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HERITAGE IMPACT ASSESSMENT

Land at Lindley Moor, Huddersfield

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On behalf of:

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1.0 Introduction

1.1 This Heritage Impact Assessment has been prepared on behalf of 2SH Developments Limited in support of two interrelated planning applications (one for full planning permission and one for outline planning consent) for a mixed-use development on land at Lindley Moor, Lindley, Huddersfield (grid ref. SE 10897 19002) (**Plate 1**).

1.2 The application site contains no known heritage assets but is located in close proximity to a number of listed buildings, including Grade II listed Haigh Cross (List Entry No. 1134307) and Grade II* listed C18 Guide Stoop (Signpost) at junction of Crosland Road and Lindley Moor Road (List Entry No. 1403442). Listed buildings are designated heritage assets which are afforded protection both in law and local and national planning policy.

1.3 Paragraph 194 of the National Planning Policy Framework ('NPPF') requires applicants to describe the significance of any heritage assets affected by a development proposal with a view to understanding the potential impact upon their significance. This Heritage Impact Assessment aims to satisfy the requirements of NPPF Paragraph 194.

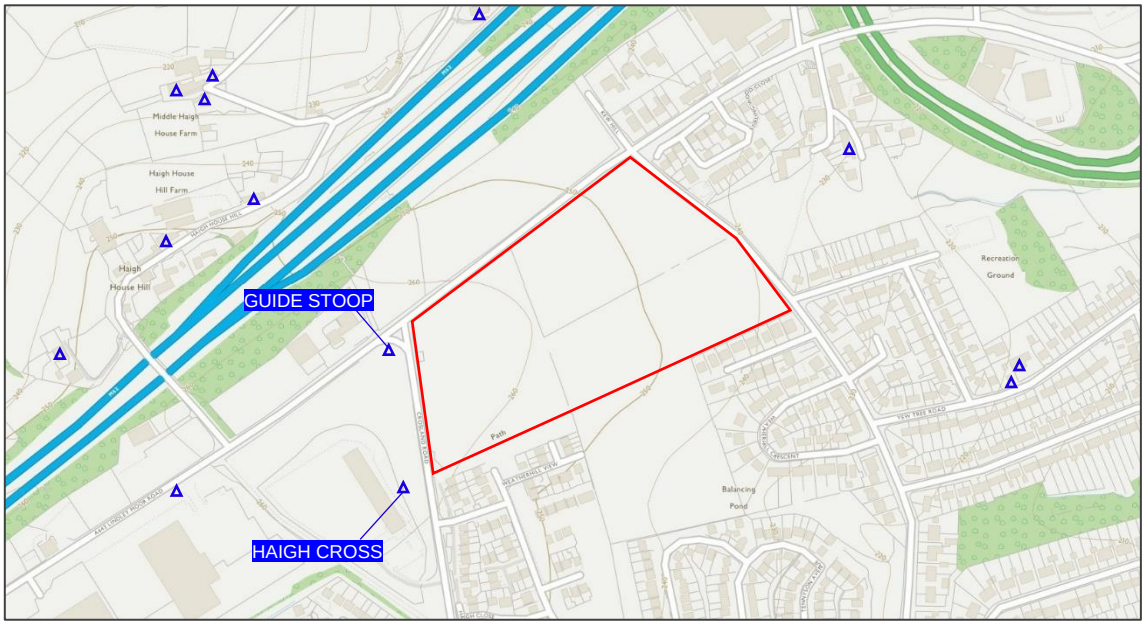

Plate 1 – Map showing location of application site and identified listed buildings.

2.0 Planning Policy Context

2.1 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 establishes that "in considering whether to grant permission which affects a listed building or its setting, the local planning authority, or as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

Relevant National Planning Policy and Guidance

2.2 The NPPF was revised in July 2021 and sets out the Government's planning policies for England and how these should be applied. It establishes that the purpose of the planning system is to contribute to the achievement of sustainable development by pursuing three interdependent objectives, which are economic, social and environmental. It is considered that the historic environment poses implications and opportunities for the achievement of sustainable development in relation to all three objectives.

2.3 Section 16 of the NPPF relates specifically to 'conserving and enhancing the historic environment.' Paragraph 189 establishes that heritage assets are "an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so they can be enjoyed for their contribution to the quality of life of existing and future generations."

2.4 NPPF Paragraph 194 requires applicants to describe the significance of any heritage assets affected by a proposed development, including any contribution made by their setting. It clarifies that the level of detail should be "proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary."

2.5 The NPPF defines heritage 'significance' as "the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."

2.6 The 'setting of a heritage asset' is defined in the NPPF as "the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral."

2.7 The NPPF does not have a definition for archaeological, architectural, artistic or historic interest with respect to heritage significance. However, Paragraph 16 of the Principles for Selection of Listed Buildings (DDCMS 2018) provides the following definitions:

> **Architectural interest** – "to be of special architectural interest a building must be of importance in its design, decoration or craftsmanship. Special interest may also apply to particularly significant examples of building types or techniques… and significant plan forms. For more recent buildings in particular, the functioning of the building… will also be a consideration. Artistic distinction can also be a factor relevant to the architectural interest of buildings and objects and structures fixed to them."
>
> **Historic interest** – "to be able to justify special historic interest a building must illustrate important aspects of the nation's history and/or have closely substantiated historical associations with nationally important individuals, groups or events; and the building itself in its current form will afford a strong connection with the valued aspect of history."

