

Robert Halstead

Chartered Surveyors & Town Planners

N.C. Willock MRICS MRTPI

Office G of H, Bridge Mills, Huddersfield Road, Holmfirth, HD9 3TW

Tel: 01484 686322 e mail: nick@roberthalstead.co.uk

Planning Development

Planning Statement and Heritage Impact Assessment

Angel Barn, Land to rear of 8 Longwood Road, Paddock, Huddersfield, HD3 4EU

Introduction and background

A planning application and listed building consent for the “conversion of storage barn to create two apartments” was refused by the LPA in March 2024 (ref: 2023/90718 & 2023/90719) and later dismissed at appeal in January 2025 (ref: APP/Z4718/W/24/3351576 & APP/Z4718/Y/24/3351581).

The Planning Inspector considered that, “the proposal would fail to preserve the Grade II listed building, or any features of special architectural or historic interest which it possesses. In so doing, it would cause harm to the significance of this designated heritage asset.”

The Planning Inspector in the appeal decision also noted that,

“The special interest and significance of the appeal building, insofar as it relates to this appeal, derives, in part, from its impressive exterior, embodying high levels of craftsmanship through the presence of features such as the ocular and lunette windows, the extent of surviving historic fabric, and its high solid to void ratio providing evidence as to its former, non-domestic, function.”

The Inspector went on to state:

“The extent of new openings and rooflights would significantly disrupt the high solid to void ratio of the existing building, eroding the legibility of its former use and function and disrupting its architectural integrity, to the detriment of its special interest and significance.”

The Council’s Conservation and Design team were consulted during the course of the previous applications, but for some reason unknown to our clients, these comments were not received in time and therefore could not be acted upon in time for the decision and subsequent appeal process.

They stated (see Appendix 1) that they “generally supported the proposals, however, there are certain elements which we consider need to be amended in order to make the proposals acceptable in relation to local and national policy.” This included the following points of concern in summary:

- Design of the central barn doors
- Size of rooflights

- New window openings to north elevation first floor – a sketch plan was provided to illustrate what design the Conservation officer wished to see for the north elevation.

On that basis, a revised proposal was submitted as a pre-application enquiry in July 2025 taking into account the matters raised in the appeal decisions and comments made by Conservation and Design officers (ref: 2025/20707).

Subsequently, this application for the “conversion of storage barn to create two apartments (modified proposal)” has taken on board the advice received from the LPA during the pre-application enquiry process and includes a revised set of plans (see details of further changes below). The modified proposal is now considered to be acceptable in overcoming the reason given by the Planning Inspector in the appeal decisions and taken on board recent comments made through the pre-application enquiry – see below.

Pre-Application Enquiry

As summarised above, the three main concerns raised by the Conservation Officer in connection with the previously refused proposals comprised:

1) The auto garage doors proposed on the northern and southern elevations. They stated that, “a pair of central opening timber doors would be the most appropriate option and would be entirely in character with the building.”

Applicant’s Response: The submitted plans showed a pair of central opening timber doors in accordance with this advice. As a result, the timber doors would be much more in keeping with the original character of the building.

2) The proposed insertion of the rooflights as these will create intrusive features to the roof which will be visible from several site lines. They queried whether the size of the rooflights could be reduced slightly as some form of mitigation.

Applicant’s Response: The size of the rooflights were reduced slightly from 0.9m x 0.7m to 0.8m x 0.6m. In addition, the number of rooflights on the front / southern elevation was reduced from three to one. The size and number of rooflights proposed was considered to be much more sympathetic in terms of the overall appearance of the building.

3) The installation of the new window openings on the northern elevation. They considered that the windows need to be of “uniform size and be reduced in width to create more of an arrow slit-style window opening.”

Applicant’s Response: The proposed windows on the northern / rear elevation are now of uniform size and reduced in width in accordance with this advice. The overall impact on the building is therefore reduced, whilst still allowing plenty of natural light to enter.

The proposals also retain the original ocular and lunette windows on the south, east and west elevations, and only a small amount of rebuilding on the southern and eastern elevations would be required in accordance with recommendations made within the original Structural Survey. The reduction in the number of rooflights and the reduction in the size of windows on the northern / rear elevation, results in an appropriate solid to void ratio, thus retaining the buildings special interest and significance.

