

F/YR16/0364/O

**Applicant:** Mr and Mrs Smith Ltd  
**Agent :** Mr Mike Smith

**Former Highways Depot, Queens Street, March, Cambridgeshire**

**Erection of 34 x single-storey, 2 and 3-storey dwellings with garages or parking comprising of 8 x 4-bed, 18 x 3-bed and 8 x 2-bed (Outline with matters in respect of access, appearance, layout and scale) involving demolition of former depot building**

**Reason for Committee:** This application is before committee due to the level of objection received from local residents and the Town Council

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## 1 EXECUTIVE SUMMARY

This application is for outline permission erection of 34 dwellings (Outline with matters in respect of access, appearance, layout and scale) involving demolition of former depot building, in the Market Town of March.

Permission was previously granted for 24 dwellings on the southern part of the site but has now lapsed.

The proposal is considered to be acceptable in principle as it would represent a sustainable residential development within the urban area of the settlement of March (which would contribute to the delivery of housing envisaged by the Local Plan).

With regard to detailed considerations (such as highway matters; drainage/flood risk; amenity impacts and the impact upon the character and appearance of the area) the development would not lead to any unacceptable harm being evident. Section 106 matters have been agreed in principle following a viability submission. Subject to securing the Planning Obligation and suitable planning conditions the development is considered acceptable.

## 2 SITE DESCRIPTION

- 2.1 Application relates to the former Highways Depot on land to the west of Queen Street and the south-west of Station Approach in March. There is a public cycleway at the end of Station Approach that links to Robingoodfellow's Lane. This site is somewhat overgrown but includes some mature trees particularly on the boundary with the station car park. To the south of the site is the All Saints Primary School and further west an area of public open space. Queens Road is characterised by a wide variety of houses and other uses. The access out from Queen Street onto Station Road (B1101) which is

a main northern access into the town, is a 'T' junction but due to the buildings being set back, together with low railings, has good visibility. The access to the site abuts No 1 Stevens Way a small private cul-de-sac with 4 detached bungalows to the west.

### **3 PROPOSAL**

- 3.1 The application is for outline permission for the erection of 34 dwellings (including details of access, appearance, layout and scale) including demolition of former depot building. The layout includes the following accommodation:
- 5 three bed detached bungalows,
  - 8 two bed terraced cottages,
  - 17 three-bed terrace cottages
  - 4 four-bed terrace/semi-detached cottages.
- 3.2 The development is a mix of single and two storey housing with 4 units including accommodation in the roof-space (plots 12-15 near the railway station car park). The layout includes a 5.5 metre wide access road capable of adoption utilising concrete blocks to add character to the carriageway, and a pedestrian route between plots 26 & 27 to access the public open space. The proposed parking is a total of 74 spaces which includes garages of a minimum 3metre by 7metre internal measurements.
- 3.3 The existing pond/reed-bed is to be retained in the north-west corner. This is to be enclosed by 1.8metre high steel railings. The applicant has indicated an aspiration for a local ecology group who wish to manage the pond area for a peppercorn rent. 6 mature trees will be removed. Those abutting the pond are largely retained along with 4 trees on the northern boundary of the site, some of which have canopies in the rear gardens of plots No's 13 – 15.
- 3.4 The proposal includes retention of a 2.4metre high boundary wall for the rear boundaries of No's 1-3 Stevens Way, and provides a 2.4 metre high close boarded fence to the rear of No 3 and 4. The scheme also includes a 1.8 metre high close boarded fence and a new hedgerow to the boundary of the existing cycleway.
- 3.5 Full plans and associated documents for this application are available at:

<https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=O4WTIFHE01U00>

#### 4 SITE PLANNING HISTORY

F/YR15/0696/O	Erection of 45 x 2/3-storey dwellings with garages or parking comprising of 9 x 4-bed 15 x 3-bed 8 x 2-bed and 13 x 1-bed (Outline with matters in respect of access appearance layout and scale) involving demolition of former depot building	Withdrawn	04/02/16
F/YR11/0437/F	Erection of 10no 3-storey 3-bed dwellings with integral garages and formation of wildlife pond	Withdrawn	08/09/11
F/YR10/0406/Ext	Erection of 24 dwellings comprising; 13 x 4-bed houses with integral garage 1 x 4-bed house with attached garage 9 x 3-bed houses (garage to plot 1 only) and garage block with 2-bed dwelling over with associated landscaping (renewal of planning permission F/YR05/0882/O)	Granted	11/08/10
F/YR07/1029/RM	Erection of 24 dwellings comprising; 13 x 4-bed houses with integral garage 1 x 4-bed house with attached garage 9 x 3-bed houses (garage to plot 1 only) and garage block with 2-bed dwelling over with associated landscaping	Approved	19/12/07
F/YR05/0882/O	Residential Development (0.62 ha)	Granted	22/07/83

#### 5 CONSULTATIONS

- 5.1 March Town Council** objected to both the original and amended application *due* to flooding, access, highways, sewage & parking issues.
- 5.2 Network Rail** originally objected due to the red line drawing including a strip of land within Network Rail's ownership. However after amending the application Network Rail withdraw the objection although reminded that a number of restrictive covenants still apply to the site.
- 5.3 Abellio Greater Anglia** also objected being a leaseholder on land owned by Network Rail. Despite a further communication regarding the amended red line, no further representation has been received.
- 5.4 Cambridgeshire Fire and Rescue Service**  
Request a condition be attached regarding provision of fire hydrants

5.5 **Anglian Water** originally confirmed the sewer network had sufficient capacity to meet the needs of the development. Following comments from objectors the water authority were asked for more detailed assessment and stated the following:

- *'We assess the available capacity of existing network to accept flows from the proposed development. As part of which we consider the impact of other developments and any known issues (e.g. potential for flooding) within the vicinity of the site. In this case, the existing flows from the current building on site will be removed and replaced with the flows from 34 dwellings, the average flows generated by 34 dwellings has been calculated at 0.14 litres per second. The developer has not yet confirmed whether they will be discharging via gravity or pumped regime.*
- *Taking into account the receiving pipe size, gradient, roughness value and the fact that surface water run-off from the development will discharge using sustainable methods and will not discharge to the sewer in Queens Street, our assessment has concluded that there is sufficient capacity in the network to receive flows from the development. The final discharge strategy will be technically vetted and agreed at detailed design stage. We have passed your Stench Pipe query to our Operations Team, the pipe is designed to release odour from the sewer, however if the odour is particularly strong we may clean the sewer to help mitigate this.*

#### 5.6 **CCC Lead Flood Authority**

No objection to the original Flood Risk Assessment but requested the drainage strategy include updated climate change allowances. The Drainage Strategy has been updated and the Lead Flood Authority considers the amended revised Flood Risk Assessment and drainage strategy is now acceptable.