2.8 Historic England's Conservation Principles, Policies and Guidance (2008) also offers useful definitions which underpin a value-orientated approach to assessing heritage significance. In this document, heritage values fall into four categories, which are broadly comparable to those expressed in the NPPF:

Evidential value – the potential of a place to yield evidence about past human activity.

Historical value – The ways in which past people, events and aspects of life can be connected through a place to the present. This can be illustrative or associative.

Aesthetic value – The ways in which people draw sensory and intellectual stimulation from a place.

Communal value – The meaning of a place for the people who relate to it or for whom it figures in their collective experience or memory.

2.9 Paragraph 197 of the NPPF states "in determining applications, local planning authorities should take account of:

a) The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) The desirability of new development making a positive contribution to local character and distinctiveness."

2.10 NPPF Paragraph 199 relates to development proposals affecting designated heritage assets such as listed buildings. It states "when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."

2.11 NPPF Paragraph 200 states "any harm to, or loss of, significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification."

2.12 NPPF Paragraph 201 establishes that "where a development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) The nature of the heritage asset prevents all reasonable uses of the site; and
b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
c) Conservation by grant funding or some form of not-for-profit, charitable or public ownership is demonstrably not possible; and
d) The harm or loss is outweighed by the benefits of bringing the site back into use."

2.13 NPPF Paragraph 202 states "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

2.14 The most recently revised Planning Practice Guidance provides a useful definition of 'public benefits'. It states "public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework. Public benefits should flow from the proposed

development. They should be of a nature or scale to be of benefit to the public at large and should not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits."

2.15 Historic England advises in Historic Environment Good Practice Advice in Planning 3 (Second Edition) The Setting Heritage Assets (2017) that where a development may affect the setting of a heritage asset, a staged approach to proportionate decision-taking should be adopted, in the form of the following five steps:

Step 1 – Identify which heritage assets and their settings are affected.

Step 2 – Assess the degree to which these settings make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated.

Step 3 – Assess the effects of the proposed development, whether beneficial or harmful, on that significance or on the ability to appreciate it.

Step 4 – Explore ways to maximise enhancement and avoid or minimise harm.

Step 5 – Make and document the decision and monitor outcomes.

2.16 This staged approach closely informs the layout and methodology of this assessment, with Steps 1 and 2 being covered in Section 3, and Steps 3 and 4 being addressed in Section 5. Step 5 is beyond the scope of this report and will be the responsibility of the applicant and local planning authority upon the implementation of the development.

Statutory Development Plan

2.17 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

2.18 The development plan for Kirklees District consists of the Kirklees Local Plan, which was formally adopted on 27th February 2019.

2.19 Local Plan Policy LP 24 is concerned with design. It underlines how "good design should be at the core of all proposals in the district and should be considered at the outset of the development process". Proposals should ensure, among other things, that "the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape".

2.20 Policy LP 35 relates specifically to the historic environment. Part (1) states "development proposals affecting a designated heritage asset… should preserve or enhance the significance of the asset."

2.21 Part (3) states "proposals should retain those elements of the historic environment which contribute to the distinct identity of the Kirklees area and ensure they are appropriately conserved, to the extent warranted by their significance, also having regard to the wider benefits of development. 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;
b) Ensure that proposals within Conservation Areas conserve those elements which contribute to their significance;
c) Secure a sustainable future for heritage assets at risk and those associated with the local textile industry, historic farm buildings, places of worship and civic and institutional buildings constructed on the back of the wealth created by the textile industry as expressions of local civic pride and identity;
d) Identify opportunities, including the use of new technologies, to mitigate, and adapt to, the effects of climate change in ways that do not harm the significance of heritage

assets and, where conflict is unavoidable, to balance the public benefit of climate change mitigation measures with the harm caused to the heritage assets' significance;

e) Accommodate innovative design where this does not prejudice the significance of heritage assets;
f) Preserve the setting of Castle Hill where appropriate and proposals which detrimentally impact on the setting of Castle Hill will not be permitted."

3.0 Assessment of Significance

3.1 This section provides an overview of the historical development of the application site before describing the significance of the identified heritage assets, including any contribution made by their setting, with a view to understanding the potential impact of the development proposal on their significance.

3.2 The assessments made in this report are underpinned by primary research in the form of a site visit carried out on 12th January 2022. The site visit confirmed that a number of listed buildings could be excluded from further consideration, as there is no reasonable potential for the proposed development to impact upon their respective settings. The listed buildings that were initially considered for assessment before being discounted include the following:

- Nos. 10, 11 and 12 and barn adjoining on north side – Grade II Listed – List Entry No. 1266921
- Yew Tree – Grade II Listed – List Entry No. 1432672
- 25 Yew Tree Road – Grade II Listed – List Entry No. 1432654
- Crosland Road Farmhouse – Grade II Listed – List Entry No. 1290289
- Boundary stone outside Peat Ponds Farm – Grade II Listed – List Entry No. 1134956
- Scar Top – Grade II Listed – List Entry No. 1313859
- Number 11 with attached outbuildings – Grade II Listed – List Entry No. 1212849
- 7 and 9, Haigh House Hill – Grade II Listed – List Entry No. 1134216
- Middle Haigh House Farmhouse – Grade II Listed – List Entry No. 1134215
- Middle Haigh House – Grade II Listed – List Entry No. 1212832
- Middle Haigh House – Grade II Listed – List Entry No. 1313858
- 1 and 1A, Kew Hill – Grade II Listed – List Entry No. 1134294

3.3 The two listed buildings that were carried forward for detailed assessment are Grade II listed Haigh Cross (List Entry No. 1134307) and Grade II* listed C18 Guide Stoop (Signpost) at junction of Crosland Road and Lindley Moor Road (List Entry No. 1403442).

