

HERITAGE IMPACT ASSESSMENT/ PLANNING SUPPORTING STATEMENT/ D+A STATEMENT

location	Former Stables adj, 84 Woodhead Road, Holmbridge, Holmfirth, HD9 2NL
application	Removal of UPVC Conservatory Erection of Replacement Extension and Alterations to Garage/Stable to form one dwelling with associated Alterations (within a Conservation Area)
client/applicant	Mrs H Sutton
job number	25/1145
date	March 2025

ARCHITECTURE | PLANNING | DESIGN

Malkin Farm

Brow Lane

Holmfirth

HD9 2RJ

07946872499

paul@paulmatthewsarchitectural.co.uk

www.paulmatthewsarchitectural.co.uk

Company Registration Number: 09898149 - Company Registered in England and Wales

PLANNING SUPPORTING STATEMENT/ D+A STATEMENT

INTRODUCTION

This Heritage Impact Assessment/Planning Supporting Statement/D+A Statement forms part of the planning application for the removal of the UPVC Conservatory erection of a replacement extension and alterations to garage/stable to form one dwelling with associated alterations within The Hinchcliffe Mill Conservation Area at the Former Stables adj, 84 Woodhead Road, Holmbridge, Holmfirth, HD9 2NL.

This application follows on from a previous (lapsed) planning approval for the conversion and extension of the subject property.

We have taken the opportunity to alter the design and internal layout to provide, what we consider, a better use of space and one that can come to fruition. The previous application showed an elevated parking space being created to provide the off street parking space for the proposed dwelling, but this is financially unviable.

The redesign retains the existing parking area to the North East of the property that historically and currently is used as a domestic vehicle parking space. This negates the need for expensive structural highway works.



The applicant, Mrs H Sutton, is the Daughter of the previous planning application applicants, P&H Turner.

The application seeks planning/conservation area consent for the removal (demolition) of a white UPVC conservatory and erection of a replacement extension and alterations to garage/stable to form one dwelling with associated alterations within The Hinchcliffe Mill Conservation Area.

The proposals have been arrived at with three principle driving factors in relation to the previously approved application.

1. To improve the aesthetic values of the dwelling in relation to the Conservation Area.
2. To provide housing within an existing unused structure within constrained land designation.
3. To achieve a higher coherency of architectural typology in the Green Belt and Conservation Area.

The existing white UPVC conservatory is going to be removed to improve the visual amenity within the Conservation Area and the proposed replacement side extension will provide a significantly more in-keeping design outcome.

In policy terms, both national (The National Planning Policy Framework (NPPF)) and Kirklees Local Plan, the proposals are capable of meeting all policy requirements and in particular the overarching context in favour of sustainable development. Further details on specific matters are included in subsequent sections.

SCALE

The scale of the host property as a whole will increase slightly, with the small infill extension to the rear of the property in the space afforded by the removal of the unsightly white UPVC conservatory to the rear. This increase will however be proportionate and a subservient extension to the original property.

DESIGN/APPEARANCE

The proposals aim to improve the overall appearance, security, thermal ability and longevity of the structure in relation to The Hinchcliffe Mill Conservation Area.

The removal of a white UPVC conservatory and replacing with a natural coursed stone, incorporating a green oak glazed frame, rear extension is far more in keeping materialistically to ensure the overall outcome of the project achieves the highest visual outcome, providing a benefit to the visual amenity within the conservation area.

LANDSCAPING

The landscaping will remain as existing, as part of the proposals. Amenity space will be provided within space currently used as such.

ACCESS/HIGHWAYS

No changes to access will be made as part of the proposed scheme. The current yard is a long-standing parking area, currently used by a local resident on an adhoc basis.

CLIMATE CHANGE / ENERGY EFFICIENCY

A Climate Change Statement has been prepared and accompanies this application.

Several climate change mitigation measures have been incorporated into the replacement of the porch.

These include, but not limited to;

- Greater thermal efficiency.
- Use of highly recyclable materials.
- Use of low water consumption appliances.
- Use of natural/sustainable materials as opposed to plastics.
- LED lighting throughout.
- Smart meter monitoring
- Electric vehicle charging point.

