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## **MARCH**

Inset Proposals Map No. 16

### **1. INTRODUCTION**

- 1.1 This section contains the detailed planning background, policies and proposals for March. It should be read in conjunction with the general policies set out in Part One of the Local Plan.

### **2. LOCATION**

- 2.1 March is a market town lying adjacent to the A141 about thirty miles north of Cambridge and some twenty miles east of Peterborough. It is located centrally in the District and forms the second largest town after Wisbech. It is served by British Rail with direct links to Cambridge and East Anglia, Peterborough, the Midlands and North West. The town straddles the old course of the River Nene.

### **3. HISTORY**

- 3.1 In common with many other Fen towns and villages, March was built on a once remote island surrounded by flooded marshland. The early establishment of the town centred around St. Wendreda's Church on the fringes of the current built up area. This church possesses a double hammer beam roof decorated with 120 wood carved angels.
- 3.2 With the drainage of the Fens in the 17th century, March grew and prospered initially as a trading centre. The arrival of the railway in 1846 was the beginning of a new era for the town and the subsequent development of the railway in the town as an important commercial development has had a major influence on the future of the town. However, in recent years this influence has declined as the former Whitemoor marshalling yards, once the second largest in Europe, have now become largely obsolete.
- 3.3 The economic fortunes of the town were once linked to the railway, but more recently the town has become a thriving commercial centre. Part of the former railway marshalling yards has now been taken over with the building of the new Whitemoor Prison. The town is also the headquarters for Fenland District Council.

### **4. POPULATION**

- 4.1 The population of the town rose from 14,600 in 1981 to an estimated 14,930 in 1986. Over the following three year period to mid 1989 it rose by approximately 1650, to 16,530.
- 4.2 In mid 1990 the housing stock numbered some 7420 dwellings.

### **5. SERVICES AND FACILITIES**

#### **Shopping and Associated Services**

- 5.1 The town serves as one of the main weekly shopping centres in the District, serving a fairly extensive rural hinterland stretching south to include Chatteris. The majority of shopping is in food and other convenience goods, with some comparison shopping (durables). Some shopping redevelopment has taken place within the town centre, together with a recent out of town supermarket and a DIY and builders merchants on the March Trading Park.

### **Community Facilities**

- 5.2 The town provides a wide range of community facilities including a library, police station, health clinics, community centre, museum and indoor swimming pool. It has a fairly extensive range of sport and recreational facilities, both indoor and outdoor, although like many other Fenland towns there is limited public access to the surrounding countryside for informal recreation. Planning permission has recently been granted to extend the existing 9-hole golf course into an 18-hole course and a further permission exists for the provision of an Equestrian and Leisure Centre on land to the west of the bypass.

### **Education**

- 5.3 There are four primary/junior schools and one senior school in March. The capacity and rolls of these schools, in January 1990, were as follows:

	School Roll (pupils)	Existing Capacity	Permanent Capacity	Temporary
Maple Grove Infants		253	300	
Cavalry Infants		142	180	
Westwood		427	390	90
Burrowmoor		492	570	
Neale Wade Community College		1222	115	278

### **Drainage**

- 5.4 The sewage treatment works is located to the north east of the town and is likely to reach its design capacity when all existing planning permissions for housing are implemented. Although much of the existing system is combined, carrying both foul and surface water flows, only foul connections are permitted from new development. The sewer system in the area of the town north of the river will be up to capacity once all existing planning permissions are implemented including the prison, currently under construction. The system south of the river is not so constrained although current land allocations will bring the system up to its design capacity. There are, however, local problems which will have to be overcome before certain areas of the town can be developed.

## **6. KEY FEATURES OF FORM AND CHARACTER**

- 6.1 The town has largely developed on a clay island and to the north and east its development has largely been constrained by the railway system. The River Nene cuts through the middle of the town and the majority of the more recent development has taken place south of the river. Until the construction of the bypass the town bridge was the only means of crossing the river. The town bridge crossing is a key feature of the town across which most internal traffic flows.
- 6.2 Although previous housing developments have taken place south of the river, more recent planning permissions and land allocations for housing have been more evenly distributed and there are now substantial areas committed for housing to the north of the river.
- 6.3 The river is an important feature and its banks have created a green 'lung' for the town. Part of the area to the south of the river has already been developed as open space and there is potential for further extension of the riverside park.
- 6.4 In the area to the north of the town the railway has predominated both in land use and in visual terms. The station, the junction of the various railway lines and the former Whitemoor marshalling yards were all situated in this area. Only the station and part of the yards now remain. However, there still remains a strong commercial usage in this area with the recent and continuing development of the March Trading Park, the Marwick Road and Longhill industrial areas and the construction of the prison.

