

## Connect Housing

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CHBS-MWA-XX-XX-RP-A-0001

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### Heritage Statement

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Proposed demolition of existing domestic garages; construction of bike store, resurfacing of parking area and, introduction of landscaping with bin store

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## I. Introduction

This statement has been prepared by Martin Walsh Architectural in support of the application for Listed Building Consent to demolish existing domestic garages and erect a bike store, resurface the existing parking area, associated landscaping and a bin store.



Figure 1 – Site Location

This Heritage Statement follows the legislation and guidance issued by the Government and Historic England and with the National Planning Policy Framework (NPPF) paragraph 207:

*“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. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary...”*

## 2. History

### 2.1. Site Context

21/23 Bond Street is situated in the historic Warehouse District in Dewsbury. A development of this character in the area dates between 1860 and 1870 when the sale of railway land created a flurry of construction activity. With new railway links between Leeds and Manchester, Dewsbury saw a boom in commercial development, leading to high quality buildings being constructed that housed goods that were distributed worldwide.

The Warehouse District of Dewsbury contains the largest proportion of listed buildings in the Town Centre and reflects the architectural and historical value.

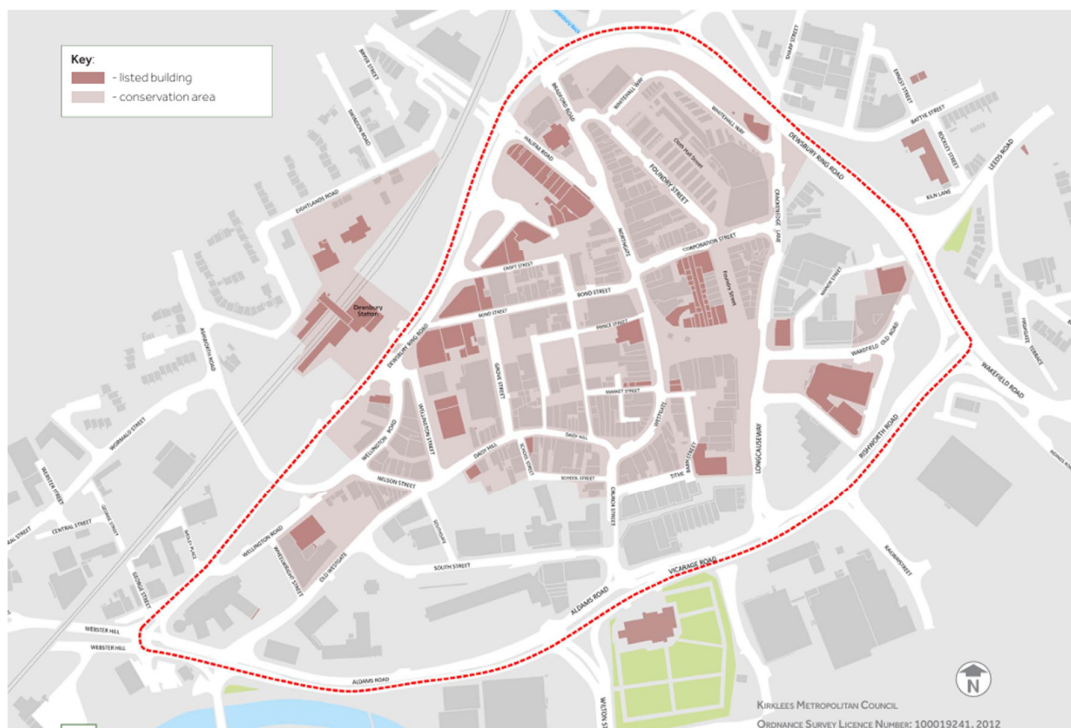


Figure 2 – Dewsbury Town Centre Conservation Area & Listed Buildings – Dewsbury Design Guide

### 2.2. 21/23 Bond Street

21/23 Bond Street was designed by Charles Marriot in 1862 for the woollen manufacturer John Greenwood. It is four stories in height and separated by cornices up to the eaves level. Like many of the buildings in Dewsbury, it is constructed using Yorkshire Stone and Ashlar stone detailing creating a decorative façade.