Historical Context

3.4 Thomas Jeffrey's 1771-5 Map of Yorkshire indicates that the site lay on open moorland prior to enclosure in 1816. A Roman road is shown running through the site at its northern end and this is likely to have been used as the main route during the medieval period.

3.5 The site was further subdivided for use as pasture in the period between the release of Jeffrey's map and the first edition OS map of 1854 (**Plate 2**). The boundaries of the site had also been established by this time, with Crosland Road to the west, Lindley Moor Road to the north, Weatherhill Road to the east and a public footpath to the south.

3.6 The 1854 map shows the Haigh Cross monument in its present location on the west side of Crosland Road. The monument is believed to have been erected in 1808 by Thomas Thornhill of Thornhill Hall, replacing an earlier monument that was 'wilfully pulled down'. The monument was originally contained within a small area of enclosed woodland, which is also reflected in the 1854 map.

3.7 The guide stoop is also shown in the 1854 map, marking the junction between Lindley Moor Road and Crosland Road. The guide stoop was erected in the mid 18th century to signpost the nearby settlements of Milnsbridge, Halifax, Brighouse and Marsden on the pre-turnpike road network.

3.8 The second edition OS map of 1894 reveals that there were no notable changes in the physical configuration or character of the application site in the second half of the 19th

century (**Plate 3**). Outside of the site boundary, a farmstead known as Haigh Cross Farm was established to the immediate south of Haigh Cross and the guide stoop was repositioned from the centre to the east side of the road junction. The inhabitants of Haigh Cross Farm were likely to have been small scale farmers involved in the woollen industry.

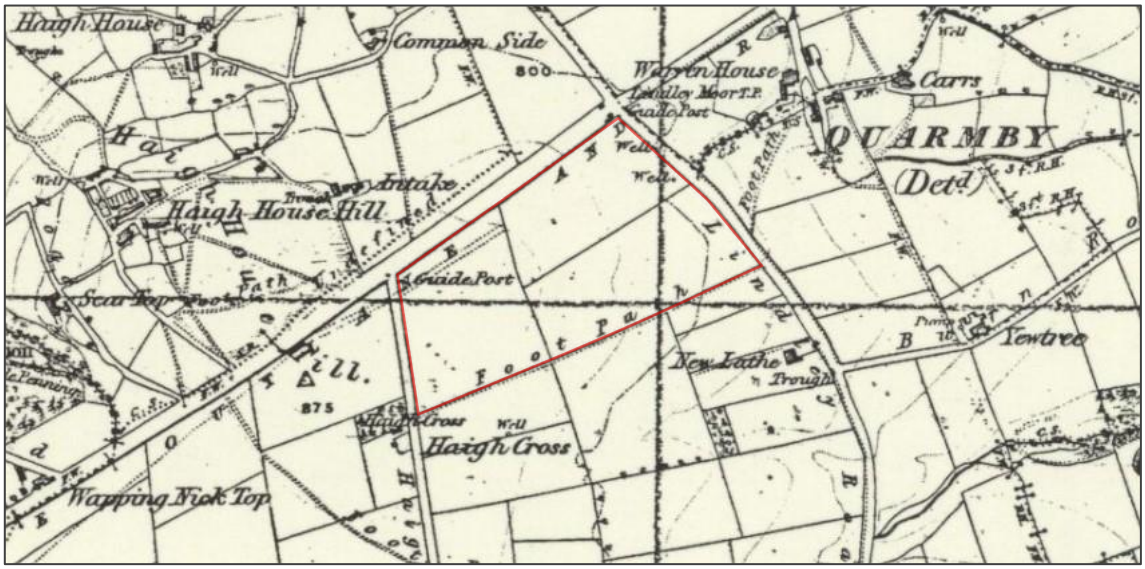

Plate 2 – Extract from OS County Series Map of Yorkshire, 1854, 6 inches to the mile.