#### 5.7 **FDC Scientific Officer (Land Contamination):**

Request conditions be attached due to possible contaminated ground from the previous use as a highways depot. The applicant has undertaken a phase 1 investigation but concluded that some further intrusive investigation is needed, due to the change in sensitivity of site use and its former land use. Further investigation is required to demonstrate that the site is suitable for use; the contaminated land condition is therefore required.

5.8 The report also states that Asbestos Containing Materials (ACMs) were found on the site, these should be removed by licensed contractors in a way that is not prejudicial to health.

5.9 The Scientific Officer highlights that the application proposes housing near to the railway line and therefore will experience a degree of noise nuisance but is mindful that housing is located in March in similar locations. He therefore requests a noise survey be undertaken and subject to the results, provide noise mitigation measures in particular to plots 12 -19. The applicant has acknowledged this request.

#### 5.10 **Environmental Services Waste Management**

If all accesses are to be adopted, access for refuse vehicles will be available. Satisfactory provision should be provided for vehicles to exit the premises in a

forward direction. However, when this is not possible satisfactory provision is required for the vehicles to safely turn & exit the site.

**5.11 Natural England** had no comments to make on this application.

**5.12 PCC Ecologist** assessed the Ecological Appraisal and had no objections subject to the inclusion of conditions to ensure delivery of appropriate ecological mitigation measures.

**5.13 Police Architectural Liaison Officer:** Has no objection and would welcome working towards Secured by design status.

**5.14 Local Residents/Interested Parties:** A total of 6 objections have been received. They may be summarised as follows:

- The traffic data is flawed because it fails to consider the road being closed during trains accessing the station with the railway crossing gates closed impacting on vehicles trying to leave Queen Street,
- The top of Queen Street is affected by parking on both sides of the road, this is severe at the time of school pick-up and exacerbated during waste collection times when bin lorries block the road. Also office staff accessing Fenland Hall and businesses in the area increase the impact. The objectors considered the transport assessment was inadequate.
- Concern regarding emergency services accessing Queens Road;
- Improvements should be made to the Queens Street/Station Road junction;
- An access through Station Approach may help;
- Development provides insufficient parking;
- Concern regarding the removal of hazardous materials and any contaminated land be appropriately investigated and treated;
- Concern regarding noise and disturbance from the construction process and request for working hours to be restricted;
- Concern regarding the low lying nature of the site and seeking confirmation that surface water will not affect neighbouring land, reference to previous flooding in Queens Street in 2014 due to inadequate drainage.
- Odours suffered from a stench pipe that serves the Railway Station near to the edge of the site;
- Concern that there is no sewer capacity to serve the site;
- Objection to three storey properties being out of keeping with one and two-storey that surround the site;
- Concern regarding the impact on ecology;

## **6 POLICY FRAMEWORK**

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

Paragraph 2: Applications must be determined in accordance with the development plan unless other material considerations indicate otherwise

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17: Seek to ensure high quality design and a good standard of amenity for all existing and future occupants.

Paragraph 47: Supply of housing

Paragraph 64: 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.

Paragraphs 100-104: Development and flood risk.

Paragraph 109: Minimising impacts on biodiversity

Paragraphs 203-206: Planning conditions and obligations.

### **National Planning Policy Guidance (NPPG)**

Determining a planning application

Planning Obligations

Flood Risk and Coastal Change

### **Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 - Housing

LP5 – Meeting Housing Need

LP9 – March

LP13 – Supporting and Mitigating the Impact of a Growing District

LP14 – Responding to Climate Change and Managing the risk of Flooding in Fenland

LP15 – Facilitating the creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP17 – Community Safety

LP19 – The Natural Environment

## **7 KEY ISSUES**

- **Principle of Development**
- **Design**
- **Amenity**
- **Flood risk and drainage**
- **Access and Highway Safety**
- **Infrastructure Delivery**
- **Health and wellbeing**
- **Economic growth**
- **Other matters**

## **8 ASSESSMENT**

### **8.1 Principle of Development**

The principle of development was previously established for part of the site by permission for 24 houses although this permission has expired. It is within the Market Town of March considered in principle to be a sustainable location.

This is considered to accord with policies LP1 and LP3 which identifies March as a Market Town location where the majority of the district's new housing

should be located. This is substantially a brownfield site which further accords with policy LP1 and the presumption in favour of sustainability in the NPPF. The principle of housing on non-allocated or windfall sites that are brownfield in nature are likely to assist the district in maintaining its five-year supply of housing as required by para 47 of the NPPF. Therefore the principle of developments such as this, are to be welcomed providing all other matters are considered appropriate.

## **8.2 Design**

The proposal includes some 3 dimensional graphics of the proposal. It demonstrates the impact of the bungalows located on the access road being in keeping with neighbouring properties. It includes properties that address the street, provides a variety of house-types some with gables, some with pitched roofs and facades, some with chimneys. The scheme includes tree planting in the fronts of gardens to break up the urban form. Overall the design is considered to accord with policy LP16 and the NPPF.

## **8.3 Residential Amenity**

As regards immediate impact on neighbours there are only 4 other houses that abut the site, the 4 bungalows on Stevens Way. The application has been amended and designed to consider the amenity of these residents and the layout includes retention of a 2.4metre high boundary wall and provision of a 2.4metre high fence to the side and rear of all 4 bungalows. The separation between main rear aspects (excluding extensions) is approximately 29 metres at the nearest point.

8.4 The 4 properties with accommodation in the roofspace are not positioned near to existing neighbouring dwellings.

8.5 The proposal is considered likely to provide acceptable levels of amenity for future occupants and unlikely to result in significant harm to the amenity of existing residents of properties nearby. and accords with policies LP2 and LP16.

## **8.6 Flood Risk and Drainage**

The site lies within Flood Risk Zone 1 which is an area considered to be at the lowest risk of flooding. This is therefore a sequentially acceptable site considered appropriate for new housing in accordance with the NPPF and policy LP14. The Flood Risk Assessment submitted is considered acceptable.

8.7 As regards drainage, the applicant has submitted a drainage strategy which provides a rainwater harvesting system (the calculations being included in the strategy). Drainage from all roof areas will be drained to rainwater harvesting systems located in garden areas of dwellings. Permeable surfacing will be used on parking and un-adopted access areas, with water then filtered through the geotextile underlying these areas to remove any potential hydrocarbons and provide further storage prior to feeding into rainwater harvesting systems.

