

STATION ROAD BATLEY

CONSERVATION AREA

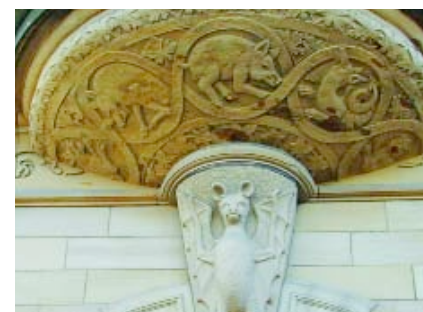


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CONSERVATION AREA APPRASIAL

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1.0 INTRODUCTION

This report puts forward the case for the redefinition of the Station Road conservation area.

The revised Station Road conservation area is an area characterised by a mix of industrial, commercial and residential properties. Many of the commercial buildings have ornate detail and grandeur, whilst the industrial mills are imposing and remind us of the economic importance they once had. The housing areas still retain many of the distinct characteristics of the time. The revised conservation area boundary includes a mix of all the elements mentioned, the use of uniform materials creates a cohesive environment.

1.1 Conservation Areas

The Station Road conservation area is one of 59 existing conservation areas in Kirklees. Kirklees Council have expanded the boundary of the existing conservation area to encompass a greater mix of industrial, commercial and residential properties, all of which were intrinsic to the development of the Station Road area, which still retains many properties which contribute to the overall character of the area.

A conservation area is an *'area of special architectural or historic 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 well being of the country and to the locality.

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. The Station Road area is already recognised as a conservation area due to its special architectural and historic interest. The conservation area has been enlarged to ensure the different approaches to Station Road with their high architectural details and importance to the overall character and setting are included in the conservation area.

'In considering further designations authorities should bear in mind that it is important that conservation areas are seen to justify their status and that the concept is not devalued by the designation of areas lacking any special interest.' (Para. 4.3. PPG15: Planning and the Historic Environment)



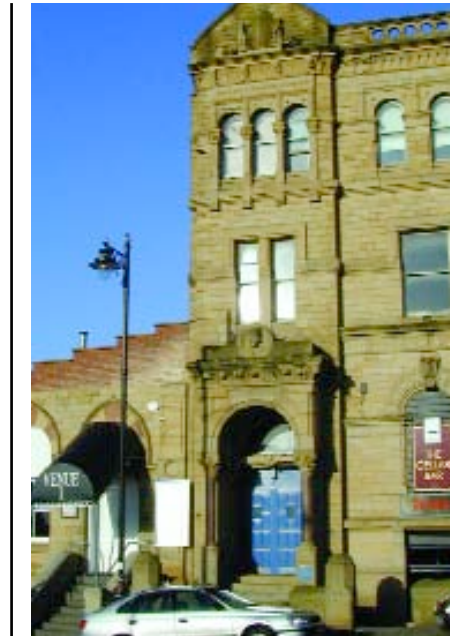
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Kirklees Council when designating a new or revised conservation area has a statutory duty to undertake a Conservation Area Appraisal which this document comprises. English Heritage has produced guidance on preparing conservation area appraisals, which has formed the basis of this document, in conjunction with local criteria and policies contained in PPG15: Planning and the Historic Environment.

When designating a conservation area, there is an expectation by Central Government that supplementary guidance will be developed for each conservation area to further preserve and enhance the quality of the environment. The planning system in England is currently undergoing reform. In the relatively near future a Local Development Framework will replace the Unitary Development Plan for Kirklees. The LDF will include a core strategy to set out the key elements of the planning framework for the area. This may set criteria for identifying locations and priorities for area action plans to be prepared. Area action plans, covering conservation areas, should set out policies and proposals for action to preserve and enhance the area, including defining areas where specific conservation measures are proposed and areas which will be subject to specific controls over development.

This conservation area appraisal may be used as a basis for an action plan in conjunction with the LDF.



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2.0 LOCATION AND POPULATION

The Station Road conservation area was first designated by Kirklees Council in 1987 and is located approximately half a mile from the centre of Batley. It was enlarged and redesignated as a conservation area in 2006 and contains 32 listed buildings.

The population of the whole of Batley in 2001 was 44,709.



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3.0 HISTORICAL ANALYSIS

3.1 Archaeology and Geomorphology

Batley lies on the middle coal measures. Historically this surface outcropping of the coal seam was common and contributed to the early development of Batley. However, coal mining in the area has long since ceased. Sandstone was also relatively abundant. The sandstones in the area comprise good building stone, and over time quantities of sandstone have been used locally to construct buildings.

In earlier times Batley was inaccessible due to the series of hills connected by a marshy valley bottom which used to suffer from flooding. Over time this issue was overcome through improved transport links and water drainage systems.

3.2 Origins and development of Station Road

Prior to the 1700s little is known of the history of Batley. The name Batley probably derived from the Old English personal name 'Bata' and 'leah' meaning forest or glade. The 1086 Domesday Book lists the vill as having "6 villagers and 4 smallholders with 5 ploughs" in the village. Batley in the 1700s did not contain a single principal village, but rather encompassed a number of small settlements, all of a similar size. The hamlets of Batley, Havercroft and Clark Green formed the nucleus of what is now Batley town centre in the valley bottom. Until the beginning of the 19th Century the population of the whole of Batley was probably fewer than 2500.

Most of the housing in the area probably took the form of small cottages, of which a few still survive. These buildings were constructed of the easily obtainable local sandstone. Local supplies of fuel were abundant – undocumented drift mines, dug into the hillsides where the local coal seams outcropped, were probably very common. Water was obtained from the open becks, and from numerous small wells in the area.

The fundamental changes which took place in the organisation and technology of the textile industry at the end of the 18th Century led to an explosion of textile production in Batley parish in the first quarter of the 19th Century, in particular shoddy and mungo. Shoddy is a form of cloth manufactured from reclaimed rags, an early form of recycling which laid the foundations of prosperity for a conglomeration of small towns which were to become collectively known as the Heavy Woollen district. These changes owed as much to improvements in transport to Batley as to the textile industry.



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The Dewsbury to Gomersal Turnpike (now Bradford Road) was first proposed in 1826; construction was completed in 1832. Until the opening of this toll route, road transport to and from Batley had avoided the marshy valley bottom, and had therefore involved a steep climb in every direction before any of the neighbouring villages could be reached.

An early attempt to improve communications (a canal scheme of 1799), had failed, and it was only with the opening of the New Road (as it was known until well into the 1850s) when transport improved. That was followed by the introduction of the beginnings of a railway system in 1848.