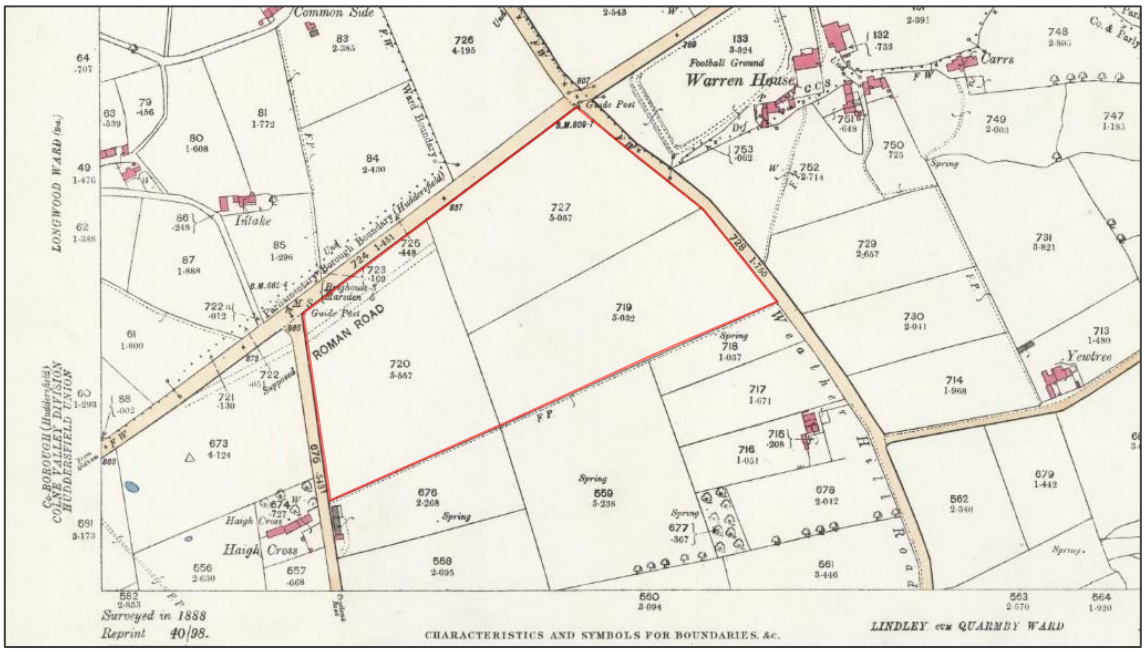

Plate 3 – Extract from OS County Series Map of Yorkshire, 1894, 25 inches to the mile.

3.9 OS maps recorded throughout the first half of the 20th century reflect overall continuity in the configuration and use of the application site and its immediate environs, with the three enclosed fields still having been used for pasture in this period. The 1966 OS map reflects the gradual development of land outside of the application site, particularly for new dwellinghouses (**Plate 4**). This is more notable to the east of the site where it is associated with the expansion of the settlements of Birchencliffe and Ainley Top. The areas to the south, north and west of the application site still retained a dispersed, rural character, comparable to that which existed a century prior.

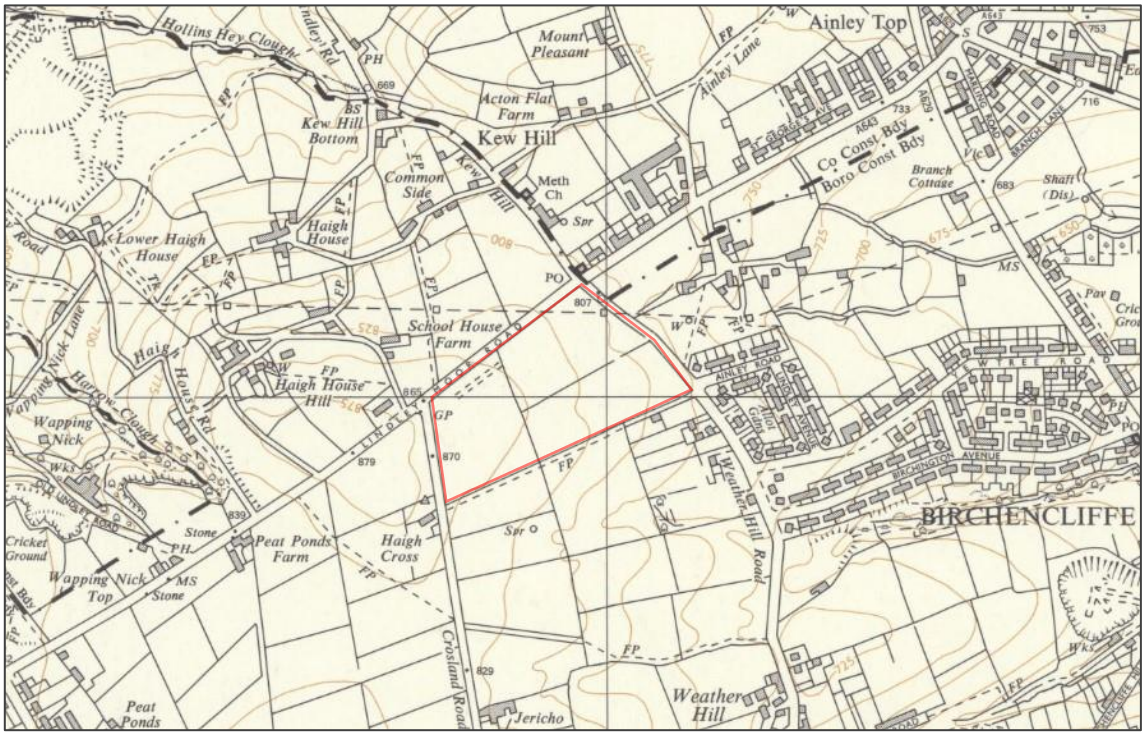

Plate 4 – Extract from OS County Series Map of Yorkshire, 1966, 6 inches to the mile.



Plate 5 – Modern aerial view of the application site.

3.10 Further developments in the second half of the 20th and early 21st centuries have had a transformative effect on the area surrounding the application site, building on the sub-urbanising trends of the early 20th century. One major change was the construction of the M62 motorway to the immediate north of Lindley Moor Road in the 1960s, which improved the connectivity of the area and enabled the establishment of larger scale commercial developments.

