

## Proposed Development of Existing Site

at

**Vale Works  
25 Morley Lane  
Milnsbridge  
Huddersfield  
HD3 4NS**



## HERITAGE IMPACT ASSESSMENT STATEMENT

### Revisions

Rev 1	06.06.2017	Draft Issue.
Rev 2	23.07.2017	Materials amended. Draft Issue.
Rev 3	25.09.2017	Planning Issue.

### Document prepared by:

Dawson Williamson Architects  
Hope Park Business Centre, Bradford, BD5 8HH

Tel: 01274 551300

Email: [info@dawsonwilliamson.co.uk](mailto:info@dawsonwilliamson.co.uk)

## **CONTENTS**

- 1.0 **Introduction**
- 2.0 **Context**
- 3.0 **Historical Analysis**
  - 3.1 Topography
  - 3.2 Development of the Settlement of Milnsbridge
  - 3.3 Historic Patronage in Milnsbridge
- 4.0 **Milnsbridge Conservation Area; Character**
  - 4.6 Key Unlisted Buildings
- 5.0 **Milnsbridge Conservation Area; Boundary**
  - 5.1 Gateways to Milnsbridge
  - 5.2 Included Areas
- 6.0 **Milnsbridge Conservation Area; Existing Open Space & Tree Coverage**
- 7.0 **Milnsbridge Conservation Area; Existing Urban Grain**
- 8.0 **Milnsbridge Conservation Area; Existing Building Types, Materials, Scale**
- 9.0 **Milnsbridge Conservation Area; Existing Building Gradings**
- 10.0 **Proposed Development; Position of Site within Conservation Area**
- 11.0 **Proposed Development; Amount**
- 12.0 **Proposed Development; Existing Examples of Residential Development**
- 13.0 **Proposed Development; Design Intention**
  - 13.1 Appearance
  - 13.2 Building Materials
  - 13.3 Form
  - 13.4 Scale
- 14.0 **Impact of Development on the Conservation Area (Enhancement, preservation, harm)**
  - 14.1 View from Public Highway
  - 14.2 View from Distance / Close Proximity
  - 14.3 Proximity to buildings of historical importance
  - 14.4 Canalside location
- 15.0 **Conclusions**

## 1.0 INTRODUCTION

This Heritage Impact Assessment Statement has been prepared in support of a planning application made to Kirklees Metropolitan Borough Council for the erection of a new building to house 18 No. residential apartments on the site of a former commercial premises.

It is made in view of the fact that the central part of the settlement of Milnsbridge is designated as a conservation area, and that the Local Authority Conservation Officer has required an impact assessment to be made before a response to the application can be given.

- 1.2 This Heritage Impact Assessment Statement relates only to building conservation matters and does not cover other land allocations or planning policies.

## 2.0 CONTEXT

- 2.1 The application site is located in Milnsbridge, a district of Huddersfield, West Yorkshire.

- 2.2 Milnsbridge is situated within the Colne Valley, approximately 2 miles west of the town centre of Huddersfield, and its name is said to derive from the water-powered mill and the bridge that stood alongside in the thirteenth century.

Although the date of the earliest recorded reference to Milnsbridge is 1437, it is almost certainly believed to be a much older name. During the Middle Ages, the townships of Almondbury and Elland were connected by a road which descended from via Lockwood Scar, forded the River Holme at Lockwood and continued more or less along the present route into Milnsbridge.

The road continued to cross the River Colne before ascending the valley side via Quarmby Hall, Haigh House Hill and onward down into Elland.

Until recently, Milnsbridge was mostly centred on the woollen and worsted yarn textile industry; with mills reliant on the River Colne, and the Huddersfield Narrow Canal, running east-west through the valley.

The 2001 Kirklees Area settlement profile shows the population of Milnsbridge as 2,935.

- 2.3 The site is situated on the southern side of Morley Lane, close to the junction with Yates Lane, and just inside the western perimeter of the Milnsbridge Conservation Area.