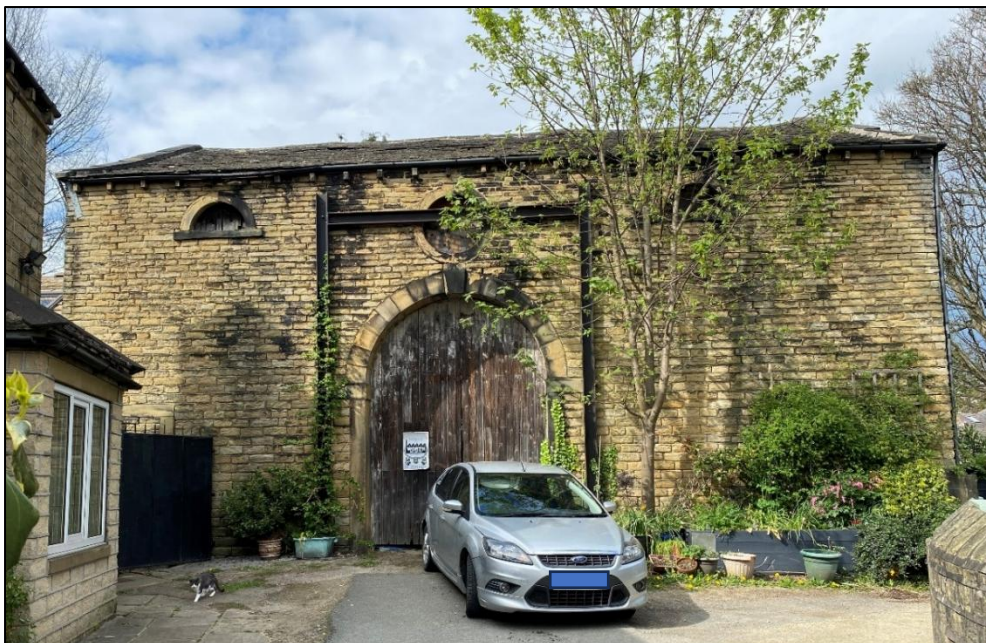
A pre-application enquiry meeting was held on 17th October 2025. The LPA suggested the following amendments to the plans (our comments in [blue](#)):

- Remove the central rooflight on the north elevation – [this has been done](#)
- Ensure the remaining rooflights are equally spaced – [this has been done](#)
- Look at installing fully glazed entrance doors on the south elevation – [proposed doors are timber with a small, glazed aperture which are still considered to be appropriate and would harmonise with the character of the heritage asset](#)
- Inclusion of ventilation and extraction details – [this has been done](#) – see plans and details at [Appendix 2](#).
- Recess all glazing and doors by 150mm – [this has been done](#)
- Inclusion of two vertical timber doors on the north elevation instead of one door – [the door has been removed entirely](#)
- Inclusion of good quality natural materials for the hardstanding areas – [this has been done](#)
- Details of parking provision – four spaces in total – [only two spaces to be provided as per the Inspectors comments](#) – see [Paragraph 25 of appeal decision](#).

In addition, it was also requested that a Condition Survey and Methodology Statement be provided and a Parking Management Plan – [A Heritage Statement accompanies the application and details of the sequence of works to ensure structural integrity have been added to the proposed plans. A Parking Management Plan was not considered necessary given the scale of development and the Inspector's comments on parking provision.](#)

Site Description

Angel Barn is a detached natural stone barn of two-storey height. It has a stone slate roof and coping to the gables. Large arched doorways are located on the front / southern elevation and rear / northern elevation. The barn also includes high level round windows, semi-circular windows and slit windows, and three smaller pedestrian doors. The barn is accessed via a shared access drive from Longwood Road. The barn is surrounded by residential development and is located close to the centre of Paddock.



Angel Barn – Front / Southern Elevation

Planning History

2023/90719 – Listed Building Consent for conversion of storage barn to create two apartments – Consent Refused and Appeal Dismissed

2023/90718 – Conversion of storage barn to create two apartments – Refused and Appeal Dismissed

2003/91679 – Change of use of barn to dwelling (listed building) - Approved

91/03121 – Change of use from barn to dwelling - Approved

Policy Designation

The application site is located on land without notation in the Kirklees Local Plan.