3.11 Haigh Cross Farm, for example, was recently demolished in order to facilitate the redevelopment of the site in 2017 for use as a heavy goods vehicle workshop and sales

facility ('MAC's Truck Sales'). The listed Haigh Cross monument was retained in its original (as of 1808) location outside of the fenced area surrounding the commercial plot. Further to the west, two large commercial units have also been built for Land Rover and car parts manufacturer Lesjöfors Springs.

3.12 Many of the former agricultural fields to the south and southwest of the application site have been developed for new housing in recent years, partly in connection with the allocation of the land for mixed-use development in the adopted Local Plan (ref. MXS3). This has effectively resulted in the northward expansion of the settlement of Lindley towards the moor top and the M62, with the application site being one of the few remaining areas of undeveloped agricultural land. The land beyond the M62 to the north into Calderdale district remains more dispersed and rural in character.

3.13 In summary, the application site has maintained the same use, configuration and character for a period of c. 200 years since its enclosure in 1816; this is best illustrated by comparing the 1854 OS map with the modern aerial view. However, the land surrounding the application site has undergone significant change, particularly in the period from the 1960s to the present day. Further developments in this area are expected to come forward as a result of the inclusion of much of the land in mixed-use allocation MXS3 and the continued regional and national pressure for new housing and services.

Haigh Cross

3.14 The Haigh Cross was listed at Grade II level on 3rd March 1952. The list entry provides a brief architectural description of the asset:

> *"Hammer-dressed monolithic pillar. One side inscribed with a coat of arms and the legend 'Quamby's de Crest 1304'. The other side inscribed with a coat of arms and the legend 'Re-erected by T + T 1808. After being wilfully pulled down – Haigh Cross'. Quarmby de Quarmby was one of the protagonists in the famous Elland feud of the C14."*

3.15 The Haigh Cross bears the coat of arms of the Quarmby family, who during the 14th century were embroiled in a famous local feud between noble families, principally involving Sir John Eland who was steward for the Manor of Wakefield and Sheriff of Yorkshire. The feud became very well known across the north of England and was recorded in a ballad of 124 verses in the Tudor period.

3.16 The Quarmby family first became involved in 1641, when Sir John Eland murdered Sir Hugh de Quarmby, along with Lockwood of Lockwood and Sir Robert Beaumont, supposedly in retaliation for the death of his half-nephew at the siege of Conisbrough Castle some 24 years earlier. The Beaumont family and the sons of de Lockwood and de Quarmby fled to Lancashire, returning 15 years later to kill Sir John on his way home from court in Brighouse in 1354, before also murdering his son and grandson who too were set on revenge.

3.17 The Haigh Cross is the replacement of an earlier monument which is believed to have been erected to commemorate the Quarmby family and their involvement in the C14 feud. The siting of the monument in the landscape, almost equidistant from the settlements of Elland to the north and Quarmby to the south, and its adjacency to the historic route between the settlements, is likely to have been purposefully chosen to invoke consideration of these past events.

3.18 The inscription of the monument states that it was re-erected in 1808 by 'T + T', most likely the past owner of the land, Thomas Thornhill. The monument later gave its name to the farmstead that was established to the south in the mid 19th century, and the monument and farmstead shared a physical relationship which lasted c. 150 years until the site's redevelopment in 2017. While this relationship has been lost, the wider conceptual relationship between the monument and the two settlements remains,

although the historic route between them fell out of use and was eventually truncated by the M62 motorway.

3.19 In the present day, the monument is primarily experienced from Crosland Road, where it is visible against the immediate backdrop of the MAC's Truck Sales workshop and boundary fence (**Plate 6**). The monument is set back behind a stone boundary wall in a wedge of grassed land and appears a somewhat isolated and curious feature. Longer distance, channelled views of the monument are also available along the pedestrian footpath which runs along the southern boundary of the application site (**Plate 7**). The relationship between the monument and Crosland Road is of particular importance both in visual and historic terms, given that the road was once the main route between Elland and Quarmby.



Left **Plate 6** – View of Haigh Cross from east on Crosland Road.

Right **Plate 7** – View of Haigh Cross from northeast on nearby public footpath.

3.20 The immediate setting of the monument facilitates views but does not encourage closer inspection or a deeper understanding of its purpose and significance. Nevertheless, the combination of the flat-roofed, grey clad workshop, green fences and grassed area offers a neutral visual context which, while not of traditional character, does not distract from the monument and enables it to stand out as a feature of interest.

3.21 In terms of historic interest, the demolition of Haigh Cross Farm and the development of the land to the immediate west of the monument has transformed the way in which it is experienced by eroding both the openness and rural character of its historic setting. This effect has been compounded by the development of further open, rural land on both sides of Crosland Road in recent years for housing estates and commercial developments, which has led to application site being one of the last remaining areas of open land of genuinely rural character within the wider setting of Haigh Cross. While this land therefore makes a positive contribution to the setting of the heritage asset, the overall contribution of setting to the asset's significance has been diminished.

3.22 Aspects of setting which remain positive include the location of the asset and its relationship with the nearby settlements of Elland and Quarmby, which is important in understanding its purpose in commemorating the Elland feud. This relationship is largely conceptual and is not entirely reliant on views. Furthermore, the relationship between the asset and Crosland Road is also considered to be significant both visually and in terms of understanding the historic purpose and significance of the monument.