Just to the north of the site (beyond Morley Lane itself) is the River Colne, and the southern boundary of the site is formed by the Huddersfield Narrow Canal.

To the north-west are existing residential properties, alongside the Milnsbridge Library; and to the south-east, east, and immediate west of the site are existing commercial buildings.

- 2.4 The site houses an existing single-storey commercial building.  
No buildings on the site are listed.

- 2.5 The Applicant is proposing to construct a new 3-storey building at the southern end of the development site, aside the Huddersfield Narrow Canal.

## 3.0 HISTORICAL ANALYSIS

- 3.1 Topography

The landscape topography has greatly influenced the settlement pattern of Milnsbridge; encouraging development of the limited flat land, particularly near to the water source of the River Colne, running east to west along the valley bottom.

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. These steep valley sides to the north

and south meant that a rural feel was retained by Milnsbridge, which was the primary crossing point of the river

### 3.2 Development of the Settlement of Milnsbridge

According to historical records, Milnsbridge had fewer than a dozen buildings in 1795. Although the majority were dwellings, Savile's Mill was built to the west of a bridge spanning the River Colne, and Radcliffe's Quarmby Mill to the east. At the boundary between the two estates (Longwood and Golcar) was a stream which flowed into the river just below the bridge. It is assumed that the original river crossing position was actually further down the river from the present bridge on Market Street.

Milnsbridge developed as a major centre for the woollen industry during the 19th century, and over time newly built mills began to dominate the landscape. Various of these mills remain today, and are protected through the statutory listing process.

### 3.3 Historic Patronage in Milnsbridge

Up until around 1795, the highway descended from Quarmby via Meg Lane, passing directly in front of the site of Milnsbridge House.

In 1756, Sir Joseph Radcliffe chose this location, on the site of an earlier house, to build his new mansion. As Meg Lane afforded 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*'. 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.

## 4.0 THE CHARACTER OF MILNSBRIDGE

4.1 As a result of both the prevalence of stone, and the mix of rural and urban feel, Milnsbridge enjoys a unique character. The plan form of Milnsbridge is largely a result of the topography of the land upon which it sits, and of its development as a passing place along a route across the Pennines.

4.2 Initially, workers dwellings consisted primarily of weavers cottages, with multi-light windows providing natural light for the upper floor loom shops.

4.3 As the methods of the wool processing became more centralised within the mills, and following the period of industrial expansion in the 19th century, the urban landscape changed.

4.4 The transport links of the Manchester Road, the Huddersfield Narrow Canal (incorporated in 1794), and the railway (constructed around 1844) became more prevalent, and the construction of the Grade 2 railway viaduct at the head of Market Street (opened on 1 April 1849) connected Milnsbridge with Lancashire and the major docks of Liverpool beyond.

4.5 With this 19th century centralisation of manufacturing, terraces of workers dwellings were constructed to house the increasing population.

### 4.6 Key Unlisted Buildings

There are several unlisted buildings that contribute to the overall character of the conservation area. These include The Toll House, a neo-gothic building of 1832, situated on the Manchester Road near the junction with Park Road West; and Fountain Lodge and Grove House, formerly part of the Holywell Brewery opposite in the area known as Fountain Grove, but remaining as private dwellings.

## 5.0 MILNSBRIDGE CONSERVATION AREA BOUNDARIES

Following detailed analysis within the Milnsbridge CACA, the boundary of the conservation area was determined to ensure that the area is relevant to Milnsbridge and to concentrate 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 conservation area boundary is based on these gateway access points, identified as:

- (i) The junction of Royd Street and Wood Street; which signifies the entrance to Milnsbridge and the exit from Longwood.
- (ii) The railway viaduct at Dale Street; a listed structure that dominates the landscape, and acts as an entrance / exit point to Milnsbridge;
- (iii) The junction of Manchester Road and Cowlersley Lane; a well-developed junction which acts an entrance to Milnsbridge and the exit area from Cowlersley.
- (iv) Deep Lane; signifies the end of one settlement, whilst enjoying panoramic views of Milnsbridge when entering Milnsbridge from Crosland Moor.
- (v) The junction of Manchester Road and Park Road West; where the building types change slightly, and the location of The Toll House, historically an entrance point to Milnsbridge.

