points

The gateway access points identified with this arrow are: ➡

1. The junction of Royd Street and Wood Street: This signifies the entrance to Milnsbridge and the exit from Longwood. In addition the old railway siding off Royd Street acts as a boundary to Milnsbridge and Longwood;
2. The railway viaduct at Dale Street: The grade 2 listed railway viaduct dominates the landscape, and acts as an entrance / exit point to Milnsbridge;
3. The junction of Manchester Road and Cowlersley Lane: This acts as an entrance to Milnsbridge and the exit area from Cowlersley. The junction is well developed, increasing the sense of 'gateway';
4. Deep Lane: Entering Milnsbridge from Crosland Moor, this gateway point signifies the end of one settlement, whilst enjoying panoramic views of Milnsbridge;
5. The junction of Manchester Road and Park Road West: The building types change slightly at this point. The Toll house, which historically acted as entrance point to Milnsbridge, is located here.

Transport routes have played a major role in Milnsbridge. The Huddersfield Narrow Canal and Manchester Road have helped shape the area, further emphasising the status of Milnsbridge as a gateway to other trading centres. Huddersfield Narrow Canal and the River Colne were both important to the development of Milnsbridge, as industry was situated next to the River Colne for discharge purposes, and next to the Huddersfield Narrow Canal for transportation purposes.

Royd Street, north of the railway viaduct, is regarded by many local people as the boundary between Longwood and Milnsbridge. This area also acts as a boundary between buildings of high architectural merit and open countryside, together with buildings and open



Historic Milnsbridge - View down Morley Lane showing the mill on the site where Kwik-Save now stands

spaces of lesser architectural value. The former railway siding between the two playing fields of Milnsbridge School, acts as an important line to mark the end of the conservation boundary, and the boundary between Longwood and Milnsbridge.

5.2 Included Areas

- (A) Prospect Mill at the head of Market Street, is an imposing 19th century mill. It is an important feature of Milnsbridge and historically was a source of great employment. Today part of the mill is vacant, and as yet, no formal plans have been agreed for the building. The form of the mill has remained relatively unchanged, despite industrial and technology changes. Although unlisted, the mill is arguably as important to the vista and panorama of Milnsbridge as the Grade 2 listed railway viaduct.

The railway viaduct was constructed in the 1840's from stone. The viaduct dominates Milnsbridge and is a joyous representation of the economic and cultural heritage of the area. The stone, due to weathering, has darkened over time adding extra drama and character to the structure.

