

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee 13th May 2005
AUTHOR/S: Director of Development Services

S/0313/05/F - Teversham
Erection of 3 security gates at Marshalls Aerospace, Newmarket Road, Cambridge for Marshalls Aerospace

Recommendation: Approval
Date for Determination: 15th April 2005

Site and Proposal

1. The main entrance to the Marshalls site are those located along the south side of Newmarket Road opposite 'The Marshalls Way' car showrooms. There are currently 6 vehicular accesses along Newmarket Road used to access a passenger terminal, two separate carparks to the west and a works entrance to the east. Each carpark has an entrance and exit access point with the works and terminal access entering and exiting from the same point. These accesses are currently open on a permanent basis marked on either side by brick piers of varying height. The frontage between the piers comprises a 0.6m high brick wall with some grass landscape within the various parking areas.
2. The application received on 18th February 2005, as amended by email dated 8th April 2005, seeks full planning permission for 3 security gates at accesses 1, 2 and 5, as shown on the layout plan, onto Newmarket Road. The brick piers would remain as existing with each proposed gate being secured directly behind the pier but not attached to it. Accesses 3 and 4 are located in front of the Grade II Listed Control Building; gates to these have been withdrawn from the scheme with the intention of resubmission at a later date.
3. It is proposed that access 1 and 2 to the west of the site would be double gates with access 5 being a single gate. The gates would be 1.5 metres high above ground level and in each case are manually operated. Each gate would be steel painted black.

Planning History

4. None relevant

Planning Policy

5. **TP6 – 'Cambridge Airport'** of the South Cambridgeshire Local Plan, 2004 states The District Council will support proposals for the improvements of passenger and air freight facilities at Cambridge Airport, provided such development is directly related to the operation of the Airport and provided that it does not detract from the amenities of nearby residents through excessive noise or cause other adverse environmental or traffic impact.
6. **EN28 – 'Development within the Curtilage or Setting of a Listed Building'** of the South Cambridgeshire Local Plan, 2004 requires decisions to consider whether

proposals would damage the setting, well-being or attractiveness of a Listed Building. This reflects general advice in Structure Plan Policy P7/6 (Historic Built Environment).

Consultations

7. **Teversham Parish Council** recommends refusal – “Councillors are concerned about the detrimental effect that these gates would have on the appearance of the area. The gates do not match the surrounding architecture – they should at least be painted in a more sympathetic colour. The Council would prefer to see rising bollards at the gateways or some other less obtrusive security measure.”
8. **Conservation Manager** “This boundary encloses the listed Airport Control Office building and forms the visual setting to this building. I am of the opinion that the proposed gates (3 and 4) would be an unfortunate intrusion into the setting of this building. I understand the need for access control but would suggest that a lighter, more elegant gate structure should be encouraged. The heavy tubular steel, black gates will not only have a very solid appearance; they will also potentially create a precedent for the enclosure of the frontage along the dwarf wall. Consequently I am of the opinion that this application should be refused in this form and discussion held to explore a less intrusive form of access control. These might reflect the form of the metal windows on the building to emphasise the visual relationship.”

Representations

9. No comments have been received in response to press and site notices.

Planning Comments – Key Issues

10. The key issues to consider in respect of this application are the impact on highways safety and the impact on the character and appearance of the locality and the setting of the Listed Control building.

Highway Safety

11. Employees currently use access' 1, 2 and 5 shown on the plan. Visitors and a limited number of passengers (and some employees) use access' 3 and 4; however there is no direct policing of these users. The agent has confirmed that the proposed perimeter gates are to help exclude vehicles should this be necessary for security reasons and that the normal regime would be to keep the gates open.
12. Each access cuts across a cycle and pedestrian marked area, however vehicles benefit from the right of way as indicated by the normal white markings. In each case there is a distance of approximately 10 metres from the edge of Newmarket Road to the proposed location of the gates allowing sufficient clearance from the road for a small delivery lorry or 2 standard cars (each 4.8m long) if the gates were closed.

Character and appearance of the area

13. The applicant has advised that the gates would, for the majority part, be kept open and would be set slightly lower than the piers they would be mounted behind. It is considered that this height is not unreasonable and would be in keeping with the height of the entrance piers. The remainder of the site would appear as existing, with the low-rise brick walls along the frontage with Newmarket Road.

Setting of the Listed Control Building

14. Advice from the Conservation Manager has been sought regarding the impact on the Grade II Listed Airport Control Building. Objections have been raised regarding the

heavy design and appearance of the gates in particular those in the immediate setting of the LB. As a result the applicant has withdrawn gates 3 & 4 with the intention to revise the design at a later date, taking account of the objections raised (negotiations ongoing). Given this withdrawal the Conservation Manager has no objections to the setting of the LB.

General

15. Although a consistent design to all the gates along this Newmarket Road elevation would be preferred it is not something that could reasonably be enforced given the limited impact to the surrounding area.

Recommendation

16. Approve as amended by email dated 8th April 2005, subject to the following conditions:
 - a. Standard Condition A – Time limited permission (Reason A);
 - b. The steel gates shall be maintained black in colour and shall not be painted any other colour without the prior express permission in writing from the local planning authority. (Reason: To avoid being prominent within the character and appearance of the locality)

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P7/6 (Historic Built Environment);
 - **South Cambridgeshire Local Plan 2004:**
TP6- 'Cambridge Airport'
EN28 – 'Development within the Curtilage or Setting of a Listed Building'
2. The approved is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Visual impact on the locality
3. All other material planning considerations have been taken into account. None is of such significance as to outweigh the reason for the decision to approve the planning application.

Background Papers: the following background papers were used in the preparation of this report:

- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Plan 2004
- Planning file S/0313/05/F

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