8.8 Collected rainwater will provide only 67% of the annual domestic use

requirement thus considered unlikely that the system will overflow, however an overflow outlet from the rainwater harvesting system will be provided should the capacity of the system be exceeded during any extreme event. This overflow will be to the public wildlife amenity area in the north-western corner of the site to which the northern area of the site already drains, and which will use the existing marsh and reed bed to form a wetland habitat area that would be suitable for receiving discharge from the rainwater harvesting system.

- 8.9 Both the Lead Flood Authority and Anglia Water confirm the Flood Risk Assessment and the proposed drainage strategy, which is a highly sustainable proposal, is acceptable and welcomed.
- 8.10 Therefore the proposal is considered to accord with NPPF and policies LP2 and LP14 and therefore there are not considered to be any reasonable grounds on which to refuse the application regarding flooding, drainage or sewer capacity grounds.
- 8.11 Access and Highway Safety**  
The access road is capable of being adopted and is considered to comply with local highway authority standards. In terms of parking the proposal meets the requirements of the Council's parking standards (appendix A of the Local Plan). Therefore the parking provided is considered to be acceptable.
- 8.12 When considering highway safety the NPPF seeks assessment of whether the development results in severe impact upon the highway network. The key highways element of this proposal is the impact on the junction of Queens Street and Station Road. To address this the applicant submitted a Transport Assessment and after discussions with the Highway Authority and representations received, submitted a capacity assessment of the impact on the Queens Street and Station Road junction. This accounted for all local traffic movements obtained from a manual traffic count undertaken in the week beginning 5th September, when schools returned from holidays. The capacity assessment identified the peak time for traffic at the junction is between 8-9am. However it evidenced that the junction operates at only 14.7 % of capacity and will increase to 18.2% with the additional traffic from the development. (For guidance a negative impact is considered to be the capacity level of 85%). The results show that the development will not result in a severe impact on the highway network.
- 8.13 The resident's concerns relate more to the parking of vehicle outside the terrace properties Nos 1-15 and 2-14 Queens Street (a small section of carriageway). This development is unlikely to alter the existing demand for parking in this location.
- 8.14 It is incumbent on all drivers to park safely and not to block the highway ensuring that the same right to pass through this section of highway exists for all road users. Providing the traffic generated is acceptable (in this instance on the safe use of the highway at the junction), and the local highway authority advises that this proposal is acceptable, it is considered there is no



reason to refuse on highway grounds and it is considered not to justify provision of improvements or changes to Traffic Regulation Orders in Queens Street.

8.15 The highway authority originally highlighted a concern that if pedestrian access was given from the development to the station/cycleway route, it could lead to pressures of commuters using the station and parking in the development site. The applicant has amended the layout to include a 'residents-only' gate in order to give some permeability in terms of residents accessing the station and the cycleway route. On balance it is considered beneficial to give access to only residents, and the risk of commuter parking is considered minimal.

8.16 As the proposed access road, parking provision which meets the required standards and the junction capacity assessment are considered acceptable by the Local Highway Authority the proposal is acceptable in highway safety terms and accords with policies LP2 and LP15 and the NPPF.

#### **8.17 Health and wellbeing**

In accordance with Policy LP2 of the Local Plan development proposals should positively contribute to creating a healthy, safe and equitable living environment. In doing so development proposals, amongst other things, should create sufficient and the right mix of homes to meet people's needs, and in the right location. It is considered that this location represents a sustainable location where residents will be able to easily access local services and facilities without dependence on a private motor vehicle. The scheme provides a mix of housing including eight smaller 2-bedroom units considered to meet a wide range of housing needs.

#### **8.18 Economic growth**

The development would be likely to provide a degree of local employment during construction which would support the continued sustainability and economic growth of March.

#### **8.19 Infrastructure Delivery and affordable housing**

Policy LP13 states that permission will only be given if there will be sufficient infrastructure capacity to meet the needs of the development. The adopted Supplementary Planning Document 'Developer Contributions' considers the issue of viability and requires applicants who contend the proposal would not be viable with the necessary infrastructure and or the necessary affordable housing provision were met, must provide a viability appraisal for the Council to undertake an independent assessment.

8.20 Policy LP5 requires a development of 10 or more dwellings provide 25% affordable dwellings. In this instance a contribution requests were included the following:

- Education Early years £92,307.68
- Education Primary School £133,333,36
- Libraries £3,580
- The scheme should provide 9 affordable dwellings.

- 8.21** The NPPG advises amongst other things the following:  
*A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken. To incentivise the bringing back into use of brownfield sites, local planning authorities should take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable. A rigid approach to assumed profit levels should be avoided.*
- 8.22 In this instance the applicant has submitted a viability appraisal which addressed the costs of demolition of existing building and the removal of asbestos and decontamination of the site. The assessment concluded that no affordable housing or Section 106 contributions could be provided.
- 8.23 The Council's assessment of the appraisal however concluded that the site could justifiably contribute £34,000 infrastructure contribution in total. In this instance a contribution of £17,000 to Fenland District Council towards new passenger seating as part of the March Station Masterplan project and affordable housing within March, and £17,000 to Cambridgeshire County Council (£3,580 Libraries and Lifelong Learning and £13,420 towards the Westwood Primary School expansion).
- 8.24 This contribution is considered to be CIL compliant and accords with advice in the NPPG and accords with policy LP5. Therefore it is considered that the above developer contributions totalling £34,000 can be justifiably sought. The applicant has agreed to this.

## **9 Other Considerations**

### **9.1 Biodiversity**

A survey was undertaken identifying bats, small numbers of reptiles and other wildlife/fauna on the site. The County Ecologist has accepted the survey and request proposed mitigation measures be conditionally safeguarded. The proposal can therefore be considered to comply with Local Plan Policy LP19.

### **9.2 Archaeology**

Cambridgeshire County Council (CCC) has confirmed that the site lies in an area of high archaeological potential. An appropriate planning condition is attached to ensure suitable archaeological investigation takes place.

**9.3 Network Rail** refers to covenants affecting the site. However covenant are not material planning considerations. These have been forwarded to the applicant being a private matter.

9.4 Japanese Knotweed and a second invasive plant species has been found on site. An informative is attached to advising appropriate methods be undertaken to seek their removal. Detailed advice can be found on the Environment Agency Website which includes a code of practice to be followed.

