

F/YR12/0038/FDC

19 January 2012

Applicant : Mr T Watson
Fenland District Council

Agent : Mrs T Adams
Fenland District Council

Land North East of 15 Seabank Road, Wisbech, Cambridgeshire

Erection of 2 dwellings involving demolition of existing garages

This proposal is before the Planning Committee due to Fenland District Council interest.

This application is a minor application.

1. **SITE DESCRIPTION**

The site lies to the north eastern end of Seabank Road (unclassified highway) and holds 19no. garages built in two blocks along the boundaries of properties fronting Seabank Road, Guild Road and Stow Road. The garage blocks are unused and in a poor state of repair. The site is owned by Fenland District Council and has an area of 0.06 hectare. It lies within Flood Zone 1.

2. **HISTORY**

There is no relevant planning history.

3. **CONSULTATIONS**

Parish/Town Council:

Recommend Approval as members have no objections or observations in respect of this application.

Local Highway Authority (CCC):

Concern raised over loss of off street parking facility. Assurance sought that alternative arrangements made so parking not displaced on to the carriageway (Seabank Road). No objection or further comment if assurances given.

FDC Scientific Officer (Land Contamination):

Requests that the contaminated land condition is attached to any consent.

Local residents/interested parties:

One letter of representation has been received from an occupier of a property on Stow Road citing the following issues.

- Main concern is the security aspect as back garden is secured by the

garage wall. Wish to ensure provision is made to erect a 6ft fence before any work undertaken to secure gardens.

- Not entirely happy about proposal from privacy aspect.

4. POLICY FRAMEWORK

FDWLP Policy

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| H3 | - To resist housing development outside DABs. To permit housing development inside DABs providing it does not conflict with other policies of the Plan. |
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- | | |
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| H8 | - Proposals for new development should: <ul style="list-style-type: none"> ▪ Allow for the protection of site features; ▪ Have regard to the amenities of adjoining properties; ▪ Provide adequate access. |
|----|---|

East of England Plan

- | | |
|------|---|
| ENV7 | - <ul style="list-style-type: none"> ▪ Seeks to ensure that new development: <ul style="list-style-type: none"> ▪ is of an appropriate scale; ▪ makes appropriate use of land; ▪ achieves the highest density appropriate to the character of the area; ▪ provides a mix of building types and uses where appropriate; ▪ has regard to the needs and well being of all sectors of the community; ▪ uses suitable materials. |
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Planning Policy Statements

- | | |
|------|--------------------------------------|
| PPS1 | - Delivering Sustainable Development |
| PPS3 | - Housing |

5. ASSESSMENT

Nature of Application

The application is considered to raise the following key issues;

- Site history
- Principle and policy implications
- Layout and density
- Design
- Access and parking

Site History

There is no planning history, post 1974, relating to this site. There are 19 garages built in two blocks and they are all empty and in a poor state of repair. In the recent past two of the garages were rented and used for storage but this use has ceased. FDC Valuation and Estates has confirmed that there has been no interest from any local residents to take up a garage in this location for many years.

Principle and Policy Implications

The site is within the Development Area Boundary. Therefore, the principle of residential development is considered to be acceptable.

Policy E8 of the Fenland District-Wide Local Plan 1993 seeks, amongst other things, to protect the amenities of adjoining properties.

Policy H3 of the Fenland District-Wide Local Plan 1993 supports new residential development within the Development Area Boundaries.

Policy ENV7 of the East of England Plan requires development to be of a high quality which compliments the distinctive character and best qualities of the local area and provide buildings of an appropriate scale whilst making efficient use of land.

PPS3 seeks to shape the places where people live and to improve the character and quality of an area.

Layout

The proposal involves the erection of a pair of semi-detached dwellings on a site area of approximately 0.06 hectares. The application has been submitted in outline with all matters reserved, however, an indicative layout has been submitted. This layout shows the proposed dwellings will be sited centrally within the site with rear gardens lying to the north and shared parking and access to the south. It is considered that the layout makes good use of the land and the dwellings fit comfortably within the site with adequate amenity space and parking provision.