- 6.5 The designated Conservation Area reflects the historic 'core' of the town from the Market Place to St. Peter's Church and including parts of the River Nene frontage, including West End and Nene Parade.

## 7. DEVELOPMENT ISSUES

- 7.1 The major factors which will influence the development strategy for March are its location and physical constraints outlined above, the Structure Plan policy guidelines for future residential growth, outlined in Part One, together with existing commitments.

### Housing

- 7.2 The following table sets out the current position (as at 1st July 1990).

a)	Dwellings built from mid 1986 to mid 1990	Dwellings
	large sites	903
	small sites	140
	<b>Total</b>	<b>1043</b>
b)	Average building rate over above period	261 per year
	Planning permissions (see Appendix 2)	
	large sites	1122 *
	small sites	214
	<b>Total</b>	<b>1336 say 1340</b>
	Includes 250 flats.	

- 7.3 The Structure Plan requirement for housing on large sites in March for the period 1986-2001 is for 1400 dwellings. Taking into account recent completions (903) and current planning permissions (1122) on large sites there is already an over-provision of dwellings in terms of the Structure Plan requirement. This scale of development, however, more accurately reflects recent building rates and aspirations of the District, and accords with the flexibility included in the Structure Plan policies for the Fens and the dispersal strategy for the Cambridge sub-region.
- 7.4 Based upon average building rates over the last four years for all sites, current permissions could provide a supply of housing land for over 5 years.

### Industry

- 7.5 The main areas of existing industrial land all lie to the north of the town. The principal site is the March Trading Park, situated adjacent to the A141, There are two smaller industrial areas located off Elm Road. As at 1st July 1990 there was planning permission on land for industrial use as follows:

		Hectares	(Acres)
a)	March Trading Park	44.3	(109.6)
b)	Longhill Road	2.0	(4.9)
c)	Marwick Road	1.6	(3.9)
d)	Adj. March Trading Park	2.4	(5.9)
	<b>Total</b>	<b>50.3</b>	<b>(124.3)</b>

- 7.6 These four locations are all considered suitable for industrial uses, in particular, the Trading Park with its direct access to the primary highway network. The northern boundary of the Trading Park abuts a County Council waste disposal site. Such sites can produce landfill gas and to monitor this a 250 metre consultation zone is in operation around the site. Any applications for development within this zone will, therefore, need consultation with the County Council. Access to Longhill and Marwick Road is not so good but their limited expansion should not cause undue problems.
- 7.7 Surplus railway land off Hundred Road may offer further potential for industrial uses, in the long term, subject to satisfactory vehicular access being obtained. However, in view of the uncertainty over rail facilities British Rail is unlikely to dispose of any land in the immediate future.
- 7.8 The above sites offer a varying degree of location and size to create a reasonable choice for prospective developers, and should provide the town with sufficient industrial land for the major part of the Plan period.

### **Recreation**

- 7.9 Overall there is currently a slight shortfall in open space and recreational provision; particularly children's play areas where there is estimated to be a shortfall of some 8.7ha (21 acres). The location of open space provision is important and currently there is an imbalance. To the south west of the town centre there is an abundance of public open space but a definite lack of provision to the north of the river. Current proposals for the extension of the Town Park will improve the overall provision but will not help with the imbalance in location terms. Current planning permissions and allocations will create a need for about another 12.5ha (30 acres) of open space provision although the bulk of this will be developer funded (see Policy R4). The housing development off Badgeney Road will make provision for further public open space alongside the River Nene linking with the existing open area at North Drive.
- 7.10 The recent planning approvals for the establishment of an Equestrian and Leisure Centre, the extension to the Golf Course and a riding school on land to the west of the bypass will not only provide local facilities but facilities of District-wide importance. These uses are considered compatible to an open countryside environment.
- 7.11 Public access to the countryside via footpaths or bridleways is limited. The possible use of the former railway line from the Twenty Foot River to Rings End as a recreational route is currently being considered by the County Council. The recent use of part of the former March to Chatteris railway line as a recreational route needs to be further enhanced with more landscaping and possibly the creation of a "pocket" park.