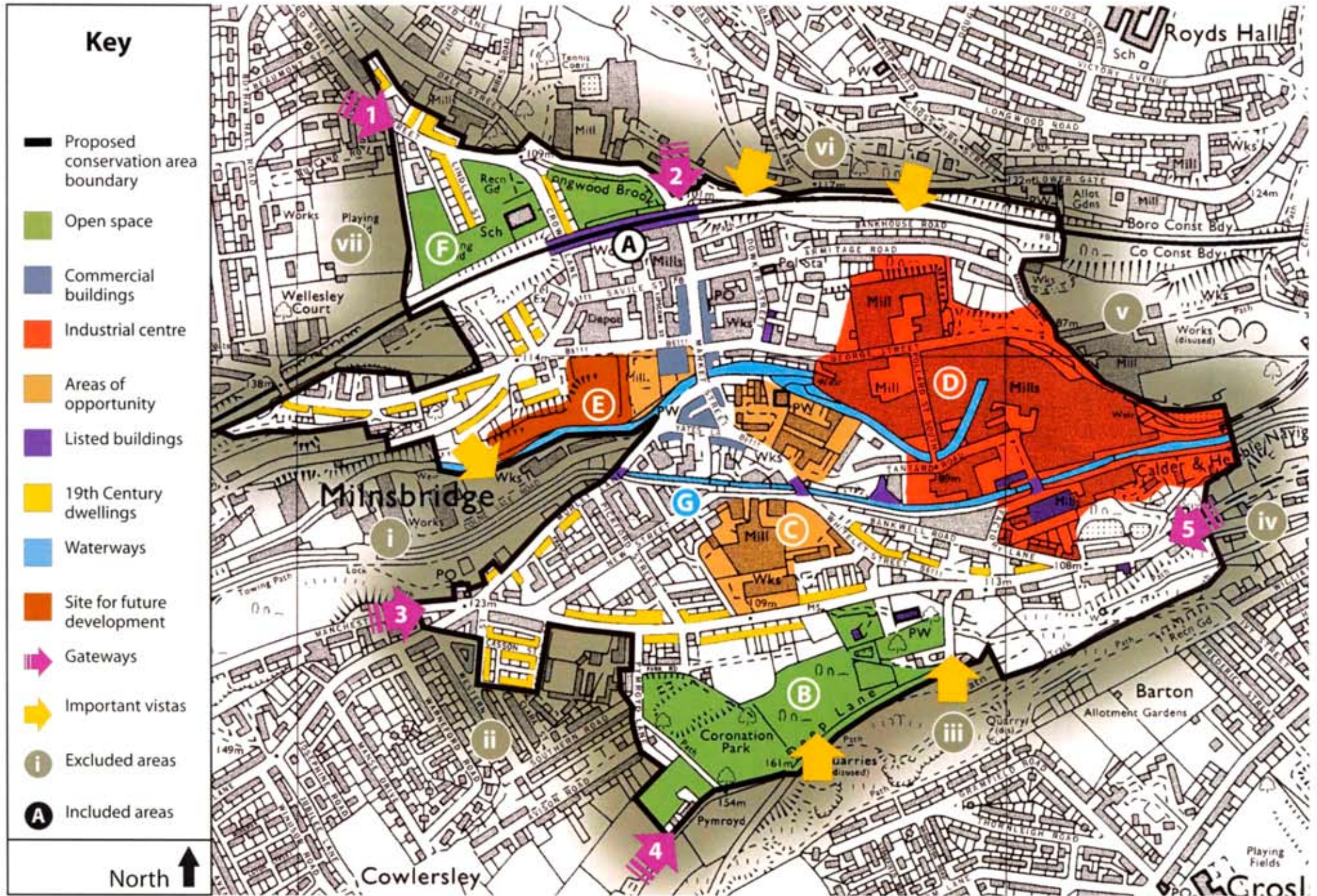
- (B) Deep Lane acts as a natural boundary to the southern section of the Milnsbridge conservation area. Further south are quarries which do not enhance the overall character. North of Deep Lane, the open countryside, combined with the topography, provides a dramatic frame for the settlement. Due to the lack of green spaces and open countryside in Milnsbridge, this area of open land is important to the character of Milnsbridge, maintaining the 'rural' feel of the area.
- (C) Milnsbridge does contain several newer buildings within the proposed conservation area. The majority of which have been sensitively developed and do enhance the character of Milnsbridge. However, some of the newer buildings do not enhance the character but have been included in the conservation area. Examples include, the dwellings at Bridgcroft and the industrial warehouses and works at Whiteley Street and Radcliffe Road. The rationale for including these areas within the conservation area is to ensure any further developments can be undertaken in a manner which will help enhance the overall character of the area.
- (D) The industrial area identified has several buildings of strong architectural merit. The majority of buildings are constructed from locally sourced stone. The earlier buildings have less regular coursing than later buildings and some later additions are not fully sympathetic to the quality and character of their predecessors.

Crowthers is a name long associated with industrial activities in Milnsbridge. Indeed, Union mill, a Grade 2 listed building, constructed in the mid 19th century, was occupied for many years by J. Crowther and Sons. The stature of the firm has declined considerably, however the legacy of Crowthers continues with the buildings constructed at the company's economic zenith. It is vital these buildings are protected to ensure their vital contribution to Milnsbridge's heritage is not lost.

- (E) Site for future development
- (F) Urban Greenspace preserves the setting of Milnsbridge School
- (G) The waterway provides important access to the countryside.

5.3 Excluded Areas

- i The scrap yard at Milnsbridge does not enhance the setting of Milnsbridge.
- ii Buildings of neutral value, typical of many in the Colne Valley. The houses traditionally mark the start of Cowlersley.
- iii Disused quarries.
- iv Buildings of neutral quality and traditionally not regarded as part of Milnsbridge.
- v Modern mill not in sympathy with the historic character of Milnsbridge.
- vi Buildings of neutral quality, traditionally not part of Milnsbridge.
- vii Greenspace, traditionally part of Longwood.