Considering the above we contend that the proposed development would therefore have a positive impact on climate change and complies with Kirklees Local Plan Policies LP24 and LP26.

PLANNING HISTORY

The planning history relating to this property on the publicly accessible website are the following applications;

[2024/91311](#) - Discharge condition 9 (highway retaining wall) on previous permission 2021/91568 for erection of extensions and alterations to garage/stable to form one dwelling with associated parking with part removal of boundary wall (within a Conservation Area) – **Application Refused**

[2021/62/91568](#) - Erection of extensions and alterations to garage/stable to form one dwelling with associated parking with part removal of boundary wall (within a Conservation Area) – **Application Approved**

[2007/62/90818](#) - ERECTION OF GREENHOUSE EXTENSION TO EXISTING DETACHED GARAGE (within a Conservation Area) – **Application Approved**

[2021/62/91568](#) - Erection of extensions and alterations to garage/stable to form one dwelling with associated parking with part removal of boundary wall (within a Conservation Area) – **Application Approved**

The 2021/90818 Planning approval (by others) to convert and extend the subject building has now lapsed. This proposed new/slightly revised scheme aims to address previously imposed conditions of the [2021/91568](#) planning approval:

Condition 3 – “3. The walling and roofing materials used in any exterior work shall in all respects match those used on the exterior of the existing building. The additional walling to the front boundary, as shown above the dashed line on “Elevation to Woodhead Road” on plan 1027-05 Rev G, shall be externally faced using reused stone recovered from the site.

Reason: *In the interests of visual amenity and to ensure that the conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policies LP24(a) and LP35 of the Kirklees Local Plan.”*

All proposed materials are to be as existing, as stated on the proposed drawing sheets.

Condition 4 – *“Notwithstanding the details on the application form, all new or replacement window frames shall be either aluminium, or timber with a painted finish applied before the dwelling is first occupied. All windows and doors shall be set back in a reveal of 75-100mm.*

***Reason:** To ensure that the development conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policies LP24(a) and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.”*

All new/replacement windows are to be painted timber sash windows to match the existing aesthetic. The reveals will be circa 100mm as existing to ensure the existing character of the structure is maintained.

Condition 5 – *“All new or replacement rainwater goods shall be black in colour, and the gutters shall be of traditional profile, supported by corbels and not fixed to a fascia board.*

***Reason:** To ensure that the development conserves and enhances the character of the building and of the Hinchliffe Mill Conservation Area, and to accord with the aims of Policies LP24(a) and LP35 of the Kirklees Local Plan and Chapters 12 and 16 of the National Planning Policy Framework.”*

All new/replacement rainwater goods are to be black and match the profile of the existing. The existing corbels will be maintained, and new corbels will be added where necessary to match the existing. There are no proposals for fascia boards or other such rainwater finishes. All of the above is indicated within the drawing package for the proposals.

Condition 6 – *“Before the new dwelling is first brought into use, the raised parking space shall be constructed and the new access to Fairfields Road shall be formed in accordance with the details shown on the approved plans. Thereafter these areas shall be retained free of any obstruction and available for the parking of vehicles.*

***Reason:** To ensure a satisfactory layout in the interests of highway safety, and to accord with the aims of Policies LP21 and LP22 of the Kirklees Local Plan.”*

One of the design changes in this application are to retain the parking in its existing and long established location, the existing parking space will continue to be used for parking for the property. This, whilst eliminating the prohibitively expensive highway structural works, also allows for improved amenity space to the rear of the property. The creation of the previously proposed parking space is no longer required. It's important to note the subject property and adjacent properties (84 Woodhead Road and 1 Fairfields Road) are in different formal ownership. i.e. the existing parking space is not associated with No 84 Woodhead Road or No. 1 Fairfields Road.

This current and long established parking space is currently used by a local resident on an adhoc agreement.

Whilst the arrangement of this parking space on the formal junction of Woodhead Road and Fairfields road is not ideal, it is an existing parking area, used for parking.