In 1854 Batley Station Road conservation area was very different to the area we see today. At that time development was concentrated around Bradford Road, which attracted early development as the original Dewsbury-Gomersal turnpike linking the heavy woollen conurbation with Bradford.

Little development existed along Soothill Lane, Grove House and adjacent buildings the only buildings on the street, and the only development along Rouse Mill Lane was Rouse Mill and associated buildings. The building of the station in 1847 (the line being constructed between 1840 and 1848) was vital for the expansion of the textile industry and was the point of arrival for consignments of rags sent to be sold at rag auctions held there.

In addition, the building of the station was a key factor in encouraging the concentration of activity outside the town's older core into the part of town which now includes the Station Road conservation area. When the station was first built, sidings ran parallel to the wall in front of the warehouse. There were no warehouses on Station Road then, and the land between Station Road and Upper Station Road was divided into fields, with the bottom field having a tenter running along Soothill Lane.

The development of the old commercial quarter in Batley, centred on Station Road, took place largely between 1854 and 1894, as a consequence of the expansion of the textile trade in the area.

'Batley ... produced warehouses the splendour of which was partly due to a desire to live down an ambivalent reputation' [of the shoddy trade]. (p. 246. Girouard, M. *The English Town*)



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In the wider revised conservation area the building period coincided with the booms in the textile trade. The buildings in proximity to Soothill Lane were constructed in the period 19th Century to house the workers of the surrounding mills.

The properties on Commercial Street front both sides of the street. They are a series of 19th Century properties built to try and capture some of the wealth that was available in Batley at the time. Talbot and Taylor Street were developed in the 19th Century to house the workers of the nearby factories. Many of the original features of the buildings remain. New Ing Mills and the associated buildings were built in the period 1860-1900.

The growth in the grandeur of these buildings was at the same period the Station Road properties started to decline in importance. After 1894, the development was piecemeal and of no significant scale, especially after 1907. The area as we see it today was (by and large) developed before 1922 with the exception of a row of terraced houses on Eyre Street, built between 1933 and 1966. The only significant development along Station Road itself after 1894 was the brick built warehouse erected in 1914.



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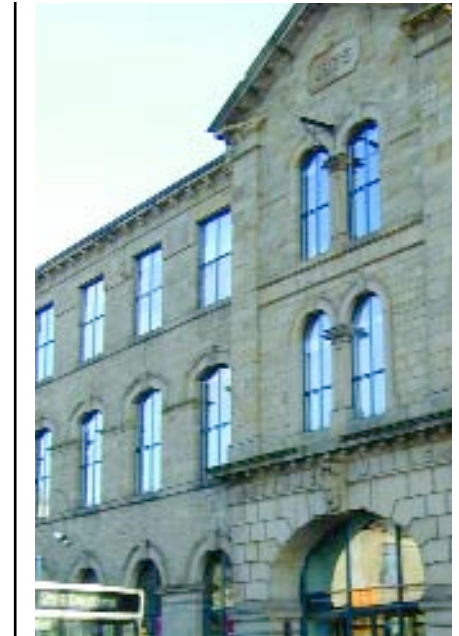
3.3 Historic patronage

The population of the whole of Batley in the late 18th /early 19th Century was probably less than 2500. In the 18th Century the economy of Batley still had much in common with that of the late medieval period, with agriculture and the domestic production of woollen textiles forming the most common occupations.

As identified earlier, the changes in the woollen industry, coupled with the transport improvements transformed Batley from a predominately agricultural area to an industrial area. The 1854 map of the area illustrates how the industrial development at the time was centred on the Bradford Road / Hick Lane axis. New Ing Mills complex was constructed between 1860-1895 on what was formerly agricultural land. This large mill required many workers and around the same time or shortly after, estate owners keen to increase their incomes from rents constructed further housing at New Ings and at Soothill. Prior to this housing development Soothill comprised a small set of weavers cottages.

The transformation of Batley from an agricultural context to the urban context we see today was virtually complete at the end of the 19th and beginning of the 20th Century. Since the main period of industrial growth only minor changes have changed helping to retain the distinct character and history of Batley.

'Batley, and its neighbour Dewsbury, were an exception to the great majority of smaller Yorkshire textile towns, which either sold direct from the mills or sent their cloth to be marketed in Bradford and Leeds. The reason may have been [because] ... they were centres of the shoddy and mungo trades. ... The industry was not, at first, considered respectable and was bitterly attacked because of its supposed infection with germs. ... By the last decades of the century it had become accepted as a sensible method of recycling. But it was perhaps its early disrepute that made Leeds and Bradford unwilling to deal in it. Anyway, from the beginning shoddy and mungo were sold direct from Batley and Dewsbury, at first by auction and then from warehouses, which were almost always subsidiaries of individual mills.' (p.244. Girouard, M. The English Town)



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4.0 THE CHARACTER OF STATION ROAD

The character of the revised Station Road conservation area is derived from the mix of industrial, commercial and residential development which occurred largely during the late 19th and early 20th Century. The grandeur of the properties on Station Road still capture the glamour and wealth of Batley in its heyday. The associated mills and houses remaining from the period remind us of the hard work and economic conditions which were required to achieve such opulence.

4.1 The contribution made by key listed buildings

There were 32 listed buildings within the existing conservation area, and with the proposed boundary changes one more was added. Appendix 2 contains a brief description of each listed building. This section further describes key listed buildings which are of fundamental importance to the character and setting of Station Road conservation area.

In the 1870s the impressive warehouses (selling houses) that still exist today were erected along Station Road. These warehouses, built in both Classical and Gothic styles are characterised by a wealth of ornamentation and enclosed in many cases by well detailed boundary walls, some with dwarf piers and decorative iron railings. These were not designated as humble storage buildings, but were intended to parade the wealth and prestige of the wool manufacturing firms that built them to display their wares to buyers brought by railway from all over the world. They were a short lived success in this role as buyers preferred to go direct from the station to the mills. Mill owners themselves therefore made less use of the Station Road premises over the years. After a brief ten year spurt of building activity on Station Road the selling houses languished, leaving several undeveloped sites which were never built on. Despite this, the sheer quality of the small number of selling houses built, their consistency of scale and the strict adherence of frontages to the line of the street make for fine townscape.

Two blocks of buildings play a key role in enclosing and dominating the street. On the crown of the hill stands The Crescent (32-40 Station Road), now sadly depleted by the loss through the fire of its central portion but still a magnificent Italian Gothic composition. At the foot of the slope, nos. 17-23 Station Road create an effective visual stop at the junction with Soothill Lane and Rouse Mill Lane. This is Gothic on a lavish scale, with Moorish window arches, voussoirs of contrasting colours, foliated capitals and carvings of strange beasts, the whole being topped by a tall pyramidal roof.