## **10 CONCLUSIONS**

- 10.1 This application is a major proposal on largely brownfield land within the settlement of March, considered to be a sustainable location. The site abuts only a small number of existing residential properties. Part of the site previously benefitted from permission for 24 dwellings although it has now expired.
- 10.2 The development has addressed layout and design matters and results in no detrimental impact to the amenity of occupiers of neighbouring properties.
- 10.3 The Drainage/Flood authorities have confirmed that the proposal is not likely to flood and that there is appropriate capacity in the sewer network to meet the needs of the proposal.
- 10.4 Perhaps the most prevalent objection has been the issue of additional traffic generated impacting on the part of Queens Street next to the junction with Station Road. The Highway Authority requested additional traffic information which was provided by the applicant and this is considered to be a satisfactory assessment of the impact of the development on the safe operation of the junction. The residents have raised their concerns of problems caused by parking problems on the highway at the end of Queens Street. However this is an existing problem unrelated to the development. The passing of around 4% additional traffic at peak times through this small section of road is considered to not result in a severe impact to either merit restricting parking on this part of Queens Road, or justifies refusal of the application.
- 10.5 In this case it is considered viable to deliver a £34,000 infrastructure contribution to meet the needs of the development. The acceptance of a much reduced contribution agreement is considered to accord with the flexible approach described in the NPPG regarding viability.
- 10.6 The proposal is broadly considered to comply with the requirements of the NPPF and the adopted Local Plan and represents a sustainable form of development.

## **11 RECOMMENDATION**

### **GRANT subject to:**

- i) Completion of s106 agreement. Should the applicant be unwilling or unable to complete the s.106 agreement within 4 months from the date of committee approval then delegated powers to be given to Officers to refuse the application.**
- ii) Conditions as set out below**

- 1 Approval of the details of: the landscaping

(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 begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

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

- 4 Prior to the commencement of any works or storage of materials on the site all trees that are to be retained shall be protected in accordance with British Standard 5837:2012. Moreover measures for protection in accordance with that standard shall be implemented and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development for Building Regulations purposes.

Reason - To ensure that retained trees are adequately protected.

- 5 The details submitted in accordance with Condition 01 of this permission shall include:

(a) a plan showing (i) the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 m above ground level exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree and (ii) the location of hedges to be retained and details of species in each hedge.

(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;

(c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, [within the crown spread of any

retained tree or of any tree on land adjacent to the site] [within 2 metres distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree], [within 2 metres of any retained hedge];

(e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree or hedge from damage before or during the course of development;

(f) the plans and particulars submitted shall include details of the size, species, and positions or density of all trees or hedges to be planted, and the proposed time of planting.

In this condition 'retained tree or hedge' means an existing tree or hedge which is to be retained in accordance with the plans referred to in paragraph (a) above.

**Reason**

To ensure that the appearance of the development is satisfactory and that it contributes to the visual character and amenity of the area and to protect the character of the site.

- 6 Prior to the occupation of the development, a landscape and ecological management and maintenance plan, including details of measures to protect and enhance existing flora, fauna and habitats within the development site including the retained pond and reed-bed area, shall be submitted to and approved by the Local Planning Authority in writing. The landscape management and maintenance plan shall be carried out as approved in accordance with the specified schedule contained therein.

**Reason -** To protect the visual amenity value of the landscaping, and the biodiversity value of the habitat within the site.

- 7 Prior to commencement of development details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details.

**Reason** To ensure that the precise height of the development can be considered in relation to adjoining dwellings and for the avoidance of doubt.

- 8 Prior to the commencement of the development hereby approved full details of the materials to be used for the external walls and roof shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved particulars and retained in perpetuity thereafter.

Reason - To safeguard the visual amenities of the area.

- 9 Prior to the commencement of development, a scheme for the provision of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such approved details shall be installed prior to commencement of occupation of any dwellings and retained thereafter in perpetuity.

Reason - In order to ensure that the site meets the crime prevention guidelines.

- 10 Prior to the commencement of the development hereby approved adequate temporary facilities (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason - To minimise interference with the free flow and safety of traffic on the adjoining public highway.

- 11 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Flood Risk Assessment (FRA) prepared by MTC Engineering (ref: 893 - FRA Rev C dated June 2016 and shall also include:
- a) Full calculations detailing the existing surface water runoff rates for the QBAR, Q30 and Q100 storm events
  - b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as Q100 plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
  - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers
  - d) Full details of the proposed attenuation and flow control measures
  - e) Site Investigation and test results to confirm infiltration rates;
  - f) Evidence to demonstrate the marshy reed bed area has a formalised outfall point beneath the railway line
  - g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
  - h) Full details of the maintenance/adoption of the surface water drainage system;

i) Measures taken to prevent pollution of the receiving groundwater and/or surface water;

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development.

- 12 Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted and agreed in writing with the Local Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.

Reason - To ensure a satisfactory method of foul water drainage and to prevent the increased risk of pollution to controlled waters.

- 13 Details for the long term maintenance arrangements for any parts of the surface water drainage system which will not be adopted (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason - To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

- 14 Prior to the first occupation of the development hereby approved, the proposed on-site parking including all garages shall be demarcated, levelled, surfaced and drained in accordance with the approved plan(s). Thereafter, these spaces shall be permanently retained and available for the parking of vehicles of residents/occupiers of the approved scheme, and shall not be used for any other purpose.

Reason - In the interests of highway safety.

- 15 Prior to the commencement of the development hereby approved, details of the location, height, design and materials of all screen walls and fences shall be submitted to and approved in writing by the Local Planning Authority and all such works shall be erected concurrently with the erection of the dwelling(s) and retained in perpetuity thereafter.

Reason - To ensure that the appearance of the development is satisfactory and that it contributes to the visual character and amenity of the area, and to ensure that the private areas of the development are afforded an acceptable measure of privacy.

- 16 No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme and timetable of archaeological work and recording in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. The approved programme shall then be implemented in accordance with the approved timetable prior to any other works taking place on site.

Reason - To secure the provision of the investigation and recording of archaeological remains threatened by the development and the reporting and dissemination of the results in accordance with Policy E7 of the Fenland District Wide Local Plan.

- 17 Prior to the occupation of any dwellings a scheme of ecological mitigation measures shall be submitted to the local planning authority. The scheme shall meet the requirements of Section 7.0 Conclusions and Recommendations on pages 38-41 of ' Preliminary Ecological Appraisal and Ecological Impact Appraisal re the former railtrack land adjacent to March Railway Station (off Station approach) and former County Council Depot, Queens Street March Cambridgeshire' Revised August 2015. The mitigation measures shall be approved in writing by the Local Planning Authority in consultation with the County Ecological Officer. The measures will include a timetable for implementation and shall be carried out in accordance with the approved scheme.  
Reason: In the interests of biodiversity and in order to accord with Policy LP16 of the Fenland Local Plan adopted May 2014.

- 18 Prior to commencement of development a noise survey in regards to noise generated from the railway line and railway station, and regarding the future amenity levels of residents on the northern section of the development hereby permitted, shall be submitted to and approved in writing by the Local Planning Authority. The noise survey shall include any necessary noise mitigation measures.