### **Transportation**

- 7.12 As part of the Fen Link Roads strategy a bypass has been built which has helped relieve the town centre of 85% of through traffic.
- 7.13 The town centre is currently experiencing increasing traffic congestion problems that are mainly due to locally generated traffic. The recent traffic survey carried out by the County Council confirms that most traffic movements in the town centre are locally generated. The problem of internal traffic movements is compounded in March by the existence of only one river crossing through which all these internal movements are 'funnelled'. With substantial housing areas already committed by way of planning permissions and existing land allocations, traffic using the town centre will inevitably increase.
- 7.14 The new Whitemoor prison, currently under construction, will gain access via Longhill Road through to Elm Road. There may be potential in the longer term to carry this road westwards to link in with the A141 at Westry. Such a link could offer an additional access into any long term extensions to March Trading Park, a further link to the prison and Longhill and also open up surplus railway land for other industrial based uses.

### **Drainage**

- 7.15 The treatment works are likely to require improvements before any further land, beyond existing planning permissions, can be released. Also, the sewer system north of the river will need improvement before further land can be developed beyond current planning permissions.

### **Town Centre**

- 7.16 Some of the issues relating to the town centre have already been high-lighted above, but particular issues are:
- i) Traffic management in and around Broad Street/High Street/ Market Place
  - ii) Car parking provision, location and amount
  - iii) Potential for additional retail floorspace, notably possible comprehensive redevelopment of Millview/former Ridgeons site involving land for supermarket, shop units and substantial new car parking. A development brief for this particular area has already been prepared.
  - iv) General environment improvements.

### **Education**

- 7.17 Current provision is adequate to cope with existing development but new development could create further pressure on school provision in certain parts of the town. It is the area north of the river that would bring greatest pressure on existing school provision. If all existing housing commitments in this area of the town are implemented then a further primary school site will be needed. The County Council has therefore carried out a review for future primary school Education in the town and is proposing that a new Voluntary Aided primary school should be established on part of the County Road site by September 1994, that Cavalry Infant School be designated as a 5-11 primary school for 300 pupils from September 1992 and re-modelled and that Burrowmoor Primary be re-modelled in order to accommodate 420 pupils.
- 7.18 The temporary accommodation at the Neale Wade Community College will be replaced with permanent buildings during 1992/93. The college will then become nine form entry with a capacity for 1,560 pupils.
- 7.19 The County Council currently owns three areas of land in the northern part of the town, namely the former Hereward School, the former High School playing fields and the Estover Road playing fields. Restrictive covenants may govern the future use of the latter for Educational purposes only.
- 7.20 The County Council has submitted three deemed planning applications for the residential development of the former Hereward School site, lying to the west of Robingoodfellows Lane. These applications have yet to be considered formally by the County Council. Both the District Council, the Town Council and members of the public have objected to the complete development of this site and the site off County Road on the grounds that this area of the town is deficient in public open space.

## **8. DEVELOPMENT STRATEGY**

- 8.1 The Development Strategy for March provides for significant residential development on a large choice of sites, both north and south of the river, within a defined Development Area Boundary. Much of this development is already committed and the strategy provides for a period of consolidation before releasing large new allocations.
- 8.2 Land for commercial and industrial development will be concentrated on the northern side of the town, between the Wisbech Road A141 and Elm Road B1101.

- 8.3 The Plan provides for new Education facilities, improvements in open space provision and a further study of town centre problems including traffic and car parking.
- 8.4 The Plan aims to concentrate new retail development in and around the town centre and to take steps to enhance the character of the local townscape.

## 9. PROPOSALS

### Housing

**MAR/H1 IT IS PROPOSED TO MAKE PROVISION FOR 1,735 DWELLINGS IN MARCH. THESE SITES, WHICH COMPRISE EXISTING PERMISSIONS AND ALLOCATIONS, ARE SHOWN ON THE INSET PROPOSALS MAP. THE PRINCIPAL ALLOCATIONS ARE:**

	HECTARES	(ACRES)
CAVALRY PARK (NORTH)	4.2	(10.4)
CAVALRY PARK (WEST)	2.8	(6.9)
CAVALRY PARK (SOUTH)	0.7	(1.7)
COUNTY ROAD*	2.5	(6.0)
FIELD BAULK	0.8	(2.0)
PAPWORTH ROAD	1.0	(2.5)
ROBINGOODFELLOWS LANE (NORTH)	1.0	(2.5)
ROBINGOODFELLOWS LANE (WEST)	2.8	(6.9)
<b>TOTALS</b>	<b>15.8</b>	<b>(38.9)</b>