The Proposals

This application seeks planning permission and listed building consent for the conversion of storage barn to create two apartments (modified proposal).

On the south elevation, the existing openings are to be retained with new doors and glazing to be installed. One new conservation style rooflight is also proposed on the south facing roof slope. On the northern elevation, the large central opening is to be unblocked and two new conservation style rooflights are proposed on the north facing roof slope. In addition, four new narrow rectangular windows are proposed at first floor level. Two new rectangular windows are also proposed on the western side elevation at ground floor level and the existing ground floor windows on the east elevation are proposed to be unblocked and glazed.

There are also areas on the south and eastern side elevations that require re-building in accordance with recommendations made within the structural report. Ventilation extraction grilles are also proposed on the east and west elevations.

Internally, each dwelling would incorporate one bedroom with en-suite on the ground floor and one bedroom with en-suite and open plan kitchen/dining/living room on the first floor.

Vehicle parking for two cars is proposed at the rear of the building. These areas would be surfaced in natural stone setts and flags.

Assessment of the Proposals

Principle of development

It is noted from the above planning history that planning permission and LBC have previously been granted for a change of use to a dwelling on this site.

It is also important to note that Section 66(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states: “In considering whether to grant listed building consent for any works the local planning authority or 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.”

NPPF Paragraph 210 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.”

The proposal would secure the future use of this heritage asset which has remained empty and is becoming increasingly derelict and put it to the only realistic viable uses consistent with its conservation – i.e. residential use.

The proposals would make a ‘positive contribution to sustainable communities’ in that it would bring an empty building back into beneficial use and by which because of its close proximity to existing dwellings and its existing stater, is currently causing a degree of nuisance. The site is also in a highly sustainable urban location.

The Council’s housing supply and delivery position means that supporting the principle of residential development, particularly on urban infill sites, is ever more pressing, particularly in the light of the national housing crisis and the Government’s target of building 1.5 million homes in this parliamentary term. The proposals for two smaller units in this case helps contribute to local and national housing targets and given the ceiling prices of larger detached units in Paddock (which are low), the two apartments would provide a more viable use for the barn.

The building will deteriorate further (and at a more rapid rate) if a useful purpose for it is not found soon.

Design and Heritage

In the Appeal decision, the Inspector was specifically concerned by “the extent of new openings and rooflights” and “the extent of the works required to install the new openings would undoubtedly result in a notable loss of fabric and the high levels of craftsmanship embodied within it.”

The number of rooflights now proposed has been reduced significantly. The southern elevation now includes just one conservation style rooflight instead of the three that were previously proposed, and the northern elevation now only includes two rooflights, which are equally spaced, instead of the three that were previously proposed. The size of the rooflights have also been reduced slightly from 0.9m x 0.7m to 0.8m x 0.6m. The size and number of rooflights proposed is now considered to be much more sympathetic in terms of the overall appearance of the building.

The first-floor windows on the northern elevation now comprise of narrow rectangular slit-style windows which results in a more coherent design. The overall impact on the building is therefore reduced, whilst still allowing plenty of natural light to enter. The reduction in the number of rooflights and the reduction in the size of windows on the northern / rear elevation, results in an appropriate solid to void ratio, thus retaining the buildings special interest and significance.

All of the windows and doors are now proposed to be recessed by 150mm so that they appear more in keeping with the existing windows and character and appearance of the building. The doors proposed would all be constructed of timber with the large central doors comprising of two vertical doors instead of one door. Whilst fully glazed entrance doors on the southern elevation were considered, timber doors with a small, glazed aperture are proposed which complement the central timber doors.

The proposals also retain the original ocular and lunette windows on the south, east and west elevations, and only a small amount of rebuilding on the southern and eastern elevations would be required in accordance with recommendations made within the original Structural Survey which accompanies this application. The sequence of works to ensure structural integrity has also been added to the proposed plans.

Paragraph 212 in the NPPF 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 (and 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.’