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Between these key buildings, the fine warehouses follow the curve of the road, being gradually revealed to view, with The Crescent being balanced on the opposite side of the street by No. 40 and No. 51 Station Road. These two buildings form an impressive frontage to the traveller arriving by rail, and a building group which is prominent in long distance views from outside the conservation area.

The combination of these buildings created *'an image of dignified prosperity, and a grand entrance for clients. ... Windows with arched rather than flat tops were favoured as giving variety, but were less practical, arched windows let in less light.'* (p. 241. Girouard, M. The English Town)

The National Westminster and former Midland Bank on Bradford Road are 19th Century impressive ashlar fronted properties which reflect the economic importance of Batley at the time.

4.2 The contribution made by buildings of merit

The following buildings / set of buildings do not have any listed building status but are of high architectural merit, despite not being listed. The inclusion of these buildings in the conservation area is partly to recognise the importance of these buildings to the character of the Station Road conservation area, but also to help safeguard the character of the buildings and the conservation area in the future.

New Ing Mills complex is constructed from stone, in parts it has been altered over time to accommodate the needs of industry, but the historic fabric of the buildings in the complex remains. A single-storey stone building nine bays in length, was constructed by the Jubbs in 1860 as a weaving shed. The engine house in the north-west corner is a late 19th/early 20th Century alteration; and a large building facing Field Lane, a four storey, six bay wide structure was completed in 1863 – both of which remain today.

Union Mills on Whittaker Street are a well preserved example of smaller industrial buildings typical of the 19th Century period. Despite the buildings currently having limited protection from change they are remarkably well preserved and deserve further protection from potential future changes. Notably the metal pulley is still retained adding further character to the building and streetscape. 29 Wellington Street is a fine example of 1930's architecture and creates a link between the different stages of development of Station Road conservation area. It is important further alterations to these buildings are resisted. The cumulative effect of piecemeal alterations to non-listed buildings can damage the overall character of the buildings and the conservation area. Inclusion of these buildings into the conservation area will, over time, help raise the quality of the built environment.



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4.3 Views and vistas

The following views of Station Road, when approaching the area, are of particular significance:

- Arriving by rail to Batley the old selling houses on Station Road dominate the skyline heightening the sense of arrival.
- On Station Road the gently sloping gradient provides good vistas across the eastern part of Station Road conservation area allowing one to appreciate the historical development of the Station Road area
- The twisting descent of Hick Lane affords exciting glimpses of the varied skyline of Station Road conservation area.



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5.0 BOUNDARY DEFINITION

The boundary of Station Road conservation area is redefined to encompass a greater mix of industrial, commercial and residential properties, each of which had their own contribution to make to the fortunes of the Station Road area.

'Designation [of conservation areas] was meant to lead to an understanding of why a place was important, what features and qualities should be retained and how the new could be best accommodated.' (Conservation Area Management. English Heritage)

5.1 Proposed Included Areas

The revised boundary of Station Road conservation area was partly based on the early industrial 'zones' of the area. Each 'zone' has its own distinct character which overall contribute to the mix of industrial, commercial and residential character within a relatively small area. Notable zones in the proposed revised conservation area boundary include:

1. Station Road: The imposing Gothic architecture and the historical development of this area form a natural nucleus to the conservation area. The buildings are of high merit and create a sense of drama and arrival.

2. Soothill: This area is characterised by 19th Century housing. The housing is an important link to the wider Station Road area. Historically the original dwellers of these houses would have worked in the nearby mills and warehouses.

3. Commercial Street: A remarkably well preserved set of 19th Century terraced shops and drinking houses lining both sides of the street. This area forms a gateway into the conservation area and provides a sense of arrival and place.

4. New Ing: Although the north of this area has been significantly altered (often through demolition), this area is important to the character and setting of the conservation area. The southern part of Field Lane contains New Ing Mills which is a relatively well preserved example of late 19th Century mill construction. Historically, it is the construction of such mills which helped lead to the demise of the more grand properties on Station Road as the buyers preferred to buy the cloth cheaper from the actual mills. Its inclusion in the conservation area is a recognition not only of its architectural value and character, but also its wider historical value to the development of the Station Road area



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5. Taylor Street /Talbot Street: The area is characterised by 19th Century mill buildings at the northern part of Talbot Street further strengthening the historical development of the wider Station Road area. Taylor Street and the southern part of Talbot Street are dominated by 19th Century housing built for the workers of the nearby mills. The area also contains small 19th Century mills and an 1871 Primitive Methodist Chapel which reiterate the industrial links between the core of Station Road and the enlarged conservation area.

6. Road Alignment: The boundary has been slightly modified in parts to reflect the new road realignment since the 1970s, instead of cutting through roads.

5.2 Proposed Excluded Areas

A: North of the conservation boundary includes 'Yorkshire Mill Village' (a retail complex) and builders yards. The 'Mill Village', although reasonably aesthetically pleasing and incorporating some other structures is not of sufficient merit to warrant inclusion into the conservation area. The builders yards are low-grade buildings which do not add to the character of the conservation area.

B: A series of buildings and industrial yards which are of no architectural merit or character.

