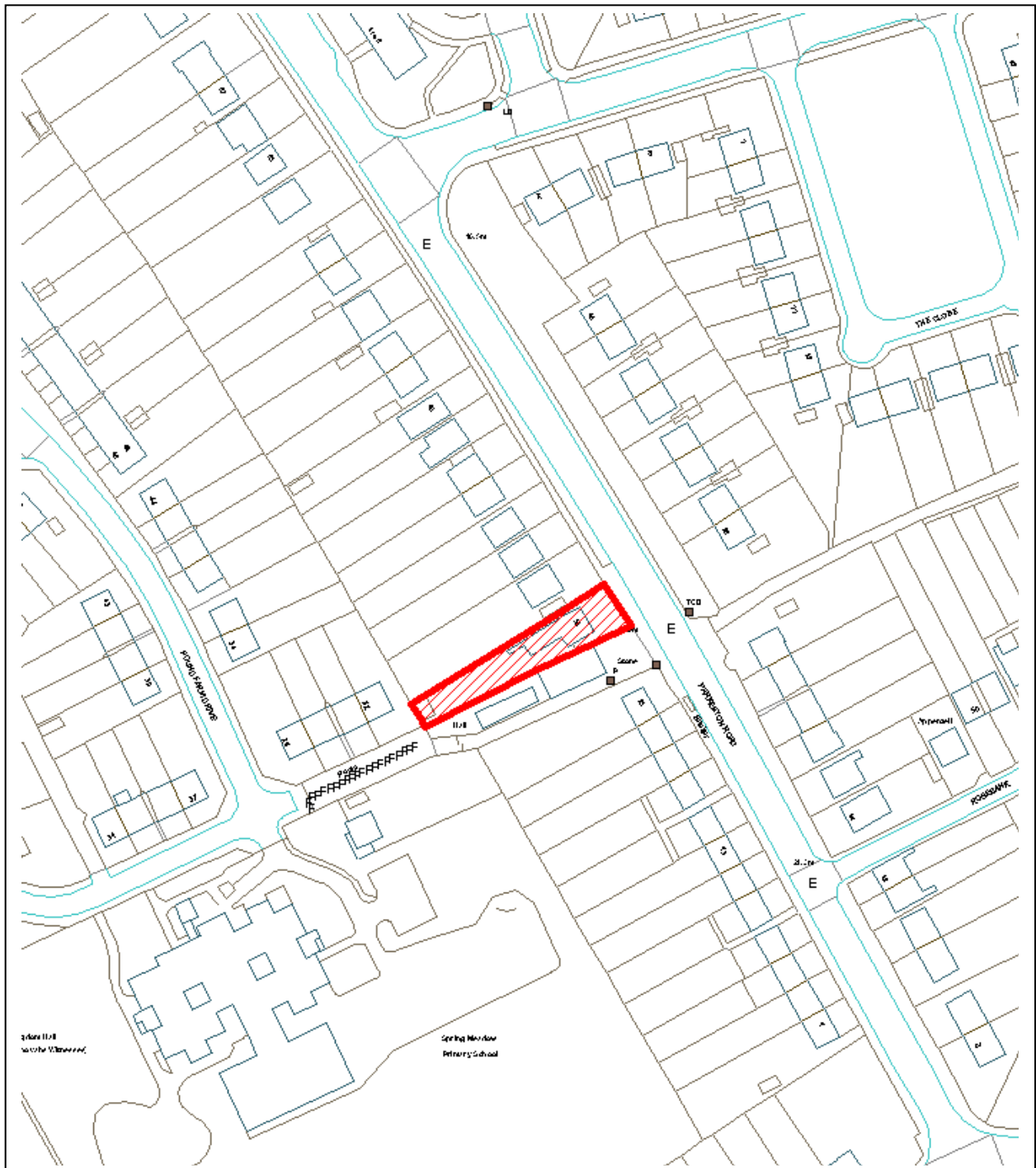


PLANNING COMMITTEE

19 AUGUST 2014

REPORT OF THE HEAD OF PLANNING

A.2 PLANNING APPLICATION - 14/00757/FUL - 35 PARKESTON ROAD DOVERCOURT, HARWICH, CO12 4HF



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Application:	14/00757/FUL	Town / Parish: Harwich Town Council
Applicant:	Mr Mahesh Mistry	
Address:	35 Parkeston Road, Dovercourt, Harwich, CO12 4HF	
Development:	Front extension to existing shop including ATM machine and air conditioning units.	