- 9.1 The sites for which development briefs will be required, in accordance with Policy IMP3, are asterisked.
- 9.2 The housing land provision is made up of land with planning permission for some 1,340 dwellings (both large and small sites) and new allocations with an estimated capacity of 395 dwellings (15.8 hectares at 25 dwellings per hectare).
- 9.3 It has not been considered necessary to allocate any major additional land for housing over and above those areas already having the benefit of planning permission, or already allocated in previous plans. The location and mix of these existing commitments will provide the town with adequate housing sites for the major part of the Plan period. This provision already exceeds the Structure Plan figure and with current and likely problems associated with drainage, traffic and other potential environmental issues a period of consolidation is required to assimilate this degree of growth. However, there could be additional small areas within the Development Area Boundary brought forward for development. These sites, known as 'windfall sites' may currently be in different land uses or be unused. The development of such sites will be considered on their merits, subject to compliance with other policies of the Plan.
- 9.4 Infilling will also normally be permitted within the Development Area Boundary shown on the Inset Proposals Map subject to compliance with other policies of the Plan.
- 9.5 The Development Area Boundary has been drawn to reflect the existing built up area of the town. Development will not normally be allowed except in exceptional circumstances, outside the Development Area Boundary.
- 9.6 The provision of further public open space adjacent to the River Nene north of Gaul Road (see Policy MAR/R1 below) may be dependent on the exceptional release of adjacent land for housing development. Such development would be in addition to those areas included in Policy MAR/H1 above.

## **Employment and Industry**

**MAR/EMP1 IT IS PROPOSED TO ALLOCATE 50.3 HA (124.3 ACRES) OF LAND FOR BUSINESS, GENERAL INDUSTRY, STORAGE AND DISTRIBUTION PURPOSES. THESE SITES CONSIST OF LAND WITH PLANNING PERMISSION.**

### **March Trading Park**

- 9.7 The remaining undeveloped part of the Trading Park still offers substantial opportunity for more industrial and associated uses to become established. Both Phases 2 and 3 remain undeveloped and there is a substantial area directly abutting the railway line to the south. Consultation with the County Council will be needed on any development within the 250 metre zone of the waste disposal site.

### **Elm Road and Marwick Road**

- 9.8 These two areas form part of previous permissions. Although not so well located to the general highway network, they are relatively small areas and their development should not cause any serious highway or amenity problems.
- 9.9 British Rail has announced the complete closure of the railway marshalling yards lying to the north of Norwood Road. Their future requirements of this area remain unknown at present but British Rail considers the land could have development potential for 'Railhead' uses. Any development of this area would need consideration in relation to the adjacent highways which serve this area. Certain parts of this site are important feeding grounds for wildlife which will need protecting if the land is eventually developed as outlined above. One possible solution might be the formation of a Local Nature Reserve.

**MAR/EMP2 IT IS PROPOSED TO ALLOCATE ABOUT 1.0HA (2.5 ACRES) OF LAND OFF WHITTLESEY ROAD FOR A WORKPLACE HOMES DEVELOPMENT.**

- 9.10 This type of development has already become established in the town (off Longhill Road) and it is considered a further site should be allocated. The site off Whittlesey Road already lies in an area of mixed commercial uses including a workplace home. A development brief will be prepared setting out more detailed guidelines for the development of this site. (See Policy EMP/5).

## **Shopping**

**MAR/S1 THE CENTRAL COMMERCIAL AREA IS DEFINED ON THE INSET PROPOSALS MAP FOR MARCH.**

- 9.11 Within the town centre as defined on the Inset Proposals Map general shopping policies S1, S2 and S3 will apply.

**MAR/S2 IT IS PROPOSED THAT TWO SITES BE ALLOCATED FOR RETAIL DEVELOPMENT IN THE TOWN CENTRE:  
MILLVIEW (EAST OF BROAD STREET)  
HIGH STREET (SOUTH OF ST PETER'S CHURCH)**

### **Mill View**

- 9.12 The area in the vicinity of Mill View to the east of Broad Street already has planning permission for retail and residential development. This area is suitable for a supermarket together with associated smaller shop units and car parking provision. A development brief has been prepared for this area.