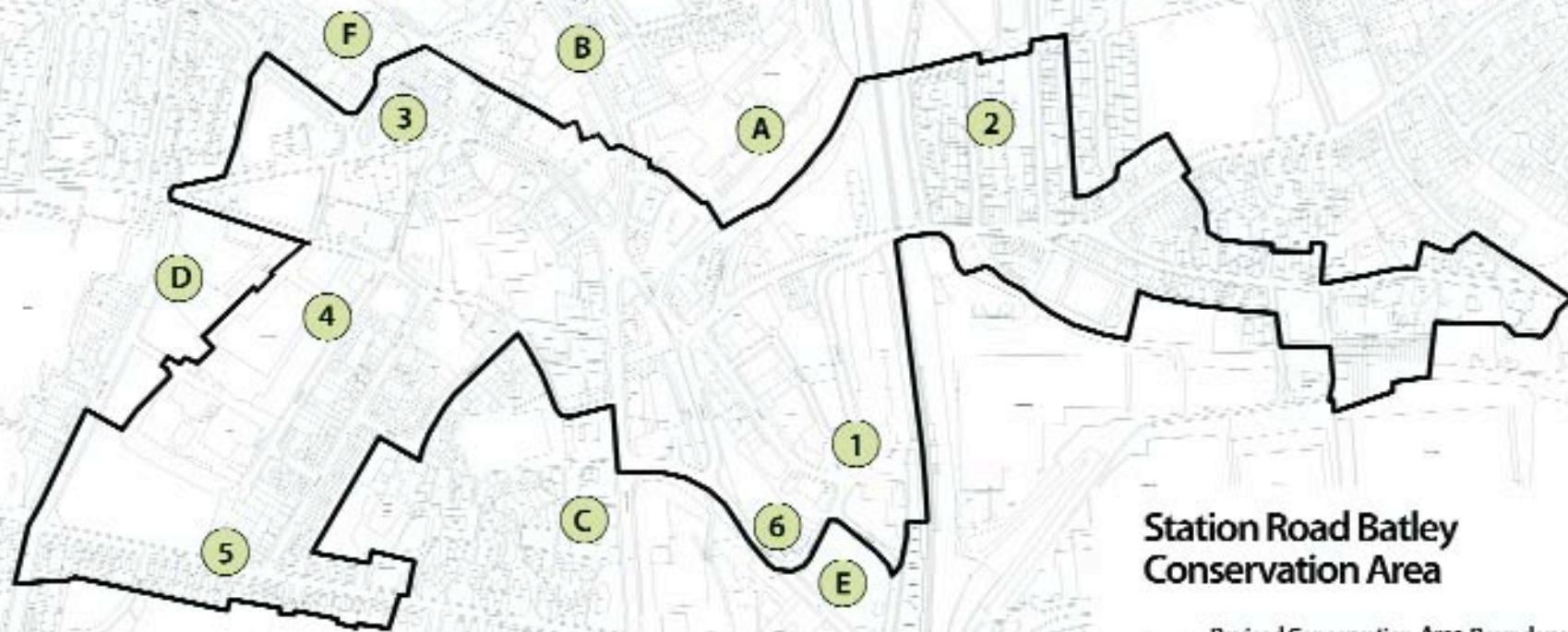
C: Modern housing development, the style and layout is not in keeping with the Station Road conservation area

D: Modern industrial developments which are not in keeping with the Station Road conservation area.

E: Modern industrial developments which are not in keeping with the Station Road conservation area.

F: Modern retail and office developments which are not in keeping with the style and character of the Station Road conservation area





Station Road Batley Conservation Area

— Revised Conservation Area Boundary

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6.0 OPEN SPACE AND TREE COVER

Open space within the revised Station Road conservation area is limited to areas which have either suffered from previous demolition and fires; or were originally intended for development but the changing economic fortune of the area meant they never were.

For several years these open space areas were a visual blight, however, with funding from City Challenge these areas were landscaped and many now enhance the environment and character of the area. Others, however, would still benefit from a suitably high-quality building development which would complement and accentuate the status and quality of the existing building and urban grain within Station Road conservation area.

Most notably, the section between 32 and 40 Station Road still suffers from the incomplete nature of the buildings after the central section was destroyed by fire. A suitably sympathetically designed building would significantly enhance this section. The overall impact of splendid architecture on Station Road itself is enhanced by the unifying effect of traditional paving materials: local stone flags to the footways and setts the full width of the Station Road carriageway. Stone built boundary walls also help integrate buildings and their surroundings. Elsewhere in the conservation area, tarmac and concrete lighting have been used, which is a potentially detractive feature.



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7.0 URBAN GRAIN

The revised Station Road conservation area is distinctly urban in nature. The street plan and density are typical of the mix of early and later industrial development.

Bradford Road forms a long level spine to the area, with the land rising steeply to the east and the north-west. Off Bradford Road are a number feeder roads which gently curve to the economic and residential zones of the area which provided the economic might to enable the grandeur of Station Road to develop.

Station Road provides the glamour of the area, behind this street front everything is utilitarian, but solid. This mix of industrial, commercial and residential character is typical of districts developed when the journey to work had to be accomplished on foot. As such, the area is a microcosm of the character of Victorian Batley.

'No-one made a mark in the new Batley simply through ancient family influence or unfathomable wealth. The native wit, the ability to make "summat from nowt" was incubated in the small factory shops from which grew the massive industries employing hundreds of people earning millions of pounds.'

The History of Batley 1800-1974 (1978) M. H. Haigh



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8.0 BUILDING TYPES

The buildings materials of the revised historic Station Road conservation area are almost entirely natural, namely stone and slate. Stone is the overriding material for walls and blue slate for the roofs. The walls of the stone properties in the valley bottom on or near Bar Street are regular coursed, but not smooth in appearance. The stone coursing of the grander properties tends to be ashlar sawn and smooth.

The revised Station Road conservation area has an overall harmony of traditional materials (local stone and blue slate) with the existence of a number of buildings of exceptional architectural quality. The conservation area, however, also relies on buildings of lesser architectural merit, which by virtue of their scale, materials and quality of detailing combine to enhance the overall appearance and character of the conservation area.

In the late 20th Century within the proposed revised conservation area some properties have sadly been built in either brick or artificial stone in a style often unsympathetic to their surroundings, and are a potentially detractive feature.

8.1 Station Road Warehouses

The most imposing and renowned architecture within this conservation area are the former warehouses located on Station Road. The imposing Gothic architecture creates a sense of arrival and grandeur. The ornately carved stonework and contrasting colours of the voussoirs increase the drama of the buildings. Despite the grandeur of the buildings, the use of the same materials and similar height of the buildings create a uniformity to this section.



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8.2 Mills

The revised Station Road conservation area contains a number of mills. There are two main types of mills:

- Single Storey Mills: These mills were constructed largely due to the adoption of powerloom weaving by all branches of the textile industry and often included single-storey sheds on site. The exterior sheds were constructed from stone with the buildings having minimal decorative features. The interior was marked by a steady progress towards creating wider bays and clearing the floor space of obstruction in order to have as unimpeded area as possible for machinery.
- Multi-Storey Mill: The largest of the New Ing Mills and Hick Well Mills complex are fine examples of multi-storey mills.

Both mills were constructed during the peak of the shoddy era. Both New Ing Mills and Hick Well Mills complex contain elements of both types of mill reflecting the historical development of the Batley area.

8.3 Cottages

Mill workers cottages built for investment are the main dwelling type in the proposed revised Station Road conservation area. These are located predominately on or near Soothill Lane and Talbot Street. The dwellings were built later, functioning purely as living accommodation. The buildings were of sound construction to necessitate the minimum of repairs. The mill workers cottages are set slightly back from the highway, creating small front gardens enclosed by dwarf stone walls, constructed from locally sourced stone. Most of the properties have replaced their windows, some with PVC frames which are a potentially detractive feature.



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9.0 BUILDINGS AT RISK

The 1860 Jubbs weaving shed at New Ings Mill is of high-quality and still retains several original architectural features. Although overall the building has been altered over the years, particularly obvious is the metal roof which would have formerly been glass which is a potentially detractive feature. The building is suffering from decay and in need of further renovation to help retain and improve the character of the building.