6. OPEN SPACE AND TREE COVERAGE

The natural topography of the area provides a dramatic frame for Milnsbridge. Crosland Moor to the south-east of Manchester Road, is an important component of the character of Milnsbridge, enhancing its rural setting. The wild, untamed nature of the hillside up to Crosland Moor, combined with its topography complements the urban components of Milnsbridge this itself has a slightly gritty, hardened edge, which has been weathered over time by both the elements and industrial processing. The lack of green spaces in the 'core' of Milnsbridge reiterates the importance of preserving the hillside up to Crosland Moor for conservation purposes, so ensuring the rural setting of Milnsbridge is preserved.

Milnsbridge contains few trees and few line the streets of Milnsbridge, reflecting the functional character of the settlement. The Huddersfield Narrow Canal and River Colne are the two exceptions where tree cover is prevalent. These 'green wedges' are vital components of Milnsbridge, effectively breathing new life into the urban area. The green wedges have been enhanced in recent years in conjunction with the restoration of the canal. Further enhancements to this area could improve the safety and perception of safety in these areas.

There is potential for further open space in Milnsbridge. The small area of land at Market Street, to the east of Kwik Save, could be redeveloped to provide a focal meeting point for the centre of the village. This site was used as a loading bay for the store, but is now unused space.

The playing field and recreational ground associated with Milnsbridge School provide valuable open space and act as a buffer between the settlements of Longwood and Milnsbridge. This open space helps preserve and enhance the setting of the cottages and the school ensuring the importance of these buildings is maintained.



Attractive green spaces along the canal tow path



Market Street with Prospect Mill in the background



Historic Milnsbridge - Milnsbridge School

7. URBAN GRAIN

The urban grain of Milnsbridge is characterised by an industrial quarter, green wedges by the Huddersfield Narrow Canal and River Colne, traditional cottages and the railway viaduct. The proposed conservation area is aiming to preserve and enhance the essence of the strong industrial character and diversity of Milnsbridge. The prevalence of stone in building materials has created a hardened, slightly gritty edge to Milnsbridge which is an essential component of the urban grain.

Milnsbridge contains relatively few listed buildings. However, para.4.2 of PPG 15: Planning and the Historic Environment (1994) states, *'it is the quality and interest of areas rather than of individual buildings, which should be the prime consideration in identifying conservation areas.'*



Mills on the river

8. BUILDING TYPES

The building materials for the majority of Milnsbridge are locally sourced natural materials, namely stone and slate. Later building types have a greater range of building materials, due to better transportation links which allowed the import of materials from other areas. However, even in later buildings, stone and artificial stone is the overriding material.

The dominant use of stone and other natural materials have patinated to impart the distinctive and cohesive character to Milnsbridge. The strong industrial heritage has left an imprint on Milnsbridge, not only in the types of buildings, but also in the weathering of the stonework. Much of the stone has darkened over time, largely as a consequence of the industrial activities of the area.

The railway viaduct at Milnsbridge maximises the building technique known as rock facing. Rock facing is not a crude technique as the name suggests, the blocks are brought to the same height throughout and are meticulously coursed. The technique adds depth and character to the railway viaduct, which smooth ashlar would not have done.

Milnsbridge has a mix of building heights, reflecting the different stages of industrial development. Cottages in Milnsbridge are two storeys high, except where the topography has allowed three storeys at the rear, and two at the front. The mills near to the railway viaduct, at the head of Market Street are larger in size reflecting the height of the viaduct, and creating an imposing presence on Milnsbridge.

The mills in the main industrial area, at George Street and Pollard Street South, are a mix of one, two and three storey structure. None of the buildings dominates, but all form part of the quintessential character of Milnsbridge.

Collectively the buildings in Milnsbridge are a vital historical record of the industrial legacy of the Colne Valley. Many of the buildings are high quality using traditional materials. Sadly, the economic decline of the manufacturing base has resulted in a decline of many of the buildings. Their unlisted status reinforces the need for conservation area designation to help conserve and enhance Milnsbridge now and for future generations.



View of Burdett Mill in Milnsbridge



Part of Crowthers Mill

9. NEUTRAL AREAS

Milnsbridge conservation area has a mix of buildings. Those of high architectural quality which have retained most of their original features and should be preserved and buildings which are in need of refurbishment to enhance the character of the place.

Milnsbridge also contains a small selection of buildings which neither enhance nor detract from the proposed conservation area – these are termed 'neutral areas'. No.s 701-728 Manchester Road could be viewed as a neutral area, the buildings are not of high architectural quality, neither are they detrimental to the character of Milnsbridge and are typical of many of the buildings in the Colne Valley. With further enhancements (cleaning, paint work, etc.), these properties could be improved to ensure they enhance the character and setting of the proposed conservation area.