**High Street**

- 9.13 This site, south of St. Peter's Church, is also the subject of proposals for retail use, and could be developed in conjunction with the adjacent site recently developed for a DIY store.

**Recreation**

**MAR/R1 IT IS PROPOSED TO ALLOCATE 8.8HA (21.7 ACRES) OF LAND FOR PUBLIC OPEN SPACE ALONG THE SOUTHERN EDGE OF THE RIVER NENE FROM THE TOWN PARK TO THE BYPASS.**

- 9.14 The development of the area for recreational purposes will help to fulfill a need for more informal recreational space in the town and will form a logical extension westwards of the existing riverside park. Having a riverside frontage the area will offer further opportunity for water based recreational pursuits, and other recreational activities. A brief will be produced showing how the area ought to be designed and laid out. Its use should be based upon informal recreation and because of its riverside setting the opportunity exists to develop the area in a unique way, with informal planting and the development of 'wet areas'. To achieve this proposal an area of land lying to the south may have to be released for housing. Such a release would be in addition to current proposed allocations and would only be considered in exceptional circumstances, to facilitate the development of this important recreation area.

- 9.15 The northern part of the town is deficient in public open space provision, particularly when related to all the proposed housing development in this area. No obvious sites are available but part of the County Council's surplus Educational land holdings may be of some potential.

**MAR/R2 IT IS PROPOSED TO ALLOCATE ABOUT 2.5HA (6 ACRES) OF LAND FOR PUBLIC OPEN SPACE SOUTH OF EASTWOOD AVENUE.**

- 9.16 This allocation is made up of two areas of land. The eastern portion has now been bought by the District Council and will soon be laid out for recreational purposes. Agreement has been reached with the developers of adjoining land to the west, to provide the major part of their open space provision for the estate directly adjoining the Council owned land.

**MAR/R3 IT IS PROPOSED TO ALLOCATE 2.5HA (6 ACRES) OF LAND FOR PUBLIC OPEN SPACE NORTH OF BADGENEY ROAD.**

- 9.17 This area is located between the River Nene and the housing estate currently being built off Badgeney Road. The open space will be provided by the developers of the estate as part of their requirements for open space provision for the estate. When implemented, the open space will, in effect, further extend the existing open space area off North Drive and give further access to the river.

**MAR/R4 IT IS PROPOSED TO ALLOCATE 2.0 HA (5.0 ACRES) OF LAND FOR PUBLIC OPEN SPACE NORTH OF COUNTY ROAD/SOUTH OF THE RAILWAY.**

- 9.18 This allocation lies to the east of the existing Lime Grove playing field and directly south of the railway. The area forms part of the former school playing field and will abut the new primary school site and a new area for residential development. The allocation of this area will help offset the current overall lack of open space in this part of the town. The open space will also help act as a 'buffer' between the railway land to the north and the proposed residential and primary school uses to the south. Pedestrian access from the east should be provided via station approach.

**MAR/R5 IT IS PROPOSED TO ALLOCATE 2.75 HA (6.8 ACRES) OF LAND FOR PUBLIC OPEN SPACE WEST OF ROBINGOODFELLOWS LANE.**

- 9.19 This allocation lies to the west of Robingoodfellows Lane on land which previously formed part of the secondary school complex. The area is already grassed being part of the former school playing field. It will abut two new allocations for residential development but its main purpose will help offset the current overall lack of open space in this part of the town.
- 9.20 In relation to golf course provision, planning permission has been given to extend the existing March golf course from 9 holes to 18 holes and to provide a new 'pay as you play' 18 hole golf course at Gaul Farm, Gaul Road to the west of the bypass. These proposals accord with the strategy for golf course provision set out in Part One of the Local Plan (paragraph 5. 50).
- 9.21 The planning permission for the establishment of the Equestrian Centre in the same locality will be a major attraction at national level. (This site lies outside the boundary of the Inset Proposals Map).

