

**Demolition of Storage Shed and
Construction of Double Garage at
2 Battery Mill Lane
St.Erth
TR27 6JU
for Barnaby Jefferies and Sarah Smith**

PLANNING STATEMENT



Background

Barnaby Jefferies and his partner Sarah Smith have lived at 2 Battery Mill Lane on the fringe of St.Erth village for the last four years. Their mid-terraced cottage is in the centre of a row of three grade 2 listed properties on the Western side of the lane. In addition to a garden at the back of the cottage, they are fortunate to own a 0.24 hectare paddock on the opposite side of the road. This serves as a garden and play area for their two children. To the side of the entrance gate (see photo above), is a very useful but dilapidated corrugated iron shed. It is large enough to house tools, a motor cycle and sit-on mower, but much too small for a motor vehicle. The shed is also positioned close to the road so there is no room to park in front of it and open the doors.

This statement supports a planning application to demolish the shed and build a new double garage behind it with a parking area in front. It should be read in conjunction with architect's drawings numbers 2041-P01 to P03 inclusive and other supporting planning documents.

Existing Site

2 Battery Mill Lane is approached along an unmade public road leading to a small hamlet of cottages. The area has an industrial feel and there are a number of large workshops and storage sheds nearby. The paddock opposite the cottage is shown on the conveyance plan below. The land is level and in the plain of the Hayle River. There is a row of established trees in the hedgerow forming the NW boundary with the lane and other mature trees on site that will not be affected by the planning proposal.

Above: Conveyance plan showing land ownership outlined in red

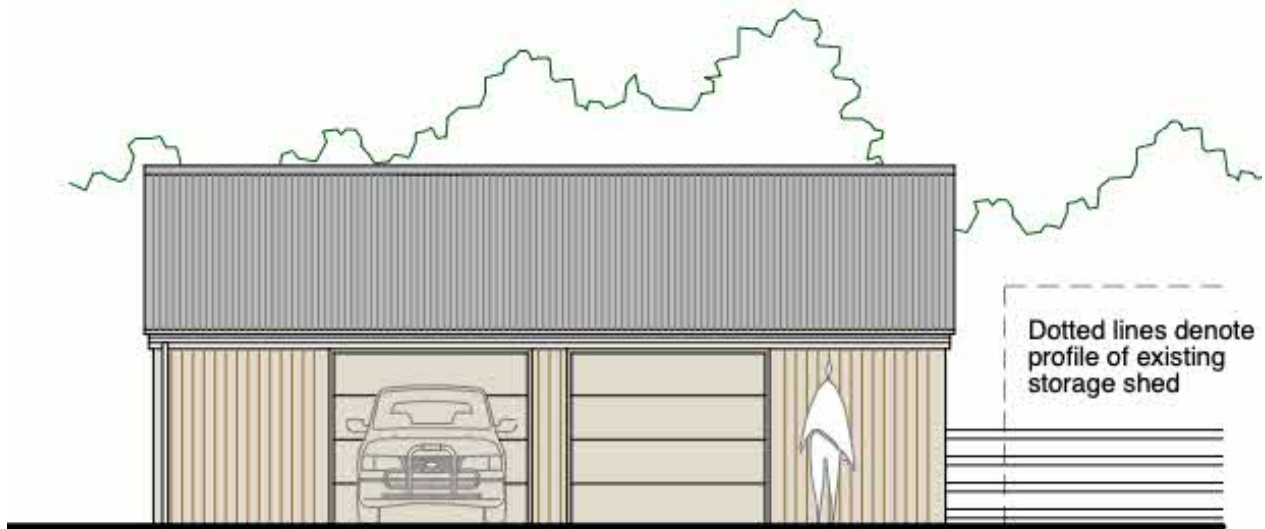
The row of terraced cottages is grade 2 listed as shown on the site plan below. They are far enough away from the planning proposal to be unaffected by the construction of the new garage.



Planning Proposal

The primary objective of this planning application is to provide secure parking for the applicant's motor vehicles and also off-road visitor parking spaces. At present there is only one parking space on the road in front of the applicant's house. Whereas the neighbours have plenty of space to park vehicles on the road, number 2 has a much narrower frontage so parking here is much more restricted.

The land on the opposite side of Battery Mill Lane provides an opportunity to construct a detached garage set back from the road. Plans accompanying the application show how two cars can be accommodated within the garage, leaving space for two vehicles on hard standing, replacing the existing shed. The new garage will be large enough to store garden equipment and goods currently contained in the shed. A pedestrian door on the roadside gable elevation will allow access to goods in the store without opening the garage doors.



NE Elevation

The elevational treatment for the new building will be a marked improvement on the current building. Vertical tanalised timber boarding will be an appropriate material for the side and front elevations instead of either the deteriorating Sterling Board or rusting corrugated tin sheeting. The roof and rear walls will be clad with colour-coated black corrugated sheeting suitable for the marine environment. Garage doors will be anthracite coloured aluminium and the window and pedestrian door matching dark grey uPVC.



Natural timber cladding for elevations

Impact on Terrace of Listed Cottages

The listed description on the 'Images of England' website explains the mining heritage of the Battery Mill Lane cottages as follows:

“ST ERTH BATTERY MILL LANE SW 53 SW 6/216 Nos. 1, 2 and 3 II Row of 3 houses (probably count house and managers' houses for former copper rolling mill. Circa late C18. Painted copper slag blocks, some render. Dry Delabole slate roofs (part grouted) with projecting eaves at the front. Brick chimneys over the gable ends and over the cross party walls. Cast iron ogee-section gutters. Plan: Double depth plan. Each house has 2 reception rooms at the front and service rooms and stairs at the rear all under one roof. Left-hand house (No. 3) has entrance hall behind the left-hand room; the other houses have central entrance halls between the front rooms. Later wings at rear left and right. Exterior: 2-storeys. Overall 8 window east front. No. 1 (right) has symmetrical 2 window front with central doorway; No. 2 has symmetrical 3 window front with central doorway with blind window over; and No. 3 has slightly irregular 3 window front with 2 ground floor windows and no front doorway. Old (4-pane doors with overlight to middle doorway. No. 3 (left) has original 16-pane hornless sashes (with internal shutters) to ground floor and circa late C19 12-pane horned sashes to first floor. The other houses have later C19 or C20 4-pane horned sashes. Interior: Not inspected.

Listing NGR: SW5479134654”

Fortunately, the new garage is on the opposite side of the road from the terrace and screened by an established boundary hedge. The shortest distance from the corner of the house number 1 (pebble-dashed building below) to the garage is approximately 26m. The physical distance combined with the separating roadway will ensure that there is no detrimental visual impact on the listed terrace.



Summary

The replacement of the roadside shed with a new timber clad garage will improve the quality of the Battery Lane neighbourhood. No trees need to be felled and all surface water drainage will be dealt with on site. The proposed plans specify a sustainable 'grass-cell' block type of hard surfacing suitable for parking and manoeuvring. The timber cladding and black corrugated roof sheeting will be recessive and entirely appropriate for a rural location.

The applicant is keen to remove the defective shed as soon as the new garage has been constructed and the goods within the shed can be decanted into the new building. Immediate neighbours at number 1 Battery Mill Lane, those most affected by the application, have been consulted. They have been shown copies of the proposed plans and elevations and have raised no objections. The applicant is keen to work with the appointed planning case officer and will be happy to answer any queries during the application period.



Application site

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