C18 Guide Stoop

3.23 The guide stoop was listed at Grade II* level on 9th August 2011. The list entry provides a brief architectural description of the asset:

> *"Signpost. 1755, local gritstone pillar of rectangular cross section standing just less than 1m high. Two faces are inscribed with approximate (customary) mileages and depictions of pointing hands complete with cuffs. The stone has suffered some minor damage including the loss of some lettering.*
>
> *NORTH-EAST FACE This has a semi-circular top and is inscribed. To .ilsbridge 2ms [hand pointing left] Hallif. 4 [hand pointing right] A Mallin… Surveyo. 1755.*
>
> *This is interpreted as reading: To Milnsbridge 2 miles, Halifax 4 miles. A Mallinson Surveyor 1755.*
>
> *SOUTH-EAST FACE This has a sloping top and is inscribed. To .righouse iii mile [hand pointing right] Marsden 5 miles [hand pointing left] [Ordnance Survey benchmark].*
>
> *This is interpreted as reading: To Brighouse 3 miles, Marsden 5 miles.*
>
> *At the time of inspection, the north-east face (otherwise blank) carried a modern, yellow water hydrant plaque which is not of interest."*

3.24 The list entry description describes how the long ridge between the Colne and Calder valleys has been used as a route up to the Pennines since at least the Roman period. Indeed, part of the Roman road runs through the northern end of the adjacent MAC's Truck Sales site and is shown to continue into the application site in historic OS maps.

3.25 The guide stoop is essentially an early form of signpost, erected in 1755, which was intended to mark the crossroads between the old southwest to northeast route between Marsden and Brighouse and the north to south route between Halifax and Milnsbridge (**Plate 8**). The use and availability of these routes has now been superseded by the M62 and other major connecting roads but the distances shown on the guide stoop still correlate roughly with the location of the modern day settlements, although its intended utility for wayfinding is now very limited.



Plate 8 – View of southeast face of the guide stoop.

3.26 The guide stoop predates the formalisation of the Marsden-Brighouse route as part of a turnpike road between Huddersfield and New Hey in Rochdale in 1806, at which time it is believed to have been located in the middle of Lindley Moor Road at the junction with Crosland Road, as reflected in the 1854 OS map. The guide stoop appears to have been relocated to the east side of the junction at some time prior to the survey of the 1894 OS map, before being moved to its current location on the west side of the modern junction at some time after 1938.

3.27 Interestingly, the present day orientation of the guide stoop is under-rotated by about 45 degrees and is therefore not reflective of the original crossroads, but is presumably instead an attempt to indicate the direction of the settlements as the crow flies. This in and of itself points to the decline in use of the routes as connectors between the four settlements by the second half of the 20th century. Although it has been repositioned on

several occasions, the guide stoop is believed to have always served the same junction between Lindley Moor Road and Crosland Road and their historical antecedents. Its intended purpose is therefore at least appreciable (albeit no longer applicable) and this is an important positive aspect of the significance of the asset.

3.28 The guide stoop is situated in a grassy area of land to the immediate west of the modern traffic light junction between Crosland Road and Lindley Moor Road, which was recently widened to accommodate separate left- and right-turning lanes. Approx. 1 metre to the northeast of the asset is the modern street sign for Crosland Road and approx. 4 metres to the southeast is a tall non-illuminated sign for MAC's Truck Sales.

3.29 The MAC's Truck Sales sign and to a lesser extent the street sign are considered to detract from the asset's immediate setting, as they draw attention away from the asset and clutter the corner which would otherwise have a relatively open character. Further to the south, the MAC's Truck Sales workshop is visible as part of the wider backdrop to the asset, but its low-lying form and neutral external appearance ensures that it does not appear obtrusive within the setting of the asset. This effect is enhanced by the separation provided by the intervening open grassed land.





Left **Plate 9** – View towards application site from west on Lindley Moor Road.

Right **Plate 10** – View towards the guide stoop from northeast on Lindley Moor Road.



Plate 11 – View towards guide stoop from west on Lindley Moor Road, taking in pylon (within application site) and Ainley Top and Fixby Park in the background.

3.30 The application site is located to the east of the guide stoop, beyond the intervening Crosland Road (**Plates 9 and 10**). The gradient of the land is such that only the westernmost portion of the site is visible from within the immediate setting of the guide stoop, while the rest of the site reveals itself with increasing distance from the road junction. The land that is visible from near to the guide stoop is open and rural in character, although the large pylon and overhead power lines in the northwest corner of the site is a visually dominant feature of modern character. The openness of the land means that longer distance views are available through the site towards Ainley Top and the tree-covered ridgeline of Fixby Park (**Plate 11**).

3.31 As with the setting of the Haigh Cross monument, the dispersed, rural character of the wider setting of the guide stoop has been diminished in part by modern residential and commercial development. However, the open grassed land around the guide stoop and the enclosed pasture within the application site are among the few areas of land in the setting which continue to reflect the pattern of enclosed field systems shown in the 1854 OS map. Our ability to appreciate this historic rural context, albeit diminished in part by modern development, contributes illustrative historical value and is a positive aspect of setting.

3.32 In addition to this, the direct relationship between the guide stoop and the junction of Lindley Moor Road and Crosland Road is a key aspect of setting. While the guide stoop has been relocated on several occasions, it has always served this junction and its proximity to these roads is critical in understanding the purpose and significance of the asset as an early means of wayfinding.