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10.0 NEGATIVE FACTORS

Wilfred Pickles presenter of the popular 'Have a Go' radio quiz and talk programme in the 1950s used to say that birds flew backwards over Batley to prevent soot getting into their eyes. Whilst this era has long since gone, on several buildings the intricate stonework are suffering from the effects of pollution (often road and atmospheric pollution) and greater effort is needed to ensure this intricate stonework does not deteriorate further.

Over time parts of the area have been redeveloped using unsympathetic materials and design. These areas have been included not because Kirklees Council wishes to see these buildings preserved for future generations, but instead these buildings occupy prominent positions in the conservation area. By including these areas in the conservation area, any future modifications to these areas are duty-bound to improve the quality of the environment in keeping with the character and setting of the conservation area. Such areas include:

- Batley WMC on Wellington Street. This building occupies a strategic position but the style and character of the building is not in keeping with its surroundings.
- The 1960s buildings at Angloco business on Upper Station Road. These buildings are attached to a quality 19th Century brick railway goods shed and have had some recent additions of good modern architectural quality. However, earlier extensions currently detract from the quality of the attached building and surrounding area. Any alterations to these buildings in the future need to be more sympathetic with the original building and the character of the surrounding conservation area.



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11.0 ECONOMIC NEED

The fortunes of the proposed revised Station Road conservation area have changed considerably over time. Once a thriving nucleus, it then lost its status and over time became a run-down and in parts derelict area. Today the Station Road conservation area remains a microcosm of the character of Victorian Batley and is evocative of the industrial past of Batley and of the status and prosperity that the woollen trade once brought to the town. During the 1970s and 1980s with the decline of the textile industry in the area as a result of development of shoddy and mungo manufacture abroad, the area became run down. In less than a decade, three of the top ten textile and clothing companies in Batley at 1966 had closed, whilst six of the remaining seven had reduced their labour forces very considerably. Nearly 2500 jobs had been permanently lost from these ten firms alone – half of their workforce. The effect was catastrophic and the area has never fully regained a strong economic base.

Partly due to regeneration initiatives such as City Challenge in the 1990s, the area has since been aesthetically restored to some of its former glory, and this in turn encouraged some investors to the area. However, the area is still economically underperforming and should an economic downturn occur is one of the more vulnerable areas. In addition the enlarged conservation area boundary now includes buildings which are suffering from decline, as identified in section 9.0 Buildings at Risk of this appraisal.



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12.0 POTENTIAL FOR CHANGE

The historical development of the proposed revised Station Road conservation area relates to an era of development which has long since passed. Parts of the area, despite some prior assistance through City Challenge, are still economically underperforming. Designation of this area as a conservation area does not mean changes will not be allowed in the area, select changes will enhance and improve the character of this conservation area (as defined in this appraisal) are welcome.

Properties within the residential areas are facing increasing development pressures, particularly of piecemeal changes, such as new windows and satellite dishes. Piecemeal changes can damage the overall character and setting of the conservation area and should be resisted.



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13.0 PUBLIC CONSULTAION

Why Consult?

For conservation areas to be successful public support and understanding of conservation areas is essential. Kirklees Council undertook a program of public consultation on the draft proposed revised conservation area proposals. The purpose of this work was:

- To benefit from local knowledge and experience, this may relate to the history of the area or in the identification of issues;
- To ensure that the document produced is as accurate and comprehensive as possible;
- To increase understanding of what conservation area designation means and encourage local involvement in the conservation of the area; and
- To ensure that everyone has a say on the management of their local area.



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Public Consultation Methods Used

Public consultation methods undertaken included:

- The revised draft conservation area appraisal was made available at Batley library and at the reception of planning services in Civic Centre III, Huddersfield;
- A leaflet outlining the conservation area proposals, maps of the proposed conservation area boundaries and a questionnaire about the proposals was sent to all householders within the proposed revised conservation areas. Further information was provided stating the detailed proposals were able to be viewed at Batley library and the date of the public meeting at Batley Library;
- The local civic society, a prominent local historian and local councillors were all invited to attend the public meeting and made aware of the public exhibition;
- A public exhibition was held in Batley library between 23rd March and the 8th April 2006 and a postal box was made available for questionnaires to be returned;
- Email responses to the conservation areas were accepted;
- Two public meetings were held. One meeting was held at Batley library (5-7pm on the 29th March) and a subsequent meeting was held at Batley Town Hall (5-7pm on the 6th April). The meetings were publicised through leaflets, posters (displayed in Batley library, swimming baths, local shops and health centres) and through the local media – Batley News, published weekly;
- The format of the public meetings was an initial overview of the conservation area boundaries provided by members of Kirklees Council conservation and design team. This was then followed by groups being sub-divided into the conservation area they were most interested in. Participants then had a guided discussion covering key elements and then drew the conservation area boundary on what they felt should be included in a conservation area.

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Feedback from Public Consultation

Ten percent of postal respondents were specifically interested in Station Road, and a further 10% of postal respondents were interested in all the proposed Batley conservation areas (including Station Road). At the public meeting held on the 29th March 2006, no-one prioritised Station Road for discussion, however at the 6th April 2006 public meeting Station Road was highlighted by all participants as a discussion priority.

The postal responses to the proposed Station Road conservation area requested few changes to the revised boundary of Station Road. At the public meeting held on the 6th April 2006 it was suggested that the modern buildings on Gregory Street (in the Soothill character zone) should be excluded; whilst the historic properties at Oaks and Willow Road. Oaks and Willow Road are historically important to the Station Road conservation area. The revised Station Road conservation area was proposed to be enlarged further to encompass additional historic properties on Taylor Street and the playing fields at Victoria Avenue / Taylor Street. The playing fields at Taylor Street is an important area of open space and acts as a buffer between New Ing Mills and the surrounding residential areas. These proposals suggested by the public have been incorporated into the final version.

All participants/ respondents believed the historic buildings were the most important feature of Station Road, followed by street surfaces (probably in recognition of the cobbled street at Station Road).

The majority of participants/respondents supported the idea of using special planning controls to give further protection to enhance the character and appearance of the Station Road area. At this stage however, other than designating Station Road as a conservation area, no further planning controls are planned for Station Road conservation area. Although in the future, as part of the LDF process the planning policy guidelines relating to conservation areas will be strengthened to ensure the special and architectural features in conservation areas are retained further.