Furthermore the crashmap data indicates only 3 (slight severity) incidents in close proximity of this junction over the past 25 years. We contend, given the size of the proposed dwelling and existing use of the parking area, the proposals will not create a significant burden on the highway network in the locality.

Condition 7 – *“The areas indicated to be used for the storage and collection of wastes associated with the new dwelling shall be provided before the new dwelling is first occupied and thereafter retained, free from obstructions to their use for the storage and collection of wastes.*

Reason: *To ensure that there are satisfactory arrangements for the separation and collection of wastes, in the interests of highway safety and visual amenity, and to accord with the aims of Policies LP21 and LP24(d)(vi) of the Kirklees Local Plan..”*

The areas provided for bin storage and collection will be provided before occupation, naturally the area with bin storage provision is available as existing, and can be used as such at any stage of the process.

Condition 8 – *“One electric vehicle recharging point shall be installed within the dedicated parking area of the hereby approved dwelling before it is first occupied. Cable and circuitry ratings shall be of adequate size to ensure a minimum continuous current demand of 16 Amps and a maximum demand of 32Amps. The electric vehicle charging point so installed shall thereafter be retained.*

Reason: *In accordance with the aims of Policy 24(d & v) of the Kirklees Local Plan and government guidance on air quality mitigation, outlined within the Planning Practise Guidance and Chapter 14 of the National Planning Policy Framework, so as to promote infrastructure which encourages modes of transport with low impact on air quality.”*

As indicated on the proposed drawing sheet, one electric vehicle charging point is to be installed in the area directly associated with the existing and proposed parking area.

Condition 9 – *“Development shall not commence until detailed cross sectional information, and design and construction details of proposed alterations to the highway retaining wall supporting Fairfields Road/ building walls and structures and changes to ground levels adjacent this highway retaining wall to form the extension and parking platform have been submitted to and approved in writing by the Local Planning Authority. The details shall include a design statement, all necessary ground investigations on which design assumptions are based on, method statements for both temporary and permanent works, removal of any bulk excavations, a full slope stability analysis together with structural calculations and all associated safety measures for the protection of adjacent public highway. All retaining structures shall be designed and constructed in accordance with the approved details and shall be so maintained throughout the life of the development.*

Reason: *This is a pre-commencement condition to ensure that the development can be undertaken without detriment to highway safety and to avoid the risk of land instability at any stage during or after the development process that could cause harm to people or the environment in accordance with Policies LP21 and LP53 of the Kirklees Local Plan.”*

The revised proposals for this application have removed any changes or removal to boundary walls that affect either Woodhead Road or Fairfields Road. This condition should not be applicable to the revised proposals within this application.

Condition 10 – “Before construction work commences a report specifying the measures to be taken to protect the development from road traffic noise from Woodhead Road and Fairfields Road shall be submitted to and approved in writing by the Local Planning Authority. The report shall:

- a) Determine the existing noise climate
- b) Predict the noise climate in gardens/ outdoor seating areas (daytime), bedrooms (night time) and other habitable rooms of the development
- c) Detail the proposed attenuation/design necessary to protect the amenity of the occupants of the new residences (including ventilation if required).

The development shall not be occupied until all works specified in the approved report have been carried out in full and such works shall be thereafter retained.

Reason: To ensure that future occupants are not subjected to unacceptable levels of noise disturbance arising from traffic noise, and to accord with the aims of Policies LP24(b) and LP52 of the Kirklees Local Plan and Chapter 15 of the National Planning Policy Framework. This is a pre-commencement condition to ensure that satisfactory noise attenuation measures, where required, can be incorporated into the development during the construction process.”

A detailed acoustic report has been carried out at the property in accordance with this condition, whilst this report was carried out back in 2021 it appears it was not submitted as part of the previous 202191568 application. Despite the 4 year passage of time, the noise setting is considered the same.

The acoustic report accompanies this application.

