

**Application Ref:** 12/01102/FUL

**Proposal:** Change of use to storage of shop goods with proposed alterations including reposition of entrance, installation of roller shutter, increased wall height, addition of roof, rendering and painting of elevations - Resubmission

**Site:** Store Adjacent To 29, Hankey Street, Peterborough,  
**Applicant:** Mr Z Ali

**Agent:** Branston Assoc.

**Site visit:** 30 July 2012

**Case officer:** Mr M Roberts  
**Telephone No.** 01733 454410  
**E-Mail:** mike.roberts@peterborough.gov.uk

**Recommendation:** REFUSE

**1 Description of the site and surroundings and Summary of the proposal**

**Site and Surroundings**

Hankey Street for the most part is residential in character comprising 2 storey dwellings. The application site used to comprise 7 lock up garages with vehicular access alongside no.25 Hankey Street. These garages have been part demolished and the retained flank boundaries have been added to by way of breeze blocks and brickwork to form a storage building. At the time of the site inspection the breeze block work had not been rendered. The storage building covers the majority of the site with a set in of 1m to the western flank boundary. The eastern boundary is part open for the first 6m to the frontage of the building. Thereafter the eastern elevation of the storage building forms the common boundary with no.25 for a depth of 12m. The storage building has a shallow pitched roof that is 3.4m high at the frontage with a rear elevation of a height 3.8m.

The front of the building is set back by 3.2m from the back edge of the pavement. The store floor area measures 18m deep by 9.3m at its widest. At the time of the site visit there were no openings within the front elevation of the building. However there is an opening, with a width of 2m, protected with a roller shutter, set back by 6m from the eastern side frontage of the building. The front of the building has retained the rear elevations of 3 of the former garages and the height has been added to but not with matching brickwork. There are movable bollards at the back edge of the pavement with the front elevation of the building set back 3m from these. To the west of the site at the southern side of the junction of Hankey Street and Gladstone Road is a retail shop.

**Proposal**

The application seeks part retrospective planning permission to use the building for the storage of goods related to the retail store at no. 233-237 Gladstone Street. Associated with the proposal is an opening to the front of the building to a width of 3m. This is to be protected by a sliding timber door. The steel roller shutter door in the recessed part of the storage building is to be retained. The proposal is to retain the height of the building at 3.4m to the front elevation and 3.8m to the rear elevation. The external walls of the building are proposed to be rendered and painted. The application has been re-submitted following refusal of the same scheme under application reference 12/00771/FUL. That application was refused planning permission on the grounds that the storage building would have a detrimental impact upon the appearance of the street scene and it would impact adversely upon the amenities of the occupiers of the adjoining residential properties.

## **2 Planning History**

<b>Reference</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
12/00771/FUL	Change of use to storage of shop goods with proposed alterations including reposition of entrance, installation of roller shutter, increased wall height, addition of roof, rendering and painting of elevations	Application Refused	06/07/2012

## **3 Planning Policy**

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

### **National Planning Policy Framework (2012)**

#### **Section 7 – Requiring good design**

Planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

### **Peterborough Core Strategy DPD (2011)**

#### **CS14 – Transport**

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

#### **CS16 – Urban Design and the Public Realm**

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

### **Peterborough Planning Policies DPD (Submission Version 2012)**

Whilst this document is not yet adopted planning policy, it is at an advanced stage of preparation. In accordance with the National Planning Policy Framework (paragraph 216), considerable weight can be given to the policies contained within the document in decision-making.

#### **PP1 – Design Quality**

Planning permission will only be granted where the proposal makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change impacts; and is designed with longevity as a key objective.

#### **PP2 – Impacts of New Development**

Planning permission will not be granted where development would result in loss of privacy, public and/or private green space or natural daylight; or it would cause noise and/or general disturbance, odour and/or pollution, overbearing impact or opportunities for crime and disorder.

#### **PP9 – Shop Frontages, Security Shutters and Canopies**

Planning permission for the installation of an external security shutter will only be granted where it can be demonstrated that there is a persistent problem of crime; the property is not listed or within a conservation area; the shutter is designed to a high standard; and the design is open mesh/perforated style.

#### **PP10 – The Transport Implications of Development**

Planning permission will only be granted for development if appropriate provision has been made for safe access by all user groups and that the development would not result in an unacceptable impact on any element of the transportation network.

## **Peterborough Local Plan (First Replacement) (2005)**

### **DA20 – Security Shutters**

Permission will only be granted where there is an identified crime/vandalism issue subject to the building not being listed and the shutter design being high quality.

## **4 Consultations/Representations**

### **FAO Emma Doran Pollution Team**

No comments received.