The Inspector previously considered that the harm caused to the significance of the heritage asset through its conversion would be ‘less than substantial.’

Paragraph 215 in the NPPF goes on to state:

‘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.’

In terms of public benefits, the proposed development would allow for the re-use of a listed building that is currently vacant and showing signs of deterioration. The condition of the building is likely to decrease further if it continues to be left vacant. Its restoration is only financially viable if it can then be sold for residential purposes. The restoration of the building would serve as a public benefit. Furthermore, the proposal would add to the Council’s housing supply and offer some economic benefit from the construction and occupation of the apartments for the local area.

In the previous appeal, the Inspector acknowledged the moderate public benefits at Paragraph 22, stating:

However, the appeal scheme would allow for the re-use of a listed building that has only a low-level storage use at present and is showing signs of deterioration, being currently supported by metal framing. This would constitute a moderate public benefit. The proposal would also add to housing supply for the local area, although this benefit would be limited by the small-scale nature of the scheme. Similarly, limited economic benefits from the construction and occupation of the units would occur.

Given the multiple amendments to the scheme following the appeal and pre-application process, the level of ‘harm’ is reduced considerably further and in accordance with NPPF Paragraph 215, the public benefits are now considered to outweigh any limited harm.

The proposals are now therefore considered to be acceptable in terms of design and heritage impact and have adequately overcome the Inspectors comments and previous reason for refusal. The proposals are considered to comply with Local Plan Policy LP35 and the aims of Chapter 16 in the NPPF.

Highway Considerations

Local Plan Policy LP21 states,

'New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.'

Access to the development would be via a shared access track from Longwood Road. Whilst visibility from the access track onto Longwood Road is likely to be restricted at times due to parked cars and stationary buses, Highways DM did not object to the previous application on safety grounds. The access is therefore considered to be acceptable.

Two car parking spaces and a vehicle turning area is proposed at the rear of the building, one space per apartment. This amount of parking provision is considered to be acceptable and accords with the guidance in the Kirklees Highways Design Guide which states that "1-2-bedroom apartments provide one space."

Furthermore, in the Appeal decision, the Inspector stated that,

"given the accessibility of the location, the availability of on-street parking and the nature of the units, being relatively small with little outdoor space, I am satisfied that the proposed provision of one parking space per unit would not lead to a significant increase in demand for on-street parking along Longwood Road. I note that no objections have been received from the Highway Authority in this regard."

In terms of accessibility, the site is located close to the local centre of Paddock which contains a range of shops, including convenience stores, and other services. A bus stop is situated on Longwood Road adjacent to the application site with buses running every hour to Huddersfield Town Centre. A more frequent service is also provided from bus stops on Church Street, Paddock. Future occupants would therefore not be reliant on a private car for their day-to-day needs.

The proposed development is therefore considered to be acceptable in respect of highway considerations and complies with Local Plan Policies LP21 and LP22, the Kirklees Highways Design Guide SPD and the aims of Chapter 9 in the NPPF.

Residential Amenity

Local Plan Policy LP24 states,

'Proposals should promote good design by ensuring: b. they provide a high standard of amenity for future and neighbouring occupiers.'

The closest residential properties to the application site are No's 4, 6, 8 and 10 Longwood Road and No. 15 Victory Avenue. The large bedroom window on the southern elevation is proposed to be obscurely glazed. Both this window and the smaller round window would look towards the access track rather than directly towards any of the rear of the properties on Longwood Road. As a result, the development would not cause undue harm to the residential amenity of these residents by way of overlooking.

Four new first floor habitable room windows are proposed on the northern elevation of the barn that would face the rear elevation and garden of No. 15 Victory Avenue. There are three windows on the first floor of No. 15, two of which are obscurely glazed. It is also proposed that the new windows would angle the reveals, thus reducing any potential overlooking.

In the appeal decision (when more window openings were proposed), the Inspector concluded,

“Having regard to the nature of the windows proposed, their position in the building, and the existing relationship between the building and No. 15, including the change in levels, I am satisfied that the proposal would not significantly reduce existing privacy levels.”