The following results and determinations are as follows;

The existing exterior noise climate at the southern site boundary has been determined as:

Summary Period	Start Time	End Time	Measurement Period (T) DD:HH:MM	Average Measured Sound Levels, dB	
				L _{Aeq,T}	L _{AFmax}
Full measurement	12:13 (02/11/21)	14:30 (03/11/21)	01:02:17	64.2	89.9
Daytime ¹	07:00	23:00	00:16:00	65.4	-
Night time	23:00	07:00	00:08:00	57.5	80.4 (88.7) ²
¹ Aggregated daytime data					
² 10 th highest L _{AFmax} value presented with the absolute highest value measured in brackets.					

Table 4 - Summary of Measured Sound Levels

The required internal noise levels for habitable rooms under BS 8233:2014 are as follows:

Activity	Location	Period	
		07:00 to 23:00 (Daytime)	23:00 to 07:00 (Night-time)
Resting	Living Room	35 dB LAeq,16h	
Dining	Dining Room/area	40 dB LAeq,16h	
Sleeping (Daytime Resting)	Bedroom	35 dB LAeq,16h	30 dB LAeq,8h

Table 2 - Summary of Internal noise level criteria for habitable rooms from BS 8233:2014

In response to the standards shown above, the following table shows the existing noise levels internally alongside the achievable results which can be achieved by installing standard doubled glazed units within openings, which would of course be the case to achieve compliance with Building regulations (thermals).

Assessment Location	Target criteria, dB	Predicted Sound Level, dB	
		07:00 to 23:00 (Daytime)	23:00 to 07:00 (Night-time)
External Elements			
Ground Floor Patio daytime	55 LAeq,16h	65 LAeq,16h	-
Ground Floor Patio night time	45 LAeq,8h	-	58 LAeq,8h
First Floor Balcony daytime	55 LAeq,16h	65 LAeq,16h	-
First Floor Balcony night time	45 LAeq,8h	-	58 LAeq,8h
External Maximum night time sound level	60 LAFmax	-	80 LAFmax
Internal Elements			
Living Room daytime	35 dB LAeq,16h	50 (32) dB LAeq,16h	-
Dining Room/area daytime	40 dB LAeq,16h	50 (32) dB LAeq,16h	-
Bedroom daytime	35 dB LAeq,16h	50 (32) dB LAeq,16h	-
Bedroom night time	30 dB LAeq,8h	-	43 (25) dB LAeq,8h

Table 5 - Summary of noise impact assessment

The free-field measured data presented in the above table, table 5, provides an indication of the likely exceedances within the premises, particularly due to an open window at the developed property.

In order to calculate the effects of the road traffic within the proposed habitable rooms, the simple method presented in BS8233:2014 Annexe G1 has been applied. The method determines the required sound reduction of the window and any trickle vents by a straight calculation of the external free-field noise level minus the internal noise criterion.

As BS8233 states this method can underestimate noise levels by up to 5dBA, a 5dB penalty has been applied to the criteria in the following calculations and the subsequent glazing specification summarised in Table 6 below.

Glazing Location	Target criteria, dB	Glazing requirement by room type	
		07:00 to 23:00 (Daytime)	23:00 to 07:00 (Night-time)
Living Room daytime	35 dB $L_{Aeq,16h}$	35 R_w (6/12/8)	-
Dining Room/area daytime	40 dB $L_{Aeq,16h}$	30 R_w (6/12/6)	-
Bedroom daytime	35 dB $L_{Aeq,16h}$	35 R_w	-
Bedroom night time	30 dB $L_{Aeq,8h}$	-	33 R_w
	45 dB $L_{AFmax,T}$	-	40 R_w (6/16/6.4)

Table 6 - Recommended Glazing Specifications

It is already established in Table 4, that due to the proximity to high road traffic levels, windows of habitable (sensitive rooms) will need to remain closed in order to achieve the design criteria required by Kirklees Council. It should be noted that windows of the type specified above will remain openable to provide the future occupier with choice, and to also allow fast purge ventilation of the habitable spaces e.g. of cooking odours or paint fumes. However, in order to meet the criteria, the windows must remain closed and therefore as suggested an alternative means of background ventilation should also be provided. This can be achieved with noise reducing trickle vents such as Glidevale ALDB acoustic trickle vents or similar. NB trickle vents are now a mandatory requirement under Building Regulations, even on replacement windows.