1. Executive Summary

- 1.1 The application has been referred to Planning Committee by Councillor J. Henderson.
- 1.2 The application proposes a small single storey front extension to an existing convenience store with ATM and air conditioning units at first floor level on the existing side elevation. The site lies within the defined settlement limits of the urban settlement of Dovercourt. The existing three off street parking spaces will be retained and the extension retains a reasonable set back from the highway to prevent any material harm to visual amenity or the character of the surrounding area. The proposal would also be acceptable in terms of impact upon neighbouring residents. The application is therefore recommended for approval.

Recommendation: Approve

Conditions:

1. Standard 3 year time limit for commencement.
2. Development in accordance with submitted plans and air conditioning specifications.
3. Parking to be maintained free from obstruction at all times for that sole purpose.

2. Planning Policy

National Policy:

National Planning Policy Framework (2012)

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.

Local Plan Policy:

Tendring District Local Plan 2007

QL9 Design of New Development

QL11 Environmental Impacts and Compatibility of Uses

TR1a Development Affecting Highways

TR7 Vehicle Parking at New Development

Tendring District Local Plan Proposed Submission Draft (2012) as amended by the Tendring District Local Plan: Pre-Submission Focussed Changes (2014).

SD1 Presumption in Favour of Sustainable Development

SD8 Transport and Accessibility

SD9 Design of New Development

Other guidance:

ECC Parking Standards (2009)

3. **Relevant Planning History**

93/00087/ADV	Forecourt pole sign	Approved	12.03.1993
93/01314/FUL	Retention of single storey side extension (store room)	Refused (loss of light to neighbour)	04.01.1994

4. **Consultations**

Harwich Town Council	Objects to this planning application on a number of grounds: <ol style="list-style-type: none">1. The increased shop frontage will reduce parking capacity on the forecourt which would lead to additional on-road parking.2. The proposed build would be forward of the building line for that stretch of highway.3. This is a busy walk route for local school children who cross the road adjacent to the shop.
ECC Highways	Following receipt of the amended plans the Highway Authority does not wish to object to the proposal.
Environmental Health	After viewing the air conditioning specifications the pollution team make no comments on this application.
Regeneration	Support this expansion as it will help to sustain a vital local service and employ additional staff.

5. **Representations**

5.1 Councillor Jo Henderson has called the application in for determination at Planning Committee because of the following:

- Negative impact on urban design/street scene
- Highways or other traffic issues
- Poor layout and/or density issues
- Negative impact on neighbours
- Already problems which have been raised with Essex Highways regarding traffic issues, with pedestrians and school children crossing.

5.2 Eight letters of objection have been received and are summarised as follows (*comments where not addressed in report below*):

- Existing parking and highway safety problems will be exacerbated.
- Will result in even more parking on Scout forecourt (unfortunately this is an existing problem which cannot be controlled by the planning system. As discussed in the report the proposal is not considered to result in material harm to highway safety and this problem would need to be resolved by other means).
- Other ATMs close by (there is no requirement to demonstrate a need for this facility in planning terms).
- Existing antisocial behaviour will increase (this is a matter for the Police, as discussed in the report as the proposal is for a small extension to the existing shop it is considered there would be no significant harm to residential amenity).

6. **Assessment**

6.1 The main planning considerations are:

- Principle of development;
- Visual impact;
- Highway safety; and,
- Residential amenity.