Transport routes have played a major role in the development of Milnsbridge. The Huddersfield Narrow Canal and Manchester Road have shaped the area, and emphasised Milnsbridge as a gateway to other trading centres. The area around Royd Street, north of the railway viaduct, acts as a boundary between buildings of high architectural merit and open countryside, together with buildings and open spaces of lesser architectural value.

Historically, industrial development was situated in the area of Milnsbridge between the River Colne and Huddersfield Narrow Canal; in order to allow discharge into the river, and transportation of goods along the canal.

It is no longer the case that either of these functions are required, and both the river and canal are now considered as leisure assets for leisure within the area.

### 5.2 *Included Areas*

Although the Milnsbridge CACA schedules various area included within, we would consider that the site for this application falls into the category of some of the newer buildings that do not enhance the character of the local area, 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.

## 6.0 EXISTING OPEN SPACE AND TREE COVERAGE

6.1 The natural topography of the surrounding area provides a dramatic frame for Milnsbridge.

The lack of green spaces in the central area of Milnsbridge reinforces the importance of preserving the hillside up to Crosland Moor, so ensuring the rural setting of Milnsbridge is retained.

- 6.2 Reflecting the functional character of the settlement, Milnsbridge contains few trees and very few line the streets.

The Huddersfield Narrow Canal and River Colne are the two exceptions where tree cover is prevalent. As described within the Milnsbridge Conservation Area Character Appraisal (CACA), these 'green wedges' are vital components of Milnsbridge, effectively breathing life into the urban area, and have been enhanced in recent years in conjunction with the restoration of the canal.

The Milnsbridge CACA further states that enhancements to these green landscaped areas could improve the safety and the perception of safety in these areas.

## 7.0 **EXISTING URBAN GRAIN**

- 7.1 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.

- 7.2 One of the primary aims of the conservation area is to preserve and enhance the essence of the strong industrial character and diversity of Milnsbridge.

- 7.3 The prevalence of stone in building materials has created a hardened and slightly gritty edge to Milnsbridge. Within the context of the Conservation Area Appraisal, this hardened edge is considered an essential component of the urban grain.

## 8.0 **EXISTING BUILDING TYPES, MATERIALS, SCALE**

- 8.1 The building materials for the majority of Milnsbridge are locally sourced natural materials, namely stone and slate. Largely due to improved transportation links, allowing import of materials from other areas, later buildings have been constructed using a greater range of building materials including artificial stone, brick work and concrete roof tiles / sheeting.

- 8.2 The aesthetic image and buff / grey palette of these materials have served to impart a distinctive and cohesive character to Milnsbridge,

- 8.3 The strong industrial heritage has left a distinctive imprint on Milnsbridge, not only in the types of buildings, but also in the weathering of the stonework. Much of the stone has been darkened, largely as a consequence of the industrial activities of the area.

- 8.4 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 of the main industrial area (George Street & Pollard Street South), are a mix of one, two and three storey structures. No individual buildings dominate, but all form part of the essential character of Milnsbridge.

- 8.6 It is considered that the buildings in Milnsbridge are a collective historical record of the industrial legacy of the Colne Valley. Many of the buildings are of contemporary quality, using traditional materials.



Existing Canal side Building Form 1



Existing Canal side Building Form 2



Existing Canal side Building Form 3



Existing Building Form 4



Existing Building Form 5

## 9.0 **BUILDING GRADING**

9.1 Milnsbridge Conservation Area has a broad mix of buildings:

(i) Those of high architectural quality which have retained most of their original features have either been preserved;

(ii) Those in need of refurbishment to enhance the character of the place;

(iii) a small selection of buildings which neither enhance nor detract from the conservation area. Within the Milnsbridge CACA, these are termed 'neutral areas'; the buildings are not of high architectural quality, neither are they detrimental to the character of Milnsbridge, but they are typical of many of the buildings in the Colne Valley.