4.0 Proposed Development

4.1 The development proposal is for a mixed-use scheme comprising industrial starter units, supermarket, restaurant, two café/takeaways and ten warehouses of varying size. All but one of the proposed buildings are to be applied for in outline. The detailed application seeks permission for the formation of a new vehicle access from Lindley Moor Road, the laying out of the main roads within the site and the erection of the largest warehouse unit (4,769 sqm) with associated parking and landscaping (**Plate 12**). For ease of assessment and in the interest of clarity, the outline and detailed proposals are considered together as one in this report.



Plate 12 – Proposed scheme layout within existing context, showing relationship with identified heritage assets.

4.2 The proposed road layout involves a single point of access from Lindley Moor Road, a central roundabout and an internal lateral road from which the proposed units are accessed. The retail and leisure uses are proposed to be located on the northern side of the internal road, while the warehousing would be located on the southern side. This allows for the 'stepping down' of the scale and mass of the proposed built form to offset the increase in elevation towards the top of Lindley Moor to minimise its landscape visual impact.

4.3 The industrial starter units (unit 'A') and warehouse unit 'F' are situated on the west side of the application site and would be the closest of the proposed buildings to the identified heritage assets. The industrial starter units are located in the northwest corner of the site and would be a single storey building of 525 sqm with an associated car parking area to the west. Warehouse unit F is shown in the southwest corner of the site and would be two storeys in height with a total floor area of 2,330 sqm. The locations of the industrial starter units and warehouse unit F is partly influenced by the proximity of the electricity pylon and overhead power lines. These units are to be applied for in outline with matters relating to detailed design and materials reserved.

4.4 Full details of the proposed development are contained within the measured drawings and Design & Access Statement submitted in support of the planning application.

5.0 Impact Assessment

5.1 This section seeks to explore the potential impacts of the proposed development on the significance of the identified heritage assets before placing this into the context of local and national planning policy.

Impact on Haigh Cross

5.2 The overall contribution of setting to the significance of Haigh Cross has been diminished, particularly in recent years, as a result of the development of the surrounding open, rural land for residential and commercial uses and the demolition of the buildings of Haigh Cross Farm. Some elements of setting do still make a positive contribution to the significance of the asset, including the physical relationship between Haigh Cross and Crosland Road and the conceptual relationship between the asset and the settlements of Elland and Quarmby. As one of the few remaining areas of open land of genuinely rural character within the setting of Haigh Cross, the contribution of the application site is also considered to be positive.

5.3 The proposed development would introduce built form of a modern, commercial character onto previously undeveloped pasture. In an obvious sense, this would further diminish the rural character of the land surrounding Haigh Cross, expanding on the suburbanising trend of the late 20th and early 21st centuries. Irrespective of the design and layout of the proposed buildings, the loss of open pasture will have a negative effect on the setting of Haigh Cross. However, the scope of the impact is limited by the extent to which this process has already occurred in the surrounding area, particularly in the context of the erection of the MAC's Truck Sales workshop to the immediate west of the asset. The principle of developing this land for employment use is also supported in the adopted Local Plan and any such development would inevitably result in the loss of the enclosed fields and their use as pasture.

5.4 The proposed development would not impact upon any of the key aspects of the asset's setting, including its physical relationship with Crosland Road and the more conceptual relationship between the asset and the settlements of Elland and Quarmby. It would also not affect the existing public footpath that runs along the southern site boundary, or the channelled view that is currently available along its length.

5.5 The location, orientation and footprint of the proposed warehouse unit F is restricted in part by the overhead power lines, although the unit would run parallel with Crosland Road and would be set back behind an existing dry stone wall. Although this aspect of the development proposal is to be applied for in outline, it would seem reasonable to consider the repair and enlargement of the existing dry stone wall to Crosland Road alongside an element of buffer planting to provide additional screening to the new warehouse. This would help to mitigate the visual impact of the warehouse and provide a 'soft' edge to the western boundary of the site, which will in turn reduce the impact of the development on the setting of Haigh Cross.

5.6 Within this context, the overall impact of the development proposal as a result of the loss of traditional enclosed pasture and the introduction of new built form is expected to result in some harm to the significance of Haigh Cross as a result of change within its setting. For the reasons given above, the level of harm is considered to be low and is identified as being 'less than substantial' in planning policy terms.

5.7 In accordance with NPPF Paragraph 202 and Local Planning Policy LP 35, the identified less than substantial harm should be weighed against the public benefits of the scheme. This includes the development of under-utilised, allocated land to deliver a mixed-use scheme comprising industrial starter units, supermarket, restaurant, two

cafés/takeaways and ten warehouses, plus all associated benefits such as the creation of employment opportunities during construction and throughout the lifetime of the development. The proposals are in line with the long-term vision for the area as set out in the Kirklees Local Plan and site allocation ref. MXS3, and would ensure an efficient use of land in accordance with the requirements of the NPPF.

5.8 These public benefits are considered to outweigh the identified low level of less than substantial harm caused to the significance of Haigh Cross, in accordance with NPPF Paragraph 202 and Local Plan Policy LP 35.

Impact on C18 Guide Stoop

5.9 The guide stoop is located within a grassy area of land to the immediate west of the traffic light junction between Crosland Road and Lindley Moor Road. The relationship between the guide stoop and the adjacent roads is considered to be critical to the significance of the asset, although it is noted that the guide stoop has been relocated on a number of occasions throughout its history. The application site is one of few remaining areas within the setting of the asset that retains its historical configuration and open, rural character. For this reason, the application site contributes illustrative historical value and is a positive aspect of the setting of the guide stoop in much the same way as with the Haigh Cross monument.