Given the above it is recommended that acoustic trickle vents be provided capable of the acoustic ratings specified in Table 7. Alternatively, a ducted supply and extract system (e.g. MVHR) could be used (ideally with external connections located on quieter facades). This is a least favoured option due to the proposed tanking to all of the ground floor walls and subterranean walls to the South West (rear) and North West (side) of the property. The other two exposed walls are adjacent to highways and are therefore not an ideal location to penetrate the walls for ducts, for acoustic reasons.

Glazing Location	Target criteria, dB	Ventilator requirement by room type	
		07:00 to 23:00 (Daytime)	23:00 to 07:00 (Night-time)
Living Room daytime	35 dB LAeq,16h	38 D _{new} (TA5223+TA5005)	-
Dining Room/area daytime	40 dB LAeq,16h	33 D _{new} (TA5220 + TA5202)	-
Bedroom daytime	35 dB LAeq,16h	38 D _{new}	-
Bedroom night time	30 dB LAeq,8h	-	36 D _{new}
	45 LA _{Fmax, T}		43 D _{new} (TA5225 + TA5206)

Table 7 - Recommended Trickle Ventilator Specifications

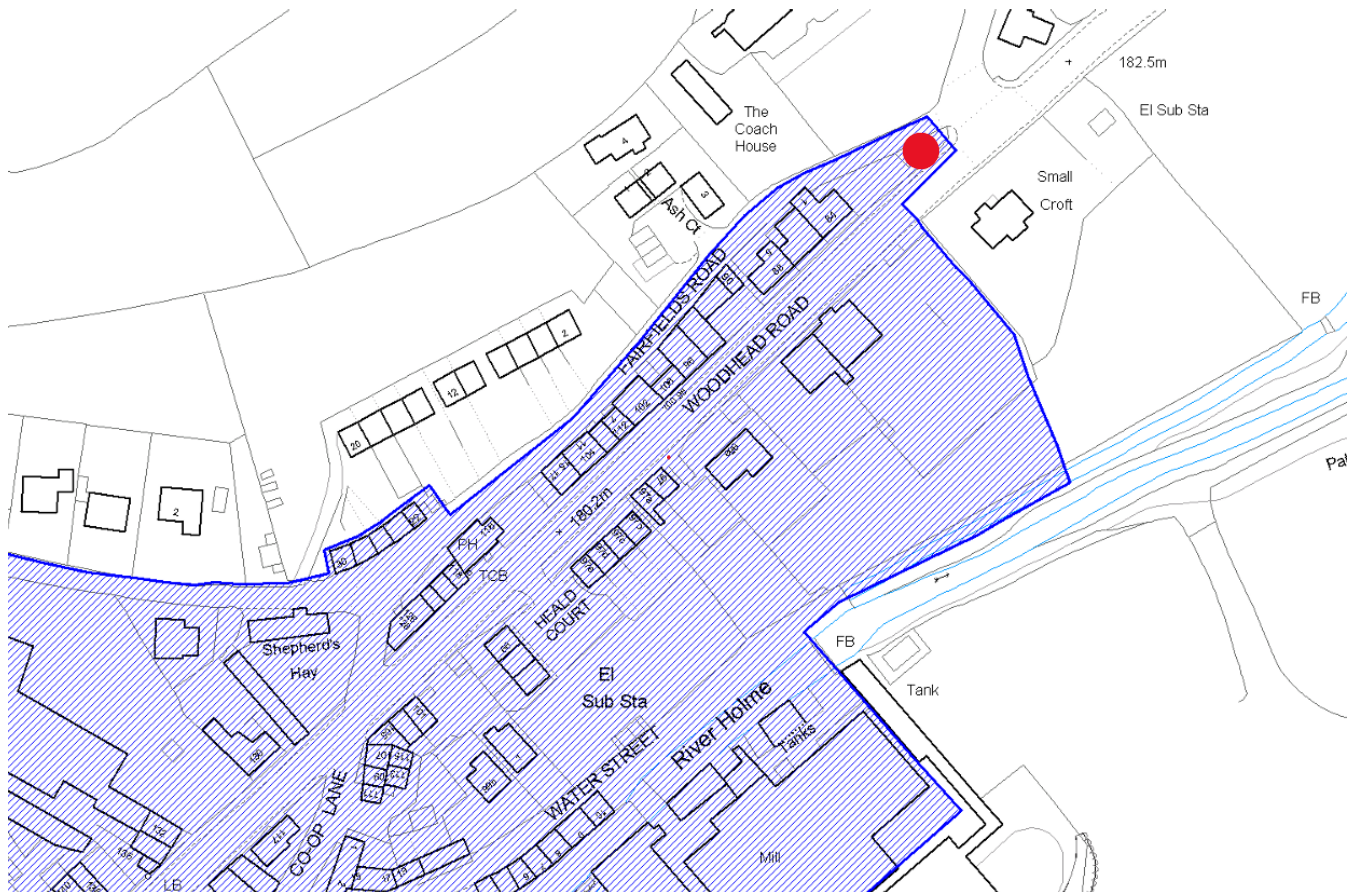
The above is based on there being one acoustic trickle ventilator per room (with an equivalent area of 2500mm²). If two are required, the required performance shall be increased by 3dB.