A letter and map outlining how the views of the public had been incorporated into the final conservation area was sent to all respondents and the findings will be made available on the Kirklees Council Web Page.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

APPENDIX 1 Summary of Station Road

PPG 15 & English Heritage Criteria	Kirklees Council Commentary on Station Road Conservation Area
Location and population	Station Road is located half a mile from Batley town centre.
The origins and development of the settlement	Station Road developed at the same period as the growth in shoddy and the introduction of the railway to Batley. In the wider Station Road the building period coincide with the booms in the textile trade.
The prevailing former uses within the area and their historic patronage	Station Road developed as selling houses to display the shoddy goods to clients arriving by train. The wider Station Road was either industrial buildings or residential built at the time when most people walked to work.
Archaeological significance and potential of the area	Station Road has sparse archaeological significance and potential
The architectural and historic qualities of the buildings and their contribution they make to the special interest of the area	The proposed conservation area includes 32 listed buildings which are nationally recognised as being of architectural or historic interest. Industrial, residential and highly decorative commercial buildings together contribute to the uniqueness and special quality of Station Road conservation area.
The contribution made by key unlisted buildings	The residential properties and many of mill buildings are not listed, despite being of a high architectural quality and historically important to Batley. The buildings help illustrate the historical development of Batley during the growth of the shoddy industry.
The character and relationship of spaces within the area	Open space within the area is limited, reflecting the industrial heritage of the area.
Prevalent and traditional building materials, textures and colours	Building materials are almost all entirely stone and slate. Many of the stone buildings have been cleaned recreating the glamour of the buildings when 1st built.
Local details	The selling houses on Station Road, built in both Gothic and Classical styles are characterised by a wealth of ornament, some are decorated with the infamous 'Batley bats' which are now synonymous with Batley.
The contribution made by green spaces, trees, hedges and other natural or cultivated elements to the character of the area	Due to the industrial heritage of this conservation area green spaces are limited. However, today there exist a number of small landscaped areas which provide important green refugees in the area. Station Road itself is enhanced by the overall unifying effect of traditional paving materials.
The setting of the conservation area and its relationship with the landscape or open countryside	The mix of industrial, commercial and residential character is reminiscent of the time when the journey to work had to be accomplished on foot. The grandeur of the buildings is reminiscent of the economic might of Batley during the height of the shoddy era.
The extent of loss, intrusion or damage, i.e. the negative factors	The Crescent, 32-40 Station Road suffered from a fire, resulting sadly in the loss of the central section. In addition, some buildings have suffered from piecemeal changes which combined with, in parts, poor quality shopfronts and paving do detract from the overall historic and architectural quality of the conservation area.
The existence of any neutral areas	24-26 Field Lane is a brick and stone combination factory / warehouse which neither enhances or detracts from the character of the conservation area.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

APPENDIX 2 LISTED BUILDINGS

13-23 Station Road (inc. 1 Soothill Lane)

Formerly industrial or warehousing, now shop and part disused built c.1870. Ashlar Italian Gothic facade. Pitched slate roof. Three storeys and basement with decorative frieze between ground and 1st floors and simple double string between 1st and 2nd floors. On corner site, 8 bays by 3 bays with 2 bays across corner which is surmounted by steep pyramidal roof with fishscale slating and decorative ironwork to top. Doorways and windows are round arched with alternately coloured voussoirs and pointed hood moulds those to ground floor have carved grotesque bats and beasts at point of intersection. Ground floor openings are separated by paired columns with foliated capitals including acanthus, vines, thistles, roses and passion flowers. In tympanum over each door is oculus. The double doors are panelled, some with elaborately foliated frieze. Ground floor windows have ashlar apron with 5 Plain shields. 1st floor windows have alternately coloured voussoirs and impost band with richly carved foliage of various types. 2nd floor windows form continuous range and number 2 per bay. Arched brackets support moulded eaves cornice with blocking course on 8 bay facade.

31- 33 Station Road

Warehouse building built c.1870 in dressed stone with ashlar quoins and dressings. Vermiculated basement level. Hipped slate roof with moulded eaves cornice on square brackets and dressings. 3 storeys and basement. Moulded sill bands and heavy moulded cornice over ground floor. 4 bay facade by 2 bay return, with further 8 plainer bays to left to main warehouse. Main elevation: stone-steps lead to 2 entrances with double doors and each with round arch with carved spandrels and simple pilaster surrounds. Console brackets support cornice over. Ground floor windows are round arched with 2 round arched lights and circle above, and central engaged colonnette with foliated capital. 1st floor windows are round arched with segmental pediment. 2nd floor windows are square headed.

18 Station Road

Warehouse buildings, built c.1870. Dressed stone with rusticated ashlar quoins and ashlar dressings. Slate roof with heavily moulded eaves cornice and blocking course. 3 storeys with moulded cornice over ground floor and band under 2nd floor windows. 6 bay symmetrical facade. 6 moulded ashlar arches supported by pilaster like piers with moulded capitals contain the 4 windows and 2 doorways to ground floor. Recent blockwork below windows. 1st floor windows have segmental head and shouldered architrave surround. 2nd floor windows are square headed.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

25 Station Road and warehouses adjacent

Warehouses dated 1864, built in dressed stone with rusticated quoins and ashlar dressings. Hipped slate roof with heavily moulded eaves cornice with blocking course, on console brackets. 3 storeys with sill bands, and panelled frieze on dentilled cornice over ground floor. 3 bay frontage by 2 bays on corner site. 3 bay symmetrical facade with tall central doorway with double panelled door and deep segmental headed fanlight. Shield with ram, and date, 1864. Windows to left and right with segmental head and deep keystone and architrave surround, with ashlar apron. First floor windows are paired with round arched heads and architraves. The side elevation has 10 bays of industrial casements with raised sills.

2, 4, 6, 8 Station Road

Four industrial or warehouse premises, 3 storeys high with Classical façade built c.1870. Ashlar facade with rusticated quoins. Pitched slate roof with console bracketed eaves cornice with blocking course. A continuous band and cornice between ground and 1st floor. The 2 large round arched doorways have panelled doors and fanlight, pilaster surround with foliated capitals. Spandrels are carved with serpent's and dragons and foliage. Keystones are in form of well carved figure heads. The 2 central 1st floor windows are similar. The left and right wings are identical, each of 3 bays with central door similar to before but with more simple treatment of spandrels and with plain keystone, Round arched windows to left and right with ashlar apron. 1st floor windows are similar. 2nd floor windows have shallow segmental heads and architraves.

24 - 26 Station Road

Warehouses, in Italian Gothic style built c.1870. Dressed stone. Pitched slate roof with moulded eaves cornice on carved brackets. 3 storeys with string courses between floors. 6 bays. 2 doorways with panelled double doors. Door and ground floor window surrounds are treated the same, being square headed, the upper one third of the surround being moulded ashlar with richly foliated capitals including vines and acanthus. Apron below windows 1st floor windows are round arched with gothic arched hood moulds and alternately coloured voussoirs. Paired, 2nd floor windows are square headed with central engaged column.