10. BUUILDINGS AT RISK

English Heritage and Kirklees Council have identified the following building as 'at risk' from further decay:

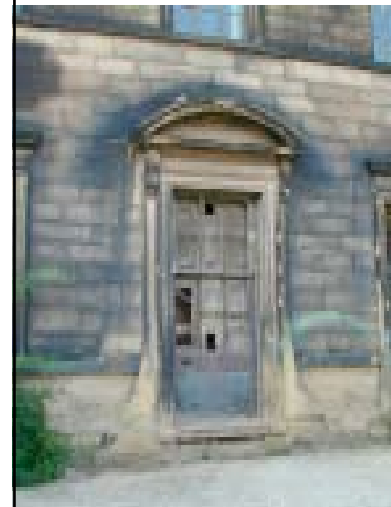
Milnsbridge House, 2-6 Dowker Street, is a Grade II* listed building, on the English Heritage buildings at risk register. Graded as 'A': Immediate risk of further rapid deterioration or loss of fabric, no solution agreed.' The building, a former house has great historical significance and contributes to the character and appearance of Milnsbridge. On 12 June 03 planning permission was granted for its conversion to 11 flats, although listed building consent is still required.

'There are many conservation areas, particularly those in former industrial or commercial areas of large cities, where property values are low and economic activity marginal, resulting in a steady deterioration and eventual loss of the built fabric unless action is taken.' (Para. 9.1. Conservation Area Practice. English Heritage)

Designating Milnsbridge as a conservation area will help to ensure the historic fabric does not deteriorate further.



Grade 2* Milnsbridge House
viewed from Dowker Street



The decaying front door of
Milnsbridge House

11. ECONOMIC NEED

Currently over 50% of people in the Colne Valley (this includes Milnsbridge) are employed in manufacturing, compared to 15.7% for Great Britain. Locally and nationally manufacturing is a declining industry, and is forecast to decline further. Unusually, many of the mills in Milnsbridge are still used for industrial and commercial purposes, reinforcing this essential part of the character and heritage. It is vital to ensure Milnsbridge does have a diverse economic base to ensure the area does not decline, nor become a dormant commuter area.

Parts of Milnsbridge have physically declined as the economic base of the town has declined. *'Though choices sometimes have to be made, conservation and sustainable economic growth are complementary objectives and should not generally be seen as in opposition to one another. ... They are a valuable material resource and can contribute to the prosperity of the economy, provided they are properly maintained: the avoidable loss of fabric through neglect is a waste of economic as well as environmental resources.'* (Para. 1.4. PPG15: Planning and the Historic Environment)

Some relatively recent industrial development has occurred in parts of Milnsbridge which whilst providing an important economic base, has been undertaken in a manner which is insensitive to the character and setting of the area. Kirklees Council would like to highlight that many of these businesses make a vital contribution to the local economy. Milnsbridge is partly characterised by its strength of being a working, part-industrial settlement, however efforts will be made by Kirklees Council to help ensure improvements and future development in these areas will be undertaken in a manner which is sensitive and enhances the character of Milnsbridge.

'The degree to which the Yorkshire industry has been successful may be gauged by its continual adaptation to new materials, changing fashions and different economic climates, for it remains today an important part of the manufacturing scene.' (Yorkshire Textile Mills 1770-1930)

It is hoped by designating Milnsbridge as a conservation area it will preserve the better aspects of the area. By using its heritage, character and setting as an economic draw, other parts of Milnsbridge, which are of merit, but do not currently enhance or preserve the overall setting maybe improved.



Market Street, potential for further improvement



The remains of Stafford Mills

12. CONCLUSION

Designation as a conservation area imposes a duty of Kirklees Council to 'preserve' and 'enhance' the character or appearance of the conservation area.

Parts of Milnsbridge are included in the conservation area which are areas of opportunity. Although the buildings individually are not of sufficient historical and architectural merit, collectively they are important to the setting and character of Milnsbridge. It is important to include these buildings, to ensure any changes can be sensitively incorporated to help enhance the remainder of the conservation area. In addition, some of the buildings (notably the Crowthers industrial estate, and the Bridgecroft housing estate) have been developed in a style not sympathetic to the character of Milnsbridge. The inclusion of these areas in the Milnsbridge conservation area was reasoned due to the potential opportunity in the future to enhance these areas in a positive manner.

