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HERITAGE STATEMENT

# INSTALLATION OF AN ELECTRIC VEHICLE CHARGER
# 149 ASHES LANE



**Application reference 2026/92392**

Headrow House, Old Leeds Road, Huddersfield HD1 1SG | Tel: 01484 546000

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149 Ashes Lane, Almondbury, HD4 6TE

John and Barbara Lockwood | Application reference 2026/92392

Installation of one internal wall mounted electric vehicle charger and associated electrical supply.

## SECTION 1 INTRODUCTION

1. This Heritage Statement supports the proposed installation of an electric vehicle charger in the existing garage at 149 Ashes Lane, Almondbury, including the supply cable and two wall penetrations. It assesses the effects on the listed building and its setting. Subject to the installation safeguards set out below, no harm to heritage significance is anticipated.

2. The garage forms part of the Grade II listed group recorded as Outbuilding Garage and Principal Barn to North of Ashes Common Farmhouse, National Heritage List entry 1134406, first listed on 29 September 1978. The assessment covers the internal mounting wall and the external walls affected by the cable and penetrations. [1]

3. Read this statement with drawing (100)01, Proposed EV Charger Location Plan, and the installation schedule on page 9. The assessment draws on survey photographs, client correspondence, supplier information, the statutory list entry and the public Heritage Gateway entry for West Yorkshire HER record MWY5491, Ashes Common Farm Barns. [1, 8]

## SECTION 2 BACKGROUND SITE AND HERITAGE ASSET DESCRIPTION

4. The application relates to an existing stone garage within a linked group of domestic and former agricultural buildings. The photographs show stone slate roofs, stone surrounds and mullions, timber garage doors and a paved forecourt. A narrow stone flagged path extends beside the building, bounded by established planting.



Figure 1 Existing garage and adjoining passage [survey photograph]

5. The list entry identifies successive domestic and agricultural use within the group. The garage is an eighteenth-century former dwelling with stone mullioned upper windows and an internal chimneybreast with a moulded stone mantel shelf. Earlier cruck framing belongs to the adjoining range; the principal barn to the west has aisled king post construction. These distinct structures illustrate the development of the historic farmstead. [1]

6. The survey photographs show exposed internal stonework, a stone mantel shelf, painted ceiling beams and an existing concrete floor. Modern electrical fittings and other building services are also present. Their presence provides context for the proposal but does not establish that further alteration would be acceptable.

7. The building derives architectural and historic interest from its traditional construction, surviving features and evidence of earlier domestic use within a farmstead. The mantel shelf is a particular feature of interest. The linked buildings, forecourt and stone flagged paths contribute to the character and understanding of the group. West Yorkshire HER identifies the complex as Ashes Common Farm Barns, record MWY5491. [1, 8]

8. The proposed installation is limited in extent, but the internal stonework and the external cable route require careful treatment. The charging unit and associated fixings should be positioned clear of the mantel shelf, chimneybreast, stone surrounds and structural elements.



Figure 2 Garage interior with stone mantel shelf [survey photograph]

9. One Octopus Charge tethered unit is proposed on the back internal garage wall. Drawing (100)01 dimensions its centre 2,456 mm from one internal end wall and 3,083 mm from the other, defining its horizontal position. The supplier confirms an enclosure 330 mm high, 188 mm wide and 107 mm deep, weighing 2.5 kg, with a 5 m lead. The supplied product image shows a dark casing. [2, 3]

10. The client describes a 10–20 m supply cable run from the meter position by the house front door, along the base of the buildings beside the path, then through the garage wall beside the drainpipe. The combined power and data cable is to be surface mounted, clipped at approximately 300 mm intervals, with two new wall penetrations. The exact cable alignment and penetration positions require setting out separately from the dimensioned charger centre. [3]

11. The proposed specification is a black cable approximately 16–19 mm in overall diameter, at a nominal 150–300 mm above the external path, following suitable joints. The charger centre is proposed at approximately 1,200 mm above the garage floor. These are design proposals, not surveyed dimensions or installer-confirmed details. The lower internal floor level will be allowed for at setting out. [7]

12. No trenching, paving removal or wall chasing is proposed. Page 9 sets out the proposed fixing and penetration allowances, protection of significant features and making good. Final setting out and technical suitability require verification before drilling; the stated allowances do not authorise larger or more intrusive works.