20, 22 Station Road

Warehouse buildings, built c.1870. Dressed stone with ashlar dressings and rusticated quoins. Slate roof with moulded eaves cornice with blocking course, on large console brackets. 3 storeys with cornice to ground floor and 2nd floor sill band. 8 bay symmetrical facade, the central 2 bays breaking forward with round arched carriage entrance and paired 1st and 2nd floor windows. The 3 bays to left and right consist of central doorway with panelled double door, tapering pilaster surround and round false arched head with dropped keystone. Round arched window to each side with architrave and deep keystone.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

51 Station Road

Formerly office and warehouse premises built c.1880 in ashlar with slate roof on a corner site. 3 storeys and basement with moulded string between 1st and 2nd floors. Cornice is richly carved with foliage. Keystone has carved bust. Paired window to 1st floor and triple group to 2nd floor with pilaster surrounds. Elaborately carved frieze and cornice over and in gable pediment is shield held by 2 sitting figures. Gable is surmounted by squatting dog. The 6 bays to right comprise round arched ground floor windows with nook shafted jambs and carved voussoirs. Each large keystone has carved animal or bird including monkey, owl, eagle and macaw. 1st floor windows are square headed with decorated frieze at impost level. The 2nd floor windows form a continuous range of square headed lights with impost band.

37 Station Road

Warehouses, built c.1870 in dressed stone facade with deeply coursed rock faced stone to ground floor and quoins. Pitched slate roof with moulded eaves cornice on crude triangular brackets. 4 storeys with moulded-sill band to 2nd and 3rd floors. Symmetrical 4 bay facade. 2 large ground floor windows with flat arch. To left and right is tall doorway with round arch with fanlight and double, panelled doors and moulded surround. At intermediate level are 2 large round arched windows with impost band. All the above have very heavily rock faced voussoirs and surrounds. 2nd and 3rd-floor windows are round arched and segmental headed respectively.

47 Station Road

Formerly warehouse and office premises in Italian Gothic style, now a club. Built c.1870 in dressed stone with ashlar dressings. Recently lowered to single storey and basement, with flat roof and brick parapet. 7-bay facade. Central doorway with shouldered arch and pilaster surround with square pedestals and foliated capitals. Round arch over with oculus with gothic arch over, all in square surround with carved spandrels. Windows to the left and right have blind round arch with Gothic arched hood. Alternately coloured voussoirs.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

401 Bradford Road

Shop and warehouse premises built c.1870 in ashlar stone occupying a prominent corner site. Pitched slate roof with moulded eaves cornice. 3 storeys and basement due to sloping site. Sill band to 1st and 2nd floors. First floor windows are round arched with vermiculated keystone. 2nd floor windows are segment headed with jambs lined through as consoles supporting eaves cornice. Windows to curving corner bay are, themselves curved including glass.

381 Bradford Road, National Westminster Bank

Bank and former manager's house built c1905 in the Renaissance style. Ashlar dressings and slate hipped roofs with 3 tall wall stacks. Plinth and deeply dentilated cornice, ground floor continuous impost band. Main front has 4 window facade with recessed centre. Ground floor has large round headed window of 3 lights with glazing bars above. Eitherside are single round headed openings, that to the right with a casement window, that to the left with a pair of panel doors and a plain fanlight, with miner glazed double doors. Above 2 central glazing bar sashes, flanked by single french windows with glazing bar overlights and ashlar balconies with wrought iron balustrades. All these openings have tall keystones.

1 Hick Lane, Midland Bank

Detached bank building, 2 storeys high, in Classical style built mid to late C.19. Ashlar with rusticated quoins on ground floor. Hipped slate roof with moulded eaves cornice with blocking course. 5 bay symmetrical facade with moulded bracketed string course. Central round arched porch with large festooned consoles supporting full entablature with balcony. Two large round arched windows to each side with rusticated voussoirs. Each keystone has well carved figure head. 1st floor windows have architrave and consoled cornice, the centre window having-segmental pediment.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

Barclays Bank, Hick Lane, Grade II Listed

Detached 3 storey bank building in Free Gothic style, dated 1877. Built in ashlar stone with steeply pitched gabled slate roof with ashlar roll top copings. Good ashlar stacks with caps, 2 carved finials and paired moulded brackets to gutter. 7 bay entrance front, the 3 bays to right breaking forward slightly with gabled roof. Entrance porch to left is elaborately carved with 3 engaged columns to each side with capitals of richly carved foliage. Round arch over doorway has inscription WEST RIDING UNION BANK LIMITED. In gable apex of porch is carved diaper work with date 1877. In tympanum is round carved plate with 3 shields, the centre one bearing the Huddersfield coat of arms. The interior has been altered.

Methodist Sunday School, Hick Lane, Grade II

Built circa 1870 in dressed stone with rusticated ashlar quoins and ashlar dressings. Hipped slate roof with moulded brackets to eaves cornice. 2 storeys. 6 bay hall with 5 bay façade. The upper tier windows are round arched with rusticated voussoirs. Left elevation has heavy segmental headed windows to ground floor, and round arched windows with sill and impost band to 1st floor. The right has recent brick infill.

Methodist Church, Hick Lane, Grade II

Methodist Chapel. Circa 1870. A 6 bay hall with 4 bay pedimented gable front, 2 storeys high. Constructed in dressed stone with ashlar dressings and rusticated ashlar quoins. Pitched slate roof. 1st floor sill band. Paired entrances with plain pilaster surround and common entablature. Single sash to each-side with segmental head. Left elevation is obscured by recent brick infill.

110 Oaks Road

House. Late C18, with C19 alterations. Coursed rubble with ashlar dressings. Stone slate roof with 2 brick gable stacks and a single tall rear wall brick stack. Quoins. 2 storey, garden front, has central doorway with part glazed 4-panel door flanked by single 3-light windows. Cat-slide roof to rear. Interior contains a fine late C18 stone fireplace with large fluted keystone and chamfered stone mantle shelf, now partly obscured by C20 tile fireplace, plus a mid-C19 marble fireplace.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

APPENDIX 3: Relevant policies from Kirklees UDP (1999)

THE DEVELOPMENT FRAMEWORK

Urban Greenspace

D2 Planning permission for the development (including change of use) of land and buildings without notation on the proposals map, and not subject to specific policies in the plan, will be granted provided that proposals do not prejudice:

- The implementation of proposals in the plan;
- The avoidance of over-development;
- The conservation of energy;
- Highway safety;
- Residential amenity;
- Visual amenity;
- The character of the surroundings;
- Wildlife interests; and
- The efficient operation of existing and planned infrastructure

D3 On sites designated as urban greenspace planning permission will not be granted unless the development proposed:

Is necessary for the continuation or enhancement of established uses or involves change of use to alternative open land uses, or would result in specific community benefit, and, in all cases, will protect visual amenity, wildlife value and opportunities for sport and recreation; or

Includes alternative provision of urban greenspace equivalent in both quantitative and qualitative terms to that which would be developed and be reasonably accessible to existing users.