Reason: In the interests of the amenity of future occupiers of properties near the railway and in accordance with Policy LP16 of the Fenland Local Plan adopted May 2014.

- 19 Prior to the occupation of any dwelling identified by the noise survey to be at risk of high levels of noise disturbance, shall have the noise mitigation measures implemented in full in accordance with the approved details under condition 19.

Reason: To safeguard the amenity of future residents and to comply with Policy LP16 of the Fenland Local Plan adopted May 2014.

- 20 No development approved by this permission shall be commenced prior to a further contaminated land assessment and associated remedial



strategy, being submitted to the Local Planning Authority (LPA) and receipt of approval of the document/documents from the LPA. This applies to paragraphs a), b) and c). This is an iterative process and the results of each stage will help decide if the following stage is necessary.

(a) The contaminated land assessment shall include a desk study to be submitted to the LPA for approval. The desk study shall detail the history of the site uses, the proposed site usage, and include a conceptual model. The site investigation strategy will be based on the relevant information discovered by the desk study. The strategy shall be approved by the LPA prior to investigations commencing on site.

(b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

(c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the LPA. The LPA shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

No development approved by this permission shall be occupied prior to the completion of any remedial works and a validation report/s being submitted to the LPA and receipt of approval of the document/documents from the LPA. This applies to paragraphs d), e) and f).

(d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

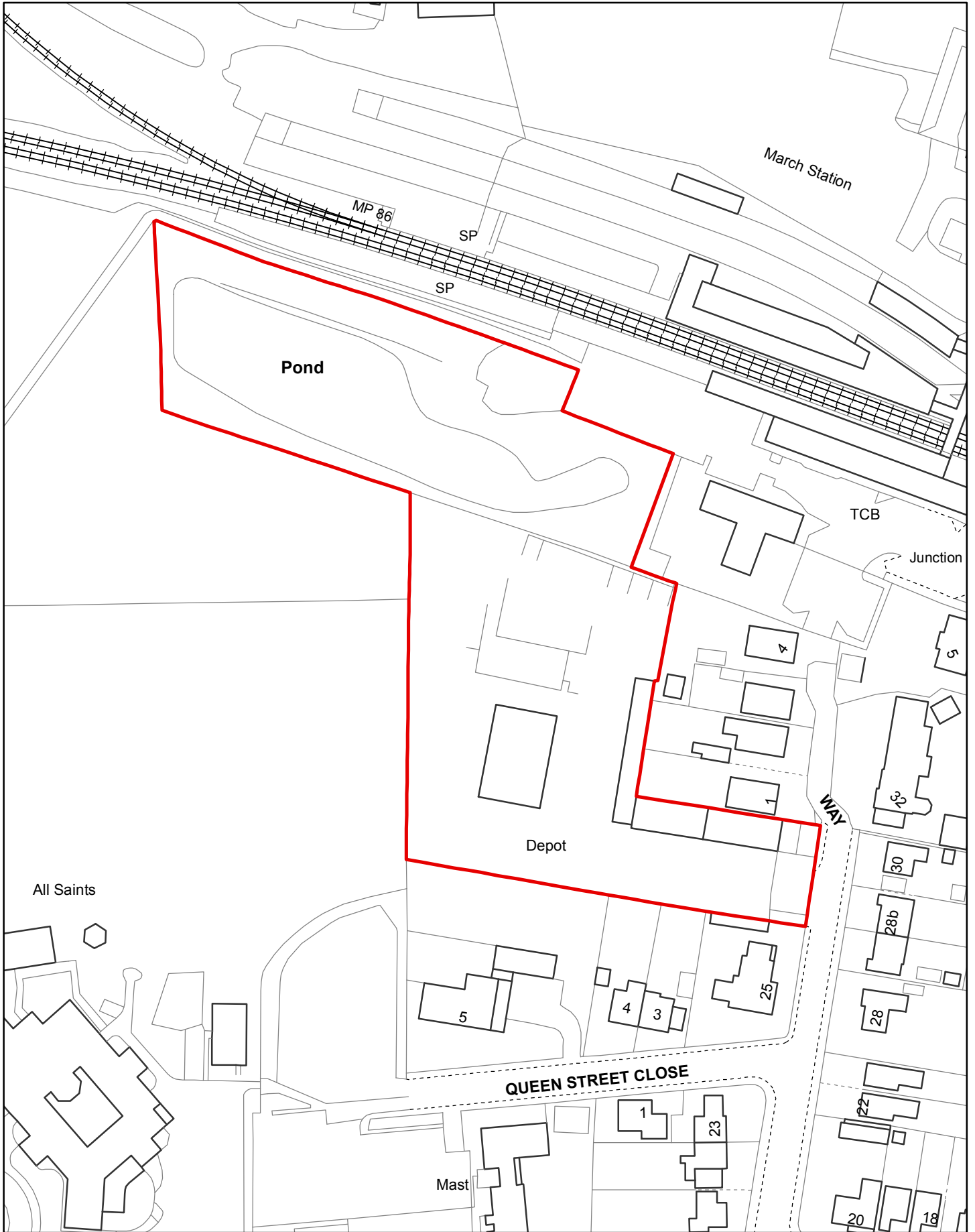
(e) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the LPA.

(f) Upon completion of the works, this condition shall not be discharged until a validation/closure report has been submitted to and approved by the LPA. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site, and what has been brought on to site.

Reason - To control pollution of land or water in the interests of the environment and public safety in accordance with Policy LP16 of the Fenland Local Plan 2014.

- 21 No development shall commence on site until such time as details of the proposed arrangements for future management and maintenance of the

proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).  
Reason - To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policy LP15 of the Fenland Local Plan, 2014



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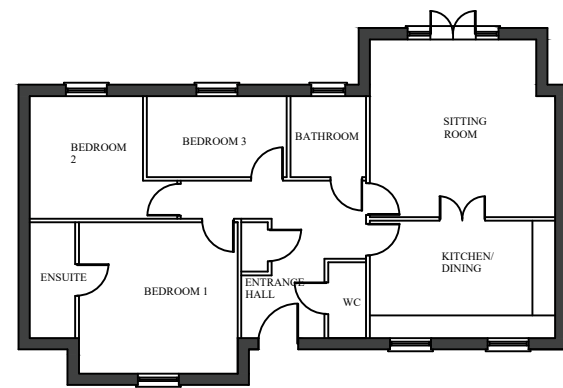
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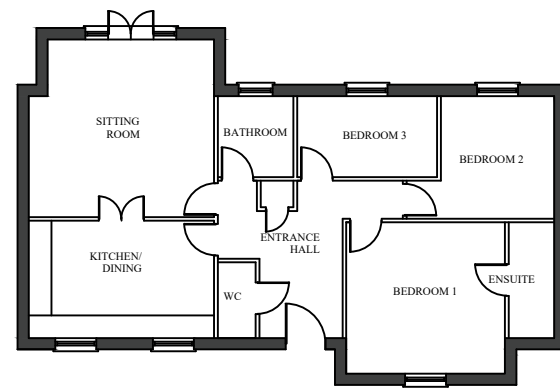