5.10 The proposed development would introduce built form of a modern, commercial character onto previously undeveloped pasture. As previously described, this will further diminish the rural character of the land forming the setting of the guide stoop, extending the suburbanising trend of the late 20th and early 21st centuries. The scope of the impact is limited by the extent to which this process has already occurred in the surrounding area, particularly in the context of the erection of the MAC's Truck Sales workshop to the south of the asset, as well as the close proximity of the MAC's Truck Sales sign. The principle of developing this land for employment use is supported in the adopted Local Plan and any such development would inevitably result in the loss of the rural character and use of the land.

5.11 The proposed development would not impact upon those aspects of setting which are considered to be critical to the significance of the asset. Crucially, the relationship between the guide stoop and the junction between Lindley Moor Road and Crosland Road will be maintained. This relationship is resilient to nearby development and rests primarily on the location of the guide stoop and its proximity to the road junction. It is noted that the guide stoop has been moved on several locations but a close relationship still remains and this important aspect of setting will be unaffected by the development proposal.

5.12 Unit A would be located towards the northwest corner of the application site and is the closest proposed building to the guide stoop. Although the proposed unit is being applied for in outline, it is anticipated that the building would be single storey and will be one of the smallest buildings within the site in terms of both volume and footprint. The building is also proposed to be set back from Crosland Road behind an area of hardstanding, which will allow for a degree of separation to the guide stoop, the extent of which is dictated by the location of the existing pylon. At reserved matters stage, it is envisaged that the existing dry stone wall to the site's western boundary could be repaired and, if necessary, enlarged, alongside an element of buffer planting to provide additional screening to Units A and F. This would help to mitigate the visual impact of the industrial starter units and warehouse and provide a 'soft' edge to the site boundary, which will reduce the impact of the development on the setting of the guide stoop.

5.13 The overall impact of the development proposal taking into account the loss of traditional enclosed pasture and the introduction of new built form is expected to result in some harm to the significance of the guide stoop as a result of change within its setting. For the reasons expressed above, the level of harm is considered to be very low and is identified as being 'less than substantial' in planning policy terms.

5.14 In accordance with NPPF Paragraph 202 and Local Planning Policy LP 35, the identified less than substantial harm should be weighed against the public benefits of the scheme. This includes the development of under-utilised, allocated land to deliver a mixed-use scheme comprising industrial starter units, supermarket, restaurant, two cafés/takeaways and ten warehouses, plus all associated benefits such as the creation of employment opportunities during construction and throughout the lifetime of the development. The proposals are in line with the long-term vision for the area as set out in the Kirklees Local Plan and site allocation ref. MXS3, and would ensure an efficient use of land in accordance with the requirements of the NPPF.

5.15 These public benefits are considered to outweigh the identified low level of less than substantial harm caused to the significance of the guide stoop, in accordance with NPPF Paragraph 202 and Local Plan Policy LP 35.

Overall Impact on the Historic Environment

5.16 Overall, the proposed development has been found to have the potential to cause a low level of less than substantial harm to the significance of Haigh Cross (Grade II) and the C18 guide stoop (Grade II*) as designated heritage assets. The overall level of harm could be partially mitigated by works to improve the character and screening of the western boundary of the site, which can be arranged at reserved matters stage.

5.17 In accordance with NPPF Paragraph 202 and Local Plan Policy LP 35, the identified less than substantial harm is considered to be of an acceptable level when weighed against the public benefits of the scheme, which includes the development of under-utilised, allocated land to deliver a mixed-use scheme comprising industrial starter units, supermarket, restaurant, two cafés/takeaways and ten warehouses, plus all associated benefits such as the creation of employment opportunities during construction and throughout the lifetime of the development.

5.18 The proposed development therefore accords with local and national planning policy relating to conservation of the historic environment and should be supported, subject to the satisfaction of other planning policy considerations.

6.0 Conclusions

6.1 This Heritage Impact Assessment has been prepared on behalf of 2SH Developments Limited in support of two interrelated planning applications (one for full planning permission and one for outline planning consent) for a mixed-use development on land at Lindley Moor, Lindley, Huddersfield.

6.2 The application site contains no known heritage assets but is located in close proximity to a number of listed buildings. An initial site appraisal confirmed that the proposed development has the potential to affect the settings of the following designated heritage assets:

- Haigh Cross (List Entry No. 1134307) – Grade II listed
- C18 Guide Stoop (Signpost) at junction of Crosland Road and Lindley Moor Road (List Entry No. 1403442) – Grade II* listed

6.3 The heritage impact assessment concludes that the proposed mixed-use development has the potential to cause a low level of less than substantial harm to the significance of the identified heritage assets as a result of change within their settings. NPPF Paragraph 202 requires less than substantial harm to be weighed against the public benefits of a scheme, which in this case includes the development of under-utilised, allocated land to deliver a mixed-use scheme comprising industrial starter units, supermarket, restaurant, two cafés/takeaways and ten warehouses, plus all associated benefits such as the creation of employment opportunities during construction and throughout the lifetime of the development.

6.4 These public benefits are considered to outweigh the identified low level of less than substantial harm to the significance of the identified heritage assets, in accordance with NPPF Paragraph 202 and Local Plan Policy LP 35. The proposed development therefore accords with local and national planning policy relating to conservation of the historic environment and should therefore be supported, subject to the satisfaction of other planning policy considerations.