The long term improvement of these aspects would help to reinforce the commercial attraction and local distinctiveness of the area. A comprehensive and balanced approach to preserving or enhancing Milnsbridge will be undertaken to ensure the area is enhanced now and for future generations.

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APPENDICES

- 1 Conservation Appraisal Summary Table**
- 2 Enhancement Proposals**
- 3 List of Listed Buildings**
- 4 Kirklees Unitary Development Plan**

APPENDIX 1 Summary of Milnsbridge Conservation Area

PPG15 & English Heritage Criteria	Kirklees Council Commentary on Milnsbridge
Location and population	Milnsbridge lies 3.5km west of Huddersfield. The conservation area will cover 17.13 hectares. The population of Milnsbridge is 2935 (Source:2001 Kirklees area settlement profile)
The origins and development of the settlement	Milnsbridge developed around the early crossing point of the River Colne. During the C19th the woollen industry dominated the area.
The prevailing or former uses within the area and their historic patronage	Mills established in the C19th brought development and housing for the mill workers of Milnsbridge as the estates of the Saviles and Armitages released land for building schemes
The archaeological significance and potential of the area	Milnsbridge has minimal archaeological significance
The architectural and historic qualities of the buildings and the contribution they make to the special interest of the area	The proposed conservation area will include 12 listed buildings which are of architectural or historic interest. Milnsbridge has an industrial heart, important transport arteries, a commercial centre and traditional cottages. Each individual component has merged together over time to form the character of Milnsbridge.
The contribution made by key unlisted buildings	There is a number of key unlisted buildings, which add greatly to the charm of the area
The character and relationship of spaces within the area	Milnsbridge is characterised by its industrial valley. The identified gateway access points provide panoramic views of Milnsbridge and the surrounding areas
Prevalent and traditional building materials, textures and colours	Early building materials are almost entirely of stone and slate, which has been weathered over time to add depth and character to the area. Later building materials utilise a mix of building materials, although stone and artificial stone prevail in the later additions.
Local details	Prevalence of traditional weavers cottages, which due to topography are two storeys high at the front of the property and three storeys high at the rear.
The contribution made by green spaces, trees, hedges and other natural or cultivated elements to the character of the area	Limited tree coverage in both the centre of Milnsbridge and in the wider setting of Milnsbridge. There are few formal green spaces in the centre of Milnsbridge, but the green space by the canal and river is both historically important to the character of Milnsbridge, and important today for its recreational value.
The setting of the conservation area and its relationship with the landscape or open countryside, including definition of significant landmarks, vistas and panoramas where appropriate	The ever-present surrounding hills of Milnsbridge contribute significantly to the character of Milnsbridge, ensuring that, despite its strong industrial heritage it still has a rural setting. The industrial centre of Milnsbridge is dramatic, defined by the remaining C19th mills and the railway viaduct. The railway viaduct is a significant landmark dominating Milnsbridge reinforcing the strong industrial heritage.
The extent of loss, intrusion or damage, ie the negative factors	The busy junction in the centre of Milnsbridge has an adverse effect on the main shopping development. There are also a number of buildings at risk, including the Grade 2* listed Milnsbridge House.
The existence of any neutral areas	Nos 701-728 Manchester Road could be viewed as a neutral area, the buildings are not of high architectural quality, but neither are they detrimental to the character of Milnsbridge