The Milnsbridge CACA alludes to the fact that with further enhancements, these properties could be improved to improve the character and setting of the conservation area.

9.2 Some relatively recent industrial development has occurred in parts of Milnsbridge which whilst providing an important economic base, have occasionally been undertaken in a manner which is insensitive to the character and setting of the area.

The Milnsbridge CACA refers to the fact that Milnsbridge is partly characterised by its strength of being a working, part-industrial settlement, however efforts should be made to try to ensure improvements and future development in these areas will be undertaken in a manner which is sensitive and enhances the character of Milnsbridge.

Parts of Milnsbridge are included in the conservation area which are considered 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. Some of these existing buildings have been developed in a style not sympathetic to the character of Milnsbridge. These buildings were primarily included in order to ensure any changes can be sensitively incorporated to help enhance the remainder of the conservation area.

We would consider that the proposed site currently houses a building that falls into this category.

## 10.0 **POSITION OF THE PROPOSED SITE WITHIN THE CONSERVATION AREA**

Given the more modern nature of the existing industrial mill buildings at the west of Milnsbridge, the Conservation Area boundary cuts in rather dramatically to exclude Colne Vale Road and land adjacent.

This means that the development site is positioned close to the western perimeter of the conservation area, although it sits rather centrally within Milnsbridge itself.

## 11.0 **PROPOSED AMOUNT OF DEVELOPMENT**

### 11.1 **Existing**

Site Area	approx. 1,408.37 sq.m
Mill Building	approx. 679.30 sqm

### 11.3 **Proposed Residential Building**

Proposed Building Footprint	440.63 sqm
Total Proposed Gross Internal Floor Space	1,118.25 sqm

## 12.0 **EXAMPLES OF LOCAL RESIDENTIAL DEVELOPMENT**

12.1 Burdett Mill on Factory Lane, and the nearby Union Mill, both Grade 2 listed buildings, have both been converted into residential flats.

## 13.0 **PROPOSED DESIGN INTENTION**

13.1 Please refer to the Design and Access Statement in order to obtain full design intent.  
To summarise:

### 13.2 *Appearance*

Although the prevailing external walling material used for the front elevation of buildings within Milnsbridge (particularly in the latter half of the 19<sup>th</sup> century) is natural stone work, there are examples of other materials being used; particularly within buildings construction within later time periods.

In addition, due to the contemporary cost and availability of natural stone, it is common that brick work would be used to form (particularly the side and rear elevations) of many industrial buildings of this period, and this can be seen within other existing buildings along the Huddersfield Narrow Canal.

It is true to say that the colour palette of external walling is generally buff throughout, but occasionally terracotta red (where red brick has been used); and that much of this buff stonework has become a darker grey / buff over time as a result of weathering and historic air pollution.

In order to both celebrate the honesty of the age within which the proposed building is to be constructed, distinguish the building from historical precedents / counterparts, whilst remaining respectful to the colour palette and vernacular of Milnsbridge; we have proposed that a mottled buff and grey brick work be used to form the external walling.

Through use of this material, it is intended that the “handmade” or crafted quality of the local architecture be retained.

In addition, through the proposed formation of several ridged gables alongside one another, the slightly oversized floor to floor dimensions, and the proportions and sub-division of proposed glazing units, it is considered that the building will have a vertical emphasis.

Pitched roofs are proposed in natural slate in order to compliment those original buildings that sit around the site.