A neighbour is concerned about the possibility of loss of security and privacy as the existing garages provide an effective boundary treatment at the moment. Whilst the indicative layout does not show details of boundary treatment, this is a feature we would expect to deal with at the reserved matters stage and could be the subject of a condition.

Design

As the application has been submitted in outline with all matters reserved no details of the design have been provided. A detailed design would need to be submitted as a reserved matter and dealt with in a future application.

Access and Parking

The indicative layout shows the existing concrete access incorporated into the application site with a shared paved area in front of the dwellings with parking for two cars.

In response to the comments made about loss of parking by CCC Highways, FDC valuation and Estates has offered the following;

“There has been no interest made by any local residents to take up a garage in many years, the area is not a public parking area and there are no areas that can be parked on that would not undermine the use of the garages themselves. It is the belief that if there was a need for parking by the local residents that they would have approached us at some point to take up use of a garage. There is a parking area on Seabank Road itself for residents as well as some having benefit of their own off road parking area.”

It is considered that this is an acceptable explanation. Residents’ parking will not be displaced to the carriageway as the site is not an area which is used for informal parking. In the past parking would be confined within the garages and not in the open courtyard.

Conclusion

It is considered that in light of the issues discussed in this report the proposal is acceptable and complies with Development Plan Policies and National Planning Guidance. The application site lies within the built up area of Wisbech where adopted policy is generally supportive of the provision of new dwellings especially where the proposal is of a design compatible with the surroundings; provides adequate parking and amenity space and has regard for the amenities of adjoining properties/the locality. The indicative layout shows that the site can successfully accommodate a pair of semi-detached dwellings whilst satisfying the criteria in Policy E8 of the Fenland District Wide Local Plan. In addition, the development of the site would result in an improvement in the appearance of the overall locality.

The recommendation is that planning permission be granted subject to the relevant conditions.

6. RECOMMENDATION

GRANT subject to the following conditions:

1. Approval of the details of:

- (i) the siting of the building(s)**
- (ii) the design of the building(s)**
- (iii) the external appearance of the building(s)**
- (iv) the means of access thereto**
- (v) the landscaping of the site**

(hereinafter called “the Reserved Matters”) shall be obtained from the Local Planning Authority prior to the commencement of development.

Reason - To enable the Local Planning Authority to control the details of the development hereby permitted.

2. Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.

- 3. The development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the Reserved Matters.**

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 4. The details submitted in accordance with Condition 1 of this permission shall include:
 - (a) a plan showing the details of the location, height, design and materials of all screen walls and/or boundary fencing, and**
 - (b) a suitable area to enable vehicles to park clear of the public highway. The extent of this area shall be shown fully dimensioned on the submitted layout plans and such space shall be retained thereafter for no other use in perpetuity.****

Reason - In the interests of visual amenity, highway safety and to ensure a satisfactory form of development.

- 5. The development hereby permitted shall not be commenced until a scheme and timetable to deal with contamination of land and/or groundwater has been submitted to, and approved in writing by, the Local Planning Authority.**

The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

- 1. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to the Local Planning Authority.**

IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:

- 2. A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:**

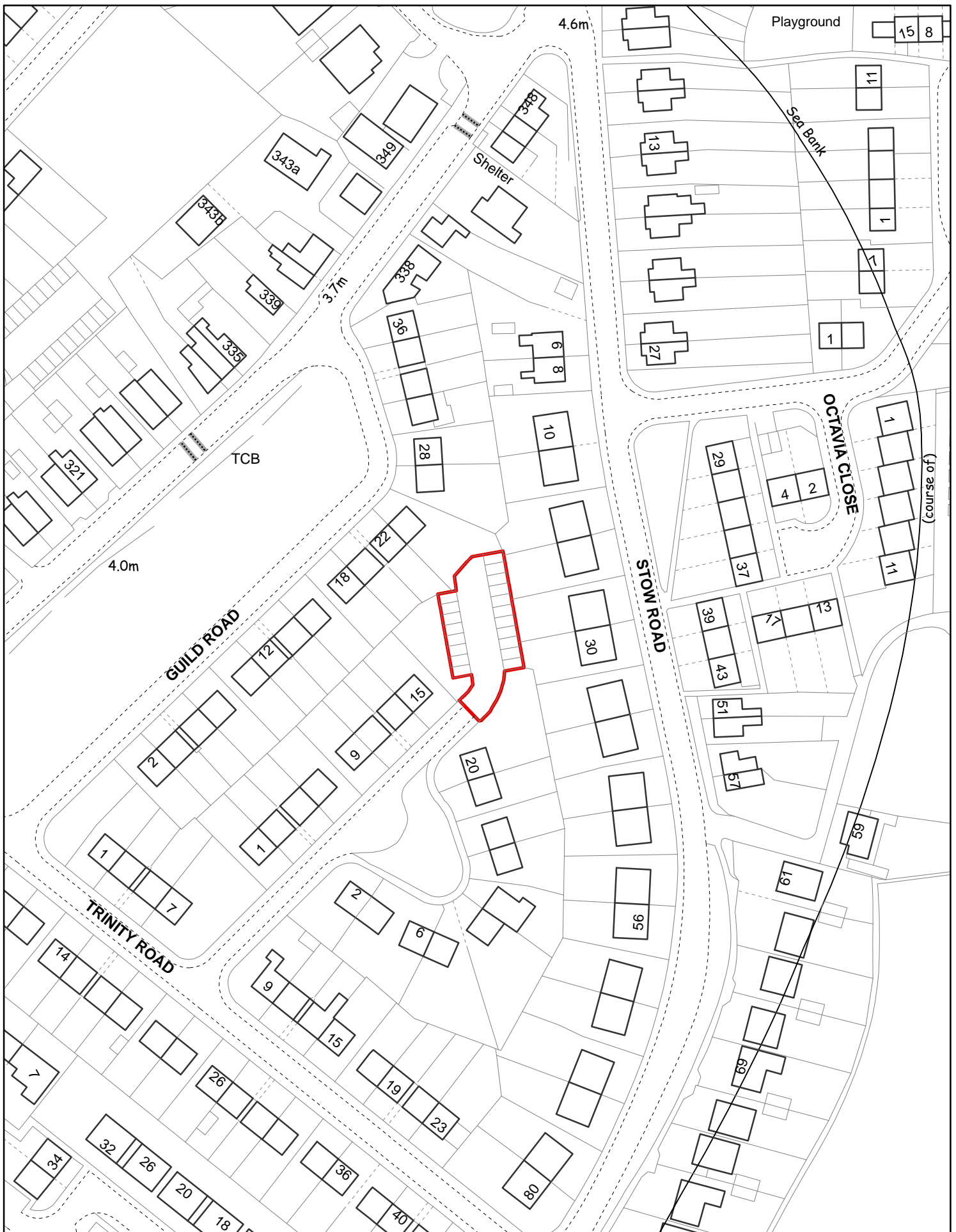
- (i) A desk-top study has been completed, satisfying the requirements of paragraph (1) above.**
- (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and**
- (iii) The extent and methodology have been agreed in writing with the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to the Local Planning Authority.**

Following written LPA approval of the Site Investigation the LPA will require:

3. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

4. The provision of two full copies of a full completion report confirming the objectives, methods, results and conclusions of all remediation works shall be submitted to the Local Planning Authority.

Reason - To control pollution of land or water in the interests of the environment and public safety.