APPENDIX 2 Enhancement Proposals

Enhancement Proposal	Reasoning
Improve street lighting	Existing street lighting is modern and unsympathetic to the character and history of Milnsbridge. In addition improved street lighting would help improve safety at night in Milnsbridge.
Enhancement of river bridge	The river bridge, at Market Street, in the centre of Milnsbridge is featureless and could be improved
Creation of central focus / meeting place	Milnsbridge has no central focus / meeting place. Between Market Street and the Kwik Save store is a plot of land which detracts from the quality of Milnsbridge, suffering from unsympathetic use of materials and under-utilisation of space. Formerly, this area was used as a loading bay for Kwik Save, but is currently unused. The location of the site near the main shopping area of Milnsbridge is a prime location to create a central focus / meeting place.
Property improvement grant scheme for commercial premises to encourage the repair and restoration of traditional shopfronts and signs of good quality compatible replacements	Milnsbridge has a mix of shopfronts. Some shops have retained their original shopfronts. Other shopfronts are in materials and colours sympathetic to the heritage and character of Milnsbridge. However some, (and an increasing majority) are in materials and colours which are unsympathetic to the history and character of Milnsbridge.
Identify, sign and implement linkages between the village centre and the River Colne walkway and the Huddersfield Narrow Canal	The Huddersfield Narrow Canal and River Colne have been historically important to the industrial development of Milnsbridge. Today they are an important but under-utilised recreational resource, providing an oasis of green in the centre of Milnsbridge. The usage of the waterways could be greatly improved helping improve security in the area and acting as a tourism draw.
Conversion and restoration of Milnsbridge House for residential use. Planning permission was granted on the 12th June 2003 for its conversion.	Milnsbridge House is a Grade II* listed building, on the English Heritage buildings at risk register. Graded as 'A: Immediate risk of further rapid deterioration or loss of fabric, no solution agreed.' The building is a former house which historically has great significance to Milnsbridge.

Appendix 2: Listed Structures in Milnsbridge

8 DOWKER STREET (Grade II) Early 19th Century. Hammer-dressed stone. Pitched stone slate roof. Pediment-shaped gable ends, with semi-circular windows in tympana. Two storeys. Three ranges of windows in plain raised surrounds.

MILNSBRIDGE HOUSE, DOWKER STREET (Grade II*) Circa. 1748. Architect possibly James Paire. Ashlar. Flat modern roof. 3 storeys with attics, and 2-storey wings. Modillioned pediment over whole central block, with Diocletian window in tympanum. Continuous sill bond on 1st and ground floor. 5 ranges of sashes: central 1st floor window is set in recessed round-arched panel, and has moulded cornice on scrolled consoles. Wings have half pediment abutting centre block, continuous ground floor sills, and 2 window ranges each. North end elevation has 3 window ranges: door set in recessed round-arched panel, has moulded surround and moulded cornice on fluted consoles. South end elevation has 3 window ranges: central 1st floor window is set in a recessed semi-circular panel, and central ground floor window is surmounted by a moulded cornice on fluted consoles. The building has deteriorated in recent years.

ARMITAGE BRIDGE, FACTORY LANE (Grade II) Built 1793-8. Hammer-dressed stone. Depressed arch. Widened in 1861 by the addition of a flat iron span on the east side: iron parapet, panelled with diamond pattern and "1861" in relief. The bridge is one of the unreconstructed survivors from the earliest phase of the canal's construction, when, as an economy measure, some bridges were built too narrow to accommodate the towpath. Instead there are steps in the canal bank on the east side, and a ramp up to the road.

FMR UNION MILLS, FACTORY LANE (Grade II) Mid 19th Century. Hammer-dressed stone. Pitched slate roofs. Coped gable on kneelers. Five storeys. Stone brackets to gutters. Block along Factory Lane has 19 ranges of windows. Block along canal has 14 ranges of segment-headed windows with glazing bars, and 2 ranges of planked loading doors. Ground floor windows are round-arched and have rock-faced voussoirs.

BURDETT MILL, FACTORY LANE (Grade II) Built 1838. Hammer-dressed stone. Corrugated asbestos roof. 4 storeys, 5 at east end. Stone brackets to gutter. 16 ranges of industrial windows and 2 of planked loading doors, interrupted by a stair tower surmounted by cast iron water tank.

CUCKOO BRIDGE, HUDDS NARROW CANAL (Grade II) Built 1793-8. Hammer-dressed stone. Depressed skew arch. Widened with flat iron spans on either side.

MILNSBRIDGE BRIDGE, HUDDS NARROW CANAL (Grade II) Built 1793-8. Hammer-dressed stone. Depressed arch. Parapet. Widened on east side by flat iron span taking stone parapet.

CANAL BASIN, HUDDS NARROW CANAL (Grade II) Circa. 1793-8. Hammer-dressed stone banks and coping. Upright cast iron post, formerly the base of the crane from which crane wharf takes its name.

ST LUKES VICARAGE, MANCHESTER ROAD (Grade II) Neo-Norman, like St Luke's Church, so probably also by W Walton, and of 1845. Hammer-dressed stone. Hipped slate roof. 2 storeys. Band. 3 ranges of paired round-arched sashes with glazing bars, each set in semi-circular arched panels. Round-arched doorway with moulded frame, colonnettes with Norman capitals, and hoodmoulds with semi-circular scalloped edges.

