

From: Sharon Holman
Sent: 26 September 2019 08:43
To: planning_admin
Subject: P/2019/0397 and 0535 Knolton Hall

Civ – consultation response

From: Tom Taylor [mailto:tomt@victoriansociety.org.uk]
Sent: 25 September 2019 16:53
To: Sharon Holman
Subject: RE: Your reference: 152985 - Knolton Hall

Dear Sharon,

Thanks for forwarding this response from the agent. We find it disappointing. As we wrote in our letter of advice, we have no objection to the conversion of the curtilage listed outbuildings with the fulfilment of the of the usual conditions. The application, however, also involves the erection of a new car port in very close proximity to a principal façade of a grade II* listed building. There is an existing shed in roughly the same place, but it appears from the single, low-quality photograph provided in the Design and Access Statement that this structure has a very low-pitched roof which barely rises above the height of the wall which runs behind it. What is proposed is a much larger structure, with a more steeply-pitched roof a full 2.6 metres higher than the current shed, and oriented so that the ridge runs parallel, rather than orthogonal, to the wall. This orientation will increase the perceived bulk of the car port in relation to the house. Clearly, the erection of this structure has the potential to cause harm to the setting of the house, perhaps by challenging the unquestioned dominance of its northern façade, or perhaps by eroding the clear (and important) separation between the house and the roofs of the ancillary buildings to the west. The suggestion in the agent's response that the new car-port would somehow be read as part of the barn range behind is specious. The building will clearly be in the foreground of any views of the house from the north; its position in front of the wall will only emphasise its prominence.

The application provides absolutely no context for this proposed car-port. There are no elevations showing the relation of the proposed structure to the façade of the house, and no photographs showing this façade along with the existing shed. There is no assessment of the contribution that this façade of the house makes to the building's overall significance, or of the contribution that the setting of the house makes to its significance. All of these things are necessary for any meaningful assessment of the impact of the proposed car-port to be made. Given that the house is listed at grade II*, it is important that enough information is provided with the application to allow an independent assessment of the impact of the proposed building to be made. The statement that 'all of the service buildings are set well back behind the main house frontage by a considerable distance and critically this arrangement is not disturbed or compromised' is questionable, especially given the argument that the car-port forms part of the group of service buildings and the fact that this car-port represents a significant increase in height and mass over the existing structure right next to the main house frontage. If we are to include the erection of the car-port in the assessment then the assertion in the heritage statement that 'there is no visual impact relative to the scale of the historic asset or its setting' is clearly false.

The Victorian Society is limited in staff and resources. Whereas its remit is national it is based in London and has a single caseworker to deal with all cases in the North and Wales. Whilst we would very much like to be able to visit all the buildings we comment on, this is not remotely feasible, which is why we have asked for more information in this case. I should make it clear that what is being asked for is not complicated or expensive — we do not need verified views including full 3d renders of the proposed car-port, for example. At a minimum we would simply like some photographs of the existing arrangement which show the façade of the house from the north together with the existing shed. An architect's elevation which relates the new car-port to the façade of the house would also be

gratefully received. It may be that the erection of this car-port will not cause much harm. It is, however, striking that the present heritage statement does not address this aspect of the scheme at all, even though it is clearly the only part of the proposals which will have a direct impact on the setting of the grade II* listed house. The requirement of TAN 24 is that Heritage Impact Assessments 'should include sufficient information to enable both the significance of the asset and the impact of change to be understood.' Given that a grasp of the relationship between the proposed car-port and the façade of the house is key to any understanding of either the significance of the house or the impact of the change we suggest that the current application fails to meet this requirement, and advise your authority to withhold consent until the appropriate information has been provided.

I'd be grateful if you could forward these comments to the agent.

Yours sincerely,

Tom

Tom Taylor
Conservation Adviser
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From: Sharon Holman <Sharon.Holman@wrexham.gov.uk>
Sent: 25 September 2019 13:33
To: Tom Taylor <tomt@victoriansociety.org.uk>
Subject: Your reference: 152985 - Knolton Hall

Dear Mr Taylor,

Please see below Agent's response to your request for further information. Could you confirm please if, in the absence of the additional information you requested, you object to the approval of the planning and LBC applications?

Many thanks
Sharon

From: Moss Company <info@mosscompany.co.uk>
Sent: 11 September 2019 16:18
To: Sharon Holman <Sharon.Holman@wrexham.gov.uk>
Cc: Anna Irwin <Anna.Irwin@wrexham.gov.uk>
Subject: KHO: society comment response

P/2019/0397 and 0535 CONVERSION AND ADAPTATION INCLUDING EXTENSION OF EXISTING BUILDINGS, CONSTRUCTION OF STABLES AND CAR PORT

Outbuildings at Knolton Hall, Oswestry Road, Overton WREXHAM Powys LL13 0LG.

Dear Sharon

Apologies for the delay in replying.

In relation to the comments made by The Victorian Society and SPAB I believe we have already responded to you, (in relation to CPAT's comments) on materials and methods to be used in relation to the works at the above on 21st June 2019. Essentially all of the existing fabric is to be retained. And understand the usual conditions, but not limited to, for an application such as this, will be attached to any consent, such as:

- o a photographic survey prior to starting on site.
- o roof covering details
- o verge and eaves details
- o windows and joinery details
- o external door details
- o lime mortar pointing samples

The Victorian Society and SPAB request for a long view section of the proposed car port: As the societies have not visited the site, we believe the cost and time to provide this information is disproportionate both to the significance of the historic asset and to the degree of change proposed - The car port structure is a simple low key building which replaces an existing single storey building. As this would be viewed with the backdrop of the barn range directly behind, which has a considerable greater mass, we do not envisage that the car part will create a significant visual impact, as its outline will be dissipated by the adjacent buildings. All of the service buildings are set well back behind the main house frontage by a considerable distance and critically this arrangement is not disturbed or compromised. Groups of subsidiary buildings are typical in the layout of the service sides of country houses and the proposed car part is no exception to a traditional layout.

I would ask that this expense in cost and time to prepare the section is precluded due to the above explanation.

We look forward to hearing from you.

Regards

Catherine



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We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

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