### 13.3 *Building Materials*

It is proposed to use materials complimentary to the local surroundings in order to form the proposed new building as follows:

External walls:	Buff / Grey Sandstone (primary). Terracotta Brick work (secondary)
Roof:	Natural Slate Tiles
New Windows:	Mid / Dark Grey Aluminium-framed / Aluminium-faced Timber Casements
New Doors (Solid):	Painted vertically-boarded solid-core doors.
New Doors (Glazed):	Mid / Dark Grey Aluminium-framed / Aluminium-faced Timber-framed Sliding Doors.
New Roof Lights:	Conservation style Velux Roof Lights. Dark Grey external finish.

RWP/SVP's: Mid / Dark Grey uPVC / Aluminium.  
Guttering / Rhones: Mid / Dark Grey uPVC / Aluminium.

#### 13.4 *Form*

The proposed building form is considered as an interpretation of pre-existing forms within the locale. Pitched roofs are prevalent throughout the conservation area, and are commonly grouped together in order to roof over deeper plan structures such as mill buildings.

An existing mill building directly along the Huddersfield Narrow Canal to the east has a similar form to that proposed for the new building.

In addition, pre-existing mill buildings often bleed to the perimeter of a plot, with the form cut at the periphery to reveal a different elevational form. This language has been used within the proposed development.

These pitched roofs also refer to the terraces of adjacent mill workers cottages across the Huddersfield Narrow Canal basin.

#### 13.5 *Scale*

The proposed new building is to house 3 No. storeys of residential accommodation.

Given the level of the existing land, the ridge level of the newly proposed building is set considerably lower than the ridge of those existing residential terraces on the opposing side of the Huddersfield Narrow Canal.

Similar form buildings (often originally mills) positioned along the canal are often 3 No. storeys in height.

#### 14.0 **IMPACT ON THE CONSERVATION AREA**

14.1 The purpose of the above analysis has been to identify the characteristics of the conservation area, and its setting, in order to be able to assess whether the proposed development could cause direct or indirect harm to it.

14.2 Analysis shows that the character of the conservation area is derived both from the character of historic buildings contained therein, as well as from the external spatial qualities and relationship with the wider landscape. The qualities of the conservation area therefore are appreciated at close quarters, as well as at the wider contextual level.

#### 14.3 *View from Public Highway*

The proposed building is set back, and angled slightly away, from the public highway; and as such it is read within the context of the original former industrial buildings of the canal side.

The most public highway facing elevation is considered as a gable elevation, in order to enhance the vertical emphasis of the building from the most common approach position.

#### 14.4 *View from Distance / Close Proximity*

Furthermore, the form of the building is intended to provide an interesting aesthetic when viewed at distance from various directions. No building face is considered as the "front elevation", and it is considered that the individual facades should form a relationship with their immediate locale.

Being set down within the valley bottom, the proposed building will also be viewed from above. In this regard, it is considered that the roofscape proposed is both interesting, and respectful of the surrounding roofscapes of the locale.

14.5 *Proximity to buildings of historical importance*

Although adjacent buildings of historical importance are limited, the road facing terraces to the north on Morley Lane are the closest of value. It is considered that the positioning of the proposed building on the site will mean that sufficient distance from these buildings is given in order to be respectful of their status.

14.6 *Canal Side Location*

As is alluded to within the Milnsbridge CACA, it was formally the case that land between the River Colne and the Huddersfield Narrow Canal housed buildings of industrial use. Given the change in relation to transportation requirements, and the change of approach in relation to discharge of waste products, use of this land for industrial purposes has declined.

These areas are now commonly considered as landscape assets within Milnsbridge, and are to be enhanced and celebrated.

The proposed building has been positioned on site, and internally laid out, in such a way as to relate to the Huddersfield Narrow Canal adjacent. It is intended that this positioning will assist to bring life, increased use, and overlooking to the waterway.

In addition, the development would enable cleaning up of the land beside the canal.

15.0 **CONCLUSION**

The conclusion of this analysis is therefore that development of the proposed site for housing will have no detrimental impact on the conservation area, or on any of the Listed buildings within it.