667 MANCHESTER ROAD (Grade II) Early 19th Century. Hammer-dressed stone. Pitched stone slate roof. 2 storeys. Two 3-light stone mullioned windows on 1st floor, one on ground floor mullions removed.

CHURCH OF ST LUKE, MANCHESTER ROAD (Grade II) Built 1845- Architect W Walton. Neo-Norman. Hammer-dressed stone. Ashlar dressings. Pitched slate roof. Gable parapets. Moulded plinth. Giant pilasters. 5 bay nave, one bay chancel, and round apse. Round-arched windows in concentric sunk panels with colomettes and scalloped capitals: hoodmoulds and continuous impost moulding. Interior: Chancel and apse arches taken on half columns with huge voluted capitals, apse arch Moulded, chancel arch with zig-zag ornament. Chancel rib-vaulted. 2 decorated ribs in apse vault. Galleries on 3 sides: iron columns with cushion capitals: blind round-arched arcading to balcony front. Some marble tablets to the Armitages of Milnsbridge House.

LONGWOOD VIADUCT, MARKET STREET (Grade II) Built 1845-9. The contractor may have been Thomas Nicholson who was employed by the company to build Standedge Tunnel. Hammer dressed stone. Ashlar imports and band. Parapet. Tapering piers. 20 round arches.

Appendix 4: Relevant Policies from Kirklees UDP (1999)

THE DEVELOPMENT FRAMEWORK

Urban Greenspace

D2 Planning permission for the development (including change of use) of land and buildings without notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that proposals do not prejudice:

- i. The implementation of proposals in the plan;
- ii. The avoidance of over-development;
- iii. The conservation of energy;
- iv. Highway safety;
- v. Residential amenity;
- vi. Visual amenity;
- vii. The character of the surroundings;
- viii. Wildlife interests; and
- ix. the efficient operation of existing and planned infrastructure.

D3 On sites designated as urban greenspace planning permission will not be granted unless the development proposed:

- i. is necessary for the continuation or enhancement of established uses or involves change of use to alternative open land uses, or would result in a specific community benefit, and, in all cases, will protect visual amenity, wildlife value and opportunities for sport and recreation; or
- ii. includes alternative provision of urban greenspace equivalent in both quantitative and qualitative terms to that which would be developed and reasonably accessible to existing users.

D5 On sites designated as provisional open land planning permission will not be granted other than for development required in

connection with established uses, changes of use to alternative open land uses or temporary uses which would not prejudice the contribution of the site to the character of its surroundings and the possibility of development in the longer term.

D8 Within the green belt, except in very special circumstances to be demonstrated by applicants, planning permission will not be granted for inappropriate development, ie:

i. The construction of new buildings other than for agriculture and forestry, essential facilities for outdoor sport and outdoor recreation, limited affordable housing which complies with policy H11, cemeteries and other uses of land which preserve the openness of the green belt and do not conflict with the purpose of including land within it, namely:

Regulating the growth of urban areas;

Preventing the coalescence of settlements;

Preserving the open land that extends into the urban area for recreational and amenity use;

Providing for easy access to open country; and assisting in the process of urban regeneration; and

ii. the carrying out of engineering and other operations and changes of use unless they maintain the openness of the green belt and do not conflict with the purpose of including land within it (set out in 1. above).

Development which is appropriate should not detract from the visual amenity of the green belt by reason of siting, materials or design.

BUILT ENVIRONMENT

Strategy

BE1 All development should be of a good quality design such that it contributes to a built environment which:

i. creates or retains a sense of local identity;

ii. is visually attractive;

iii. promotes safety, including crime prevention and reduction of hazards to highway users;

iv. promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution;

v. is energy efficient in terms of building design and orientation and conducive to energy efficient modes of travel, in particular walking, cycling and the use of public transport.

Quality of Design

- BE2 New development should be designed so that:
- i. it is in keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass;
 - ii. the topography of the site (particularly changes in level) is taken into account;
 - iii. satisfactory access to existing highways can be achieved; and
 - iv. existing and proposed landscape features (including trees) are incorporated as an integral part of the proposal.