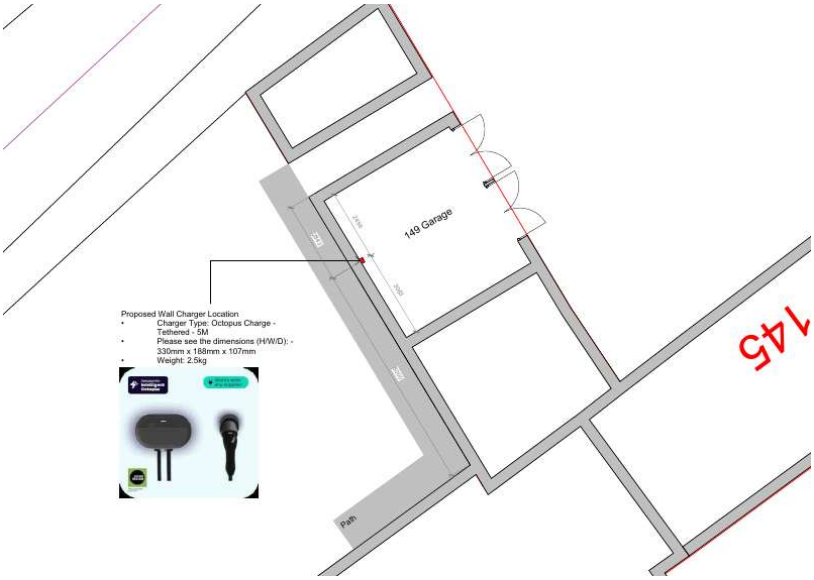



Figure 3 Proposed EV Charger Location Plan (100)01 [garage detail, not to scale]

13. The proposed charger is a small service fitting within an existing garage. Its internal position limits its effect on the external appearance of the listed building. Views through open garage doors may remain possible, and the associated cable must be considered as part of the proposal.

14. Physical effects comprise small charger and cable-support fixing holes and two through-wall cable penetrations. The 32 mm maximum allowance applies only to the two penetrations; fixing holes have the smaller limits on page 9. Sound mortar joints will be used where suitable, keeping clear of dressed stone, the mantel shelf, chimneybreast and structural timbers. Any need to bore through stone requires further heritage review before work.

15. The survey photographs show the external path beside stone elevations with existing pipework and cables. A low-level route offers scope to reduce visual intrusion while retaining the group's form, openings, forecourt and paths. Surface mounting avoids the greater fabric loss associated with chasing. The final route must follow suitable joints, accommodate cable bends and avoid unnecessary loops or prominent containment.

16. The surface-mounted route avoids excavation and lifting of the stone flagged path. The proposal therefore avoids direct disturbance of below-ground deposits and retains the existing paving. This conclusion applies to the specified surface route; any subsequent requirement for trenching would require a revised assessment.

17. The equipment could be removed in future, although fixing holes and wall penetrations would remain and require compatible repair. The installation should therefore not be regarded as wholly reversible. Avoiding unnecessary intervention is preferable to relying on later making good.

18. Within the installation limits described, the local fabric interventions and low-level cable are not anticipated to diminish the architectural or historic significance of the group. The former domestic character, significant interior features and external form will remain legible. No harm to significance is anticipated on that basis; this conclusion depends on compliance with the schedule and verification of the final fixing positions.



Figure 4 Stone elevation and flagged path beside the garage [survey photograph]

## SECTION 5 PUBLIC BENEFIT

19. The proposal would provide domestic electric vehicle charging, with the equipment secured inside the existing garage. It would support lower emission transport while avoiding a prominent external charging unit. No alteration to the garage doors is proposed; the charging lead will be stored internally when not in use.

20. The immediate benefit is principally to the occupiers. The wider environmental benefit is modest and has not been quantified. It should not be treated as a justification for avoidable harm to historic fabric. The proposal should be designed to preserve the significance of the heritage asset.

## SECTION 6 KIRKLEES LOCAL PLAN AND NATIONAL PLANNING POLICY FRAMEWORK

21. The Kirklees Local Plan was adopted on 27 February 2019. Policy LP35 addresses the historic environment and seeks the preservation or enhancement of the significance of designated heritage assets. The proposal should be assessed against that objective, with particular attention to the stonework, surviving interior features and setting. [4]

22. The National Planning Policy Framework, September 2026, addresses heritage in Chapter 20. Policy HE5 seeks a proportionate assessment of significance and effects and reference to the relevant Historic Environment Record. Policy HE4 seeks to avoid or minimise harm and requires clear and convincing justification for harm to designated assets. The assessment considers the listed group, its surviving features and the fabric affected by the works. [5]

23. Policy HE6 requires substantial weight to be given to the conservation of designated heritage assets. Where harm is identified, it must be weighed against the public benefits of the proposal in accordance with the policy. The small size of the equipment does not, by itself, establish that the works would cause no harm. [5]

24. Section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special regard to the desirability of preserving the listed building, its setting and features of special architectural or historic interest when determining listed building consent. The proposed siting and installation safeguards seek to respond to that requirement. [6]

25. The proposal relates to a small electric vehicle charger within the existing garage, together with its associated electrical supply. The internal location limits the prominence of the unit and avoids introducing an external charging pedestal into the forecourt.

26. The survey photographs confirm that the garage retains features of heritage interest. The installation must protect the stone mantel shelf and chimneybreast, exposed masonry and structural elements. The cable route and wall penetrations require the same consideration as the charger itself.