D5 On sites designated as provisional open land planning permission will not be granted other than for development required in connection with established uses, changes of use to alternative open land uses or temporary uses which would not prejudice the contribution of the site to the character of its surroundings and the possibility of development in the longer term.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

D8 Within the green belt, except in very special circumstances to be demonstrated by applicants, planning permission will not be granted for inappropriate development, i.e.:

The construction of new buildings other than for agriculture and forestry, essential facilities for outdoor sport and outdoor recreation, limited affordable housing which complies with policy H11, cemeteries and other uses of land which preserve the openness of the green belt and do not conflict with the purpose of including land within it, namely:

- Regulating the growth of urban areas;

- Preventing the coalescence of settlement;

- Preserving the open land that extends into the urban area for recreational and amenity use;

- Providing for easy access to open country and assisting in the process of urban regeneration; and

The carrying out of engineering and other operations and changes of use unless they maintain the openness of the green belt and do not conflict with the purpose of including land within it (set out in 1. above).

Development which is appropriate should not detract from the visual amenity of the green belt by reason of siting, materials or design.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

BUILT ENVIRONMENT

Strategy

BE1 All development should be of a good quality design such that it contributes to a built environment which:

Creates or retains a sense of local identity;

Is visually attractive;

Promotes safety, including crime prevention and reduction of hazards to highway users;

Promotes a healthy environment, including space and landscaping about buildings and avoidance of exposure to excessive noise or pollution;

Is energy efficient in terms of building design and orientation and conducive to energy efficient modes of travel, in particular walking, cycling and the use of public transport.

Quality of Design

BE2 New developments should be designed so that:

It is in keeping with any surrounding development in respect of design, materials, scale, density, layout, building height or mass;

The topography of the site (particularly changes in level) is taken into account

Satisfactory access to existing highways can be achieved; and

Existing and proposed landscape features (including trees) are incorporated as an integral part of the proposal.

Heritage

Listed Buildings

BE3 Any application for listed building consent for the alteration, extension or change of use of a listed building, and any application for planning permission which would affect its setting should pay special attention to the desirability of preserving the listed building or its setting or any features of special architectural or historic interest which it

BE4 Demolition of listed buildings will not normally be considered acceptable unless:

It can be demonstrated that the building has no beneficial use and no potential viable use; and

The structure of the building cannot be made sound.possesses

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

Conservation Areas

BE5 Proposals for new development within conservation areas, including extensions or changes of use to existing buildings, should respect the architectural qualities surrounding buildings and their materials of construction, and contribute to the preservation or enhancement of the character or appearance of the area.

BE6 Development on infill sites will not normally be permitted when it would adversely affect the character or appearance of a conservation area.

BE7 Where it is considered that a building makes a positive contribution to the character or appearance of a conservation area, proposals involving its demolition or partial demolition will not normally be acceptable unless:
The building cannot be beneficially used in the future or is structurally unsound; and
All possible efforts have been made to retain the building in use.
If appropriate, it will be a requirement of any planning permission that an acceptable replacement building is immediately erected on the site.

BE8 Development proposals within conservation areas which include the provision or replacement of road or footpath surfaces, or new street furniture should be sympathetic to their setting and contribute to the preservation of the character or appearance of the area.

Building Materials

BE11 New developments should be constructed in natural stone of a similar colour and texture to that prevailing in the area where the proposal is located:

In areas within which stone has been the predominate material of construction;

Within conservation areas; and

Within town and local centres.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

Residential Areas

Space About Buildings

BE12 New dwellings should be designed to provide privacy and open space for their occupants, and physical separation from adjacent property and land.

The minimum acceptable distance will normally be:

21.0m between a habitable room window of a facing dwelling;

12.0m between a habitable room window of a dwelling and a blank wall or a wall containing the window of a non habitable room;

10.5m between the habitable room window of a dwelling and the boundary of any adjacent land (other than below a highway).

Distances less than these will be acceptable if it can be shown that, by reason of permanent screening, changes in level, or innovative design, no detriment would be caused to existing or future occupiers of the dwellings or any adjacent premises or potential development land which may be affected.

Extension to Dwellings

BE13 Extensions to dwellings should be respect the design features of the existing house and adjacent building, including:

Materials of construction;

Window openings;

Roof styles; and

Architectural detailing.

Extension to dwellings in conservation areas, or dwellings which are listed as being of architectural or historic interest should, where the proposals already comply with policy BE3 or BE5, be designed so that the intrinsic value o the host building and its surroundings is retained and the original building remains the dormant element.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

BE14 Unless the proposal would have detrimental effect on visual amenity, adjoining dwellings or any occupier of adjacent land, extensions to terraced, semi-detached or closely detached dwellings will normally be permitted where the proposal:

Is to the front or main elevation of the premises and is relatively small in scale;

Is to the rear and does not exceed 3.0m in overall projection; or

Does not result in an undesirable terracing effect being established in relation to adjoining dwellings.

BE17 New shop fronts on buildings within conservation areas or which affect listed buildings should preserve or enhance the character and appearance of the building being altered. Original traditional features should be retained or replaced, and any signage provided should be in a style appropriate to the period and character of the building.

RECREATION

Public Open Space

R7A Proposals to develop public open space, private playing fields or land last used as private playing fields will not be permitted unless:

Replacement provision of equivalent community benefit is made; or

Only the redevelopment of a small part of the site is involved and this provides the best means of retaining and enhancing sport and recreation facilities; or

It is demonstrated that the site will not be required in the longer term for community sport, recreation or amenity use.

All proposals should make provision for the safeguard of visual and residential amenity and established wildlife.

R18 Proposals for development adjacent to canals and rivers should take account of:

The character of the waterside environment;

The existing or proposed recreational use of the canal or river;

The ecological and heritage value of the site and its surroundings; and

Opportunities to improve public access to the canal or riverside including access by disabled people.

THE NATURAL ENVIRONMENT

Nature Conservation

NE3 Development proposals within or in the vicinity of a site of scientific interest will not normally be permitted unless there is an exceptional requirement for development and measures will be taken to minimise any detriment to the site.

STATION ROAD BATLEY

CONSERVATION AREA APPRASIAL

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