In terms of residential amenity for future occupants of the apartments, two off-street parking spaces are proposed at the rear of the building, one per apartment. Whilst the amount of outdoor amenity space is limited due to restricted land ownership (no land is owned to the front or sides of the barn – Kirklees Council own this land and have been notified accordingly), the proposals comprise of two 2-bed apartments suitable for a couple of a single person rather than a family. Nevertheless, this was not raised as an issue of concern previously and it supports the contention that the building would be better used for apartments rather than a single dwelling.

The proposals are therefore considered to be acceptable in relation to residential amenity and accord with Local Plan Policy LP24 and paragraph 135 in the NPPF.

Housing Supply

Paragraph 61 in the NPPF states, *‘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 72 also states that, *‘Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.’*

Paragraph 125 in the NPPF also states that, *‘Planning policies and decisions should: d) promote and support the development of under-utilised land and buildings, especially if this would help meet identified needs for housing.’*

Paragraph 79 in the NPPF also states that, *‘To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below the local planning authority’s housing requirement over the previous three years, the following policy consequences should apply: c) where delivery falls below 75% of the requirement over the previous three years, the presumption in favour of sustainable development applies, as set out in footnote 8 of this Framework, in addition to the requirements for an action plan and 20% buffer.’*

The confirmed position for Kirklees Council ¹ is that there is no longer a five-year supply of specific deliverable sites. As such, the presumption in favour of sustainable development (the tilted balance) applies in accordance with NPPF Paragraph 11d.

In addition to the confirmed inadequate housing supply position, housing delivery in Kirklees has also fallen below 95% of the Local Authority’s housing requirement over the previous three years and is at 54%. Again, at this low level of delivery, the tilted balance applies as per NPPF Paragraph 11d.

As a result, the Council is obliged grant planning permission unless there are any adverse impacts that would significantly and demonstrably outweigh the benefits. ²

¹ Kirklees Housing Position Statement to Boost Supply February 2024

² Underlining our emphasis.

The proposed development of this under-utilised building would provide two additional homes for the local community. It is currently available and deliverable, and highly suitable for residential development.

Ecology – Bats

A Bat Survey Report has been produced by Knight Sky Ecology and accompanies the application. The main findings are summarised as follows:

- No evidence of a bat roost was recorded during previous assessments and surveys in 2022. The barn was considered to offer low roost suitability. The conditions of the barn remain unchanged in May 2025.
- No evidence of a bat roost was recorded during the dusk emergence survey completed in May 2025.
- Only one bat species (Common Pipistrelle) was recorded with regular foraging activity with up to three bats.
- The installation of two bat boxes is recommended.
- Nesting birds were confirmed in the barn in 2022 and are likely present in 2025.
- Works should take place outside of the bird nesting season (March to August inclusive). The installation of two bird boxes is also recommended.

The proposed development is therefore considered to be acceptable in respect of bats and birds and accords with Local Plan Policy LP30 and the aims of Chapter 15 in the NPPF.

Biodiversity Net Gain

Certain types of development are exempt from the mandatory biodiversity net gain requirements. This includes a development that does not impact a priority habitat and impacts less than:

- 25 square metres (5m x 5m) of on-site habitat
- 5 metres of on-site linear habitats such as hedgerows

The Government guidance states that a development ‘impacts’ a habitat if it decreases the biodiversity value.³

The proposed development comprises conversion of storage barn to create two apartments (modified proposal). Whilst there is an area at the rear of the building to be used for parking and vehicle turning, this area includes less than 25 square metres of on-site habitat. The proposals are therefore considered to exempt from biodiversity net gain and therefore acceptable in terms Government Guidance and Policy LP30 in the Local Plan.

Conclusion

This application seeks planning permission and listed building consent for the conversion of storage barn to create two apartments (modified proposal).

As discussed in the previous paragraphs of this report, the modified proposals are now considered to be acceptable in relation to design and heritage impact and accord with all relevant local and national

³ Understanding Biodiversity Net Gain

planning policy in this respect. The proposals are also considered to be appropriate with regard to highway safety, residential amenity, ecology and biodiversity. The proposals would also have a positive impact on climate change and would help towards the Council's current housing under-supply.

It is therefore respectfully requested that planning permission and listed building consent be granted accordingly.

Robert Halstead Chartered Surveyors & Town Planners

December 2025