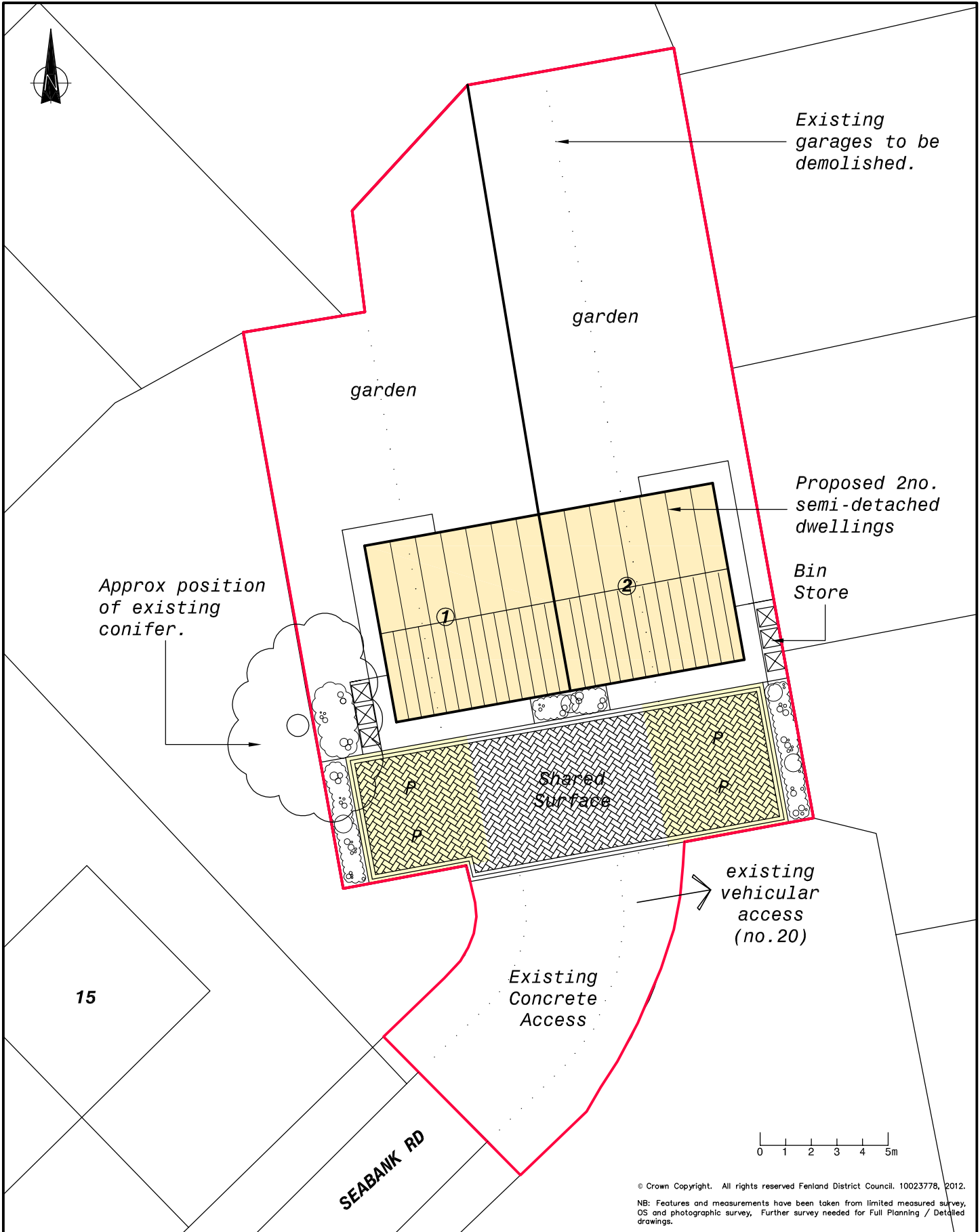
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Scale = 1:1,250






Revisions				
Rev	By	Date	Aprvd	Description
Designed	T.A.	16.06.11	Chk	
Drawn	T.A.	16.06.11	Approved	

Project
**GARAGE SITE
 SEABANK ROAD
 WISBECH**

Title
INDICATIVE LAYOUT



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Scale **1:200** Drawing No **432/02** Rev.