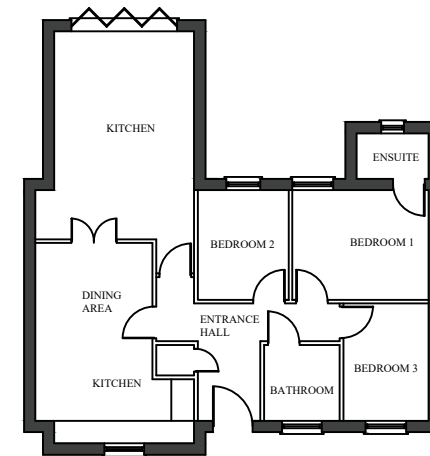
REV C - SEPT 2016 to suit Planning Officers requirements	
<b>PROJECT</b> Proposed residential development on land South of March Train Station / Queens Street, March, Cambridgeshire	
<b>DESCRIPTION</b> Proposed site plan	
<b>CLIENT</b> Cambridgeshire County Council / Mr M. Smith	
<b>DATE</b> AUG 2016	<b>SCALE</b> 1:250
<b>The Clarke Smith Partnership</b> Architectural & Planning Consultants Unit 1, Chuck A Bush Farm Royston Road, Whittlesford Cambridgeshire, CB22 4NW Tel: 01223-830989	
<b>DRAWING</b> P-5000-01 REV C	



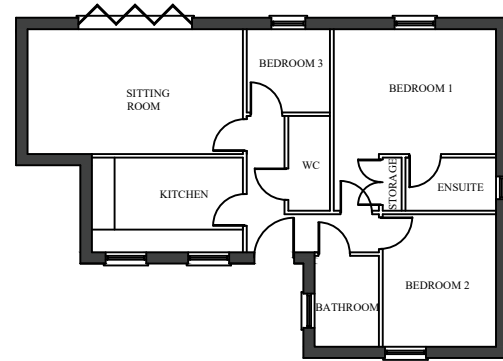
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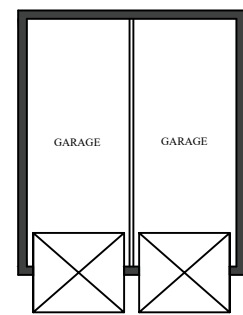
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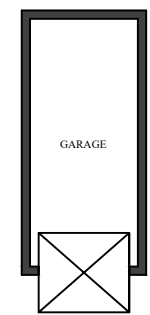
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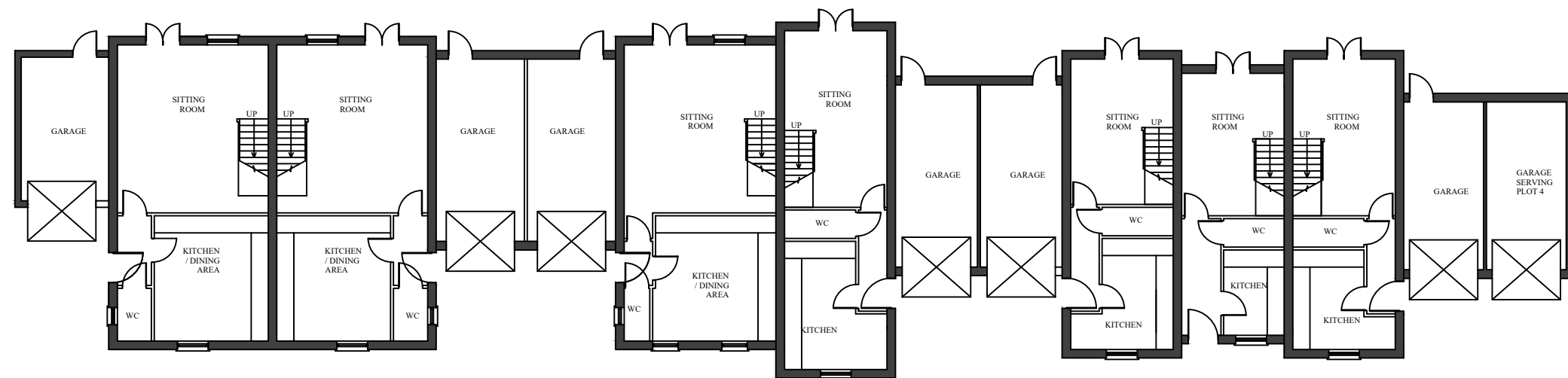
PLOT 4



