

AADP design, access and heritage statement

application: Proposed semi-underground storage for vintage cars including related landscape works in a Conservation Area

location: Rakes Bridge House, Main Gate, Hepworth, HD9 1TJ

applicants: Mr S and Mrs L Baxter.

document nr: 20174DA-100-P01 – Baxter, Rakes Bridge House – Vintage Car Store.

date: 22 June 2021

1.0 Background and the proposed development

- 1.1 Rakes Bridge House, Hepworth, Holmfirth HD9 1QH ("the application property") lies within the village of Hepworth, it is a recently constructed dwelling. Rakes Bridge House lies within the built-up area of Hepworth, on land without notation on the development plan. The proposed annex would be built wholly within the curtilage of the existing dwelling, within the Hepworth Conservation Area.
- 1.2 This application seeks Planning Permission to permit construction of a semi underground building for storage of the applicant's family collection of vintage cars and spare parts together with associated landscape works. The proposed building relates to the applicant's hobby and is not a motor trade use.

2.0 The main issues

- 2.1 The main issues in this application are whether the proposed annex would be appropriate in the the built-up area of Hepworth and what its effect would be on the established character and appearance of the Conservation Area.

3.0 Use

- 4.1 The established use of the site is residential on the fringe of the village of Hepworth, there will be no change of use involved in this development.

4.0 Amount

- 4.1 The footprint of the proposal at 160 m2 when added to that of the existing dwelling will not exceed 50% of the area of the curtilage of the dwelling.

5.0 Scale

- 5.1 The most significant visual impact of the proposal, will be when its north east elevation is viewed from the existing dwelling, from this vantage point it will be seen as a single storey building against the rising ground to the rear, the roofline will be largely hidden by vegetation in the planter across the full width of the planter to the front elevation. The building will be not be seen from other aspects due to being semi-underground and surround by trees and hedges, in terms of scale it will be seen as much smaller than all the adjacent buildings, much lower than the ridge of the host dwelling, which will remain dominant element on the site.

6.0 Appearance

- 6.1 The materials of those parts of the proposed annex which are seen above ground level, except for the zinc roof and it's rooflight, will match those of the existing dwelling and the landscape around and will therefore generally be "in-keeping". In respect of the roof, zinc was selected to allow the roof to have a very low pitch and therefore not be seen from outside the site boundaries due to extensive tree cover/hedges and screening provided by the host dwelling, except from a significant

distance away from where it will be difficult to pick out from surrounding buildings. Appearance will therefore not be a sensitive issue as the main design intent is that this will be a very low-key building that is largely hidden from view.

7.0 Access

- 7.1 There will be no changes to either pedestrian or vehicular access as part of the proposed development. Whilst the proposed building will accommodate several vehicles they will not be used on a daily basis, only being taken out to attended historic motorsport events at intervals months apart and even then, only one or two at a time. There will therefore be no measurable intensification on the use of the access or the local highway network.

8.0 The effect of the proposed extensions on the character and appearance of the Heritage asset being the Hepworth Conservation Area of which it forms a part.

- 8.1. Hepworth Conservation Area is small without the benefit of a recent Conservation Area appraisal, comprising, in broad terms, a grouping of older houses and related small commercial and public buildings, mostly now converted to residential use at its core with several newer dwellings, built during the 1960s and through to C21, around them on all sides, it is therefore necessary to summarise here the main characteristics which I suggest are. The older buildings are in terraced rows or groups, many on “folds” which run at right angles off the main road through the core of the village, while the newer ones are detached dwellings, such as the host dwelling, laid out more sparsely around highways. Most of the early homes have narrow gabled end elevations, while some of the newer houses have front facing gables or hipped roofs. Stone is the predominant material, although the precise type or finish varies between the older and newer buildings. While the older houses have stone slated roofs, the newer ones often have artificial stone slates, or concrete flat profile tiles. There are larger farm buildings in places around the perimeter of the village and in the surrounding countryside, to which the proposed building will have some affinity in terms of its overall appearance and materiality. In short, there is some variety here and the dwellings and other buildings within the Conservation Area are not wholly uniform in layout or design, there being a significant contrast in appearance between old and new, small, and large. The host building to the proposed annex is of relatively recent construction and therefore contrasts with the older properties, though like the proposed annex is built of materials which are reasonably in keeping, and of similar appearance to other recent buildings nearby.
- 8.2 The host dwelling in this instance is outside the older core of the conservation area and is largely surrounded with similar dwellings of more recent construction and architectural style than the much earlier dwellings and related buildings which led to the designation of the core of the village as a conservation area. The proposed annex is predominantly of traditional materials and would blend with both the host property and the dwellings around it and would be entirely in keeping here.
- 8.3 The dark grey standing seam zinc sheet surfaced roof and glazing to the rooflight of the annex would be different to the buildings in the core of the conservation area and will be more of a match to the host building. However, other farm buildings within the adjacent parts of the Conservation Area include metal sheeting incorporated within their quite sizeable volumes. In the context of these surroundings, the proposed zinc faced roof part of the proposed annex room would not look out of place, and it would not therefore detract from the Conservation Area.
- 8.4. The roof to the proposed extension would be to a low pitch and have the same sort of appearance, from the few viewpoints where it can be seen to the materials of farm buildings. Consequently, the extension would blend into its surroundings, particularly over time with ageing and a little weathering, and would not appear incongruous.
- 8.5 I therefore contend that the proposed annex would preserve and by way of its presence enhance the interest, character and appearance of Hepworth Conservation Area and the surrounding area more generally and would not cause harm to the Conservation Area’s significance. As such, it would not conflict with the NPPF, which says that great weight should be given to the conservation of heritage assets and seeks to ensure that unacceptable harm is not caused to them. There would be no unacceptable harm here.
- 8.7 Local Plan Policy requires development proposals affecting a designated heritage asset to

conserve those elements, which contribute to its significance, and to retain those elements of the historic environment, which contribute to the distinct identity of the Kirklees area. It also seeks to ensure that innovative design that does not prejudice the significance of heritage assets is accommodated in my view the proposed building would be in accordance with this policy and is consistent with national policy. My conclusion is the proposed extension would not conflict with Local Plan Policies either.

9.0 Conclusion

- 9.1 For the reasons given above I conclude and respectfully request that the proposed annex should be allowed, and that Planning Permission and Conservation Area Consent should be granted.



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