We contend that the following information and accompanying acoustic report should be considered sufficient to prevent any further acoustic pre-conditions.

HERITAGE IMPACT ASSESSMENT

The subject property is not a Listed Building but is located on the North East extreme of the Hinchcliffe Mill Conservation Area.

The property is considered a non-designated heritage asset which is an important part of the heritage of the locality. We contend, to repurpose the vacant property to a purposeful use with a respectful design, will ensure locals and visitors can witness the historic use of the building for generations to come.



Paragraph 207 in the NPPF states that, *“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. 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.”*

The property offers some historical features worthy of preservation. We consider the design respect this and retains the charm and character of the building which will still be clearly visible on completion of the proposed works.

The current design and materials used on the white UPVC conservatory, with polycarbonate roof, offers no positive contribution to the conservation area setting. The benefit of the proposals will create a more in-keeping and beneficial aesthetic in relation to improvement to the appearance and general visual amenity of the Hinchcliffe Mill Conservation Area.

The proposals have no impact on surrounding heritage assets.

Roofs on other properties within the locality are pitched and most commonly finished with stone and slate. We propose, as part of the new roof form, to cover the extension roof with matching natural blue slates.

The apex of the roof to the proposed extension is set at a lower level than the original building roof apex to ensure the proposals do not create an overly dominant appearance and provide one of subserviency.

This proposed scheme proposes appropriate alterations/changes to the property yet in a sympathetic way that we contend, will positively contribute to the conservation area setting.

The overall scheme has been carefully considered and designed to ensure that the proposed alterations improve the character and appearance of the property and site, enhance the setting of the nearby listed buildings, preserve and improve the visual amenity of the Conservation Area.

The appearance of the South East elevation will be improved with the proposed removal of the white UPVC conservatory type structure. We propose to replace this with a coursed natural stone extension to provide a greater visual aesthetic and provide a more akin outshot within the Conservation Area context.

The extension will not disrupt views of the close-by listed buildings or appear unduly prominent.

Paragraph 125 in the NPPF states that, *“Planning policies and decisions should: d) promote and support the development of under-utilised land and buildings.”*

We contend that the proposals directly support the development of the current under-utilised building by providing a new dwelling within a conservation area by using a currently unused structure which is in need of renovation/restoration.

Paragraph 61 in the NPPF states that, *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.”*

Paragraph 68 in the NPPF states that, *“Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.”*

We contend that the revised proposals provide an increase of local housing without the requirement of additional land use. Diverse options are required to provide housing within constrained areas and the proposals put forward as part of this application achieve that. This revised scheme also creates a better opportunity to ensure this development is *built out* with the reduced construction costs associated with the previously proposed highway structural works.