Heritage

Listed Buildings

- BE3 Any application for listed building consent for the alteration, extension or change of use of a listed building, and any application for planning permission which would affect its setting should pay special attention to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it possesses.
- BE4 Demolition of listed buildings will not normally be considered acceptable unless:
- i. it can be demonstrated that the building has no beneficial use and no potential viable use; and
 - ii. the structure of the building cannot be made sound.

Conservation Areas

- BE5 Proposals for new development within conservation areas, including extensions or changes of use to existing buildings, should respect the architectural qualities surrounding buildings and their materials of construction, and contribute to the preservation or enhancement of the character or appearance of the area.
- BE6 Development on infill sites will not normally be permitted when it would adversely affect the character or appearance of a conservation area.
- BE7 Where it is considered that a building makes a positive contribution to the character or appearance of a conservation area, proposals involving its demolition or partial demolition will not normally be acceptable unless:
- i. the building cannot be beneficially used in the future or is structurally unsound; and
 - ii. all possible efforts have been made to retain the building in use.
- If appropriate, it will be a requirement of any planning permission that an acceptable replacement building is immediately erected on the site.

BE8 Development proposals within conservation areas which include the provision or replacement of road or footpath surfaces, or new street furniture, should be sympathetic to their setting and contribute to the preservation of the character or appearance of the area.

Building Materials

BE11 New development should be constructed in natural stone of a similar colour and texture to that prevailing in the area where the proposal is located:

- i. in areas within which stone has been the predominant material of construction;
- ii. within conservation areas; and
- iii. within town and local centres.

Residential Areas

Space About Buildings

BE12 New dwellings should be designed to provide privacy and open space for their occupants, and physical separation from adjacent property and land.

The minimum acceptable distances will normally be:

- i. 21.0m between a habitable room window of a facing dwelling;
- ii. 12.0m between a habitable room window of a dwelling and a blank wall or a wall containing the window of a non habitable room;
- iii. 10.5m between a habitable room window of a dwelling and the boundary of any adjacent undeveloped land; and
- iv. 1.5m between any wall of a new dwelling and the boundary of any adjacent land (other than a highway).

Distances less than these will be acceptable if it can be shown that, by reason of permanent screening, changes in level, or innovative design, no detriment would be caused to existing or future occupiers of the dwellings or any adjacent premises or potential development land which may be affected.

Extensions to Dwellings

BE13 Extensions to dwellings should respect the design features of the existing house and adjacent buildings, including:

- i. materials of construction;
- ii. window openings;
- iii. roof styles; and
- iv. architectural detailing.

Extension to dwellings in conservation areas, or dwellings which are listed as being of architectural or historic interest should, where the proposals already comply with policy BE3 or BE5, be designed so that the intrinsic value of the host building and its surroundings is retained and the original building remains the dominant element.

BE14 Unless the proposal would have a detrimental effect on visual amenity, adjoining dwellings or any occupier of adjacent land, extensions to terraced, semi-detached or closely detached dwellings will normally be permitted where the proposal:

- i. is to the front or main elevation of the premises and is relatively small in scale;
- ii. is to the rear and does not exceed 3.0m in overall projection; or
- iii. does not result in an undesirable terracing effect being established in relation to adjoining dwellings.

BE17 New shop fronts on buildings within conservation areas or which affect listed buildings should preserve or enhance the character and the appearance of the building being altered. Original traditional features should be retained or replaced, and any signage provided should be in a style appropriate to the period and character of the building.

RECREATION

Public open space

R7A Proposals to develop public open space, private playing fields or land last used as private playing fields will not be permitted unless:

- i. replacement provision of equivalent community benefit is made; or
- ii. only the redevelopment of a small part of the site is involved and this provides the best means of retaining and enhancing sport and recreation facilities; or

- iii. it is demonstrated that the site will not be required in the longer term for community sport, recreation or amenity use.
All proposals should make provision for the safeguard of visual and residential amenity and established wildlife.
- R18 Proposals for development adjacent to canals and rivers should take account of:
 - i. The character of the waterside environment;
 - ii. The existing or proposed recreational use of the canal or river;
 - iii. The ecological and heritage value of the site and its surroundings; and
 - iv. Opportunities to improve public access to the canal or riverside including access by disabled people.

THE NATURAL ENVIRONMENT

Nature conservation

- NE3 Development proposals within or in the vicinity of a site of scientific interest will not normally be permitted unless there is an exceptional requirement for development and measures will be taken to minimise any detriment to the site.