Proposal

6.2 The application proposes a single storey front extension to an existing convenience store, containing an ATM machine in the front elevation and the installation of two air conditioning units at first floor level on the existing side elevation facing the Scout hut.

6.3 The application has been amended to reduce the depth of the extension by 0.5m in order to increase the depth of the parking bays. The specifications for the air conditioning units have also been provided.

6.4 The proposed extension measures 8 metres wide, by maximum 3.7 metres deep (2.5 metres deeper than existing front projection), and 3 metres high with a flat roof. The extension is to be constructed in brick to match the existing building. Eight bollards are proposed to the front between the building and the three parking bays.

Site location

6.5 The site lies in a sustainable location within the defined settlement boundary for the Urban Settlement of Dovercourt.

6.6 To the north and opposite lie two storey dwellings of varying design. To the immediate south is a Scout hut with two storey terraced dwellings beyond. Between the Scout hut and dwellings is a footpath which leads through to the Primary School and it is understood that a school crossing patrol operates at this point to the footpath opposite.

Principle of development

6.7 The shop with dwelling above was approved in 1955 so is a long established use in the area. The shop is within walking distance of a large number of dwellings and lies on a main road linking the A120 to the town so likely benefits from a significant volume of passing trade. The proposal represents a small (around 17 square metres of floor space) extension to an existing shop which is located within a sustainable location. It is also stated an additional 1.5 full time equivalent jobs will be created. The proposal is therefore in

accordance with local and national planning policy which supports sustainable economic growth, subject to the detailed considerations below.

Visual impact

- 6.8 Surrounding residential development follows a strong building line. The application site and Scout hut occupy a centre point between the predominantly detached and semi-detached two storey dwellings to the north typically following a 9 metre setback from the highway; and the predominantly terraced two storey dwellings to the south following a 6 metre setback from the highway. The existing two storey element of the building is approximately in line with the detached dwelling to the north and marginally forward of the Scout hut, with the existing single storey flat roofed projection extending around 1.2m further forward. The proposed extension would bring this an additional 2.5 metres closer to the highway resulting in a setback of 5.7 metres. Although flat roofed extensions do not represent good design, in this case this form reduces the height and prominence of the extension within the street scene.
- 6.9 Given the low height of 3 metres, and the distance of 5.7 metres to the highway it is not considered that the proposed extension would result in significant harm to visual amenity or the character of the surrounding area.
- 6.10 The air conditioning units are located on the side elevation at first floor level facing the Scout hut. They would be visible from the south but would not be overly prominent by virtue of the siting of the terrace of dwellings which obscure the building in longer views. They are therefore not considered to result in significant harm to visual amenity or the character of the surrounding area.

Highway safety

- 6.11 The existing forecourt measures around 11 metres wide at the highway reducing to around 10.2 metres wide in front of the building. Under current parking standards this accommodates three parking bays (5.5mx2.9m). This situation will remain with the current proposal retaining 5.5 metre depth for the parking with space for two vehicles on the left and one on the right hand side of the entrance.
- 6.12 The parking standards require a maximum of 1 parking space per 20 sq m of A1 floorspace. The extension is around 17 sq m with the existing shop being around 41 sq m. This would generate a requirement of a maximum of three parking spaces which is as currently provided and as retained under the current proposal. The application was approved in 1955 and there is no control over the current parking area however a condition is recommended that the forecourt is retained for parking in the interests of reducing on street parking in the area.
- 6.13 The Highway Authority has no objection and the proposal is considered to result in no material harm to highway safety given the existing use of the property.

Residential amenity

- 6.14 A shop has operated from this site since around 1955 and it is not considered that the small extension proposed would result in any significant harm to residential amenity in terms of additional comings and goings to the shop or ATM. The 3 metre height of the extension and separation to the boundary also prevent any material loss of light or outlook.
- 6.15 The specification for the air conditioning units facing the scout hut have been provided and assessed by Environmental Health who have no objection to the proposal.

6.16 The proposal is not therefore considered to result in any significant harm to residential amenity.

Background Papers

None.