### **Transportation**

- 9.22 The town centre is currently experiencing traffic congestion particularly along Broad Street and the northern end of High Street. The possibility of a relief road is currently being examined but greater detailed examination is needed before options can be considered. Substantial developer contributions may be required to provide such a road.
- 9.23 The feasibility of providing an eastern bypass has been assessed by the Director of Transportation but he does not consider such a costly proposal would be of great benefit in relieving the Town Centre of traffic problems. The provision of any such a road would therefore have to be funded entirely by the private sector contributions which would entail the release of large additional land for housing development. This, in itself, would generate more traffic in the town and place additional burdens on existing infrastructure and community facilities.
- 9.24 Protected Access Points have been identified west of the residential allocation west of The Avenue, south of Burrowmoor Road and north of Knights End Road in accordance with Policy TR9 to ensure that 'exceptional' development does not prejudice any access into areas west of the town. No commitment to potential development should be inferred from this designation, nor should it be assumed that other locations will not be considered.

### **Town Centre**

- 9.25 A separate study of the town centre will be undertaken. The study will examine such issues as traffic management, car and lorry parking provision, shopping and redevelopment potential, general landscaping improvements and any other matters relevant to the town centre.
- 9.26 The recent proposals for traffic management in Broad Street are to be reconsidered so that more wide ranging proposals to relieve the problem can be examined. One such option might be to consider an internal relief road to enable traffic to be 'diverted' away from Broad Street and the northern end of High Street. If such a road is feasible there could follow local traffic management and environmental measures which would help create an improved shopping and town centre environment.

### **Education**

#### **MAR/CF1 IT IS PROPOSED TO ALLOCATE 2.0 HA (5.0 ACRES) OF LAND FOR A NEW PRIMARY SCHOOL ON LAND TO THE NORTH OF COUNTY ROAD.**

- 9.27 The Local Education Authority has identified a need for a new primary school to the north of the town to meet the future needs of this part of the town. The new school will be established with effect from September 1994 and is likely to be Voluntary Aided. The site forms part of County Council owned land. Vehicular access will be provided off County Road, via the existing, but improved, access to the former school playing fields. This access is also likely to serve the residential allocation located to the west of the school site.

- 9.28 It has already been mentioned that both Cavalry Infant School and Burrowmoor Primary School are to be remodelled and expanded, and that the Neale Wade Community College is to be expanded.

### **Environment**

- 9.29 The current Conservation Area was designated in 1972 and covers the central area and the town centre end of West End. It is considered the general character of West End as a whole is worthy of protection and that Conservation Area designation is justified over a greater part of its length.

### **MAR/C1 IT IS PROPOSED TO EXTEND THE EXISTING CONSERVATION AREA ALONG WEST END, MARCH. THE PROPOSED NEW BOUNDARY IS SHOWN ON THE INSET PROPOSALS MAP.**

- 9.30 The proposed additional area extends from 38 West End to Squirrel Cottage. It is considered justified for the following reasons:

- i) The presence of listed buildings
- ii) Important open garden spaces fronting the River Nene
- iii) Similar to the existing Conservation Area as it affects West End.

The eventual designation will enable the District Council to exercise a greater degree of control over important planning issues that can and do affect the environmental quality of this important area of the town.

### **Drainage**

- 9.31 Policy PU1 in the Public Utilities chapter is applicable to all new residential and industrial developments. Improvements to the drainage system will be needed in certain parts of the town before some of the proposed residential areas shown on the Inset Proposals Map can be developed. This is particularly relevant in the northern part of the town. The sewage treatment works has a design capacity to accommodate current planning permissions, but further improvements to the works are likely to be needed before additional land is released.

**APPENDIX 2****LAND WITH PLANNING PERMISSION: LARGE SITES (AS AT 1st JULY 1990)**

Location	Dwellings	
BadgeneyRoad	87	
CavalryPark	24	
CountyRoad	52	(flats)
DebdenClose	10	
ElmRoad(West)	178	
ElmRoad(East)	28	
ElliottRoad	11	
EstoverRoad	32	
ElwynRoad	72	(flats)
FieldBaulk	9	
HighStreet(Bevill'sPlace)	34	(flats)
HighStreet(OldRectory)	15	(flats)
HighStreet(OldPoliceStation)	15	(flats)
HillsideRoad	35	
KnightsEndroad	16	
NewPark	31	
StationRoad/CreekRoad	182	
StationRoad	14	(flats)
StonecrossWay	21	
TheAvenue	42	
UpwellRoad(South)	49	(flats)
UpwellRoad(North)	9	
ElmRoad	10	(flats)
DartfordRoad	10	(flats)
NorwoodRoad	50	
GaulRoad	86	
<b>Total</b>	<b>1,122</b>	<b>(including 231 flats)</b>