GARAGE FLOOR PLAN  
PLOTS 1 & 2



GARAGE FLOOR PLAN  
PLOT 3



PLOT 11

PLOT 10

PLOT 9

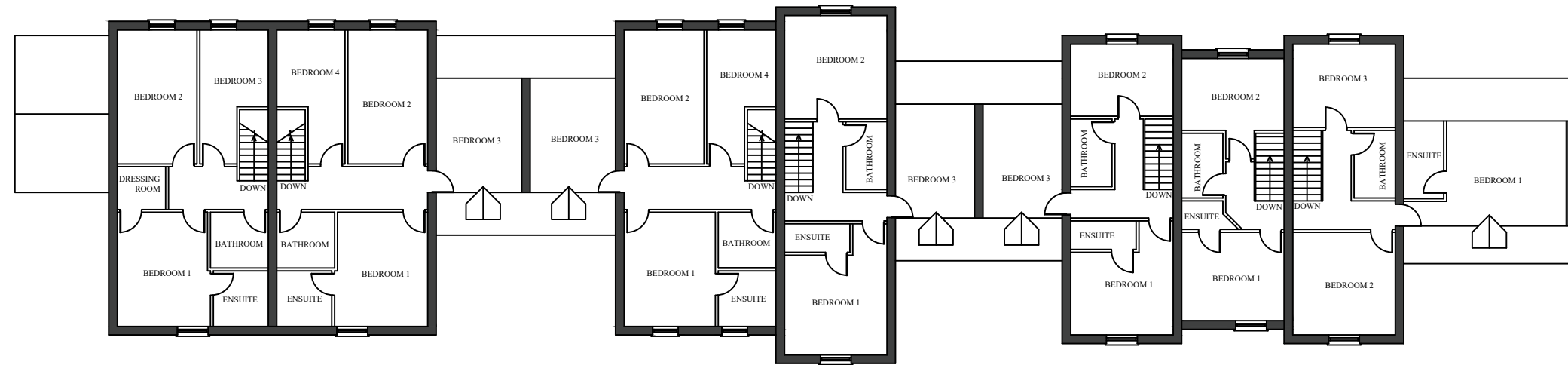
PLOT 8

PLOT 7

PLOT 6

PLOT 5

PROPOSED GROUND FLOOR PLAN PLOTS 5 - 11



PLOT 11

PLOT 10

PLOT 9

PLOT 8

PLOT 7

PLOT 6

PLOT 5

PROPOSED FIRST FLOOR PLAN PLOTS 5 - 11

REV A - Aug 2016 to suite planning officers requirements

**PROJECT**  
Proposed residential development on land South of March Train Station / Queens Street, March Cambridgeshire

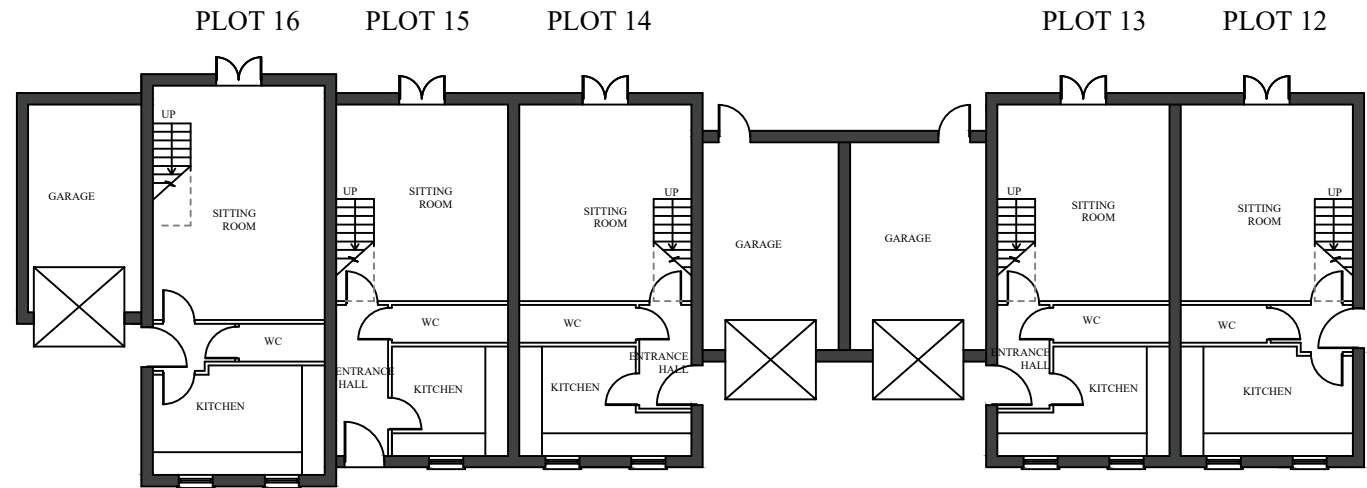
**DESCRIPTION**  
Proposed floor plans 1 - 11

**CLIENT**  
Cambridgeshire County Council / Mr M. Smith

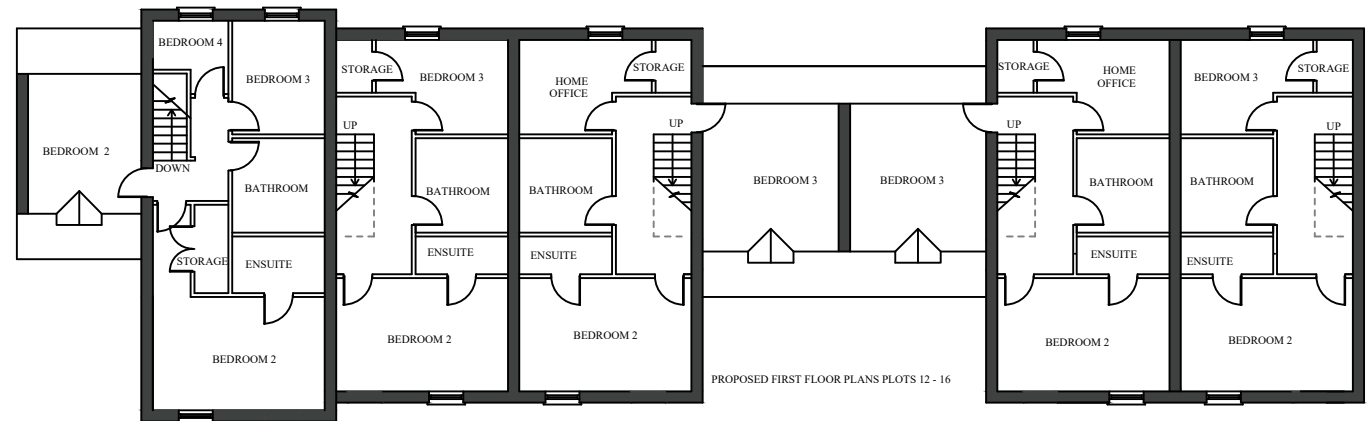
**DATE** March 2016 **SCALE** 1 : 200

**The Clarke Smith Partnership**  
Architectural & Planning Consultants  
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Royston Road, Whittlesford  
Cambridgeshire, CB22 4NW  
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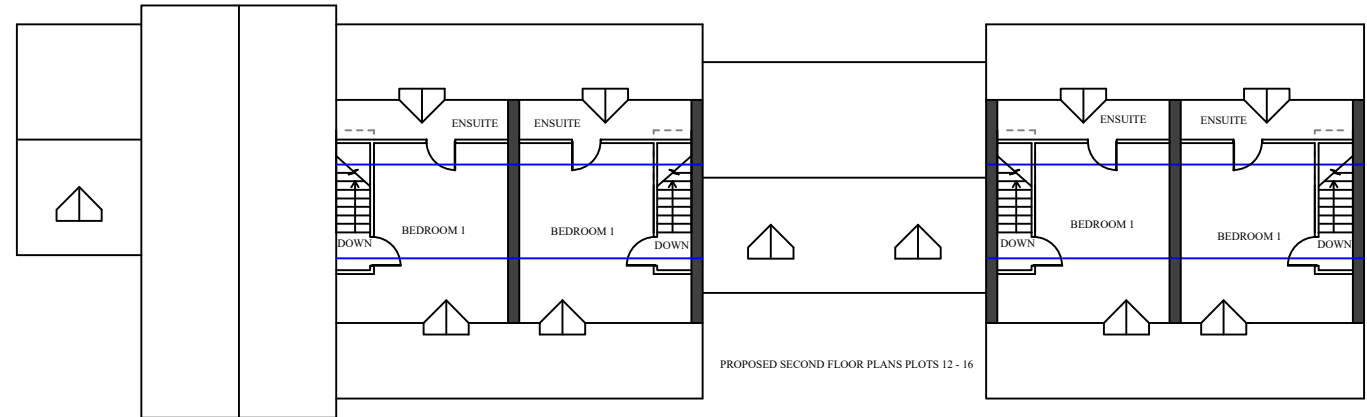
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P- 5000- 06 REV A