27. The internal unit and surface cable route are considered capable of preserving the listed building's special interest. No harm to significance is anticipated at the dimensioned charger position and within the proposed installation limits. Final cable alignment, penetration positions and bracket fixings should be agreed with the Council before installation, secured by condition if appropriate. This conclusion does not extend to additional or more intrusive works.

## REFERENCES

[1] Historic England. National Heritage List entry 1134406, Outbuilding Garage and Principal Barn to North of Ashes Common Farmhouse. historicengland.org.uk/listing/the-list/list-entry/1134406

[2] Octopus Energy Services. Email dated 28 September 2026 and supplied product imagery. Charger dimensions and weight as stated by supplier.

[3] Client emails dated 28 August and 15 September 2026; Application 202692392.pages; survey photographs; drawing (100)01 Proposed EV Charger Location Plan, October 2026; Kirklees correspondence, 14 October 2026.

[4] Kirklees Council. Adopted Local Plan Strategy and Policies, Policy LP35 Historic environment. kirklees.gov.uk/beta/planning-policy/local-plan.aspx

[5] Ministry of Housing, Communities and Local Government. National Planning Policy Framework, Chapter 20, September 2026. gov.uk/guidance/national-planning-policy-framework-chapter-20-conserving-and-enhancing-the-historic-environment-he1-10

[6] Planning (Listed Buildings and Conservation Areas) Act 1990, s16(2). legislation.gov.uk/ukpga/1990/9/section/16

[7] Doncaster Cables. EV Ultra Cat5e datasheet, dimensional details for 3 x 6 mm² power conductors with Cat5e. doncastercables.com/uploads/EV-Ultra_Cat5_Datasheet.pdf (accessed 30 October 2026).

[8] West Yorkshire Historic Environment Record. Public Heritage Gateway entry MWY5491, Ashes Common Farm Barns (reviewed 30 October 2026). historicengland.org.uk/listing/heritage-gateway/results/record/c08bded6-08f6-4d13-8699-29c79effb01d/MWY5491

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Proposed specification for consent. Dimensions below are design allowances unless identified as client or supplier information. They are not a manufacturer fixing template or an electrical installation design.

28. Equipment and siting. One dark Octopus Charge unit, 330 x 188 x 107 mm, with 5 m lead, on the back internal garage wall. Set its centre to drawing (100)01: 2,456 mm and 3,083 mm from the respective internal end walls. Proposed centre height: 1,200 mm above the garage floor. Keep clear of the mantel shelf, chimneybreast, dressed stone and structural timbers. Store the lead and connector internally.

29. Supply cable. Client specification: three 6 mm² power conductors with integrated Cat 5 data, approximately 10–20 m long. Published EV Ultra equivalents are approximately 16 mm diameter unarmoured or 18.6 mm armoured. Allow up to 19 mm, with black sheath and discreet black clips. The installer must verify the cable, protection and supply connection. No separate external data cable is proposed. [7]

30. Route and clips. Follow suitable mortar joints at the base of the walls beside the path, nominally 150–300 mm above paving, rising internally as needed. Clip at approximately 300 mm intervals, adjusted for joints, bends and adequate support. Proposed clip fixing limit: one hole up to 6 mm diameter and 40 mm drilled depth per fixing, in sound mortar. No chasing or excavation. Confirm support spacing and cable bend radius with the installer.

31. Wall penetrations. Two only: house exit to the left of the window identified in the client photographs; garage entry beside the drainpipe into the back wall. Proposed bore: nominally 25 mm, maximum 32 mm including any sleeve. Verify both faces and the lower garage floor level before setting out. Use suitable mortar joints, avoiding dressed stone and significant details. Any need to drill through stone must be reviewed before work. Prevent breakout and protect both wall faces.

32. Charger fixings. Allow up to four fixings for the unit and two for an internal lead holder, if required. Proposed hole limits: 6–8 mm diameter and maximum 50 mm drilled depth. Use sound mortar joints where compatible with the bracket and safe support. The installer must verify the fixing pattern, anchor type, required embedment and pull-out resistance. These are heritage assessment allowances, not manufacturer instructions; revise the proposal if safe fixing cannot meet them.

33. Making good. Seal penetrations against water ingress using cable-compatible materials and reinstate exposed masonry edges with mortar compatible in strength, permeability, colour and texture with the existing wall. Avoid extensive cement patches, expanding foam faces or visible sealant smears. Retain all paving and significant fabric. Redundant fixing holes will be repaired with compatible mortar if equipment is removed.

34. Control of details. Use the dimensioned charger centre on drawing (100)01. Record the cable alignment, bracket and holder fixings and both penetration positions before drilling; obtain the Council's agreement to these details, including discharge of any relevant condition. Changes to the charger position, larger or additional holes, stone drilling, external boxes, trunking, backboards or groundworks require heritage review and any necessary consent before work. Do not compromise electrical safety to meet an estimated allowance.