### **Police Architectural Liaison Officer (30.07.12)**

No objections to the use of this area as shop storage and whilst the proposed roller shutter would be helpful for access and security, it is of poor design and would be an unattractive feature within the residential area.

### **Transport and Engineering Services (25.07.12)**

No objections - the continuing use of the building for storage is unlikely to have an adverse impact on the adjacent highway network.

### **Parish Council**

No comments received

### **Local Residents/Interested Parties**

Initial consultations: 11

Total number of responses: 0

Total number of objections: 0

Total number in support: 0

No neighbour representations have been received.

## **5 Assessment of the planning issues**

The main considerations are

- The impact of the building upon the character and appearance of the street scene
- The impact of the storage building and its use upon the amenities of the occupiers of the adjacent residential properties.

### **The impact of the building upon the character and appearance of the street scene**

The immediate street scene is characterised by semi-detached and terraced dwellings that front directly onto the back edge of the pavement. The site was previously used for garage car parking with the front elevation to the street comprising an approximate height of 2.5m of brick construction which afforded a poor, but well established, appearance within the street scene. The proposed front elevation to the store adds a further 0.9m to the height of the front elevation of the building. As a result the increased height of the Hankey Street elevation and the resultant mass of the building overall the buildings impact provides a poor incongruous related building to the overall detriment of the visual amenities and character of the general street scene.

### **The impact of the storage building and its use upon the amenities of the occupiers of the adjacent residential properties.**

The rise in the height of the storage building compared to that of the height of the garages and associated boundary walls that linked the two rows of the garages causes a significant overbearing presence to the detriment of the amenities of all of the adjacent residential properties that abut the site. The increase in height of the of the storage building is considered particular harmful to the amenities of the occupiers of no.25 Hankey Street as the east elevation of the storage building also

forms the common boundary with no.25. This elevation is located adjacent to a small back yard of the dwelling area with windows of the dwelling facing the constructed elevation being only 2m away from the boundary. This increase in height is significant and would result in the a greater detrimental increase in the overshadowing of the dwellings' rear yard area, its west facing windows and the forward most part of the rear garden of the dwelling as opposed to the former relationship with the east elevation of the former garage.

The rear garden areas of the curtilages of nos.239 - 245 (odd) Gladstone Street, would be faced with a greater dominant flank elevation of the storage building to that of the west facing elevations of the previous garages that occupied the site. This would provide for an adverse overbearing presence for the occupiers of those properties in comparison to that as a result of the former garages that occupied the site. Similarly the rearmost elevation of the storage building forms part of the common flank boundary with no. 247 Gladstone Street. This forms a substantial part of the rear garden of that dwelling and provides for an increase in height of the elevation from approximately 2.7m to 3.8m resulting in harm by an adverse overbearing and overshadowing effect within the rear curtilage area of that dwelling.

The occupiers of no.25 Hankey Street would also suffer from disturbance through the use of the recessed opening of the storage unit as a result of the unloading/loading activity that would occur anytime of the day. This activity would afford a greater degree of disturbance to that of the driving of vehicles to and from the garages which would have been undertaken at low vehicle speeds and for brief moments only. Unloading activity of products would be expected to take place within this recessed area over a greater period of time and hence a greater degree of disturbance could be expected.

## **6 Conclusions**

The proposal is unacceptable having been assessed in light of all material considerations, including weighing against relevant policies of the development plan and for the specific reasons given below.

## **7 Recommendation**

The case officer recommends that planning permission is **REFUSED** on the grounds that:-

R1 The storage unit is of a design and appearance that is completely out of keeping with the dominant residential character of Hankey Street to the detriment of the visual amenities of the street scene. Therefore the proposed retention of the storage unit would be contrary to policy CS16 of the Peterborough Core Strategy which states:

Policy CS16: -

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

-New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features

-New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

R2 The scale and siting of the storage unit close to the flank and rear boundaries of the adjacent residential properties results in an adverse overbearing impact to the detriment of the amenities of the occupiers of those properties. Therefore the proposal is contrary to policy CS16 of the Peterborough Core Strategy DPD which states:-

Policy CS16:

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

- New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features
- New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

R3 The use of the recessed opening of the storage building, including the vehicular access to it, for the off loading of goods would increase the general levels of activity in this area of the site by way of noise and disturbance to the detriment of the amenities of the occupiers of no.25 Hankey Street. Therefore the proposed retention of the storage unit would be contrary to policy CS16 of the Peterborough Core Strategy which states:

Policy CS16:

High quality and inclusive design will be required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Peterborough. Design solutions should take the following principles into account.

- New development should respond appropriately to the particular character of the site and its surrounding, using innovative design solutions where appropriate; make, the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features
- New development should not result in unacceptable impacts on the amenities of the occupiers of nearby properties.

Copy to Councillors M Nadeem, N Khan (MBE) and M Jamil

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