

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

12 January 2011

AUTHOR/S: Executive Director (Operational Services) / Corporate Manager (Planning and New Communities)

S/1776/10 – GREAT SHELFORD

Change of use from engineering workshop to: storage of one wedding car; maintenance & valeting of three wedding cars; sale of vintage & classic cars; & valeting of up to ten other cars per day. Alterations to building including removal of roof lights to front of building, and replacement of roofing and insertion of roof lights to rear. Erection of gates and fencing. - 11, High Green for Mr & Mrs M & B Elkins, Cambridge Motor Company

Recommendation: Approval

Date for Determination: 13th December 2010

A. Update to the report

Agenda report paragraph number 19 – Conservation Manager

The Conservation Manager – States that No.11 High Green dates from the nineteenth century and is a positive building within the Great Shelford Conservation Area. The application follows pre-application consultation although not all the submitted proposals were seen. The proposed alterations to the workshop building are supported and are in accordance with the advice given. The detail of rooflights would be needed, as would samples of proposed materials, and these could be conditioned. The team previously had concerns about the proposal for entrance railings and gates as these were too high and prominent. The street elevation shows these unchanged, but there is a photomontage submitted that shows lower railings that would therefore be an improvement in principle. However, the design of the proposed gates is considered to be overly heavy, complex and fussy, and not characteristic of the simplicity of the architecture and character of the existing buildings and their context, nor the more elegant simple hooped design of the original railings. There is also a conflict between the photomontage and the quotation description attached to it, as the quotation describes railings of 1 metre in height on top of the existing wall (minus coping). As the existing wall is approximately 1 metre high, this would total 2 metres in height and accords with the scheme the Conservation team objected to rather than the lower revised scheme shown on the photomontage. Also, the proposal to remove the historic coping bricks in order to fix any railings would not be supported, and there would be concern about a design that has a raised base plate and heavy box section framing in a modern style. It may be possible to condition the height, design and details of the proposed railings in order to obtain lower and simpler railings and gates similar to the original railings in front of the house. Any consent should be subject to an informative to make it clear that this does not include works to the existing buildings and forecourt, other than the workshop and front boundary, and that other consents such as for signage and changes to materials may be required. Should it be considered that the issues with the railings can be resolved using the suggested condition, approval is recommended subject to conditions and informatives; otherwise recommend refusal due to the loss of historic fabric, and the height, form, complexity, character and details of the proposed railings and gate, which would be harmful to the character of the conservation area, contrary to CH/5 and PPS5 policies HE6, HE7 and HE9 (including HE6.1, HE7.2, HE7.5, HE9.1 and HE9.4)

Agenda report paragraph number 20 – Local Highways Authority

With regards to proposed condition 7, the Local Highways Authority has advised that a condition stating that the gates could only be closed outside business opening hours would not resolve its concerns, as enforcement would only take place when there is a problem, by which time it may be too late. Whilst the desire of the applicant to protect the property is appreciated, this cannot take precedent over highway safety, and it is considered suitable protection could be provided in other ways, such as within the workshop. It is hoped the gates could be designed so that they do not interfere with the courtyard during working hours, while still permitting a domestic vehicle to stop wholly off the public highway while they are opened or closed.

B. Comments.

With regards to the Conservation Manager's comments, the applicants agent has agreed to any permission being subject to a condition regarding details of the gates and fencing.

The Officer recommendation remains one of approval, with proposed condition 2 being expanded to require samples of proposed materials and details of the gates and railings. In addition, a further condition should be imposed on any consent specifically excluding the submitted details of the gates and railings from the permission.

Officers remain of the view, contrary to the additional comments provided by the Local Highways Authority, that proposed condition 7 (requiring the gates to be kept open during business hours) would be an enforceable condition and the recommendation is therefore unaltered as it relates to this condition.

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