Local Plan Policy LP24 (design) States That:, *“Proposals should promote good design by ensuring: a. the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape.”*

The removal of the white UPVC conservatory alongside the sympathetic design choices which reflect the existing fabric ensure that the character of the townscape, heritage assets and landscape is improved as a result of the proposals.

THE PROPOSALS

This application is for the removal of a white UPVC conservatory and erection of a replacement extension and alterations to garage/stable to form one dwelling with associated alterations (within The Hinchcliffe Mill Conservation Area).

The vacant former stable/garage is underused, dilapidated building yet worthy of retention. It's a non-designated heritage asset that needs a new and purposeful use to ensure its continued existence.

There is a circa 18-year-old white UPVC conservatory constructed to the rear of the property which creates a negative impact on the visual amenity within the conservation area.

The existing first floor structure is poorly constructed, significantly out of level due to floor structure needing to miss the stone head above the opening overlooking Woodhead Road.

The failing roof build up is now allowing water ingress into the internal spaces and over time will force significant structural failures.

The building has an asymmetrical hipped roof to the rear due to the property being out of square to the North East.

The internal spaces are damp which restricts the current use of the property.

Internally the proposed conversion to a dwelling comprises of an open plan lounge and dining/kitchen to the first floor with two bedrooms and a bathroom to the ground floor. The design has evolved from the previous 2021/91568 approval. We usually design conversions around existing openings within the structure, as clearly demonstrated on this project.

It is proposed that the visually poor conservatory to the rear is to be removed and replaced with a full width, single storey, gabled extension. This will provide a required increase to the internal useable space following losses from internally tanking and insulating external walls. We contend that the removal of the conservatory will provide a significant increase visually in relation to the conservation area.

The existing garage opening is to be walled up to standard cill height with 2 new windows installed to match the existing context.

The blocked up opening to the South East elevation is to be reinstated again with a window reinstated in the existing masons opening.

All rainwater goods are to be replaced to match the existing profile and finish upon stone corbels.

Formal garden areas are provided to the property to the rear (South West), elevated up above the level of Woodhead Road.

ASSESSMENT OF PROPOSALS

The structure is currently underused and the conversion of this building will allow for use as a new dwelling, enhancing the site visually, aesthetically and improving the impact of the site on the conservation area.

Converting the stable into a dwelling will ensure that the heritage of the building is maintained for future generations and avoid further deterioration. The existing is rundown and in need of improvement. It currently has a limited value and as such has lacked maintenance.

The proposal to create a dwelling is a reaction to the current housing requirements, with new properties in the area difficult to undertake due to being within a Conservation Area and the nearby Green Belt.

The dwelling is proposed to have pitched roofs all to match existing and would be constructed using coursed natural stone and materials that directly match the existing and wider locality of historical buildings.

The enhancement and renovation of the building is required to ensure that the structure can remain for future generations. The conversion to a dwelling is the most feasible as the building is no longer situated in a place that could provide continued use as a stable, store or garage for modern domestic vehicles.

As previously noted, planning was recently granted for conversion of this property into a dwelling but has since lapsed without implementation. This new/slightly revised scheme, when assessed against the conditions previously given, provides a significantly improved scheme in relation to the disruption to the conservation area and the amenity for occupants.

CONCLUSION

The application seeks planning/conservation area consent for the removal of front conservatory and erection of replacement extension within Conservation Area.

As referred to within this statement, we contend that the proposals are acceptable in relation to visual amenity, residential amenity, noise impact and highways matters. The proposals accord with all relevant local and national policies. We contend that we have taken into consideration comments and advice from KMC conditions and the case officers report to provide a beneficial scheme that will provide a benefit to the Hinchcliffe Mill Conservation Area.

Should any further information be required please don't hesitate to contact us.

It would be appreciated if you could contact Paul Matthews Architectural Ltd prior to drafting up your recommendation for determination.

APPENDIX A
PROPERTY PHOTOS