### 2.3. Listed Building Entry

21/23 Bond Street was officially listed as a Grade II listed building on the 18<sup>th</sup> of November 1977 with the following details:

DEWSBURY CB BOND STREET SE 242I NW (DEWSBURY)

7/3 No. 21 18/11/77 G.V. II

Commercial building, in modified Italian style. Late C19. Ashlar, rusticated to ground floor. 4 storeys with cornice between and to eaves. 4 bays. Wide, round-arched entrance with panelled double door and large enriched keystone. Round-arched ground floor windows each with apron, and carved head as keystone. 1<sup>st</sup> floor windows are elliptical-headed 2<sup>nd</sup> and 3<sup>rd</sup> floor windows are segmental-headed, all with vermiculated keystones.

Listing NGR: SE2443121779

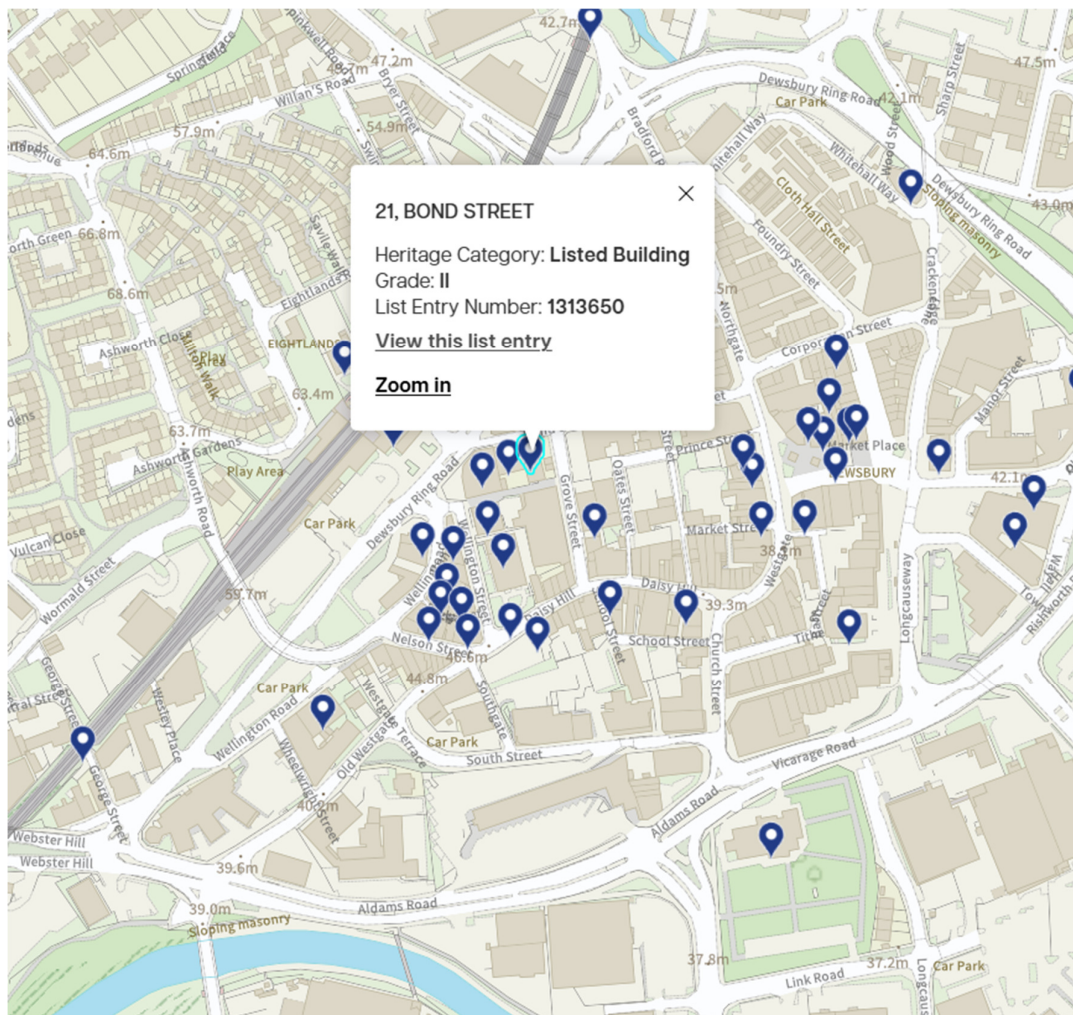


Figure 3 – Listed Building in Dewsbury – Historic England

## 2.4. Historic Maps

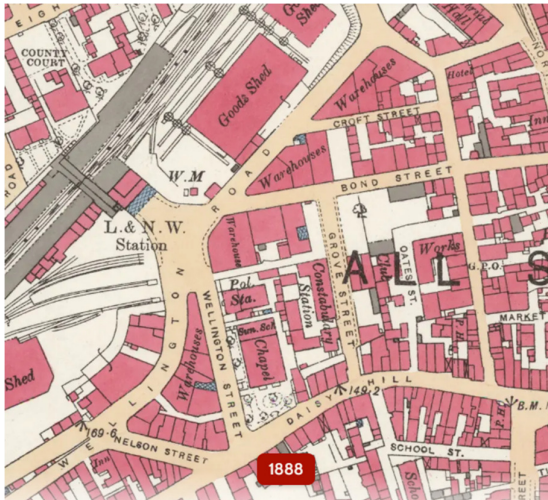


Figure 4 – 1888 Map of the site

Figure 4 shows a map of Dewsbury in 1888. The map shows the warehousing units and surrounding infrastructure with the railway station to the northwest of the site. 21 Bond Street is constructed as well as the other listed buildings surrounding it.



Figure 5 – 1915 Map of the site

Figure 5 shows a 1915 map of the site. The map shows that there was not a lot of change in this area since 1888. Building opposite the site were constructed during this time which have since been altered.



Figure 6 – 1938 Map of the site

Between 1915 and 1938 there was the erection of garages / sheds on the site which were constructed using red brick. The general layout of the site and surrounding area remained the same.

### **3. Conservation Area Appraisal**

#### **3.1. Conservation Areas**

A conservation area is an “*area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance*” (Section 69 of the Town and Country Planning [Listed Buildings and Conservation Areas] Act 1990). Conservation areas are recognised for the contribution they make to cultural heritage and economic wellbeing of the country and to the locality.

