

APPLICATION NO: F/YR18/0028/FDL

SITE LOCATION: 15 Station Road, March, Cambridgeshire, PE15 8LB

UPDATES

1. Following the submission of additional information with regard to the site's existing drainage network and surface water attenuation calculations and runoff rates, the Lead Local Flood Authority has removed its objection subject to the following conditions:

Condition

No development shall take place 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 drainage strategy shall demonstrate that infiltration drainage is used where site-specific BRE365/CIRIA156 infiltration tests show it to be appropriate and if infiltration is not appropriate the scheme should demonstrate the surface water run-off generated up to and including the 1% Annual Exceedance Probability (AEP) rainfall event (including an appropriate allowance for climate change and urban creep) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason

To prevent the increased risk of flooding, both on and off site

Condition

Details for the long term maintenance arrangements for the surface water drainage system (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.

Officer's Comment: Further clarification has been sought from the Lead Local Flood Authority Officer with regard to how a *surface water drainage scheme for the site, based on sustainable drainage principles* could be implemented within

this development site that does not include any open space and also proposes a basement. Therefore, concerns remain with regard to surface water drainage and the possible increased risk of flooding both on and off site.

Conservation Officer Comments are as follows:

SUMMARY: In view of the degree of concern expressed regarding the current proposal (see below), if not withdrawn to allow for re-negotiation of an amended scheme, the current scheme could not be supported from the Conservation/Design Perspective.

Context

This application relates to a prominent site in the historic March townscape. Although the site is set just outside of the Conservation Area, the visual prominence of the site and its salience in the streetscene has been the catalyst for formal consultation with the Conservation team. The proposed development also has potential to impact upon the setting of the Conservation Area, particularly easterly views down Station Road from the principal Broad Street T-junction. The site in question will also feature prominently in views travelling west along Station Road too.

Existing Building Form

The existing predominately single storey road fronting commercial building, set at the back edge of the footpath, reads as a relatively neutral feature that makes a positive contribution to the simple character of the Station Road street-scene. The wing of the building set at right angles to the commercial frontage comprises a traditional fenland brick and pantile cottage, which has been subject to significant alteration over its lifetime.

Whilst certainly of some age and historic interest (c.mid-late C.18), the brick and pantile cottage range in particular has been deteriorating for a long period and now stands in very poor condition. It is confirmed that the building is not considered to be of sufficient quality to recommend it for Listing to the Secretary of State.

On balance, the proposed principle of demolition and redevelopment of the site could therefore in principle be supported from the conservation perspective provided that:

- (i) the existing structures are adequately recorded and their significance established (and preserved by record (by a building archaeologist) to at least a level 2 standard as detailed in Historic England's Understanding Historic Buildings Publications);
- (ii) any proposed replacement building is sensitively designed to reflect the prevailing character of the area in order to maximise its visual integration into the locality.

Proposed Design

The built form of the northern side of Station Road area at present, leading from the Broad Street junction, is predominately two storey with ridges parallel to the road. Jim Hocking Court, a somewhat visually overbearing building, terminates the views on the eastern side. The built form on the northern side of the street

opposite the site, varies from 1 – 3 storeys.

It is clear from the submitted scheme, that the scale and proportion of the new residential development has been closely and somewhat inappropriately aligned to the overbearing height and form of Jim Hocking Court, as opposed to reflecting the wider variety of built form in the area.

The scale of the current scheme is considered over bearing and the architectural form and detailing ill grounded within this traditional market town context. In particular the detailing to the façade appears un-architecturally resolved and does not respond to the strong character and pattern of development in the street scene. Indeed the density on the proposed sight is considered too great for this site which should ideally retain a commercial element to the ground floor.

In order to maintain the rhythm and design interest of the existing streetscene, it is considered that a new development incorporating a variety of building scale and form would be a more appropriate approach, as opposed to that currently proposed, a unified, monolithic bulky form, with a visually overbearing mass and bulk.

A reduction in height alone would not be sufficient to render the current scheme acceptable.

2. Building Heights.

Further information is provided as follows:

Jim Hocking Court: This is a “C” shaped building. Roof pitch heights range from 12m to 9.5m. The impact is further dissipated through the use of shallow pitched roofs and dormer windows to light the third floor flats. 34 flats are provided over 0.152ha with 18 parking spaces within the internal courtyard

(This application is proposing 34 flats over 0.07ha and 10 parking spaces.)

Coachmakers Arms PH: Roof ridge is 7m

Marwick House: Maximum roof height of mansard roof is 11.6m. However given the form of this roof the maximum height is not readily appreciated within the street scene.

This application, although indicative shows roof heights of: 12m adjacent to Jim Hocking Court and rear of Fenland Walk shops; 12m adjacent to the Coachmakers Arm. It then drops down to single storey height to allow for the balconies to the other floors; and 12m maximum to the front elevation (set back from street frontage) with eaves height of 6m to the first two floors

3. Additional Reason for Refusal

The proposal does not include the required affordable housing contribution either off site or on site, and a Viability Assessment has not been submitted. Therefore the proposal is also contrary to Policy LP5.

Second Reason for Refusal

Policy LP5 of the Fenland Local Plan requires the provision of affordable housing on sites greater than 10 dwellings. As such, the proposal requires the provision of 8 dwellings on site, or the equivalent off site contribution secured through a

Section 106 Agreement. The proposal is therefore contrary to Policy LP5 of the Fenland Local Plan 2014.

Resolution: Refuse as per Section 12 of Agenda item 5 on page 31.