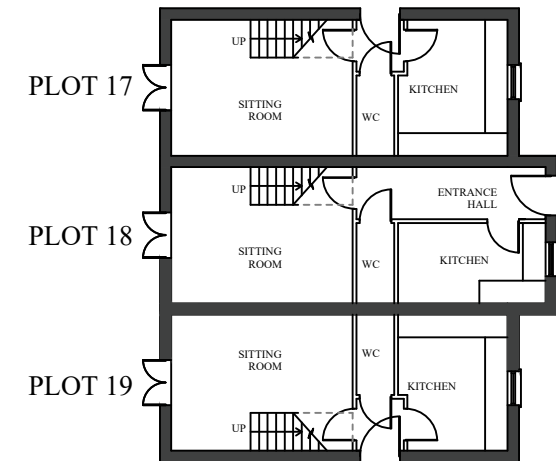
PROPOSED GROUND FLOOR PLANS PLOTS 12 - 16



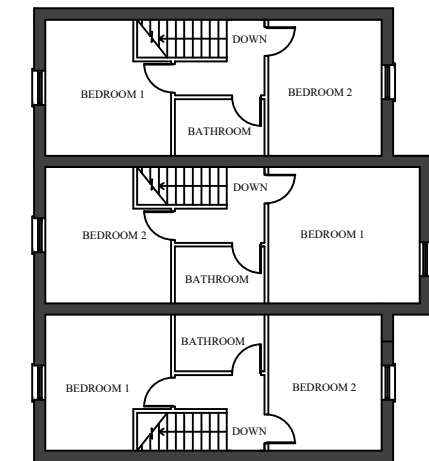
PROPOSED FIRST FLOOR PLANS PLOTS 12 - 16



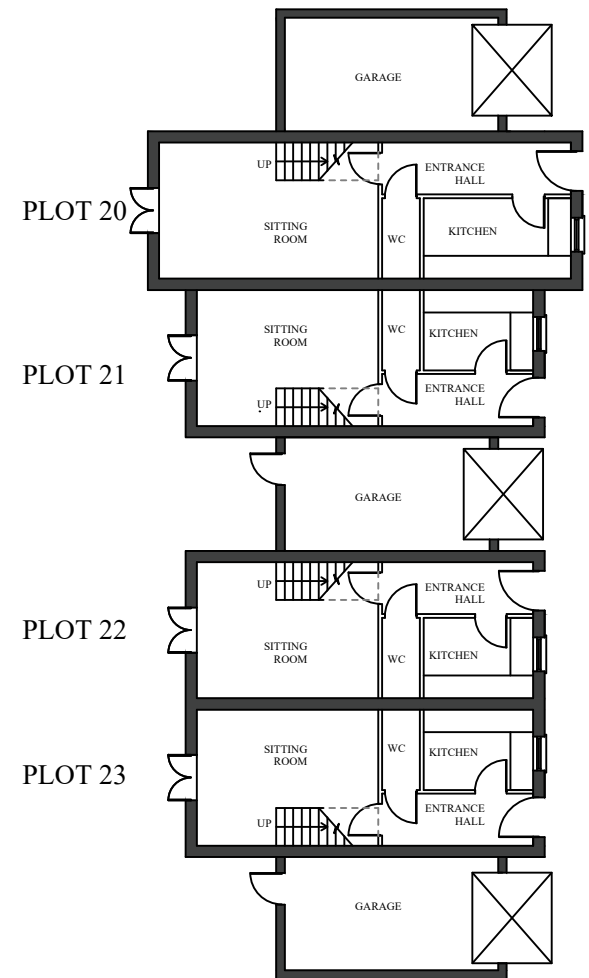
PROPOSED SECOND FLOOR PLANS PLOTS 12 - 16



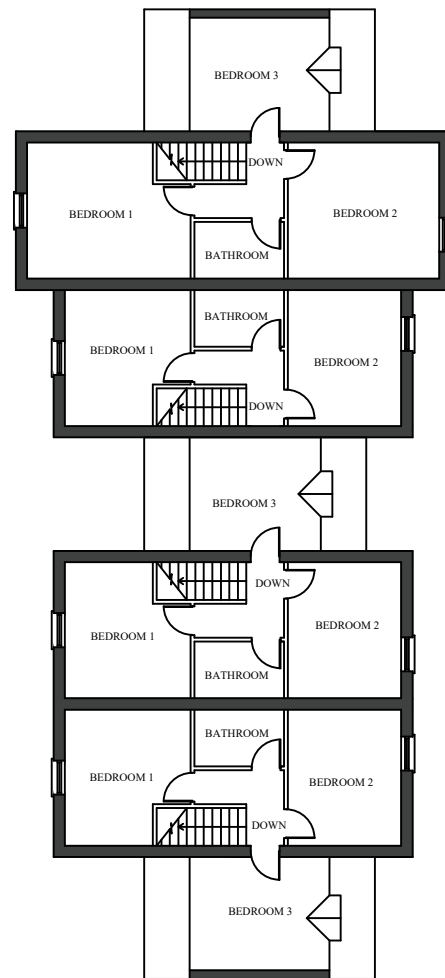
PROPOSED GROUND FLOOR PLANS PLOTS 17 - 19



PROPOSED FIRST FLOOR PLANS PLOTS 17 - 19



PROPOSED GROUND FLOOR PLANS PLOTS 20 - 23



PROPOSED FIRST FLOOR PLANS PLOTS 20 - 23

REV A - Aug 2016 to suite planning officers requirements

**PROJECT**  
Proposed residential development on land South of March Train Station / Queens Street, March, Cambridgeshire

**DESCRIPTION**  
Proposed floor plans 12 - 23

**CLIENT**  
Cambridgeshire County Council / Mr M. Smith

**DATE** March 2016 **SCALE** 1 : 200

**The Clarke Smith Partnership**  
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**DRAWING**  
P- 5000- 07 REV A