Dewsbury was designated as a Conservation Area in 1981 and is one of 59 existing conservation areas in Kirklees. There are currently 57 nationally listed buildings within the conservation area as well as approximately 280 building built before 1939. These building were constructed because of immense wealth generated from Dewsbury’s historic marketplace, heavy woollen industries and associated manufacturing.

An area with conservation area status imposes a duty on Kirklees Council to preserve and enhance the quality and character of the conservation area. Designation as a conservation area strengthens existing development policy in the Kirklees Unitary Development Plan (UDP) to preserve and enhance the appearance and character of conservation area.

#### **3.2. History of Dewsbury Town Centre**

Dewsbury’s origins can be traced back to an early settlement in the Roman period where it served an extensive parish. It developed during the medieval period where the town developed as an establish market settlement, supported by the domestic wool cloth industry.

From the 18<sup>th</sup> century Dewsbury experienced substantial growth and improvements in transport infrastructure, including the development of the railway station. These developments facilitated Dewsbury’s transition from domestic textile production to large-scale industrial manufacturing. As a result, Dewsbury became a major centre within the Heavy Woollen District characterised by textile mills and strong links to industrial resources.

Later in the 19<sup>th</sup> century, Dewsbury experience significant urban expansion and civic investment, with the creation of commercial streets, public buildings, and infrastructure following the town’s incorporation as a Municipal Borough in 1864. This period established much of the town’s surviving urban form and architectural character.

During the 20<sup>th</sup> century, economic decline and the diminution of the textile industry led to limited growth with many mills falling into disuse. However, this stagnation has contributed to the preservation of Dewsbury’s 19<sup>th</sup> century architecture, which remains a key component of its heritage.



Figure 7 – Historic photo of Dewsbury Market (1947)



Figure 8 – Historic photo of Dewsbury Railway Station (Great Northern Railway)

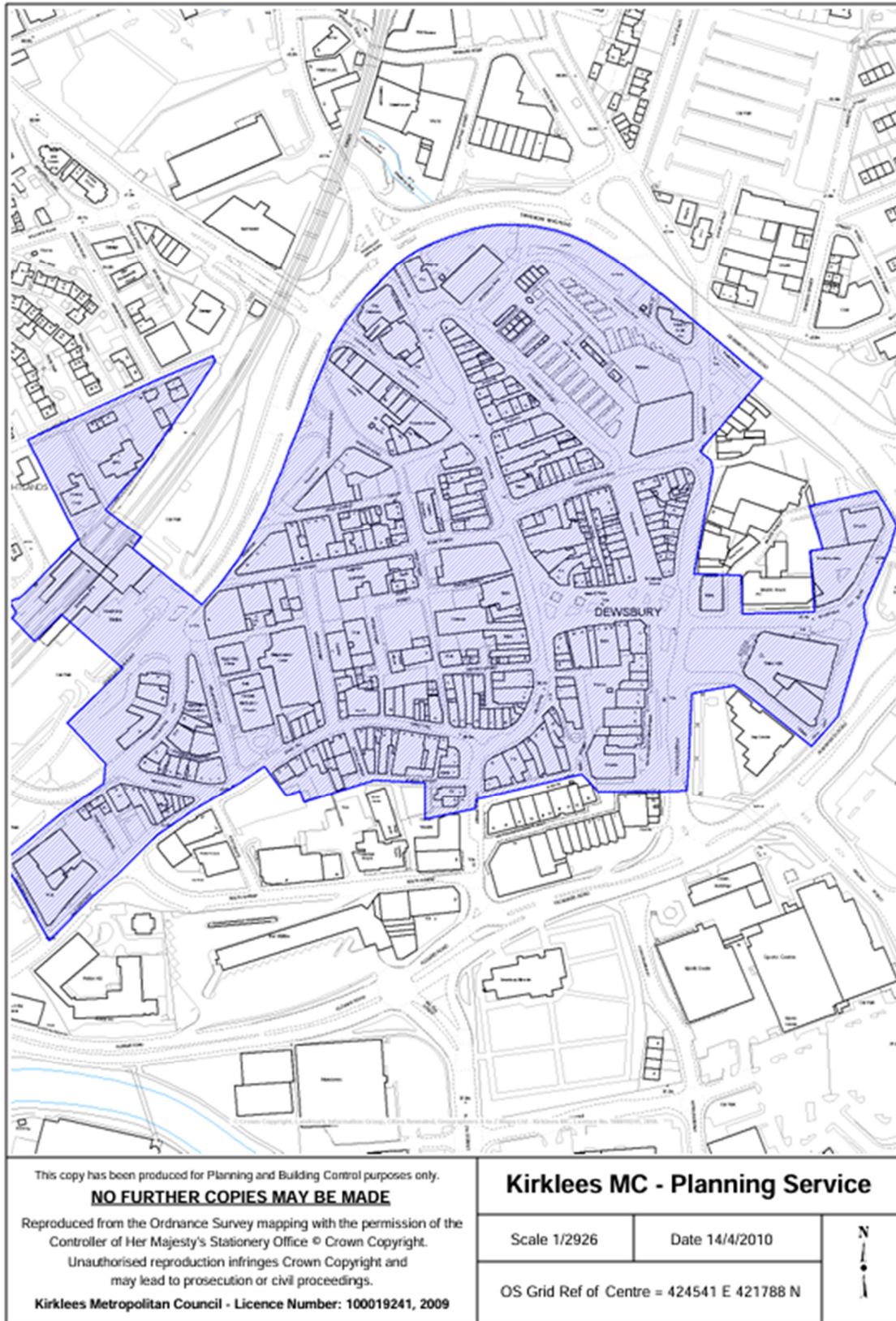


Figure 9 – Dewsbury Town Centre Conservation Area Map

## 4. Existing Site

### 4.1. 21/23 Bond Street

The site has been subject to the previous planning applications:

- Listed Building consent for alterations to entrance to allow disabled access (92/04665)
- Listed Building consent for erection of non illuminated projecting sign and installation of 2 no. louvred aluminium ventilation grilles (2001/91288)
- Alterations to existing window and formation of 3 new window openings (2004/92650)
- Listed Building consent for formation of new window openings, internal remodelling of reception space (2004/92736)
- Listed building consent for internal and external alterations to form offices (2015/91377)
- Listed building consent for erection of mandala artwork panels to the gable end (2023/92391)

As set out above, the listed building has undergone both internal and external modernisation, including the introduction of a contemporary curtain walling system to the east elevation (Grove Street).



Figure 10 – View of 21/23 Bond Street from Grove Street

## 4.2. Existing Garages and Walling

As previously noted, the garages were constructed between 1915 and 1938. They are currently vacant and have been subject to vandalism. The structures are built from a mix of heritage and modern red brick, laid in no consistent bond, excluding the north elevation which is a stretcher bond with header bonds every 6 courses.

The inconsistency of the mortar joints and brick patterns suggests that patch repairs and alterations have been made over time, particularly to the building form and fenestration.

Red brick is a common secondary material in Dewsbury, and, together with the slate roofs, contributes to a simple, functional character. The buildings reflect a straightforward vernacular architecture. However, the detailing and overall assembly are of low quality; for example, valley gutters discharge without a clearly defined drainage strategy, and plastic guttering has been retrofitted.

The garages abut the listed building, with mortar spanning the gap, but they are not structurally bonded.

The existing south wall is similarly constructed using local materials, though it differs in coursing and stone type. It abuts the listed building but is not interwoven with it.



Figure 11 The existing Garages looking south



Figure 12 - The North Elevation - Note the garages abutment to the listed building



Figure 14-The south Boundary wall



Figure 15-The connection between the wall and the listed building

## **5. Proposed Design**

### **5.1. Landscaping**

The proposals seek to improve the parking layouts whilst retaining the existing dropped curbs and street furniture. The proposed materials have been carefully considered to reflect the stone sets of bond street, whilst balancing this with the existing tarmac. The refined parking area will be complimented by the landscape scheme with climate resilient planting and cherry trees to give the site a much needed up lift, whilst concealing the service yard beyond

### **5.2. Service Yard**

The space is intended to function as a service yard to support the main building. Commercial bins are concealed, and a decked structure is introduced above to accommodate the heat pumps. These have been deliberately located directly adjacent to the plant room (on the opposite side of the wall), as proximity to the hot water system improves operational efficiency and reduces energy loss.

As previously noted, the east elevation has already undergone modernisation, including the introduction of curtain walling and replacement windows. The inclusion of heat pumps is therefore a necessary and contemporary intervention. Locating them remotely would be inefficient and impractical.

Rather than attempting to conceal the equipment poorly and compromise airflow the proposal adopts a considered design approach. The heat pumps are set on a platform and partially screened by a carefully proportioned enclosure, with the proposed planting concealing them from Bond Street. This outbuilding had been designed to reflect the scale and rhythm of the existing building, using complementary traditional materials and a simple form. A high parapet reduces visibility from surrounding viewpoints, while maintaining sufficient ventilation to ensure the equipment functions effectively.

To facilitate access, a small opening will be formed in the existing south boundary wall to accommodate a gate. The wall will also be locally raised through additional coursing to further screen the bin store.

At ground level, the space beneath the deck will be used for secure cycle storage and a small ancillary store. This supports sustainable transport, reduces on-street clutter, and creates opportunities to enhance the wider setting through additional planting.

## **6. Impact Assessment**

### **6.1. Impact**

21/23 Bond Street makes a positive contribution to the character of Dewsbury Town Centre Conservation Area with the principal elevation on Bond Street being a striking feature that

contributes to its significance. The façade is notable for the use of Yorkshire stone and ashlar stone detailing which contribute to the area's historic heritage.

The red brick garages to the side were an addition to the existing building, dating from the 1930's and are not connected to the existing building or listing. Removing them would not harm the listed building.

In regards to the conservation area they are simple, utilitarian structures of poor quality, with limited consistent construction and detailing. Their altered form, mixed materials, and deteriorated condition mean they do not positively contribute to the area. Instead, they read as later, low-grade additions.

While they form a small part of Dewsbury's wider story, this is limited to basic functional use rather than any meaningful architectural or townscape value. Their contribution is therefore negligible.

In their current state, the garages detract from the setting of the adjacent listed building and the wider environment. Their removal will reduce visual clutter and allow the original building and materials behind to be better revealed.

## **6.2. Conclusion**

Martin Walsh Architectural believe that the design we have proposed is in line with the National Planning Policy Framework.

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.
- The desirability of new development making a positive contribution to local character and distinctiveness.
- Opportunity to draw on the contribution made by the historic environment to the character of a place.

The proposals have been carefully designed to respond to the character of the Conservation Area and the adjacent listed building. They balance modern functional requirements with respect for traditional proportions and materials, using a restrained architectural language that complements the existing context rather than overpowering it. This ensures that the interventions are appropriate, sympathetic, and sensitive to the heritage setting.